ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
6th May, 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]

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

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

No. Subject.

2002. Special leave to Non-Industrial members of the Admiralty staff. Issued separately on 29th 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.

6th May, 1943.

SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN POST REGULATIONS, ETC.

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


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


2007. Promotion of Reserve Officers to Acting rank of Lieutenant Commander.


2012. Officers Admitted to and surveyed at R.N. Hospitals, etc.—Reports on M.123 and M.123b.

2013. Accelerated Promotion.

2014. Examination for Advancement to Leading Air Mechanic.


2017. Cable Ship Personnel Serving Abroad—Customs of Medical History Sheets.


2022. Admiralty Surgeons and Agents.


2025. Admission of Royal Netherlands Naval Personnel to R.N. Hospitals and Sick Quarters—REPORT.

2026. Norwegian Personnel—Funerals by Cremation.

2027. Vessels Captured in Prize—Disposal of Books, Papers and Documents found therein other than Ship's Papers.

2028. Association of Retired Naval Officers—Annual Report. (Notice Boards only.)


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

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


2033. Guns, Q.F., 40 mm, Mark IV—Modifications.


2036. Ammunition—S.A.—Care in Handling.


2038. Cartridges, Q.F., 4-in., Mark XVI Gun, fitted with Primer's Electric, No. 17.

2039. Drum Economies.

2040. Recognition—Aircraft.
SECTION 5.—Books, Forms, Returns, Correspondence—contd.

2083. Cable Ship Personnel serving Abroad—Custody of Medical History Sheets. (See A.F.O. 2017/43.)

2084. Asdic Installations, Types 145XB and 145XC—Establishment Lists.


2087. Mails Lost by Enemy Action.

2088. Matches—Inclusion in Postal Packets Prohibited.

2089. Assistant Director of Warship Production (Escort Vessels), Edinburgh—Address, etc.


SECTION 6.—Shore Establishments

2092. Regional Boards—Application to Admiralty Establishments.

2093. Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class.

2094. Promotion of Members of the Typing Grades to the Clerical Class—Periodical Review.

2095. Employment of Women in Storage, etc., Depots—Precautions in Regard to Lifting of Weights.

2096. Adult Civilian Electricians in Scotland—Improvement in Standard Rate.

2097. Priority Telephone Facilities over Naval Private Wires.

2098. Issues of Naval Armament Stores to Admiralty Overseers for Fitting Purposes and Gunnery Equipment Trials.


2100. "LL" Batteries—Demands for Replacements.

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

Section 1

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

2003.—Defence Regulations

Llanelly Pilotage (Emergency) Order, 1943

Dundee Pilotage (Emergency) (Amendment) Order, 1943

(N.L. 2278/43—6.5.1943.)

The following Orders have been issued under Regulation 43 of the Defence (General) Regulations 1939—

(S.R. & O. 1943, No. 634.)

The Llanelly Pilotage (Emergency) Order, 1943.

In pursuance of the powers conferred on them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following order:

1. Pilotage will be compulsory for all vessels navigating in the Llanelly Pilotage District except H.M. ships, provided that the Resident Naval Officer, Llanelly, may grant exemption from compulsory pilotage to any class or classes of vessels and thereupon pilotage in the said district shall not be compulsory for vessels of any such class or classes.

2. The Llanelly Pilotage (Emergency) Order, 1941, is hereby revoked.

3. This Order shall come into force forthwith and may be cited as the Llanelly Pilotage (Emergency) Order, 1943.

By Command of Their Lordships,

Admiralty, S.W.1.
20th April, 1943.

(Sgd.) H. V. Markham.

The Dundee Pilotage (Emergency) (Amendment) Order, 1943.

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:

1. The Dundee Pilotage (Emergency) Order, 1942, shall be amended by the substitution of the following paragraph for paragraph 5 of that Order.

5. This Order shall apply to all vessels except H.M. ships provided that the Naval Officer in Charge, Dundee, may grant exemption from compulsory pilotage to any class or classes of vessels to which this Order would otherwise apply and thereupon pilotage in the Dundee pilotage district shall not be compulsory for vessels of any such class or classes.

2. This Order shall come into force forthwith and may be cited as the Dundee Pilotage (Emergency) (Amendment) Order, 1943.

By Command of Their Lordships,

Admiralty, S.W.1.
14th April, 1943.

(Sgd.) H. V. Markham.
Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.

2004.—Honours and Awards—United States Marine Corps

(H. & A. 101/43.—6.5.1943.)

The King has been graciously pleased to approve the following appointment and awards to an officer and men of the United States Marine Corps for conspicuous gallantry in the Solomon Islands:

To be a Companion of the Distinguished Service Order
Col. Merritt Austin Edison, U.S.M.C.

The Conspicuous Gallantry Medal
Sergeant Robert David Raysbrook, U.S.M.C. 277812.

Mention in Despatches (Posthumous)
Private First Class Edward Henry Ahrens, U.S.M.C.R. 358161.

2. These awards will not be gazetted.

2005.—Shadwell Testimonial Prize, 1942

(H. 17570/43.—6.5.1943.)

No original survey having been received in office during the year, it has been decided that the Shadwell Testimonial Prize cannot be awarded for 1942.

2006.—Sea Transport Officers—Fitness for Foreign Service

(M.D.G. 17550/43.—6.5.1943.)

In connection with the examination of candidates for Temporary R.N.R. or R.N.V.R. commissions for duty with the Sea Transport Service (vide A.F.O. 852/42) the attention of medical examining officers is drawn to the necessity for candidates falling within category 2 (1) possessing good stamina, as the duties involved are in no way suitable for officers capable of "light duty" only. (A.F.O. 852/42.)

2007.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander

(C.W. 17293/43.—6.5.1943.)

With reference to A.F.O. 1421/43, the following additional officers have been promoted to the Acting rank of Lieutenant-Commander to date 31st March, 1943.

Executive R.N.V.R.
Donald Baden Taylor .... .... .... .... "Britannia II."

Accountant R.N.V.R.
R. A. G. Goddard .... .... .... .... "Lucifer."

(A.F.Os. 4249/42 and 1421/43.)

2008.—Uniform—Cuff Lacing Worn by Lieutenant-Commanders, R.N.V.R.

(N.L. 8649/42.—6.5.1943.)

His Majesty has been pleased to approve that, in future, the half-stripe of the cuff distinction lace worn by Lieutenant-Commanders, R.N.V.R., is to be waved in the same way as the broad stripes. The half-stripe is not to exceed ⅛-in. in width and is to be spaced ⅛-in. from the broad stripes. The half-stripe on the shoulder strap is to be waved in the same way as the broad stripes. (A.F.O. 3744/42 is cancelled.)


(C.W. 15687/43.—6.5.1943.)

Outstanding Sub-Lieutenants of all branches of the R.C.N.R. and the R.C.N.V.R. and Mates, R.C.N.R., may be promoted to the rank of Lieutenant at any time after they have completed one year's service irrespective of their age.

2. Sub-Lieutenants of the Engineering Branch may be promoted as above except that their promotion will be to the rank of Acting Lieutenant only, unless they are in possession of an Engine Room Watchkeeping Certificate.

3. Recommendations (on S.206) should be forwarded through the Royal Navy Administrative Authorities to Captain Commanding Canadian Ships and Establishments in the United Kingdom, 10, Haymarket, London, S.W.1, for onward transmission to N.S.H.Q., Ottawa.

2010.—Air Radio Officers—Training and Duties

(C.W. 35647/42.—6.5.1943.)

It has been decided that officers employed on the maintenance of Fleet Air Arm R.D.F. equipment shall also be responsible for the maintenance of all airborne W/T equipment when they have received additional training to enable them to undertake these duties. Officers so qualified will be called Air Radio Officers and will, if temporary Reserve Officers, be granted temporary commissions in the Air Branch; temporary Reserve Officers already employed on F.A.A. R.D.F. maintenance duties will be transferred to the Air Branch with their present rank and seniority. Ratings selected for temporary commissions under A.F.O. 1521/42 and trained as Air Radio Officers will be commissioned in the Air Branch.

2. Officers and ratings selected for training as Air Radio Officers will be required to undergo a qualifying course as follows:

Part I—initial R.D.F. course at Signal School or equivalent course—10 weeks.
Part II—aircraft R.D.F. course at H.M.S. "Ariel"—5 weeks.
Part III—aircraft W/T course at H.M.S. "Ariel"—8 weeks.

3. Air Radio Officers will be eligible for R.D.F. rates of pay in accordance with A.F.O. 330/42, on satisfactorily completing Parts I and II of the qualifying course. Officers whose technical qualifications are such that they do not require to undergo this course may be certificated as technically qualified by the Captain, H.M. Signal School.

4. Special Branch Officers serving as such prior to the 1st December, 1942, will, on transfer to the Air Branch as Air Radio Officers, remain eligible for promotion to Lieutenant under A.F.O. 5493/41.

5. Details of the employment of W.R.N.S. officers as Air Radio Officers will be promulgated later.

6. Appointment and Employment.—(a) When appointed for Air Radio duties at the Admiralty or on staff duties officers will be fully employed in their specialised duties.

(b) Naval Air Radio Officers will be fully employed on their specialised duties when appointed to large Naval air stations or aircraft repair yards.

(c) When appointed to small air stations, carriers or shore base squadrons for specialised duties officers may be employed on such generalised duties as do not interfere with their specialised duties.

7. Duties.—The duties of the Air Radio Officer will be as follows:

(a) When appointed to a squadron he will be responsible to the Squadron Commander for the efficiency and maintenance of all air radio equipment in the squadron.

(b) When appointed to the Ship's Staff (Air) of a carrier he will be responsible to the Senior F.A.A. Officer for the organisation and arrangements for the repair of all airborne radio equipment and for the direction of the work of all Radio Maintenance Ratings in Ship's Staff (Air).
(c) When appointed to a Naval air station—

(i) He will be responsible to the Captain for the direction of the work of all air radio maintenance ratings in station workshops and for the repair of all air radio equipment.

(ii) He will be responsible to the Air Signal Officer for all repair work on air radio equipment in the charge of the Air Signal Officer.

(iii) He will be responsible to the Air Engineer Officer for all air radio work in connection with aircraft in the charge of the Air Engineer Officer.

(iv) He will be responsible for the administration of the radio repair vans where such are attached to the station.

(d) General—

(i) He will act in an advisory capacity to the Squadron Commanders on the efficiency and maintenance of their aircraft radio equipment when no Squadron Air Radio Officer is borne. (Also to apply when Squadrons are ship-borne.)

(ii) He will advise on the precautions to be taken for the storage and storing of all air radio equipment.

(iii) He will be responsible that instructions for the modification of all air radio equipment are brought to the notice of all concerned.

(iv) He will advise the Commanding Officer on all technical matters in connection with the advancement and welfare of air radio personnel.

(A.F.Os. 5493/41, 330/42, and 1521/42.)

2011.—Candidates on Roster for Warrant or Temporary Warrant Rank—Conduct

(A.F.O. 536/43.)

(C.W. 16520/43.—6.5.1943.)

Whenever a Petty Officer or rating who is on a roster for promotion to Warrant Rank or Temporary Warrant Rank commits an offence which renders him ineligible for promotion to Warrant Rank, (R.R. & A.I., Article 306, Clauses 2 and 8), the fact is to be reported by signal to the school or depot concerned.

(K.R. & A.I., Article 306, (2) and (8).)

2012.—Officers Admitted to and Surveyed at R.M. Hospitals, etc.—Reports on M.123 and M.123b

(M.D.G. 12414/43.—6.5.1943.)

Difficulty is sometimes experienced in answering Question D on the above-mentioned forms. The object of the question is to enable the Admiralty to decide as to the amount of full pay sick leave that can be granted according as to whether the disability is "attributable to", or "aggravated to the extent of attributability by", Naval service. There is no authority to allow sick leave on the attributable scale in cases of simple aggravation by the conditions of Naval service.

2. The word "due" in the question is to be interpreted in the sense of the terms quoted until such times as the forms are reprinted.

3. It is necessary for the forms to be completed and rendered as soon as possible, but if there is insufficient time to arrive at a definite conclusion, the question should be answered and the words "subject to confirmation" added. In these cases, a further report on M.123 or M.123b is to be rendered as soon as possible confirming or amending the answer given in the first instance. The second form should be plainly marked "amending report".

2013.—Accelerated Promotion

(C.W. 17813/43.—6.5.1943.)

With reference to A.F.O. 425/42 the following Sub-Lieutenants have been promoted from the dates shown—

Executive

Coomb, J. N.  " United " (P. "44") 1st January

Faulkner, R. H.  " Edinburgh Castle " , for M.L. "1041" 1st February

Parker, H. C.  " 215" 1st April

Richards, D. N. B.  " Quebec " 1st April

Young, E. J.  " Hornet " , for M.T.B. " 86" 1st May

Forth, K. H.  " Cape Maritimo " 1st May

Osborne, C. B. R.  " Fernie " 1st May

Lewer, A. W.  " Waip " 1st May

Palmer, J. M. J.  " Brocklesby " 1st May

Edwards, J. D.  " Britanna " , for M.M.S. " 88" 1st May

Hirst, M. L.  " St. Christopher " , for M.G.B. " 606" 1st May

Cole, D.  " St. Christopher " , for B.M.L. " 515" 1st May

Adams, James Sidney  " Oxlip " 1st May

Marks, H. V. H.  " Adventure " 1st May

Davey, G. C.  " Manit " 1st May

Daw, P. J.  " Assagai " 1st May

Dick, N. J.  " Daneman " 1st May

Barrett, J. H.  " Sabina " 1st May

Coomb, G. K.  " Saunders " , for T.L.C. " 113" 1st May

Woolley, P. O.  " Hursley " 1st May

Moore, J. M.  " Montrose " 1st May

Mullender, R.  " Horsensis " 1st May

Flying

Birse, S. W.  " Jackdaw " 1st March

Smith R. D.  " Landrail " 1st May

P.A.A. Technical

Mouritz, P. F.  " St. Angelo " 1st May

Engineer

Lochen, H.  " Vinjeticive " 1st January

Lunch, K. G.  " Elissa " 1st May

Electrical

Aish, N. C. R.  " Miranda " 1st May

Lunch, K. G.  " Elissa " 1st May

Accountant

Simpson, L. J.  " Cormorant " 1st January

Cawthra, J. D.  " Seipio " 1st May

Keeler, A. R.  " Tana " 1st May

Dilley, W. H.  " Ironclad " 1st May

Lloyd, F. B. T.  " Haitian " 1st May

Special

Armstrong, G. K.  " Mauritius " 1st March

Lloyd, E. W.  " St. Angelo " 1st May

Spalding, R. E.  " Saker II " 1st May

Young, J. B.  " Haitan " 1st May

Ray, E. E. T.  " Boscaeven " 1st May

S.A.N.F.(V)

Etherton, K. E.  " Hero " 1st May

2. The above promotions will appear in C.W. List of Appointments.

(A.F.O. 425/42.)

2014.—Examination for Advancement to Leading Air Mechanic

(N. 3543/43.—6.5.1943.)

A.F.O. 2789/41 is to be amended as follows:

Notes. Paragraph 2, Basic date of passing, sub-paragraphs (b) and (c). Delete "Basic date to be that on which they were recommended for re-examination by the previous Board" and substitute "Basic date to be the date laid down by the previous examination Board for re-examination."
Add new sub-paragraph:

"(d). In exceptional cases, e.g., where failure is by a narrow margin or where
the candidate would otherwise be unduly penalised, the Board may
recommend that the basic date of candidates who fail but pass at their
next examination shall be the date on which the current Board was
held."

(A.F.O. 2799/41.)

*2015.—Aircraft Maintenance Ratings—Selection for Special Advancement
(N. 29254/42.—6.5.1943.)

To reduce the shortage of supervisory aircraft maintenance ratings Commanding
Officers of ships and air stations should consider, in consultation with the Squadron
Commander and Air Engineer Officer or appropriate specialist officer, whether any
Air Mechanics, 1st Class, Leading Air Mechanics or Leading Air Fitters under their
command are suitable for immediate advancement to the next higher rating. Men
who can with confidence be recommended may be specially advanced one step
(acting) if they have served in their present rating as follows:

Air Mechanics I—6 months, or 3 months if exceptionally qualified.
Leading Air Mechanics acting or confirmed—6 months.
Leading Air Fitters—6 months.

2. Recommendations should be made for qualities of leadership and pro-
motional knowledge. E.T.I and trade tests required under normal rules may be
defered, but must be passed before confirmation in rating or further advancement.
Advancements should be reported to the Commodore, R.N. Barracks, Lee-on-Solent.

(Admiralty Message 192248B April.)

2016.—Long Service and Good Conduct Medal—Forfeiture

(A.F.O. 2799/41.)

Instances continue to come to notice in which the provisions of K.R. & A.I.,
Article 563, Clause 3 (as amended by K.R. 1/41) have been disregarded and men
have been left in possession of the Long Service and Good Conduct Medal which
they should have forfeited by misconduct.

2. Their Lordships consider it important that the high standard required for
the award and retention of the Long Service and Good Conduct Medal should be
maintained, and they desire once more to impress upon all concerned the necessity
for the strictest observance of the regulations on the subject.

3. When awarding a warrant punishment to a senior rating, special care should
be taken to ascertain whether or not he is in possession of the Long Service and Good
Conduct Medal and, if forfeiture is obligatory, that the deprivation is included in
the punishment warrant (K.R. & A.I., Article 563, Clause 1a).

4. The effect of failure to impose forfeiture of the medal at the time of punish-
ment is that Their Lordships have subsequently to remit the forfeiture in order to
avoid adding to the punishment. The man thus continues to wear the medal to
which he is not properly entitled and in some instances may undeservedly be awarded
the addition to pension which possession of the medal carries.

5. Attention is also called to paragraph 3 of A.F.O. 3619/40 which directs that a
notation of the award of the medal is to be made in the Badge column on page 4 of
the Service Certificate, in addition to that made under “Medals, Clasps, etc.,” on
page 1.

(A.F.O. 3619/40.)

2017.—Cable Ship Personnel Serving Abroad—Custody of Medical History Sheets
(M.D.G. 4637/43.—6.5.1943.)

Medical history sheets for cable ship ratings serving abroad should be
forwarded to and held at the base at which the vessels are operating and transferred
to any other base to which the vessels may subsequently be sent.

(A.F.Os. 2369/42 and 550/43.)

2018—Prisoners of War—Acting Higher R.N. Rate or R.M. Rank

(N./P.D. (Q.) 4695/42.—6.5.1943.)

Men who are taken prisoner of war whilst holding an acting higher R.N. rating
or R.M. rank granted on the basis of whilst employed on particular duties or attached
to particular services, are to retain their temporary acting rating or rank whilst in
captivity.

2019.—W.R.N.S.—Progressive and Good Conduct Badge Pay
(N. 24557/41.—6.5.1943.)

With effect from 1st January, 1943, W.R.N.S. ratings may count service in the
W.R.N.S. (but not other Women’s Services) during the last war towards the award
of progressive pay and good conduct badges, subject to the usual conditions, as
though they had re-entered within five years.

2. Payments arising from this concession may be made as from 1st January,
1943, but not earlier.

(A.F.Os. 345/43 and 1666/43.)

2020.—W.R.N.S.—Convalescent Accommodation for Officers and Ratings
(M.D.G. 49396/42.—6.5.1943.)

The following convalescent homes for officers and auxiliaries of the A.T.S.
are also available for officers and ratings of the W.R.N.S. Application for admission
should be made to the Officer Commanding.

Northern Command

Kildonan Castle, Ayrshire.

Ratings

Western Command

Totehill, Solihull, Warwickshire.

Brogtryn, Oswestry, Salop.

Harewood Park, Harewood End, Hereford.

Reedley Hall, nr. Burnley, E. Lancs.

Quarry House, St. Mellons, Cardiff.

Gadlys, Cemaes Bay, Anglesey.

Eastern Command

Elton Hall, nr. Peterborough.

Sibury, 60, Grange Road, Cambridge.

Silbury, 60, Grange Road, Cambridge.

Southern Command

High Wall, Headington, Oxford.

Kenwith, Abbotsham, nr. Bideford, Devon.

South-Eastern Command

Kingston Hill Place, Kingston Hill, Surrey.

1. No. 2 W.A.A.F. Convalescent Depot, Dungavel, Strathaven, Lanarkshire,
Tel. No. Drumclog 214—Railway Station, Strathaven Central, L.M.S. (6 miles) is
also available for W.R.N.S. ratings.

3. Application for admission should be made to the Commanding Officer of
the Depot, and ample time should be given regarding proposed date and time of
arrival. Cases should not be transferred on Saturdays or Sundays.

4. Cases requiring out-patient treatment and those requiring special diet cannot
be admitted to Dungavel.

(A.F.O. 4619/43 is cancelled.)

2020—W.R.N.S.—Convalescent Accommodation for Officers and Ratings
(M.D.G. 49396/42.—6.5.1943.)

The following convalescent homes for officers and auxiliaries of the A.T.S.
are also available for officers and ratings of the W.R.N.S. Application for admission
should be made to the Officer Commanding.

Officers

Kildonan Castle, Ayrshire.

Ratings

Northern Command

Hopton Court, Mirfield, nr. Huddersfield, Yorks.

Peasling Hall, Peasling Magna, Leicestershire.

Pallinsburn, Cornhill-on-Tweed, Northumberland.

Rankshorough Hall, Oakham, Rutland.

Western Command

Totehill, Solihull, Warwickshire.

Brogtryn, Oswestry, Salop.

Harewood Park, Harewood End, Hereford.

Reedley Hall, nr. Burnley, E. Lancs.

Quarry House, St. Mellons, Cardiff.

Gadlys, Cemaes Bay, Anglesey.

Eastern Command

Elton Hall, nr. Peterborough.

Sibury, 60, Grange Road, Cambridge.

Silbury, 60, Grange Road, Cambridge.

Southern Command

High Wall, Headington, Oxford.

Kenwith, Abbotsham, nr. Bideford, Devon.

South-Eastern Command

Kingston Hill Place, Kingston Hill, Surrey.

1. No. 2 W.A.A.F. Convalescent Depot, Dungavel, Strathaven, Lanarkshire,
Tel. No. Drumclog 214—Railway Station, Strathaven Central, L.M.S. (6 miles) is
also available for W.R.N.S. ratings.

3. Application for admission should be made to the Commanding Officer of
the Depot, and ample time should be given regarding proposed date and time of
arrival. Cases should not be transferred on Saturdays or Sundays.

4. Cases requiring out-patient treatment and those requiring special diet cannot
be admitted to Dungavel.

(A.F.O. 4619/43 is cancelled.)
Members of the W.R.N.S. needing treatment for gynaecological complaints should be transferred to one of the following Emergency Medical Services Hospitals, if there are no service facilities in the vicinity:

**Bedfordshire.**
- Arlesey—Three Counties Emergency Hospital.
- Bedford—County Hospital.

**Berkshire.**
- Reading—Battle Municipal Hospital.
- Windsor—C. C. Emergency Hospital.

**Buckinghamshire.**
- Amersham—Emergency Hospital.
- Aylesbury—General Hospital.

**Cambridgeshire.**
- Cambridge—Addenbrooke’s Hospital.

**Cheshire.**
- Manchester—Crumpsall Hospital.

**Cornwall.**
- Redruth—Camborne Redruth Mines and General Hospital.

**Cumbria.**
- Carlisle—City General Hospital.
- Cumberland Infirmary.

**Denbighshire.**
- Wrexham—Emergency Hospital.

**Derbyshire.**
- Derby—City Hospital.

**Devon.**
- Plymouth—City Hospital.
- Torquay—Royal Albert Edward Hospital.

**Essex.**
- Brentwood—London Hospital Annexe.
- Clacton—Emergency Hospital.

**Gloucestershire.**
- Cheltenham—General and Eye Hospital.

**Hampshire.**
- Southampton—Borough General Hospital.

**Hertfordshire.**
- Stevenage—General Hospital.

**Herefordshire.**
- Ashridge Hospital, near Berkhamsted.

**Huntingdonshire.**
- Huntingdon—County Hospital.

**Kent.**
- Dartford—Joyce Green Hospital.
- Farnborough—County Hospital.

**Lancashire.**
- Blackpool—Victoria Hospital.
- Lancaster—Royal Infirmary.

**Leicestershire.**
- Leicester—City General Hospital.

**Lincolnshire.**
- Grimsby—Public Assistance Institution, Seartho Road. Grimsby and District Hospital.
- Lough—County Infirmary.

**London.**
- W.8—Ealing, King Edward Memorial Hospital.
- W.13—Ealing, King Edward Memorial Hospital.
- Harrow—Paddington Hospital, Harrow Road.
- W.13—Ealing, King Edward Memorial Hospital.

**Norfolk.**
- Norwich and Norwig Hospital, Norwich.

**Northamptonshire.**
- Wellingborough—Park Hospital.

**Northumberland.**
- Newcastle-on-Tyne—General Hospital.

**Nottingham.**
- Nottingham—City Hospital.

**Oxfordshire.**
- Oxford—Radcliffe Infirmary.

**Surrey.**
- Carshalton—St. Helier’s Hospital.
- Chertsey—Botley’s Park War Memorial Hospital.

**Suffolk.**
- Ipswich—East Suffolk and Ipswich Hospital.

**Sussex.**
- Brighton—Royal Sussex County Hospital.

**Wales.**
- Cardiff—Royal Infirmary.
- Penarth—Llandough Municipal Hospital.

**Warwickshire.**
- Warwick—Royal Victoria Hospital.

**West Riding.**
- Leeds—Hospital for Women.

**Wiltshire.**
- Oldham—Royal Infirmary.

**Yorkshire.**
- Bradford—Royal Infirmary.

**Wrexham.**
- Grimsby—Public Assistance Institution, Seartho Road.
2022—Admiralty Surgeons and Agents

(C.E. 5471/43.—6.5.1943.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved.

Place Name Address
Cromer ... Mr. D. Vaughan M.R.C.S. Swinton House, Norwich Road, L.R.C.P. Cromer, Norfolk. (Tel.: Cromer 2374).
Sheringham ... Mr. D. B. C. Lawson, M.B., Peggs Close, St. Nicholas Place, Ch.B. Sheringham, Norfolk. (Tel.: Sheringham 66).
Kirkcudbright ... Mr. M. B. Steuart, M.B., Oakley, Kirkcudbright. C.M., J.P. (Tel.: Kirkcudbright 10).

2. Mr. W. H. Millar, M.B., of St. Brannochs, Mundesley, Norfolk, Surgeon and Agent for Mundesley, has been appointed as Surgeon and Agent for Trimingham in addition.

2023.—Drill in Three Ranks—Automatic Dressing

(G.D. 0449/43.—6.5.1943.)

Automatic dressing as laid down in B.R. 159(2), Addendum No. 2 to the R.N. Handbook of Field Training, has been abolished and is no longer taught in the Gunnery Schools.

2. Amendments to the Field Training Handbook will be issued.

*2024.—Loss of Effects—War Risks Insurance

(N.L. 14024/41.—6.5.1943.)

The broad principles governing the award of compensation for loss of effects have been explained in A.F.O. 1676/41 which also contains certain information regarding the facilities available for obtaining private insurance cover against loss of articles for which compensation cannot be awarded from Naval Funds.

2. To assist those who may be desirous of taking advantage of these facilities which are available from the War Risks Insurance Office (Ministry of Transport) the following details are notified:

Insurance on a time basis.

The present rate of 40s. 0d. per cent. for a period of 91 days irrespective of the amount to be insured, is charged for effects carried in H.M. ships only.

Insurance on a voyage basis.

When effects are conveyed, whether accompanied by the owner or not, in a merchant vessel, the following rates are charged for the voyage only:

Where the insured value does not exceed £150 a premium of 40s. 0d. per cent. will be accepted. Where, however, the insured value exceeds £150, the 40s. 0d. per cent. rate will apply up to £150 but for values in excess thereof, the current schedule rate (which varies according to the voyage) will be required, plus 10s. 0d. per cent. if cover is required during transit in the United Kingdom.

If, for any reason, it is not possible to state the destination (for outward voyages) or the point of embarkation (for homeward voyages) a voyage rate of 150s. per cent. will be accepted for amounts in excess of £150.

3. The above rates cover War Risks only and normally there should be no difficulty in obtaining separate insurance elsewhere to cover ordinary marine risks, but where Officers returning to this country find difficulty in effecting marine cover, the War Risks Insurance Office are prepared to cover marine risks, on a voyage basis only, at an additional premium of 10s. 0d. per cent.

4. Application to obtain insurance cover should be addressed to the War Risks Insurance Office, 147/8, Leadenhall Street, London, E.C.3 (Telephone: Avenue 1391), and in all cases should include a remittance to cover the cost of premium.

5. Officers serving abroad may forward applications for insurance through Accountant Officers to whom the premium should be paid at the same time.

6. The following procedure should be adopted by Accountant Officers:
   (i) Receive appropriate premium together with list of effects to be covered.
   (ii) Transmit premium to War Risks Insurance Office by remittance through the Director of Navy Accounts and forward the following information in a separate letter addressed to the Director of Navy Accounts:
      (a) Name and rank of applicant.
      (b) Name of ship.
      (c) Full description of effects to be covered, with approximate values.
      (d) Whether insurance is required on a voyage basis, and if so, whether cover is required for marine risks and/or transit in the United Kingdom or on a time basis.

7. The schedule rates at present in operation are mentioned below and so far as may be possible, amendments will be notified by A.F.O.

8. The above-mentioned facilities are also available to ratings and all who take advantage of the scheme should hold themselves personally responsible for ensuring that the correct amount of premium is paid and that all the required particulars are furnished with the application.

To or from. Per cent.

United States and/or Canada (Atlantic), not south of Cape Hatteras 80s.
United States (Atlantic), south of Cape Hatteras and/or United States Gulf 100s.
West Indies (including British and Dutch Guiana, Venezuela, north coast of Colombia, Central America (Atlantic) and Mexico (Atlantic)) 100s.
Canada and/or United States and/or Central America (Pacific) 100s.
South America, Atlantic or Pacific 100s.
Portugal and Spain (Atlantic) 100s.
Africa (west and south coasts) and Africa (east coast via Cape) not north of Delagoa Bay 100s.
Africa (east coast north of Delagoa Bay) via Cape 120s.
African Red Sea ports north of Port Sudan, via Cape... 120s.
Red Sea ports north of Port Sudan, Port Said, Suez, Alexandria, Palestine, Cyprus, Syria, Turkey (ex Black Sea) via Cape, including transhipment at a Mediterranean port if incurred 150s.
Australia (Newcastle/Fremantle Range), New Zealand 140s.
Ports in the East, west of Cape Comorin 140s.
India, east of Cape Comorin, including Ceylon 200s.
United Kingdom to United Kingdom and/or Eire 30s.
West coast United Kingdom—west coast United Kingdom and/or Eire 20s.
Iceland (e) 50s.
Faroe Island 50s.

(A.F.O. 1676/41.)

2025.—Admission of Royal Netherlands Naval Personnel to R.N. Hospitals and Sick Quarters—REPORT

(M.D.G. 10676/43.—6.5.1943.)

A weekly report of admissions of Royal Netherlands Naval Personnel to R.N. Hospitals and Sick Quarters in the United Kingdom is, in future, to be rendered to the Principal Medical Officer, Royal Netherlands Naval Headquarters, 4 North Row, London, W.1.

2. This report should state name, rank or rating and official number and give a diagnosis of the illness.
Naval Headquarters, London, are promulgated for information:—

2027.—Vessels Captured in Prize—Disposal of Books, Papers and Documents found therein other than Ship’s Papers

(N.L. 5792/43.—6.5.1943.)

A.F.O. 5735/42 lays down the procedure for disposing of ship’s papers found in vessels taken in prize and falling within the scope of the Naval Discipline Act, Section 38. The following procedure is in future to be followed in regard to the disposal of books, papers and documents found on board, other than ship’s papers:—

(a) All books, papers, etc., not annexed to the affidavit of ship’s papers should be sent to the Director of Naval Intelligence, together with a schedule setting out the numbers of the books, papers, etc., despatched. These books, papers, etc., may be sent in the same consignment as the ship’s papers (which are forwarded to the Director of Naval Intelligence for transmission to the Church and Education Authorities, through the Norwegian Naval Headquarters. Requests from next-of-kin for burial in the usual manner are to be made to the Chaplain who has been appointed to officiate at the funeral, and, if possible, to the Church and Education Authorities at the same time.

(b) A copy of the schedule should at the same time be sent to H.M. Procurator General, Storey’s Gate, St. James’ Park, S.W. I, with a covering note stating the name and nationality of the vessel in which the books, papers, etc., were found, the date of capture and the name of the captor vessel.

(A.F.O. 5735/42 and C.B. 3014.)

2028.—Association of Retired Naval Officers—Annual Report

(C.W. 12449/42.—6.5.1943.)

(Included in Notice Boards Issue only.)

2029.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—6.5.1943.)

(Included in Notice Boards Issue only.)

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

2030.—Guns, B.L. 14-in., Mark VII—Cutting of Oil Grooves in Plunger Catch Retaining Breech Mechanism, Open

(A.S. 5095.—6.5.1943.)

The following modification is approved:—

Gun ... ... ... B.L. 14-in., Mark VII.
Part affected ... ... Plunger catch retaining breech mechanism open.
Purpose ... ... To effect lubrication of catch retaining breech mechanism, open.
Nature of modification Oil grooves to be cut as shown in A.F.O. Diagram 126/43 (N.O.D. 3107/43).
By whom to be done ... Component and spare plungers in service, by ship’s staff. Plungers in store by Armament Supply Department.
Degree of urgency ... ... As soon as possible.

(A.F. O. 709/43.)

Cancelled by 2031.—Guns, B.L. 14-in., Mark VII—Testing of Locks

(A.S. 04241/42.—6.5.1943.)

To ensure that Locks, electric, EM, for B.L. 14-in., Mark VII guns will close readily over vent tubes, ships’ staffs are to check all component and spare boxes, slide, AB, in service, when assembled in the guns, by closing locks over 0·5-in. gauge testing blow of striker.

2. Where locks fail to pass freely, the extractor should be examined to ensure that it is not prevented from seating correctly by fouling the end of the vent axial. If this is confirmed, the recess for the head of the vent tube in the extractor, of the box slide AB, is to be scraped out to effect correct seating of the vent tube.

3. Boxes, slide, AB, in store are to be checked in a similar manner by assembling on a vent axial.

2032.—Guns, Q.F., 4-in., Mark XVI*—Allowances of Carriers, Ammunition, Single

(A.S. 0877/43.—6.5.1943.)

The allowance of carriers, ammunition, single, Q.F., 4-in., Mark XVI*, gun for all " C " and " D " class cruisers is to be amended to five per gun.

2. H.M. ships concerned should demand carriers, ammunition, required to complete to this allowance, or land any held in excess at nearest Naval Armament Depot.

3. The Naval Proportion Book will be amended.

2033.—Guns, Q.F., 40-mm., Mark IV—Modifications

(A.S. 3892/43 ; 3287/43.—6.5.1943.)

The following modifications are approved:—

Exchange of Jointings Water Connection

Gun ... ... ... Q.F., 40-mm., Mark IV, Reg. Nos. 15060 to 15083 only.
Part affected ... ... Water jackets—component and spare.
Purpose ... ... ... To ensure correct sealing.
Nature of modification Water connection jointings made of lead to be exchanged for asbestos jointings.
By whom to be done ... Staffs of H.M. Ships and Armament Supply Department.
Degree of urgency ... ... As soon as possible.

The majority of guns have been modified, but all guns affected and spare water jackets in service or in store should be checked and the work carried out where necessary.

Intermediate demands for asbestos jointings required should be forwarded to Admiralty, D.A.S. (Branch A).

(A.S. 282119)
The displaced lead jointings should be brought to produce.

Stamping of Loading Trays

<table>
<thead>
<tr>
<th>Gun</th>
<th>Part affected</th>
<th>Purpose</th>
<th>Nature of modification</th>
<th>By whom to be done</th>
<th>Degree of urgency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q.F., 40 mm., Mark IV</td>
<td>Tray, loading</td>
<td>To ensure correct assembly</td>
<td>The serial number of the loader automatic to be stamped on the rear end of the loading tray</td>
<td>Staffs of H.M. Ships, Bases and Armament Supply Department</td>
<td>As convenient.</td>
</tr>
</tbody>
</table>

2034.—Gun Mountings—8-in. Shell Grabs and Chain Purchases—Revised Allowances

Reports having been received in accordance with A.F.O. 3636/42, it has been decided to increase the allowances of Quick Action grabs, End-on grabs, and 5-cwt. chain purchases as below. The existing allowances do not permit the loading of both shell hoists simultaneously from the horizontal or vertical shell stowages in the shell handing rooms.

1. An instance has been reported in which a round of 0.5-in. Vickers B, Mark IZ (incendiary) ammunition exploded on being struck on the nose with a hammer in order to position it correctly in the belt after having been inserted too far in the link.

2. In no circumstances is a mal-positioned round of any Small Arms calibre to be treated in this way. If a round is inserted too far into the links it is to be withdrawn by pulling on the extractor groove or the rim as applicable.

3. The allowances of Screw-down or Capstan-headed grabs (Subhead B10C—Pattern 4992) remain unaltered at 14 grabs per ship (i.e. twelve for embarking and disembarking shell and two as spare).

4. To enable the increased allowances to be met, numbers surplus to the new allowances are to be landed as soon as possible at home base for return to M.E.D. Portsmouth, from whom quick action and end-on grabs, and 5-cwt. chain purchases should be demanded to make good deficiencies.

5. H.M. Dockyard, Portsmouth only.—It should be possible to meet the revised allowances of shell grabs from the numbers in store at Portsmouth and Chatham, and also to retain sufficient as base spares. To enable demands for chain purchases to be met an order will be placed for the supply to M.E.D. Portsmouth of 35–5 cwt. chain purchases.

A.F.O. 3636/42.

2035.—Gun Mountings—2-pdr., Marks XV and XVI, 20 mm., Mark V, and 0.5 in., Mark V—Small Power Operated—Correct Procedure for Operation of Variable Flow Pump.

Coastal Force Craft Concerned and Coastal Force Bases

G.04313/43.—6.5.1943.

An instance has been reported in which a round of 0.5-in. Vickers B, Mark IZ (incendiary) ammunition exploded on being struck on the nose with a hammer in order to position it correctly in the belt after having been inserted too far in the link.

2. In no circumstances is a mal-positioned round of any Small Arms calibre to be treated in this way. If a round is inserted too far into the links it is to be withdrawn by pulling on the extractor groove or the rim as applicable.

2036.—Ammunition—S.A.—Care in Handling

G.05425/43.—6.5.1943.

Shells, Q.F., 4.7-in., Marks IX–XII gun, S.A.P., of U.S.A. manufacture, are being packed in boxes which have no handles and are not to service design (Box Projectile, Q.F., 4.7-in., P.58).

2. Where boxed stowage is still in use on board ships, e.g., D.E.M.S., security of stowage and ease of supply of ammunition to the guns are important. It is therefore most desirable that boxes supplied for retention on board should be those of service design and, whenever possible, supply depots should arrange repacking of the shell referred to in paragraph 1. Where necessary to issue U.S.A. boxes the screws should be reduced to 6 in number.

3. There is no objection, however, to the use of the U.S.A. boxes for storage or for transport of shell to ships in which stowage is arranged in lockers and shell bins. If boxes are received with metal straps on them, these straps should be removed at once to facilitate stacking in storage and transport.

4. D.E.M.S. Staff Officers are to inform merchant ships.
2038.—Cartridges, Q.F., 4-in., Mark XVI, Gun, Fitted with Primers, Electric, No. 17
(A.S. 1967/43/B.95.—6.5.1943.)

It has been reported that a total of 47 primers, electric, No. 17, have been incorrectly fitted to Q.F., 4-in., Mark XVI, gun, H.E. cartridges assembled at Glascoed during August 1941.

2. To date, 25 cartridges so fitted have been found and the primers, No. 17, replaced by primers, electric, and percussion, No. 14.

3. It is thought that the remaining 22 primers, electric, No. 17, were fitted to the following cartridges:
   (b) 4-in., Mark XVI, gun, H.E., shell, Mark 3B, foil, N.H.050, lot M.A.172.

4. Any ammunition of these lots on board ships found to be fitted with No. 17 primers should be landed.

5. These cartridges may be regarded as coming under category (b) of C.A.F.O. 991/42.

6. At R.N. Armament Depots, stocks of these cartridges are to be examined, and the number of cartridges, if any, found to be fitted with primers, electric, No. 17, reported to D.A.S., B.95, Bath. The primers, No. 17, are to be replaced with primers E. and P., No. 14, and the cartridges held for issue to service as required.

(C.A.F.O. 991/42.)

2039.—Drum Economies
(N.S. 23634/42.—6.5.1943.)

Owing to the shortage of terne plate and tin plate, it has been necessary to effect economies in the specification of certain drums included in Contract Schedule 100, Subhead B10, Part D, as detailed in the following statement:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Rate Book Description</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>4715</td>
<td>Drums, tinned, without hoops, Ref. No. 5—1 gall.</td>
<td>In order to economise in tin plate, no further purchases are being made. Patterns 4711, 4712, 4713 and 4714 are being supplied in lieu (for details see below).</td>
</tr>
<tr>
<td>4716</td>
<td>Do. Ref. No. 6—2 gall.</td>
<td></td>
</tr>
<tr>
<td>4717</td>
<td>Do. Ref. No. 7—5 gall.</td>
<td></td>
</tr>
<tr>
<td>4718</td>
<td>Do. with internal hoops, Ref. No. 8—10 gall.</td>
<td>Being supplied in black sheet, painted with red oxide outside, the internal coating being of rust-proof quality.</td>
</tr>
<tr>
<td>4711</td>
<td>Drums, terne, without hoops, Ref. No. 1—1 gall.</td>
<td></td>
</tr>
<tr>
<td>4712</td>
<td>Do. Ref. No. 2—2 gall.</td>
<td></td>
</tr>
<tr>
<td>4713</td>
<td>Do. Ref. No. 3—5 gall.</td>
<td></td>
</tr>
<tr>
<td>4714</td>
<td>Do. with internal hoops, Ref. No. 4—10 gall.</td>
<td></td>
</tr>
<tr>
<td>4733</td>
<td>Do. with external hoops, Ref. No. 3—4 gall.</td>
<td></td>
</tr>
<tr>
<td>4734</td>
<td>Do. Ref. No. 4—5 gall.</td>
<td></td>
</tr>
</tbody>
</table>

2. Attention is drawn to A.F.O. 54/41, which stresses the need for economy in the use of drums. Drums should be returned immediately they can be dispensed with to storing yards, etc., for cleaning and further utilization.

(Chatham Yard Letter No. 3821—3.5.42. Portsmouth Postagram 1359/1/9/42.)

(A.F.O. 54/41.)

2040.—Recognition—Aircraft

Allowance for Aircraft Carriers and Armed Merchant Cruisers
(G. 05362/43.—6.5.1943.)

In view of the new classification of aircraft carriers (C.A.F.O. 2551/42) the allocation of aircraft recognition indicators, Pattern 1770, to aircraft carriers stated in A.F.O. 6037/42 is to be amended to read:

Fleet carriers and light fleet carriers ... ... 6 per ship.
Escort carriers, merchant aircraft carriers and 4 per ship.
armed merchant cruisers.

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

(A.F.O. 6037/42 and C.A.F.O. 2551/42.)

2041.—Igniters, Torpedo, U.S.A., Mark VI—Return of Fired Cases
(A.S. 4988/43.—6.5.1943.)

Fired igniters, torpedo, U.S.A., Mark VI, are to be returned to the nearest Naval Armament Depot as they become available and as convenient.

2. Any of these cases at present at motor launch bases are to be returned forthwith.

3. Naval Armament Depots.—Stocks of these cases are to be included in weekly stock statements (Forms 0.400), when arrangements will be made for the return of the fired cases to the U.S.A. for refilling.

2042.—Electric Engine Telegraphs—As. and As.—REPORTS

1940 "S" and "U" Class Submarines
(D.P. 1513/43.—6.5.1943.)

Recent tests have shown that with a 5-lamp barretter resistance, the performance of the telegraphs, under excessive changes in supply voltage, is improved.

2. The various parts of the interior of the barretter resistance box are mounted on a bracket plate, forming a complete unit, and a modified unit can therefore be substituted for the existing one without difficulty.

3. An initial purchase of modified barretter resistance units, and one additional lamp for each unit, has been made for fitting on 1940 "S" and "U" class submarines in commission.

4. An item, Classification "A", is to be inserted in the next list of As. and As. as follows:—"To fit modified barretter resistance unit."

5. The work is to be carried out by the ships' or depot ships' staffs.

6. The existing unit should be returned to, and the modified unit with one additional lamp demanded from, the S.N.S.O., Portsmouth.

7. Arrangements have been made with the firm manufacturing these units, for the old units to be returned to them for modification; it is essential, therefore, that no delay occurs in the return of the replaced unit to S.N.S.O., Portsmouth.

8. Officers responsible for the carrying out of the A. and A. item are to report to the Director of Electrical Engineering, Bath, the date on which the replaced barretter resistance unit was despatched to S.N.S.O., Portsmouth.

2043.—Degreasing Feed Systems—Precautions
(D. 5271/43.—6.5.1943.)

Experience has shown that the circulation of trichlorethylene vapour through the feed system has a damaging effect on the ebonite rings of feed pumps. Whenever the feed systems are degreased, the ebonite rings should be removed before the process is applied.

(A.F.O. 6296/42.)

(63119)
2044.—Catapults and Accelerators—Stowage of Spare Ropes
H.M. Ships and Depots
(D. 4336/43.—6.5.1943.)

It has been found that in certain ships, owing to lack of space, spare accelerator ropes have been stowed where they are exposed to weather and sea. This exposure has resulted in serious deterioration of the rope.

2. If the rope drums as supplied are too large to be struck down below, they must be unwound and a suitable stowage found under cover for the ropes to be flaked down.

3. When being stowed in this manner, the ropes should be coiled with a mixture of 1 part of plumbago (Pattern 94) to 4 parts of mineral petroleum jelly. The latter must be of service pattern and acid free. This mixture is suitable for working ropes.

4. The above is also applicable to catapult ropes.

2045.—W/T Receivers—Tuner Amplifiers B50 and Amplifiers M50—Modification
(S.D. 428/43.—6.5.1943.)

It has been found that a small circuit change will improve the efficiency of the limiters in tuner amplifiers B50 and amplifiers M50.

2. The following modification is therefore to be made by ship's staff to all tuner amplifiers B50 and amplifiers M50 which have been modified in accordance with A.F.O. 3661/42.

(a) Jack originally marked "Test Detector only" now marked "Phones A/F".
   (i) Disconnect the two leads from the short (tip) contact. Connect these leads to one end of a Pattern W1558 Resistor, 1,000 ohms, ½ watt.
   (ii) Connect the other end of this 1,000 ohm resistor to the short (tip) contact.

(b) Jack originally marked "Phones A/F" now marked "Loudspeaker".
   (i) Remove the lead running from the short (tip) contact to the limiters.
   (ii) Connect the short (tip) contact to the end of the 1,000 ohm which is not connected to the tip contact of the other jack, using Pattern 9084 cable.

(c) It will be necessary to make and fit a new cable clip to secure the modified wiring.

Details of the modification are given in A.F.O. Diagram 130/43 (A.S.E. Drawing No. 32722A).

3. Stores.

The following stores should be demanded from Superintending Naval Store Officer, Haslemere, quoting this order as authority:

For each Tuner Amplifier B50.

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Name</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1558</td>
<td>Resistor, 1,000 ohms, ½ watt</td>
<td>1 No.</td>
</tr>
<tr>
<td>9084</td>
<td>Cable</td>
<td>1 Ft.</td>
</tr>
</tbody>
</table>

For each Amplifier M50.

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Name</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>W1558</td>
<td>Resistor, 1,000 ohms, ½ watt</td>
<td>1 No.</td>
</tr>
<tr>
<td>9084</td>
<td>Cable</td>
<td>6 in.</td>
</tr>
</tbody>
</table>

(A.F.O. 3661/42.)

2046.—R.D.F. sets, Types 2824 5M(1)/M(3)/P(3)—Panel 3 A.D. Transmitting (Upper)

—Introduction of Dipole Coupling Unit, Pattern W.4996/A
(S.D. 03081/42.—6.5.1943.)

A new dipole coupling unit, Pattern W.4996/A, has been introduced for use in Panel 3 A.D. Transmitting (Upper), Pattern X.1332B, supplied as part of the above R.D.F. sets instead of dipole coupling unit, Pattern X.2431/A, when the latter becomes defective.

2. Ships fitted with R.D.F. sets, Types 2824 5M(1)/M(3)/P(3), are:

(a) To demand from S.N.S.O., Haslemere, quoting this order as authority, one dipole coupling unit complete with plug, Pattern W.4997, and lead 17-in. long, Pattern W.4996/A, irrespective of the number of Panels 3 A.D. Transmitting (Upper) fitted, to be held as spare to replace any dipole coupling unit, Pattern X.2431/A, that may become defective.

(b) To continue to use the existing dipole coupling units, Pattern X.2431/A, until they become defective.

3. No more dipole coupling units, Pattern X.2431/A, will be issued.

4. Ship's staff, assisted as necessary by depot ship's staff, are to carry out the modification in accordance with A.F.O. Diagram 125/43 (A.S.E. Drawings 35282 and 34709), and the following instructions:

(a) (i) Switch off all power supplies to Panel 3 A.D.
   (ii) Open the cylinder door.
   (iii) Disconnect the valve circuit unit filament leads from their terminals at the top and bottom of the cylinder.
   (iv) Remove the front insulating bar which supports the valve; carefully remove the valve circuit unit and lay it in its craft.

(b) Disconnect the Pattern X.1666 plug (which is part of the X.2431 dipole coupling unit) from the stub unit.

(c) (i) Remove the eight 4B.A. hexagonal nuts and washers marked A in Fig. 1.
   (ii) Remove the four special 4B.A. nuts and washers marked B in Fig. 1.

(d) Slide the dipole coupling unit into the cylinder and take out the two backing plates which were held in by Nuts A and B.

(e) Remove the four 5/16-in. B.S.F. bolts marked C in Fig. 1 and withdraw the dipole coupling unit supporting bracket from the cylinder, taking care to guide the dipole itself through the slots in the wall of the cylinder.

(f) (i) Slightly enlarge the slot in the cylinder wall by means of a file so that the rods of the W.4996 dipole coupling unit, which are slightly larger than those of the X.2431 unit, can pass through.
   (ii) Slightly file the outside edges of the two backing plates at the point where they press against the lugs fixed to the cylinder walls and which carry the insulating bars that support the valve.

(g) Remove the Pattern X.2431 unit from its supporting bracket and replace it by the new Pattern W.4996 unit: apply this to the side of the cylinder at an angle in such a way that the ball at the end of one dipole rod passes through the hole in the cylinder first. After this the dipole coupling unit can be lifted to the vertical position at which it will easily pass into the cylinder.

(h) Bolt the supporting bracket to the cylinder by means of the four 5/16-in. B.S.F. bolts C which were withdrawn in operation (e).

(j) Screw the complete bush anti-brushing Pattern W.4703 tightly to the two backing plates in the manner shown in Fig. 4, having first made certain that the two halves of the bush are screwed tightly together. It will be necessary to drill and counter-sink holes in the backing plates to fix the bush anti-brushing.

(k) Separate the two halves of the above assembly by unscrewing the two halves of the bush anti-brushing.

(l) Pass each separate assembly of backing plate and half-bush over the tube of the dipole coupling unit and screw the two halves of the bush hard together as shown in Fig. 3.

(m) Slide the assembly along the tube of the dipole coupling unit until the studs of the backing plates enter the corresponding holes in the cylinder wall, and secure the assembly to the cylinder by putting back the nuts A and B from the outside of the cylinder.

(n) Connect the plug, Pattern W.4997, to the stub unit.

(p) Replace the transmitting valve and its supporting bar; reconnect the top and bottom filament leads to their terminals.

(q) Amend Pattern No. to read Pattern X. W.1332C.

5. Establishment List E. 431 is being amended accordingly.
2047.—Large Size Flags for Emergency Signals—As. and As.

New Construction and Existing Ships Concerned (N.S. 18272/43.—6.5.1943.)

The following amendment is to be made to A.F.O. 5571/42—:

Paragraphs 1 and 2. After (" except Auxiliary Aircraft Carriers "), insert " Large Minelayers "

(R.A. (M) No. 104/M.L. 4250, 25.3.43.)

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

2048.—Hydrophone and Listening Sets, Types 140A and 712—Valves for Amplifiers

(N.S. 013452/43.—6.5.1943.)

Valves N.R.41, Pattern 3795, are at present specified for amplifiers, Pattern A.102 (for Type 140A) and Pattern A.102B or A.1654 (for Type 712), and performance of Type 140A and 712 is adversely affected when valves of Cossor make (with different characteristics) are used.

2. S.P.2 valves, Pattern W.8182, are now available to replace N.R.41 valves in the above amplifiers and, in contrast to Echo sounding amplifiers in which certain resistances have to be changed concurrently, can be fitted without any internal modification.

3. Bases concerned are to forward demands forthwith to the Naval Store Officer, Bath, for the number of S.P.2 valves required locally to effect replacement of all N.R.41 valves fitted and held as spares for Types 140A and 712.

4. When S.P.2 valves have been received and fitted N.R.41 valves are to be disposed of as follows—:

(i) Osram Types N.R.41 Valves.—(a) Bases at home should carefully pack surplus valves and return them to Naval Store Officer, Bath.

(b) Bases abroad should return all surplus valves to nearest storing yard.

N.B.—Bases which also need these valves for echo-sounding purposes, in accordance with paragraphs 5 and 6 of A.F.O. 489/43, should only return valves surplus to requirements.

Packing notes and return vouchers should be endorsed " Returned in accordance with A.F.O. 2048/43 " .

(ii) N.R.41 Valves of Cossor Make.—Those which are surplus to local requirements are to be returned to the nearest storing yard.

5. Establishment Lists A/S 59 (for Type 140A) and A/S 86 (for Type 712) will be amended in due course to specify S.P.2 valves, Pattern W.8182, instead of N.R.41 valves, Pattern 3795.

(A.F.O. 489/43.)

2049.—Albacore Aircraft—Defuelling Cock

(A.M.R.—6.5.1943.)

Instances have been reported of the defuelling cock on the internal auxiliary fuel tank being incorrectly fitted.

2. It is only possible to connect the hose if the cock is adjusted to lie within the arc of 90° shown on A.F.O. Diagram 124/43 and washers Part Nos. D. 14157/X1, D. 90537/X2, Stores Ref. Nos. 26A/23564, 26BC/2412 and 26BC/2414, should be used to obtain the required alignment.

3. To preserve the alignment of the cock and to prevent damage to the tank care is to be taken to ensure that the body of the cock is firmly held by a spanner when opening or closing the valve.

2050.—Taurus and Perseus Engines—Assembly of Coffman Starters

(A.M.R. 2328/43.—6.5.1943.)

The question of assembly of Coffman starters to Bristol engines has recently been reviewed.

2. The present instruction calls for shimming to give a clearance of 1-in. to 3/4-in., between the tops of the teeth of the engine and starter jaws, the latter being in the static position, and this instruction may result in a foul of 0-005-in. under an accumulation of extreme tolerance conditions.
2054.—Alternative Access Route to Forward C.P.O's Mess—As. and As.

"Town" Class Destroyers

(D.0968/43.—6.5.1943.)

An alternative access route is to be provided to the forward C.P.O's mess in "Town" class destroyers, to avoid passing through the officers' quarters, and at the same time maintaining the watertight integrity of the ship forward.

2. The arrangements fitted are to be in accordance with those shown on the following drawings:

- "Town" class destroyers, "A" type
- "Town" class destroyers, "B" and "C" types
- "Town" class destroyers, "Leeds" and "Ludlow"
- "Town" class destroyers, "Lewes"

3. An item, Classification "A", is to be inserted in the class list of As. and As. to cover the work involved.

2055.—Additional Bull Ring—As. and As.

"U" Class Submarines

(D.0744/43.—6.5.1943.)

An additional bull ring is to be fitted in H.M. submarines of the "U" class in accordance with drawing D.N.C. A.2242/18.

2. An item, Classification "B", to cover the work involved is to be included in the lists of As. and As. to the ships concerned in which this work has not already been carried out.

(Admiral (S) 20.3.43, No. 671/SM.486.)

2056.—Light Steel Doors in Lieu of Wood Doors

New Construction

W.P.Ss., P.S.Os., and all Yards

(P.1385/43.—6.5.1943.)

Since the issue of A.F.O. 4309/42, Messrs. Roneo have designed standard light steel doors for cabins, store rooms, enclosed messes, etc.

2. The doors can be supplied to either hand, sliding or hinged, and the hinged doors can be made to open outwards or inwards. In addition doors of both types will be manufactured suitable for fitting to doorways with high sills (cruisers, 2 ft. 6 in.; battleships and aircraft carriers 1 ft. 9 in.).

3. The Roneo type doors should be fitted wherever the state of the work permits, providing no delay to ship's completion would be occasioned thereby, nor work already progressed wasted.

4. The doors will be issued as "Admiralty Supply" items. It will be necessary to prepare a planned production for supply, and all W.P.Ss. should forward as soon as possible to the Director of Contract Work (Supplies) a statement giving the job numbers of the ships concerned, the numbers and types of the doors required, the sizes of the door openings and the height of sills, and the latest date by which supply is required.

It is desired that wherever possible the door openings in bulkheads should be cut 6 ft. 0½ in. by 2 ft. 3 in.

Deliveries can commence forthwith.

(A.F.O. 4309/42.)

2057.—Aircraft Radio—Reporting of Defects

(A.C.R.D. 97/43.—6.5.1943.)

A.F.O. 5929/42 dealt with the extension of the defect reporting procedure to radio equipment, instruments and electrical equipment carried in aircraft.

2. There does not appear to be sufficient appreciation of the necessity of rendering reports on defective radio apparatus. It cannot be too strongly emphasised that unless attention is drawn in the authorised way to recurrent faults in radio apparatus there may be serious delay in introducing modifications to ensure that the specified performance is obtained in regular service.

3. When Forms A.21 relative to faulty radio equipment, components, valves and accessories are received, an investigation is commenced. If necessary, the designs are modified and, where possible, the sets or components in production altered accordingly at the earliest moment. In other cases, it may be found desirable to amend previously issued instructions for the maintenance of sets. The unit rendering a defect report is always advised of the result of these investigations.

4. It should be clearly understood that the rendering of a Defect Report is not normally regarded as a reflection on the efficiency of a Radio Repair Section.

5. In all cases, defects must be reported on Form A.21 and forwarded to the Admiralty through the appropriate administrative authority, observing the security regulations as referred to in C.A.F.O. 2445/42.

6. When used for the purpose of reporting defective radio apparatus, paragraph 1 of Form A.21 must be amended to read "Radio Set — Type, Mark, and Serial Number". The information given in the other paragraphs must be complete in detail.

7. The heading "Unit Ref. No." must always be completed.

(A.F.O. 5929/42 and C.A.F.O. 2445/42.)

2058.—Cancelled.

2059.—Shipping of Periscopes

Submarines

(D.N.E. 6260/43.—6.5.1943.)

Three instances have occurred recently of severe damage to periscopes during shipping in new construction submarines.

2. The damage comprised scoring of the periscope tube by drillings and metal shavings embedded in the bushes of the standards.

3. The following precautions are to be taken in all cases to avoid a recurrence:

(a) Standards are to be inspected by a responsible officer before erection on the submarine to ensure that no drillings or metal shavings are left therein.

(b) Before and on completion of lining up of the standards and hull stuffing boxes the top and bottom openings in the standards are to be covered with suitable blanks.

(c) No drilling of the standards is to be carried out after erection in the ship.

(d) Before shipping of periscopes the standards and bushes are to be examined by a responsible officer to ensure that no drillings or shavings or other foreign matter is present.

(e) A mandrel is to be passed through the bearings before the periscope is shipped.

2060.—Wind Gear—Wind Measuring Instruments—U.S. Navy Type

Escort Carriers equipped in U.S.A.

(G./S.R.E. 580/43.—6.5.1943.)

The wind intensity transmitter in this type of gear contains a potter's wheel mechanism. B) of he has been reported in that to paste formed over the wheel surface and rollers causing slip out to the maximum position, which caused the indicators to remain at 80 knots.

2. The Master Intensity transmitter should be examined monthly to see that the disc and rollers are dry.

If there is any sign of oil or paste on the surfaces, it should be cleaned off.

When this is necessary it will probably be found convenient to remove the whole potter's wheel sub-assembly.
2061.—Voltmeters and Ammeters—Introduction of New Patterns
(N.S. 16846/43.—6.5.1943.)

The following voltmeters and ammeters have been added to the Rate Book of Naval Stores under Subhead F, Item 1C, part 3 (voltmeters to be shown on page 4 of demand, and ammeters on page 2.).

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>13983</td>
<td>Voltmeters, moving coil, rectangular type, 5-in. scales, with illuminated dial, for relay control switchboards, 180-280 volts, flush mounting.</td>
</tr>
<tr>
<td>13984</td>
<td>Ammeters, moving coil, rectangular type, 5-in. scales, with illuminated dial, for relay control switchboards, 0-2400 amperes, flush mounting, long shunt.</td>
</tr>
<tr>
<td>13985</td>
<td>Ammeters, moving coil, rectangular type, 5-in. scales, with illuminated dial, for relay control switchboards, 0-2700 amperes, flush mounting, long shunt.</td>
</tr>
</tbody>
</table>

2. These instruments are applicable to “Tiger” and later cruisers only and are not to be demanded for earlier vessels.

2062.—“Illustrious” Self Rescue Equipment
(P/N. 5879/43.—6.5.1943.)

A self-rescue equipment has been designed in H.M.S. “Illustrious” to allow crews of crashed or forced landed aircraft to be picked up by an unescorted aircraft carrier in waters where she can afford to ease down, but not to stop and recover a sea boat.

This equipment might be of value to any large ship, fitted with a crane, suitable boom or derrick, for rescuing men from the water. “Illustrious” has successfully picked up one air crew from a rubber dinghy by its use. Conditions at the time were wind 14 knots, sea 24-34, ship’s speed 8 knots.

3. The equipment in “Illustrious” consists of 3 nets suspended one from each W/T mast. The nets are 12 ft. by 6 ft., made of 1½-in. rope with a 1 ft. mesh. Each net is slung from a pole, acting as a spreader, at both ends of which are lines passing through leading blocks on the W/T mast, and led to the flight deck, where they are man handled. The nets are staggered so that when the masts are horizontal they cover a frontage of 54 ft.

4. To pick up a man from the water the nets are lowered to the water from the horizontal masts so that the poles are 2-3 ft. above the surface, the lower part of the nets trailing in the water. The ship is manoeuvred so that the man passes close down the side of the ship in such a way that the nets pass over him. As they do so he catches hold of the one nearest him, it is hauled clear of the water and the mast is raised to bring him in board.

5. A.F.O. Diagram 129/43 shows the general arrangement of the gear.

2063.—Oropesa Minesweeping—Fitting of Davits for Hoisting Oropesa Floats in Converted Trawlers—REPORTS
Dockyards, W.P.Ss., E.R.Os., etc.
(N.S. 12349/43.—6.5.1943.)

Demands for M/S davits designed to drawing D.N.C. 24A/A.5 (C.A.F.O. 1242/41 refers) should be forwarded to the storing yard and not to the manufacturer or W.P.S. inspecting officer.

2. Davits are stored in two “pools”, viz., Area Naval Store, Gateshead, and Rosyth Dockyard, and fitting-out officers should forward demands to the Area and Superintending Naval Store Officer respectively for the davits required.

3. The cleats, blocks, hooks, etc., should be demanded by the fitting-out officers from the nearest base or storing yard when vessels are being fitted with the equipment.
2068—Naval Store Accounts for New Construction Ships, etc.—

Preparation

H.M. Dockyards, Naval Store Depots and Ships

(N.S. 19464/43.—6.5.1943.)

As a result of the dispersal of stocks from the main storing yards, the following procedure will be adopted forthwith for the provision of naval store accounts for new construction ships, and is promulgated for information and compliance:

(i) For ships using ledger accounts.—Ledgers (for permanent and consumable stores) for subhead F.1A are to be prepared, completed, certificated and sent direct to the ships by the Superintending Naval Store Officer, Haslemere, the serial numbers of the ledger pages being prefixed by the letter “W”. All the remaining ledgers for stores under other subheads will be prepared and completed by the Warrant Yard.

(ii) For ships using S.1099, S.1099D and F.A.23 accounts for permanent stores for subhead F.1A are to be prepared, completed, certificated and sent direct to the ships by the Superintending Naval Store Officer, Haslemere. The accounts for stores under other subheads will be prepared and completed by the Warrant Yard.

F.A.23 accounts for consumable stores will only be required for certain new construction vessels (e.g., corvettes, frigates, etc.) and these will be prepared and completed by the Warrant Yard, except for stores supplied under subhead F.1A. These latter stores are to be entered on separate sheets by the Superintending Naval Store Officer, Haslemere, and forwarded to the Warrant Yard for incorporation in the F.A.23 accounts.

(iii) The date for closing the posting in office of the account is to be notified by the Warrant Yard to Superintending Naval Store Officer, Haslemere, Naval Store Officer, R.N. Store Depot, Bath, Naval Store Officer, Slough, and any other supplying yards or depots.

(iv) Original copies of S.134D vouchers for subheads other than F.1A are to be sent to the Warrant Yard by Haslemere, Bath, Slough, etc., for posting in the main account, and the vouchers for subhead F.1A are to be forwarded to Superintending Naval Store Officer, Haslemere, for posting in the F.1A accounts.

(v) The relevant establishment lists and permanent loan list copies of the establishment lists for W/T, R.D.F., A/S, E/S, etc., installations are to be completed and sent direct to the ships by the Superintending Naval Store Officer, Haslemere.

(vi) Weights of W/T, R.D.F., A/S, E/S, etc., stores for Form D.284 are to be entered on separate sheets by the Superintending Naval Store Officer, Haslemere, and furnished direct to the Principal Ship Overseer when notified by the Warrant Yard.

2. It is essential that all original vouchers for stores supplied should be sent to the Warrant Yard or to Haslemere as indicated in paragraph 1 (iv) above without delay.

3. Any arrears of accounts, S.1099, S.1099D and F.A.23 under the procedure in A.F.O. 1296/42 (paragraph 2) should be completed entirely by the Warrant Yards at present responsible and not sent to Haslemere.

(A.F.O. 1296/42 is cancelled.)

Section 4

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

2069.—Mess Gear

Combined Operations Landing Craft

(V. 1988/43.—6.5.1943.)

The scale of Mess Gear promulgated in A.F.O. 1488/43—(a) for Landing Craft Flak (Mark II–IV) modified as necessary as regards the allowances of personal items, is to be applied to Landing Craft, Gun (L).

(A.F.Os. 231/43 and 1488/43.)

2070.—Mess Traps—Discontinuance of Supply of Certain Items

(V.2710/43.—6.5.1943.)

To assist in reducing demands on national stocks of non-ferrous metals and of other materials, which are urgently needed for vital war services, and on the production capacity of this country, the purchase of many items, including articles of electro-plated and nickel silver table ware, which were included in the pre-war scales of mess gear for H.M. ships and fleet establishments, has been discontinued. Substitutes in alternative materials have been provided for essential items and details of these and of items removed from scales have been promulgated from time to time in A.F.Os.

2. In pursuance of this policy the following further changes are being made:

(a) The issue of the following items of mess gear will be discontinued without substitutes when present stocks are exhausted:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Article</th>
<th>Substitute</th>
</tr>
</thead>
<tbody>
<tr>
<td>211</td>
<td>Cruet-frame only</td>
<td>Flag and C.Os. only.</td>
</tr>
<tr>
<td>C.1845</td>
<td>Ladle, soup</td>
<td>All officers.</td>
</tr>
<tr>
<td>44X</td>
<td>Cruet-frame only</td>
<td>All officers.</td>
</tr>
<tr>
<td>14</td>
<td>Basket, wine, 12-hole</td>
<td>All officers.</td>
</tr>
<tr>
<td>1383</td>
<td>Basket, wine, 6-hole</td>
<td>All officers.</td>
</tr>
<tr>
<td>C.1862</td>
<td>Ladle, soup</td>
<td>C.P.Os., P.Os. and Seamen.</td>
</tr>
<tr>
<td>52/53E</td>
<td>Spoon, salt or mustard</td>
<td>C.P.Os., P.Os. and Seamen.</td>
</tr>
</tbody>
</table>

(b) No further purchases of the following items will be made and when present stocks are exhausted, substitutes will be issued as shown:

Plated Articles for Flag and Commanding Officers and Officers' Messes

<table>
<thead>
<tr>
<th>Present Pattern</th>
<th>Substitute</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1837 Fork, table, small, E.P.</td>
<td>C.1860 Fork, table, N.S.*</td>
</tr>
<tr>
<td>C.1850 Spoon, small, E.P.</td>
<td>C.1870E Spoon, tea, N.S.*</td>
</tr>
<tr>
<td>C.1851E Spoon, large, E.P.</td>
<td>C.1863 Spoon, large, N.S.*</td>
</tr>
<tr>
<td>C.1853 Spoon Mustard, E.P.</td>
<td>52/53E Spoon, salt or mustard, N.S.</td>
</tr>
<tr>
<td>44E   Spoon Salt, E.P.</td>
<td>44B/T.P. Castor, pepper.</td>
</tr>
<tr>
<td>203   Bottle, pepper, E.P.</td>
<td>44C Collar, salt or mustard.</td>
</tr>
<tr>
<td>44B   Pot pepper, E.P.</td>
<td>Like Knife, fish, eating.</td>
</tr>
<tr>
<td>44A   Pot, mustard, E.P.</td>
<td>C.1842E E.P., steel.</td>
</tr>
<tr>
<td>216   Pot, mustard, E.P.</td>
<td>Like Toast rack, steel wire.</td>
</tr>
<tr>
<td>37E   Toast rack, E.P.</td>
<td>37E Wire.</td>
</tr>
<tr>
<td>221E  Toast rack E.P.</td>
<td>221E Wire.</td>
</tr>
</tbody>
</table>

* When stocks of these nickel silver articles are eventually exhausted tinned steel substitutes will be issued (see below).
Glassware for Flag and Commanding Officers and Officers’ Messes

Present Pattern Substitute

Pattern No. Pattern No.

102 Bowls, deep, 8 in. 53E Bowl, salad, without foot.
109 Decanters, 1 pint 110A Decanter, 1 quart.
113 Dish, preserve, 54 in. 111A Dish, preserve.
100A Basin, sugar 60 Dish, butter or sugar.

Mess Utensils—C.P.Os., P.Os. and Seamen

C.1860 Fork, table, N.S. Like Fork, table, tinned.
C.1863 Spoon, large, N.S. Like Spoon, large, tinned.
C.1870E Spoon, tea, N.S. Like Spoon, tea, tinned.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2073.—A.M.S.Is.

(E.F.O.—6.5.1943)

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

(A.F.O. 1980/43)

2074.—Air Publications Distributed during March, 1943

(N.S. 125/43.—6.5.1943)

The undermentioned air publications, leaflets, etc., were distributed during March, 1943.

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

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

Airframes and Aero-Engines

Air Publication No. Description

1654A.—Vol. I—Hurricane IA and IB and Sea Hurricane Aircraft—Amendment List No. 57.

Glassware for Flag and Commanding Officers and Officers’ Messes

Present Pattern Substitute

Pattern No. Pattern No.

102 Bowls, deep, 8 in. 53E Bowl, salad, without foot.
109 Decanters, 1 pint 110A Decanter, 1 quart.
113 Dish, preserve, 54 in. 111A Dish, preserve.
100A Basin, sugar 60 Dish, butter or sugar.

Mess Utensils—C.P.Os., P.Os. and Seamen

C.1860 Fork, table, N.S. Like Fork, table, tinned.
C.1863 Spoon, large, N.S. Like Spoon, large, tinned.
C.1870E Spoon, tea, N.S. Like Spoon, tea, tinned.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2073.—Amendments to Books

(E.F.O.—6.5.1943)

The undermentioned amendments A.F.O. P.251—263/43 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. 1268/39, paragraph 3.

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

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

*P.252/43.—B.R. 378A—Swordfish—A.S.E.—Amendment No. 8.
*P.253/43.—B.R. 378B—Barbacuda—A.S.E.—Amendment No. 6.
*P.254/43.—B.R. 378E—Albacore—A.S.E.—Amendment No. 9.
*P.255/43.—B.R. 378G—Martlet IV—A.S.E.—Amendment No. 2.
*P.256/43.—B.R. 378J—Seafire—A.S.E.—Amendment No. 3.
*P.257/43.—B.R. 378K—Kingfisher—A.S.E.—Amendment No. 3.
*P.259/43.—B.R. 378M—R.1—Admiralty Memorandum on Naval Court Martial Procedure—Amendment No. 15.
*P.261/43.—B.R. 969—Instructions for the Conduct of Cash Duties—Amendment.
*P.262/43.—B.R. 677—Hospital and Medical Establishments—Instructions as to—Amendment.
*P.263/43.—O.U. 5408A—Naval Cordite Regulations 1939—Amendment No. 11.

* Exceptionally as regards A.F.Os. P.251-258/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 1979/43.)
Air Publication No. Description

1565E and 2280A and B, Pilot’s Notes—Spitfire VA, VB, VC and Seafire Aircraft—Amendment List No. 26J.
1590D and M.—Vol. I—Merlin VIII and XXX Engine—Amendment List No. 5 and slips re non-availability of Amendment List No. 4.
1592C.—Vol. I and Pilot’s Notes—Defiant T.T. Aircraft—Amendment List No. 5B.
1669A.—Vol. II, Part 1—Master I Aircraft—Amendment List No. 40M.
<table>
<thead>
<tr>
<th>Air Publication No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1086.—Vol. I, Part 11A—Aircraft Air and Oil Cleaners, Oil Coolers and Filters—Amendment List No. 3.</td>
<td></td>
</tr>
<tr>
<td>1374.—Vol. III, Part 1P—Aero-Engine Ignition Equipment (Watford Type N.S.T.)—Amendment List No. 3.</td>
<td></td>
</tr>
<tr>
<td>1374.—Vol. I—Belt and Magazine Loading Machines—Amendment List No. 2.</td>
<td></td>
</tr>
<tr>
<td>1661A.—Vol. I—Explosives—Amendment List No. 11.</td>
<td></td>
</tr>
<tr>
<td>1661C.—Vol. I—Bomb Components—Amendment List No. 33, 34.</td>
<td></td>
</tr>
<tr>
<td>1661F.—Vol. I—Miscellaneous Cartridges—Amendment List No. 10.</td>
<td></td>
</tr>
<tr>
<td>1661G.—Vol. I—Demolition Explosives and Associated Stores—Amendment List No. 5.</td>
<td></td>
</tr>
<tr>
<td>1664.—Vol. I—Bomb Carriers—Amendment List No. 31.</td>
<td></td>
</tr>
<tr>
<td>1664.—Vol. II, Part 3—Bomb Carriers—Amendment List Nos. 42, 43, 44.</td>
<td></td>
</tr>
<tr>
<td>1670.—Vol. III, Section 20—Technical Vehicles—Amendment List No. 4.</td>
<td></td>
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</tbody>
</table>
Air Publication No. Description
2074.—Vol. I—Ariel Cable Cutters—Amendment List No. 1.
5064,— Ground Handling Notes for Auster I and H I—Amendment List No. 1.
5061.— Ground Handling Notes for Vigilant I Aircraft—Initial Distribution.
5022.—Ground Handling Notes for Typhoon I—Initial Distribution which is
5017.—Ground Handling Notes for Mosquito I, II, III, IV—Initial Distri­
5016.—Ground Handling Notes for Master I, II, III—Amendment List
5015.—Ground Handling Notes for Martinet I—Amendment List No. 1.
5014.—Ground Handling Notes for Lancaster I, II, III—Initial Distribution.
5013.—Ground Handling Notes for Warplane—Initial Distribution.
5012.—Ground Handling Notes for Martinet I Aircraft—Amendment List No.
5011.—Ground Handling Notes for Typhoon I—Initial Distribution which is
5010.—Ground Handling Notes for Warwick I—Initial Distribution.
5009.—Ground Handling Notes for Hudson Aircraft—Initial Distribution.
5008.—Ground Handling Notes for Hampden I Aircraft—Amendment List No.
5007.—Ground Handling Notes for Vigilant I Aircraft—Initial Distribution.
5006.—Ground Handling Notes for Auster I and III—Amendment List No. 1.
Air Publication No. Weight Sheet Summaries
40
791.—Sea Gladiator—Addendum No. 1.
829.—Master Trainer—Amendment List, No. 2.
849.—Swordfish Ship-plane—Amendment List No. 3.

Air Publication No. Air Diagrams
1235.—May-June, 1943, Daylight and Moonlight Charts—Initial Distribution.
2303.—Sheet 1—Rivets and their Application—Amendment List No. 1.
2334.—Sheet 1, Issue 1—Fixed Gun Sighting—Initial Distribution.
2334.—Sheet 2, Issue 1—Harmonization—Initial Distribution.
2356.—Sheet 1, Issue 1—Ammunition, S.B. 3-in., Gun, Mark I, H.E. Shell—

2075.—Lloyd’s Register of Shipping 1943-44 Edition—Distribution
(Sta. 11722/43.—6.5.1943.)

The 1943-44 edition of Lloyd’s Register of Shipping will be distributed by the
Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10,
about the end of July, 1943, in accordance with the establishment laid down in
B.R.1—Catalogue of Books of Reference, as amended by A.F.O. 4334/42, and
A.P.(N)1—Establishment of Air Publications.

2. Similar arrangements are to be made for the disposal of copies of the 1942-43
edition and supplements, as laid down in paragraph 2 of A.F.O. 4334/42 for the
1941-42 edition. Copies of the latter edition made available by replacement may,
however, continue to be redistributed to other Services not normally allowed a
copy, at the discretion of the respective Commanders-in-Chief, but the serial
numbers of the copies so transferred should invariably be reported to the
Superintending Naval Store Officer, Park Royal.

Staff Officers (Intelligence) will be supplied without demand, as in previous
years.

(A.F.O. 4334/42.)

Rangefinders and Inclinometers—Issue
(G. 1343/43.—6.5.1943.)

The Handbook for Naval Rangefinders and Mountings (O.U. 5242, O.U. 5242A,
O.U. 5242 (2)) has been revised and the new edition will take the following form:—
B.R. 295B — Volume III, Instruments fitted in conjunction with the
Fuze Keeping Clock System.

2. When supplies become available, copies will be issued, without demand,
by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road,
Park Royal, N.W.10, in accordance with the following establishment, viz:—

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<td>Minesweepers</td>
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<tr>
<td>Survey ships</td>
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Note.—* Only ships fitted with rangefinders.

2077.—B.R.828—“Sulphonamide Chemotherapy”—Issue
(M.D.G. 10375/43.—6.5.1943.)

Medical Research Council War Memorandum No. 10—“Sulphonamide Chemotherapy”—is in the press and will be issued under the token number B.R.828.

2. This memorandum is to be in the possession of all medical officers.

3. Demands for copies should be made as follows:
   At Home.—To the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.
   Abroad.—To local distributing authorities, to whom supplies will be made, without demand, when available to meet these demands.

2078.—Books—O.U. 6090(K)—Range Table No. 466A for B.L. 4-in. Guns, Marks IX to IX** and Q.F., 4-in., Guns, Marks V to V*, dated February 1943—Issue
(G. 0269/43.—6.5.1943.)

The above-mentioned Range Table is now in the press and copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

2079.—Form 0.6—Ammunition Labels—Additions
(A.S./Sta. 13817/43.—6.5.1943.)

<table>
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<tr>
<th>Serial No.</th>
<th>Description</th>
<th>Where used</th>
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<tr>
<td>N. 860</td>
<td>Primers, Warhead, Nose C.E., 1 lb. 10½ oz. :— 8 Type “E”</td>
<td>In recess on front of box W. 67</td>
<td>35</td>
<td>13817/43</td>
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</table>

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

2080.—Form 0.455—Preparation and Issue Order for Torpedoes—Introduction
(A.S./Sta. 13838/43.—6.5.1943.)

A new form, O.455, has been introduced, and is to be added to Form O.1.

2. Demands for necessary requirements should be addressed to Superintending Naval Store Officer, Elveden Road, Park Royal, N.W.10, for supply to be made when available.

2081.—Cancelled.

2082.—Form S.332—Foreign Report of Survey on an Officer
(M.D.G. 20037/43.—6.5.1943.)

Form S.332—Foreign Report of Survey on an Officer is in future to include the date on which the officer was first checked sick.

2083.—Cable Ship Personnel Serving Abroad—Custody of Medical History Sheets
(M.D.G. 4637/43.—6.5.1943.)

See A.F.O. 2017/43 under Section 2 of this issue.

2084.—Asdic Installations, Types 145XB and 145XC—Establishment Lists
(N.S. 011109/43.—6.5.1943.)

Establishment List No. A/S.96, dated 2nd April, 1943, of Naval Stores, comprising Asdic Installations, Types 145XB and 145XC, has been prepared and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

2085.—British Aeroplanes—Issue of Slips for Sheets B.4 and D.1
(Sta. 13569/43.—6.5.1943.)

Slips for affixing to Sheets B.4 and D.1, British Aeroplanes, showing the Mariner I and Liberator III bombers respectively, are now available, and will be distributed, without demand, to all concerned, from the R.N. Store Depot, Park Royal, on the same basis as Sheets B.4 and D.1 were issued.
(A.F.O. 6337/42.)

2086.—“As Fitted” Machinery Drawings and Machinery Information Books—Dockyard Copies

Sloops, Minesweepers, Frigates and Corvettes
(D. 5060/43.—6.5.1943.)

Four sets only of “as fitted” machinery drawings and machinery information books for each of the classes of vessels listed below are being provided for the dockyards in lieu of the customary one set per ship, except that where the vessels of the class are not all fitted with the same design of machinery, four sets are being provided for each of the categories shown, and that in the case of “Flower” Class corvettes this procedure applies to “as fitted” drawings only, no machinery information books having been prepared:

(i) Modified “Black Swan” Class sloops.

(ii) “Bangor” Class minesweepers:
   Category (a) ... With Parson’s design turbine machinery.
   Category (b) ... With B.T.H. and M.V. design turbine machinery.
   Category (c) ... With slow reciprocating machinery.

(iii) “Algerine” Class minesweepers:
   Category (a) ... With Parson’s design turbine machinery.
   Category (b) ... With fast reciprocating machinery.
   Category (c) ... With slow reciprocating machinery.

(iv) “Flower” Class corvettes.

(v) “River” Class frigates:
   Category (a) ... With reciprocating machinery.
   Category (b) ... With turbine machinery.

2. Each of the four dockyard sets will be a master set and will be process copies on transparent linen. Each set will cover all ships of the class and category notwithstanding differences as between machinery on individual ships, which will be illustrated either by modifications on the main drawings or by the addition of separate drawings.

3. In the first instance one set for each class and category will be distributed to Devonport, Portsmouth, Chatham and Rosyth dockyards. Should a dockyard abroad require a set for use in connection with vessels based in that area, application should be made to the Admiralty, by signal, when arrangements will be made to transfer one of the four sets referred to above, as applicable. Temporary requirements at dockyards, repair yards or bases where no copy is obtainable should be met, when possible, by reference to the drawings carried on board.

4. To ensure that these dockyard copies can always be traced, particulars of despatch and receipt of any of the sets covered by these instructions should be reported to the Admiralty.
2087.—Mails Lost by Enemy Action

(M. 03967/43.—6.5.1943.)

Non-confidential correspondence for the undermentioned ships and authorities has been lost as the result of enemy action. Duplicates should be forwarded as necessary.

Letter Mail posted in U.K. between 25th and 27th February.
Addressed to: Naval Officer-in-Charge, Falklands.
H.M. Ships "Pursuivant" and "Wm. Scoresby".

Parcel Mail posted in U.K. between 29th January and 27th February.
Addressed to: H.M. Ships "Afterglow" and "Pursuivant".

Also included in this loss was one secret packet addressed to Naval Officer-in-Charge, Falkland Isles (Ref. D/F.22653). The sender of this item has not been informed of the loss as the reference is not recognised.

2088.—Matches—Inclusion in Postal Packets Prohibited

(M. 901/43.—6.5.1943.)

The G.P.O. have noticed that many packets containing matches have recently been sent through the post by Naval personnel. Owing to the serious risk of damage to mails, matches of all kinds, including safety matches, are regarded as coming within the category of "explosive and dangerous substances" which are prohibited from transmission by post under Section 63 of the Post Office Act, 1908.

2. The attention of all Naval personnel is drawn to the fact that anyone who sends, or attempts to send matches by post, however carefully packed, is liable to prosecution.

(A.G.M. 718A is cancelled.)

2089.—Assistant Director of Warship Production (Escort Vessels), Edinburgh—Address, etc.

(D.N.C.—6.5.1943.)

A new office has been established in Edinburgh for Mr. F. A. Paton, Assistant Director of Warship Production (Escort Vessels), in connection with the acceleration of production of escort vessels throughout the United Kingdom.

Address—Assistant Director of Warship Production (Escort Vessels),
19, Lansdowne Crescent, Edinburgh, 3.
Telephone—Edinburgh 61022.

2. Correspondence should be addressed accordingly.

2090.—Admiralty Engineer Overseer, North of England District—Change of Appointment

(E.—in-C.—6.5.1943.)

Captain (E) H. C. Treherne, R.N., will relieve Engineer Rear-Admiral O. W. Skinner (Retd.) as Admiralty Engineer Overseer, North of England District, as from 6th May, 1943.

2. Correspondence should continue to be addressed to:
Admiralty Engineer Overseer,
20, Saville Row,
Newcastle-on-Tyne.

3. The existing telegraphic address remains unchanged.

2091.—Admiralty Engineer Overseer, at Works of Messrs. R. & W. Hawthorn Leslie & Co., Ltd., Newcastle-on-Tyne—Change of Appointment

(E.—in-C.—6.5.1943.)

Engineer Rear-Admiral W. H. Michell (Retd.) has been appointed to relieve Engineer Captain H. S. Warren, R.N. (Retd.), as Admiralty Engineer Overseer at the works of Messrs. R. & W. Hawthorn Leslie & Co., Ltd., Newcastle-on-Tyne, as from 6th May, 1943.

2. Correspondence should continue to be addressed to:
Admiralty Engineer Overseer,
c/o Messrs. R. & W. Hawthorn Leslie & Co., Ltd.,
Newcastle-on-Tyne.

3. The existing telegraphic address remains unchanged.

Section 6.—SHORE ESTABLISHMENTS

2092.—Regional Boards—Application to Admiralty Establishments

(L. 9348/42.—6.5.1943.)

With the setting up of the Ministry of Production, the Production Executive's Regional Boards were reconstituted, and now consist of the Regional Controller of the Ministry of Production (Chairman), together with the Regional Representatives of other Government Departments etc. The Regional Representative of the Admiralty on the Board is the Admiralty Regional Officer. The work of the Regional Boards is in turn directed by an Executive Committee, on which the Admiralty is again represented by the Admiralty Regional Officer. A main function of the Regional Boards is "to ensure the rapid, effective and continuous co-ordination of the efforts of all Government Officials in the Region in connection with the production of essential stores" and it has been decided that matters which have hitherto been referred to Headquarters for settlement should, in the first instance at any rate, be liable for settlement at the regional level on the Regional Boards. In regard to certain questions relating to industrial employees which are now liable for settlement regionally, the following extract from Ministry of Labour Circular 126/195 is quoted for information:

Consultation Procedure in Cases of Disputed Releases

5. Cases where rejection of deferment applications would result in call-up...

In all cases in which the District Man Power Boards propose to reject a deferment application with the result that the man will become immediately available for calling-up, the existing procedure for consultation with the interested Government Departments should be followed, except that instead of the Regional Controller consulting the Labour Supply Sub-Committee of the Regional Board, in appropriate cases, as in M.L. Cir. 145/1, paragraph 42, the Regional Representative of the interested Government Department, the case falls for joint decision by the Regional Controller of the Ministry of Production and the Regional Controller of the Ministry of Labour and National Service, after discussion with the Executive Committee of the Regional Board, or,
if necessary, with the Regional Board itself. The question for settlement between the Regional Controllers of the Ministry of Production and the Ministry of Labour and National Service will be fundamentally one of production priority on which the Regional Controller of the Ministry of Labour and National Service should normally be guided by the Regional Controller of the Ministry of Production. A Regional Representative may, if he wishes to pursue the matter, refer the case to his Headquarters, who will in turn make such representations, if any, as they feel appropriate to the Offices of the Minister of Production and/or to the Headquarters of this Department.

7. These arrangements, described in the preceding paragraph, will not apply in cases where arrangements for determining the relative priorities of individual jobs already exist, e.g. the private shipbuilding industry, where decisions are given by the District Shipyard Controllers; the Royal Dockyards should be in the same category. Cases of doubt should be referred to Headquarters. It should be noted, however, that the reference of cases of failure to secure agreement to the Regional Controller of the Ministry of Production on disputed cases of transfer described in the preceding paragraph cannot be confined to disputed cases of transfer from establishments engaged on contracts for the Admiralty, Ministry of Aircraft Production or the Ministry of Supply. Government Departments with no Standing Authorised for the Executive Committee of the Regional Board will be given an opportunity of being represented when any case in which they are interested is being discussed.

2. It will be observed from paragraph 7 of the extract quoted, that the Royal Dockyards are excluded from these Regional arrangements. The reference is to the four (Vote 8) Professional Departments of H.M. Dockyards, where special arrangements already exist, and liaison is maintained with the Ministry of Labour and National Service through the Ministry of Labour Liaison Officer (Special Duties).

3. All other Admiralty Industrial Establishments, and Departments of H.M. Dockyards other than those specified in paragraph 2 above, are from the date of this Order, to come within the scope of the Ministry of Labour Circular quoted above, i.e. deferment and transfer cases will now be liable to settlement at a Regional level.

4. The procedure will be as follows: (a) If proposals made by District Man Power Boards and Labour Supply Officers of the Ministry of Labour and National Service are acceptable to the Head of the Establishment, there will, of course, be no need for recourse to the Regional Boards and release etc. will be granted, subject to consultation with Headquarters in the case of long-service employees (see paragraph 5 below). (b) It should be noted, however, that special arrangements exist to regulate the handling of cases of transfer to other employment in establishments of the Supply Departments—see A.F.O. 672/43.) (b) In cases, however, where the proposals of the District Man Power Boards, etc. are unacceptable to the Head of the Establishment, the matter will be referred by the Ministry of Labour and National Service to the Regional Board. The Officer-in-Charge should make contact with the appropriate Admiralty Regional Officer who will collaborate closely with the Officer-in-Charge of the Establishment concerned in handling these cases when they come before the Regional Board and will arrange for the attendance of the Officer-in-Charge at the Board Meeting, when the latter so desires, to assist in the representation of the Admiralty case. It should be noted that in the terms of paragraph 6 of Ministry of Labour Circular 126/1943 quoted in paragraph 1 above, Admiralty Regional Officer may refer to Headquarters cases where agreement is not reached regionally.

5. While every endeavour should normally be made to reach agreement regionally, Admiralty Regional Officers and Heads of Establishments will in no case agree at the Regional level to the release of any pre-war or other long-service Admiralty employee without reference to the Headquarters Department concerned. (This is necessary, among other reasons, in view (a) of the value to the Department of experienced personnel; (b) the superannuation entitlements of such men; and (c) the entitlement of some of them to "balance of civil pay".) Presumably it will usually be possible to consult the Headquarters' Department concerned before the Regional meeting, so that no undue delay will result.

6. Questions of labour supply should now be dealt with in the first instance on a Regional level, and, for the information of Heads of Establishments affected by this Order, it is notified that the procedure in filling vacancies should now be as follows:

(a) Vacancies must be notified in writing to the local Employment Exchange, and should only be notified when they can be definitely stated to have arisen from one of the following causes:

(i) loss of services of workpeople hitherto available;
(ii) authorised increase of work to be done;
(iii) authorised acceleration of work in hand.

(b) Full examination must be given to the possibility of filling a vacancy by transfer within the Establishment, before any vacancy is notified to the Exchange.

(c) Every vacancy notified must be of the lowest possible quality. Thus the loss of a mechanic should not automatically create a notifiable vacancy for a mechanic. It may be possible, for example, to transfer another mechanic from a less hard-pressed section, or to up-grade a skilled labourer to the vacancy, and post a trainee woman on the skilled labourer's former duties, notifying a vacancy for a woman, or if need be, two. The extra work on the part of Officers which may be involved in making these arrangements is unavoidable in view of the stringency of the present labour supply situation.

(d) Heads of Establishments should be prepared to discuss with Employment Exchange Managers the cause and character of notified vacancies.

(e) Should it prove impossible to reach agreement locally, or should the local Employment Exchange offer little hope of filling the vacancies within a reasonable time, or if the vacancies are specially urgent, reference should be made to the appropriate Admiralty Regional Officer.

(f) Admiralty Regional Officers will then take whatever Regional action may be possible under the circumstances, and will, in appropriate circumstances, if unable to arrange regionally for a labour demand to be met, take action to apply for Heads of Establishments' Preference in accordance with the procedure described in C.L. Branch Reference Sheet (L(C).5520/42) of 2nd August, except that, in the case of Admiralty establishments, when the Regional Officer forwards information etc. to C.L. Branch (London), he should also send copies of such information to L Branch (Bath).

7. Admiralty Regional Officers who desire to improve their acquaintance with direct Admiralty Establishments in their Regions by personal inspection should endeavour to make arrangements for this with the administrative Heads of the Departments concerned, and should not, in any case, proceed to inspect an Establishment without such prior arrangement.

8. It is recognised that many points of detail will require to be settled by correspondence with Headquarters during the early stages of the new machinery, but Admiralty Regional Officers will be guided in general by the principle that the Admiralty relies on its direct (Departmental) Establishments for "sudden priority" and other essential services, which it may not be convenient or possible to arrange with contractors. This will mean in effect that, from the point of view of labour supply, Admiralty Supply and Production Establishments should invariably receive the most favourable treatment which can be secured, particularly when they correspond to organisations which in the other services are manned by uniformed personnel.

(A.F.O. 672/43.)

2093.—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class

(C.E. 4900/43.—6.5.1943.)

Heads of Establishments are reminded that recommendations for promotion of Clerical Assistants and Departmental Clerical Assistants, Grade I, in accordance with A.F.Os. 3099/41 and 1614/42, should reach the Admiralty, C.E. Branch II, Bath, by the 15th May, 1943. Those selected as a result of this review will normally be placed on trial on 1st July, 1943.
2094.—Promotion of Members of the Typing Grades to the Clerical Class—Periodical Review

(U.S.B. 394/43.—6.5.1943.)

The next review is due to take effect from the 1st July, 1943, and Heads of Establishments are reminded that nominations are to be forwarded in time to reach the Under Secretary's Office, Admiralty, Bath, not later than 15th May, 1943.

2. Reports are to be furnished on the lines laid down in A.F.O. 5721/42, the qualifications remaining the same as set out therein. A statement of willingness to transfer must be furnished by each nominee.

3. Attention is also drawn to paragraph 10 of Treasury Circular No. 19/41, which was published in A.F.O. 5484/41. Any Shorthand Typist or Typist who has earned proficiency pay since 1st January, 1943, should, before being nominated, be asked whether she desires to be considered on this occasion, or whether she desires to have her proficiency pay taken into consideration should she be successful in obtaining promotion. Unless proficiency pay has been received for a period of six months it does not count towards starting pay on promotion.

(A.F.Os. 3099/41, 1614/42, 3839/42 and 5603/42.)

2095.—Employment of Women in Storage, etc., Depots—Precautions in Regard to Lifting of Weights

The Ministry of Labour and National Service have asked that, in view of the increasing number of women employed on lifting weights at storage depots and similar establishments, attention should be drawn to the danger of overstrain, and increasing number of women employed on lifting weights at storage depots and who, in accordance with specific Admiralty approval, are paid the rates agreed by the Electrical Contractors' Association of Scotland.

2. Arrangements should accordingly be made to ensure that this increased standard rate is applied, as from the effective date mentioned, to all adult civilian female electricians who are employed in Admiralty establishments in Scotland and who, in accordance with specific Admiralty approval, are paid the rates agreed by the Electrical Contractors' Association of Scotland.

3. The rates of pay of civilian electrical fitters and electricians who are in receipt of Admiralty industrial bonus are 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).

2096.—Adult Civilian Electricians in Scotland—Improvement in Standard Rate

(L. 3262/43.—6.5.1943.)

Information has been received from the Electrical Contractors' Association of Scotland that agreement was recently reached to the effect that, as from the commencement time on the morning of Monday, 5th April, 1943, the standard rate for journeymen electricians in Scotland should be increased from 1s. 7d. to 1s. 8d. an hour without affecting the existing rate of war bonus, viz., 3d. an hour, which will continue to be payable in addition to the improved standard rate.

2. Arrangements should accordingly be made to ensure that this increased standard rate is applied, as from the effective date mentioned, to all adult civilian male electricians who are employed in Admiralty establishments in Scotland and who, in accordance with the effective date mentioned, to all adult civilian male electricians who are employed in Admiralty establishments in Scotland and who, in accordance with specific Admiralty approval, are paid the rates agreed by the Electrical Contractors' Association of Scotland.
3. Issue Vouchers from depots are in future to be transmitted as follows:
   - Original: To the Admiralty Overseer for receipt and despatch to the appropriate Central Loan Depot.
   - Duplicate: To the Admiralty Overseer for retention.
   - Triplicate: To the Central Loan Depot, for information.

4. On receipt of the signed original copy the Central Loan Depot is to post the loan account and return the triplicate copy to the Issue Establishment with the initialled endorsement “Receipted by consignee.”

5. When an Admiralty Overseer returns any of these stores to a Naval Armament Depot, etc. (A.F.Os. 2838/41 and 948/43) he is to obtain a receipt on Form 0.2 and forward it to the Central Loan Depot for adjustment of the loan account.

(A.F.Os. 2838/41 and 948/43.)

(A.F.O. 3095/40—not in annual volume—is cancelled.)

2099.—Guns—Cables, Breech Safety Contacts, Cables, Breech Block Contacts, and Cables, Electric—Introduction of New Type Cable, Electric, Admiralty Pattern 4521

(A.S. 15431/42.—6.5.1943.)

Future supplies of Cable, electric, Admiralty Pattern 4521, will be of overall diameter \( \frac{3}{16} \) in. in lieu of \( \frac{1}{8} \) in.

2. Terminal eyes, hooks and tags manufactured in future for Cables, breech, safety contacts, etc., will be made to suit the new pattern cable and the marks of the eyes and hooks will be advanced to Mark II and the tags to Mark III.

3. Cables, breech block contacts, fitted with the new terminals will be designated Mark III, and Cables, breech safety contacts and Cables, breech safety change-over contacts similarly fitted will also be advanced in mark. Marks I, II and III Cables, electric, Q.F., 4-in., Marks V-V***, VC and “A”, V and V* guns will, when fitted with new terminals, be advanced to Marks IV, V and VI respectively.

4. New cable will be too thin to suit the present terminals of Cables, breech safety contact, Cables, breech, safety, change-over contacts and Cables, Electric, and should be fitted by using adhesive tape. The cable will, however, be too thick for present tags of Cables, breech block contacts, and should be fitted by stripping the braiding as necessary, and increasing the diameter of the hole in the tag for the wire to 0.104 (No. 37 drill).

2100.—“LL” Batteries—Demands for Replacements

(D. 4086/43.—6.5.1943.)

After approval has been obtained for the replacement of an “LL” battery, the demand should be forwarded to reach the Director of Electrical Engineering, Admiralty, as soon as practicable, and whenever possible, three weeks before the delivery date required for the battery. Where it is not possible to give three weeks’ notice the demand for the battery should be made by signal.

2. The demand should state whether any replacement connectors or intercell spacers are required with the battery.

(68119) Wt. 8153/2290 14,000 4/43 Hw. G.338/10.