ADMIRALTY, S.W.1,  
22nd April, 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

ADMIRALTY FLEET ORDERS

No. Subject.

1774. Volunteers for Harvesting—Non-Industrial Staff. Issued separately on 15th April, 1943, only to Commanders-in-Chief (not C-in-C, H.F.), Flag Officers, Senior Naval Officers Ashore, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

22nd April, 1943.

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

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

1775. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft.

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

1776. Honours and Awards—" London Gazette " Supplement of 18th April, 1943.

1777. Honours and Awards—Polish Navy.

1778. Courses for Officers on Adjustment of Magnetic Compasses.

1779. Temporary Instructor Officers (Hostilities only)—Grant of Acting Rank of Instructor Lieutenant-Commander.

1780. (A) Branch Officers—Appointments and Return from Abroad.


1782. Acting Sub-Lieutenants (E)—Ordinance Artificer and Engine-Room Ratings—Fleet Selection Boards—REPORTS.

1783. Promotion from the Lower Deck to Permanent Executive and Air Commissions—Fleet Selection Boards—REPORTS.

1784. Warrant Air Officers (P)—Courses for Promotion.

1785. Warrant Air Officers (P)—Duties.

1786. Accountant Branch Professional Examinations.

1787. Specialisation in Torpedo Branch.

1788. Fighting Directing Officer—Volunteers Required.

1789. Cypher Officers—Introduction of a Specialist Category as a War-time Measure.

1790. Naval Rank—T.142X Officers.

1791. Complement—Amendment.

1792. Artificer Branches—Tool Kites.


1794. R.M. Personnel—Medical Categories.

1795. Royal Marine Tradesmen.


1797. South African Naval Forces—Special Leave Allowance.


1799. Meritorious War Service—Grant of Additional Seniority.


1801. Discharge of Men found Medically Unfit at New Entry Establishments.


1803. Service Certificates of Personnel of Tenders—Transfer between Bases.


1805. Admiralty Surgeons and Agents.

1806. Officiating Ministers of Religion.


1808. W.R.N.S.—Ratings—Pay on Entry, etc.

1809. W.R.N.S.—Air Synthetic Trainers.


1811. W.R.N.S.—Mail Clerks.

1812. W.R.N.S.—Mail Clerks.

1813. W.R.N.S.—Mail Clerks.

1814. W.R.N.S.—Mail Clerks.

1815. W.R.N.S.—Mail Clerks.

1816. W.R.N.S.—Mail Clerks.

1817. W.R.N.S.—Mail Clerks.

1818. Retail Clothing, including Catapulta, Coal and Oil Fuel, and Engineering Stores.


1820. Emirates—Main Boilers.


1823. Launching-in Bars for Torpedoes—Allowances.

1824. Depth Charge Stowages—Steel Yoke Type of Lifting Sling—As. and As.


1826. Adjustment of Compasses.

1827. Engine.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineering Officer, including Catapulta, Coal and Oil Fuel, and Engineering Stores.)


1829. Naval Aircraft.—(Technical.)

1830. Aero-Engines—Abbreviated Reports on Certain Defects.

1831. General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

1832. Improvement of Seaworthiness.

1833. Lidgwood Doors to Bottle Rack Stowage—As. and As.

1834. See Anchors.

1835. Chain Slings, Pattern 1499.

1836. Procedure When Using Direct Telemotor Operated Capstan Gears.

1837. Specialisation in Torpedo Branch.

1838. Boats, etc.—Fitting of S.A. Frame Magnets—As. and As.

1839. Boiler Room Air Intakes—Operating Position for Roller Blind Shutters and Hinged Flaps—As. and As.

1840. Portable Salvage Pumps.


1842. Control of 220/40-volt Firing Motor Generators—Fitting of Firing Generator (Main Control Units, Pattern 10684)—As. and As.

1843. H.II Accelerators—Main Cylinder Operating Fluid.

1844. Aircraft Stores Establishments—Distinctive Symbols for.


1846. Glasses for Mirrors, Aircraft, Rear View—Replacements.

1847. Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Dividing Apparatus, Magazines, etc., and Stores.

1848. Torpedo, Tubes, Mines and Mineweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.

1849. Solid Hydrogen Peroxide (Hyperol)—Deterioration.

1850. Kent's Clear View Screens—As and As.

1851. African Mahogany—1st or Sapele Varieties.


1853. Sliding Doors to Bottle Rack Stowage—As. and As.

1854. Improvement of Seaworthiness.

1855. Painting of Hangars.

1856. Improvement of Seaworthiness.

1857. Illuminating Fitting for Foresights—Supply.

1858. Ball and Roller Bearings—Procedure for Ordering and Progressing.

1859. Solid Hydrogen Peroxide (Hyperol)—Deterioration.

1860. Interrogator, Type 242.

1861. Launching-in Bars for Torpedoes—Allowances.

1862. Depth Charge Stowages—Steel Yoke Type of Lifting Sling—As. and As.

1863. Specialisation in Torpedo Branch.

1864. Additional Items of Consumable Naval Stores.

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

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


1866. Mess Gear.

1867. Loan Clothing—Combined Operations.


1869. Solid Hydrogen Peroxide (Hyperol)—Deterioration.


(022900)
Section 5.—Books, Forms, Returns, Correspondence

1861. Amendments to Books.
1862. A.M.S.1s.
1864. Form 0.6—Ammunition Labels—Additions.
1865. O.U. 5304—Revision of Establishment.
1867. Pay Offices of "Pembroke III"—Change of Address.
1868. O.U. 5394—Revision of Establishment.

1867. Form 0.6—Ammunition Labels—Additions.
1868. O.U. 5304—Revision of Establishment.

Section 6.—Shore Establishments

1874. Hours of Work in Admiralty Industrial Establishments at Home.
1875. Adult Civilian Electricians Employed in Admiralty Establishments—Cost of Living (War Adjustment.
1876. R.N. Air Stations—Care of Airfield Surface.
1877. Fire-Fighting Appliances—Care in Use of Foam Compound—REPORTS.
1878. Floors in Naval Shore Establishments—Method of Cleaning and Restricted Use of Coticene.
1879. Stores Delivered by Contractors—Arrangements to Facilitate Earlier Supply of Receipts to Contractors.
1883. Cordage, Canvas, etc.—Restriction of Local Purchase.

Section 1

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

"1775.—Enemy Aircraft Shot Down or Damaged by Ships’ Gunfire and Naval Aircraft

(E.F.O./G.D.0431/43.—22.4.1943.)

A.F.O. 1646/43 is to be amended as follows:

Under Sub-heading "Enemy Aircraft Shot Down by Naval Aircraft"
Against "Last reported totals" in table amend date to read "28th February, 1943."

(A.F.O. 1646/43.)

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

"1776.—Honours and Awards—"London Gazette" Supplement of 13th April, 1943

(H. & A.—22.4.1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James’s Palace, S.W.1,
13th April, 1943.

The KING has been graciously pleased to give orders for the following promotion in the Most Honourable Order of the Bath:
To be an Additional Member of the Military Division of the First Class, or Knights Grand Cross of the said Most Honourable Order
Admiral Sir John Cronyn Tovey, K.C.B., K.B.E., D.S.O.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire:
To be an Additional Commander of the Military Division of the said Most Excellent Order
Captain Colin Wauchope, D.S.C., R.N.

For enterprise and resource in control of the landing of sea-borne supplies during the advance of the Eighth Army from El Alamein to Tripoli.

To be an Additional Member of the Military Division of the said Most Excellent Order
Temporary Surgeon-Lieutenant John Kenneth Thomson, M.B., Ch.B., R.N.V.R.

For skill and devotion in tending wounded survivors from a torpedoed Merchantman.

ADMIRALTY,
Whitcliff,
13th April, 1943.

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

For bravery and skill in action against enemy submarines and in operations in North African Waters:
To be a Companion of the Distinguished Service Order
Lieutenant-Commander Arthur Henry Tyndall Johns, R.N. (Appointment to date from 30th December, 1942.)

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

1775.
1776

Bar to the Distinguished Service Cross
Temporary Lieutenant Eric Butler Marland, D.S.C., R.N.V.R.

The Distinguished Service Medal
Chief Petty Officer Robert David Law Foxe, D.J./92864.
Engineer Arthur Wilkinson, LT/KX.112477, R.N.P.S.
Acting Leading Seaman Harold Stafford, D/SSX.14930.

Mention in Despatches
Commander Hugh William Falcon-Steward, R.N.
Lieutenant-Commander Leslie Hugh Moorhouse, R.N.R. (Retd.).
Lieutenant Anthony Maurice Wickham, R.N.
Mr. Herbert James Brown Button, D.S.M., Boatswain, R.N.
Mr. Harold Purves Walter, Commissioned Engineer, R.N.
Mr. Horace Rance Peed, Temporary Acting Warrant Engineer, R.N.
Petty Officer George Henry William Strownd, C/111501.
Acting Yeoman of Signals Albert Lofthouse, D/JX.135027.
Leading Seaman Charles Caddick, C/SSX.26825.
Able Seaman Frederick George Beecham, P/JX.167751.


To be a Companion of the Distinguished Service Order
Commander Richard Borthwick Jennings, D.S.C., R.N.

The Distinguished Service Cross
Acting Temporary Commander Archie Stubbs, R.N.R.
Acting Temporary Lieutenant-Commander Cecil Farry John Simons, R.N.V.R.
Temporary Lieutenant Joseph Sutherland Watt, R.N.
Temporary Lieutenant Robert Gerald Stephen Clarke, R.N.V.R.
Temporary Lieutenant Richard de Vaux Hoghton, R.N.R.
Temporary Lieutenant Robert Hugh le Masurier, R.N.V.R.
Acting Skipper Lieutenant Thomas Brent Taylor, 2756W.S., R.N.R.

The Distinguished Service Medal
Acting Chief Engineer Herbert Arthur Campbell, LT/X.6083E.S., R.N.R.
Petty Officer Stanley Goffin, R.N.P.S., P/JX.128836.
Petty Officer Joseph Henry McBride, LT/JX., 205225, R.N.P.S.
Temporary Lieutenant Robert Gerald Stephen Clarke, R.N.V.R.
Temporary Lieutenant Richard de Vaux Hoghton, R.N.R.
Temporary Lieutenant Robert Hugh le Masurier, R.N.V.R.
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Temporary Lieutenant Robert Hugh le Masurier, R.N.V.R.
Acting Skipper Lieutenant Thomas Brent Taylor, 2756W.S., R.N.R.

The Distinguished Service Medal
Petty Officer Cook John Henry Hubbard, P/MX.509245.
Stoker First Class Robert Thomas Griffiths, P/KX.129209.

Mention in Despatches
Lieutenant Duncan Carson, R.N.
Lieutenant (E) Henry Ralph Kimber, M.B.E., R.N.
Canteen Manager Philip James Jenkins, C/NX.718.
Petty Officer Reginald Henry Windsor, P/J.110431.
Stoker Petty Officer Albert Ernest Ainger, C/K.64255.
Acting Engine Room Artificer Fourth Class John Craig, C/MX.77477.
Leading Stoker Frederick Emerson Turner, P/KX.37845.
Able Seaman Bernard William Charles Currie, P/JX.225469.
Able Seaman Jack Lyons, C/JX.184120.
Able Seaman Ernest Turner, C/MX.249962.
Ordinary Seaman David Robert Pugh, C/JX.371069.

For bravery and daring in action against the enemy while serving in light coastal craft:

The Distinguished Service Cross
Temporary Acting Lieutenant-Commander Thomas Nelson Cartwright, R.N.V.R.
Temporary Lieutenant the Honourable Patrick William Malcolm Mitchell-Thompson, Lord Selston, R.N.V.R.

The Distinguished Service Medal
Petty Officer Alfred Peter Dawkins, P/SSX.17291.
Acting Petty Officer Charles Edwin Turner, C/JX.112477.
Seaman Donald George MacKenzie, D/JX.105799B, R.N.R.
Able Seaman Dougall McFarlane, C/JX.225197.

Mention in Despatches
Temporary Lieutenant Francis Douglas Russell-Booth, R.N.R.
Able Seaman Norman Philip Chard, D/JX.288835.
Honours and Awards under the heading shown:

A.F.O. 1286/43. Petty Officer Writer Frank Kenneth Cowley, P/MX.63531.
Mr. Shiek Jamal X. Shiek Peroo, First Deck Tindal.
Mr. Sher Mahomed X. Razoo, Engine-room Serang.
Mr. Badiuzzaman S. Lall Mahomed, Deck Serang.
Mr. Stanley Broughton, Chief Officer.
Captain Campbell Shaw, Master.

For bravery in rescuing survivors from a torpedeed Merchantman:

Mention in Despatches

Captain Reginald Maurice James Hutton, D.S.O., R.N.
Commander Edward Albert Gibbs, D.S.O., R.N.
Commander Hugh Greaves Walters, D.S.C., R.N.
Lieutenant-Commander Viscount Jocelyn, R.N.
Lieutenant-Commander Richard Hornecastle, R.N.
Lieutenant Andrew Christian Mc Guthro, R.N.

For bravery in action against enemy aircraft while serving in H.M.S. "Lamerton":

The Distinguished Service Medal

Able Seaman James William Harry Goad, C/JX.152291.

Mention in Despatches


For good services during operations off North Africa:

Mention in Despatches

Lieutenant-Commander David Hugh Maitland-Maskell-Crighton, D.S.O., D.S.C., R.N.
Lieutenant-Commander (E) Hilary Charles Davey Boose, D.S.C., R.N.
Chief Petty Officer Frank Dudley Hignett Bell, D.S.M., P/J.29832.
Chief Stoker Emil Rothman Teichert, P/K.59994.
Engine Room Artificer Second Class Frederick William Willis, P/MX.51940.

For selfless devotion in twice returning to a sinking vessel to provide others with life-saving apparatus:

Mention in Despatches

Chief Petty Officer Francis Gordon Selby, D.S.M., C/JX.145558.

For good services in action against the enemy off the Dutch Coast:

Mention in Despatches

Lieutenant Peter Gerald Charles Dickie, M.B.E., D.S.C., R.N.
Temporary Lieutenant John Weeden, D.S.C., R.N.V.R.
Acting Chief Motor Mechanic Dennis Kirkman, D/MX.67772.

For good services in H.M.S. "Pelican":

Mention in Despatches

Lieutenant George Ernest Rodney Brown, R.A.N.V.R.

For gallant and distinguished services as Liaison Officer in a Defensively Equipped Merchant Ship:

Mention in Despatches

Lieutenant David Edmund Cole-Hamilton, D.S.C., R.N.

For good services in tending survivors from a torpedoed Merchantman:

Mention in Despatches


For bravery, skill and endurance when attacked by enemy aircraft, and on passage to North Africa:

The Distinguished Service Cross

Captain Campbell Shaw, Master.

Mention in Despatches

Mr. Stanley Broughton, Chief Officer.
Mr. Badruzzaman S. Lall Mahomed, Deck Serang.
Mr. Sher Mahomed X. Razoo, Engine-room Serang.
Mr. Shiek Jamal X. Shiek Peroo, First Deck Tindal.

The following amendment (where underlined) is made to a previous order of Honours and Awards under the heading shown:

Mention in Despatches

A.F.O. 1286/43. Petty Officer Writer Frank Kenneth Cowley, P/MX.63531.
A small number of specially selected R.N.V.R. Officers are to be qualified in Signals to the standard of R.N. Signal Officers and will be available for full communication duties ashore and afloat.

2. Selection for the course will be made from:—
   (a) Officers who have already qualified in the R.N.V.R. Special Signal Course.
   (b) "Qualified Officers" who volunteer.

3. Officers will be required to be of Vision Standard I. The vision standard of officers who have already qualified in the R.N.V.R. Special Course is to be reported to the Captain, H.M. Signal School, as soon as possible.

4. The names of suitable "Qualified Officers" who are recommended are to be forwarded, together with a report on Form S.206, to the Captain H.M. Signal School, Leydene House, Petersfield, as early as possible, a copy being sent to the Secretary of the Admiralty.

5. An R.N.V.R. Officer who has qualified in the Long Signal Course will be distinguished in the Navy List by the Symbol (S). Officers so qualified will be entitled to a Specialist Allowance of 2s. 6d. a day.

**1782.—Acting Sub-Lieutenant's (E)—Ordnance Artificer and Engine-room Ratings—Fleet Selection Boards—REPORTS**

Fleet Selection Boards should be arranged for candidates eligible for promotion to Acting Sub-Lieutenant (E) under A.F.O. 2472/42, or K.R. & A.I., Appendix XII, Part 7, Section III. Successful candidates should be discharged to depot so as to arrive by the end of May and their names reported to the Admiralty in order of merit. Nil reports also required, and names of any unsuccessful candidates.

2. The results of the October, 1942, Qualifying Examination are not yet available and will be specially promulgated, by signal where necessary. In the meantime candidates who took this examination may appear before the Fleet Selection Boards, but recommendation will be subject to passing the course.

(A.F.O. 2472/42 and K.R. & A.I., Appendix XII, Part 7, Section III.)

**1783.—Promotion from the Lower Deck to Permanent Executive and Air Commissions—Fleet Selection Boards—REPORTS**

With reference to A.F.O. 1638/42, the next Fleet Selection Boards for candidates for permanent executive and air commissions should be held early in June, and the results reported to the Admiralty (C.W. Branch). The date for determining the maximum age will be 1st July, 1943.

2. Nil reports are also required, and names of any unsuccessful candidates should be reported.

(A.F.Os. 848/40, 3289/40, 1638/42, 3551/42 and 5744/42.)

**1784.—Warrant Air Officers (P)—Courses for Promotion**

(C.W. 47917/42.—22.4.1943.)

The programme of courses for Warrant Pilot will be as follows:

<table>
<thead>
<tr>
<th>Course No.</th>
<th>Place</th>
<th>Duration</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>H.M.S. &quot;Excellent&quot;</td>
<td>14 days</td>
<td>Power of command and range practices.</td>
</tr>
<tr>
<td>2</td>
<td>R.N. Air Station, St. Merryn</td>
<td>5 days</td>
<td>Air gunnery.</td>
</tr>
<tr>
<td>3</td>
<td>R.N. Air Station, Yeovilton...</td>
<td>5 days</td>
<td>Air ranges.</td>
</tr>
<tr>
<td>4</td>
<td>R.N. Barracks, Lee-on-Solent</td>
<td>3 days</td>
<td>F.A.A. organisation, air station organisation, storage section organisation.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3 days</td>
<td>Air stores.</td>
</tr>
</tbody>
</table>

2. Syllabus.—(a) Power of command and air gunnery as arranged by H.M.S. "Excellent".
   (b) Range administration. Armament practices carried out by Naval aircraft.
   (c) Air station organisation to include:—
      Communications organisation.
      Flying programme organisation.
      Analysis of exercises.
      Safety boat and target ship organisation.
      Salvage, fire fighting, crash and accident organisation.
      Air/sea rescue and air safety organisation.
      Aerodrome upkeep organisation.
      Storage organisation.
   (d) F.A.A. organisation to include:—
      Organisation of F.A.A. in ships.
      Squadron organisation.
      Squadron regulating arrangements ashore and afloat.
      Punishments.
      Hangar safety arrangements ashore and afloat.
   (e) Stores.—To give Warrant Pilots an outline appreciation of the system of accounting for Naval and air stores, including demands, internal and external, and sources of supply; returns internal and external; articles in ledgers and squadron inventories; air stores establishments; main ledgers; permanent loan lists; system of mustering and adjustment of ledgers; Air Publication allowance (A.P.(N) 1); accounting and demanding; checking lists and appendices A; forms concerned with accidents, write-offs, defects and failures; monthly returns of personnel and airframes.

3. As candidates will not undergo a school course they will be recalled to R.N. Barracks, Lee-on-Solent, a fortnight before commencement of the course in H.M.S. "Excellent" in order that the educational attainments of candidates who may have qualified educationally for warrant rank some years previously, may be tested and improved as requisite.

4. Particulars of any candidate who has completed the flying qualification of three years' flying experience, of which two years must have been spent in a first line unit (A.F.O. 5499/42), but who is short of the four years' service in seagoing ships required by K.R. & A.I., Article 311 (a), clause 2 (f), may be forwarded to the Admiralty. Consideration will then be given to waiving some part of the four years' sea service in individual cases of hardship.

(K.R. & A.I., Article 311 (a).) (A.F.O. 5499/42.)

**1785.—Warrant Air Officers (P)—Duties**

(C.W. 47917/42.—22.4.1943.)

The duties of Warrant Air Officers (P) will be as follows:
(a) Flying duties appropriate to their qualifications.
(b) Instructional and administrative duties.
(c) When serving afloat and not required for duties in connection with aircraft, they may be employed on such ships' duties, including watchkeeping in harbour, as the Captain may consider them fit to perform having regard to their rank, seniority, training and experience.

2. Warrant Air Officers (P) should not generally be employed as Aerodrome Control Officers, but there is no objection to any who may be permanently or temporarily grounded being employed in this capacity if no other suitable officer is available. Suitable training should be given, as convenient, before the duty is undertaken.
1786—Accountant Branch Professional Examinations

(C.W. 9242/43.—22.4.1943.)

Distribution of question papers

Application for sets of question papers for candidates in all Accountant Branch professional examinations requiring application to the Admiralty, is to be made direct to the Paymaster Director-General, Admiralty, and must reach his department not less than five months before the date of the examination.

2. Distribution of sets of question papers is subsequently made by the Director of Education Department, Admiralty, direct to H.M.S. ships and establishments concerned.

Disposal of worked papers

2. Worked papers for all subjects (including educational subjects) are to be forwarded direct to the Paymaster Captain-in-Charge, H.M.S. “President V” (Accountant Ratings’ Training Establishment, Highgate School, Highgate, London, N.6) who will arrange for their marking.

Setting and marking

4. Professional subjects.—The setting and marking of all papers on professional subjects for all Accountant Branch professional examinations is organised by H.M.S. “President V”, the Paymaster Captain-in-Charge communicating as necessary with the particular officers concerned.

5. Mathematics and educational subjects.—Mathematical papers and papers in educational subjects will be set and marked by the Director of Education Department but all worked papers in these subjects, are nevertheless to be forwarded to H.M.S. “President V” as directed in paragraph 3 above.

Promulgation of results

6. Examination for Paymaster Lieutenant-Commander.—The result of the examination will be forwarded by the Paymaster Captain-in-Charge, H.M.S. “President V” to the Paymaster Director-General. The names, etc., of successful candidates will be promulgated in Admiralty Fleet Orders; the names, etc., of unsuccessful candidates will be communicated by letter from the Admiralty to the Commanding Officers of the ships in which they are serving.

7. Examination for Paymaster Sub-Lieutenant.—The marks obtained by candidates in educational subjects will be communicated to the Paymaster Director-General by the Director of Education Department and the marks obtained in professional subjects by H.M.S. “President V”. The names, etc., of successful candidates will be promulgated in Admiralty Fleet Orders; the names, etc., of unsuccessful candidates will be communicated by letter from the Admiralty to the Commanding Officers of the ships in which they are serving; this letter will state the scope of the re-examination under K.R. & A.I., Appendix XII, Part 9, Section I, paragraph 10, and question papers will be dispatched accordingly for the next examination without further demand.

8. Examination for Warrant Writer and for Warrant Supply Officer.—Marks obtained in the mathematical paper will be forwarded by the Director of Education Department to H.M.S. “President V”, and lists of successful candidates will then be forwarded by H.M.S. “President V” to the Paymaster Director-General for promulgation by the Admiralty in Admiralty Fleet Orders.

9. Separate letters in respect of unsuccessful candidates will be forwarded by H.M.S. “President V” to the Commanding Officers of the ships in the which the examination was taken, for the information of the candidate and retention with service documents. If the candidate has left the ship, the Commanding Officer is responsible for forwarding the letter to the ship or establishment to which the candidate was discharged.

10. Complete lists of successful and unsuccessful candidates will also be forwarded by H.M.S. “President V” to the Paymaster Director-General and to the Commodores of the Royal Naval Barracks, Chatham, Portsmouth, Devonport and Lee-on-Solent for information.

11. Chief Petty Officer Writer and Supply Chief Petty Officer.—The marks obtained in the mathematical paper will be forwarded by the Director of Education Department to H.M.S. “President V”. “H.M.S. “President V” will then forward tabulated lists of results (including marks in detail) to the Commanding Officers of the ships in which ratings took the examination. If any candidate has left the ship since taking the examination, the Commanding Officer is to be responsible for forwarding the list to the ship or establishment to which the rating was discharged.

12. Copies of results will also be forwarded by H.M.S. “President V” to the following authorities in relation to the ships or establishments concerned:—

- Commanders-in-Chief
- Administrative Authorities
- Accounting Bases (in the case of ships not carrying their own accounts)
- Commodores of Depots
- Paymaster Director-General.

Where the base no longer carries the account of the rating concerned, that base is to be responsible for forwarding the notification to the base to which the rating was discharged, or to the ship to which he was discharged when that ship carries its own accounts. Since ledger and service certificate notations of great importance to the candidate have to be made, it is most important that this paragraph is carefully and promptly complied with.

(K.R. & A.I., Appendix XII, Part 9, and Appendix XVII, Part 1.)

(A.F.Os. 108/41 and 3492/41.)

(A.F.O. 3344/42 is cancelled.)

1787.—Specialisation in Torpedo Branch

(C.W. 5923/43.—22.4.1943.)

With reference to A.F.O. 619/42, Electrical Officers, R.N.R., will not in future be accepted as volunteers for the Long Torpedo Course unless they are in possession of a Naval Watchkeeping Certificate.

2. Electrical Officers serving as assistant to the Torpedo Officer should, therefore, be employed as far as possible on executive as well as electrical duties and should be afforded an opportunity of obtaining a Watchkeeping Certificate. Any case where an officer appears unlikely to obtain such a certificate or to become suitable for transfer to the Executive Branch within a reasonable period should be reported, so that he may be withdrawn and given another appointment in which his electrical qualifications can be fully utilised.

(A.F.O. 619/42.)

(C.A.F.O. 485/43 is cancelled.)

A.C.: 1943/45

1788.—Fighter Directing Officer—Volunteers Required

(C.W. 13589/43.—22.4.1943.)

The following amendment is to be made to A.F.O. 1162/43, paragraph 1 (c):

Amend to read:—

(c) R.N.V.R. Officers of the Executive and Special Branches under thirty-six years of age, except those who have qualified in R.D.F., H/F, D/F or (S) duties.

(A.F.O. 1162/43.)

A.E.C.: 1939

1789.—Cypher Officers—Introduction of a Specialist Category as a War-time Measure

(C.W. 3639/43.—22.4.1943.)

Experience of war-time cyphering has shown the need for a specialist category of R.N.V.R. cypher officer, similar to W.R.N.S. cypher officers, to fill certain important cyphering appointments and to meet various operational communication requirements.

2. It has, therefore, been decided to introduce a further category of Special Branch officer for specialist cypher duties. Officers of this category will be commissioned and trained for the express purpose of being employed in cyphering

(62990)
appointments and will be distinguished from other Special Branch officers by the notation (Cy) before their name in the Special Branch seniority list, and by the notation (Sp. Cy) after their rank in the C.W. List of Appointments.

3. In addition to officers of the above category, a number of Executive Special Branch officers have been trained for temporary employment on cypher duties until such time as the number of (Sp. Cy) officers is sufficient to meet current requirements. It is intended that these officers should ultimately revert to their proper duties as Special Branch officers (Ex. S. category) but in the meantime the terms of their appointments, as promulgated in the C.W. List of Appointments, will be worded to indicate that they are being employed on cypher duties, i.e., "H.M.S. ' Nonesuch ' for cypher duties " . The (Cy.) and (Sp. Cy) notation will not apply to this class of temporary cypher officers, but in no circumstances are such officers to be permitted to revert to general Special Branch duties without prior Admiralty approval.

4. Appointing authorities abroad are to ensure that the above instructions are complied with and the necessary notations clearly indicated when forwarding returns of local stations appointments.

1790.—Naval Rank—T.124X Officers

(C.W. 15005/43.—22.4.1943.)

Their Lordships have approved the following modifications in the equated table of Naval ranks of officers serving on T.124X Agreement promulgated in the Schedule to A.F.O. 1893/41:

(a) Engineer Officers.—Chief and Second Engineers holding First Class Certificates of Competency serving in Commissioned Auxiliary War Vessels (formerly home trade passenger ships) of not exceeding 2,500 tons, and of 15 knots and over, will be granted the rank of Temporary Lieutenant-Commander (E), R.N.R., and Temporary Lieutenant (E), R.N.R., respectively.

(b) Purser and Senior Assistant Purser.—In ships of a gross tonnage of 2,501 to 10,000 tons with a complement of 200 and over, and carrying two or more Assistant Purser, the Purser will be granted the rank of Temporary Paymaster Lieutenant-Commander, R.N.R., and the Senior Assistant Purser will be granted the rank of Temporary Paymaster Lieutenant, R.N.R.

2. Commanding Officers of the vessels concerned will be informed regarding the promotion as appropriate of the officers affected by the Order.

(A.F.O. 1893/41.)

1791.—Complement—Amendment

Armed Merchant Cruisers

(N.G.D. 0276/42.—22.4.1943.)

The following amendment is to be made to the scheme of complement of Armed Merchant Cruisers, issued with Admiralty letter N/P.M. 8838/40 of 9th June, 1941, and already amended by A.F.O. 1235/42 and Admiralty letters N.24151/41 of 22nd October, 1941, and N/D.N.O. (W.O.) 161/42 of 30th April, 1942:

Delete existing section (iii) of note (e).

Insert new section (iii) as follows:

"(iii) Complement provides for two 2-pdr. Mark VIII* single pompons or two 0·5-in. M.M.G. (English mountings). If neither is fitted, reduce 1 Ldg. Smn. and 5 A.B. or Ord. Smn. (including 2 A.A.2 and 2 A.A.3). If four 0·5-in. Colt equipments are fitted in lieu, instead of making the foregoing reduction, substitute 2 A.A.3 for 2 A.A.2 and add 6 A.B. or Ord. Smn. When two Mark VIII* single pompons, additional to the foregoing armament are fitted, add 1 Ldg. Smn. and 5 A.B. or Ord. Smn. (including 2 A.A.2 and 2 A.A.3).

(vii) When four Oerlikon guns are fitted, add 4 A.B. (A.A.3) if fixed height-trunnion type OR 6 A.B. or Ord. Smn. (including 4 A.A.3) if column type ".

(A.F.O. 1235/42.)

1792.—Artificer Branches—Tool Kits

(N.S. 15702/43.—22.4.1943.)

With reference to A.F.O. 2974/42 replacements of tools of ratings who have lost their kits as a result of service casualties, should be dealt with as follows:

(1) C.S. and S.S. artificers are to be allowed to purchase a complete tool kit from service stocks.

(2) H.O. artificers entered before 1st November, 1042 (i.e. the date from which the free issue of tool kits came into operation) are to be supplied with the appropriate complete tool kit on loan.

(3) H.O. artificers entered on or after 1st November, 1942, are to be supplied with a replace tool kit free of charge.

(4) Whenever a complete tool kit is issued on loan, any private tools which the rating may possess will be carried entirely at his own risk, and compensation for their loss will not normally be allowed unless such tools are considered essential to carry out the rating's duties and it can be certified that they were not available on board.

(5) Cash compensation for private tools should be based on Rate Book prices wherever replace tools can be obtained from service stocks.

(C.-in-C., Plymouth 19.1.43, No. 209/Ply. 322.)

(A.F.O. 2974/42.)

1793.—Boys in Training Establishments—Pocket Money

(N. 4119/43.—22.4.1943.)

As a wartime measure, the weekly pocket money allowable to Boys in Training Establishments under Articles 133 of Training Service Regulations (B.R. 697/37), has been increased to 5d. 6d. for Boys 1st Class, and 8s. 6d. for Boys 2nd Class, and the sums which may be paid under paragraph 4 of Article 95 of these Regulations, to Boys as pocket money prior to proceeding on long leave, have been increased by 10s. 6d.

(T.S.R. (B.R. 697/37), Articles 95 and 153.)

1794.—R.M. Personnel—Medical Categories

(M.D.G. 6323/42.—22.4.1943.)

The medical categories used by Naval Medical Boards of Survey are not always appropriate to R.M. personnel and to avoid obscurity in recommendations and difficulties in drafting arising therefrom, the following classifications are to be used in respect of R.M. officers and other ranks:

- Officers—
  R.M. I. Fit for general service at sea and on shore, at home and abroad.
  R.M. II. Temporarily unfit for I, but fit for shore service in units other than field formations.
    (a) At home and abroad.
    (b) At home.
  R.M. III. Temporarily unfit for I, but fit for shore service in establishments, depots, etc., for work of a sedentary nature.
    (a) At home and abroad.
    (b) At home.
  R.M. IV. Permanently unfit for I, but fit for continued service in III.
  R.M. V. Unfit for further service.

- Other Ranks—
  The classification shown in A.F.O. 2104/40 (see also A.F.O. 2583/41) is suitable for Royal Marines.

(A.F.Os. 2104/40 and 2583/41.)
The following consolidated list of R.M. Trades should be substituted for the list shown in paragraph 9 of A.F.O. 3548/40 as subsequently amended:—

**Group “A”**

- Ammunition Examiner
- Armament Artificier (A.A.).
- Armament Artificier (Electrical).
- Armament Artificier (Field).
- Armament Artificier (Motor Vehicle).
- Armament Artificier (Radio).
- Armourer.
- Artificer.
- Draughtsman (Architectural).
- Draughtsman (Mechanical).
- Draughtsman (Topographical).
- Driver (Transportation Plant).
- Electrician.
- Electrical Fitter (R.A.).
- Electrician (Signals).
- Fitter.
- Fitter (Gun).
- Fitter (Motor Vehicle).
- Instrument Mechanic.
- Instrument Mechanic (Signals).
- Lithographic (Draughtsman).
- Lithographic (Prover).
- Machine Minder (Lithographic).
- Machine Minder (Lithographic).
- Photographer (Cartographic).
- Radio Mechanic.
- Surveyor (R.A.).
- Turner.

**Group “B”**

- Blacksmith.
- Bricklayer.
- Carpenter and Joiner.
- Coppersmith.
- Mason.
- Miner.
- Clerk (Technical M/T).
- Coach Trimmer.
- Draughtsman (Signals).
- Equipment Repairer.
- Painter and Decorator.
- Platelayer.

**Group “C”**

- Concreter.
- Driver (Crane).
- Driver Mechanic.
- Engine Hand (Internal Combustion).
- 2. Group “E” has been abolished, all trades of this group being regrouped under Group “D”.
- Group “D”

  - Sawyer.
  - Steel Bender (Ferro Concrete).
  - Stevedore.
  - Stoker (Stationary Engine).

- 3. Cancel paragraph 4 of A.F.O. 3548/40 and substitute:—

  “4. Men entered subsequent to 25th June, 1940, are ineligible for extra duty pay when employed as M.T. Drivers.”

(A.F.Os. 3548/40, 1915/41 and 3128/42—not in annual volume.)

(A.F.Os. 4289/42 and 5253/42.)

(A.F.Os. 4289/40, 115/41, 727/41, 855/41 and 1915/41—not in annual volume—fie are cancelled.)

(A.F.Os. 998/42, 2369/42, 2487/42, 2856/42, 3757/42 and 397/42 are cancelled.)

**1796.—Ratings Holding “Acting” Rates—Progressive Pay**

(N. 1239/43.—22.4.1943.)

Proposals for modification of the rules governing the grant of progressive pay to ratings have been considered, and Their Lordships have decided that where provision exists for confirmation of an “acting” rate held by a rating, no alteration can be allowed to the rule set out in the Note to K.R. & A.I., Appendix XVII, Part I, paragraph 4, that “Progressive pay in respect of “acting” time is not to be credited to any rating unless and until he is confirmed, when payment is to be made of any arrears payable under the relevant rules.”

2. The grant of progressive pay to ratings holding “acting” rates in special duties where no provision exists for confirmation in the “acting” rate, is still under consideration.

1800.—R.N.A.S.B.R. Long Service and Good Conduct Medal—Issue of New Ribbon
(H. & A.—22.4.1943.)

The new dark green and white Reserve Medal ribbon described in A.F.O. 4354/41 will in future also be issued with the R.N.A.S.B.R. Long Service and Good Conduct Medal.
(A.F.O. 4354/41.)

1801.—Discharge of Men Found Medically Unfit at new Entry Establishments
(N. 833/43.—22.4.1943.)

Men found to be medically unfit at the first medical examination after arrival at the New Entry Establishment are to be dealt with as follows:

(a) T.B. Cases.—Men found to be suffering from T.B. may be discharged as "Medically unfit for service" on the authority of the Commanding Officer of the Establishment. Such rejections should be ratified by the naval medical authorities to the Medical Officers of Health of the Districts from which the men come.

(b) Non T.B. Cases.

(i) Men entered in skilled rating categories.

To be reported to the Admiralty by signal for decision as to disposal.

(ii) All men considered to be unfit for sea, harbour or shore service in any branch of the R.N. or R.M.

To be reported to the Admiralty by signal for decision as to disposal.

(iii) Men (other than those at (i) above) considered to be fit for sea, harbour or shore service in a branch other than that for which they were entered.

To be transferred to any branch for which they are fit and suitable, irrespective of their medical grading, if entered under the National Service Acts. In the case of Royal Marine ranks, arrangements are to be made direct between the Commodores, R.N. Barracks, and the Commandants of the Royal Marine Divisions concerned.

Note.—Men entered as volunteers should not be transferred except with their consent. Cases of such men unwilling to transfer are to be reported to the Admiralty.

2. Men discharged under paragraph 1 (a) above, and men whose cases have been submitted to the Admiralty for decision, are not to be kitted up. On discharge they are to be paid up to date, but no extension of pay is to be allowed, nor are they to be allowed plain clothes gratuity.

3. Men discharged for medical defects discovered within a week of entry who may have been kitted up, or partially kitted up, may retain such articles as, in the opinion of the Commanding Officer are necessary to enable them to go home decently dressed, but are not to receive plain clothes gratuity, nor is their pay to be extended as for men invalided after survey.

4. Men who develop disabilities during their period of training, or whose defects are discovered after one week or more of service are to be brought forward for survey and dealt with under A.F.O. 2104/40, men who are invalided being discharged in the usual course, their kits being dealt with in accordance with K.R. & A.I., Article 1879.

A.F.O. 2104/40
(A.F.O. 332/41 is cancelled.)

1802.—W.R.N.S.—Ratings.—Pay on Entry, etc.
(N. 8590/43.—22.4.1943.)

Cook (O) and Cook (S) are to be added to the W.R.N.S. categories named in A.F.O. 1180/43, paragraph 5 (a).
(A.F.O. 1180/43.)

1803.—W.R.N.S.—Air Synthetic Trainers
(N. 26394/42.—22.4.1943.)

It has been decided to establish a new W.R.N.S. category of "Air Synthetic Trainer" to include all W.R.N.S. ratings who have been trained in and are employed on the operation of air synthetic training apparatus such as torpedo attack teachers, link trainers, silloth trainers, operational crew trainers, etc.

2. Whilst under training, which will be given at naval air stations, ratings employed on these duties will be classified as Wrens (M) (Air)—see A.F.O. 1317/43—and will accordingly be paid at the general duties rate of pay. On satisfactory completion of training or after four weeks' service on the duties as Wrens (M) (Air), whichever is the later, they will be eligible for transfer to Air Synthetic Trainer on the lower specialised rate of pay. If recommended, they may be granted the higher specialised rate of pay after a further three months' service.

3. While training is to be given primarily in the operation of the particular device on which the ratings will be immediately required to work, it is desirable that, so far as possible, at least some rudimentary instruction should be given in the operation of all other types of air synthetic training apparatus in order that all members of the category may be readily interchangeable. In any case, a rating will not be regarded as professionally eligible for advancement in the new category until she has gained sufficient experience of all types of the apparatus to enable her to be transferred to duty on any one of them after a short adaptation course where this is necessary.

4. In accordance with A.F.O. 1180/43, paragraph 7, the date of award of the lower specialised rate of pay will be the basic date from which service as Air Synthetic Trainer and seniority for advancement to leading rate in the category are to be reckoned.

5. Air Synthetic Trainer is to be added to the list of F.A.A. categories promulgated in A.F.O. 5648/42 and the procedure laid down in A.F.O. 352/43 is therefore to be followed.

6. W.R.N.S. ratings who are now serving as Torpedo Attack Teacher Assistant Operators in the Wren (M) (Air) category may be transferred to the specialised category of Air Synthetic Trainer when they are considered qualified under the foregoing conditions, but not in any case with effect from a date prior to this Order.

(A.F.O.s. 5648/42, 352/43, 1180/43 and 1317/43.)

1804.—W.R.N.S.—Mail Clerks
(N. 6322/43.—22.4.1943.)

To meet requirements for W.R.N.S. Mail Clerks, it has been found necessary to employ a certain number of W.R.N.S. ratings of the Writer (General) category in complement posts in Fleet Mail offices, irrespective of whether or not they are trained in postal work. Such ratings have been allowed to transfer to the Mail Clerk category, without loss of pay or seniority in existing rating, with effect from the date of commencement of the duties.

2. It is the intention, however, that all members of the Mail Clerk category should undergo the approved G.P.O. course if they have not already done so. As circumstances permit, therefore, all W.R.N.S. ratings in Fleet Mail offices who have not been through the course are to be detailed to take it on relief, either temporary or permanent, by trained Mail Clerks.

3. The names of W.R.N.S. ratings whom it is intended to detail for the course are to be communicated to the Superintendent (Training), W.R.N.S., Westfield College, N.W.3, who will make the necessary arrangements for training and accommodation.

4. W.R.N.S. ratings of any category other than that of Writer (General) who may be transferred to Mail Clerk for any reason will be treated for pay and seniority purposes in accordance with the provisions of A.F.O. 1180/43.

(A.F.O. 1180/43.)
1805.—Plain Clothes Gratuity and Civilian Clothing on Discharge

(V. 316/43.—22.4.1943.)

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

Paragraph 3. **Delete** lines 7 and 8 and **substitute**:

"In order to facilitate the return of uniform to the Accountant Officer (S) each rating is to be supplied with a stamped addressed label, the reverse side having been marked by the establishment as follows:—

From

Name.

Rating.

Home Address.

The rating is to be instructed to complete the label before despatching the parcel."

(A.F.O. 689/43.)

1806.—Officiating Ministers of Religion

(C.E. 52949/43.—22.4.1943.)

The following appointments have been approved:—

Church of England—

H.M.S. "Dartmouth I" ... Rev. A. J. Watts, B.A.,
St. Saviour's Vicarage, Dartmouth,
(formerly Officiating Minister to H.M.S. "Britannia II")

Kingswear, Dartmouth ... Rev. F. H. Keyworth, B.A.,
The Vicarage, Kingswear, Dartmouth.

North Crawley, Bucks. ... Rev. C. J. Tovey, M.A.,
The Rectory, North Crawley,
Newport Pagnell, Bucks.

Tanga, E. Africa ... *Rev. A. W. Sharpe.

Roman Catholic—

Tanga, E. Africa ... *Rev. Dennis Morley.

H.M.S. "Westcliff" ... Rev. E. Littleton,
Milton Road, Westcliff.

H.M.S. "Dipper" ... Rev. John Hug,
The Presbytery, Marshall, Dorset.

Manchester and Salford ... Rev. T. Glyn
St. Joseph's, Ellesmere St., Salford, 5,
Lancs.

* As from 1st October, 1942.

The usual facilities are to be afforded.

1807.—Admiralty Surgeons and Agents

Felixstowe and Romford

(C.E. 4363/43 : C.E. 4670/43.—22.4.1943.)

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Address</th>
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</tbody>
</table>

1808.—Flying Accidents and Breaches of Flying Discipline—Entries in Flying Log Books

(N.L. 17004/43.—22.4.1943.)

A.F.O. 1554/43 is to be amended as follows:—

Paragraph 5. **Delete** "Commander-in-Chief" and **substitute** "Administrative Authority".

(A.F.O. 1554/43.)

1809.—Service Certificates of Personnel of Tenders—Transfer between Bases

(M. 04221/43.—22.4.1943.)

With further reference to A.F.O. 3218/42 regarding transfer of accounts of tenders, the original copies of Service Certificates should also be despatched to the new accounting base on board the vessel whenever possible.

2. Paragraph 2 of the specimen form should be amended to read:—

"Service Certificates and enclosures, and the accounts and documents relating to ledger, provision, loan clothing and mess trap accounts are either being despatched to the new accounting base on board the vessel, or will follow by first opportunity."

(A.F.O. 3218/42.)

1810.—Naval Salvage Money—Distribution

(D.N.A. 3 A./S. 388/42.—22.4.1943.)

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

Award for the salvage of s.s. "Phobos" by H.M.S. "Brilliant" on 20th and 21st March, 1940.

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

<table>
<thead>
<tr>
<th>Class</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd</td>
<td>£11 19 10</td>
</tr>
<tr>
<td>5th</td>
<td>£5 19 10*</td>
</tr>
<tr>
<td>8th</td>
<td>£2 19 10*</td>
</tr>
<tr>
<td>9th</td>
<td>£2 7 10</td>
</tr>
<tr>
<td>10th</td>
<td>£1 15 10*</td>
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<tr>
<td>12th</td>
<td>£0 17 10</td>
</tr>
<tr>
<td>13th</td>
<td>£0 11 11</td>
</tr>
</tbody>
</table>

* Double shares to one officer and eleven ratings who formed the boarding party from H.M.S. "Brilliant".

An award of £4 15s. 0d. to each of the Royal Naval ratings who were serving on board the Tug "Doria" with Lieutenant E. J. Newell, R.N.V.R., on the occasion of the above salvage operation is also to be distributed.

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

1811.—Naval Salvage Money—Distribution

(D.N.A./N.L. 4348/41.—22.4.1943.)

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

Award for the salvage of Icelandic Trawler "Arinbjorn Hersir" by H.M.S. "Arabia" during the period 22nd and 23rd December, 1940.
2. The amounts due to individuals in the various classes are as follows:

<table>
<thead>
<tr>
<th>Class</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd</td>
<td>89 5 0</td>
</tr>
<tr>
<td>6th</td>
<td>33 9 3</td>
</tr>
<tr>
<td>8th</td>
<td>22 6 2</td>
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<td>9th</td>
<td>17 17 0</td>
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<tr>
<td>10th</td>
<td>13 7 9</td>
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<tr>
<td>11th</td>
<td>11 3 1</td>
</tr>
<tr>
<td>12th</td>
<td>6 14 1</td>
</tr>
</tbody>
</table>

The following are to receive double shares of their class:

Sub-Lieutenant W. P. Hart, R.N.R.
R. W. J. Terry, Stoker Petty Officer, P/K.66356.
A. Mackenzie, Acting Leading Stoker, P/KX.85320.
C. G. Bevis, Acting Leading Seaman, P/JX.129626.
R. S. Hedger, Able Seaman, P/JX.150542.
C. Fallow, Stoker 1st Class, P/KX.93145.

3. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (DNA3A.) on Form S.540 (in manuscript if no forms are available) by the Commanding Officers of the ships and establishments in which they are now serving.

**1812. Marine Society—Hawkins Trust**

(P.M. 847/43.—22.4.1943.)

Attention is drawn to the Hawkins Trust of the Marine Society, which exists for the relief of widows of Captains, Commanders and Lieutenants of the Royal Navy. The income of this Trust is appropriated every year in the month of June in donations of £10 each to 43 widows. If there are not 43 applicants, grants may be increased to the extent of £30.

2. Requests for forms of application should be addressed to the Secretary of the Marine Society, Clark's Place, Bishopsgate, London, E.C.2, and should reach him not later than May for the annual distribution in June.

**1813. Life Assurance Schemes—Revision**

(N. 28374/42.—22.4.1943.)

*Naval Officers*

On 1st February, 1940, the conditions of the scheme were revised. From 1st January, 1943, a further revision is necessitated by the low rate of interest at which life assurance premiums can be invested and the high rate of taxation of life assurance funds. Details of the revised terms are given below:

(i) *Rates of Premium for New Policies.*—The rates for Standard Type Policies, which are common to all three Offices, have been increased in conformity with current rates for civilians but the terms for Naval Officers remain exceptionally favourable.

(ii) *Policy Conditions for New Policies.*—(a) The "Equitable" will pay a part of the sum assured on death in Wartime whatever the cause of death, the part that is payable depending on the class of assurance selected. The "Equitable" gives this limited War cover instead of charging an extra premium.

(6) The "North British" and the "Phoenix" will pay the full sum assured if death is not due to War or Aviation but if death is due they will only return the premiums which have been paid.

For Officers under the age of 25 years the "Equitable" generally grants assurances under Standard Type III but in special cases assurances will be granted under Standard Types I and II. For such special cases and for Officers of the Fleet Air Arm the policies will provide that only the premiums paid will be returned if death is due to Aviation.

For Officers of all Branches, except the Fleet Air Arm, whose age at entry exceeds 30, and who have no prospect or intention at the time of the proposal of engaging in Aviation, can obtain full War and Aviation cover on payment of an extra premium of £8 per cent. per annum (£20 added to the net quarterly payment for an assurance of £1,000) limited to a maximum of 5 years' payments.

For Officers in the same category whose age is less than 30 War cover is available at the same extra premium of £8 per cent. per annum so long as they do not engage in Aviation or join the Fleet Air Arm, but if they do the extra premium ceases to be payable and the benefit on death as a result of War or Aviation is thereafter limited to a return of premiums (exclusive of extra premiums paid to cover War risks).

Officers of the Fleet Air Arm or those with a liability or intention of engaging in Aviation whatever the age at entry cannot be covered against War and Aviation risks by payment of an extra premium.

2. Particulars can be obtained from any of the Offices concerned by furnishing details of the age next birthday and the type of policy required. It is inadvisable to complete forms A and B at the foot of the proposal until details of the premium are known.

3. The details given in S.1045 (dated 1st July, 1939) remain unaltered except as indicated above. The gummed slip dated February, 1940, is hereby superseded.

(1) The sum assured for a monthly allotment of 5s. has been reduced by an amount depending on the age, type and term of the assurance;

(2) The amount payable under assurances of Type A, B or C, will, if death is due to War, be limited to the monthly allotments paid or to the surrender value of the assurance whichever is the greater. The full amount will be payable if death is not due to War [but see (3)].

(3) Ratings who are aged under 30 years when the assurance is effected or who are then serving in or appointed to the Fleet Air Arm are not covered against flying risks. In such cases the amount payable under assurances of Type A, B or C will, if death is due either to War or to Aviation, be limited to the monthly allotments paid or to the surrender value whichever is the greater. The full amount will be payable if death is not due to War nor to Aviation.

(4) The sum assured by assurances of Type D is payable only if the Rating survives the stated term of years. If he does not survive the term the money he has paid in will be returned to his representatives with compound interest at 2 per cent. per annum. If it is desired to surrender the policy before the end of the term a similar return will be made, but omitting the premium for the first year.
5. The following amended Table shows the sums which can be secured at certain ages by a monthly allotment of five shillings (£3 per year).

<table>
<thead>
<tr>
<th>Entry Age</th>
<th>Assurance at Death.</th>
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<tr>
<td></td>
<td>£ s. d.</td>
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<tr>
<td>40</td>
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<td>50</td>
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<td>65</td>
<td>£ s. d.</td>
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<tr>
<th>TYPE &quot;A&quot;</th>
<th>TYPE &quot;B&quot;</th>
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<tr>
<td>Entry Age</td>
<td>Assurance at Death.</td>
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<td>210 0 0</td>
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<td>23</td>
<td>190 0 0</td>
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<tr>
<th>TYPE &quot;C&quot;</th>
<th>TYPE &quot;D&quot;</th>
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<tr>
<td>Entry Age</td>
<td>Endowment Assurance.</td>
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<tr>
<td>next</td>
<td>payable at the agreed age or earlier death.</td>
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<tr>
<td>Maturity age.</td>
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<td>40</td>
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<td>45</td>
<td>£ s. d.</td>
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<tr>
<td>50</td>
<td>£ s. d.</td>
</tr>
<tr>
<td>65</td>
<td>£ s. d.</td>
</tr>
</tbody>
</table>

6. The details given in S.1046 (dated June, 1937) remain unaltered except as indicated above. The gummed slip dated 1st April, 1940, is hereby superseded.

General

7. Officers and ratings are urged to state in the Proposal a shore address to which the Policy can be sent on completion.

8. Policies issued before September, 1939, are unaffected by the war.

9. For fuller particulars application should be made to either of the following offices:

The Equitable Life Assurance Society, Head Office: 19, Coleman Street, London, E.C.2; or


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

1814.—Guns, Q.F., 40-mm. Bofor, Mk. IV—Modification of Breech and Muzzle Gland

(A.S. 4108/43.—22.4.1943.)

The following modification is approved:

Gun ... ... Q.F., 40-mm. Mk. IV.

Parts affected ... ... Glands, breech and muzzle.

Purpose ... ... To accommodate separate gland rings and to reposition the breech gland securing screw to facilitate removal.

Nature of modification Reduce the thickness of muzzle and breech glands, fit rings, and fit packing of reduced thickness (0.8 in. and 0.9 in. respectively).

Drill and tap for screw securing breech gland in accordance with A.F.O. diagram 114/43 if screw in present position is difficult to remove.

Drawing ... ... A.F.O. diagram 114/43 or N.O.D. 3138/118.

By whom to be done ... Staffs of H.M. ships, bases, and Armament Supply Department.

Degree of urgency ... As convenient.

1815.—Guns, Browning, 0·303-in., Type A, Mark II*—Introduction

(A.S./C.I.NO. 303/43.—22.4.1943.)

The 0·303-in. Browning machine guns now introduced into Naval Service for use in Auxiliary Vessels and D.E.M.S. are to be described as follows:

Guns, Browning, 0·303-in., Type A, Mark II*.

2. Type A Browning gun comprises a Browning, 0·303-in. aircraft gun No. 2, Mark II* (R.A.F. Ref. No. 7H/1663) with a hand operated fire and safe unit (R.A.F. Ref. No. 8A/1156) assembled to the gun. For twin mountings type "A" guns are to be prepared in pairs (1 R.H. feed and 1 L.H. feed). For single mountings R.H. feed guns are required.

3. In assembly, the fire and safe units and sears are to be assembled on the right side of R.H. guns and the left side of L.H. guns, the cocking stud being fitted to the side opposite to the fire and safe unit and a cocking lanyard will be supplied with each gun. In addition to enable the foresight to be assembled the blast tube adapters are to be removed, before issue, from guns for single mountings.

4. Guns will be prepared at R.N.A. Depots for "R" or "L" hand position as directed by Admiralty.

5. A.A. sights for Type A Browning guns for single mountings will be supplied as follows:

Sights, A.A., back, 200 knot, 0·303 in. Browning gun, Type A.

Sights, A.A., fore, 200 knot, 0·303-in. Browning gun, Type A.

Sights for twin equipments are supplied with the mounting.

(A.F.O. 6400/42 is cancelled.)

1816.—Guns, Q.F., 2-pdr., Mark XIV—Alignment of Sights

(A.S./C.I.NO. 7004/42.—22.4.1943.)

The sights of Q.F., 2-pdr., Mark XIV guns, register numbers prior to S.5692, have not been tested for alignment as stated in A.F.O. 893/42.
2. H.M. ships mounting guns described in paragraph 1 should request the nearest R.N. Armament Depot or Officer-in-Charge of Armament Supply to test the sights. R.N. Armament Depots should demand sets of sight testing apparatus from D.A.S. (Branch A) as required.

3. Detailed instructions are being distributed.

4. Guns in store should have the sights aligned before issue.

(A.F.O. 893/42.)

1817.—Gun Mountings—General—Night Sights for Coastal Force Gun Armament—Mesothorium Illuminating Fitting for Foresights—Supply

Coastal Force Craft and Bases concerned

(G. 6380/42.—22.4.1943.)

Following successful trials, the foresights of gun mountings in coastal craft are now to be fitted with an improved type of Mesothorium tube and clip instead of the present clips supplied in accordance with A.F.O. 1262/42.

2. The clip consists of a thin strip of nickel silver shaped to fit closely round the Mesothorium tube and round a length of tinned copper wire, which is used to attach the clip to the sight.

3. Pattern No. 2556 has been assigned to this improved type of Mesothorium tube and clip, and the article will be added to the Rate Book under Subhead E, Item 2.

4. Each mounting requires one component and one spare set, each set comprising four tubes and fittings.

For craft in commission Coastal Force bases should forward demands as necessary to the Naval Store Officer, Admiralty Compass Observatory, Slough.

For craft under construction, warrant yards should refer demands to Slough for compliance.

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

(A.F.O. 1262/42.)

1818.—Ammunition—Pyrotechnics—Pistols, Signal, 1-in. and 1½-in.—Care in the Use of

(G. 1989/43.—22.4.1943.)

Attention is drawn to the firing precautions stated in paragraph 1218 of O.U. 5463 regarding the firing of 1-in. and 1½-in. signal pistols.

2. These precautions are:

(i) Where conditions admit, the pistol should be lashed to a support above the heads of men in the vicinity and is to be fired by lanyard.

(ii) Where conditions do not admit (i), the pistol should be held at full arm's length above the head of the firer, who should keep his head down.

(iii) In all cases other persons should stand clear.

3. Alternatively to paragraph 2 (i), the pistol may be fired from a clamp as shown in O.U. 5440 (40) (V.M.H.), page 7, Article 24.

(O.U. 5440 and O.U. 5449 (40).)

1819.—Ammunition Supply—Carriers, Shell, Quadruple, Q.F., 4 7-in.—Modifications

Destroyers Concerned

(G. 1242/43.—22.4.1943.)

A report has been received from the Commanding Officer of a destroyer that when hoisting shell the carrier fouled the underside of a hatch coaming resulting in shells becoming unhooked and dropping back into the shell room.

2. Commanding Officers of destroyers fitted with shell carriers should arrange to modify the present hoisting arrangements as follows:

(a) Adjust positions of eyeplates at top and bottom of hoists to ensure that the shell carrier is as nearly in the fore and aft line as possible, care being taken to see that loading and unloading will not be obstructed.

(b) Fit fairing pieces to the carrier as indicated on A.F.O. Diagram 117/43.

3. The work should be treated as a defect.

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

1820.—Ammunition—Fuzes—Necessity for SAFE Setting before Setting in Mechanical Fuze Setting Machines

(G. 01020/43.—22.4.1943.)

Attention is drawn to the necessity of ensuring that fuzes, No. 206, 207 and 211, are set SAFE, before insertion into a mechanical fuze setting machine. If this is not done the mechanical fuze setting machine will superimpose a setting on that already on the fuze and a very short setting may result. With fuzes, No. 206, Mark I, or No. 207, Mark II, this will cause a very short burst with danger to personnel.

2. A fuze which has once been set will have a sheared shearing pin. It is possible that the setting of any fuze which has once been set and is of low tension may be altered if subjected to heavy vibration. The setting of such fuzes should therefore be checked before insertion into the fuze setting machine.

3. Periodical inspection should also be made of the set screws in the shell which prevent the fuze from rotating whilst being set to ensure that they are screwed up tight.

1821.—P.A.C. Projectors—Combined Cleaner and Ejector

(A.S. 6178/42.—22.4.1943.)

A.F.O. 3121/42 is to be amended as follows:

Delete first sentence of paragraph 1, and substitute:

"A combined cleaner and cartridge ejector has been designed for use with all P.A.C. projectors except Type ' J ' ."

(A.F.O. 3121/42.)

1822.—Torpedoes, 21-in., Marks X, X*, X*T, X**, X***, and X****—Fitment of Transporting Screw and Sighting Plug

(A.S. 05353/42.—22.4.1943.)

It has been found that during transport of 21-in., Mark X—X**** and X*T torpedoes, movement of the depth gear pendulum weight is liable to cause distortion of the weight crossbar, resulting in the plate valve being moved out of its true position.

2. To overcome this defect it has been decided to fit a transporting screw in all 21-in., Mark X—X**** and X*T torpedoes; this will also entail the provision of a sighting plug in the balance chamber.

3. The modifications will be carried out on all 21-in., Mark X—X**** and X*T torpedoes, by R.N. Torpedo Depots, but torpedoes are not to be specially returned for this purpose.

4. Screw, St. No. 553, will be fitted in lieu of the transporting screw, on issue to service.

1823.—Launching-in Bars for Torpedoes—Allowances

Coastal Force Torpedo Craft

(A.S. 2798/43.—22.4.1943.)

1823

2. In future the allowance of bars will be as follows:

- 21-in., IV-IV*, V and VIII-VIII**,
  - C.F. training bases (H.M.S. "Bee", and H.M.S. "St. Christopher") 4 each
  - C.F. bases at home with torpedo facilities 6 each
  - C.F. bases abroad 1 each

- 21-in., VIII U.S.A.
  - Captains M.L. 1 each

3. Coastal Force craft and bases are to adjust to the revised allowances and return any surplus bars to the nearest Torpedo Depot as quickly as possible.

4. Coastal Force torpedo craft armed with 18-in. or 21-in., Mark X torpedoes are to retain the present allowance of launching-in bars, viz., one per vessel.

1824—Depth Charge Stowages—Steel Yoke Type of Lifting Sling—As. and As.

(T. 713/43.—22.4.1943.)

To facilitate the handling and stowing of charges in depth charge rooms, warhead rooms and other between deck spaces where the height above the stowages is small, a steel yoke lifting sling (see A.F.O. Diagram 113/43), capable of lifting standard Mark VII and heavy depth charges has proved to be very useful.

2. This type of sling is to be included as an item of the depth charge equipment for all vessels which are fitted with between deck stowages, the allowance being one per ship.

3. In new construction vessels, one sling will be provided together with other D.C. handling equipment by the shipbuilders. Commanding Officers of ships in service, which are not already in possession of this type of sling, should include an item in their next list of As. and As., Classification "A", to cover the work of manufacture by the refitting yard.

1825—"Hedgehog" Projectors—Ready-Use Lockers—Defects

(T. 656/43.—22.4.1943.)

Adverse reports regarding lockers in service have been received, and the defects are enumerated below, together with action required to effect improvements:

(a) The locker is not sufficiently robust. Stiffeners should be incorporated as shown in A.F.O. diagram, No. 115/43.

(b) Lockers which face aft cannot be kept watertight as in heavy seas water is forced past the rubber joint.

A breakwater is to be fitted as shown in A.F.O. diagram, No. 115/43.

The work involved should be treated as a defect.

2. Lockers, which for various causes have been rendered unserviceable as to make normal repairs impracticable, should be landed and new lockers demanded in lieu. Reports of the change made should be forwarded to the Director of Naval Construction, Admiralty, Bath, by the repair authority concerned.

1826—Adjustment of Compasses

L.C.T.(5)

(C.D.169/43.—22.4.1943.)

With reference to A.F.O. 971/43 attention is drawn to the fact that the compasses in these craft should be readjusted after Degaussing treatment. If this is not done, the compasses will in all probability be found to be entirely unreliable.

(A.F.O. 971/43.)

1827—Feed Water Capacity—A. and As.

"Algerine" and "Bangor" Class Minesweepers

(P. 5631/43.—22.4.1943.)

To increase the potential supply of feed water available in emergency the following additional valves and connections are to be provided in all vessels of the "Algerine" and "Bangor" classes:

(a) The feed tank filling and the fresh water pump discharge to the gravity tank lines are to be cross-connected at a suitable position above the engine room.

(b) The ship's main fresh water tanks and the reserve feed tanks are to be cross-connected.

(c) Suitable valves and connections are to be fitted from the firemain to the evaporator feed and from the evaporator vapour discharge to the main condenser in accordance with A.F.O. diagram 112/43, in order that feed water may be distilled in emergency when the evaporator pump is defective.

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

1828—Superheater Spacer Bars—Main Boilers

Destroyers, "J", "K", "L" and "N" Classes

(D. 0571/43.—22.4.1943.)

Reports of failures of superheater tube spacer bars have been received from a number of vessels of the classes named.

2. Spacer bars are to be removed when they show signs of distortion or of disintegration.

3. No action for replacement is required.

(C.-in-C., Med., 21.2.43, No. 403/Med. (W)/355.)

1829—Aerial Outfit ATU used with Types 251/251M

(S.D. 371/43.—22.4.1943.)

The present wooden framework of aerial outfit ATU is not sufficiently strong to stand up to heavy weather and numerous reports have been received giving instances of the aerial being torn away from the mast altogether, in addition to fractures at different points of the wooden structure.

2. Ships fitted with 251/251M are to modify aerial unit ATU in accordance with A.F.O. Diagram 118/43 (A.S.E. Drawing 36267).

3. This work is to be undertaken by ship's staff, if necessary, assisted by dockyard and base repair staff.

1830—R.D.F. Type 281—Modification to Panel 3AB, Modulator Lower, Pattern W1129

(S.D. 0367/43.—22.4.1943.)

To safeguard the NGT6 filament voltmeter from RF currents which frequently damage or burn out the voltmeter resistance, a switch, Pattern W5281, is to be fitted.

2. Details are given in A.F.O. Diagram No. 116/43 (A.S.E. Drawing No. 36267). The leads from switch to meter are to be twisted and as short as possible. The mounting bracket and label should be made by ship's staff.

3. Ships concerned are to demand " 1—Switch, plunger type, panel mounting, 2-pole, 2-way ", Pattern W5281, from the S.N.S.O., Haslemere, quoting this order as authority, to enable the above change to be effected.
30

1831.—R.D.F. Sets, Types 282/3/4/5 Modified Sets, Machine Control—As. and As.
(S.D. 252/43.—22.4.1943.)

War experience has shown the necessity for remote control of the main alternators from above protection. It has, therefore, been decided to fit and wire a total of four Pattern 7675 multiple control switches in each ship fitted with A.C. Outfits DVB/C/D/E, if this has not already been done. These switches should be fitted in two selected offices, one in the forward and one in the after superstructure if possible, otherwise in an office forward and an office aft, one for each machine in each office.

2. Commanding officers of ships affected are to insert the following item in their next list of As. and As., quoting this Order as authority:

"To fit remote control of machines for A.C. Outfit DVB, DVC, DVO or DVE (as applicable), Classification ‘A’."

3. Clause 5 of Addendum A to preliminary specification B96/40 is to be considered amended accordingly. The modification will be incorporated in a revision of the specification which will be issued shortly.

1832.—Interrogator, Type 242
(S.D. 03129/43.—22.4.1943.)

The plug connected to junction box A must not be inserted in the Responsor unless Pattern W.4790A Responsor is fitted. Insertion in Pattern W.4790 will cause an H.T. short if switch is turned to beacon.

(Admiralty A Message 642A is cancelled.)

1833.—Aero Engines—Abbreviated Reports on Certain Defects
(A.M.R. 2598/43.—22.4.1943.)

The following additions are to be made to Appendix I of A.F.O. 5930/42:

Kestel 30—

Hand starter, dural gear wheel failure.

Mercury 20—

Fractured rocker bracket tie-rod, if Modifications E.1418 and E.1397 are not embodied.

Merlin—all marks (up to and including Merlin 46, except Merlin 32)—

Inlet valves fractured, if Modifications 340 and 368 are not embodied.

Pesco vacuum pump drive sheared, if of the laminated spring drive type.

(A.F.Os. 5929/42 and 5930/42.)

1834.—Improvement of Seaworthiness

Converted Whalers on A/S., A.P. and LL Service at Home and Abroad Fitted with Two Wing and Two Centre O.F. Tanks
(D. 4385/43.—22.4.1943.)

A necessary improvement in seaworthiness in the above-mentioned vessels is to be obtained by the following means:

(i) The oil fuel in the wing oil fuel tanks should be used first and tanks pumped empty before broaching centre oil fuel tanks.

(ii) When half oil fuel has been burned the wing oil fuel tanks should be partially filled, about half full, with salt water. This water should be pumped out when the vessel refuels.

(iii) If, however, the total maximum fuel oil allowed to be carried according to the seaworthiness instructions can be carried in the centre O.F. tanks, the wing tanks should be partially filled with salt water when half oil is used from centre tanks.

1835.—Sliding Doors to Bottle Rack Stowage—As. and As.
All H.M. Ships where Doors are Fitted

(D./G.D. 0775/42.—22.4.1943.)

The sliding doors to the front of bottle rack stowages in magazines are not now considered to serve any useful purpose and have certain disadvantages.

2. It has therefore been decided to remove these doors at the earliest convenient opportunity.

3. Each Commanding Officer concerned is to insert an item, Classification ‘A’, in his list of As. and As. as follows:

"To remove sliding doors to bottle rack stowage in magazines and to replace existing cartridge retaining clips with the new approved clip, Type — , the work of fitting the clips to be carried out by the ships’ staffs as far as possible."

4. This A.F.O. is to be read in conjunction with A.F.O. 1572/43, which describes the new types of clips to be fitted, and gives instructions for demanding.

(A.F.O. 1572/43.)
(This Order is to be retained until complied with.)

1836.—Sea Anchors
Motor Minesweepers

(N.S. 34048/42.—22.4.1943.)

Motor minesweepers proceeding abroad are to be supplied with two sea anchors for use during the ocean passage.

2. Demands should be forwarded to storing yards when necessary by ships concerned.

3. Sea anchors returned from B type Fairmile M.Ls. in accordance with A.F.O. 4162/42 should be utilised for this purpose. These sea anchors are five feet in diameter across the mouth. This dimension should be quoted when demanding anchors for this service.

4. The Establishment of Naval Stores will be amended.

(A.F.O. 4162/42.)

1837.—Chain Slings, Pattern 1499

(N.S. 16391/43.—22.4.1943.)

With reference to A.F.O. 5440/42, chain slings for bombs, Pattern 1499, Subhead B.10C, are suitable for embarking depth charges, Mark VIII and XI.

2. No increase in the present quantities of slings, detailed in A.F.O. 5440/42, will be made.

3. Portsmouth only.—Proposals should be forwarded for the amplification of the description of the slings in the Authorised List of Naval Stores and on Drawing Po. M.C.D.019153.

(A.F.O. 5440/42.)

1838.—Procedure When Using Direct Telemotor Operated Capstan Gears
H.M. Submarines

(D. 4067/43.—22.4.1943.)

With the introduction of direct telemotor operated capstan gears it is not possible always to comply with paragraph 1 (e) of A.F.O. 1626/37, since in using the capstan gears the accumulators may become discharged.
2. Leakage of air into the telemotor system is guarded against by:

(a) a U ring on the floating plunger; and
(b) an oil seal between the piston and accumulator when the latter is discharged.

3. In the event of the items mentioned in paragraph 2 being defective air may find its way into the system, and if so will become apparent when working the capstan gear by sluggish and uneven working and by bubbling in the replenishing tank.

4. Attention should be paid to the symptoms mentioned in paragraph 3, and if the presence of air is suspected the following should be carried out:

(a) check main line pressure;
(b) test for air by slacking back the bottom plug on each accumulator and discharging the accumulator discharged for variable resistance of 0/1050 ohms, adjustable by means of a jubilee clip or at least 10 equal current tappings should be wired in series with the S.A.F.M. to provide initial adjustment. This resistance should be rated to carry 0.8/0.16 amps. and should be fitted in the engine room adjacent to the D.G. control panel.

N.B.—This resistance is designated “E” on Drawing D.E.E. 10556. With this arrangement, after initial adjustment of the S.A.F.M., further regulation is provided by means of the “M” coil regulating resistance “B”.

The S.A.F.M. indicator switch panel shown on Drawing D.E.E. 10556, connections to these fuses being taken from the “M” coil side of the regulating resistance “B” and reversing switch, all wiring being carried out in I.A.S. cable A.P.6195D. A variable resistance of 0/1050 ohms, adjustable by means of a jubilee clip or at least 10 equal current tappings should be wired in series with the S.A.F.M. to provide initial adjustment. This resistance should be rated to carry 0.8/0.16 amps. and should be fitted in the engine room adjacent to the D.G. control panel.

4. In the case of vessels under construction in which D.G. coiling has been installed in accordance with Drawing D.E.E. 10556, arrangements are to be made to fit an S.A.F.M. magnet and associated discharge resistance in the space underneath the coal store forward of the cable locker. The S.A.F.M. should be fitted amidships in a vertical position as close to the after bulkhead of this compartment as possible, the discharge resistance being fitted in any convenient position adjacent to the S.A.F.M. The magnet should be connected in parallel with the “M” coil through the links and fuses on the D.G. control panel shown on Drawing D.E.E. 10556, connections to these fuses being taken from the “M” coil side of the regulating resistance “B” and reversing switch, all wiring being carried out in I.A.S. cable A.P.6195D. A variable resistance of 0/1050 ohms, adjustable by means of a jubilee clip or at least 10 equal current tappings should be wired in series with the S.A.F.M. to provide initial adjustment. This resistance should be rated to carry 0.8/0.16 amps. and should be fitted in the engine room adjacent to the D.G. control panel.

5. Demands for S.A.F.Ms. and discharge resistances should be forwarded to the Director of Electrical Engineering Department, Admiralty, Bath, due regard being paid to any magnets which may be available and surplus to requirements (A.F.O. 5668/42 refers). Copies of Drawing D.E.E. 10556, if required, may be obtained from that department.

6. It is anticipated that in future vessels the S.A.F.M. will be replaced by an alteration to the route of the forward portion of the “M” coil, full details of which will be promulgated by the issue of a revised specification and drawing.

(A.F.O. 5668/42.)

(This Order is to be retained until complied with.)
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<tr>
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<td>5A</td>
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<td>&quot;Royal Sovereign&quot; and &quot;Queen Elizabeth&quot; classes and battle-cruisers.</td>
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<td>4F</td>
<td>4D</td>
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<td>&quot;Southampton&quot;, &quot;J&quot; class and later</td>
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<td>4F</td>
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<td>2A</td>
<td>VW</td>
<td>VW</td>
<td>ERVF</td>
<td>EWV</td>
<td>2N</td>
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</table>

Sloops

"Haleyon" class mine-sweepers,
T.S. mine-sweepers
"Bangor" and "Algerine" class mine-sweepers.
"Kittiwake" class corvettes.
"River" class frigates
"Flower" class corvettes.
Cutters, U.S.
Surveying ships
Flotilla leaders
"Tribal" S.Os. ships
Flotilla leaders of "J" class and later classes.
Divisional leaders
"Tribal" destroyers (except S.Os. ships).
Destroyers of "J" and later classes.
Other destroyers except "Hunts" and "Wains"
"Hunts" and "Wains"
Gunboats
"Scorpion" and later
"Seabird" class
"Insect" class
Motor minelayers, 126 ft.
Motor minelayers, 105 ft.
Submarines
Trawlers
As approved.
Boat working vessels
As specified.
Boat gate vessels
### Signalling Projectors and Lanterns—Allowances—contd.

#### Allowances

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<td>Motor fishing vessels and 52 ft. H.L.</td>
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#### Contraband Control

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<td>Steam-driven gunboats</td>
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<td>Coastal Force Craft except S.G Bs.</td>
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</table>

A = Includes 1 for after action or landing parties.
B = 1 additional to fleet flags for C.-in-Cs. barge.
C = 8 in. Cruisers, 2 additional 10-in. S/Ps, if required.
D = 1 less to ships which are fitted with all-round day signalling lanterns.
E = 3 to repair and large depot ships.
F = Capital ships and aircraft carriers—2 in addition, for use
  Cruisers, repair and depot ships 1 f in boats.
G = 4 to “ Rodney “.
H = Trawlers on ocean escort and Northern Patrol duties only.
  6-in. H.S.L. to be returned when 10-in. S/Ps. are fitted.
J = 1 in addition to surveying ships abroad.
K = or similar U.S.A. pattern.
L = 5 to “ Queen Elizabeth”, “ Valiant ” and “ Renown ”.
M = 1 in addition to flags.
N = 1 Spare per flotilla for bases.
O = 2 in addition to flags.
P = 2 to “ Dunnet ” and later vessels (1 only during present shortage).
Q = None to ships below 350 tons.
R = 1 in addition to Fleet Flagships of Home and Mediterranean Fleet.
S = 2 for every 8 boats attached, allowed to each base or depot ship.
T = 1 additional Aldis lantern to be provided for boats employed on rescue work.
U = 1 only to destroyers not forming part of a flotilla, 2 in addition to R.A. (D) and Comm. (D) as spares for the flotillas.
V = 1 allowed to submarine depot ships for four or less number of submarines attached (A.F.Os. 230/40 and 704/40).
W = 1 allowed to destroyer depot ships for issue to destroyers attached.
X = Pattern 16001 torch may be supplied instead of, but not in addition to, Pattern 4298.
Y = Only to be supplied if suitable lanterns are not available on board.
Z = Either 6-in. H.S.L. or Aldis, but not both.

† = 2 additional to Fleet Flagships of Home and Mediterranean Fleet.
‡ = Other than “ Tribal ” class and later.
‡† = 1 additional to “ Algerine ” class.
1843.—Control of 220/40 Volt Firing Motor Generators—Fitting of Firing Generator Control Units, Pattern 10684—As. and As.

H.M. Ships

(N.S.24299/42.—22.4.1943.)

The ships listed below are not fitted with control of the 200/40 volt motor-generators used for director firing (main and auxiliary) from the transmitting station or H.A. calculating position as an alternative to the normal control from the associated low power room:

**Battleships:**
- "Royal Sovereign" Class
- "Resolution"
- "Revenge"
- "Royal Sovereign"
- "Queen Elizabeth"
- "Valiant"
- "King George V" Class
- "Duke of York"

**Note.—** "Anson" and "Howe" have been provided for.

**Battle Cruisers:**
- "Furious"
- "Illustrious"
- "Victorious"
- "Formidable"
- "Indomitable"

**Aircraft Carriers:**
- "Queen Elizabeth" Class
- "Illustrious" Class
- "Glorious"
- "Shields"
- "Liverpool"

**Cruisers:**
- "Carlsle" Class
- "Carlisle"
- "London" Class
- "Suzsex"
- "Aethusa" Class
- "Aurora"
- "Southampton" Class
- "Newcastle"
- "Birmingham"
- "Glasgow"
- "Shields"
- "Liverpool"

**Improved "Southampton" Class:**
- "Belfast"

**Cruisers:**
- "Fiji" Class, 1937
- "Kenya"
- "Mauritius"
- "Nigeria"
- "Gambia"
- "Jamaica"
- "Bermuda"
- "Dido"
- "Euruslus"
- "Pheobe"
- "Sirius"
- "Cleopatra"
- "Charybdis"
- "Seysa"
- "Dido" Class, 1939
- "Argonaut"

2. Firing generator control units to drawing D.E.E. 8410, to which Pattern 10684 (subhead F.I.B.) has been assigned, are to be fitted and wired generally in accordance with the typical arrangement and diagram of connections shown on A.F.O. diagram 111/43 (D.E.E. 8218/R1) for ships listed above and Commanding Officers are to insert a and A. and A. item, Classification "A", for this work to be carried out by dockyard, etc., at a convenient opportunity.

3. For ships marked *, the firing motor-generators for the H.A. control system, aft., are controlled by triple-pole, tandem-coupled switch-fuses mounted on the low power switchboard, aft. It will be necessary to modify each of these switch-fuses by removing the coupling bar and that portion used for switching the 220 volt supply to the motor and replacing this by a D.P. 5 amp. W.T. switch, Pattern 4089A. The portion of the switch-fuse which remains can be used as an ordinary fuse in the 40 volt firing circuit as indicated in A.F.O. diagram 111/43 (D.E.E. 8218/R1).

4. Purchase of firing generator control units, Pattern 10684 (subhead F.I.B.) has been arranged from Messrs. William McGeoch & Co., Ltd., Birmingham, on contract dated 31st July, 1942, C.P. 60957/42, and delivery will be made as follows:
- 107 No. to The Superintending Naval Store Officer, Severn Area.
- Stanley Mills,
  Stroud, Gloucestershire.
- 105 No. to The Officer-in-Charge, R.N. Store Depot,Victoria Mills,
  Moseley, Laneashire.
- 36 No. to The British Admiralty Delegation,
  c/o Commandant, U.S. Navy Yard, Brooklyn,
  New York.
- 40 No. to The Superintending Naval Store Officer, Durban.

5. Demands should be forwarded to the nearest yard or depot indicated above as soon as it is known that an opportunity for fitting is impending.

1844.—H.II Accelerators—Main Cylinder Operating Fluid

A.C.Vs.

(N.S. 17219/42—22.4.1943.)

Arrangements have been made for supplies of Admiralty non-freezing mineral oil to be made available for ships fitted with H.II Accelerators at Greenock, Alexandria, and Durban.

2. Ships are to replenish their existing stocks of main cylinder operating fluid (American Navy Specification Bu. Ord. 1113) by Admiralty non-freezing mineral oil, when required.

3. It should be noted that these two oils can be blended without unduly affecting the characteristics of either, in so far as the efficient operation of the accelerator is concerned. Supplies will be made on demand to the Superintending Naval Store Officer of the port concerned.

1845.—Aircraft Stores Establishments—Distinctive Symbols for

(N.S. Air 2086/42—22.4.1943.)

The undermentioned distinctive symbols have been allocated to the aircraft stores establishments for the individual types of aircraft detailed, and will be shown as suffixes to BR.377 and BR.378:

<table>
<thead>
<tr>
<th>Type</th>
<th>Symbol</th>
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<tbody>
<tr>
<td>Swordfish</td>
<td>BR.377 (J)</td>
</tr>
<tr>
<td>Barracuda</td>
<td>BR.377 (K)</td>
</tr>
<tr>
<td>Firefly</td>
<td>BR.377 (L)</td>
</tr>
<tr>
<td>Albacore</td>
<td>BR.377 (M)</td>
</tr>
<tr>
<td>Fulmar</td>
<td>BR.377 (O)</td>
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<td>Merlet IV</td>
<td>BR.377 (X)</td>
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<td>Sea Hurricane</td>
<td>BR.377 (Z)</td>
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</tbody>
</table>

(A.F.O. 2295/42.)

1846.—Naval Aircraft—American Types—Distinctive Symbols

(N.S. Air 2086/42—22.4.1943.)

For ease of reference and to facilitate the recognition of airframe spares, engine spares, engine accessories, etc., applicable to American aircraft, distinctive symbols, as indicated below, are to be used, as a suffix to the appropriate American Class numbers, on the pertinent store vouchers, ledger pages, signals, correspondence, etc.:

<table>
<thead>
<tr>
<th>Type</th>
<th>Symbol</th>
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<tbody>
<tr>
<td>Hellcat</td>
<td>L</td>
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<tr>
<td>Kingfisher</td>
<td>M</td>
</tr>
<tr>
<td>Chesapeake</td>
<td>CE</td>
</tr>
<tr>
<td>Seaweed</td>
<td>SW</td>
</tr>
<tr>
<td>Reliant</td>
<td>RT</td>
</tr>
<tr>
<td>Argonaut</td>
<td>K</td>
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</tbody>
</table>

...
2. Where practicable the symbol allotted to the Aircraft Stores establishment for the type has been used—see A.F.O. 1845/43. This is the application, to American aircraft, of a system which has long been operating for British types.

It will thus be seen that

(a) 82G/11655 would indicate
   (i) an airframe spare (Class 82)
   (ii) an airframe spare for Martlet IV (Class 82G)
   (iii) a tail wheel oleo strut for Martlet IV (82G/11655).

(b) 85X/12973 would indicate
   (i) an engine spare (Class 85)
   (ii) an engine spare for Kingfisher (Class 85X)
   (iii) therefore a spare for P & W Wasp Junior SB3 engine
   (iv) a rocker assembly exhaust for P & W Wasp Junior engine fitted in
       Kingfisher (85X/12973).

(c) 87K/53345 would indicate
   (i) a propeller or propeller spare (Class 87)
   (ii) a propeller or propeller spare for Tarpon I (Class 87K)
   (iii) therefore a Hamilton 23E50-311 propeller or spare
   (iv) a shaft control for Hamilton propeller fitted' in Tarpon I
       (87K/53345).

The quotation of the appropriate symbols in signals thus obviates the necessity for any reference to the type of aircraft concerned.

1847.—Glasses for Mirrors, Aircraft, Rear View—Replacements

(N.S. Air 2716/43.— 22.4.1943.)

The existing practice of demanding complete mirrors, aircraft, rear view, Type A or Type B, Ref. 27H/920 and Ref. 27H/2017 respectively, in replacement, is to be discontinued when new glasses, Ref. 27H/2041 or Ref. 27H/2042, only, are required.

2. In future, therefore, where glasses only need replacement, these should be demanded in the normal way and fitted by the Service.

1848.—Kent's Clear View Screens—As. and As.

(Cruisers and above)

(D/G. 6377/42.—22.4.1943.)

A total of four Kent's clear view screens of special destroyer type (large), 9 1/2-in. diameter, as referred to in A.F.O. 55/43, are to be fitted to the sliding windows of the upper bridge (i.e., compass platform), two ahead and one each side, in cruisers and above, where not already fitted.

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

(C.O., H.M.S. "Bermuda," 7.9.42, No. 1125.)

(A.F.O. 55/43.)

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

1849.—Stores, etc., Delivered by Contractors—Arrangements to Facilitate Earlier Supply of Receipts to Contractors

(D.N.A./N.S. 12327/41.—22.4.1943.)

Attention is drawn to A.F.O. 1879/43 in Section 6 of this issue.

1850.—Painting of Hangars

(Aircraft Carriers)

(D/A.C.R.D. 98/43.—22.4.1943.)

To provide better lighting in hangars of aircraft carriers it has been decided that the hangar bulkheads should generally be painted white. In way of the lift openings the hangar bulkheads and the surface of the fireproof curtains and armour doors facing the lift openings should be painted a dull black to reduce the possibility of light being reflected up through the lift openings.

2. A dado about 3 ft. high of dark grey or black should be painted round the lower part of the hangar bulkheads.

3. For existing ships the work should be carried out on the next occasion of repainting the hangars. For ships building, principal (ship) overseers should arrange for the painting of the hangars to be carried out as described in paragraphs 1 and 2 above.

1851.—African Mahogany—Use of Secondee or Sapele Varieties

(N.S./C.P.64864/42.—22.4.1943.)

In view of the increasing demand for African Mahogany, and in order to lessen supply difficulties, it has been decided to permit the use of the Secondee or Sapele varieties in lieu of Lagos or Benin, for the following services only, viz., joinery work, furniture and internal fittings.

2. Future demands for African Mahogany should indicate whether it is for immediate use in which case it will be necessary for the timber to be quarter sawn and kiln dried, and should also distinguish between material required for the above-mentioned purposes and that required for other services, e.g. boat planking.

(A.F.Os. 4093/40, 1960/42 and 2428/42.)

1852.—Rhodiumised Windows—Repair

(N.S. 012343/43—22.4.1943.)

A standing contract dated 20th February, 1943, CP.59221/43/F.1.B/F183 (D.N.O.) has been arranged with Messrs. Adam Hilger, Ltd., 98, St. Pancras Way, Camden Road, London, N.W.1, for the repair of all rhodiumised windows, Patterns 10607 and 10608.

2. Damaged windows, including those of Messrs. Barr and Stroud's manufacture, are to be returned to Messrs. Adam Hilger, Ltd., for repair.

1853.—Canvas Canopies to After Accommodation and Battery Room Hatches—As. and As.

(126-ft. Motor Minesweepers)

(D/P. 6141/43.—22.4.1943.)

Portable canvas canopies are to be fitted to the hatches to the after accommodation and to the battery room.

2. A canvas screen is to be provided at the ends of the battery racks under the hatch to prevent sea water or rain getting to the batteries.

3. These are approved A. and A. items, Classification "A", for all 126-ft. M.M.Ss.

(This Order is to be retained until complied with.)
1854—Additional Items of Consumable Naval Stores

Boom Working Vessels

(N.S. 24533/42.—22.4.1943.)

The following additional items should be added to the List of Consumable Stores for boom working vessels—

E.2

Pattern 22 Packing, asbestos, cord ... 2 lb. Thickness as required.

E.8 — Grease, Stauffer’s ... 14 lb.

2. Vessels in commission should forward demands to their storing yards or bases as necessary. Supply to ships of new construction should be arranged by storing yards or depots with the first outfit of consumable Naval stores.

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

(S.N.S.O., Devonport Ref. No. 3 B (Cor.), 18.2.43.)

(A.F.O. 6435/42.)

Section 4

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


(V. 6329/42.—32.4.1943.)

Provisions from Admiralty stocks, for consumption in emergency only, may be carried by Admiralty yard craft at home which are liable to proceed to sea, on the following scale:

Tea ................................................. 4 lbs. (in 2 lb. tins)
Coffee ............................................. 4 "
Milk ................................................ 24 "
Sugar ............................................ 26 " (in 7 lb. tins)
Biscuits ......................................... 56 "
Corned beef .................................... 36 "
Steak and kidney pudding .................. 12 "
Boiled beef and carrots ..................... 12 "
Stewed steak and kidney .................... 12 "
Salmon or herrings in tomato sauce ..... 24 tins
Sausages, tinned .......................... 6 "
Bacon, tinned .................................. 12 "
Beetroot or carrots, tinned ............. 12 "
Peas, tinned .................................... 24 "
Baked beans ................................. 24 lbs.
Tomatoes, tinned ............................ 24 tins
Jam in 2 lb. tins ......................... 12 lbs.
Golden syrup in 2 lb. tins ............ 12 "
Suet ............................................... 4 "

(Note.—The above scale is based on the requirements of a complement of 20 men for seven days, and the quantities are to be modified according to the complement of the craft concerned.)

2. Yard craft, which are never likely to leave harbour and proceed to sea, are to carry corned beef and biscuits only.

3. Steps are to be taken forthwith to adjust the quantities of emergency provisions at present carried by Admiralty yard craft in conformity with these instructions.

1856.—Mess Gear

Combined Operations Landing Craft

(V. 1898/43.—22.4.1943.)

A.F.O. 1488/43 is to be amended as follows:

(a) Landing Craft Flak (Mark II–IV)

Officers’ Mess Traps

Pattern 23A—Jugs, milk—For “12” substitute “3”.

(A.F.O. 1488/43.)

1857.—Loan Clothing—Combined Operations

Landing Craft

(V. 0284/43.—22.4.1943.)

R.N. ratings and R.M. other ranks, comprising the crews of landing craft, are supplied with C.O. kits of protective clothing on personal loan.

2. Officers and men serving in landing craft are to be supplied with anti-flash gear (helmet, mask and gloves) on personal loan. The issue of anti-flash gear should be entered on Pay Books (Form 13/3/43A).

3. Anti-gas curtains for steel helmets are allowed on the scale set out in A.F.O. 2086/41.

4. No other loan clothing is to be supplied to landing craft without prior Admiralty approval.

5. A first issue of ear protectors is allowed to all personnel under A.F.O. 4028/40.

(C.A.Os. 1501A/42, 2634/42, 22/43 and 414/43; A.F.Os. 4028/40, 2086/41, 2634/42, 22/43 and 414/43.)

1858.—Ball and Roller Bearings—Procedure for Ordering and Progressing

(P/G. 7757/42.—22.4.1943.)

Attention is drawn to paragraph 5 of A.F.O. 5212/42 which is to be amended to read as follows:

“In all orders for gear involving bearings the following clause should be inserted:

’Orders for ball and roller bearings should be placed with the least possible delay, with a statement of the definite delivery requirements. If no satisfactory offer of delivery is obtained after enquiry has been made from all regular British suppliers for the specified bearings or their equivalents, application should immediately be made through the Admiralty Overseer concerned to the Production Department concerned giving details of the steps taken to obtain the bearings, the dates by which they are required, and the best delivery offered. It may be necessary to order bearings from a manufacturer other than the one with whom you have placed your order; if so, a provisional order will be placed on your behalf and you will be informed so that you can confirm the order and cancel the superseded order.”

(A.F.O. 5212/42.)
Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1861.—Amendments to Books
(E.F.O.—22.4.1943.)

The undermentioned amendments, A.F.Os. P.221/43 to P.231/43, to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/59, paragraph 3.

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

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

A.F.O. P.224/43.—O.U. 5378/40—Instructions for the Inspection of Naval Armament Stores—Amendment No. 8.
A.F.O. P.225/43.—B.R. 290/41—Handbook of the Mark XX Sinker—Amendment No. 4.
B.R. 317 (2)—Preparation of the Mark XX Sinker—Assembly Nos. 1 and 2—Amendment No. 2.
B.R. 317 (9)—Preparation of the Mark XIV Mine—Assembly Nos. 1, 7, 9, 11—Amendment No. 2.
B.R. 317 (11)—Preparation of the Mark XIX Sinker—Amendment No. 2.
B.R. 317 (10)—Preparation of the Mark XVII*** and Mark XVII**** Sinters—Amendment No. 4.
B.R. 317 (11)—Preparation of the Mark XIX Sinker—Amendment No. 3.

* Exceptionally as regards A.F.Os. P.221/43, P.222/43 and P.223/43, distribution will be made without demand by the Superintendent of Naval Store Officer, R.N. Store Depot, 191A, Ashew Road, Shepherd Bush, W., who holds the stock of the parent books.

A. F. O. P. 1745/43.

1862.—A.M.S.Is.
(E.F.O.—22.4.1943.)

Admiralty Merchant Shipping Instructions 225–227/43 are being distributed concurrently with this issue of A.F.Os.

A. F. O. P. 1746/43.

(G. 014957/42.—22.4.1943.)

A revised edition of the above-mentioned Confidential Book has now been issued to all concerned by the Head of Military Branch (Books), Trafalgar Quarters, Park Row, Greenwich, S.E.10, as follows:—

Copies.

Flag Officers and Naval Officers-in-Charge of Ports at Home and Abroad ................................................. 1 each
Gunnery Schools:—
H.M.S. "Excellent" ........................................ 10
Devonport ........................................... 5
Chatham ................................................ 5
H.M.S. "Vernon" .................................. 1
Fitting-Out Gun Mounting Overseers ............... 2 each
Fitting-Out Gunnery Officers ....................... 2 each
Inspectors of Naval Ordnance ...................... 1 each
Armament Supply Officers ......................... 1 each
Warship Electrical Superintendents—
Naval Control Service Officers—

Copies.

London ............................................. 50
Southampton ..................................... 20
Devonport ......................................... 20
Colombo ............................................ 100
Falmouth ........................................... 20
Bombay .............................................. 100
Cardiff .............................................. 30
Gibraltar ............................................. 40
Liverpool .......................................... 60
Malta .................................................. 4
Glasgow .............................................. 60
Simonstown ........................................ 10
Lyons ................................................. 4
Aden .................................................... 40
Aberdeen ........................................... 4
Badvan .............................................. 40
Dundee .............................................. 4
Bermuda ............................................. 10
Leith .................................................. 30
Kingston (Jamaica) ................................ 10
Newcastle .......................................... 30
Trinidad ............................................ 4
Sunderland ......................................... 40
Buenos Aires ...................................... 1
Middlethorpe ....................................... 60
D.E.M.S. Training Centres—

H.M.S. “Glendower” ............................................. 4
H.M.S. “Wellesley” ............................................. 4
H.M.S. “Safeguard” ............................................. 4
H.M.S. “Chrysanthemum” ...................................... 4
H.M.S. “Flying Fox” ............................................ 4
Middlesbrough .................................................... 4
Cardiff ............................................................. 4
Hull ................................................................. 4
Liverpool (Fort Crosby) ......................................... 2
(Engles) ............................................................ 2
Newcastle (Whitburn Range) ................................. 2
(H.M.S. “Satellite” ) ........................................... 4
Glasgow ............................................................. 4
London (H.M.S. “President”) ................................. 2
Falmouth .......................................................... 1
Sunderland ........................................................ 1
Naval Officer-in-Charge, Faroes .............................. 6
Naval Officer-in-Charge, Lerwick ............................. 2
Officer Commanding, Artillery School, Llandudno .... 1
Resident Naval Officer, Teignmouth ......................... 1
Resident Naval Officer, Salcombe ........................... 1
Officer Commanding, No. 1 Maritime A.A. Battery, Loch-
winnoch ............................................................ 1
5th Maritime Battery R.A., Westcliff House High School,
Leigh-on-Sea ....................................................... 1
Commanding Officer, A.A. Range, Ainsdale .............. 2
Officer Commanding, A.A. Experimental Establishment, R.A.,
Aberporth ........................................................... 2

R.N. Air Stations—

Copies.

Eastleigh .......................................................... 1
Worthy Down ...................................................... 1
Lee-on-Solent ..................................................... 1
Stretton ............................................................ 1
Fearn ............................................................... 1
Arbrough .......................................................... 1
Easthaven .......................................................... 1
Ministry of Supply ............................................... 8
General Headquarters, Home Forces ......................... 1
Commandant, Military College of Science, Blurton, Longton,
Stoke-on-Trent .................................................... 1
Rear-Admiral, Training Establishment, Durban ............ 2
Australian Authorities .......................................... 100
New Zealand Authorities ....................................... 20
British Admiralty Technical Mission, Ottawa ............. 500
C 2c, War Office .................................................. 620

2. This book has since been declassed to the B.R. Series and number
B.R. 816/43 has been allotted. When copies are received, therefore,
C.B. 2070 (43) is to be deleted on the cover and B.R. 816/43 substituted.

3. The copies issued to the N.C.S.Os. are for issue by the D.E.M.S. Staff
Officers to D.E.M. ships fitted with the equipment, one per vessel.

4. Demand for further copies should be addressed to the S.N.S.O., R.N.
Store Depot, Elveden Road, Park Royal, N.W.10.

5. The 1941 edition of C.B. 2070 is hereby superseded and should be
destroyed on receipt of the new edition.

1864.—Form 0.6—Ammunition Labels—Additions

(A.S./Sta. 12146/43; 12673/43; 12527/43.—22.4.1943.)

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<tr>
<th>Serial No.</th>
<th>Description</th>
<th>Where used</th>
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<th>Sta. No.</th>
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<tr>
<td>838</td>
<td>Cartridges Q.F., 5·25-in.—</td>
<td>Lid of container C.227.</td>
<td>4</td>
<td>12146/43</td>
</tr>
<tr>
<td>839</td>
<td>Cartridges Q.F., 5·25-in.—</td>
<td>Lid of container C.227.</td>
<td>4</td>
<td>12146/43</td>
</tr>
<tr>
<td>840</td>
<td>Cartridges Q.F., 5·25-in.—</td>
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<td>4</td>
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</tr>
<tr>
<td>835</td>
<td>Cartridges Q.F., 4·7-in., Mk.</td>
<td>Lid of container C.228.</td>
<td>5</td>
<td>12146/43</td>
</tr>
<tr>
<td>836</td>
<td>Cartridges Q.F., 4·7-in., Mk.</td>
<td>Lid of container C.228.</td>
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<td>837</td>
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<tr>
<td>N.635</td>
<td>Cartridges, Q.F., 12-pdr., 12 cwt. 2 lb. 11 ozs. Propellant N.H. 033</td>
<td>On end of box C.33</td>
<td>11</td>
<td>12573/43</td>
</tr>
<tr>
<td>N.638</td>
<td>Cartridges, Q.F., 12-pdr., 12 cwt. 2 lb. 11 ozs. Propellant N.H. 033</td>
<td>On end of box C.33</td>
<td>11</td>
<td>12573/43</td>
</tr>
<tr>
<td>N.639</td>
<td>Cartridges, Q.F., 12-pdr., 12 cwt. 2 lb. 12 ozs. Cordite N.F.Q. 059</td>
<td>On end of box C.33</td>
<td>11</td>
<td>12572/43</td>
</tr>
<tr>
<td>N.640</td>
<td>Cartridges, Q.F., 12-pdr., 12 cwt. 2 lb. 12 ozs. Cordite N.F.Q. 059</td>
<td>On end of box C.33</td>
<td>11</td>
<td>12573/43</td>
</tr>
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<table>
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<td>N.848</td>
<td>Cartridges, Q.F., 4·5-in. gun</td>
<td>In recess on lid of container C.279.</td>
<td>7</td>
<td>13237/43</td>
</tr>
<tr>
<td>N.849</td>
<td>Cartridges, Q.F., 4·5-in. gun</td>
<td>In recess on lid of container C.279.</td>
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<td>13237/43</td>
</tr>
<tr>
<td>N.850</td>
<td>Cartridges, Q.F., 4·5-in. gun</td>
<td>In recess on lid of container C.279.</td>
<td>7</td>
<td>13237/43</td>
</tr>
<tr>
<td>N.851</td>
<td>Cartridges, Q.F., 4·5-in. gun</td>
<td>In recess on lid of container C.279.</td>
<td>7</td>
<td>13237/43</td>
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<tr>
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<td>Cartridges, Q.F., 4·5-in. gun</td>
<td>In recess on lid of container C.279.</td>
<td>7</td>
<td>13237/43</td>
</tr>
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</table>

2. Demands should be made as necessary in accordance with A.F.O. 97/43.
(A.F.O. 57/43.)
1865.—O.U. 5394—Revision of Establishment

(S.T.S.D. 221/43.—22.4.1943.)

The establishment of O.U. 5394, Naval War Manual, has been revised, and is now as follows. In future, additional copies will not be supplied for the use of Midshipmen:

Flag Officers...... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... ....... 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3. It is not intended that workmen, required to work on a Sunday, should normally be restricted to four hours’ work.

4. Nothing in the above is to be taken as affecting in any way the principle that the normal working week is one of 47 hours; nor are the regulations relating to absence and leave (Home Dockyard Regulations, Articles 177 and 177a) modified in any particular. The agreement reached with the Trade Union side provides simply that any failure (without reasonable excuse) to work as much as nine hours overtime a week when instructed to do so, as required by the exigencies of the Service, renders the workman liable to the penalties for idleness, etc., prescribed in the Regulations. There is no need for the formality of leave chits to record the fact that a workman has been excused from overtime in any particular instance.

5. Women workers are excluded from the scope of this agreement, but male juveniles are included in so far as the current regulations under the Factory Acts permit.

(Admiralty Letters L.6082/42 of 9.12.42 and L.13.4.43 (Paragraphs 1, 2 and 3) are cancelled.)

1875.—Adult Civilian Electricians Employed in Admiralty Establishments—Cost of Living (War) Adjustment

(L. 3424/43.—22.4.1943.)

The Cost of Living (War) Adjustment which is at present payable to journeymen electricians in the Electrical Contracting Industry—vide A.F.O. 5103/42—having been reduced by Agreement from 18s. 9d. to its former level of 18s. 4d. a week, the effect of the second pay day in April, 1943, for the pay period covered by that pay day, arrangements should accordingly be made for this reduced rate to be paid as from the date mentioned and until further notice to all adult civilian male electricians employed in Admiralty Industrial Establishments in England and Wales, who, in accordance with specific Admiralty approval, are paid Electrical Contracting Industry rates.

2. The rates of pay of civilian electrical fitters and electricians in receipt of Admiralty, Industrial Bonus remain unaffected by this decision. In any case of doubt, no adjustment should be made without prior reference to the Secretary of the Admiralty (L. Branch).

(A.F.O. 5103/42.)

1876.—R.N. Air Stations—Care of Airfield Surface

(A. 158/42.—22.4.1943.)

A number of accidents to aircraft continue to be reported which are attributed to the state of the airfield surface, e.g., holes, unguarded excavations, ridges, manhole covers, etc.

2. The Commanding Officer of the station is responsible for the upkeep of the grassed surfaces of the landing ground after they have been completed and handed over. The Superintending Civil Engineer is responsible for the maintenance of all runways, drainage, taxitracks, and will also undertake any repairs to the grassed surfaces which are agreed to be beyond the capacity of the station staff.

3. To ensure that all potential causes of accidents to aircraft, such as are described in paragraph 1, are dealt with promptly, the following procedure is to be followed at all R.N. airfields—:

   (a) An airfield surface defects book is to be kept in the Air Watch Office in which all airfield surface defects or hazards observed are to be immediately recorded, together with the action taken to effect repairs by the station staff.

   (b) If the defect is one for the Superintending Civil Engineer to deal with; as defined in paragraph 2 above, he is to be informed in writing immediately, copy to his local representative, and the defect book annotated accordingly.

(c) If an accident is attributed to a defect in the airfield surface which is under the care of the Commanding Officer, his remarks as to repair action taken are to be included in the accident report.

(d) If an accident is attributed to a defect in the airfield surface which is under the care of the Superintending Civil Engineer, he is to be informed immediately in writing, copy to his local representative, and a copy of his remarks is to be attached to the accident report.

4. Careful and frequent inspection of the airfield surface is essential to ensure that defects are discovered and remedied, or suitably marked if they cannot be immediately remedied, before they become liable to cause an accident. Instructions regarding such inspections are to be included in station orders.

1877.—Firefighting Appliances—Care in Use of Foam Compound—REPORTS

(D. 24.43.—22.4.1943.)

Experience has shown that foam compound when stored for long periods has a tendency to form a “sludge” or sediment from suspended solids. This is more pronounced when the compound has been subjected to large variations of temperature or extreme cold, some batches of manufacture being more prone to this than others. In some cases, small pieces of solids resembling glue have been encountered.

2. As a result of the above, instances have occurred of a choking of the venturi system of induction and, in order to eliminate the trouble thus caused, it is necessary, particularly with old stocks of foam compound, to exercise care in decanting the compound into knapsack tanks and also to fit strainers to the “inline” and “multiple jet” inductors.

3. Following upon trials, a type of strainer which has been finally decided upon is depicted in A.F.O. Diagram No. 119/43.

The basket itself is of universal design for all types of inductor tanks but it is necessary for trays of the correct size to be supplied for the individual tanks, the strainers being held in these trays.

The trays (A), (B) and (C) as shown in the diagram are now being fabricated by the Pyrene Co., Ltd., and future demands for inductor tanks should include the words “with strainer”, and indicate the type of tray required.

4. In order to meet the requirements of the strainers and trays for establishments and harbour craft at Home, demands under Subhead B.8. are to be forwarded forthwith to the Superintending Naval Store Officers at the respective storing yards, quoting the type of inductor for which a strainer and tray are required.

5. Reports from Yards at Home are to be forwarded to the Admiralty within six weeks, so that a bulk order can be placed. Yards abroad are to arrange for local manufacture.

6. Steps are being taken to reduce the “sludging” propensity in the future manufacture of foam compound but it will nevertheless be necessary to exercise great care to ensure efficiency in firefighting with the existing stocks which, at some of the outlying establishments, may not be brought into use for some time.

7. The effectiveness of foam-making compounds as firefighting agents is adversely affected by the mixing of different brands of compound, by storage under abnormal temperatures, or by exposure to the atmosphere.

8. On account of the difficulty in obtaining adequate supplies of foam compound to meet the requirements of all Government Departments, demands should be restricted to the minimum essential quantities. All possible precautions should also be taken to avoid wastage or misuse and attention is drawn to the following points—:

   (a) Different makes of compounds and any residues must be kept separate and no mixture or contact allowed.

   (b) All foam-making equipment, including pumps which have had foam solution through them, are to be thoroughly washed out after use.
(c) Pyrene foam compound is supplied in air-tight containers and should be maintained in this condition until required for use.

(d) After exposure to atmosphere, ullages and compound left in inductor tanks should be set aside for drill purposes only.

(e) As a precaution against deterioration in store, issue for use should follow the order of date in which supplies are received, and containers should be stacked with the filling opening on top. The store should be dry, and protection should be given against frost or abnormal heat.

(f) Where no strainer is available, sludge or solid deposits formed by chemical reaction should not be allowed to pass into the foam-making appliances. A steady, even flow in pouring out of the containers should be maintained, thus allowing any sludge deposits to be retained in the containers.

(g) Since 2-gallon size containers for foam compound are either ex-petrol tins, or similar to petrol tins, they are liable to be confused with such tins or vice versa, particularly in the dark, and cases have occurred where foam compound has been put into the petrol and water tanks of trailer pumps before the error was discovered. On this account it is extremely important that foam compound containers should be clearly marked so as to be readily distinguishable by day or night, and to this end they should be painted or distempered white all over, with an eight-inch letter "F" in black on both sides.

As an additional precaution for recognition at night a 12-inch diameter disc should be bolted in the centre of the underside of the handle. This conforms to the standard practice in the National Fire Service.

9. For practice and demonstrations, in order to conserve stocks, Pyrene foam compound and/or residues and ullages should in future be diluted with an equivalent quantity of water. Sufficient only for each occasion should be prepared so as to avoid any surplus, and this should be set aside so that the weak mixture may not be confused with the standard compound and be sent accidentally to a fire.

It should be made clear to men witnessing a demonstration, or under instruction in the use of the apparatus, when this diluted compound is used, that foam for fire extinguishing purposes will be of greater density.

10. The metal strainer of the No. 2 foam branch pipe may frequently become choked at frequent intervals of 10 to 15 minutes and it is necessary to remember this should the foam consistency suddenly weaken.

When new unlined hose is being used at a fire (it should be avoided for this purpose as far as practicable) the strainer may become choked at frequent intervals of 10 to 15 minutes and it is necessary to remember this should the foam consistency suddenly weaken.

11. Pyrene foam compound is supplied in 20-gallon and 5-gallon drums and 2-gallon cans, and demands should invariably state the size of container required, having in mind the type of apparatus for which the foam compound is required; e.g., 2-gallon cans should be kept for use with F.B.2 and knapsack tanks, 5-gallon drums for in-line inductors and firefloats, while for the larger depots, i.e., fuel gallon drums, 10 per cent., in 5-gallon drums, and the remainder in 2-gallon cans.

12. In view of the steel shortage, containers are to be carefully preserved and returned in good condition.

1878—FLOORS IN NAVAL SHORE ESTABLISHMENTS—METHOD OF CLEANING AND RESTRICTED USE OF CORTICENE

The fitting of corticene as a floor covering on wooden floors is not satisfactory and such use is prohibited, except in the following cases:

(a) Hospitals.
(b) Sick quarters.
(c) Dental rooms.

(d) Spaces behind canteen bars.
(e) Sanitary and ablution blocks in requisitioned properties.

Any cases of doubt or where a special exemption is desired should be referred for decision through the appropriate channels.

2. Wax polishing of corticene is permitted, for sanitary reasons, only in the cases of the exceptions (a), (b) and (c) in paragraph 1 above.

3. The method recommended for cleaning corticene is by wiping the surface with a damp cloth, care being taken to avoid saturation by excessive use of water.

4. For reasons of economy, the authorised practice of wax polishing uncovered wooden floors (A.F.O. 2311/31) or corticene in accordance with paragraph 2 above, is to be kept to the essential minimum required on sanitary grounds. Polishers for this purpose should, if required, be made up from service materials at the establishments concerned.

1879.—STORES, ETC., DELIVERED BY CONTRACTORS—ARRANGEMENTS TO FACILITATE EARLIER SUPPLY OF RECEIPTS TO CONTRACTORS

(D.N.A./N.S. 12327/41.—22.4.1943.)

The necessity to reduce clerical work and to keep contractors financed, renders it imperative that contractors should be given receipts for supplies shortly after delivery. The existing procedure for furnishing receipts to contractors for supplies made by them under Admiralty contracts other than for armament stores has been under review with a view to facilitating the earlier rendering of these receipts, and the Contractors Invoice (Form D.55) has been completely revised. The new form (D.55 revised 1943) will be known as Contractors Advice and Inspection Note and will be in three parts, viz. Part I (Payment copy), Part II (Depot copy) and Part III (Packing Note). The main objects of the revision are:

(i) To enable the receipt for the stores (Part I of D.55) in direct delivery cases (i.e. delivery to outlying Establishments, H.M. Ships, etc.) to be sent direct by the consignee to the contractor while keeping the main store depot notified of despatch and receipt of the stores. The contractor will thus be able to render his claim at an earlier stage and payment will be expedited.

(ii) To provide the consignee, in cases where there is no main accounting depot, with a document (viz. Part II of the D.55) which can be retained for reference and for local accounting purposes.

(iii) To provide an official packing note for despatch by a contractor with a consignment of stores thus facilitating receipt and identification of supplies.

2. To achieve objects (i) and (ii) certificates of inspection and receipt of stores are included on Part I of the Form D.55 which thus becomes a complete voucher for payment purposes as well as on the Depot copy (Part II). In addition a supplementary form, Form D.55a, is being instituted which will be used by the main store depot to obtain full particulars of the receipt of the stores from the consignee establishment. It is an essential part of the arrangement that the main store depot should despatch the Form D.55a together with Part I of the Form D.55 to the outlying establishment immediately on receipt of the D.55 form from the contractor.

3. Instructions explaining the standard procedure for completion and disposal of the form are contained on the back of the Form. The following tables show in respect of the main classes of contract delivery the action to be taken and the movements of the form from the time when the articles are ready at contractors' works until payment of the claim and completion of store and expense accounting.

I—DELIVERIES TO DOCKYARDS OR OTHER MAIN STORE DEPOTS.

The procedure for this type of delivery will correspond with that now in force except that there will be an official packing note (Part III) which will facilitate identification of the stores on receipt.
II—Deliveries of goods not required to be invoiced to a Main Store Depot.

(a) Contractor will complete description of stores and other particulars on the tripartite Form D.55.

(b) If Inspection at Firm's Works.

Contractor will detach Part III and pass Parts I and II to Inspecting Officer who, if satisfied, will complete Certificate A on both parts and send them to the consignee. Contractor will despatch Part III (Packing Note) with the goods.

(c) If goods are in order, consignee will complete Certificate C on Parts I and II (and also if erection, special tests or trials, etc., are necessary). Certificate B.

(d) Consignee will send Part I of D.55 to contractor (who will attach it to his claim), and retain Parts II and III unless instructed otherwise.

III—Direct Delivery cases (deliveries to outlying establishments with store and expense accounting at a Main Store Depot).

(a) Contractor will complete description of stores and other particulars on the tripartite Form D.55.

(b) If Inspection at Firm's Works.

Contractor will despatch Part III with the goods and will post Parts I and II to the consignee.

(c) If goods are in order, consignee will complete Certificate C on Parts I and II and will simultaneously post Parts I and II to the Main Store Depot. Contractor will despatch Part III (Packing Note) with the goods.

(d) Store depot will stamp form with depot stamp, insert "DIRECT DELIVERY" under the heading "A.R.p. No." on Part I, register, enter register number on Parts I and II on Form D.55A and will send the latter with Part I to consignee within 24 hours of receipt.

(e) Consignee will send Part I of D.55 to contractor who will forward it with his claim for payment to D.N.A.

(f) Direct deliveries will not be entered on account of receipt. Instructions concerning stores and other accounting arrangements for direct deliveries will be issued by departments concerned.

(c) In the event of a main store depot receiving a Form D.55A with a complaint about the supplies, but without Part I of the relevant D.55, the facts should be reported immediately to the Director of Navy Accounts, the registered number of the invoice (Form D.55) being quoted.

(d) For Naval stores, accounting, etc., action should be completed immediately receipt of the stores has been established. If the stores have not by then been allocated to a specific service, "Suspense" issue vouchers should be raised and cleared to the service by subsequent action with consignee.

(e) Separate instructions are being issued to victualling establishments concerning certain dispersal sub-depots for which the direct delivery procedure will not be followed.

(f) Deliveries of gun-mountings to Parkhead and Coventry should continue to be entered on account of receipt at Rosyth and Stafford respectively.

IV.—Special Categories

There will be some important variations from the standard procedure described above.

(i) Deliveries under certain contracts for machinery on an ex works or f.o.r. basis in which the articles are consigned to a shipbuilder for incorporation in ships under construction. Separate instructions will be issued to the engineer overseers to whom these particular contracts relate.

(ii) Deliveries under contracts for machinery and gun-mountings for shipment abroad. The inspecting officer at firm's works will complete Certificate A (including despatch) on Parts I and II and will forward the former to the contractor for claim purposes, and will retain Part II unless instructed otherwise.

(iii) Deliveries under contracts for stores for shipment abroad. The inspecting officer at firm's works will complete Certificate A (including despatch providing this will not cause undue delay) on Parts I and II and will forward them to the accounting depot (for Naval Stores normally Park Royal) who will enter on account of receipt on the evidence of inspecting officer's certificate that the stores have been despatched or the certificate of despatch obtained from the contractors for shipping purposes. Medical stores shipped abroad should continue to be dealt with as hitherto.

Any other variation from standard procedure will normally be indicated in the contract or delivery instructions.

4. The new forms will be brought into use for all despatches of goods on and after 17th May, 1943. A general circular has been issued to Admiralty contractors who use Form D.55 but there is a possibility that some contractors may have been omitted from the circulation. In any cases where the old form is used for supplies after 17th May, the contractor is to be notified that a revised form has been introduced, supplies of which will be forwarded on application to the Director of Navy Accounts (Branch 7), Bath, Somerset. Stocks of Form D.55A will be held by Superintending Naval Store Officer, Park Royal, from whom necessary supplies should be requisitioned by main store depots in time for use as from 17th May.

In all contracts in which the use of Form D.55 is specified, the Admiralty Condition of Contract entitled "Payment for Supplies" (e.g. Clause 10 of Form 17) should be regarded as amended as follows:

"Payment for Supplies.—With every delivery of goods under this agreement, Admiralty Contractors Advice and Inspection Note, Form D.55, Parts I—II, shall be sent undivided by the contractor, either to the dockyard or store depot named in the order or delivery instructions, immediately the goods have been despatched or, when the goods are to be inspected at contractors' works prior to despatch, to the Admiralty Inspecting Officer. The Packing Note, Part III, shall be detached by the contractor for despatch with the goods. Part I of the form will be returned to the contractor with the quantities received noted thereon. The contractor shall then send his claim for payment (Form D.118) to the Director of Navy Accounts, Foxhill Hutments, Bath, by whom payment will be made after the claim has been examined."
5. It is essential that action at the various stages should be completed by the Admiralty Officers concerned without delay and particularly that the payment copy (Part I) should in all cases be returned to the contractor at the earliest possible date. Where D.55 forms are not received concurrently with or soon after delivery of the supplies the attention of the contractor or the officer through whom the form is passed should be drawn to the difficulties caused. Where other circumstances cause delay in the giving of receipts the position is to be reported with suggestions for reducing the time factor.

1880.—Fire Control L.A.—A.F.C. Tables and Clocks—Re-inforcement of Top Glasses with Cellophane

Yards and Depots Abroad

(N.S. 30650/42.—22.4.1943.)

With reference to A.F.O. 2993/42, Yards and Depots abroad should explore the possibility of obtaining suitable materials from local resources.

(A.F.O. 2993/42.)

1881.—United States Transports and Storeships in U.K.—Responsibility for Servicing

(W.G.F. 526/42.—22.4.1943.)

A.F.O. 545/43 is to be amended as follows:—

First paragraph. Delete from “As the Admiralty will bear the cost . . . . . .” to end of paragraph and substitute:—

“The Admiralty will bear the cost of all charges, e.g., dues, tonnage, water, etc., other than for personnel and stores, e.g., hiring of tenders, stevedoring, etc., arising on commissioned ships. Claims should be dealt with by naval authorities in the same way as claims for H.M. Ships, but the vessels should be indicated by an entry ‘U.S.N.’ on claim or cash account.”

Section E (3).—Delete from “the account for the cargo’s share” to end of sentence and substitute:

“The account for the cargo’s share of labour should be endorsed by the D.S.T.O. and submitted to the Ministry of War Transport, Finance (Shipping) Division, F.S.3 (c), County Hotel, Blackpool, for payment. All other charges incurred for account of cargo (e.g., dock dues or stores) should be disposed of in accordance with the usual practice where cargoes are loaded on Sea Transport vessels.

N.B.—Where the custom of the port prescribes a division of charges as between ship and cargo on a basis other than at ships rail the custom of the port will apply.”

(A.F.O. 545/43.)

1882.—Seamen and Stokers in the Yard Craft Service—Standards of Vision for Entry

(L. 1614/43.—22.4.1943.)

The following standards of vision for entry into the Yard Craft grades of Seaman and Stoker are approved for the duration of the war, viz:—

Seamen and Stokers (with no previous experience)


Colour Vision

Grade I for seamen.

Grade III for Stokers.

Spectacles are not permitted for constant wear.

Seamen (with previous experience)

Distant Unaided Vision.—6/12 both eyes together, worse eye not less than 6/36.

Stokers (with previous experience or with special qualifications)


Colour Vision.—Grade III.

A Myopia of more than -7 dioptres in any meridian of either eye will disqualify from entry.