ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
16th September, 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.
ADMIRALTY FLEET ORDERS

Section 1—Administration of the Fleet, Ceremonies, Foreign Port Regulations

4245. Instructional Film Training—Provision of Cinema Projectors, Films and Associated Apparatus.

4246. (Issued Separately on 16th September, 1943.)

16th September, 1943.

4251. Section 1—Administration of the Fleet, Ceremonies, Foreign Port Regulations


4253. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire and Naval Aircraft.

4254. Aircraft—Forced Alighting on Water—REPORTS.

4255. Airborne Lifeboats—Salvage.


4258. Looting from Merchant Vessels—Prevention of.


4262. Fourth Anniversary of the War—Message Received from Naval Headquarters, Chungking.

4263. Temporary Acting Warrant Shipwright, R.N.—Shortage of Candidates.

4264. Temporary Second Lieutenants, Royal Marines—Rates of Pay.


4267. Prisoners of War and Civilians Interned in Japan and Japanese Occupied Territories—Communications with.

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4272. Schemes of Complement—Amendment—Cruisers.

4273. Aircraft Special Repair Parties.


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4278. National Savings Certificates—System of Supply and Accounting.

4279. Royal Naval War Amenities Fund—Donations.

4280. Section 3—G., T., N., E., etc., & Stores; Hull, Equipment & Fittings—continued.

4281. Gunnery—Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Divin Apparatus, Magazines, etc., and Stores—continued.


4284. Gun Mountings—20 mm. Oerlikons—Introduction of Mark VIIA.

4285. Gun Mountings—20 mm Twin, Marks V and VC—Safety Firing Interruptor Gear.

4286. Gun Mountings—4-50 mm. Bofors, Sights, etc.—Mark III—Re-positioning of Gunlayer's Gun and Improved Drainage of Base.

4287. Gun Mountings—General—Non-transferable Powered Mountings Using Oil as the Pressure Medium.

4288. Close Range Firings for A.A. Ratings—Courses.

4289. Wind Gear—Dimming Switch—Fitting of.

4290. Torpedo—(Torpedoes, Tubes, Mines and Mineweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)


4292. Boxes, Patterns 666 and 669, and Bungs, Pattern 33—Disposal.

4293. Cancelled.

4294. Charging Arrangements for Batteries, Pattern 8117, for Automatic Emergency Lanterns, etc.—As. and As.

4295. Depth Charge Equipment—As. and As.

4296. Depth Charge Thrower Pistols—Spares.

4297. Lagging of Deckhead Above After Switchboard—Fitting of Canopies over Shunt Regulators—As. and As.

4298. L.P. Batteries—Deficient Mountings for—As. and As.

4299. Mining Stores—Primer Polar Blasting Gelatine, 4½ oz (approx.) for Mines B, Type C, C* and C*8—Serviceability.

4300. Paravanes, Bow Protector—Endurance of Towing Ropes.


4302. Torpedo Store Items for Use with Practice Heads—Withdrawal.

4303. Welding of Small Fittings, D.C. Stowage Racks, etc.

4304. Engineer—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

4305. Boiler Tubes, etc.

4306. Drains from Steam Heaters on Weather Deck—Prevention of Contamination of Feed Water—As. and As.

4307. Machines, Punching, Shearing and Valve Reseating—Allowances.

4308. Propellers—Interchangeability.


4310. Pioneer Compasses—Replacement of.

4311. Crosscurrents—Vessels and Coastal Craft Transferred from Admiralty to War Office.


4315. Radar, Type 291/U—Modification to Pattern 2136, Resistance Connection in Panel 3 AX.

4316. Radar, Types 291 W and 286 F.W.—Aerial Outfit—ATT.

4317. Radio Equipment—Supply of.

4318. W/T Equipment—Fitting D/F Outfit F.M.12, Marconi H/F, Transceiver C.N.S. 1, etc.—As. and As.

4319. Anti-Submarine—(Acoustic, Hydrophones and Echo Sounding and Stores.)

4320. Echo Sounding Equipment—Conversion of Hughes Types MS8XC, "Command" Sets to Type 762.

4321. Naval Aircraft—(Technical.)

4322. Aircraft—General—Gun Sight, Pilot's Reflector—Shutters to Protect Optical System from the Sun.

4323. General—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

4324. 60-gallon Mineral, Sperm Oil Tank from Paint Room—Landing—As. and As.


4327. Paravanes, Bow Protector—Endurance of Towing Ropes.


4329. Welding of Small Fittings, D.C. Stowage Racks, etc.

4330. Engineer—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

4331. 3430. Bow Door and Ramp Gate Limit Switches.

4332. Automatic Emergency Lanterns, Pattern 16012, 16012A and 16025.

4333. Additional Firemain Connection—As. and As.

4334. 60-gallon Mineral, Sperm Oil Tank from Paint Room—Landing—As. and As.

Section 3.—G., T., N., E., etc., & Stores; Hull, Equipment & Fittings—contd. General.—(Defence Armours, General Equipment and Fittings, etc., and Orders affecting two or more Departments)—contd.

4338. Coastal Force Vessels Refitting or Undergoing Repair under the Emergency Repair Organisation.

4337. Cooking Stores—Supply of.

4336. Electrolytic Water-Newton Super Refrigerators—Supply of Spare parts.


4334. Haze Screen (Pattern No. 352)—Modification.

4333. High Speed Targets.

4332. High Speed Target, 50-ft.

4331. Lubricating Oil— Contamination by Oil Fuel—As. and As.

4330. Lubricating Oil for Use with Cinema Equipment in Ships.

4329. Luminous Materials—Supply.

4328. Naval Stores for Damage Control Purposes—Amendment to Allowances.

4327. Slips and Shackles, Pattern 1915—Withdrawal of Allowance.

4326. Test Meters, Type D, Ref. 108/10610—Increased Allowances.

4325. V/S Equipment—Shortage of.

4324. Ventilation—Crew’s Accommodation.

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

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

4323. Atropine Sulphate Ampoules—Return of.

4322. Medical Store—Scale of Issue.


4320. Breadmaking—Use of Potatoes for.


4318. Oil—Contaminated Clothing, etc.—Return of.

4317. Cancelled.


4315. Seamen’s Winter Vests.

Section 5.—Books, Forms, Returns, Correspondence

4314. Amendments to Books.

4313. A.M.S.Is.

4312. Aircraft—Categories Reporting Movements—Loss and Damage Returns.


4310. Form SI920 (S)—Naval Message Form—Introduction.


4307. B.R.165, 166 and 167—Instructional Drawings—Revision of Sets.


4305. B.R.373—Establishment of Naval Stores for "Hunt" Class Destroyer—List of Errata No. 5.

4304. B.R.375—Establishment of Naval Stores for Fast Minelayes—List of Errata No. 4.


4301. O.U.6099 (Q) 3—Star Shell Range Table, No. 564, for U.S. Q.F., 4-in., 50-calibre Guns, Mark IX—Dated July, 1943.


4299. Income Tax—Newly Commissioned Officers.

4298. Official Bags—Prohibition of Use for Private and Commercial Correspondence.

4297. Poster, “Recognise the Smaller German Warships”—Distribution of.

4296. R.N. Sick Quarters, Gt. Yarmouth, Ross-shire—Telegraphic Address.

4295. R.N. Air Station, Grimsby—Telegraphic Address.

4294. Naval Store Department, Newcastle—Address for W/T and Radar Communications.

Section 6.—Shore Establishments

4293. Civil Service War Bonus—Non-Industrial Staff from the United Kingdom Serving Abroad.

4292. Age of Workpeople Entered for or Retained in Admiralty Employment.

4291. Passport for Civilian Personnel Proceeding Abroad—Procedure for Members of Armed Forces Released to Reserve.

4290. Benevolent Funds in Admiralty Industrial Establishments—REPORTS.

4289. Music in Factories, Cantens and Hostels—Performance of—Agreement in regard to Copyright.


4287. Area Cash Office, Londonberry.

4286. Electrical Installation Works (Shore).

4285. Food Production on Admiralty Land—Arrangements and Finance.

4284. Mobile Cranes—Short Term Hire—REPORTS.

4283. Motor Transport Vehicles—Use of 80 Octane Petrol—Precautions to be Observed.

4282. Repairs to Defective Machinery Covered by Maintenance Clause in Contract.

Section 1 ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

4253.—Fourth Anniversary of the War—Message Received from Naval Headquarters, Chungking

(M.258/43—16 Sep. 1943.)

The following message was received from Naval Headquarters, Chungking:

“...[Message text]...

Sincerely, Chen Shao Kwan.

The following reply was sent:

From: First Sea Lord to Naval Headquarters, Chungking.

I thank you and the officers and men of the Chinese Navy for your message conveying greetings to the British Navy and the people of Great Britain on the occasion of the fourth anniversary of their war against the Nazi aggressor.

The officers and men of the Royal Navy very much appreciate your generous references to their successes in North Africa and Sicily. They congratulate the Chinese people on their long and heroic stand against the Japanese invaders and eagerly look forward to the time when the concentrated power of the United Nations will bring about the final defeat of the aggressor-nations and the liberation of China.

4254.—Enemy Aircraft Shot Down or Damaged by Ships’ Gunfire and Naval Aircraft

(G.D. 01186/43—16 Sep. 1943.)

Casualties to enemy aircraft by ships’ gunfire from 12th April, 1940, to 31st August, 1943, are as follows:—

<table>
<thead>
<tr>
<th></th>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>By H.M. ships</td>
<td>580</td>
<td>215</td>
<td>316</td>
</tr>
<tr>
<td>By H.M. ships and merchant ships jointly</td>
<td>129</td>
<td>28</td>
<td>90</td>
</tr>
<tr>
<td>By merchant ships and fishing vessels</td>
<td>113</td>
<td>46</td>
<td>114</td>
</tr>
<tr>
<td>Last reported totals (31st July, 1943)</td>
<td>822</td>
<td>289</td>
<td>450</td>
</tr>
<tr>
<td>Increases</td>
<td>785</td>
<td>282</td>
<td>448</td>
</tr>
</tbody>
</table>

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

(64516)
Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during August, 1943, are shown below:

<table>
<thead>
<tr>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M.Ss. &quot;Quilliam&quot; and &quot;Ilex&quot; (1)</td>
<td>H.M.S. &quot;Inglefield&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Cockchafer&quot; (1)</td>
<td>H.M.S. &quot;Speedy&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Hurworth&quot; (1)</td>
<td>H.M.S. &quot;Tongue Sand Fort&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Colombo&quot; (1)</td>
<td>H.M.S. &quot;Roughes Fort&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Hex&quot; (1)</td>
<td>H.M.A.S. &quot;Pirie&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H. Neth. M.S. &quot;Soemba&quot; (1)</td>
<td>H. Nor. M.M.T.B. &quot;619&quot; and &quot;623&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
</tbody>
</table>

The following successes are credited to H.M. ships and merchant vessels during the North African landings (November, 1942):

<table>
<thead>
<tr>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M.S. &quot;Formidable&quot; and &quot;Bermuda&quot; (1)</td>
<td>H.M.S. &quot;Spey&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Sheffield&quot; (1)</td>
<td>H.M.S. &quot;Wilton&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Delhi&quot; (1)</td>
<td>H.M.S. &quot;Vance&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Charybdis&quot; (1)</td>
<td>H.M.S. &quot;Rother&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Bicestor&quot; (1)</td>
<td>H.M.S. &quot;Lamerston&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Gorleston&quot; (1)</td>
<td>H.M.S. &quot;Gorleston&quot; and &quot;Waveney&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>Force O (1)</td>
<td>H.M.S. &quot;Strathaird&quot;</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Hussar&quot; (1)</td>
<td>S.S. &quot;Strathallan&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Cowdray&quot; (2)</td>
<td>S.S. &quot;Awatea&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Spey&quot; (1)</td>
<td>S.S. &quot;Glenfinlas&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Karanja&quot;, S.S. &quot;Cathay&quot; and S.S. &quot;Stanhill&quot; (1)</td>
<td>S.S. &quot;Awatea&quot; and S.S. &quot;Ocean Volga&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Karanja&quot;, S.S. &quot;Cathay&quot; and S.S. &quot;Stanhill&quot; (1)</td>
<td>S.S. &quot;Glenfinlas&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Karanja&quot;, S.S. &quot;Cathay&quot; and S.S. &quot;Stanhill&quot; (1)</td>
<td>S.S. &quot;Glenfinlas&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.Ss. &quot;Gorleston&quot; and &quot;Waveney&quot; (1)</td>
<td>S.S. &quot;Strathaird&quot;</td>
<td>Unknown ships (1)</td>
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<td>H.M.S. &quot;Gorleston&quot; and &quot;Waveney&quot; (1)</td>
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<td>Unknown ships (1)</td>
</tr>
<tr>
<td>H.M.S. &quot;Gorleston&quot; and &quot;Waveney&quot; (1)</td>
<td>S.S. &quot;Awatea&quot; (1)</td>
<td>Unknown ships (1)</td>
</tr>
</tbody>
</table>

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

(A.C.A.F. 1898/40.)
(A.F.O. 3654/43 is cancelled.)

2. Arrangements will then be made by the R.A.F. for its collection and disposal.

4255.—Airborne Lifeboats—Salvage
(M.2546/43.—16 Sep. 1943.)

In the event of an airborne life-boat being salvaged by one of H.M. Ships, this fact is to be reported on arrival in port to the nearest R.A.F. Air/Sea Rescue Unit or Marine Craft Base.

2. Arrangements will then be made by the R.A.F. for its collection and disposal.

4256.—Aircraft—Forced Alighting on Water—REPORTS
(A. 133/43.—16 Sep. 1943.)

A copy of the reports of ditching rendered in accordance with paragraph 4 of A.F.O. 3071/42 is to be forwarded to the Chief Naval Representative, Ministry of Aircraft Production, Millbank, London, S.W.1.

2. A.F.O. 3071/42 is to be amended accordingly.

(A.F.O. 3071/42.)

4257.—Flying Accidents—Procedure for Reporting and Investigating
(A. 01457/43.—16 Sep. 1943.)

The following instructions on the procedure to be followed for reporting and investigating flying accidents replace those in A.F.O. 2476/42.

Definition
1. The term "flying accident" includes:
   (i) All forced landings (except those solely attributable to enemy action).
   (ii) All other accidents connected with flying, including those arising—
       (a) From starting up, including propeller and catapult accidents;
       (b) In flight;
       (c) When hoisting an aircraft in or out of the ship or securing it on board;
       (d) In taking off or landing on land, water or carrier;
       (e) While taxing;
       (f) During salvage operations.
   (iii) Incidents connected with flying resulting in damage or injury to aircraft and personnel caused by enemy action.

Responsibility for Reporting
2. The Commanding Officer of the ship or Naval Air Station on whose charge the aircraft is held will be responsible for reporting a flying accident unless the accident occurs on, or within sight of, another Naval Air Station or Carrier, in which case the Commanding Officer of that Station or Carrier will make a report, sending a copy, with his recommendation for any disciplinary action (if not already taken), to the aircraft's home station or ship; but if an accident occurs to aircraft out of
touch with its ship or station and not within sight of another Naval Air Station or Carrier, the Senior Officer present must take such action as is possible to ensure an early report to the appropriate authorities.

Signal Reports

3. Reports by signal are to be made whenever:—
   (i) The accident involves casualties.
   (ii) The Commanding Officer considers that a Board of Inquiry should be convened.
   (iii) The accident may have been due wholly or in some measure to—
         (a) Culpable negligence or default on the part of the pilot or crew.
         (b) Failure of any part of the aircraft, including power plant.
         (c) Faulty workmanship, material or design.
         (d) Some obscure cause.
   (iv) A parachute descent is made other than for test or practice.
   (v) The airframe and/or engine is totally lost or is damaged beyond the resources of the ship or station to repair, or is damaged and cannot be made serviceable locally within 48 hours.
   (vi) The accident is likely to cause considerable publicity.

Addressing of Signals

4. Signals are to be addressed as follows:—
   (i) Ships in home waters and air stations at home.
       Addressed:—Admiralty.
       Repeated to:—
       (a) the officer (of whichever service) operationally responsible for the unit;
       (b) the administrative authority;
       (c) the senior officer present;
       (d) F.O.N.A.S.
       (e) R.A.N.A.S. (N) in the case of accidents occurring in the north or to aircraft from a northern air station;
       (f) the Commodore of the appropriate port division or R.N.B., Lee-on-Solent, when casualties to naval ratings have occurred;
       (g) the Air Ministry and the appropriate A.O.C. in case of casualties to R.A.F. personnel and also the Officer-in-Charge of Records, R.A.F., Reissip, in case of casualties to R.A.F. airmen;
       (h) the War Office and appropriate Dominion authority in case of casualties to Army personnel;
       (i) the Accidents Investigation Branch in certain special circumstances (see paragraph 18 below).
   (ii) Ships and stations abroad.
       Addressed:—Admiralty.
       Repeated to:—
       (a) the Naval C.-in-C.;
       (b) the senior Naval air authority in the area;
       (c) as in 4 (i), (a), (b), (c), (f), (g), and (h) when appropriate.

Contents of Signal Reports

5. The report should begin with the reference "A.F.O. 4257/43" and is to be given under the following headings:—
   (i) Type, number and squadron of aircraft.
   (ii) Aircraft, powerplant and engine numbers.
   (iii) Name of parent ship or air station.
   (iv) Whether a replacement is required.
   (v) Details of casualties, stating:—
       (a) full names and rank, in the case of ratings, the Port Division and official number, in the case of Army Officers and other ranks and R.A.F. airmen, the official number and whether killed, missing presumed killed, missing, dangerously or seriously injured and briefly the nature of the injuries sustained and address of hospital if admitted and name and address of next of kin and whether informed;
8. (a) All flying accidents (except those caused by enemy action) are to form the subject of a written report. Reports of minor accidents (as hereinafter defined) are to be rendered on Form A.25A. Reports of all other accidents are to be rendered on Form A.25.

Instructions for completing Form A.25:

(b) Form A.25 is to be completed in accordance with the instructions on the form and is to be rendered as soon as possible after the accident and is not to await the result of any Board of Inquiry. It is to be signed by the Commanding Officer of the ship or naval air station to which the aircraft belongs (except as stated in paragraph b) and by the other appropriate officers. Any of paragraphs 12-16 inclusive, which are not applicable are to be endorsed "N.A."

Instructions for completing Form A.25A:

(c) Form A.25A is to be rendered on the 5th day of each month and is to contain short particulars, as specified in the form, of all minor accidents which have occurred during the preceding month. It is to be signed by the Commanding Officer of the ship or naval air station to which the aircraft belongs. Nil returns are required.

(d) Accidents arising from enemy action are to be the subject of a written report only when the Commanding Officer considers that circumstances exist as specified in paragraph 3, sub-paragraph (ii), (iii) (e), (b), (c), (iv). In such cases the report is to be rendered on Form A.25.

Definition of Minor Accidents:

(e) For the purpose of this order, a "minor accident" is any flying accident which does not call for a signal report under paragraph 3 of this order, and where the result of any Board of Inquiry. It is to be signed by the Commanding Officer of the ship or naval air station to which the aircraft belongs. Nil returns are required.

9. Authorities to whom a written report is to be rendered are as follows:

(i) At home or in home waters:

(a) Accidents to training aircraft and to aircraft in first line squadrons which are disembarked for purposes other than operating against the enemy;—three copies of the report are to be forwarded to the administrative authority and one copy to F.O.N.A.S. where he is not the administrative authority concerned.

(b) Accidents to aircraft of embarked first line squadrons:—three copies to the administrative authority if in company; if not in company, copies to the S.N.O. present and one copy to the administrative authority concerned.

(c) Accidents to first line squadrons disembarked for operations against the enemy:—three copies to the officer (of whichever service) operationally responsible for the unit who will inform the administrative authority as necessary.

(ii) Abroad:

(a) In accidents to training aircraft and squadrons disembarked for training as for 9 (i) (b) above.

(b) In accidents to aircraft disembarked for operations against the enemy, as for 9 (i) (c) above.

(iii) In all cases one copy of the written report is to be forwarded to the Naval Liaison Officer, C.I. (Accidents), Air Ministry, Turnstile House, Holborn, London. W.C.2.

10. Subsequent action with written reports.—After the appropriate authority has remarked and stated the action intended or proposed on the reports, they are to be forwarded as follows:

(i) At Home:

One copy to Admiralty through the normal channels.

One copy to F.O.N.A.S.

(ii) Abroad:

One copy to Admiralty through the normal channels.

One copy to the senior Naval authority in the area.

11. Further action to be taken by Commanding Officers.—The Commanding Officer of the ship or naval air station to which the aircraft belongs (except as stated in paragraph 2) is responsible for:

(i) Ensuring that a guard is posted on the wreckage by the appropriate officer until its removal. (See A.F.O. 1921, Section 2)

(ii) The examination of the wreckage by an Air Engineer Officer before its removal.

(iii) The preservation of the wreckage in its original state until the Air Engineer Officer's examination is complete or, where applicable, the A.I.B. examination of the wreckage has been completed.

(iv) The preservation of any part or parts of the wreckage for examination by a board of inquiry.

Note.—At home, where necessary, an Air Engineer Officer or other technical officer will be appointed by F.O.N.A.S. or, in the case of accidents occurring in the north, by R.A.N.A.S. (N) to examine the wreckage on receipt of a signal from the Commanding Officer requesting this action to be taken. Abroad, the request is to be made by signal to the appropriate Naval authority.

12. It is the duty of the Commanding Officer of a naval air station to take all suitable action in the case of any accident to aircraft of the R.N., R.A.F. or United States of America which occurs in the vicinity of his station.

13. Convening authority.—The administrative authority or other recipient of the written report where he is not available (see paragraph 9) will, at his discretion, decide if a board of inquiry is necessary. In the case of naval aircraft operating against the enemy from a naval air station at home (if operating under the orders of an officer other than F.O.N.A.S.) F.O.N.A.S. will inform the officer concerned by signal if he considers that a board of inquiry is desirable on technical grounds.

14. Duties of the President of the Board.—The President of the Board is to ensure that:

(i) The accident is carefully and fully investigated with a view to arriving at a correct conclusion on its cause.

(ii) The Board has the benefit of the evidence of any necessary specialist or technical officer.

(iii) Copies of the proceedings of the Board are forwarded to the appropriate authorities in accordance with paragraph 16.
15. Findings of the Board.—The findings of the Board should state:—
(i) The opinion of the Board as to the cause and circumstances of the accident.
(ii) The names of any person or persons considered by the Board to have been directly or indirectly responsible for the accident.
(iii) Any recommendations of the Board intended to prevent similar accidents.
(iv) The date when the pilot was awarded his flying badge together with any further information regarding his flying experience not already recorded in paragraph 6 of the relevant Form A.25, the opinion of the Board as to the condition of the aircraft at the commencement of the flight, the date and time when last examined by the fitter and rigger, and if the form 700 and engine and airframe log books were properly completed.
(v) In the event of casualties to civilians or damage to private property, if the procedure for dealing with claims has been complied with.

16. Action to be taken on conclusion of Inquiry.—Four copies of the proceedings of the Board, duly signed by the members, are to be forwarded by the President of the Board to the authority convening the Board, who will forward one copy to F.O.N.A.S. and two copies to the Admiralty. Where F.O.N.A.S. is the convening authority concerned, four copies are to be forwarded to him. If undue delay would be caused owing to the absence of the convening authority, one copy is to be forwarded to him, two copies being forwarded direct to the Admiralty and one direct to F.O.N.A.S. If Royal Air Force personnel are involved, a copy is also to be forwarded to the appropriate Air Officer Commanding. When the accident is fatal and necessitates the holding of an inquest a statement of the verdict of the Coroner's Court is, if available, to be annexed to the proceedings of the Board of Inquiry. Where an investigation has been undertaken by the A.I.B., one copy of the proceedings is to be forwarded to that branch.

17. Appointment of Investigating Officer.—Where the appropriate authority considers that an investigation should be made into the cause and circumstances of any accident he may, at his discretion, instead of convening a Board of Inquiry, appoint a suitably qualified officer to investigate. Such officer, when so appointed, will have all the powers and duties of a Board of Inquiry, as laid down in paragraphs 14 and 15 of this Order and his proceedings, findings and recommendations are to be conducted, prepared and forwarded as laid down in those paragraphs.

18. Accidents Investigation Branch.—The assistance of the A.I.B. is only to be sought, where, in the opinion of the Commanding Officer, the circumstances raise questions of general importance to the Service or the R.A.F. In such circumstances, the Commanding Officer is to:
(i) Notify the A.I.B. by signal (addressed "C.I. (Accidents)") in accordance with the Order of Merit:
(ii) Ensure that an Air Engineer Officer is present when the wreckage is examined by the A.I.B.
(iii) Inform the A.I.B. of the date and place of any Board of Inquiry so that a representative may attend. Except in special cases the representative will not be available to give evidence.

4258.—Flying Log Books during War—Instructions for the Disposal of

(A. 0795/43.—16 Sep. 1943.)

The following instructions for the disposal of flying log books during war are promulgated:—

The pilot's, observer's, and air gunner's flying log books are official documents and are the property of H.M. Government. Officers and ratings on ceasing to be employed will, however, as an act of grace, be allowed to retain their log books when all official action for which they may be required is completed. The practice of forwarding to the next-of-kin of an officer or rating his flying log book when no longer needed for official purposes will be discontinued for the period of the war. When all official action with such log book has been completed, they will be forwarded to the office of the F.O.N.A.S., where they are to be recorded and kept in safe custody until further notice. Similar procedure will be observed in connection with the flying log books of personnel who are reported missing or prisoners of war, or are declared to be illegally absent or insane.

2. Every Naval officer pilot and observer of and below the rank of Commander and every rating pilot observer and air gunner is to keep a complete record of all flights undertaken by him, the log book being maintained in accordance with the instructions in the form. Log books are not in any circumstances to be carried in aircraft engaged on any operations over enemy occupied territory.

3. Flying log books are confidential documents, and their carriage to and from the United Kingdom, and on all journeys outside the United Kingdom (except within British overseas territory) is subject to the restrictions laid down in C.A.F.O. 1690/43 Section II. The Travellers' Censorship Authorities have been requested to report all cases of infringement of this Order.

4. Repatriated flying personnel can recover their log books on application to the office of F.O.N.A.S.

(C.A.F.O. 1690/43.)

(A.F.O. 1102/40 and paragraph 45, sub-paragraphs (1) and (2) of A.F.O. 3124/43 are cancelled.)

4259.—Looting from Merchant Vessels—Prevention of

(M.T.D. 02115/43.—16 Sep. 1943.)

A report has been received of a serious case of looting from a merchant vessel employed on Government service, subsequent to her damage by enemy action and stranding in a port under Naval control and after the crew had been removed by order of the Naval Officer-in-Charge.

2. To prevent the looting of merchant vessels in future, the following action is to be taken in the event of a merchant ship in harbour being abandoned by her crew either with or without orders from a Naval or other authority:—
(a) If the ship is on Sea Transport Service the local Sea Transport Officer is to apply to the Flag Officer-in-Charge or Naval Officer-in-Charge of the port for the provision and maintenance of an adequate guard.
(b) If the ship is on Commercial Service the Flag Officer-in-Charge or Naval Officer-in-Charge of the port is at once to inform the Ministry of War Transport representative and civil authorities (where applicable) and is to provide and maintain an adequate guard on board until the civil authorities are able fully to assume their responsibilities.

3. Should it be necessary for the Flag Officer-in-Charge or Naval Officer-in-Charge to authorise the removal of stores or equipment liable to perish from decay, enemy action or other cause, an accurate inventory is to be drawn up and the subsequent disposal of the various items stated. A copy of the inventory is to be forwarded to the Admiralty.

4. If subsequently items of such stores are issued to other merchant ships an acknowledgment of receipt is to be obtained from the master in writing, such receipt and a full report of the circumstances being forwarded to the Admiralty.

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

*4280.—Honours and Awards, "London Gazette" No. 36158 of 3rd September, 1943

(H. & A.—16 Sep. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James's Palace, S.W.1.
3rd September, 1943.

The King has been graciously pleased to make the following appointment to the Order of Merit:—

Admiral of the Fleet Sir Alfred Dudley Pickman Rogers Pound, G.C.B., G.C.V.O.
The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire:

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

Lieutenant Edward Anthony Saville Bailey, D.S.C., R.N.,

for great courage, coolness and enterprise in taking his ship alongside a blazing merchantman and towing her out of harbour, thus saving many ships and much valuable and inflammable material from destruction by fire.

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

Leading Signalman John William Salter, O.7117, R.N.Z.N.V.R.,

for great courage and coolness in staying on board H.M.N.Z.S. “Moa” when she was sinking after an air attack, to save the life of a wounded shipmate.

Acting Able Seaman Arthur McLellan Barnes, D/JX.248505 (Glasgow),

for setting an example of great fortitude and cheerful endurance during eight days in an open boat in bitter weather after his ship was torpedoed.

Acting Able Seaman Kenneth Bamford Wrigley, D/JX.239815 (Oldham, Lancs).

Acting Able Seaman William Henry Ashton, D/JX.233577 (Golborne, Lancs).

Temporary Acting Leading Seaman Ronald Young, MD/X.3057 (Birkenhead).

For bravery and skill in successful submarine patrols:

Ordinary Telegraphist Horace Hudson Moffat-Bailey, P/JX.206822 (Beckenham, Kent).

Temporary Acting Leading Stoker John Robert Sherwin, P/KX.128010 (Bristol).

Acting Able Seaman Arthur Addison, D/JX.235056 (Bolton).

Acting Able Seaman Arthur Hill, D/JX.208461 (Swansea).

For gallantry, skill and devotion to duty in actions against enemy submarines while serving in H.M. Ships “Broadway,” “Hesperus,” “Swale” and “Hurricane” in the escort of convoys:

Second Bar to the Distinguished Service Order

Commander Donald George Frederick Wyville MacIntyre, D.S.O., R.N. (Feltham, Sussex).

To be a Companion of the Distinguished Service Order

Lieutenant-Commander Evelyn Henry Chavasse, D.S.C., R.N. (Lampeter, Cardiganshire).

The Distinguished Service Cross

Chief Engineer Room Artificer Leslie George Green, D/M.38776 (Peverell, Plymouth).

Temporary Lieutenant John Stewart MacLeod, R.N.V.R. (Ardvasar, Isle of Skye).

Temporary Leading Seaman Frederick Nicholas Mouat, R.N.V.R. (Gravesend).

Mr. William Hornsby Fritchard Gunner, T.R.N. (Wallsend-on-Tyne).

The Distinguished Service Medal


Lieutenant Bryan Edward Aiden Bell, R.N. (London).

Lieutenant Roy Allen Gentles, R.C.N.V.R.

Commander Donald George Frederick Wyville MacIntyre, D.S.O., R.N. (Feltham, Berks).

Able Seaman Edwin Thomas James White, D/J.86569 (Crail, Fife).

Able Seaman Kenneth Edwin Vowden, P/SSX.18420 (Bambury, Yorks.).

Able Seaman Richard Cockburn, P/SSX.26774 (Abergavenny).


Lieutenant Bryan Edward Aiden Bell, R.N. (London).

Commander Donald George Frederick Wyville MacIntyre, D.S.O., R.N. (Feltham, Berks).

Telegraphist Dennis Conroy, C/JX.238737 (Hatten, N. Warwick).

Mention in Despatches

Leading Steward Ernest Barton, D/SR.69524.

Temporary Acting Leading Seaman Ronald Young, MD/X.3057 (Birkenshead).

Able Seaman George William Wilson, P/JX.299010 (Eccles, Manchester).

Able Seaman Aquila Pilling, P/JX.256806.

Temporary Acting Leading Seaman James Patterson Cleary, P/SSX.26433 (Co. Wexford).

Leading Telegraphist Frederick Ethell, C/JX.147570 (Gillingham, Kent).

For bravery and skill in successful submarine patrols:

Bar to the Distinguished Service Order


The Distinguished Service Cross

Lieutenant Oliver Lasselles, R.N. (Letcombe Regis, Berks).
For bravery and undaunted devotion to duty:

- **Mention in Despatches**

  Captain Gerald Lord Hodson, D.S.O., R.N. (Ret.).
  Second Hand James Mercer Thomson, LT/JX.217841 (Kincardines-on-Forth).

  For good services during the operations in Madagascar:

  **Mention in Despatches**

  Mr. Albert Sydney Leslie Davies, Temporary Warrant Shipwright, R.N.

  For courage and good services in the face of heavy enemy attack while sailing in convoy:

  **Mention in Despatches**

  Mr. Bromley Gordon Basford, Radio Officer.
  Mr. John Rostron, Carpenter.

  For coolness and leadership during and after an air raid:

  **Commendation**

  Leading Wren Helen Elizabeth Smith, 18436.

  The KING has been graciously pleased to grant unrestricted permission for the wearing of the Insignia of the following Appointments made by the President of the United States of America for services in the North African Campaign:

  - **Legion of Merit**
    - Commander
    - Vice-Admiral Sir Edward Neville Syfret, K.C.B.
    - Officer
    - Rear-Admiral Cecil Halliday Jepson Harcourt, C.B.E.
    - Captain (Commodore First Class) Royer Mylius Dick, C.B.E., D.S.C., R.N.
    - Captain (Commodore Second Class) John Anthony Vere Morse, C.B., D.S.O., R.N.
    - Captain (Commodore Second Class) Geoffrey Nigel Olivier, D.S.O., R.N.

  The following amendments (where underlined) are made to previous orders of Honours and Awards under the headings shown:

  **Mention in Despatches**

  A.F.O. 1885/43.
  Temporary Lieutenant Christopher John Ollard, R.N.V.R.

  **The Distinguished Service Cross**

  A.F.O. 2109/43.
  For great bravery in air operations against enemy submarines, shipping and aircraft.
  **Mention in Despatches**

  A.F.O. 2695/43.
  Acting Temporary Lieutenant-Commander Frederick William Gilroy, R.N.R.

  **Mention in Despatches**

  A.F.O. 3241/43.
  Stoker Petty Officer (Temporary) George Edward Vickers, D/KX.85716.

**4263. Honours and Awards—U.S. Navy**

(H. & A. 711/43.—16 Sep. 1943.)

The KING has been graciously pleased to approve the following award for gallant services in command of the U.S. submarine "Shad", in an attack on an inward-bound blockade runner escorted by four destroyers, on the night of the 31st March/1st April, 1943.

- **Distinguished Service Cross**

  Lieutenant-Commander Edgar John MacGregor, III, U.S.N.

  2. This award will not be gazetted.

**4264. Temporary Second Lieutenants, Royal Marines—Rates of Pay**

(C.W. 36290/43.—16 Sep. 1943.)

In consequence of the reduction in the age of promotion to Acting Sub-Lieutenant in the Naval Reserves (vide A.F.O. 4160/43), the following adjustment is made in the rates of pay of Temporary Second Lieutenants, Royal Marines:

- Second Lieutenants under the age of 19½ ... ... 6s. 10d. per day.
- Second Lieutenants aged 19½ and over ... ... 9s. 0d. per day.

Other rates of pay remain as shown in A.F.O. 5862/42.

2. This Order is effective from 1st September, 1943.

(A.F.Os. 5862/42 and 4100/43.)

**4265. Temporary Acting Warrant Shipwright, R.N.—Shortage of Candidates**

(C.W. 6145/43.—16 Sep 1943.)

In order that sufficient candidates may become available for future commitments, the attention of all ships and establishments is directed to A.F.Os. 789/43 and 1297/43. The shortage of suitable candidates for promotion to Temporary Acting Warrant Shipwright, R.N., is acute.

2. The names of active service ratings within four years of pension and who are suitable for promotion should be forwarded to the Commodore, R.N. Barracks, Portsmouth.

(A.F.Os. 4121/40, 789/43, and 1297/43.)

**4266. W.R.N.S.—Good Conduct and Progressive Pay—Verification of Claims to Former Service**

(N.14486/43.—16 Sep. 1943.)

With reference to A.F.O. 354/43, paragraph 4 (as amended by A.F.O. 2827/43) and A.F.O. 1666/43, paragraph 5, A.T.S. and W.A.A.F. service which is acknowledged by W.R.N.S. ratings on entry will be verified by the Director of Navy Accounts who will notify whether the service may count towards the award of good conduct badges and progressive pay.

2. Applications by serving W.R.N.S. ratings to count such service are not to be allowed by local naval authorities without prior reference to the Director of Navy Accounts, who is to be furnished with sufficient details to enable the service claimed to be verified from the appropriate records. A copy of the submission being forwarded to the Director, W.R.N.S. Authorities are specifically called for in individual cases. Service documents are not to accompany the applications.

3. Applications to count former W.R.N. service which cannot be verified locally are to be dealt with similarly, except that they are to be forwarded to the Director, W.R.N.S., instead of the Director of Navy Accounts.

4. Claims by ratings who entered the W.R.N.S. before recruits were generally required to declare former service in the three Women's Services will be admitted to the same extent as they would have been had the service been declared.

(A.F.Os. 354/43, 1666/43 and 2827/43.)

(A.F.O. 3268/43 is cancelled.)
4267.—W.R.N.S. Cinema Operators and Wiremen (C.P.)—Tool Kits
(E.F.O./N.S./T.S.D. 2166/43.—16 Sep. 1943.)

A.F.O. 3799/43 is to be amended as follows:

Heading. For "W.R.N.S.—Cinema Operators and Wiremen (C.P.)—Tool Kits"
Read "W.R.N.S. Cinema Operators and Wiremen (C.P.)—Tool Kits."
(A.F.O. 3799/43.)

4268.—Medical Records for Personnel of the U.S. Army and other Authorised Personnel Admitted to R.N. Hospitals and Sick Quarters
(M.D.G. 4753/42.—16 Sep. 1943.)

The following arrangements are to be made regarding personnel of the U.S. Army and other authorized personnel. This includes American Red Cross personnel and U.S. civilian technicians identified by W.D.A.G.O. Form No. 55-8 (identification card) which is to be carried at all times, who are admitted to R.N. hospitals and sick quarters:

(a) Admissions, transfers, deaths and discharges are to be notified on a form comparable to E.M.S. Form 106, e.g.:

R.N. hospital or auxiliary hospital or sick quarters
Date
Name
Rank
Official number (A.S.N.)
Unit
[Admission]
Date of
Discharge
* [Transfer]
[Death]
Disease or injuries
Condition of patient
Disposal
Remarks

These forms should be sent by post addressed to Box 40, G.P.O., Cheltenham, Glos. It is important for security reasons that communications so addressed do not show the notations, "Chief Surgeon," Headquarters, U.S. Army, or any similar notation that would serve to identify the headquarters with the post office box number.

Admissions of aircrew of U.S. Army Air Force should also be telegraphed to "Medrex," Cheltenham, Glos.

Patients sent to R.N. hospitals, etc., by U.S. Authorities should be accompanied by an emergency medical tag (Form 52b, M.D., U.S. Army), or field medical card (Form 52c, M.D., U.S. Army), and field medical record jacket (Form 52d, M.D., U.S. Army).

The Medical Officer treating the case should write the diagnosis on the reverse side of the emergency medical tag or in the space provided on Form 52c and 52d. This tag or card and jacket should accompany the patient whether he returns to his unit or is transferred to another hospital. In the case of death, the tag should be turned over to the U.S. authorities arranging for disposal of the body (see sub-section D).

(b) A record card (M.246) is to be made on each case and disposed of by post as follows:

(i) To Box 40, G.P.O., Cheltenham, Glos., if patient is returned to unit.
(ii) To the Commanding Officer of the hospital to which the patient is transferred, if he is transferred to another hospital.
(iii) To Box 40, G.P.O., Cheltenham, Glos., in the event of death.

(c) Notifications of seriously ill, dangerously ill, to be sent by telephone day or night to Medrex (telephone Cheltenham 5008), and confirmation by teleprinter or telegram in duplicate. Teleprinter address: "For the Surgeon USSOS". A further notification by telephone should be made when the patient has been removed from the seriously ill or dangerously ill lists. All telephonic notifications should be confirmed by teleprinter or telegram without delay. These notification reports should include name and address of next-of-kin ascertainable from identification tag (identity disc) and religion.

(d) Deaths.—The following procedure is to be carried out:

(i) Notify "Medrex," Cheltenham, Glos. (or telephone Cheltenham 5008), and patient's Commanding Officer (if known) by telegram.

(ii) Notify immediately the Graves Registration Officer, H.Q. "Sos Etousa," of the fact by telephone night or day (Thackeray 8446 and 8487). If unable to establish direct contact, call Regent 8484 at London and place call through that exchange. Give full name, army serial number, rank, unit, name and address of next-of-kin, time and date of death, religion and name and full address of the hospital where death occurred.

(iii) The Graves Registration Officer when notified of a death will supply the information as to the disposition of the remains. It is pointed out in order to prevent undue delay in the arrangements for burial of bodies by the Graves Registration Service that "Statutory Rules and Orders, 1942, No. 1444, Emergency Powers (Defence), The Defence (Burial, Inquests and Registration of Deaths) Regulations, 1942," provides for the disposal of bodies of deceased American military personnel without coroner's inquests.

(iv) The identification tags must remain attached to the body.

(v) The emergency medical tag (Form 52b, M.D., U.S.A.) if such accompanied the deceased to the hospital, should be turned over to the officer or N.C.O. receiving the remains on behalf of the U.S. army.

(vi) All personal effects of the deceased should be inventoried by the hospital authorities and receipted for by the officer or N.C.O. receiving the remains.

(c) In cases of syphilis, Naval Form S.576 should be initiated and sent to the Commanding Officer of the hospital to which the patient is transferred, or to the Surgeon of the unit if the patient is returned to unit.

2. It will be the policy of the U.S. army to transfer its personnel from R.N. hospitals, etc., in so far as is possible. When a patient is deemed ready to be transferred to U.S. army hospital, the Medical Officer-in-Charge of the R.N. hospital will make the necessary arrangements with the Surgeon of the U.S. army base section (see under) in which the hospital is located. If unable to communicate with the Surgeon of the proper base section, he may communicate by post to "Box 40," G.P.O., Cheltenham, Glos., by teleprinter to "Medrex," Cheltenham, Glos., by telephone to "Medrex," Cheltenham 5008.

If, however, a patient should be seen by a U.S. army consultant who desires to have the patient transferred, the necessary procedure for the transfer of the patient will be instituted by the consultant. The U.S. army will assume complete responsibility for the patients transferred on advice of any U.S. army medical officer.

3. Requests for consultants should be made by telegram to "Medrex," Cheltenham, Glos., or by telephone, Cheltenham 5008.


Western Base Section.—Corresponds to area of Western and Scottish
British Commands and Northern Ireland District. Address : The Surgeon,
Western Base Section, U.S. Army, A.P.O. 515. Telegraphic address:
WESBAS. Teleprinter call sign : USWEB. Telephone No. : Chester 3773,
Ext. 16.

Southern Base Section.—Corresponds to area of Southern and South-
Eastern British Commands. Address : The Surgeon, Southern Base Section,
U.S. Army, A.P.O. 515. Telegraphic address : SOBAS. Teleprinter call
sign : USSBS, Telephone No. : Salisbury 2241, Ext. 16.

(A.F.O. 526/42 is cancelled.)

4269.—Prisoners of War and Civilians Interned in Japan and Japanese Occupied
Territories—Communications with

(N.L. 14889/43.—16 Sep. 1943.)

Attention is drawn to the recent announcement by the Postmaster-General
that the Japanese authorities require that letters and postcards to prisoners of war
and civilian internees in Japan and Japanese occupied territories shall in future be
limited to 25 words and shall be either typewritten or written clearly in block lettering.

2. Letters and postcards etc. from now on which do not apply may not be
delivered by the Japanese authorities who claim that the restrictions are necessary
to simplify the work of their censorship so that the correspondence can be speeded up.

3. Attention is drawn to the necessity for correctly and fully addressing all
correspondence for prisoners of war and civilians interned in the Far East in
accordance with the directions given in A.F.O. 3806/43 which promulgates the most
recent Post Office leaflets on this subject which still holds good in all respects except
according to the directions given in A.F.O. 3806/43 which promulgates the most
recent Post Office leaflets on this subject which still holds good in all respects except
in accordance with the directions given in A.F.O. 3806/43 which promulgates the most
recent Post Office leaflets on this subject which still holds good in all respects except
accordance with the directions given in A.F.O. 3806/43 which promulgates the most
recent Post Office leaflets on this subject which still holds good in all respects except

4. The number of this order is to be noted in the deposit book against each

Accountant Officers are to use their discretion in permitting withdrawals
under the definition at (6) in paragraph 7. At present, the only Forces coming under the definition at (6) in paragraph 1 above are the Canadian Naval Forces.

2. The current definition of the “Sterling Area” is given in A.F.O. 1188/43.
paragraph 7. At present, the only Forces coming under the definition at (6) in paragraph 1 above are the Canadian Naval Forces.

3. Accountant Officers are to use their discretion in permitting withdrawals
which are obviously within the prescribed limits. Any cases of doubt should be
referred to the Director of Navy Accounts.

4. The number of this order is to be noted in the deposit book against each
withdrawal so made.

(K.R. & A.I., Appendix XXXIII.)

(A.F.Os. 2493/42, and 1188/43.)
Under Regulations made by the Minister of Health, ratings and comparable grades who join or have joined the Royal Navy (including personnel serving under T.124X, T.124T and Cable Ship Agreements), Royal Marines, Women's Royal Naval Service, Voluntary Aid Detachments, and Queen Alexandra's Royal Naval Nursing Service Reserve on or after 3rd September, 1939, outside the British Islands are excluded from Health, and Pensions Insurance during war service—(The British Islands include Great Britain, Northern Ireland, the Isle of Man and the Channel Islands).

2. Any ratings or comparable grades affected by these Regulations should at once notify his or her Accountant Officer and should apply for refund of the amount already deducted from his or her pay in respect of Pensions insurance (see paragraph 7). Failure to comply with this instruction may result in the continuance of deductions from pay on account of Pensions Insurance during service, although the rating concerned will no longer be insurable and his or her insurance will be subject to cancellation if and when the facts come to the notice of the Ministry of Health.

3. The Ministry of Health will deal direct with applications for refund from ratings affected by the Regulations who have already been discharged or have been temporarily released from service. Any applications received by Accountant Officers should be forwarded to the Ministry of Health but apart from this no action by Accountant Officers is necessary.

4. Although ratings and comparable grades who join the Naval service abroad are not entitled to be insured for health and pensions purposes under Service conditions, it may be possible for them, if they were insured for either of these purposes at the time of joining, to maintain their insurance under the ordinary arrangements for voluntary contributors. Further information about this may be obtained from the Ministry of Health, Insurance Department, Blackpool, Lancs.

5. Where deductions from pay on account of Pensions Insurance have been made in the case of ratings referred to in paragraph 2 or in the case of other ratings identified as having joined for service outside the British Islands, these deductions should cease and Accountant Officers should render Forms S.1034 in each such case, endorsed “Insurance cancelled—entered abroad”. It will not, of course, be necessary to render a further Form S.1034 on discharge, etc., in these cases. A note should be made on the pay documents, ledgers, etc., and carried forward throughout service as follows:—

6. The Ministry of Health will not require information about ratings and comparable grades who enter outside the British Islands after the date of this Order and neither Forms N.S. 124 nor S.1034 should be rendered in respect of them. A similar note as in paragraph 5 should be made and maintained on all pay documents, ledgers, etc.
The Committee of the R.N. War Amenities Fund acknowledge with thanks the receipt of the following further donations from H.M. ships, Naval Bases and Establishments:

Aultbea B.D.D. ................................... £ 10 0 0
H.M.S. " Bacchante " ................................ 110 0 0
H.M.S. " Badger " .................................. 100 0 0
H.M.S. " Baldrur III " ................................ 100 0 0
H.M.S. " Beaver I " .................................. 5 0 0
H.M.S. " Bosunwen " .................................. 5 0 0
R.N. Unit, Bournemouth ................................ 10 0 0
H.M.S. " Brontosaurus " ................................ 40 0 0
R.M.E. Butts Close Camp .................................... 10 0 0
R.M.E. Butts Close Camp, " A " Coy. .................... 10 0 0
R.M.E. Butts Close Camp, " C " Coy. .................... 10 0 0
H.M.S. " Cannae " .................................... 20 0 0
H.M.S. " Caroline " ................................... 82 10 4
R.N. Canteen Cliffe Fort .................................. 5 0 0
H.M.S. " Coega " ...................................... 50 0 0
R.M.E. Corphu, " F " Coy. ................................ 10 0 0
R.M.E. Corphu, " H " Coy. ................................ 10 0 0
R.M. Camp, Dallditch ..................................... 20 0 0
H.M.S. " Dartmouth III " .................................. 50 0 0
R.M.E. Dunstaffing, " G " Coy ................................ 20 0 0
R.N.T.U., Draycott Avenue .................................. 5 0 0
H.M.S. " Dragonfly " ................................... 40 0 0
H.M.S. " Echo " ........................................ 2 0 0
H.M.S. " Emerald " ...................................... 15 0 0
R.M. Training Group, Exmouth .............................. 6 15 0
R.M. Camps, Exmouth ...................................... 2 2 0
H.M.S. " Fox " .......................................... 50 0 0
H.M.S. " Gaiding " ...................................... 50 0 0
Gosport New Barracks ..................................... 100 0 0
H.M.S. " Helicon " ..................................... 75 0 0
H.M.S. " Hornet " ....................................... 50 0 0
H.M.S. " James Cooke " ................................... 5 0 0
R.N.A.H. Kilmalcolm ..................................... 25 0 0
H.M.S. " Kilnem " ....................................... 4 0 0
King Tom Canteen Fund, Freetown .......................... 200 0 0
Knab and Brawieck Canteen, Lerwick .......................... 10 0 0
R.N.B., Lee-on-Solent .................................... 20 0 0
Lyness Fleet Aux. and Merchant Vessels ........................ 60 0 0
H.M.S. " Mallow " ...................................... 5 0 0
Methil ...................................................... 5 0 0
M.N.B.D.O. ........................................... 83 15 4
H.M.S. " Pasco " ........................................ 25 0 0
H.M.S. " Polar Bear " ..................................... 20 0 0
R.N. Unit, Pontefract ..................................... 10 10 0
H.M.S. " Froserpine " .................................... 317 15 8
H.M.S. " Pyramus " ...................................... 400 0 0
H.M.S. " Quebec " ....................................... 100 0 0
H.M.S. " Scotia " ........................................ 30 0 0
H.M.S. " Thruster " ...................................... 5 0 0
R.M. Camp, Towyn, " A " Coy. ............................ 50 0 0
R.M. Camp, Towyn ....................................... 50 0 0
H.M.S. " Trelawney " .................................... 122 13 10
H.M.S. " Troubadour " .................................... 10 0 0
H.M.S. " Watchful " ..................................... 25 0 0
R.N. Air Station, Yeovilton ................................ 150 0 0
W.R.N.S., Lerwick ....................................... 7 10 0

(A.F.O. 1917/43.)

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

4280.—Aircraft—Ammunition—Pyrotechnics—Signals, Distress, Marine—Withdrawal
(A.S./A.96/43.—16 Sep. 1943.)

It is notified that Signals, Distress, Marine, are to be withdrawn from service. Any stocks of these signals held by ships are to be landed at the nearest R.N. Armament Depot.

2. Instructions for disposal will be issued later.

3. Signals, Distress, Marine have been superseded by Signals, Distress, 2-Star Red and Cartridges, Signal, 1-in. Red, Mark XII introduced by A.F.Os. 4393/42 and 5778/42 respectively.

(A.F.Os. 4393/42 and 5778/42.)

4281.—Aircraft—Ammunition—Pyrotechnics—Signals, Distress, 2-Star Red, Mark I—Withdrawal of Certain Lots
(A.S./A.96/43.—16 Sep. 1943.)

The following lots of Signals, Distress, 2-Star, Red, Mark I of J. Wells and Sons (J.W.S.) manufacture have given unsatisfactory results and are to be withdrawn:

Lot Nos. 2, 11, 22, 37, 39, 40, 56, 61, 73 and 86.

2. Ships holding any of these lots are to return them to the nearest R.N. Armament Depot at the first opportunity.

3. Depots receiving or holding any of these lots should set them aside and report quantities and lot numbers to D.A.S. for disposal instructions.

4282.—Aircraft—Guns—Preservation
(A.E./G.02903/43.—16 Sep. 1943.)

A.F.O. 3570/43 is to be amended as follows:

(1) Paragraph 2 (iii) (a) Amend to read:

"Guns in aircraft received from maintenance units or contractors may have been lubricated with oil G.P., thin, (Stores Ref. 34A/12) or with contractor's preservative. These guns are to be thoroughly cleaned on receipt and lubricated in accordance with A.F.O. 3553/43. In this condition, guns are to be examined daily."

(2) Paragraph 2 (iii) (c) is cancelled.

(A.F.Os. 3553/43 and 3570/43.)

4283.—Ammunition Supply—Tests and Returns of Ammunition
(A.S. 9659/43.—16 Sep. 1943.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed before 31st October, 1943.

Lot No. | Size | Cartridges into which filled. | Remarks
--- | --- | --- | ---

2. At depots abroad.—Cordite in all cartridges so received together with any in store is to be destroyed forthwith.

3. At home depots.—Any cartridges or bulk cordite of the above sub-lots required for trials, experiments or gunnery school firings may be retained for a further period of six months from date of withdrawal.

(A.F.O. 3553/43 and 3570/43.)
4284.—Ammunition Supply—Tests and Returns of Ammunition (A.S. 12329/43.—16 Sep. 1943.)

All ammunition containing propellant of Index S.P.D.2444 is to be landed at the nearest Naval armament depot as early as practicable.

2. On receipt of the ammunition at N.A. depots, the following action is to be taken:
   (a) All cartridges are to be opened up and a 100 per cent. examination carried out of the charges; an 8-oz. sample from the serviceable propellant forwarded to D.I.N.O., Holton Heath; any of the charges containing corroded grains being destroyed.
   (b) Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.
   (c) Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

3. Similar action is to be taken in regard to any ammunition of the above index held in store.

4. On completion of the examination, a report is to be forwarded to D.A.S. (Branch B), Bath, giving the quantities of cartridges found serviceable and unserviceable.

4285.—Ammunition—40 mm.—Bofors. U.S. Pattern Chargers, Marks I and II (G.02632/43.—16 Sep. 1943.)

As a result of trials with U.S. pattern chargers, Mark II, it has been found that some have been accepted into naval chargers with an incorrect external radius. This fault is liable to cause jams on firing.

2. All Mark I and II U.S. pattern chargers are to be examined and if it is found that the radius of 41-1 inches (as shown in A.F.O. Diagram 272/43) is incorrect, they should be rectified by filing down surplus metal. Chargers thus modified and any that are found correct in this respect on examination, should be marked with red paint in groove as indicated on diagram. The examination, adjustment where necessary, marking with red paint, and manufacture of the necessary template with a radius of 41-1 inches, to be undertaken by ship's staffs as regards ammunition already issued to H.M. Ships, and by R.N. Armament Depots as regards ammunition in store and in D.E.M.S. Officers-in-charge of Armament Supply Depots are to make arrangements with D.E.M.S. Inspecting Officers for the chargers on board merchant ships to be examined, and modified or exchanged as necessary.

3. Packages containing ammunition with modified chargers are to be marked "Charger modified under A.F.O. 4285/43."

4. Mark III and later chargers of U.S.A. pattern do not require modification, and arrangements have been made for future production of ammunition contained in these chargers to have the packages appropriately marked.

5. American ammunition with Mark I and II U.S. pattern chargers is not to be issued to or used in British guns until the chargers have been modified in accordance with this Order.

(A.F.O. 2377/43 is cancelled.)

4286.—Armament Stores—Pistols, Signal, and Cartridges, Signal, 1 in. Red, Mark XII—Allowance (Coastal Force Craft)

(A.S./N.S. 32484/42.—16 Sep. 1943.)

Allowance of Pistols, Signal, for Coastal Force Craft, is to be increased from one to two per ship.

2. Cartridges, Signal, 1 in. Red, Mark XII, will also be supplied on the basis of three cartridges per pistol (i.e., six per vessel).


4. Naval Proportion Book will be amended.

4287.—Guns and Breech Mechanisms—Q.F., 4-in., Mark XVI*, 4-5-in., Marks I and III, and 4-7-in., Marks XII to XIII—Muzzle Velocities when Mounted in Twin Cradles (A.S. 0920/43.—16 Sep. 1943.)

As it is impossible to correct for differences in muzzle velocity between two guns in a twin cradle, it is desirable, in the case of Q.F., 4-in., Mark XV*, 4-5-in., Marks I and III, and 4-7-in., Mark XII guns, that guns giving approximately the same muzzle velocity should be selected for mounting in the same twin cradle. The difference in muzzle velocity should, if possible, not exceed 10 f.s.

2. All new guns of each type (i.e., guns which have fired proof only) should be considered as having the same muzzle velocity, irrespective of any endorsement on the Memorandum of Inspection. Similarly, when arranging interchange of barrels in paragraph 4 below, the muzzle velocity endorsed on the Memorandum of Inspection should not be taken into account, as differences in M.V. between individual guns when new are subject to alteration during the life of the guns.

3. The principles of paragraph 1 should be applied not only to the original selection of guns for twin cradles, but also whenever the exchange of guns or loose barrels in a twin cradle becomes necessary. This involves issuing spare guns or spare barrels for guns in twin cradles in pairs, and necessitates the exchange of both guns or barrels, if for any reason the exchange of either gun or barrel in a twin cradle becomes necessary.

4. To enable excessive differences in M.V. which may develop between guns in the same cradle, due to different number of rounds fired or rate of wear, to be reduced, opportunity should be taken when a ship is in hand for repair, midship, etc., to interchange the guns in the ship, or to exchange with part-worn guns or loose barrels available locally in store, so as to maintain the difference in M.V. between two guns in the same cradle as nearly as possible within 10 f.s.

An item to this effect is to be inserted in the defect list.

5. The necessity for interchange should be based solely on the last wear measurements, and the number of E.F.C. fired since. The following information, deduced from the mean wear curves of the guns in question, will assist in doing so:

<table>
<thead>
<tr>
<th>Gun</th>
<th>An increase in mean wear at 1-in C.R. of 0-01 in.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q.F., 4-7-in., Mark XII</td>
<td>...</td>
</tr>
<tr>
<td>Q.F., 4-5-in., Marks I and III</td>
<td>...</td>
</tr>
<tr>
<td>Q.F., 4-in., Mark XVI*</td>
<td>...</td>
</tr>
</tbody>
</table>

6. Similar procedure should be followed by N.A. depots for matching mart-worn loose barrels removed from a ship with a large outfit, and subsequently issued in replacement for expenditure of the balance of their remaining useful lives, to a ship with a smaller outfit (e.g., 4-in., Mark XVI* barrels removed at 250 E.F.C. from a cruiser with an H.A. outfit of 290 rounds per gun and re-issued to an escort vessel with an H.A. outfit of 140 rounds per gun).

7. In ships where no M.V. correctors are fitted to their mountings: (as is the case with certain 4-in., Mark XIX mountings in "Hunt" class destroyers), every effort should be made at practice firings to use guns with the lowest wear as much as possible, so as to reduce the difference in wear between the guns of different mountings. This will generally entail firing the after guns more than the foremost at practice firings.

8. In ships where no M.V. correctors are fitted to their mountings:—
   (a) Advantage should be taken of the procedure suggested in paragraph 4 above, not only to even up the M.V.s of the two guns in each twin cradle, but also, by exchanging guns between the various mountings, to reduce the tendency for differences in M.V. between mountings to develop to a serious extent.
   (b) When the exchange of a gun or guns becomes necessary, all guns in the ship will normally be exchanged simultaneously.

(A.F.O. 2942/38 and C.A.F. Os. 2267/39—not in annual volume—and 1914/40 are cancelled.)
4288.—Guns and Breech Mechanisms—20 mm. Oerlikon Guns, Mark II and IV

Breech Face Pieces—Modification

(A.S./G.07516/43.—16 Sep. 1943.)

To prevent caps of American ammunition from blowing out, a modification to breech face pieces of 20 mm. Oerlikon guns has been found successful and is being adopted forthwith. The modification consists of cutting an annular groove of triangular section in the face as is depicted in A.F.O. Diagram 276/43. Breech face-pieces when so modified will be known as Mark II although some may be etched Mark I. All stocks of existing patterns are to be brought to charge as Mark I now.

2. All component and spare breech face pieces manufactured in England after 31 Aug. 1943 are of the new pattern. Quantities of spare breech face-pieces in stock in U.K. are also being modified. Supplies of Mark II breech face-pieces will be distributed to all R.N. Armament Depots at home and abroad as they become available.

3. To facilitate exchange, the allowance of spare breech face pieces is to be reduced temporarily to 1 per gun for ships in home waters only and all quantities in excess of this are to be landed. R.N. Armament Depots at home are to send Mark I breech face-pieces landed to D.A.S.O., Lincoln after retaining sufficient stocks to meet known and anticipated commitments.

4. As R.N. Armament Depots receive supplies of the Mark II breech face pieces issue to service should be arranged as under, priority being given as far as practicable to ships outfitted with or being outfitted with American made Oerlikon ammunition. —

(a) Component Mark I breech face pieces of guns in store should be exchanged for Mark II before guns are issued.

(b) As far as stocks and receipts admit, spare Mark II breech face pieces should be supplied with guns on first issue to service as follows:

1 per gun … for guns being mounted in U.K.

4 per gun … for guns being shipped abroad.

The number of spare Mark II breech face pieces to be supplied to guns mounted abroad is left to the discretion of local authorities depending upon available stocks.

(c) The component and spare Mark I breech face pieces of guns already mounted should be exchanged for Mark II, the number of spares on board being adjusted to 1 per gun for ships in home waters, side 3 above. Depots are to arrange priority of issue to ships in their areas in consultation with local Naval Authorities.

5. Instructions regarding the method of modifying breech face pieces at R.N.A.D.s. and the provision of tools, will be sent to depots separately as soon as possible.

6. This modification will not, at present, be embodied in guns of American manufacture, but Mark I breech face-pieces of American guns mounted in British vessels are to be exchanged for Mark II.

(A.F.O. 1413/43, Sec. IV, para. 6.)

(A message, No. 526, dated 1st Sep. 1943, is cancelled.)

4289.—Guns and Breech Mechanisms—20 mm. Hispano—Lock-springs, R.A.F.

Ref. 7G.536—Introduction

(A.S/G. 03453/43.—16 Sep. 1943.)

Lock-springs for 20-mm. Hispano guns (aircraft and deck) have been introduced to provide a simple and quickly detachable method of locking the gas plug and screw to the gas block.

2. Hispano guns held by H.M.ships, R.N.Air Stations and other Naval Establishments, are to be fitted with these lock-springs, demands being forwarded to the appropriate R.N. Armament Depot on the basis of one per Hispano gun plus 20 per cent. spares. Supplementary demands should be made as necessary if further guns are received without the lock-spring. This may occur when Naval aircraft are received with guns fitted by contractors.

3. The lock-spring should be fitted to Hispano guns by R.N. Armament Depots before issue.

4. C.B. (R) 4252/42 which is being issued shortly will include an allowance of this item to H.M. ships and R.N. Air Stations for use as maintenance spares.

5. A small number of Hispano guns are fitted with a type of gas block screw of a modified pattern and the lock-spring cannot be used. This type must be secured by a piece of wire.

4290.—Guns and Breech Mechanisms—40-mm., Mark IV, Left and Right—

Modification to Cover, Buffer Piston Rod Aperture

(A.S. 912/43.—16 Sep. 1943.)

The following modification is approved:

Gun … … … Q.F., 40-mm., Mark IV, left and right.

Part affected … … … Cover, buffer piston rod aperture (one on each gun).

Purpose … … … To facilitate assembly.

Nature of modification … … Four holes to be opened out to 5 mm., corresponding holes in casing to be tapped 2 B.A. and cover secured by four screws, 2 B.A. by \frac{1}{4} in., in accordance with A.F.O. Diagram 264/43.

By whom to be done … … Staffs of H.M. ships, bases and R.N.A. depots

Degree of urgency … … As convenient.

2. Guns manufactured in the future will embody covers secured as above.

(A.F.O. 3554/43 is cancelled.)

4291.—Guns and Breech Mechanisms—0.303-in. Hefah (V), Mark I—Modification to Breech Casings, Marks I and II

(A.S./C.I.N.O. 3284/43.—16 Sep. 1943.)

The following modification is approved:

Gun … … … 0.303-in. Hefah (V), Mark I.

Parts affected … … … Breech casing, Marks I and II.

Purpose … … … To strengthen bearing for the magazine, rear catch.

Nature of modification.—Front end of slot for magazine rear catch to be filled in by welding, and machined.

Drawing … … … N.O.D. 3139/87.

By whom to be done … … Royal Naval Armament Depots.

Degree of urgency … … As convenient.

2. Breech casings, Mark II, manufactured in the future will embody this modification.

4292.—Guns and Breech Mechanisms—0.5-in. Machine Guns—Incorrect Lock Assembly

(G.7688/42.—16 Sep. 1943.)

Instances have occurred of "run away" guns caused by incorrect assembly of the trigger in the lock frame. Careful attention to the provisions of A.F.O. 1639/43 should prevent such failures, but, as an added safeguard, it has been decided to modify locks manufactured in future as follows:

"A small stud is riveted to the lock frame near the trigger axis hole projecting inward.

A portion of the boss on one side of the trigger is cut away to clear this stud."

2. Any attempt to assemble incorrectly throws the axis hole in the trigger out of line with the corresponding holes in the lock frame, so that the axis pin cannot be entered.

(A.F.O. 1639/43.)
4296.—Gun Mountings.—20 mm. Twin, Marks V and VC—Safety Firing Interruptor Gear

Ships and Coastal Force Bases concerned

(G. 4363/43.—16 Sep. 1943.)

The circlip fitting retaining the 20 mm. Twin, Mark V, mounting safety firing gear cam rail roller is proving unsatisfactory in service.

1. The circlips are to be removed at the first opportunity and the spindles modified in accordance with A.F.O. Diagram 273/43 (G.R. 6396).

2. The work is to be carried out by ships’ staffs and coastal force base staffs.

(This Order is to be retained until complied with.)
4300

4300.—Wind Gear—Dimming Switch—Fitting of

(G. 0918/43.—16 Sep. 1943.)

In consequence of reports from sea it has been decided to fit a dimming switch to control the illumination of wind speed and direction receivers, Pattern 3202, on pom-pom directors, Mark IV.

1. In new directors and those being converted this work is being carried out by the makers of the director.

2. For directors in ships and dockyards, the ships’ staff or dockyard should demand one night sight switch, Pattern 5959A or B, quoting this order as authority, and fit this in place of the existing double pole switch controlling the illumination circuit of the Pattern 3202 wind receiver.

4301.—18-in. Mark XI—XII and XI “K” Type Blowing Heads—Modification to Small Water Flap

(T. 09314/43.—16 Sep. 1943.)

The loss of a torpedo, subsequently recovered, was found to have been caused by faulty adjustment between the trigger of the blowing mechanism and the cam of the small water flap in the Mark XI blowing head.

1. This head was not fitted with a stop behind the small water flap and the latter had fallen aft so far that the cam on the water flap re-engaged the trigger of the blowing mechanism.

2. All 18-in. blowing heads fitted with dashpot release, whether fitted with the stop (referred to in paragraph 2 above) or of the stopless type, should be examined and if it is found that the clearance between the trigger and the cam of the small water flap when in the extreme after position is less than 0.02 in., the trigger should be ground until the clearance is between 0.02 in. and 0.03 in.

3. B.R.635 will be amended in due course.

4302.— Boxes, Patterns 666 and 669 and Bungs, Pattern 33—Disposal

(N.S. 16542/42.—16 Sep. 1943.)

No service now exists for connection boxes, pattern 666, disconnector boxes, Pattern 669, and bungs, Pattern 33 (Subhead B, Item 10), and they will be deleted from the Authorised List of Naval Stores and the appropriate Contract Schedules.

2. Stocks should be brought to arisings.

3. Chatham and Devonport.—The proposals forwarded with Chatham Yard Letter No. 409 of 28th January, 1943, and Devonport Yard Letter No. 4084 of 23rd June, 1942, are approved. Chatham Drawing S.E.E.2 should be cancelled.

4303.— Cancelled

4304.—Charging Arrangements for Batteries, Pattern 8117 for Automatic Emergency Lanterns, etc.—As. and As.

(T. 1103/43.—16 Sep. 1943.)

It has been reported from sea that in spite of the modifications to racks A.P. 14015/6/7 and the precautions published in A.F.O. 2516/42 a risk of fire still exists.

2. Ships fitted with racks A.P. 14015/6/7 are therefore to arrange for an item, classification “A”, to be included in the next list of As. and As. for the fitting of the improved type racks A.P. 14054/5/6 in lieu of the existing racks.

3. The descriptions of the new racks are given below for the guidance of ships’ officers in drawing up demands.

One rack A.P. 14054 or A.P. 14055 is to be demanded together with the necessary number (if any) of racks A.P. 14056 to bring the total cell capacity of the equipment up to the required number of 10 per cent. of the lanterns carried on board.

A.P. 14054—5 cell rack with volt meter.
A.P. 14055—10 cell rack with volt meter.
A.P. 14056—10 cell rack without volt meter.

(A.F.O. 2516/42.)

4305.—Depth Charge Equipment—As. and As.

“Captain’s” Class Frigates

(T. 01064/43.—16 Sep. 1943.)

The Commanding Officers of “Captain’s” class frigates are to insert an item in Classification “A” in their list of As. and As. to cover the following modifications:

1. To remove Nos. one and two depth charge throwers either side and to alter the angling of Nos. three and four so that they are on the beam bearing of 90°.

2. Rails.(a) Stop bars to be made easily removable (see A.F.O. Diagram 270/43 (1) (Drawing M.S.Sk. 20202/1).
(b) Parbuckling arrangements to be fitted for loading (see A.F.O. Diagram 270/43 (2) (Drawing M.S.Sk. 20202/2).
(c) Pawls to be removed from top rail.
(d) Locking arrangements to be fitted at the traps.
(e) Rails to be modified to take British primer safety and pistol safety gear (see A.F.O. Diagram 270/43 (3) (Drawing M.S.Sk. 20202/3).

Note.—Copies of drawings necessary for the modification of these items can be obtained on application to the Superintendent of Mine Design, Leigh Park House, Havant, Hants.

3. Roller Racks.(a) When reducing to 10 charge pattern in accordance with paragraph 1 above, the two roller racks removed from the port side are to be sighted on the after side of the starboard projector.
(b) The four roller racks removed from the starboard side are to be landed.
(c) Modify the horizontal clearances of racks to suit “British Standards”.

4. Firing Circuits.—A safety switch is to be fitted in the firing circuit of, and adjacent to each thrower.

5. Stowage and Transporting Arrangements.(a) Standard British transporting slings to be supplied.

Note.—American bar slings to be retained for use in D.C. Room.
(b) Stowage for D.C. pistol boxes to be provided in the after 40 mm. gun magazine.
(c) Stowage of D.C. Room to be modified to take British Mark VII heavy. This will entail alteration to the two centre rails and a reduction of 13 in number of charges carried in the D.C. Room.

Note.—This will provide accessibility to all pistols of charges which is not the case at present.
(d) Additional deck stowage to be arranged for 33 charges, making a total outfit of 120.

(A.F.O. 287/43 is cancelled.)
4306.—Depth Charge Thrower Pistols—Spares

(A.S. 03715/42.—16 Sep. 1943.)

A.F.O. 1934/43 is to be amended as follows:

Paragraph 1 (iii).

Delete "more than ".

(A.F.O. 1934/43.)

4307.—Lagging of Deckhead Above After Switchboard—Fitting of Canopies Over Shunt Regulators—As. and As.

"O" and "P" Class Destroyers (ex.-"Porcupine")

(T.0724/43.—16 Sep. 1943.)

Reports have been received from sea that trouble has been experienced in "O" and "P" class destroyers due to condensation causing water to drip on the After Switchboard and dynamo shunt regulators.

2. To overcome this, Commanding Officers of these ships are to insert the following item, Classification "A" in their next list of As. and As.:

"To fit lagging to the deckhead of the gear room above the After Switchboard."

3. Arrangements are to be made by ships' staff to fit suitable canopies over dynamo shunt regulators where required.

4308.—L.P. Batteries—Resilient Mountings for—As. and As.

(T.1765/43.—16 Sep. 1943.)

It has been found that a considerable measure of protection against shock can be afforded to batteries by mounting them on mild steel resilient mountings.

2. It has therefore been decided that all L.P. batteries should, wherever possible, be mounted on mild steel resilient mountings.

3. A.F.O. Diagram No. 269/43 (1—2) gives details and sizes of the resilient mountings to be used for the various sizes of L.P. batteries.

4. If, after severe shock, the resilient mountings are distorted they should be removed at the first opportunity and restored to their original shape without recourse to heating.

5. Ships' staffs are to progress the work of fitting the mountings as and when opportunity offers and for this purpose should demand the requisite number of each size of resilient mounting from their storing yard.

6. Separate action will be taken for ships in the course of construction and for new construction.

4309.—Mining Stores—Primers, Polar, Blasting, Gelatine, 4½-oz. (approx.), for Mines B, Type C, C* and C* (S)—Serviceability

(A.S. 11857/43.—16 Sep. 1943.)

Primers, polar, blasting gelatine, 4½-oz. (approx.), 2¾-in. by 1¼-in., for mines B, type C, C* and C* (S) are liable to comparatively rapid deterioration from the point of view of explosive efficiency, due to the nature of the explosive. During storage the air entrapped during the process of manufacture is lost, with the result that the explosive becomes more difficult to set off and less likely to give satisfactory detonation. Results obtained to date indicate that the efficient life of these primers is likely to be much greater than one year from the date of manufacture.

2. Primers, polar, blasting gelatine, 4½-oz. (approx.), for mines B, type C, C* and C* (S) are, therefore, to be replaced on reaching the age of one year from the date of manufacture, or earlier if there is any doubt as to their serviceability. Such primers, except those fitted with detonators, should be returned to the nearest Naval Armament Depot, quoting this A.F.O., on receipt of primers of later manufacture, which should be demanded in lieu.

3. Primers which are fitted with detonators are to be disposed of locally and are not to be returned to Naval Armament Depots.

4. The date of manufacture is printed on the paper wrapper of each primer.

5. Naval Armament Depots.—Details of primers returned under this Order, also of over age primers in store, are to be shown separately in stock returns.

6. Demands for primers of new manufacture are to be forwarded as necessary to D.A.S.

7. Instructions for disposal of over age primers will be given periodically by D.A.S.

4310.—Paravanes, Bow Protector—Endurance of Towing Ropes

(T. 1837/43.—16 Sep. 1943.)

Reports received in accordance with A.F.O. 4006/42 show that a greater endurance may be expected with the Mark VII, VII* paravane and the 31 knot plane than is given in A.F.O. Diagram 210/42 (1) in the lower speed range. Sufficient reports have not yet been received to revise the figures for the 22 knot and 18 knot planes.

2. The curves shown in A.F.O. Diagram No. 258/43 (M.D.SK.1400/329) have been prepared, the present endurance figure at 30 knots being retained whilst increasing the endurance at lower speeds.

3. The formula for the full life curve is H.V. 2-5 = 138000, where H is the endurance in hours and V is the speed in knots.

4. The diagram should be used in the same manner as described in paragraph 7 of A.F.O. 4006/42, the same bad weather factor being employed.

(A.F.O. 4006/42.)

4311.—Torpedoes—21-in., Mark VIII—IX**—Introduction of Strengthened Hanging Lever St. No. 5160A and Modified Range Wheel in Group Valves

(A.S. 8566/43.—16 Sep. 1943.)

Instances of failure of the existing nickel copper alloy hanging lever in 21-in. Mark IX** group valves, have led to the introduction of a stainless steel type having an actuating face with continuous contour. This type, known as St. No. 5160A, will be fitted in all new manufacture 21-in. Marks VIII** and IX** groups and will also be used as replacement of the existing lever St. No. 5160 becomes necessary.

2. The introduction of this lever has made it necessary to modify the cam on the range wheel by removal of the sharp corner, on the long edge of the gap, and the cutting of an 0-25 radius. An unmodified range wheel St. No. 5254 or 5645 must not be used with the hanging lever St. No. 5160A.

4312.—Torpedo Stores—Items for Use with Practice Heads—Withdrawal

Destroyers and Submarines

(A.S. 4245/43.—16 Sep. 1943.)

With reference to A.F.O. 2755/43, as there is now no separate allowance of practice heads for destroyers and submarines, it has been decided to withdraw the following items from the outfits of torpedo stores for these services, viz.:

Balls, St. No. 613.
Clips, St. Nos. T.284 and T.331.
Cylinders, St. No. T.127.
Plates, St. No. T.27.
Points, St. Nos. T.604C and T.604D.
Spanners, St. No. T.265.
Tools, St. Nos. T.264A and T.241B.
Washers, St. No. 1074B.

With reference to A.F.O. 2755/43 as there is now no separate allowance of practice heads for destroyers and submarines, it has been decided to withdraw the following items from the outfits of torpedo stores for these services, viz.:

Balls, St. No. 613.
Clips, St. Nos. T.284 and T.331.
Cylinders, St. No. T.127.
Plates, St. No. T.27.
Points, St. Nos. T.604C and T.604D.
Spanners, St. No. T.265.
Tools, St. Nos. T.264A and T.241B.
Washers, St. No. 1074B.

Section III—

Gags, St. No. 5590.
Feeler, St. Nos. 8123, 8124, 8125 and 8126.
Spanners, St. No. 5588.
Tools, St. No. 5589.
H.M.S. "Tavy" (P.13375/43)

Particulars of the boilers and tubes fitted in H.M.S. "Tavy" are identical with those published in A.F.O. 2700/43 for H.M.S. "Jed".

Records affected D.354 and D.682 (Standard Copy).

(This Order will not be reprinted.)

(A.F.O. 2700/43.)

4315.—Drains from Steam Heater on Weather Deck—Prevention of Contamination of Feed Water—As. and As.

H.M. Ships fitted for Cold Weather Operations

(D.020355/43.—16 Sep. 1943.)

A broken pipe in the drain from a steam heater on the weather deck may result in serious contamination of feed water and it is necessary that such a defective drain shall be quickly located and isolated.

2. In addition to the S.D.N.R. valves fitted where drains enter the main or reserve feed tanks, valves should be fitted on drains from weather deck heaters where these drains join the main fore and aft drain system. Arrangements should also be made to enable the drain water to be tested before it is allowed to enter the drain system or tank.

3. Where an open drain system is fitted, water for testing may be obtained from the overflow from a pig's ear; with closed drain systems a test cock should be fitted on the heater side of each S.D.N.R. valve.

4. The commanding officers of ships already fitted for cold weather operations should include an item, classification "A", in their next lists of As and As for the necessary additional valves and test cocks to be fitted. The above requirement should be noted by dockyard officers and Admiralty Engineer Oversizers for new construction and other vessels which are fitted with steam heaters on the weather deck.

(A.F.O. 6395/42.)

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

4316.—Machines, Punching, Shearing and Valve Reseating—Allowances

Sloops, Minesweepers ("Bangor", "Halcyon", "Algerine" and "Aberdare" Classes), Corvettes ("Kittiwake" type), Frigates ("River" Class) and Surveying Vessels.

(N.S. 012505/43.—16 Sep. 1943.)

The allowances of hand punching machines Pattern 391, hand shearing machines, Pattern 392 and valve reseating machines, Pattern 10, to the classes of ships shown above have been revised and are to be as follows:

<table>
<thead>
<tr>
<th>Pattern</th>
<th>Description</th>
<th>Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>392</td>
<td>Machines, shearing, hand lever to cut ¼-in.</td>
<td>&quot;Aberdare&quot; and &quot;Bangor&quot; class minesweepers, corvettes (&quot;Kittiwake&quot; type) and surveying vessels—1 per ship, provided a pair of hand lever shears of special pattern is not carried in addition. Remaining classes—nil.</td>
</tr>
<tr>
<td>391</td>
<td>Machines, punching, hand lever</td>
<td>&quot;Aberdare&quot; and &quot;Bangor&quot; class minesweepers, corvettes (&quot;Kittiwake&quot; type) and surveying vessels—1 to each ship in which a pair of hand lever shears of special pattern is carried. Remaining classes—1 per ship.</td>
</tr>
<tr>
<td>10</td>
<td>Machine, valve reseating</td>
<td>Corvettes (&quot;Kittiwake&quot; type)—1 per ship. Remaining classes—nil.</td>
</tr>
</tbody>
</table>

2. Ships concerned in commission should return to the dockyard any of the machines quoted which are held in excess of the revised allowances. Supply to ships concerned under construction should be adjusted as necessary by warrant and supplying yards or depots.

3. B.R.385—Establishment of Naval Stores for Sloops, Minesweepers, Frigates, etc.—will be amended.

(64516)
4317.—Orders have been received from dockyards and store depots for small quantities of Londonderry and 2 tons at Colombo and Newfoundland, or if issues are made at the present, in view of the accumulated stocks, but demands from these bases should be forwarded to the Admiralty for requirements when the stocks fall to 5 tons at London, S.W.7 for the supply each quarter, pending further experience of expendi­
ture, of 25 tons of U.S. Navy Boiler Compound f.o.r. Lostock, Northwich, Cheshire being the same for all propellers. When the interchange of gland rings is necessary, it may be found that a new set of studs (10 in No., f-in. diameter) must be made. (A.F.O. 1087/43 is cancelled.)

4318.—U.S. Navy Boiler Compound—Purchase and Distribution

Orders will be placed by the Director of Navy Contracts with Messrs. I.C.I. (Alkali) Ltd., Alkali Water Treatment Service, 4, Cromwell Place, South Kensington, London, S.W.7 for the supply each quarter, pending further experiences of expenditure, of 25 tons of U.S. Navy Boiler Compound f.o.r. Lostock, Northwich, Cheshire as follows:—

| 2 tons for Greenock          | Freetown                              |
| 3 tons for Preston          | for Rosyth                             |
| 1 ton for Chatham           | for Devonport                          |
| 3 tons for Chatham          | 1 ton for Portland                     |
| 1 ton for Plymouth          | 1 ton for Sheerness                    |
| 1 ton for Portsmouth        | 2 tons for Gibraltar                   |
| 2 tons for Freetown         | for direct shipment from contractors   |
| 2 tons for Alexandria       | works. Invoices will be sent to Naval |
| 2 tons for Capetown         | Store Officer, Preston.                |
| 2 tons for Bermuda          | (v) Identify the hole in the cover for  |
| 2 tons for Malta            | the aerial plug.                       |

2. No allocation will be made to Londonderry, Colombo, or Newfoundland, at present, in view of the accumulated stocks, but demands from these bases should be forwarded to the Admiralty for requirements when the stocks fall to 5 tons at Londonderry and 2 tons at Colombo and Newfoundland, or if issues are made at a more rapid rate than during the past 12 months.

3. It has been reported by Messrs. I.C.I. (Alkali) Ltd., that local purchase orders have been received from dockyards and store depots for small quantities of this compound, and that similar orders have been sent to Alkali Ltd., Bush House, Kingsway. It should be noted that the name and address of contractors is as shown in paragraph 1, Messrs. Alkali Ltd., having gone into voluntary liquidation and all ships now concerned should forward samples of water as called for in paragraph 5 of A.F.O. 2519/42 to Messrs. I.C.I. Dockyards and store depots are to cancel all outstanding local purchase orders. (A.F.O. 2519/42.)

4319.—Compasses—Vessels and Coastal Craft Transferred from Admiralty to War Office

When any of H.M. vessels or craft are transferred to War Office service, the compass equipment is not to be removed.

2. Naval authorities should ensure that the full normal outfit of compasses, with the relevant fittings, are on board when the transfer takes place, and should bring this point to the notice of the authority receiving the vessel on behalf of the War Office.

4320.—Compasses—Interchangeability

There are three types of propellers for destroyers of the "J," "K," "N," "O," "P," "Q," "R," etc., classes, each differing slightly in pitch. 1. The bore of the propeller gland ring in "J," "K," "N," classes is different from the remainder, as the propeller shafts in the former are not sleeved.

2. The shaft coners, keys and gland housing in the propeller are identical for all vessels.

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

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

| "J," "K," "N," classes | 13 ft. 2 in. |
| "Q," and later intermediate fleet destroyers | 13 ft. 7 in. |

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

6. Care should be taken to verify that the gland ring fitted to the spare propeller is suitable for the type of shaft, vide paragraph 2 above. If this is not so, it will be necessary to use the gland ring from the old propeller on the new one, the spare gland ring being fitted to the damaged propeller. Some propeller gland studs are pear-shaped and some are of the collar type, the pitching of the studs, however, being the same for all propellers. When the interchange of gland rings is necessary, it may be found that a new set of studs (10 in No., /-in. diameter) must be made. (A.F.O. 1087/43 is cancelled.)

4321.—Propellers—Interchangeability

There are three types of propellers for destroyers of the "J," "K," "N," "O," "P," "Q," "R," etc., classes, each differing slightly in pitch. 1. The bore of the propeller gland ring in "J," "K," "N," classes is different from the remainder, as the propeller shafts in the former are not sleeved.

2. The shaft coners, keys and gland housing in the propeller are identical for all vessels.

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| "J," "K," "N," classes | 13 ft. 2 in. |
| "Q," and later intermediate fleet destroyers | 13 ft. 7 in. |

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

6. Care should be taken to verify that the gland ring fitted to the spare propeller is suitable for the type of shaft, vide paragraph 2 above. If this is not so, it will be necessary to use the gland ring from the old propeller on the new one, the spare gland ring being fitted to the damaged propeller. Some propeller gland studs are pear-shaped and some are of the collar type, the pitching of the studs, however, being the same for all propellers. When the interchange of gland rings is necessary, it may be found that a new set of studs (10 in No., /-in. diameter) must be made. (A.F.O. 1087/43 is cancelled.)

4322.—Propeller and Gland Studs—Interchangeability

4323.—Radar Types 282 M(1)/M(2)/M(3)/M(4)/P(1), 283 and 284 M(1)/M(2)/M(3)/ M(4)/P(3)/P(4)—A.C. Outfits DUA/B and DVD/E—Board Voltage Control (Carbon Pile) Design "B" Pattern W.6135.

(S.D. 012233/43.—16 Sep. 1943.)

Certain Boards Voltage Control (Carbon Pile) Design "B", Pattern W.6135 bearing serial numbers prefixed by the letters CY and used with the above-mentioned Radar sets, have recently been issued with an incorrect connection.

2. The connection, which is also shown on the diagram plate on the board, is made between terminals marked "A.F.R." and "+, -".
3. Ships fitted with Board Voltage Control (Carbon Pile) Design "B", Pattern W.6135 in which this incorrect connection is found are to remove the wire joining the terminals "A.F.R." and "+" in accordance with A.F.O. Diagram 278/43. (A.S.E. Drawing No. 37466) and amend the diagram plate by deleting the connection.

4323.—Radar Type 291/U/W—Modification to Pattern 2136 Resistance Connection in Panel 3 AN

Reports received indicate that the Pattern 2136 resistance R.25 in panel 3 AN may brush to earth through the Paxolin backing plate. This can be obviated by fitting a new flexible connection as detailed in A.F.O. Diagram No. 277/43 (A.S.E. Drawing No. 35678).

2. Commanding Officers of ships, travellers and coastal craft concerned should arrange for this modification to be carried out by base staffs at the first opportunity.

4324.—Radar Types 291W and 296PW—Aerial Outfit Att.

With reference to A.F.O. 2762/43 aerial units for aerial outfit ATT Design C. (Pattern W.8323A) will shortly come into production and that of earlier designs will then cease.

2. Similarly aerial units designs E, G and J will be produced if required in place of designs D, F and H respectively.

3. The new designs of aerial unit are fitted with screw-on dipole and reflector rods which are weakened so that they will break off, without damage to the stub or moulding, if they foul an obstruction. It is a simple matter to fit a spare rod.

4. The lengths of the dipole and reflector stubs have been made such that all rods are of the same length to avoid any risk of confusion.

5. Sixteen rods are supplied in boxes Pattern 53406 and two boxes (1 spare) should be demanded with each aerial unit.

6. It is not practicable to arrange for the immediate replacement of all existing aerial units but spares will be issued without demand to bases concerned as they become available to enable older designs to be replaced.

7. Earlier designs of aerial unit so replaced should be returned to Messrs. British Vacuum Cleaner & Engineering Co., Limited, Goblin Works, Leatherhead, Surrey, as soon as possible for modification to the new design and for re-issue.

4325.—Radio Equipment—Supply of Ships under construction, conversion, refit or repair

The following amendments should be made to A.F.O. 2403/43—

Delete paragraph 17 and substitute the following—

Return of Stores

17. If radio stores arrive at a shipyard after the ship concerned has left, they are to be forwarded to the ship if she is in Home Waters. If the ship is abroad, the Superintending Naval Store Officer, Haslemere, should be asked, by signal, for information as to disposal.

(A.F.O. 2403/43.)

4326.—W/T Equipment—Fitting D/F Outfit F.M.13 Marconi H/F Transceiver C.N.S.1, etc.—As. and As.

"Flower" Class Corvettes

(S.D. 0936/43.—16 Sep. 1943)

Commanding Officers of ships concerned are to insert items in their next list of As. and As. quoting this Order as authority. "To fit D/F Outfit F.M.12", "To fit Marconi Transceiver C.N.S.1", and "To fit new Charging Board, etc., and additional 12-volt battery for Types T.W.12 and C.N.S.1"—Classification A.

2. When Marconi transceiver C.N.S.1 is fitted it will be necessary to fit concurrently a new Marconi charging board and an additional 12-volt battery.

3. The layout of the office, and position of battery cupboard are to be in accordance with A.F.O. Diagram 274/43(1) (A.S.E. Drawing No. 3044A). Care is to be taken that the battery cupboard is made watertight when fitted outside the bridge. In ships with original sheer and low bridge a sponson is to be fitted to the bridge deck in way of the battery cupboard to provide a gangway fore and aft. In vessels with increased sheer and flare and high bridge, the searchlight platform is to be extended forward to provide the necessary support for the battery cupboard.

4. When ships are taken in hand for rearrangement of bridge deck and enlarging of W/T office, these items are to be taken in hand concurrently in accordance with paragraphs 2 and 3 of this Order. In all cases the battery cupboard should be fitted as close to the W/T sets as possible.

5. Work in ships with high bridges is to be undertaken in ships building provided no delay in completion is involved. If stores are not available the work is to be progressed as far as possible and the layout arranged so as to facilitate subsequent fitting.

6. The D/F frame coil is to be mounted, except vessels fitted with water-tube boilers, on a bracket at the fore end of the 2-pdr. gun crews shelter in accordance with A.F.O. Diagram 274/43(2) (A.S.E. Drawing No. 30354). Separate instructions will be promulgated for water tube boiler type.

(A.F.O. 1931/42 is cancelled.)

4327.—Echo Sounding Equipment—Conversion of Hughes Type MS.XlIC

"Commercial" Sets to Type 762 Coastal Forces Craft

(A/S.M.1899/43.—16 Sep. 1943.)

Early requirements for E/S equipment for 24 volt supply in Coastal Forces craft were met by fitting Type MS.XIXIC "commercial" sets, but Type 762 "service" sets were later introduced and are being fitted instead. Type MS.XIXIC sets are very similar to Type 762, but can be identified by the tally plates on the recorders which bear the type numbers (MS.XIXIC) in the former sets, and the Admiralty pattern numbers (A.989 or A.989B) in the latter sets.

2. Conversion of Type MS.XIXIC in vessels so fitted, to Type 762 is desirable to facilitate maintenance, and this is to be undertaken as indicated in paragraphs 3-8 below.

3. The work of conversion entails only the replacement of the existing recorder and amplifier by corresponding Type 762 components using "Instructions for Installing" A/S 7311 for guidance. Modificiations which may be required to the power supply arrangements in order to conform to A.F.O. 2286/43 and the modification authorised by A.F.O. 3979/43 should be undertaken concurrently.

Conversions of Vessels in Home Waters

4. When a vessel fitted with Type MS.XIXIC is taken in hand for refit (or will not be operationally employed) for a period of not less than 21 days the Emergency Repair Overseer (or Commanding Officer of the Coastal Force Base) concerned is to arrange for the existing recorder and amplifier to be removed and forwarded to Messrs. Henry Hughes & Son, Husun Works, Barkingside, Ilford, Essex.

5. At the same time a covering letter is to be forwarded to Messrs. Henry Hughes requesting the firm to convert the recorder and amplifier to corresponding Type 762 components and to return them after conversion. This letter should include the following information:

(a) That a local order covering the work of conversion is being arranged by Admiralty.
6. Copies of the above letter are to be sent to Director of A/S Material, Admiralty, Bath, and the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wilts, to enable action as in paragraph 4(e) to be taken, and also to Director of Coastal Force Material, Admiralty, London, for information.

Conversions in Vessels Abroad

7. Supply of Type MS.XIIIC/763 conversion items is to be requested by signal addressed to enabling (repeated Superintending Naval Store Officer, Copenacre) stating:

(a) The vessel for which they are required.

(b) The authority to whom conversion items should be consigned.

8. Displaced Type MS.XIIIC items are to be returned to the Superintending Naval Store Officer, R.N. Store Depot, Walcot Street, Bath, clearly marked "ex ......... ".

Reports

9. Reports called for by C.A.F.O. 428/42 are required in all cases.

(C.A.F.O. 428/42.)

(A.F.Os. 2286/43 and 3979/43.)

4328.—Aircraft—General—Gunsight, Pilots' Reflector—Shutters to Protect Optical System from the Sun

(M. 4080/42.—16 Sep. 1943.)

It is necessary to protect reflector gunsights in order to prevent the rays of the sun, when concentrated by the lenses, from burning and damaging the graticules.

2. A simple design of shutter, which has been designed to protect the optical system of pilots' reflector gunsights, Marks II, II* and IIIS, is shown in A.F.O. Diagram 265/43.

3. Shutters are to be made up locally by Ships and Naval Air Stations and fitted to gunsights for Naval Aircraft which may be used or packed in bright sunshine.

4. The drilling and tapping of reflector screen brackets is to be carried out only by instrument makers or artificers of other suitable trades.

5. Shutter, which are to be taken on voluntary charge by Ships, Naval Air Stations and Squadrons will not be supplied, either separately or with new gunsights, from Naval Stores.

4329.—Sixty-gallon Mineral Sperm Oil Tank from Paint Room—Landing

—As. and As.

Leaders and Destroyers—"O" and Later Classes

(D./P. 12967/43.—16 Sep. 1943.)

Commanding Officers of leaders and destroyers which are fitted with electric lamps for secondary lighting are to include an item in their list of As. and As., classification "B," for the 60-gallon mineral sperm oil tank fitted in the paint room, to be landed and replaced by a 5-gallon oil can to contain the mineral sperm oil necessary for the oil navigation lights.

2. P.S.Os. of ships under construction are to arrange for this work to be carried out before completion, subject to no delay in completion being involved.

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

4330.—Additional Firemain Connection—As. and As.

H.M. Destroyers and Leaders, "Quilliam" to "Crescent" Classes

(D. 011064/43.—16 Sep. 1943.)

It has been approved to fit a 2½-in. firemain valve with instantaneous hose connection in the after deckhouse in all vessels of the above mentioned classes. This connection is to be fitted to the 2½-in. diameter branch from the firemain below the branches leading to the sanitary system and bathrooms.

4331.—Aircraft Stores—Establishments for use at R.N. Air Stations

(N.S. Air.A.M.R. 602/43.—16 Sep. 1943.)

Pending completion of the compilation and printing of the aircraft stores establishments for the use of R.N. Air Stations (B.R. 377 series) the information appearing in the ships' establishments, columns 18, 19 and 20 (B.R. 376 "suffix " series), is to be used as a guide in determining the requirements of maintenance stores for 1st line squadrons at Naval Air Stations.

4332.—Automatic Emergency Lanterns, Patterns 16012, 16012A and 16025

(D.E.E./C.P. 9289/43.—16 Sep. 1943.)

It has been reported that Contractors have been placing orders with Messrs. Oldham & Son, Ltd., for minor parts for the repair of the above lanterns.

2. Defective automatic emergency lanterns on vessels undergoing repairs, building, etc., are to be returned to the storing centre by the (P.E.R.O. or W.E.S. and new lanterns demanded in lieu, if the defects are such that the component parts of the lanterns as listed in the Rate Book are insufficient to enable defects to be made good. Such component parts should be demanded by the W.E.S. or (P.E.R.O. from storing centres in the usual manner.

3. In no circumstances are the relays to be repaired by Shipbuilders or Electrical Contractors.

4. Repairs to relays are only to be carried out by H.M. Dockyards or by Messrs. Oldham.

4333.—Blocks for Fitting Spare Wires to H.I.II Accelerators

Fleet and Light Fleet Carriers (except H.M.S. "Furious") and H.M.S. "Unicorn"

(N.S./D. 03901/43.—16 Sep. 1943.)

The undermentioned blocks are to be allowed to each Fleet Carrier (except H.M.S. "Furious"). Light Fleet Carrier, and H.M.S. "Unicorn", for use when fitting spare wires to the H.I.II accelerator:

Allowance per ship

Pattern. Description. Amount

4010 Blocks, geared, complete with upper and lower blocks and chains. Working load, 5 tons.

2. Ships concerned in commission should forward demands to storing yards accordingly. Supply to carriers of the above types under construction should be arranged by the warrant and supplying yards or depots. Purchase is being arranged in replacement for delivery as follows:

Rozyth ... ... 10 Mersey Area ... ... 5
Devonport ... ... 5 Severn Area ... ... 5

3. The Establishment of Naval Stores for Executive Purposes (B.R. 358) will be amended.

4334.—Bow Door and Ramp Gate Limit Switches—L.S.T. (2)

(D./P. 11639/43.—16 Sep. 1943.)

The U.S. authorities have decided that to prevent damage to the bow door and ramp gate equipment owing to faulty operation of the limit switches due to the switch arm not being securely clamped to the switch shaft, the arm is to be locked to the shaft by means of a taper pin.

2. After adjusting the limit switch to its correct operating position a hole is to be drilled using a No. 29 drill (0.136-in. diameter) through the arm and switch spindle, reamed out, and an "O" taper pin inserted.

3. This work is to be carried out by the ships' staff.

(This Order is to be retained until complied with.)
4335. — Clocks — Supply
L.C.F.
(N.S. 27166/43.—16 Sep. 1943.)

The allowance of clocks to L.C.F. has been amended to three, Pattern 305 and one, Pattern 724.

2. Supply of the two additional Pattern 305 should be arranged by storing yards to craft in course of construction, and by bases for craft in commission.

3. The establishment of stores will be amended.

(Captain M.L.Cs., M.760, 4 Aug. 1943.)

4336. — Coastal Force Vessels Refitting or Undergoing Repair under the Emergency Repair Organisation
(C.F.M. 3462/43.—16 Sep. 1943.)

It has been reported that Coastal Force vessels frequently arrive at repair yard without correctly compiled lists of defects and approved alterations and additions.

2. This prevents the most effective and economical use being made of the already overstressed resources of the yards and limited amount of skilled labour available, and delays the return of the vessels to operational service.

3. Commanding Officers of Coastal Force bases and other administrative authorities concerned are to ensure that:

(a) A list of defects and approved alterations and additions is prepared and sent immediately a vessel’s refitting yard is known to:
   
   (i) the local Naval Administrative Authority controlling the repair yard,
   
   (ii) the relevant Emergency Repair Overseer.

(b) The Admiralty and the relevant Repairs Liaison Officer are informed when, and at which yard, a vessel is about to be taken in hand.

(c) When a vessel arrives at a yard the Commanding Officer and the motor mechanic attend the conference on the defects and alterations and additions.

4. The immediate despatch of the lists referred to in paragraph 3 (a) above, can only be achieved by keeping a running record of defects and alterations and additions requiring yard attention.

4337. — Cooking Stoves — Supply of
L.B.V. (2) and L.B.W.
(N.S. 22933/43.—16 Sep. 1943.)

In order to provide cooking facilities in L.B.V. (2) and L.B.W. each barge of these types will be allowed one primus stove, type Buflam No. 2.

2. Storing yards should arrange supply to barges under conversion; for barges which have completed, conversion bases should forward demands.

4338. — Electrolux Paraffin-operated Refrigerators — Supply of Spare Parts
Fairmile Craft and 72-ft. M.Ls.
(N.S. 11418/41.—16 Sep. 1943.)

In future, all spares for the Electrolux paraffin-operated refrigerators fitted in oar of the above craft are to be classified as “spare parts” and replacements obtained through the Coastal Force Material Supply Officer.

2. The Establishments of Naval Stores concerned will be amended by the deletion of the lamp glasses.

(A.F.Os. 1278/42 and 3800/42.)

4339. — Generators, Lachrymatory No. 1—Marks II, III, III* and IV—Annual Landing
(A.S./C.I.N.O. 6643/43.—16 Sep. 1943.)

Generators, lachrymatory, No. 1, Marks II, III, III* and IV, are expected to store satisfactorily for at least two years under normal conditions, but under tropical conditions some deterioration may occur after 12 months’ storage. It has, therefore, been decided that any of these generators remaining on board H.M. ships 12 months from date of receipt are to be returned to the nearest naval armament depot for complete examination.

2. No generators are to be issued to H.M. ships from naval armament depots unless they have passed proof within the previous six months.

(C.A.F.O. 411/36.)

4340. — Hazescreen (Pattern No. 952)—Modification
(N.S./G.09520/43.—16 Sep. 1943.)

Report received from sea that modification of the Haze Screen is necessary; the central blackout section is not an adequate sun shield for both eyes and there is indirect glare owing to reflection from the top and bottom sections.

2. The screen should be modified as follows:

(a) To remove central black section, unscrew screws (A and B) on the upper part of the frame, see A.F.O. Diagram 266/43 (Diagram A. 6132), slide the glass up so as to put out the inset wooden section. Remove the glass from the frame, take away the tape binding the plates; they will now come apart.

(b) Remove black tape on centre of neutral filter, clean carefully, reassemble the plates and tape and replace in frame.

(c) See A.F.O. Diagram 266/43. Fit mask runners (Diagram 2. 6132), one on each side at the required distance apart (Diagram A. 6132), the mask (Diagram 1. 6132) should be a tight slide fit, and should remain in any required position without support.

3. Sun screening is effected by moving the mask aperture on to the required filter and obscuring the sun by positioning the handshade so as to have the sun either above or below the edge of the aperture.

4. Ships concerned are to make and fit the gear from their own resources.

4341. — High Speed Targets
Destroyers and similar ships
(D.O19029/43.—16 Sep. 1943.)

A 30-ft. high speed target shown in A.F.O. Diagram 268/43 has now been developed and successfully tried. The main features about its performance based on trials carried out by an “F” class destroyer are as follows:

(a) Towing alongside.—Target was secured alongside starboard side amidsthips and the towing pendant shackled on to the sleeve of the T.S.D.S. wire by means of a 5 ton bow shackle, the wire having been led forward to the amidships bollards. The stern of the target was secured by a grass line passed round the after crosspiece. This was later cast off as it was found to be unnecessary. (A stern line is, of course, necessary if the ship is likely to go astern.)

(b) Speed was increased to 14 knots with target alongside. Target towed very well and only occasionally bumped the ship’s side. Alterations of course towards the target were easily executed, but alterations away need small amount of rudder.
(c) Towing Aftern.—Target was veered to 100 fathoms at first, the better to observe its behaviour, and speed increased to 20 knots. Small alterations of course using 5° of rudder and three alterations of 180° using 5° of rudder were carried out satisfactorily. The target rolled heavily on one or two occasions when steering a steady course and looked like capsizing. (From later experience it is considered that this was due to the tow being too short and the target towing in the broken water of the wake). Twenty knots was therefore used for the firing practice with the target veered to 300 fathoms.

(d) The target appeared to be perfectly steady at 300 fathoms and on return to harbour towed steadily at 31 1/2 knots. Alterations of course of 10° using 5° of rudder were carried out without the target showing any signs of capsizing, but it is considered alterations of course at this speed must be made gradually.

(e) The target was hove in to short stay at 15 knots and this is considered the maximum speed at which this can be done. Ship was stopped to secure target alongside.

(f) Weather.—Wind—Force 1–2—Sea calm.

(g) Conclusions—

(i) That the target is very satisfactory in calm weather.

(ii) That a 2-in. sweep wire is in no way too heavy a wire to use and is the minimum size that could be used for speeds above 25 knots. (The advantage of having a steam winch for use with this wire is obvious).

(iii) Sweep wire should be veered at a speed of not less than 12 knots, otherwise bow of target tends to submerge.

(iv) No additional fittings are required on the target.

2. Trials have also shown that the target can be towed by an M.L. at 18 knots.

3. It was also discovered that the target capsized at rest with the metal rubbers tripped up in the harbour stowage position, when it was first hoisted out. These must therefore be lowered before the target is put in the water.

(A.F.Os. 1151/42 and 4050/42 are cancelled.)

4342.—High Speed Target, 50 ft.

(D.019029/43.—16 Sep. 1943.)

A 50-ft. target on the lines of the 30-ft. target described in A.F.O. 4341/43 has been developed and constructed by the base repair staff at Plymouth.

2. The target is considered to be the maximum size of this type that is likely to prove satisfactory.

3. It has been towed up to 22 knots by a destroyer using 300 fathoms of 2-in. target towing wire, and at slower speed by M.Ls. and trawlers.

4. It is reported to be particularly suitable for use as an E boat target both by day and night.

5. Details of its construction are shown in A.F.O. Diagram 267/43.

6. Authorities at bases where destroyers may be available for towing are to report if a target of this type is required and if so, whether it can be constructed from local resources. Nil reports are not required.

(A.F.O. 4341/43.)

(A.F.O. 5811/42 is cancelled.)
4346.—Naval Stores for Damage Control Purposes—Amendment to Allowances

Ships concerned.

(N.S. 20728/43.—16 Sep. 1943.)

The allowance to certain ships, authorised by A.F.O. 1642/43, of six spanners, D.E. Pattern 3, for each damage control section, for dealing with floating boundary indicating plugs and air testing fittings has been withdrawn and no further issues are to be made for damage control purposes. In lieu, six spanners, S.E. 1½-in., Pattern 20A, and six spanners, D.E., ½-in. and 1½-in., Pattern 3655, are to be allowed to each damage control section of the ships concerned. A.F.O. 1642/43 should be amended accordingly.

2. Spanners, Pattern 3, are in short supply and are urgently required for use with diving apparatus. Ships are, therefore, to return to the nearest dockyard or naval store depot any of these spanners already supplied for damage control purposes. Outstanding demands at dockyards and naval store depots for spanners, Pattern 3, for damage control purposes, should be cancelled.

3. Ships concerned in commission should forward demands to their storing yards for their requirements of spanners, Pattern 20A and Pattern 3655, in accordance with the allowance given in paragraph 1 above. Supply to ships under construction should be adjusted accordingly by the warrant and supplying yards.

4. The following amendments should also be made to the Appendix to A.F.O. 1642/43:—

Part 1 of Appendix:
Camp beds—amend subhead to read " E.4 ".
Chisels, chipping—amend pattern number to read " 1071D ".
Saws, hack—amend pattern number to read " 4313 ".
Saws, hand, Pattern C766—amend classification from " Consumable " to " Permanent ".
Scissors, Pattern 101—amend subhead to read " E.10 ".
Tape, insulating, Pattern 3900—amend quantity to read " 45 yards ".
Wire, steel, galvanised, for seizings, 1½-in. amend description to read " 1½-in."

Part 2 of Appendix:
Cutters, chain—insert pattern numbers, viz.:—size 5—Pattern 5885; size 6—Pattern 5886.
Vices, portable, 3½-in. jaws—amend pattern number to read " C.515 ".
5. The sea store establishments concerned will be amended.

(A.F.O. 1642/43.)

4348.—Test Meters, Type D, Ref. 1068/10610—Increased Allowances

(N.S. Air 3875/43.—16 Sep. 1943.)

The allowances of test meters, Type D, Ref. 1068/10610, have been revised and are now as follows:—

Ships—as shown in B.R. 378.
Shore establishments:—

B.R. 377

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Description</th>
<th>Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>10610</td>
<td>Test Meter, Type D.</td>
<td></td>
</tr>
</tbody>
</table>

R.N. Air Stations

<table>
<thead>
<tr>
<th>R.N. Air Stations</th>
<th>Squadron</th>
<th>Section 10S</th>
</tr>
</thead>
<tbody>
<tr>
<td>No.</td>
<td>1 to 6</td>
<td>7 to 12</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
</tbody>
</table>

2. Services concerned should forward demands to complete to the above allowances, to their respective R.N. store depots at home or storing yards abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of stores.

3. Deliveries from contractors are expected during September, 1943, and supplies to ships and services will begin immediately these are available.

4. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) naval stores officers concerned.

4349.—V/S Equipment—Shortage of

(N.S. 10950/43.—16 Sep. 1943.)

Owing to the acute shortage of V/S equipment it is most essential that stores held by ships and signal stations are restricted to the allowances detailed in A.F.Os. 1842/43 and 4000/43.

2. Several instances have recently been revealed of ships holding equipment considerably in excess of the established allowances.

3. Immediate steps should therefore be taken to return any surplus signalling lamps etc. to the nearest (S) Naval Store Officer, quoting this order.

(A.F.Os. 1842/43 and 4000/43.)

4350.—Ventilation—Crew's Accommodation

L.C.F. proceeding overseas

(D. 021536/43.—16 Sep. 1943.)

Three 7½-in. fans are to be fitted in the crew's accommodation of L.C.Fs. proceeding overseas to hot climates.

2. The work is to be treated as an alteration and addition, classified " B ".

(C.O., 2 Jul. 1943, A.L.E. 5570/43.)
4351. Atropine Sulphate Ampoules—Return of
(M.D.G. 38812/43.—16 Sep. 1943.)

Ampoules of atropine sulphate, gr. 1/12 in 1 c.c., batch No. 10731, are deficient in atropine content. Medical officers should demand ampoules in replacement of any quantities of this batch held on charge.

2. When the replacement is received, the defective ampoules should be returned to the Technical Assistant to M.D.G., R.N. Medical Depot, Huthwaite, Mansfield, Notts.

4352. Medical Stores—Scale of Issue

Rescue Trawlers “Northern” Class
(M.D.G. 38172/43.—16 Sep. 1943.)

Medical stores on the scale given below are to be issued to all rescue trawlers, “Northern” class, when a medical officer is borne

No. 4 medicine chest and necessaries plus equipment on “3A” scale (with the exception of No. 3 Medicine Chest).

Dried blood giving sets ...
Tubenic ampoules of “omnopon” (or comparable ampoules of morphia) ...
Plaster of paris ...
Book muslin ...
Bowls, E.I. S.A ...
Basins, E.I. ...

Hypodermic ampoules—
Adrenalin 1 in 1,000 ...
Nicamide ...
Pentothal sodium (1 g.) ...
Morph. sulph solution gr. 1/6 in each 5 mins., 1 oz. bottles ...
Shell dressings ...
Splints, Jones bed knee ...
Splints, Jones swivel arm ...
Forceps, Spencer Wells, 5 in. ...
Tetanus Antitoxin (10,000 units) ...
Gas gangrene antitoxin, polyvalent 80 cc. bott. ...
Salicylpyridine tablets 0-5 g. ...
Salpinilamide powder (1 oz. containers) ...
Vacuumpatch tins containing chocolate and Horlicks tablets ...
Brandy ...
Hot water bottles and covers ...
Tea rations (tea, sugar and soluble milk powder) ...
Soup ...

4353. American Equipment in H.M. Ships—Replacement by British
(N.S. 27505/43; N.S. 25592/43.—16 Sep. 1943.)

Ships fitted with American equipment are not to return this equipment and draw British in lieu without Admiralty approval.

2. Instances have been reported in which, because of difficulty of operation, or lack of spares, the American article has been returned on the authority of the Senior Naval Officer, and the nearest British equivalent drawn in lieu. American 12-in. signalling projectors, for instance, have been replaced on local authority by the Pattern 3860A 10-in. British projector.

3. It is realised that replace parts for American equipment are generally in short supply in U.K., although endeavours are being made to secure a more liberal allocation and distribution. Before departure from U.S.A., however, Commanding Officers of H.M. ships are to ensure that the approved complement of “on board spare parts” as detailed in the Ships Allowance Lists has been placed on board, reporting to B.A.D. any deficiencies, in order that prompt supply may be arranged. If these instructions are observed by all concerned, the spares position should not be so acute.

4. The instructions in paragraph 1 do not cancel the arrangements promulgated in A.F.O. 2766/43 concerning the supply of consumable naval stores of British type, where suitable, or of permanent stores in lieu of American articles that are defective beyond repair by ship’s staff.

(A.F.O. 2766/43.)

4354. Breadmaking—Use of Potatoes for
(V. 105/43.—16 Sep. 1943.)

In order to economise in the use of wheat flour, H.M. Ships with bakeries, when in harbour, and Shore Establishments at Home which bake their own bread are authorised to use potatoes in place of a proportion of flour when suitable potatoes are readily available.

2. Potatoes should not be used for breadmaking by ships at sea or at places where potatoes are in short supply. New potatoes are unsuitable for breadmaking.

3. The following method of using potatoes in breadmaking has been found to give good results and is promulgated as a guide:—

Peel and boil the potatoes; mash in the water in which they have been boiled until they are creamed to a thin, smooth paste; add them to the bulk of the flour, making allowance for the water used to cream the potatoes. Normal breadmaking practice should then be followed.

4. The weight of prepared potatoes used should not exceed 10 per cent. of the total weight of flour and potatoes. Less may be used if necessary in order to get good results, and the procedure in paragraph 3 may be modified if found desirable in the light of experience.

5. If it is found that the additional work involved imposes an undesirable amount of extra work on the galley and/or bakery staff the proportion of potatoes used may be reduced.
4355.—Coloured Helmets, Sleeves and Jackets for Identification of Aircraft Handling Personnel

(A.C.R.D.844/43.—16 Sep. 1943.)

The following revised allowances of coloured clothing for aircraft handling personnel in aircraft carriers are hereby introduced.

1. The allowances of red, green and white helmets are larger owing to the increased size of the aircraft handling parties.

<table>
<thead>
<tr>
<th>Colour</th>
<th>Fleet Carriers</th>
<th>Light Fleet Carriers</th>
<th>Escort Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Red</td>
<td>100</td>
<td>75</td>
<td>50</td>
</tr>
<tr>
<td>Green</td>
<td>100</td>
<td>75</td>
<td>50</td>
</tr>
<tr>
<td>White</td>
<td>100</td>
<td>75</td>
<td>50</td>
</tr>
<tr>
<td>Yellow</td>
<td>12</td>
<td>12</td>
<td>8</td>
</tr>
</tbody>
</table>

2. The allowances of yellow sleeves and jackets remain as follows:

<table>
<thead>
<tr>
<th>Colour</th>
<th>Fleet Carriers</th>
<th>Light Fleet Carriers</th>
<th>Escort Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow</td>
<td>6</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Yellow</td>
<td>12</td>
<td>12</td>
<td>8</td>
</tr>
</tbody>
</table>

3. The helmets, sleeves and jackets are made of cotton fabric and the former are similar in pattern to tropical flying helmets.

4. The yellow helmets, sleeves and jackets are for distinguishing the directing personnel on the flight deck. The sleeves are particularly useful to the Deck Landing Control Officer.

5. (a) The red and green helmets are for distinguishing between port and starboard watches of the aircraft handling party respectively.

(b) The white helmets are for distinguishing the crews concerned in servicing, fueling or arming aircraft.

(c) The yellow helmets, sleeves and jackets are for distinguishing the directing personnel on the flight deck. The sleeves are particularly useful to the Deck Landing Control Officer.

6. It will be noted that green helmets have been substituted for the original blue as the latter were not sufficiently distinctive. Blue will, however, continue to be issued until existing stocks are exhausted.

7. Should ships wish to give particular distinguishing marks to small parties of men on particular duties, this can be done on board by painting numbers or signs on the appropriate helmets.

8. Outfit and clothing in accordance with the new allowances will be issued to all vessels commissioned in future. Ships in commission should demand any extra helmets they require, from the Victualling Depots shown in A.F.O. 2653/43, paragraph 6(a).

(A.F.Os. 5703/42 and 512/43 are cancelled.)

4356.—Oil-contaminated Clothing, etc.—Return of

(V. 5723/43.—16 Sep. 1943.)

Clothing and other textile articles which have become oil-contaminated can be rendered fit for re-use after appropriate treatment.

2. Such articles are not to be condemned and destroyed, but are to be returned to a Victualling Yard, Dockyard or Naval Store Depot, as appropriate.

4357.—Cancelled
4363.—Aircraft Radio—Repair Label A.42—Introduction of
(A.C.R.D.804/43.—16 Sep. 1943.)

Aircraft radio repair labels are hereby introduced. They are intended for use by radio repair centres in all ships and establishments where aircraft radio repairs are carried out.

2. The label is a tie-on type, numbered A.42, and is divided into two parts. The lower half is detachable and should be used as a history sheet of the unit to be repaired. On entering the radio repair centre a label should be attached to each unit and completed regarding the origin of the unit, symptoms of fault, etc. The remainder of the particulars required by the label should be completed as the repair is progressed. A space is provided in each half of the label for the insertion of a job number. This should be inserted locally and it is recommended that a system of job numbers be introduced whereby repairs of different classes of air-borne radio equipment are grouped according to those classes.

3. On completion of the repair, the lower half of the label should be detached and filed in accordance with its group of job numbers. The upper half should remain on the unit until it is replaced into service.

4. Coherently with the introduction of the labels to repair centres, a log book should be introduced into which particulars from the lower half of each label are extracted and which records the following particulars in columns as shown below:

<table>
<thead>
<tr>
<th>Unit Serial</th>
<th>Modifications</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Date in Job No.</td>
<td>Type No.</td>
<td>From Remarks</td>
</tr>
</tbody>
</table>

5. When filed, with all particulars completed, each batch of labels will thus provide a complete record of all defects which have occurred to that class of unit. The “Material used” section will also enable a record to be completed of stores consumed over any period.

6. This system of labelling should be applied to all types of air-borne radio equipment and will enable the provisions of C.A.F.O. 75/43 to be complied with.

7. It is not the intention that log books should be supplied. Stations and services should utilise existing books, ruled and headed, as shown. Stocks of the label are held at the R.N. Store Depot, Elveden Road, Park Royal, N.W.10., and demands should be rendered accordingly.

(C.A.F.O. 75/43.)

4384.—Form S.1320b (S)—Naval Message Form—Introduction
(S.D.—16 Sep. 1943.)

A revised Naval Message Form—S.1320b (S)—is being introduced for general use in shore offices only.

2. Distribution is in addition to S.1320b and is limited to shore authorities. Basis for distribution is two-thirds S.1320b and one-third S.1320b (S).

3. Experience has shown that the relative re-arrangement of the spaces marked “TO” and “For use in Signal Department” on the new form, result in a most noticeable clarification of the internal routing instructions, which it is difficult to insert clearly or neatly on Form S.1320b.

4. Issue will be made on demands addressed to R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

4365.—Books and Amendments (O.U. and B.R.)—Distribution in
Plymouth Command
(N.S.—16 Sep. 1943)

As from 15th September, 1943, responsibility for the supply to all ships and shore establishments in the Plymouth Command, except auxiliary vessels, of O.U. and B.R. publications and amendments thereto (A.F.Os. “P” Series and S.C. Series) including commissioning outfits for Plymouth manned ships, will be taken over from R.N. Store Depot, Park Royal, by the Devonport Book Office, R.N. Port Library, Devonport.

2. Distribution to auxiliary vessels will continue to be made by the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

3. Form U.28 will be amended accordingly.
4366—B.R. 5—Manual of Naval Cookery, Issue to Cook Ratings

(Sta. 17895/43.—16 Sep. 1943.)

With reference to the notes in the remarks column of B.R. 1 against B.R. 5 and B.R. 6A, and to the note at the top of column 1 on page 144 of the Appendix to the Navy List (June 1943), it has been decided that B.R. 6A—Everyday Cookery Book—shall no longer be issued to new entry Assistant Cooks (O), for the period of the war, and that they shall be issued with B.R. 5, Manual of Naval Cookery.

2. All new entry cook ratings, except W.R.N.S. ratings, should therefore be issued with a personal copy of B.R. 5 in future.

3. An abridged version of B.R. 5, suitable for W.R.N.S. cook ratings, is being produced.

4366a—B.R.165, 166 and 167—Instructional Drawings—Revision of Sets

(T.2238/43.—16 Sep. 1943.)

The following amendments are to be made to A.F.O. 5473/42:

Electrical High Power, B.R. 167. Delete:

“223 24-in., Mark I, S/L Lamp, 
**232 24-in., Mark II, S/L Lamp.”

Add:

“282 36-in., Mark VIS, S/L Lamp, 
**283 20-in., Mark IV, S/L Lamp with notes on 24-in., Mark IV.”

(A.F.O. 5473/42.)

4367.—B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers

and Form D.117B—List of Particulars—Lists of Errata No. 10

(Lists of Errata No. 10 to the Establishment of Naval Stores for Flotilla Leaders and Destroyers (except “Hunt” class) (B.R. 332A) and to the List of Particulars (Form D.117B) have been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, N.W.10, on the usual basis.

2. **Park Royal only.** Each establishment (B.R. 332A) when issued should be accompanied by one copy of Lists of Errata Nos. 6, 7, 8, 9 and 10. Similarly, each copy of Form D.117B (1941 reprint) requires three copies of each of Lists of Errata Nos. 9 and 10 to that form.

4368.—B.R. 373—Establishment of Naval Stores for “Hunt” Class Destroyers—

List of Errata No. 5

(Lists of Errata No. 5 to B.R. 373—Establishment of Naval Stores for “Hunt” Class Destroyers—has been prepared, and copies will be distributed from the R.N. Store Depot, Park Royal, Park Royal, N.W.10. Copies of the corresponding List of Errata (No. 10) to Form D.117B—List of Particulars—will also be provided for ships of this class, and for the storing yards.

2. **Park Royal only.** One copy of each of Lists of Errata Nos. 4 and 5 should be issued with each copy of the establishment (1941 reprint) issued from Park Royal. (Amendments promulgated in Lists of Errata Nos. 1, 2 and 3 are incorporated in this reprint.)

4369.—B.R. 375—Establishment of Naval Stores for Fast Minelayers—List of Errata No. 4

(List of Errata No. 4 to the Establishment of Naval Stores for Fast Minelayers (B.R. 375) has been prepared and will be distributed from the R.N. Store Depot, Park Royal, N.W.10.

2. The corresponding list of Errata No. 10 to the list of Particulars (D.117B) will also be provided for services concerned.

3. **Park Royal only.** One copy of Lists of Errata Nos. 1, 2, 3 and 4 to B.R. 375 should be supplied with each copy of that establishment issued from Park Royal.

4370.—B.R. 341—Maintenance Routines for U.S.A. 22-4-in. Torpedoes, Mark XIII

Mods. 1 and 2—Issue

(T.1257/43.—16 Sep. 1943.)

Copies of the above book have been prepared and will be issued by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to all concerned without demand.

4371.—O.U. 6064 and 6064A—Handbook for use at Fire Control Drills 1920 and

Errata 1922—Abolition

(G.D. 01173/43.—16 Sep. 1943.)

O.U. 6064 and 6064A—Handbook for use at Fire Control Drills 1920 and Errata 1922—are obsolete, and copies are to be disposed of in accordance with paragraph 15 of the instructions on form O.U. 2A (catalogue of books printed “For Official Use Only”).

4372.—O.U.6090(Q).3—Star Range Table No. 584, for U.S. Q.F., 4-in.

50-Calibre Guns, Mark IX—dated July, 1943

(G.010330/43.—16 Sep. 1943.)

The above-mentioned range table has been printed and copies will shortly 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.

4373.—O.U. and B.R. Publications—Amendments to Receipt Notes

(N.S./C.E. 55630/42.—16 Sep. 1943.)

The practice of obtaining receipts for “P” and “S.C.” Series of Admiralty Fleet Orders—(Amendments to O.U. and B.R. publications)—will be discontinued as from 16th October, 1943, and as a consequence the responsibility for the receipt of these Orders will rest entirely with ships and establishments.

2. Publication of “P” and “S.C.” Series of amendments is announced each week by A.F.O. Details of those actually distributed are also promulgated by A.F.O. at monthly intervals and a complete list will be found in Section VII of the Quarterly Index to Admiralty Fleet Orders.

3. Ships and establishments should institute a regular check to ensure that they receive copies of the appropriate amendments, and any not received within a reasonable time should be demanded from the distributing authorities or the Superintending Naval Store Officer, Park Royal, or Shepherds Bush, as requisite.

4374.—Income Tax—Newly Commissioned Officers

(D.N.A. 11450/43.—16 Sep. 1943.)

The following amendment is to be made to A.F.O. 4137/43:

The words “without comment” should be substituted for the words “with comment” in the note to B. of the specimen form (back page).

(A.F.O. 4137/43.)

4375.—Official Bags—Prohibition of Use for Private and Commercial Correspondence

(M. 1762/43.—16 Sep. 1943.)

As a general rule, private and commercial correspondence is not to be accepted for inclusion in official bags. This prohibition extends to all types of official bags from the highest security category down to non-confidential.

2. An exception to the general rule is permissible for correspondence dealing with:

(a) matters of concern to a Government Department where security issues arise.

(b) industrial patents if of interest to Government Departments in connection with the war effort.

4376.—Poster, “Recognize the Smaller German Warships”—Distribution of

(T.S.D. 356/43.—16 Sep. 1943.)

This small poster (size 10 in. by 15 in.), form S.1564, will be issued, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2. It can be displayed in a prominent position, or cut up to make folders for use during instruction on warship recognition by appearance.
Home Fleet

Battleships, Battle-cruisers, Cruisers
Fleet Aircraft Carriers
Light Fleet and Escort Aircraft Carriers
Destroyers (all classes) and Leaders
Fleet Minesweepers
Trawlers A/S. and Patrol
Coastal Force Bases (Home)
Naval Air Stations (Home)
Port Offices of Fishery Control
Submarine Depot Ships and Bases (Home)

The Naval Store Staff has been withdrawn from Wingrove House, Newcastle, and all future communications in regard to W/T and Radar stores in the Tyne Area should be made to the Naval Store Officer, Central Exchange Hotel, Newcastle-on-Tyne.

Establishments

H.M.S. “Excellent”
H.M.S. “Marlborough”
H.M.S. “Defiance”
H.M.S. “Vernon”
H.M.S. “St. Christopher”
Chatham Gunnery School

Naval Store Department, Newcastle—Address for W/T and Radar Communication

(N.S. Staff 1278/43.—16 Sep. 1943.)

The Naval Store Staff has been withdrawn from Wingrove House, Newcastle, and all future communications in regard to W/T and Radar stores in the Tyne Area should be made to the Naval Store Officer, Central Exchange Hotel, Newcastle-on-Tyne.

Section 6.—SHORE ESTABLISHMENTS

4380.—Civil Service War Bonus—Non-Industrial Staff from the United Kingdom Serving Abroad

(C.E. 56120/43.—16 Sep. 1943.)

In the case of civilian non-industrial staff from the United Kingdom on tours of duty abroad who are in receipt of special rates of salary, e.g. under A.F.O. 1861/41, the actual salary payable abroad and not the basic United Kingdom rate of salary should be taken into account when determining eligibility and the amount of bonus payable.

2. Any over-payments of bonus which may have been made since 1st January, 1942, due to payment of bonus on any basis other than that stated in paragraph 1 above should be recovered.

3. The final sentence of paragraph 4 of A.F.O. 3012/43 is cancelled.

(A.F.Os. 1861/41 and 3012/43.)

4381.—Age of Workpeople Entered for or Retained in Admiralty Employment

(L. 5546/43.—16 Sep. 1943.)

In present circumstances, workmen may be entered or retained in Admiralty employment without regard to the upper age limit prescribed in Home Dockyard Regulations, Article 467 (4), providing they are physically fit and capable of full service, and satisfy the regulations in all other respects. It follows that the mere fact of age no longer constitutes a ground for discharge.

2. Established workpeople, however, on reaching the age of 65, should be given the option of being pensioned or continuing in their established capacity, if required. After being pensioned, they may, if it is desired to retain their services and they are willing to serve, be re-entered, on medical certification of fitness, as temporary workmen, payment of their pensions being adjusted in accordance with the provisions of the Superannuation Act, 1834 (Section 20). If an established man elects to serve further in his established post, the effect of his choice on his superannuation position (i.e. proportionate reduction of additional allowance) should be explained to him, and he should be requested to put his decision to continue, notwithstanding this reduction, in writing.

3. No one is to be retained in an established post after the age of 70.

4. Workpeople entered or re-entered in a temporary capacity after the age of 60 are eligible for transfer to the Hired List on the same conditions as men entered before the age of 60.

20 March, 1942, are cancelled.)

4382.—Passports for Civilian Personnel Proceeding Abroad—Procedure for Members of Armed Forces Released to Reserve

(C.E./L.7005/43.—16 Sept. 1943.)

In order to secure the concurrence of the appropriate authority as early as possible before members of the Armed Forces, who have been released for civil employment, are sent abroad under the Admiralty, the procedure laid down in A.F.O. 1768/43 is to be modified as follows:

2. Where a man is—

(a) a member of the R.N. or R.M. who has been released to the Reserve List (A.F.O. 536/41) or being a naval pensioner or reservist has been granted exemption from service, or

(b) on the Class W or W(T) Army Reserve, or

(c) an R.A.F. reservist on deferred service,

the entry under item 10 of Form D.211 (A.F.O. 2434/43) must contain particulars of rank or rating, service or reserve number, and unit or naval port division to which the man belongs.
3. Non-industrial personnel.—The procedure will be as set out in A.F.O. 1768/43 (paragraph 4).

4. Industrial personnel.—One copy of Form D.211 should be forwarded direct to the Ministry of Labour and National Service as indicated on the form, together with a note as to the disposal of the duplicate. The duplicate copy should be forwarded as under, with a covering note requesting concurrence in the proposal to send the man abroad and asking that the form be transmitted direct to the Ministry of Labour and National Service:

Naval personnel.—Secretary of the Admiralty, N. Branch (Release Section), London, S.W.1. (Note.—It is unnecessary to refer cases where men have been finally discharged from the R.N.)

Army personnel.—The Under Secretary of State for War (Directorate of Recruiting and Demobilisation), War Office, London, S.W.1.

R.A.F. personnel.—Under Secretary of State for Air (Directorate of Manning), Air Ministry, Kingsway, W.C.2.

5. A note asking for expeditious treatment of the enquiry should be added in urgent cases.

(A.F.Os. 536/41, 1768/43 and 2434/43.)

4383.—Benevolent Funds in Admiralty Industrial Establishments—Reports

(L. 7268/43.—16 Sep. 1943.)

Officers-in-charge of all Admiralty industrial establishments are requested to furnish as soon as possible, and not later than Saturday, 9th October, 1943 to the Secretary of the Admiralty (Labour Branch, Bath), particulars of any funds which may have been formed in connection with the establishment, for benevolent and analogous purposes, in relation to industrial employees (other than hospital contributory schemes, operated through the British Hospitals Contributory Schemes Association).

2. The type of fund concerning which information is required is any fund set up within the establishment for the benefit of industrial employees (whether confined to this grade or open to other grades), with or without contributions by the workpeople, for benevolent purposes, such as payment of sickness benefit additional to National Health Insurance benefits, death benefits, assistance to individuals in cases of personal or domestic misfortune, contributions to local charities, etc. Reports should be fully descriptive and should include:—

(a) Objects and title of the fund.
(b) Method of administration. If administered by a committee, composition and method of selection of such committee.
(c) Copy of constitution and rules.
(d) Statement as to whether the fund is or is not registered as a Friendly Society.
(e) If not fully covered by rules, details of contributions, including any which may have been made from public funds; an indication as to whether contributions are deducted from wages; full particulars of type of benefit granted, and whether benefits are limited to contributing members of the fund.
(f) Whether any official recognition or support is given to the fund.
(g) Whether membership and benefits are limited to industrials or are available for other grades.

4384.—Music in Factories, Canteens and Hostels—Performance of—Agreement in regard to Copyright

(L. 838/43.—16 Sep. 1943.)

The Government have recently concluded agreements with the Performing Rights Society and Phonographic Performance Limited, in regard to the performance in factories, canteens and hostels of copyright music, the performing right in which is vested in or controlled by these organisations.

2. Under the agreement with the Performing Rights Society, which has been given some publicity in the Press, the Performing Rights Society have agreed, in consideration of an annual payment by the Government, to permit, and to make no claim against the Crown or any person, firm or company, in respect of, the performance, during the period of this agreement, of any music provided by the rediffusion of B.B.C. programmes, performances by means of gramophone records, and performances at entertainments given by factory workers themselves, in:

(a) premises used for work necessary in the interests of the defence of the realm or the efficient prosecution of the war, or for maintaining supplies and services essential to the life of the community;
(b) canteens carried on in connection with such premises as are mentioned in (a) above;
(c) hostels established by or on behalf of any Government Department for the accommodation or recreation of persons employed in such premises as are mentioned in (a) above.

3. The agreement, however, does not apply:—

(a) outside the United Kingdom;
(b) to performances given by E.N.S.A. or C.E.M.A.;
(c) to performances given by any living artists present in person, where such artists are not themselves employed as workers in the premises in which they perform, or, in the case of a performance in a canteen or hostel, in the premises in connection with which the canteen or hostel is carried out; or
(d) to performances to which the general public are admitted.

4. The agreement came into force as from the 6th May, 1943, and will remain in force until the date on which the Emergency Powers (Defence) Act, 1939, comes to an end. The Society have undertaken not to bring any action against firms or establishments which prior to that date may have inadvertently rediffused music controlled by the Society, without first having obtained a licence to do so.

5. An agreement in similar terms has been made with Phonographic Performance Limited, in respect of the performance of gramophone records.

6. The above agreement will cover musical performances in Admiralty establishments, subject to the conditions indicated. If any applications for fees from either of these organisations should be received in any establishments, these should be referred to Admiralty (W.G.F. Branch), London.

4385.—Coal Mining Industry—Volunteers—Release

(L. 5893/43.—16 Sep. 1943.)

An appeal is being made through the Press, etc., for volunteers for service in the coal-mining industry, and when Officers-in-Charge of Establishments are approached by the Ministry of Labour and National Service to release any industrial employee who has so volunteered, they should in all normal circumstances be prepared to grant release even though such a volunteer may have deferment from calling up for H.M. Forces.

2. Exceptionally, where a volunteer is a “key” worker employed on specially important work, and it is considered essential to retain his services, the case should be referred to the appropriate A.R.O. for action regionally with the Ministry of Labour and National Service to secure his retention.

3. If in such a case the A.R.O. is unable to secure retention by regional action, he should report the case immediately with full particulars to the Secretary of the Admiralty (L. Branch).

4386.—Area Cash Office, Londonderry

(D.N.A. 3811/43.—16 Sep. 1943.)

An Area Cash Office has now been opened in Londonderry and correspondence should be addressed to the Naval Cashier, 60, Strand Road, Londonderry (Telephone No. Londonderry (Telbot House Exchange) Extension 71).

2. The pay accounts of all civilian personnel, industrial and non-industrial serving in the Londonderry area and at present borne on the books of other establishments should be transferred to the Area Cash Office as from a convenient date to be agreed upon with the Naval Cashier.
1. In view of the diminution of government and commercial building projects upon which electrical contractors are normally employed, there is keen competition among them at the present time for Admiralty shore installation work, and numerous applications are being received from firms already noted on the approved list as well as from others not hitherto invited for Admiralty contracts.

2. It is appreciated that in view of the long list of competent contractors, it is impossible to employ all of them, but so far as practicable suitable firms should be given an opportunity of executing installation work in their own locality.

3. Accordingly, when circumstances permit of competitive tenders being invited in accordance with paragraph 3(a) of A.F.O. 5437/41, endeavour should be made to invite tenders from time to time from those local firms who are considered competent by local officers satisfactorily to carry out such work as well as from selected firms with experience of Admiralty requirements. Similarly, such competent local firms should receive consideration when reports are forwarded to the Admiralty in accordance with paragraph 3(b) of that A.F.O. The assistance of the Admiralty Regional Electrical Engineers should be sought when necessary, in connection with any inspection of firms' facilities.

4. There have been frequent departures from the instructions laid down in A.F.O. 5437/41 for dealing with orders for shore installation work. Strict compliance with the order is essential and local officers are to ensure that the conditions of the Admiralty Fleet Order are fully complied with in future.

(A.F.O. 5437/41)

4388.—Food Production on Admiralty Land.—Arrangements and Finance

(W.G.F. 300/42.—16 Sep. 1943.)

In order to add to the food supplies of the nation it is very desirable that the fullest use should be made by cultivation of all land in Admiralty occupation. This applies equally to the numerous properties which have been requisitioned for Naval service as to the land attached to the permanent Naval establishments.

2. Extension of the areas under cultivation in establishments depends primarily on the availability of labour. Except in certain instances, e.g. in the case of large requisitioned properties where hired gardeners have necessarily to be employed for preservation purposes, it is not possible to provide hired labour for such work, and extension of cultivation must depend almost entirely on the voluntary efforts of Naval personnel. Every encouragement is, therefore, to be given to those who are willing to devote their leisure to this essential task. Reports from the various Commands show that the vital needs of the situation are already well appreciated.

3. Food production schemes come generally under the following heads, which are dealt with separately in this Order as they present different problems:—

(i) Vegetable and fruit production.
(ii) Poultry and pig keeping.
(iii) Dairy farming.

4. Vegetable and fruit production.—Numerous schemes for vegetable and fruit production are already in operation in Naval establishments, but the arrangements for financing them and for disposal of the produce vary in the different Commands. As regards disposal of produce it will probably prove advantageous from all points of view for the vegetables, fruit, etc., to be taken over and used wherever possible for, or in aid of, Service messing.

It is appreciated in this connection that the major part of the labour employed is voluntary and it would be reasonable, if the produce is used for Service consumption, and also if there is further effort, that the men who provide the work should receive some financial advantage from their labour. It has been decided, therefore, that in such schemes 50 per cent. of any profit arising from disposal of the produce should be credited to local funds, the balance of 50 per cent. being credited to the Crown, by whom the land is provided without charge.

5. The following arrangements are accordingly to be made and brought into operation forthwith:—

(a) Wherever possible, all produce from vegetable and fruit production schemes is to be used for messing purposes. It should be taken on charge in the provision account of the establishment and issued at current fleet issuing prices or, in the case of non-Services items, at local market prices. Credit to the vegetable and fruit production scheme is to be made at a price not in excess of current local contract or wholesale market rates.

(b) When vegetables or fruit are produced in quantities in excess of the requirements of the establishment or of a nature different from those normally used for Service messing, the local representative of the Ministry of Food should be consulted and the surpluses disposed of by sale in accordance with his recommendations, the cash amounts received being taken on charge by the Accountant Officer of the establishment.

(c) A balance sheet is to be struck annually. For this purpose there should be deducted from the amounts credited to the scheme under (a) and (b) all costs of production, whether—

(i) from public funds, such as direct payments for the supply of materials and tools; proportion of wages of hired gardeners, which can be ascribed to assistance on food production schemes; grants from funds provided for upkeep of grounds under A.F.O. 2683/36; grants from R.N.W.A.F. for horticulture; or
(ii) from private funds, for the purchase of tools and materials.

(d) Of the resulting profit 50 per cent. is to be credited to local establishment funds. Any reasonable amount expended from private funds for the purchase of tools and materials in the past under (c) (ii) above may be refunded.

(e) Receipts from the sale of produce under (b) to private individuals are to be classified to Vote 2.Q. The 50 per cent. cash payment to local establishment funds and refund under (c) (ii) of amounts expended from private funds are to be debited to Vote 2.Q.

(f) The payments of the credits to the local establishment funds are to be supported in the cash account of the establishment concerned by a statement on the following lines:—

Year ended

<table>
<thead>
<tr>
<th>Expenditure £ s. d.</th>
<th>Receipts £ s. d.</th>
</tr>
</thead>
</table>
| From public funds | Credit to the food production scheme for vegetables, etc., used for service messing (paragraph 5 (a)).
| Proportion of wages of hired gardeners. | Receipts from vegetables sold to private individuals (paragraph 5 (b)).
| Payment from upkeep of grounds. | (Taken on charge on Voucher.......194...)
| Payments from R.N. W.A.F. grants. | Cash account........... |
| Cost of materials or tools supplied. | Details. |

From private funds

Details.

<table>
<thead>
<tr>
<th>Total expenditure £</th>
<th>Total receipts £</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less total expenditure £</td>
<td>Profit £</td>
</tr>
</tbody>
</table>

50 per cent. allocation of profit to ship's fund...

Refund of payments made from private sources for purchase of materials, etc.

Total payments...

Note.—Quantities, prices and value for each description to be shown separately.
6. Poultry, pig and dairy farming.—These activities all deal with production of items of food which are nationally rationed and are subject to regulations promulgated by the authorities concerned (e.g. Ministry of Agriculture and Fisheries etc.). The regulations governing pig-keeping schemes in Naval establishments are set out in paragraph 7 below. Those relating to poultry keeping will be promulgated separately in due course. Where specific Admiralty approval has been given for the produce from such schemes already in operation to be consumed within the establishment, the quantity consumed are to be regarded as part of the authorised ration allowance (A.F.O. Nos. 3072/42), which is not to be exceeded.

7. Poultry and pig keeping.—As the land areas required by these schemes are generally small, any profit resulting may be allocated entirely to local funds.

Annual reports of the working of such schemes prepared on the lines set out in paragraph 5 (f) above are to be forwarded into office.

8. The regulations relating to pig-keeping schemes in Admiralty establishments are as follows:

(i) The Livestock (Restriction on Slaughtering) (No. 2) Order, 1940, Statutory Rules and Orders, 1940, No. 1556, lays down that no person shall slaughter or cause to be slaughtered for human consumption any livestock without a licence. Where pigs are kept by a Naval establishment, therefore, the establishment may not slaughter its own pigs (or arrange for them to be slaughtered by a licensed slaughterer) and then consume the produce, but must sell the pigs alive and receive only the cash value. Fat pigs must be sold to the Ministry of Food at the nearest collecting centre. Store pigs may be sold in the open market.

(ii) Particulars as to the notice to be given when it is proposed to sell pigs and of the prices which have been fixed by the Ministry of Food may be obtained from the District Chairman of Auctioneers in charge of the collecting centre. Store pigs may be sold in the open market.

(iii) It is not considered desirable that pig keeping by Naval shore establishments should be encouraged. New entrants to pig keeping are normally kept in the schemes. Any piggueeries are, therefore, to be set up by Naval establishments.

9. Dairy farming.—Suggestions for such schemes giving full particulars of the arrangements proposed should be submitted to the Admiralty (W.G.F. Branch) for prior approval. The arrangements for accounting and allocation of profits will be determined independently in each case.

10. General.—Responsibility for supervision and co-ordination of schemes within the Command may be delegated to the Command Accountant Officer in the case of Naval establishments generally; to the Staff Accountant Officer to F.O.N.A.S. in the case of Naval air stations; and to the Staff Accountant Officer for establishments within the Command of F.O.I.C., Greenock. These officers are empowered to take action as necessary connected with the schemes directly with the Director of Victualling, the Waste Prevention Officer, Admiralty; the Ministry of Food and the Ministry of Agriculture and Fisheries.

APPENDIX


REGIONAL PLANT ADVISERS (AMENDED).

Area

Telephone: Leeds 74411.

R. C. Freeman, Regional Plant Adviser, Ministry of Works, Somerset House, Temple Street, Birmingham.
Telephone: Birmingham Midland 6561.

N. Sisson, Regional Plant Adviser, Ministry of Works, 23 Richmond Hill, Bristol, 8.
Telephone: Bristol 38457.

H. Cooper, Regional Plant Adviser, Ministry of Works, Drake House, Dolphin Square, London, S.W.
Telephone: Victoria 4477, Ext. 277.

C. P. Clement-Davies, Regional Plant Adviser, Ministry of Works, Danlee Buildings (1st Floor), 53 Spring Gardens, Manchester, 2.
Telephone: Manchester Central 7247.

T. Anderson, Regional Plant Adviser, Ministry of Works, 94 Hope Street, Glasgow.
Telephone: City 6401, Ext. 38.

1. Northumberland, Durham, North Riding.
2. West Riding, Yorks; East Riding, Yorks.
3. Derby, Notts, Lincoln, Leicester, Rutland, Northants.
5. Gloucestershire, Wilts, Somerset, Devon, Cornwall, South Wales, (Rednor, Cardigan, Pembroke, Carmarthen, Brecknock, Glamorgan, Monmouth).
10. Cumberland, Westmorland, Lancs; Cheshire.
11. Scotland.

4389.—Motor Transport Vehicles—Use of 80 Octane Petrol—Precautions to be Observed
(N.S./M.T. 2242.—16 Sep. 1943.)

It has been reported that certain defects have resulted from the use of 80 octane petrol, and the following measures are to be adopted in respect of all M.T. engines operating on this fuel:

2. Valves.—Valves, both inlet and exhaust, are prone to “stick" in their guides, and care is to be taken to ensure that an engine, the valves of which have become “sticky”, is not run until the stems and guides have been made free of gum. Valves and seatings must be maintained in efficient condition. Tappet clearances should be increased above those normal for the make of vehicle concerned, as follows:

Inlet 0.002 in. Exhaust 0.003 in.
3. **Sparking Plugs.**—Sparking plugs should be examined at frequent intervals for broken insulators, as cracking and/or breakage, both external and internal, may occur. Points must be regularly checked at every 500 mile period as directed in “Routines”. Drivers of vehicles travelling outside the immediate vicinity of their station or base, are to be provided with two spare plugs.

4. **Ignition point (Timing).**—Care is to be taken to ensure that ignition points are timed so that they shall have maximum practicable “advance”, short of making engines “pink”.

5. **Cooling.**—Water passages and fan belts.—Radiators and all water passages must be kept clear and properly flushed, special care to be taken to clear all pockets etc. where drain plugs or taps are fitted. Fan belts must be maintained in correct tension.

6. **Driving.**—Excessive speeds in intermediate gears are to be avoided, and the maximum speeds laid down in A.F.O. 4573/42 should not be exceeded except in emergency.

7. **Engines of vehicles out of action.**—If an engine is unlikely to be run for two days or more, the plugs should be removed, a small quantity of oil, Pattern No; 933 poured into each cylinder, and the engine turned over by hand for a short period.

(A.F.O. 4573/42.)

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**4391.—Repairs to Defective Machinery Covered by Maintenance Clause in Contract**

*Dockyards and Repair Establishments*

(D. 11140/43.—16 Sep. 1943.)

The following “maintenance” clause is included in the contract for H.M. ships built or building:—

The contractors shall be responsible for the efficiency of the whole of the main and auxiliary machinery supplied by them or their sub-contractors under the several parts of the specification till the expiration of a period of twelve months from the date of the vessels proceeding to sea in full commission, and should the whole or any part thereof during that time be found defective or show symptoms of weakness, owing to faulty design, materials or workmanship, so as in the opinion of the Admiralty to be unfit for His Majesty’s Service, the Admiralty may require the contractors, at their own expense, to repair or remove the same and substitute satisfactory other parts for any parts found to be defective or weak; or the Admiralty may at their option make such repairs or removals and substitutions and charge the expense to the contractors. The cost of making good defects which may arise from fair wear and tear, or from improper management on the part of the staff of the vessel will be borne by the Admiralty.

In the event of the Admiralty removing or directing the removal of the said machinery or any part thereof, without requiring the contractors to substitute other therefor, the Contractors shall repay to the Admiralty the whole or such part as the Admiralty may direct of the instalments paid to them during the progress of the work.

2. In all instances when repairs or refits to H.M. ships are undertaken by contract it is also essential that the original machinery contractor be informed without delay of any defect which may be covered by the maintenance clause of the building contract, in order that he may have the opportunity of examining the defective parts. When any doubt exists regarding liability under the maintenance clause quoted above, Admiralty (Bath) is to be acquainted.

3. All questions concerning a contractor's liability under a guarantee clause in a contract for machinery items are, however, dealt with at the Admiralty and no discussion with the contractor is to be entered upon by local authorities.

4. A report stating full details of the nature of the defect, the circumstances under which it occurred, and whether the firm concerned has been given an opportunity of inspecting the defect, is to be forwarded to the Admiralty at the earliest opportunity.

(A.F.O. 2558/41 is cancelled.)