Admiralty, S.W.1,
23rd 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

No. 4429. Aircraft—Ammunition—Pyrotechnics—Flame Float A/C (Navigation) Mark II—


4425. Ratings Suffering from Pulmonary Tuberculosis whose homes are in Scotland—Disposition.

4423.—Officiating Ministers of Religion.

4422. Ratings Suffering from Pulmonary Tuberculosis whose homes are in England—Disposition.

4420.—W.R.N.S.—Conduct Sheet—Pay Notation.

4418. Royal New Zealand Naval Forces—Special Leave Allowance.

4416. Royal New Zealand Navy—Married Officers and Married Men—Difference of Pay with Corresponding Rates in the New Zealand Army.

4415. Royal Navy (Section Beige)—Entry of Skippers and Engineers.

4413. Diving Non-substantive Ratings—Reorganisation.

4412. Special Repair Ratings (D)—Advancement.

4411. Naval Ratings Detailed for Flights in Aircraft.


4408. Schemes of Complement—Amendment.

4407. Coastal Force Coxwain.

4405. A/S Fixed Defence Ratings—Temporary Commissions in the Special Branch of the R.N.V.R.

4404. Merchant Navy Officers Pension Fund—" Allowances " which are Subject to Deductions.

4403. Merchant Navy Officers Pension Fund—Temporary Commissions in the Special Branch of the R.N.V.R.

4402. Merchant Navy Officers Pension Fund—Officers on Engagement 6 Agreements.

4401. Retired Officers of Flag Rank Re-employed—Pay and Allowances.

4400. Retired Officers of Flag Rank Re-employed—Pay and Allowances.

4399. Message Received from The Minister of War of Poland.

4398. Depot, Royal Naval Air Station Defence Force.

4397. R.N. Air Station, Hinstock—Administrative Authority.

4395. United States Hospital Ship.

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

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazine, etc., and Stores.)

4457. Torpedoes—(Torpedoes, Tubes, Mines and Mineclearing, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

4437. Torpedoes—Maintenance.


4435. Torpedo Stores—Chests, Spare Gear, 18-in Marks XII-XIII* and XV—Addition of Screws St. No. 6545.


4433. Torpedo Stores—Monoscope Air Tubes Mark III.


4431. Depth Charge Pistons—All Marks—Pistol Primer Tube Joint Leakage—Use of Aquadag.

4430. Overload Devices in Old Type Supply Breakers.


4428. Ammeters and Voltmeters—Introduction.

4427. Engine Bearers—Stiffening Screws St. No. 6345.
Section 1—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

4393.—Message to the First Sea Lord from General Sosnkowski
(M. 2651/43.—23 Sep. 1943.)

The following message has been received by the First Sea Lord from General Sosnkowski:

"On the historical occasion of the surrender of the enemy fleet to the glorious Royal Navy, I would like to convey to you the most sincere congratulations of the Polish armed forces as well as my own. The Polish armed forces, in particular the Polish Navy, have the greatest admiration for the Royal Navy who under brilliant leadership and with undaunted courage brought the Mediterranean naval campaign to a victorious conclusion."

4394.—Message Received from The Minister of War of Poland
(M. 2640/43.—23 Sep. 1943.)

The following message has been received from the Polish Minister of War:

"On the occasion of the surrender of Italy allow me to express my sincere admiration for the magnificent part played by the Royal Navy in this phase of the war. It is difficult to overrate the importance of maritime operations, which contributed to the final overcoming of the enemy and we feel happy indeed, when thinking of the collaboration of the Polish Navy, modest as it has been, in this momentous fight."

4395.—United States Hospital Ship
(M. 531/43.—23 Sep. 1943.)

The War Department has designated the U.S.S. "Algonquin" as a hospital ship under the terms of the Hague Convention. Particulars of the "Algonquin" are as follows:

Length ... ... ... ... ... 387 feet.
Displacement ... ... ... ... ... 5,854 gross tons.
No. of funnels ... ... ... ... ... 1
No. of masts ... ... ... ... ... 2

2. The vessel will be painted white with a horizontal green band round hull, and red cross on each side. Red cross on deck and funnel will be illuminated at night. The name of the vessel is on each side, and "U.S. Army Hospital Ship Algonquin." It is difficult to overrate the importance of maritime operations, which contributed to the final overcoming of the enemy and we feel happy indeed, when thinking of the collaboration of the Polish Navy, modest as it has been, in this momentous fight."

4396.—Consular Appointments
(M. 1792/43.—23 Sep. 1943.)

The British Vice-Consulate at Larache in Spanish Morocco was re-opened on the 15th May, 1943, and Mr. Lewis Forde has resumed charge as Vice-Consul.

2. H.M. Consulate-General at Tunis has been re-opened and Mr. H. R. Dygbon-Monypenny, O.B.E., has assumed charge of the post as H.M. Consul-General.

3. The British Vice-Consulate at St. Pierre and Miquelon has been re-opened and Mr. Archibald R. Bartlett the former Vice-Consul was re-appointed on the 29 May, 1943.

The post is under superintendence of H.M. Consul-General at New York.
A Mr. R. G. A. Meade has been appointed Consul at Tetuan for the Spanish State Territories of Ceuta and Melilla and for the Spanish zone of the Protectorate of Morocco, under date of 24 May, 1943.

5. A British Vice-Consulate has been established in the Portuguese island of San Thome, Gulf of Guinea and Mr. E. A. Davies has assumed charge as Vice-Consul under the superintendence of H.M. Consul-General at Lagos.

6. A British consular agency has been opened at Angra do Heroismo, Terceira, Azores, and Mr. Pearce has been appointed as Consular Agent there under the superintendence of H.M. Consul at Ponta Delgada.

7. The status of the post at Seville has been raised to that of a Consulate-General, and Mr. C. C. A. Lee has been appointed Consul-General under date of 3rd August, 1943.

4397.—R.N. Air Station, Hinstock—Administrative Authority

(A. 0886/43.—23 Sep. 1943.)

Paragraph 2 of A.F.O. 2587/43 is to be amended to read:—

"It will be under the administration of the Flag Officer, Naval Air Stations, and the Commander-in-Chief, the Nore, will exercise a general supervision over the station in accordance with C.A.F.O. 1590/39, paragraph 1."

(A.F.O. 2587/43 and C.A.F.O. 1590/39.)

4398.—Depot, Royal Naval Air Station Defence Force

(R.M. 10440/42.—23 Sep. 1943.)

With reference to C.A.F.O. 1841/43, Depot, Royal Naval Air Station Defence Force is abolished.

(A.F.Os. 1971/43 and 1971/43 are cancelled.)

(C.A.F.O. 1841/43.)

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

*4399.—Honours and Awards—“London Gazette” Supplement of 14th September, 1943

(H. & A.—23 Sep. 1943.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James’s Palace, S.W.1.

14th September, 1943.

The KING has been graciously pleased to approve the posthumous award of the GEORGE CROSS to:—

Lieutenant Francis Anthony Blair Fasson, R.N.

Able Seaman Colin Grazier, P/SX. 25556.

for outstanding bravery and steadfast devotion to duty in the face of danger.

The KING has been graciously pleased to approve the following appointments to the Most Honourable Order of the Bath:—

To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order:

Rear-Admiral Cecil Halliday Jepson Harcourt, C.B.E.,

for gallant and distinguished service in the operations leading to the clearance of the Enemy from North Africa.

Captain Frederick John Walker, D.S.O., R.N.,

for leadership and daring in command of H.M.S. “ Starling” in successful actions against Enemy submarines in the Atlantic.

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

To be Additional Commanders of the Military Division of the said Most Excellent Order:

Captain Geoffrey Barnard, D.S.O., R.N.

Captain George Barney Hamley Fawkes, R.N.

Captain (E) Lionel Arthur Taylor, R.N.

Constructor Captain Ivor Edward King, R.O.N.C.

To be Additional Officers of the Military Division of the said Most Excellent Order:

Commander Lawrence George Durlacher, R.N.

Lieutenant-Commander Arthur John Talbot Roe, D.S.O., R.N.

Acting Temporary Paymaster Lieutenant-Commander Ivor Webb Freathy, R.N.V.R.

To be an additional Member of the Military Division of the said Most Excellent Order:

Second Officer Joan Marion Shakespeare, W.R.N.S.,

for distinguished service in connection with the operations leading to the clearance of the Enemy from North Africa.

The KING has been graciously pleased to approve the award of the George Medal to:—

Junior Canteen Assistant Thomas William Brown, N.A.A.F.I.,

for great bravery and devotion to duty in the face of danger.

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

Chief Engine Room Artificer Martin Gardner, O/MX. 49680,

for great bravery in entering the engine room of a burning merchantman to stop the engines despite the grave danger of explosion.

Acting Able Seaman Edward John Russell Baber, P/JX. 234914.

for great fortitude and endurance during twelve days spent on a raft when his ship was torpedoed.

Admiralty,

Whitehall,

14th September, 1943.

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

For gallant and distinguished services in the operations leading to the clearance of the Enemy from North Africa:

BAR TO THE DISTINGUISHED SERVICE ORDER

Captain (Commodore Second Class) Geoffrey Nigel Oliver, D.S.O., R.N.

The Distinguished Service Cross

Acting Lieutenant-Commander Victor George Hargrave Ramsay-fairfax, R.N.

MENTION IN DESPATCHES

Engineer Rear-Admiral Geoffrey Morgan, C.B.E.

Acting Paymaster Captain Arthur Purves Shaw, C.B.E., R.N.

Commander Samuel Arthur Brooks, O.B.E., R.N. (retd.).

For great skill and daring in action with enemy submarines in the Atlantic while serving in H.M. Ships “ Starling,” “ Wren,” “ Kite,” “ Wildgoose,” “ Woodpecker,” “ Oribi,” “ Osa,” “ Ness” and “ Fleetwood”:

To be a Companion of the Distinguished Service Order:—

Lieutenant Michael Elijah Impey, D.S.C., R.N. (Bournemouth).
Bar to the Distinguished Service Cross:
Commander Trevor George Payne Crick, D.S.C., R.N. (Hungerford, Berkshire).
Lieutenant-Commander John Charles Anthony Ingram, D.S.C., R.N. (Gosport, Hampshire).

The Distinguished Service Cross
Lieu tenant-Commander Robert Marriot Aubrey, D.S.C., R.N. (Belfast).
Lieu tenant-Commander William Francis Roderick Segrave, R.N. (Belfast).
Lieutenant John Seymour Fillieu, R.N. (Bournemouth).
Temporary Lieutenant John Duncan, R.N.R. (Abbotsford).
Mr. George Charles Thompson, Acting Gunner (T) (Southfields, London).

Bar to the Distinguished Service Medal
Chief Petty Officer Telegraphist Thomas Teece, D.S.M., D/JX.133500 (Wilmslow, Cheshire).
Yeoman of Signals Roland Gwynn Keyworth, D.S.M., D/JX.133578 (Buschapel, Salop).

The Distinguished Service Medal
Chief Petty Officer George William Cooper, P/J.3329 (Manchester, Lancashire).
Stoker Petty Officer John O'Donoghue, D/KX.39916 (Kinsale, Co. Cork).
Leading Seaman Claude Seymour Jones, D/JX.145990. Leading Seaman William Kelly, D/MX.21945.
Able Seaman Bernard Frederick Bowers, P/JX.324934 (Southall, Middlesex).
Able Seaman James Gallagher, P/JX.257129 (Glasgow).
Able Seaman John Lawrence Gilligan, P/JX.201460 (Liverpool).
Able Seaman Edwin John Griffiths, P/JX.197012 (Forest of Dean).
Able Seaman Thomas William Hancox, P/SSX.32477 (Coventry).
Able Seaman Ronald Silson Holdsworth, P/JX.219248.
Able Seaman Frederick Gordon Smith, D/JX.189464 (Deeping St. Nicholas, near Spalding).
Ordinary Telegraphist Francis Harry Williams, P/JX.325519 (Gorton, Manchester).

Mention in Despatches
Captain James Abernethy McCoy, D.S.O., R.N. (Perthshire, Scotland).
Lieutenant-Commander Rowland Etienne Sinclair Hugonin, D.S.C., R.N. (Queensferry, Fife).
Lieutenant (E) William Alexander Bell, R.N.R. (Sheffield).
Lieutenant Frederick Brock, R.N.Z.N.V.R. (Rothesay, Isle of Bute).
Lieutenant Aubone Charles, R.N. (Lanarkshire).
Lieutenant John Oswald Mair Hunter, R.N.V.R. (Edinburgh).

Temporary Lieutenant Duncan Howard Foulds, R.N.V.R. (Liverpool).

Temporary Sub-Lieutenant Frederick Arthur, D.S.C., R.N. (Cardiff).

Able Seaman Kenneth Vivian Lacroix, P/SDX.1471.
Able Seaman Francis James Caudwell, P/JX.143066.
Acting Petty Officer Herbert James Jerreat, D.S.M., C/JX.137421.
Petty Officer Raymond Stuart Matthew Hayes, D/JX.134655.
Acting Petty Officer James Alfred Harold Rogers, P/SSX.175581.

Petty Officer Leonard Thomas Lang, D/JX.140623.
Petty Officer Henry Gerald McNally, D.S.M., D/JX.135797 (Pontypool, Glamorgan).
Petty Officer Arthur John Williams, D/JX.111631.
Acting Petty Officer (Temporary) Charles Alfred Shirley Smith, D/JX.141099 (Liverpool).
Stoker Petty Officer Ernest Connolly, D/KX.84573.
Stoker Petty Officer (Temporary) Harold Geoffrey Sanderson, D/KX.81117 (Saddlesworth, Yorkshire).
Petty Officer Writer John Fairhurst, P/MX.58750 (Southsea).
Leading Supply Assistant Harold Evans, P/MX.92192 (Huddersfield).
Telegraphist Albert Ogley, P/JX.216805 (Wakefield).
Able Seaman Gordon James Anderson, P/JX.285600 (Blackpool).
Able Seaman Frederick John Chamberlain, P/J.558573 (Southsea).
Able Seaman Richard Leonard Johnson, D/SSX.32995 (Burton-on-Trent, Staffordshire).
Able Seaman Joseph Mercer, D/JX.37036.
Able Seaman Francis Titterington, P/JX.863992 (Preston, Lancashire).
Ordinary Seaman Arthur Cyril Smith, P/JX.370694 (Woking, Surrey).
Ordinary Telegraphist Ivor Richard Maskell, C/JX.341509 (Holloway, London).
Cook Charles John Bridger Lawrence, P/MX.106459 (Sheffield).
For leadership, daring and devotion to duty in action with enemy submarines in the Mediterranean, while serving in H.M. Ships "Pakenham," "Petard," "Hero," "Dulverton" and "Hurworth":

Bar to the Distinguished Service Order
Captain ( Commodore First Class) Eric Barry Kenyvn Stevens, D.S.O., D.S.C., R.N.

The Distinguished Service Cross
Lieutenant-Commander David Reynolds Mitchell, D.S.O., R.N. Temporary Lieutenant Duncan Howard Foulds, R.N.V.R.

The Distinguished Service Medal
Petty Officer Raymond Stuart Matthew Hayes, D/JX.134655.
Acting Petty Officer James Alfred Harold Rogers, P/SSX.175581.
Stoker Jack Wale, LT/KX.131772 (Norwich).

For great gallantry, skill and devotion to duty in the face of heavy enemy attacks while sailing in convoy:

The Distinguished Service Cross

Mr. Frank Edgar Mattocks, Chief Engineer Officer (Iford).
Mr. Henry Norman Dryden, Second Officer (North Shields).

The Distinguished Service Medal

Able Seaman Percival Inglis (Liverpool).
Able Seaman John James Hesse (Passage East, Co. Waterford).
Deck Boy Ronald Swain (Liverpool, 9).

Mention in Despatches

Mr. Ian Forbes McDonald, Junior Second Engineer Officer (Edinburgh).
Mr. Jeffrey Barrett Lee, Senior Fourth Engineer Officer (Chatham).
Mr. Peter Frederick Herbert Brehuer, Intermediate Fourth Engineer Officer (Largs, Ayrshire).
Mr. Marriott Thompson, Electrician (Belfast).
Chief Steward Horace Frederick White (Southampton).
Mr. Thomas Michael Kenneth Knowles, Second Radio Officer (West Malling, Kent).
Cadet Robert Fergusson Leeds (Peterborough).
Engine Room Storekeeper Cyril George Knight (Totton, Hampshire).

For distinguished service as Commodore of Convoys:

Mention in Despatches

Captain (Commodore Second Class R.N.R.) Hugh Davenport Wakeman-Colville, R.N. (Retd.).

For gallantry and enterprise in action with the shore defences at Bizerta towards the end of the Tunisian campaign, while serving in Coastal Force Craft:

Mention in Despatches

Temporary Lieutenant Edmund Fitzgerald Smyth, R.N.V.R.
Temporary Lieutenant Timothy James Bligh, R.N.V.R.
Temporary Sub-Lieutenant Arthur Bruce Arundale, R.N.V.R.
Chief Petty Officer Victor Henry Clark, P/JX.149279.

For gallantry and devotion to duty:

Commendation


For his conduct in the face of opposition:

Mention in Despatches

Temporary Lieutenant Richard John McCullagh, R.N.V.R.

1. Temporary Officers of Flag Rank Re-employed—Pay and Allowances

C.W. 37607/43.—23 Sep. 1943.

Retired Flag Officers and naval officers of equivalent rank and retired General Officers, Royal Marines, re-employed for service “inside Admiralty” who are paid a consolidated salary of £1,501 a year will, as from 30th August, 1943, be entitled to a bonus of £413 a year, based on 25 per cent. of their full pay of a Rear-Admiral.

2. Where any portion of retired pay has been commuted, a sum equivalent to the amount of retired pay commuted will continue to be deducted from the pay and bonus issued under paragraphs 1 and 2 above.

4. Officers employed as officers in command of vessels and for purposes of the Director of Navy Accounts or Civil Establishments Branch II (Salary Section), as appropriate.

(A.F.O. 4472/41.)

4401.—Retired Officers of Flag Rank Re-employed—Pay and Allowances

C.W. 37607/43.—23 Sep. 1943.

Retired Flag Officers and naval officers of equivalent rank and retired General Officers, Royal Marines, re-employed and paid on a basis of naval pay and allowances will, as from 30th August, 1943, receive the full pay of the rank in which they are appointed to serve, plus 25 per cent. thereon, together with allowances appropriate to the rank in which they are serving. Thus, a retired Flag Officer of any rank appointed to serve in the rank of Rear-Admiral will receive the full pay of a Rear-Admiral, plus 25 per cent. and will be eligible for the grant, at Admiralty discretion, of allowances as for an active service Rear-Admiral. Conversely, a retired Flag Officer appointed to serve in the rank of Captain will receive the full pay of a Captain, plus 25 per cent., and will be eligible for command money and entertaining allowance, and marriage and children’s allowances, under the usual conditions.

2. In accordance with the above, retired Flag Officers appointed to serve as Commodores of Convoy in the rank of Commodore 2nd Class, R.N.R., will be eligible for the following:

- Full pay as a Captain of nine years;
- 25 per cent. bonus thereon;
- Commodore’s Allowance, payable continuously;
- Command Money of £5. 0s. 6d. a day whilst actually carrying out the duties of Commodore or Vice-Commodore of Convoy;
- Marriage Allowance, and Lodging and Subsistence Allowances as at present.

They will also receive free messing on board but will be liable for the normal mess subscription as stated in A.F.O. 844/40, paragraph 1 (iii).

Paragraph 1 (ii) of that Order is cancelled.

In consequence of this decision, the provision that the total emoluments (excluding Marriage Allowance) of a retired Captain, R.N., serving as Commodore of Convoy, are limited to £1,700 per annum (A.F.O. 4239/41, paragraph 2), is cancelled as from 30th August, 1943.

3. In all cases the following conditions will apply:

(i) Retired pay will be suspended.

(ii) A deduction will be made from full pay in respect of any retired pay commuted.

(iii) Where an officer is appointed to serve in a rank below Flag rank, he will receive the maximum rate of full pay of the rank in which he is serving, i.e., he will receive pay of a Captain of nine years’ seniority or a Commander of twelve years’ seniority, as the case may be.

(iv) Officers may elect to receive the equivalent of their retired pay plus 25 per cent. thereof, in lieu of full pay plus 25 per cent., if to their advantage. This election will not affect their entitlement to the allowances of the rank in which they are serving, e.g., Marriage Allowance.

(v) Eligibility for Scale A or Scale B rate of full pay in the case of officers serving in a rank below Flag rank will be determined by the date of promotion to the rank in which the officer is serving, i.e., an officer promoted to Captain before 1st April, 1938, and to Rear-Admiral after that date will, if appointed to serve as Captain, be eligible to opt out of the Marriage Allowance scheme and receive Scale A rates of pay.

(vi) During periods of full pay sick leave, or other intervals between effective appointments, the rate of full pay will be that last in issue, unless instructions are issued to the contrary.
(vii) Officers who on transfer to the new conditions would sustain a loss of net emoluments may apply to remain on their existing rates of pay and allowances, and will be permitted to do so during tenure of their present appointments.

4. As in many instances the rank in which an officer is intended to serve has not been stated in his appointment, individual accounting instructions will be issued in respect of all officers whose appointments have appeared before the date of this Order, with the exception of Commodores of Convoy appointed to serve as Commodore II, R.N.R., who should be placed on the pay and allowances indicated in paragraph 3 as from 30th August, 1943.

5. It is emphasised that this Order concerns retired Flag Officers and officers of equivalent rank only.

6. A separate Order is being issued concerning the pay of retired Flag and equivalent officers who are employed "inside Admiralty" and who are now on a consolidated salary of £1,901 a year.

7. The Re-employment Regulations in the Appendix to the Navy List will be amended.

(A.F.O. 844/40, paragraphs 1 (i) and 1 (vii) are cancelled.)

(A.F.O. 4239/41, paragraph 1, is cancelled.)

(A.F.O. 4472/41, paragraphs 1–3 are cancelled.)

4403.—First Lieutenant’s Allowance on Shore (C.W. 30814/43.—23 Sep. 1943.)

With reference to K.R. and A.I., Article 1565, and Appendix I, Part 3, No. 5, First Lieutenant’s allowance at the rate of 1s. 6d. a day is payable to the First Lieutenant of a shore establishment, irrespective of whether there is a name or depot ship or not, provided an Executive Commander is allowed by complement but not borne and provided that no Maintenance Commander or Commander for general duties is borne.

2. Payment of the allowance is to be made on the certificate of the Commanding Officer, which is to become an enclosure to the ledger in which the first payment to an officer appears.

3. This Order is to take effect from 15th July, 1943.

4. Where in exceptional circumstances payments contrary to the above conditions have been specifically approved by the Admiralty, these are to be allowed to continue to present holders so long as they are serving in their present appointments.

5. K.R. and A.I. will be amended.

(K.R. and A.I. 1565, and Appendix I, Part 3, No. 5.)

4403.—Merchant Navy Officers’ Pension Fund—“Allowances” which are Subject to Contributions

(D.N.A. 17702/42.—23 Sep. 1943.)

As from the 1st October, 1943, the following “extra payments” made to officers serving on Admiralty Agreements T.124X and its variants should be added to basic pay for the purpose of calculating contributions to the Merchant Navy Officers’ Pension Fund or similar recognised private pension schemes.

2. Speed Allowance.—The payment of this allowance was re-instituted on 1st August, 1941, on the introduction of standard rates of pay.

3. Purser’s Allowance.—Pursers serving on vessels of under 10,000 tons which are regarded as normally carrying less than 200 hands receive an allowance when 200 hands or more are carried. This allowance represents the difference between the rate for a vessel under 10,000 tons with under 200 hands and the rate for a similar vessel with 200 hands or over.

4. Chief Steward’s Allowance.—Chief Stewards also receive an allowance in similar circumstances to those in which Purser’s allowance is issued.

5. No adjustments are required to be made prior to 1st October, 1943, any cases where contributions have been charged being allowed to stand.

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

4404.—Merchant Navy Officers’ Pension Fund—Officers on Engagement 6 Agreements

(D.N.A. 18670/41.—23 Sep. 1943.)

The Admiralty will accept liability to pay employers’ contributions to the Merchant Navy Officers’ Pension Fund in respect of Officers on Engagement 6 Agreements, who, immediately prior to entering into Admiralty employment under such agreements, were contributing to the Fund or were members of private schemes recognised by the Fund and who, but for such membership, would have been required to contribute to the Fund under conditions laid down by the National Maritime Board.

2. The provisions of A.F.O. 414/40 will, therefore, apply as from the date of entry of such contributors and the necessary deductions at the standard rates should be made from their pay and reported in periodical returns rendered to the Director of Navy Accounts (D.N.A.4).

3. The foregoing does not, however, apply to officers appointed by the Director of Stores to Royal Fleet Auxiliaries, who come under the provisions of the Royal Fleet Auxiliary Officers’ Superannuation Scheme. If such officers were members of the Merchant Navy Officers’ Pension Fund before entering the Royal Fleet Auxiliary service their membership is regarded as being in abeyance while they are serving in Royal Fleet Auxiliaries.

4. The returns should be set out as indicated in paragraph 5 of A.F.O. 414/40 but, in addition, should give a reference to the cash account voucher(s) on which the payment(s) of the personnel concerned have been brought to account.

5. Where Officers have already paid over their contributions direct to the Fund for the initial period they should be shown on the return and earmarked “Officer’s contribution paid direct to Fund”.

6. The weekly basic pay of Engagement 6 Officers who are not victualled under Naval arrangements is deemed to include an element in respect of “food allowance” (normally 17s. 6d. per week) and this “allowance” should be deducted from the basic wage before calculating the M.N.O.P.F. contribution.

7. The address of the Director of Navy Accounts given in A.F.O. 3613/40, paragraph 9, sub-clause (d) is to be amended to: Foxhill Hutments, Combe Down, Bath.

(A.F.O. 414/40 and 3613/40.)

(A.F.O. 741/42 cancelled.)

4405.—A/S Fixed Defence Ratings—Temporary Commissions in the Special Branch of the R.N.V.R.

(C.W./A/S.M. 405/43.—23 Sep. 1943.)

The arrangements for temporary commissions in the A/S Fixed Defence Branch differ in some respects from those for other types of commissions, and the following instructions are issued to clarify the position.

2. R.N.R., R.N.V.R. and H.O. ratings serving in the A/S Fixed Defence Branch are eligible for temporary commissions in the Special Branch of the R.N.V.R. On promotion they will be employed as A/S Fixed Defence Officers. Harbour Defence operators and ratings undergoing training in the A/S Fixed Defence Branch are not eligible to be recommended for any but Special Branch Commissions. The notation “Special Branch for A/S Fixed Defence Duties” should be made on all Forms C.W.I (T) started for H.D.O.s.

3. For any men considered suitable during initial training a Form C.W.I (T) will be started in H.M.S. “Curlew” (late H.M.S. “Osgrey,” Harbour Defence Section). The original of this form will accompany the candidate on discharge, in accordance with A.F.O. 1163/43, and the duplicate will be sent to The Secretary of the Admiralty (C.W. Branch), and the triplicate will be retained by H.M.S. “Curlew”.

4. For any other men who are considered suitable, Officers-in-Charge (Commanding Officers) are to start Forms C.W.I (T). The original of this form should accompany the rating, the duplicate should be sent to The Secretary of the Admiralty (C.W. Branch), and the triplicate forwarded to The Commanding Officer, H.M.S. “Curlew”. Ratings will be relieved and withdrawn when required for interview in H.M.S. “Curlew”.

(A.F.Os. 414/40 and 3613/40.)
(vii) Officers who on transfer to the new conditions would sustain a loss of net emoluments may apply to remain on their existing rates of pay and allowances, and will be permitted to do so during tenure of their present appointments.

4. As in many instances the rank in which an officer is intended to serve has not been stated in his appointment, individual accounting instructions will be issued in respect of all officers whose appointments have appeared before the date of this Order, with the exception of Commodores of Convoy appointed to serve as Commodore II, R.N.R., who should be placed on the pay and allowances indicated in paragraph 2 as from 30th August, 1943.

5. It is emphasised that this Order concerns retired Flag Officers and officers of equivalent rank only.

6. A separate Order is being issued concerning the pay of retired Flag and equivalent officers who are employed "inside Admiralty" and who are now on a consolidated salary of £1,901 a year.

7. The Re-employment Regulations in the Appendix to the Navy List will be amended.

4402. First Lieutenant's Allowance on Shore

With reference to K.R. and A.I., Article 1565, and Appendix I, Part 3, No. 5, First Lieutenant's allowance at the rate of 1s. 6d. a day is payable to the First Lieutenant of a shore establishment, irrespective of whether there is a name or depot ship or not, provided an Executive Commander is allowed by complement but not borne and provided that no Maintenance Commander or Commander for general duties is borne.

2. Payment of the allowance is to be made on the certificate of the Commanding Officer, which is to become an enclosure to the ledger in which the first payment to an officer appears.

3. This Order is to take effect from 15th July, 1943.

4. Where in exceptional circumstances payments contrary to the above conditions have been specifically approved by the Admiralty, these are to be allowed to continue to present holders so long as they are serving in their present appointments.

5. K.R. and A.I. will be amended.

4403. Merchant Navy Officers' Pension Fund—"Allowances" which are Subject to Contributions

As from the 1st October, 1943, the following "extra payments" made to officers serving on Admiralty Agreements T.124X and its variants should be added to basic pay for the purpose of calculating contributions to the Merchant Navy Officers' Pension Fund or similar recognised private pension schemes.

2. Speed Allowance.—The payment of this allowance was re-instituted on 1st August, 1941, on the introduction of standard rates of pay.

3. Purser's Allowance.—Pursers serving on vessels of under 10,000 tons which are regarded as normally carrying less than 200 hands receive an allowance when 200 hands or more are carried. This allowance represents the difference between the rate for a vessel under 10,000 tons with under 200 hands and the rate for a similar vessel with 200 hands or over.

4. Chief Steward's Allowance.—Chief Stewards also receive an allowance in similar circumstances to those in which Purser's allowance is issued.

5. No adjustments are required to be made prior to 1st October, 1943, any cases where contributions have been charged being allowed to stand.
5. The qualities to be sought are detailed in paragraph 5 of A.F.O. 1163/43. Ratings must be physically fit for service in any part of the world.

6. After a minimum of three months' service as H.D.Os. from the date they complete their initial training in H.M.S. "Curlew" candidates are eligible for recommendation by the Commanding Officer, H.M.S. "Curlew", who will hold an interview for prospective candidates approximately every three months in H.M.S. "Curlew". Ratings sent to H.M.S. "Curlew" for interview should be accompanied by their Original Form C.W.1(T) and Service Certificate. Those who pass will be sent to an Admiralty Selection Board. Ratings who pass this Selection Board will be appointed to H.M.S. "Curlew" as Temporary Acting Sub-Lieutenants, R.N.V.R. (Special Branch) (or as Midshipmen if under 19½), and lent to the R.N. Barracks, Portsmouth for a two weeks' divisional course; they will then return to H.M.S. "Curlew" for an A/S Fixed Defence Officers' Course.

7. Ratings who fail before the Admiralty Selection Board may be again recommended, but will not be eligible until they have completed at least six months' service from the date on which they failed.

(A.F.O. 1163/43.)

4406.—Recommendations to Qualify for Chief Ordnance Artificer

(N. 20721/43.—23 Sep. 1943.)

The attention of Commanding Officers concerned is drawn to the importance of correct entry on page 4 of Form S.1246 (c) on Ordnance Artificers History Sheets. Recommendations of a general nature on Form S.264 do not meet requirements. Failure to complete Form S.1246 (c) causes delay in putting candidates on course pending exchange of correspendence between Gunnery Schools and ships concerned.

(K.R. & A.I., Appendix XVII, Part I (51).)

4407.—Coastal Force Coxswain

(N. 18134/43.—23 Sep. 1943.)

With reference to A.F.O. 3239/41, as amended by A.F.O. 245/43, all Coastal Force ratings on advancement to leading seaman are normally sent to undergo a three weeks course in coxswain's duties at H.M.S. "St. Christopher".

2. Able seamen who are considered suitable as coxswains may be sent to undergo this course. Such ratings should be recommended for advancement and, if they pass the course, may then be rated Temporary Acting Leading Seaman.

(A.F.O. 3239/41 and 245/43.)

4408.—Schemes of Complement—Amendments

Minersweeping Trawlers.

(N./D.N.A. 5008/43.—23 Sep. 1943.)

The following amendment is to be made to the schemes of complement of Minersweeping Trawlers ("Oropesa"), issued with Admiralty Letter N.10045/43 of 6 May, 1943:

Delete "Lieut. or Sub-Lieut., R.N., R.N.R. or R.N.V.R. Insert "Lieut., Sub-Lieut., R.N., R.N.R. or R.N.V.R. or Skipper Lieut., R.N.R. or Skipper."


Delete "Lieut. or Sub-Lieut., R.N., R.N.R. or R.N.V.R." Insert "Lieut. or Sub-Lieut., R.N., R.N.R. or R.N.V.R. or Skipper, R.N.R."

4409.—Servant Allowance to Commanders in Shore Establishments

(C.W. 11926/42.—23 Sep. 1943.)

Officers of the rank or relative rank of Commander who are in receipt of Command Money under A.F.O. 3080/42 (K.R. Amendment 1/43), are eligible for Servant Allowance at the rate of £50 a year, subject to the general conditions in K.R. and A.I., Appendix V.

2. Payment of Servant Allowance under this Order does not establish any entitlement to the alternative provision of a servant in kind from Service sources in lieu of the money allowance.

3. This Order is retrospective to 6th February, 1942.

4. Any special authority for the payment of Servant Allowance in appointments outside the scope of this Order is unaffected.


A.F.O. 3080/42.

(A.F.O. 2590/43 is cancelled.)

4410.—Communications Branch—Award of the Non-substantive Ratings of V/S1 and W/T1

(N. 19289/42.—23 Sep. 1943.)

Whilst courses for V/S1 and W/T1 are in abeyance, recommended candidates will be advanced in accordance with the following procedure which is based chiefly on experience as V/S2 (Higher Standard) or W/T2 (Higher Standard), and not, as heretofore, on substantive seniority.

2. Chief and Petty Officer ratings who have passed for V/S2 (H.S.) or W/T2 (H.S.), including Pensioners and Reservists, are eligible for recommendation, but only those who have been assessed as Superior at last assessment on Service Certificate or Conduct Sheet should be recommended. Men who have completed seven years from "date of passing" or from the date of re-qualifying, and men assessed below Satisfactory since "date of passing" are not to be recommended.

3. Form S.-1300A, amended as necessary and accompanied by a copy of Service Certificate and relevant extracts from Form S.-264 and Signal or Wireless History Sheet, is to be forwarded for each candidate recommended (including those already recommended under A.F.O. 3016/40) to the Captain, H.M. Signal School, Portsmouth, forthwith and similarly for any further recommendations as they become eligible and are recommended.

4. Subsequently half-yearly recommendations for men recommended in accordance with paragraph 2 above are to be forwarded to the Captain, H.M. Signal School, to arrive by 31 August and 28th February each year as follows:—

(a) Those from ships and establishments in home waters on Form S.-1303A adapted as necessary.

(b) Those from all other ships and establishments by telegram followed by Form S.-1303A.

5. The Captain, H.M. Signal School, will select from these recommendations the men who should be placed on the roster, and will forward their names to the Commodore of the appropriate depot.

6. These men will be rostered in order of "date of passing" for V/S2 (H.S.) or W/T2 (H.S.), ante-dated by one month for each point gained in accordance with the following scale:—

(a) Every seven marks obtained over and above passing marks in the V/S2 (H.S.) examination omitting practical results, or in the W/T2 (H.S.) examination omitting theory and practical results, counts as one point.

(b) Every annual assessment of Superior as Chief or Yeoman of Signals, or as Chief or Petty Officer Telegraphist, counts as one point.
(c) Every half-yearly recommendation "Highly" for V/S1 or W/T1 counts as one point.

Note (i). In the case of men who have re-qualified for V/S2 (H.S.) or W/T2 (H.S.) the roster date is to be calculated from the original "date of passing" and the marks obtained in the original examination.

Note (ii). Men on the roster who are not rated V/S1 or W/T1 within seven years of "date of passing" or date of re-qualification for V/S2 (H.S.) or W/T2 (H.S.) are to be removed from the roster (vide paragraph 2 above) and cannot be recommended again until they have re-qualified.

7. Men will be rated V/S1 or W/T1 from the roster by the Commodore of the depot as required to fill vacancies in port division numbers.

(A.F.Os. 3016/40 and 2021/41 are cancelled.)

4411—Naval Ratings Detailed for Flights in Aircraft
(N. 22347/42.—23 Sep. 1943.)

Under K.R. & A.I. Article 35(b), Naval and Royal Marine personnel may be required to make flights in aircraft in the course of their duties, without receiving extra pay or an allowance.

2. Ratings who have a regular flying duty as pilot, observer, or telegraphist air gunner, receive additional non-substantive pay for their air duties. Photographer ratings in F.R.U. are eligible for "Photographers' Air Duty Allowance" under Appendix XVII, Part 3, No. 64, Vol. II, K.R. & A.I. (K.R. 2(4))). Other ratings employed on Drogue towing, or as W/T operators for duty during flight in aircraft regularly engaged on communications duties, may be credited with extra pay at the rate appropriate to their rating under K.R. & A.I. Article 1621, for each day of duty.

3. Apart from the occasions referred to in paragraph 2 of this Order, no additional payment for flights in aircraft is permissible. Aircraft maintenance ratings, when required to make flights for the purpose of tests, inspection, communications, etc., will do so as part of their duties, and will not be eligible for additional remuneration for flying.

(K.R. & A.I. Article 35 (b.)

(A.F.Os. 1882/42 and 2604/42 are cancelled.)

4412—Special Repair Ratings (D)—Advancement
(N. 11458/43.—23 Sep. 1943.)

With reference to paragraph 4 of A.F.O. 574/43, the following detailed arrangements for the advancement of Special Repair Ratings (D) have been approved.

(a) Shipwrights, E.R.As. and E.As.—Men will enter as Acting 4th Class with pay of 5s. a day plus war bonus (unless under 21, when they will enter as 5th Class with pay of 5s. 7d. a day plus war bonus), and will be advanced in the normal way as applied to general service Patternmakers and Moulders, through third, second and first class, on a time basis, as laid down, but where sea time, watchkeeping certificates, etc., are conditional, these conditions are to be dispensed with in the ease of Special Repair Ratings (D). In all cases, recommendation for advancement is essential and is to date from date of entry.

(b) Other Rates:

(i) Stokers—Foundry Assistants (N.236), Blacksmiths (N.243), Bricklayers (N.223) are to be entered as Leading Stokers, but all are now to have a minimum of two years' experience at their trade to qualify for entry.

Note.—All those ratings in the above categories only, who have already been entered as Stoker 1st Class are to be advanced to Leading Stoker as from the date of this Order.

(ii) All remaining categories now entered as Stoker 1st Class may be advanced to Leading Stoker at the end of 18 months after the date of entry, provided they are recommended.

(iii) W iremen.—In future, men with a minimum of five years' experience at their trade, before entry, are to be entered as P.O. Wireman (DLSL) or (DLSA); Men with less than five years' experience, but with a minimum of two years at their civilian trade shall in future be entered as Wireman (DLSC) or (DLSB), and advanced to Leading Wireman, if recommended, at the end of 18 months' service from the date of entry, and on producing proof that they have completed five years at the trade, i.e., civilian and naval, may be advanced to P.O. Wireman, if recommended, and can pass a proper trade test which may be carried out locally.

Men who can pass an above average trade test for Wireman may, however, be entered as Leading Wireman.

(iv) The present trade test now given in R.N. Barracks, Chatham, in the case of those men who have been entered with five years' experience is to be suitably amended for the new entries of Wiremen who are required to have a minimum of two years' experience at their trade.

(v) Men who have five years' experience at their trade, but whose initial trade test for P.O. rate, will be entered as Wireman or Leading Wireman, but after six months' service if recommended may be re-tested locally and, if successful, advanced to P.O. rate. If unsuccessful, they may not be trade tested again until they have reached Leading Wireman, to which they will be rated after 18 months from date of entry, if recommended.

(vi) All those Wiremen who have already been entered with five years' experience and are now serving as Wireman (DLSB) and (DLS) may be advanced to P.O. rate, if recommended, as from the date of this Order.

(vii) Fitters' Assistants and Mates, etc.—Certain categories such as Stoker I (DEFA), (DEBA), (DECA), (DLFA), are now entered with a minimum of six months' experience at their trade, or, in the case of Leading Stoker (DEMA), with a minimum of two years' experience at their trade. These may be advanced to Artificer rate, having completed the necessary five years' civil and naval service, provided they have been employed at their respective trades, and are recommended. This also applies in the case of P.O. Riggers and Riggers' Mates. Similarly, men who have the requisite five years' experience at their trade before entry, and fail initial trade test for Artificer, and are downgraded from E.R.A. (DEFE) to Stoker I (DEFA), etc., may be trade tested again, if recommended, after a period of six months' service, provided that they have been employed at their trade in the interim. These trade tests are to be carried out in R.N. Barracks, Chatham, but care should be taken to ensure that ratings so dispensed are eligible for reasonable chance of passing before discharge to the United Kingdom.

(viii) Other ratings such as E.R. Mechanics, Joiners, Plumbers, etc., included in A.F.O. 574/43.—These are to be advanced in accordance with conditions now applying to similar general service ratings, but where sea time, watchkeeping certificates, etc., are necessary, these conditions are to be dispensed with.

(c) Advancement to Chief Rate.—The general basis of calculation of Chief rates allowed is to be a maximum of 10 ratings of the total number of Special Repair Ratings (D) borne by complement, and is not to be exceeded, save in exceptional circumstances, by Admiralty approval. That is to say, where the total complement is 840, not more than 84 ratings may be recommended for advancement to Chief rate.

In order that each department may have sufficient coverage in Chief rates, the "one in ten rule" is to apply to only those categories detailed below, and for purposes of assessing the number of Chief ratings, the nearest 10 is to be used, e.g. 16 ratings, 2 Chief rates, 15 ratings, 1 Chief rate. Where, however, less than 10 ratings are borne in a particular subsection, a Chief rate may be allowed if there
are not less than five, subject to the over-riding total percentage in paragraph above:

(A) Construction Department

<table>
<thead>
<tr>
<th>N.298A, B and C</th>
<th>Shipwright</th>
<th>(DCSW 1, 2 and 3)</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.292</td>
<td>E.R.A. 4</td>
<td></td>
</tr>
<tr>
<td>N.201</td>
<td>E.R.A. (Enginesmith)</td>
<td>(DGSN)</td>
</tr>
<tr>
<td>N.221</td>
<td>Joiner</td>
<td>(DCJN)</td>
</tr>
<tr>
<td>N.253</td>
<td>Plumber</td>
<td>(DCPL)</td>
</tr>
<tr>
<td>N.225</td>
<td>Ship Mechanic</td>
<td>(DCIC)</td>
</tr>
<tr>
<td>N.226</td>
<td>Ship Mechanic</td>
<td>(DCDH)</td>
</tr>
<tr>
<td>N.227</td>
<td>Ship Mechanic</td>
<td>(DCRV)</td>
</tr>
<tr>
<td>N.218</td>
<td>E.R. Mechanic</td>
<td>(DCWB)</td>
</tr>
</tbody>
</table>

(B) Engineering Department

(i) N.204        | E.R.A.            | (DEFE)           |
(ii) N.205       | E.R.A.            | (DETN)           |
(iii) N.206      | E.R.A.            | (DERM)           |
(iv) N.207       | E.R.A.            | (DECS)           |
(v) N.208        | E.R.A.            | (DEMF)           |
(vi) N.219       | E.R. Mechanic     | (DEMN)           |

(Each subsection calculated separately.)

(C) Electrical Department

(i) L.P. Ship Installation

| N.210           | E.A.              | (DLLE)           |
| N.212           | E.A.              | (DLNF)           |
| N.213           | E.A.              | (DLNZ)           |
| N.214           | E.A.              | (DLPO)           |
| N.216           | P.O. Wireman      | (DLSA)           |
| N.245           | Wireman           | (DLSC)           |

(ii) Shore Installation

| N.211           | E.A.              | (DLSB)           |
| N.220           | E.A.              | (DLSJ)           |
| N.221           | E.A.              | (DLST)           |
| N.245           | P.O. Wireman      | (DLSA)           |
| N.247           | Wireman           | (DLSB)           |

(iii) Shop

| N.212           | E.A.              | (DLFC)           |
| N.213           | E.A.              | (DLFA)           |
| N.214           | E.A.              | (DLGW)           |
| N.216           | E.A.              | (DLGC)           |
| N.217A, B and C | E.A.              | (DLB 1, 2 and 3) |

(Each subsection calculated separately.)

Example — Engineering Department

<table>
<thead>
<tr>
<th>Engineering Department</th>
<th>Total number allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) N.294</td>
<td>E.R.A. (DEFE)</td>
</tr>
<tr>
<td></td>
<td>N.295</td>
</tr>
<tr>
<td></td>
<td>20 = 2 Chiefs</td>
</tr>
<tr>
<td>(ii) N.206</td>
<td>E.R.A. (DERM)</td>
</tr>
<tr>
<td></td>
<td>N.207</td>
</tr>
<tr>
<td></td>
<td>N.209</td>
</tr>
<tr>
<td></td>
<td>N.219</td>
</tr>
<tr>
<td></td>
<td>16 = 2 Chiefs</td>
</tr>
</tbody>
</table>

2. N.220 Stud Welders, Stoker I (DLSW).—This rate is to lapse. Those numbers included in schemes of complement are to be added to N.244 Stoker I (DLFA).

(A.F.O. No. 574/43.)

For convenience of reference several Admiralty Fleet Orders affecting the reorganisation of Diving non-substantive ratings are consolidated as follows:

2. Diving non-substantive ratings are to be reorganised so that eventually they will consist of three grades, viz., Diver, 2nd class; Diver, 1st class; and Deep Diver.

3. The ratings of Diver, 1st class (old system), Artificer Diver, 2nd class, Artificer Diver, 1st class, and Artificer Deep Diver, are to die out as explained below.

4. Diver, 2nd class, will be the basic diving rating with non-substantive pay of 3d. a day, and will be open to Artificers and Artificers of the confirmed 4th class rating or above; Mechanics; Seamen holding a gunnery or torpedo non-substantive rating; and Stokers, 1st class; and higher Stoker ratings. Divers, 2nd class, will qualify by passing an examination after instruction in a gunnery school at present authorised.

As a temporary measure, the qualification of Divers, 2nd class, is approved in certain ships abroad, so long as expert instructional personnel are borne. The ships concerned are:

- H.M.S. "Medway II"
- H.M.S. "Caradoc"
- H.M.S. "Maidstone"
- H.M.S. "Vindictive"
- H.M.S. "Tana"
- H.M.S. "Assegai"
- H.M.S. "Flaund"

Men so qualified will be rated Acting Diver, 2nd class, on completing the course and are to be paid for the rating as from the date of qualification. Six months after qualification, they may be confirmed in the rating by the Commander-in-Chief if abroad, or by the Captain of the appropriate gunnery school at home. Their seniority is to come from the date of qualifying as Acting Diver, 2nd class. Divers, 2nd class, will receive the same pay for diving at the same rates as already laid down for Diver in K.R. & A.I., Article 1623.

5. Existing Divers, 2nd class, will be granted non-substantive pay at 3d. a day from 1st January, 1941. They will qualify as Diver, 1st class (new system), as opportunities occur, and will be placed on a roster according to their seniority as Diver, 2nd class.

6. Existing Divers, 1st class, will be designated Diver, 1st class, (old system), retaining their non-substantive pay of 4d. a day. Classes for the rating of Diver, 1st class (old system), ceased as at 31st December, 1940.

7. Divers, 2nd class, and Divers, 1st class (old system), who have at least two years' service in a diving non-substantive rating, will be eligible to qualify for a new diving non-substantive rating termed Diver, 1st class, to be instituted to replace Artificer Divers as these die out. Candidates will be required to qualify as Diver, 2nd class, and to receive further instruction in the use of tools under water and in under-water fittings.

8. New system Divers, 1st class, will receive non-substantive pay of 6d. a day, in addition to the pay of any gunnery, torpedo or physical and recreational training instructor rating held (other than staff P.R.T.I.), and will be eligible for extra pay for Diving at the same rates as already laid down for Diver in K.R. & A.I., Article 1623.

9. Recruitment for the ratings of Artificer Diver, 2nd class, and Artificer Deep Diver, ceased from 31st December, 1940, but such ratings may be continued by existing holders, who will remain eligible under the existing regulations for their present daily rates and for the rates of extra pay for diving at present laid down for Artificer Diver. Existing Artificer Divers, 2nd class, will continue to be eligible to qualify as Artificer Diver, 1st class. The grant of half a day's pay of their substantive rating to Artificer Divers under (b) of Article 1623, K.R. & A.I., will die out with the non-substantive rating.

10. Artificer Divers, and Divers, 1st class (new system), will be equally eligible for draft to complement billets where either of these ratings is allowed. Divers,
1st class (old system), and Divers, 2nd class, will normally be drafted to complement billets where a Diver, 2nd class, is allowed. Difference of pay will not be payable to any Diver, 1st class (old system), or Diver, 2nd class, when drafted in lieu of a Diver, 1st class (new system), or Artificer Diver.

11. Deep Divers will be selected from Divers, 1st class (new system), who volunteer and are specially recommended. In the absence of suitable Divers, 1st class (new system), men qualifying for this rating who volunteer may be selected. Existing Seamen Deep Divers will be designated Deep Divers and they and all men rated Deep Diver in future will be granted non-substantive pay of 9d. a day with extra pay for diving at the rates at present laid down for Diver in K.R. & A.I., Article 1853.

12. The Commodores of each depot will maintain a drafting roster of Deep Diver ratings. Those not required for draft in their speciality will be drafted irrespective of diving rating held.

13. Holders of diving non-substantive ratings must re-qualify as laid down in the Drafting Regs. and the Gunnery Training Manual. A Diver, 1st class (old system), who fails to attain the requisite standard for that rating or for Diver, 2nd class, after re-qualifying course will cease to hold a diving non-substantive rating.

14. Divers, 1st class (old system), and Divers, 2nd class, who fail to qualify for Diver, 1st class (new system), will be ineligible to undergo the qualifying course again for two years. A third failure to qualify will debar a candidate from further attempts.

In order to mitigate any unfairness to Divers, 1st class (old system), in having no opportunity to pass for Diver, 1st class (new system), authority is hereby given to the Commanders-in-Chief, Home Fleet, Mediterranean and Eastern Fleet, to constitute Boards with power to examine and qualify Divers, 1st class (old system), with more than three years' service in that rating as Diver, 1st class (new system); at least one of the three years' service must be sea service. Candidates must be recommended by their Commanding Officer and a practical test must be passed.

This scheme will also reduce the number of reliefs required and consequently avoid placing a further strain on the manning resources.

15. The names of men who qualify for Diver, 1st class (new system), are to be reported to depot, together with the date of qualifying. Advancement to Diver, 1st class, is to be made from roster by each depot as vacancies occur.

16. A man who fails to attain the second-class standard on re-qualifying, or who is allowed to relinquish a diving rating at his own request, will not be eligible again to qualify for a diving rating until two years shall have elapsed.

17. The necessary amendments to K.R. & A.I., Appendix XVII, Part 3, will be included in K.R. & A.I. 4/43.

18. The following additional regulations are to be observed:

(a) 1st class (old system), 2nd class (old system), and 3rd class (old system), will be included in K.R. & A.I. 4/43.

(b) A certificate is to be forwarded with the provision account giving particulars of spirit rations issued. Reports received will be summarised in H.M.S. "Copra", showing the total number of days victualling and spirit rations claimed in the victualling account. At the end of each month, the totals shown in the pay office record are to be compared with the number of days victualling and spirit rations claimed in the provision account and any discrepancies are to be investigated. When practicable, comparisons should also be made during the month in order that errors may be corrected at the time.

(c) The numbers actually taking meals in the messes are to be compared with the numbers shown in the mess book and that ratings drawing the spirit ration are shown as "G" in their pay and identity books. A certificate is to be forwarded with the provision account giving particulars of meals served during the month, stating whether any errors were discovered and, if so, what action was taken to prevent them.

7. Nominal transfer lists which are at present rendered in accordance with K.R. & A.I., Article 1820 will no longer be required, but a report is to be furnished quarterly to the Centralised Pay Office, H.M.S. "Copra", showing the total number of Combined Operations personnel victualed during the quarter, and the number of spirit rations issued. Reports received will be summarised in H.M.S. "Copra" and compared with the numbers born for pay on the ledger, after allowing for ratings receiving allowances in lieu of victualling. The result of the comparison will be reported to the Director of Victualling.

8. Particulars of whether a rating is "G", "T" or "UA" should be verified from notations in his pay and identity book (see A.F.O. 2484/43) when completing the victualling sheet on his entry for victualling.

9. As stated in C.A.F.O. 1631/42, paragraph 22 (as amended by C.A.F.O. 2334/42) and A.F.O. 793/43, credits and charges accruing locally e.g., lodging allowance and barrack, are not to be entered in List 17 of local ledgers but are to be communicated to "Copra" by the Office-in-Charge of the Flotilla or the Local Accountant Officer. In cases of doubt, the onus lies on the Office-in-Charge of the Flotilla or Unit to send the necessary information. Changes in entitlement to Grog Money are similarly to be reported to "Copra" as they occur.

10. These arrangements should be brought into operation as from 1st October, 1943.

4415.—Royal Navy (Section Beige) Entry of Skippers and Engineers
defined as in C.A.F.O. 1631/42, 2334/42 and A.F.O. 793/43.

V. 3286/43.—23 Sep. 1943.)

It has been represented that a considerable amount of clerical work is involved in carrying out the procedure laid down in K.R. & A.I., Article 1708, Clause 2, and Article 1820, for Combined Operations personnel who are borne for pay on the books of H.M.S. "Copra" and who are victualed temporarily at various bases or in HM ships.

2. It has been decided, therefore, to make a trial of the arrangements set out below with a view to reducing clerical work and at the same time providing a check on the number of rations claimed. These arrangements apply only to those C.O. personnel whose pay accounts are kept in H.M.S. "Copra".

3. Instead of entering the names of the officers and ratings on list 17 of the ledger, a statement is to be maintained in the pay office of the ship or base at which they are victualed, showing the total number of such personnel borne for victualling each day. This statement, which should be in the form shown below, is to be compiled from the copies of the victualling and check sheets which are sent to the pay office under the normal procedure and is to be amended daily:

<table>
<thead>
<tr>
<th>Date</th>
<th>Numbers Victualed</th>
<th>Numbers Checked</th>
<th>Total Grog (Included)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st July</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd July</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4. A copy of the statement should be forwarded as an enclosure to the ledger and the total number victualed during the quarter, as shown on this statement, should be included in the ledger abstract and in the victualling summary.

5. The record in the pay office, together with the arrangements set out in paragraphs 6 and 7 below, is intended to replace the check normally provided by the ledger on the number of days victualling and spirit rations claimed in the victualling account. At the end of each month, the totals shown in the pay office record are to be compared with the number of days victualling and spirit rations claimed in the provision account and any discrepancies are to be investigated. When practicable, comparisons should also be made during the month in order that errors may be corrected at the time.

6. The Accountant Officer is to make test checks at least once a month of selected messes to confirm (a) that the numbers actually taking meals in the mess agree with the numbers shown in the mess book and that ratings drawing the spirit ration are shown as "G" in their pay and identity books. A certificate is to be forwarded with the provision account giving particulars of meals served during the month, stating whether any errors were discovered and, if so, what action was taken to prevent them.

7. Nominal transfer lists which are at present rendered in accordance with K.R. & A.I., Article 1820 will no longer be required, but a report is to be furnished quarterly to the Centralised Pay Office, H.M.S. "Copra", showing the total number of Combined Operations personnel victualed during the quarter, and the number of spirit rations issued. Reports received will be summarised in H.M.S. "Copra" and compared with the numbers borne for pay on the ledger, after allowing for ratings receiving allowances in lieu of victualling. The result of the comparison will be reported to the Director of Victualling.

8. Particulars of whether a rating is "G", "T" or "UA" should be verified from notations in his pay and identity book (see A.F.O. 2484/43) when completing the victualling sheet on his entry for victualling.

9. As stated in C.A.F.O. 1631/42, paragraph 22 (as amended by C.A.F.O. 2334/42) and A.F.O. 793/43, credits and charges accruing locally e.g., lodging allowance and barrack, are not to be entered on List 17 of local ledgers but are to be communicated to "Copra" by the Office-in-Charge of the Flotilla or by the local Accountant Officer. In cases of doubt, the onus lies on the Office-in-Charge of the Flotilla or Unit to send the necessary information. Changes in entitlement to Grog Money are similarly to be reported to "Copra" as they occur.

10. These arrangements should be brought into operation as from 1st October, 1943.

C.A.F.Os. 1631/42, 2334/42 and A.F.O. 793/43.

4415.—Royal Navy (Section Beige) Entry of Skippers and Engineers

(C.A.F.Os. 1631/42, 2334/42 and A.F.O. 793/43.)

(N. 1926/43.—23 Sep. 1943.)

The following amendment should be made to A.F.O. 2906/41 —

"Advancement from Act. E.R.A. 4th class to E.R.A. 4th class (S.B.) should be as for the R.N."

Advancement from E.R.A. 4th class to B.R.A. 3rd class (S.B.) should be:

(a) One year as 4th class (excluding acting time).

(b) Be in possession of Boiler Room and Engine Room Watchkeeping Certificates.

(c) Be recommended by Engineer Officer and Commanding Officer.

A.F.O. 2906/41.)
Royal New Zealand Navy—Married Officers and Married Men—Difference of Pay with Corresponding Rates in the New Zealand Army

(N. 20495/42.—23 Sep. 1943.)

The following extract from New Zealand Navy Order No. 747 of 16 Feb. 1943, is promulgated for information.

"1. Where the total emoluments of a married officer or married man (Able Seaman rate or above) of the Royal New Zealand Navy are less than those of a married member of corresponding rank of the New Zealand Army, an allowance, to make up the difference, will be paid to the wife of the officer or man concerned, with effect from 1st November 1942. This difference will be payable to the wives of loan personnel only where the allotment to the wife is paid in New Zealand.

2. For the purpose of this allowance, total emoluments are regarded as including only the following:
   (a) Substantive pay (at basic rate, i.e. before superannuation contribution is deducted);
   (b) marriage and dependants' allowance;
   (c) domestic allowance;
   (d) Naval deferred pay; or
   (e) superannuation gratuity (£10 9s. 0d. per annum).

3. Officers or ratings who elect to receive the equivalent of Army rates of pay and allowance are to make application to their Commanding Officer, who may approve payment on the form of certificate shown in Appendix I hereto. Where, however, the applicant is in receipt of Lodging and/or Provision Allowance, the application is to be referred to Navy Office for decision. A copy of each completed certificate is to be forwarded to Navy Office.

As this allowance is payable to the wife, it will be necessary for the allotment to be increased accordingly from the Thursday following the effective date of payment, or from the last day of the succeeding month, in the case of officers.

N.B.—Where it is to the advantage of a rating to accept or to retain the provisions of Navy Orders 339 and 548 and amendments, as promulgated in A.F.Os. 732/41, 2226/42, 2227/42 and 3364/42 (which remain in force), he may be permitted to do so.

4. Where the option is exercised prior to 30th June 1943, the allowance may commence from 1st November 1942. Where the option to elect to receive Army rates of pay and allowances or to revert to naval rates of pay and allowances is exercised subsequent to 30th June, 1943, the allowance may be ante-dated only to the first day of the quarter in which the option is exercised. All credits are to be reviewed on change of rank or rating.

The option of receiving Army rates of pay and allowances is also applicable to officers and ratings serving under T.124 agreements or variants.

5. For the purpose of this Navy Order, the relative ranks, and rates of pay and allowances payable in the New Zealand Army are shown in Appendix II hereto.

It will be observed that for the purpose of the allowance referred to in paragraph 1, the rating of Able Seaman in the Royal New Zealand Navy has been approved to be regarded as equivalent to a Lance-Corporal in the New Zealand Army.

6. Credits in the ledger of this difference in daily rates should be shown as D.A.R.' (i.e. Difference between Army Rates)."

APPENDIX I

Royal New Zealand Navy—Application for Difference between Army Rates of Pay

Navy Order

Name .................................................. Rank or Rating .................................. Official Number .................................
4416

Navy Ranks and Ratings

Daily

Rate of Pay

Warrant Officer

Not applicable.

Midshipman

Not applicable.

Chief Petty Officer

Company Quartermaster Sergeant

11 6

Petty Officer

Sergeant

10 0

Leading Seaman

Corporal

9 0

Able Seaman

Lance Corporal

8 0

Medical and Dental Officers

Navy

Army

Captain

Colonel

42 6

Commander

Lieutenant-Colonel

36 0

Lieutenant-Commander

Major

32 0

Lieutenant

Captain

29 0

Children's Allowance (Payable for all children)

1 6

Dependants' Allowance

1 6

Wives with one or more children

2 6

Wives with no children or whose children are over the age of 16 years

0 6

4418.—Royal New Zealand Naval Forces—Special Leave Allowance

(N. 7022/43.—23 Sep. 1943.)

Providing that where the above conditions are fulfilled, the following rates of pay shall, subject to the regulations laid down in A.F.O. 6260/42, be allowed for each day of leave in excess of 20 days.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Rate of Special Leave Allowance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Captain</td>
<td>£10 0</td>
</tr>
<tr>
<td>Commander</td>
<td>£8 0</td>
</tr>
<tr>
<td>Lieutenant-Commander</td>
<td>£7 0</td>
</tr>
<tr>
<td>Lieutenant</td>
<td>£6 0</td>
</tr>
</tbody>
</table>

2. Pending reprint, the amendment is to be made in manuscript or typescript on a slip pasted over the existing printed matter, as follows:

Date of award of...

Higher rate of specialised pay...

Higher rate of un specialised pay...

(A.F.O. 2486/43.)

4419.—W.R.N.S.—Conduct Sheet—Pay Notations

(N. 20290/43.—23 Sep. 1943.)

Provision is being made for notation on the W.R.N.S. Conduct Sheet (S.1523) of the dates of award of the lower specialised and higher un specialised rates of pay as Wren in addition to that of the higher specialised rate for which the form at present provides.

2. Pending reprint, the amendment is to be made in manuscript or typescript on a slip pasted over the existing printed matter, as follows:

Date of award of...

Lower rate of specialised pay...

Higher rate of specialised pay...

Higher rate of un specialised pay...

(A.F.O. 2486/43.)

4421.—Personnel Proceeding to Eastern Fleet—Inoculation against Yellow Fever

(M.D.G. 43955/43.—23 Sep. 1943.)

Personnel joining the Eastern Fleet by air must be inoculated against Yellow Fever before leaving the United Kingdom.

2. In order to comply with Quarantine Regulations of India, personnel proceeding to that country or to Ceylon by air, must be inoculated at least fourteen days prior to departure.

3. Attention is drawn to A.F.O. 3917/43 and to the importance of all such persons being in possession of a certificate of inoculation. The Medical Officer giving the inoculation will keep a record of each certificate granted. This should be initialled by the officer or rating concerned as evidence that he has received the certificate.

4. These certificates are valid for 2 years which is the estimated duration of immunity.

(A.F.O. 3917/43.)

4422.—Ratings Suffering from Pulmonary Tuberculosis whose Homes are in Scotland—Disposal

(M.D.G. 30546/43.—23 Sep. 1943.)

Ratings suffering from Pulmonary Tuberculosis, and whose homes are in Scotland may be transferred from a Naval Hospital (or one of the E.M.S. hospitals empowered to hold invaliding surveys) to one of the following clearing centres in Scotland, set up by the Department of Health under the E.M.S. Scheme, where they will be retained until arrangements can be made for their transfer to sanatoria in their own home areas:

- Woodend, Aberdeen.
- Hairmyers, Lanarkshire.
- Bangour, West Lothian.

2. Immediately it is known that a rating is suffering from Pulmonary Tuberculosis, the Medical Officer in Charge should inform the Department of Health for Scotland (St. Andrew's House, Edinburgh 1, Tel. 33433, Ext. 239), giving the name of the hospital, the name, number, rating and ship of the patient. This
### Notice of Application for Clearing Hospitals

The Kingdom will apply and should be substituted for the shown in A.F.O. 204/43:

- **A.F.O. 1054/43** is to be **Roman Catholic** with the clearing hospitals.
- **A.F.O. 3925/43** is to be **Methodist**.
- **A.F.O. 1054/43** and **3925/43** are amended to **Church of Scotland** and **United Board**.

### Officialising Ministers of Religion

(C.E. 5095/43, C.E. 5735/43—23 Sep. 1943.)

The following appointments have been approved:

- **Church of England**:

- **Roman Catholic**—

- **Methodist**—

(The usual facilities are to be afforded. The following amendments are to be made to A.F.Os. 1054/43 and 3925/43. A.F.O. 1054/43 is to be amended to read:

- **Church of England**—

- **Roman Catholic**—

(A.F.O. 1054/43 and 3925/43.)

### Loss of Effects—War Risks Insurance—Rates for Insurance of Cargoes—United Kingdom Voyages

(R.F. 572/43)

Notice is given that as from 11 a.m. on Monday, 13th September, 1943, the following schedule of rates for the insurance of cargoes to or from the United Kingdom will apply and should be substituted for those shown in A.F.O. 204/43:

<table>
<thead>
<tr>
<th>Area</th>
<th>Rate per Cent.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada (Atlantic) and/or United States (Atlantic) not South of Cape Hatteras</td>
<td>60s.</td>
</tr>
<tr>
<td>United States (Atlantic), south of Cape Hatteras and/or United States Gulf</td>
<td>70s.</td>
</tr>
<tr>
<td>West Indies (including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atl) and Mexico (Atlantic))</td>
<td>70s.</td>
</tr>
<tr>
<td>Canada and/or United States and/or Central America (Pacific)</td>
<td>80s.</td>
</tr>
<tr>
<td>South America, Atlantic or Pacific</td>
<td>90s.</td>
</tr>
<tr>
<td>Portugal and Spain (Atlantic), and Gibraltar</td>
<td>70s.</td>
</tr>
<tr>
<td>Spanish Mediterranean Ports</td>
<td>90s.</td>
</tr>
<tr>
<td>African, West Coast not south of River Congo</td>
<td>80s.</td>
</tr>
<tr>
<td>Africa, West Coast, south of River Congo and ports in South Africa not north of Delagoa Bay</td>
<td>100s.</td>
</tr>
</tbody>
</table>

### Travelling—Transfer of Free Warrants to Wives and Children

(N. 17242/43—23 Sep. 1943.)

It sometimes happens that a ship puts into a port in home waters without the possibility of leave being granted to the ship’s company or some members of it, although they may be able to spend a considerable part of their visit ashore.

2. When in such circumstances the officer or man has not used the four free warrants he is allowed annually for travelling on leave, he may transfer one or more of those remaining to his wife or children under the following conditions in order that they may visit the port where the ship is lying.

3. The transfer of free warrants will be subject to the permission of the Commanding Officer of the ship concerned, who will see that it is only given when the exigencies of the service make the grant of the concession possible, and when the length of stay, travelling facilities and opportunities of accommodation at the port, render a visit worthwhile.

4. No liability can be accepted for providing accommodation or for wasted journeys due to the sudden departure of H.M. Ships.

5. The officer or man concerned should be supplied with D.N.A. Form 800 made out in favour of his wife (with or without children) to post on for her use. The Form should be signed and stamped by the Issuing Officer.

6. If time will not permit of the procedure in paragraph 5, the Commanding Officer will send the wife a telegram giving her the option of starting at once and paying the fare at the usual concession rate, the cost being refunded to her on arrival. As an Officer’s wife may not have Army Form O.1798 with which to obtain a ticket at the concession rate (A.F.O. 3843/42), paragraph 10, she should be advised in the telegram to apply to the R.T.O. for one. If there is no R.T.O. at the railway station, she should apply to the local Police Station for a free travelling warrant. A rating’s wife will need to produce her Navy Order Book at the booking office.

7. Free warrants used by children under the age of 14 years will count as halves against the annual entitlement of the officer or man concerned—i.e. two warrants issued to children under the age in question would count as one free ticket due to the officer or man himself. Warrants are not required for children under 3 years of age.

8. Care should be taken to record the issue of warrants, or repayments of fares, against the entitlement of the officer or man (A.F.O. 3843/42, paragraphs 32 and 33).

(A.F.O. 3843/42.)
4428.—Gifts to H.M. Ships in Connection with Warship Weeks, etc.—Repeated Donations

(N.L./W.A.F. 105/182/84.—23 Sep. 1943.)

Enquiries have been made by a number of Warship Week Committees from whom donations have been received by the Royal Naval War Amenities Fund in accordance with the terms of A.F.O. 5146/42 as to whether further gifts may be made on behalf of their adopted ships from monies which may subsequently be contributed in their districts.

2. In order to meet the generous wishes of the public in this matter insofar as is compatible with established Admiralty policy, Their Lordships have decided that subsequent donations may be accepted by R.N.W.A.F.:
   (a) where a ship has re-commissioned since the date of the last gift;
   (b) where a ship has not re-commissioned but an interval of two years has elapsed since the last donation. In the event of successive gifts within the total of the permitted maximum being received these will be regarded as instalments of one donation, the date when the first instalment was received being treated as the date of the whole donation.

The Committees concerned will be informed of the position by the Secretary R.N.W.A.F.

3. It is emphasised that the conditions governing the maximum amounts to be accepted by R.N.W.A.F. and the disposal of any surplus laid down in A.F.O. 5146/42 regarding original grants are equally applicable to any subsequent gifts.

(A.F.Os. 1495/42 and 5146/42.)

*4427.—Junior United Service Club—New Conditions of Membership

(C.W. 34319/43.—23 Sep. 1943.)

The Junior United Service Club (founded in 1827), will now consider for membership if proposed and seconded by members of the club—
   (a) Officers holding or who have held commissions in any of His Majesty's Armed Forces;
   (b) Officers of the rank of Acting Sub-Lieutenant and Midshipman.

2. The Club is situated at 11 Charles II Street, S.W.1, has bedroom accommodation for members, and rooms for the entertainment of lady guests.

3. The rates of annual subscriptions are:
   12 guineas if residing or serving within 50 miles of the club;
   10 guineas over 50 or under 100 miles;
   7 guineas over 100 miles;
   6 guineas if serving in ships in home waters.

There are special rates for Junior Officers and for Officers serving abroad.

4. Full particulars may be obtained from the Secretary.

4428.—Educational Tests, November—December, 1943—Time Table

(N. 22259/43.—23 Sep. 1943.)

(Included in Notice Boards Issue only.)

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

4429.—Aircraft—Ammunition—Pyrotechnics—Flame Float A/C (Navigation), Mark II—Failures and Examination of

(G, 07968/43.—23 Sep. 1943.)

Failures to function properly have been caused by:
   (a) The assembling factory not having greased the internal sliding surfaces of the body and the floating container which is ejected from the body on impact. The lack of grease is most liable to cause failure from heights above 2,500 ft.
   (b) The container being too tight inside the body, so that it will not slide out freely. This is caused by faulty manufacture to wrong dimensions.
   (c) A "rag" being left at the edge of the tail end of the body tube, thus providing an obstruction to the free sliding out of the container from the body.

2. On board H.M. ships, if any tendency to blinds is observed when the floats are dropped, all the floats on board are to be opened up:
   (a) To ensure that the insides are greased (paragraph 1 (a) above) with mineral jelly.
   (b) To see that the container will slide freely in the body (paragraph 1 (b) and (c) above).

3. Notes to guide opening up and re-assembling flame float A/C, Mark II.—The cylindrical body is connected to the float at the nose by a safety pin and at the tail end by three wires and corresponding tabs.

The wires are twisted copper secured by soldering.

When the nose safety pin and wires are removed the floating container can be withdrawn from the body for examination and greasing as indicated in previous paragraphs.

When the floating container is replaced, the following operations are to be carried out:
   (a) The joint ring and nose safety pin with becket and tablet are to be re-assembled.
   (b) The three sets of tabs are to be re-wired with copper wire, gauge 24 S.W.G* (0.022) diameter. No stronger wire must be used for this purpose. The wire is to be passed through the holes in the tabs once, and the ends of the wire are to be twisted together, soldered and tucked in.
   (c) Copper wire, 24 S.W.G. (0.022) diameter, is to be passed once through the eye of nose safety pin, through the hole in the end of safety pin and secured by twisting the ends together.

4430.—Ammunition—Mortars—B.L., 4-in., Smoke—Use of Cartridges S.A.R.G. 0.303-in. Cordite H, Mark II

(G, 9452/43.—23 Sep. 1943.)

Missfires have occurred in B.L. 4-in. mortars due to using cartridges, 0.303-in., ballistite H, Mark IZ.

2. B.L. 4-in. mortars were designed so that cartridges 0.303-in., H, cordite Mark II, should be used with them. More powerful cartridges, such as the ballistite cartridges referred to above should not be used.
30

4431.—Guns—Q.F., 4-in., Mark XIX—Levers, Breech Mechanism and Shafts, Firing Modification

(A.S. 11707/43.—23 Sep. 1943.)

The following modification is approved:

*Gun ... ... ... Q.F., 4-in., Mark XIX.*

*Parts affected ... ... (a) Levers, breech mechanism, Marks I, I*, I**, I***, II* and III*—Bars, firing, Mark I.*

(b) Shafts, firing, Mark I—Levers, rear, Marks I and II.*

*Purpose ... ... ... To give positive return to "Ready-to-Fire" position.*

*Nature of modification ... ... (a) Firing bar to be shortened. Mark of firing bar to be advanced to Mark II and a letter "A" added after the mark of the lever, breech mechanism.*

(b) Studs on rear levers to be replaced by new pattern; mark of rear lever to be advanced to Mark II* and mark of shaft firing to Mark II.*

*Drawing ... ... ... I. P. N.O.D.3121/18.

*By whom to be done ... ... R.N. Armament Depots.*

*Degree of urgency ... ... Items in service at first opportunity; those in store before issue.*

4432.—Guns—0·303-in., Hefah (V), Mark I—Modification to Barrel and Safety Catch

(A.S./G. 017080/41.—23 Sep. 1943.)

The following modifications are approved:

*Barrel*

*Gun ... ... ... 0·303-in., Hefah (V), Mark I.*

*Part affected ... ... Barrel.*

*Purpose ... ... ... To facilitate entry of round.*

*Nature of modification ... ... Adding Chamfer to bottom rear end of chamber.*

*Drawing ... ... ... N.O.D. 3139/85.*

*By whom to be done ... ... R.N. Armament Depots.*

*Degree of Urgency ... ... As convenient.*

*Safety Catch.*

*Gun ... ... ... 0·303-in., Hefah (V) Mk. I.*

*Part affected ... ... Safety catch.*

*Purpose ... ... ... To clear the mounting firing bar.*

*Nature of modification ... ... Removal of metal from the front end.*

*Drawing ... ... ... N.O.D. 3135/85.*

*By whom to be done ... ... R.N. Armament Depots.*

*Degree of urgency ... ... As convenient.*

4433.—Guns—0·303-in.—Browning Aircraft—Modifications

(G. 1146/43.—23 Sep. 1943.)

The undermentioned leaflets are now to be made obligatory and are to be extended to cover Mark II* Browning guns.

A.P. 1641C/D.1. Introducing Stops, switch plate, Ref. 7H/1574 in place of 7H/1243 and 7H/1271.

A.P. 1641C/D.3. Introducing pawls, feed Mark III, Ref. 7H/1589 in place of 7H/1243.

2. All 0·303 in. Browning guns for use in aircraft are to be examined on the following occasions to ensure that the modifications have been carried out:

*Guns in aircraft ... ... ... Next Group C or E maintenance operation.*

*Guns in store in H.M. Ships or Before installation or as soon as possible Air Stations.*

*Guns at N.A. Depots ... ... Before issue.*

3. Where necessary these modifications are to be carried out immediately using spare parts, additional parts being demanded to complete stocks.

4. The conversion of pawls, feed, Mark III, Ref. 7H/1589 to Mark III* is detailed in A.P. 1641C/D.10—W.

(A.F.O. 815/43.)

4434.—Gun Mountings—4·7-in. Twin Mounting, Mark XX—Damage of Cartridge Case Lip during Transference of Round from the Tilting Tray to the Loading Tray

Ships fitted.

(G. 012351/43.—23 Sep. 1943.)

Instances have been reported of damage to the lip of 4·7-in. Mark XI cartridge case, with consequent failure to load, due to incorrect loading drill.

2. It is essential that, when transferring the round from the tilting tray to the loading tray, the drill in p.p. 7 and 15 of B.R.297 (Duties of No. 6) should be adhered to, and that the speed of shell and case should be controlled.

3. Failure to carry out this procedure allows the projectile to damage and distort the lip of the cartridge case when the shell and cartridge are brought up on the buffer.

(B.R.297.)


Ships, Dockyards and R.N. Armament Depots concerned.

(G. 3566/43.—23 Sep. 1943.)

The following procedure is to be adopted for the maintenance of the semi-automatic breech mechanisms of 4-in. Q.F., V to VC and AV to V* guns on the above mountings.

(a) The semi-automatic pawl should be correct to gauge as a unit.

(b) The axis of the bolt actuating and the pawl fulcrum is to be in correct alignment, the distance between centre lines drawn parallel to the bore of the gun should be 1·8-in.

(c) The profile of the cam in relation to the keyways of the bolt actuating should be correct to gauge.

(d) The extractors should be correct to gauge as a pair.

(e) The wear in the housing for the bolt actuating, in the spindle of the bolt actuating, or on the pivoting surfaces of the extractors, should not be excessive.

(f) When conditions (a), (b), (c), (d) and (e) have been obtained, the unseating of the cartridge (primary extraction) should begin at a breech opening of 5·53 to 5·7 ins. If the breech block opening exceeds 5·7-ins., the inclined slopes on the breech block for actuating the extractors in primary extraction are to be repaired to N.O.D.2146/52 and adjusted separately, so that the extractors come into action simultaneously on the lip of the cartridge when the breech has opened 5·63-ins. It is also necessary that the inclined slopes should be smooth and of the correct incline.

2. The necessary jigs, gauges and drawings have been issued to the yards concerned, and the semi-automatic pawl brackets of mountings which have been jigged and adjusted should be stamped with the letter J and the register number of the gun which was fitted when the jigging was carried out. Ships in which the pawl brackets are not so stamped or in which the number stamped on the bracket does not correspond with the register number of the gun actually fitted in the mounting, or in which the semi-automatic mechanisms have not yet been adjusted or are unsatisfactory are to include an item in their defect list on the occasion of the next refit to cover the necessary gauging and adjustment of the mountings. As the same time, application should be made to the Senior Armament Supply Officer for the examination, repair and adjustment of the breech mechanisms in accordance with paragraph 1 (c), (d), (e) and (f). Mountings which have been previously jigged and adjusted to suit a particular gun are to be jigged again whenever the gun is
exchanged, in order that small differences in the guns may be accommodated. In all the above cases care should be taken by the Dockyard concerned that the pawl brackets are correctly stamped.

3. On completion of the repairs and adjustments, the action of the semi-automatic mechanism is to be tried at a slip test, in which the speed of run-out is adjusted so that the fired cartridge is ejected just clear of the gun at all angles of elevation. Satisfactory ejection should be observable with a moderate speed of run-out. It must be realised that the actuating bolt and extractors will be strained and distorted if an excessive speed of run-out is permitted. Attention is drawn to the fact that when a cartridge case which has been previously fired and ejected is used at the slip test to demonstrate ejection, it does not represent accurately the "action" condition, in which the cartridge case has been fired but not ejected. The "action" condition may be obtained artificially by wrapping one or two turns of single spun yarn round the demonstration case, which can then be forced into the chamber of the gun by the wedging action of the bevel face of the breech block as the breech is closed by hand. No other force or implement is to be used.

4. In the case of guns and mountings being prepared for issue to ships in commission or new construction, the guns are to be fitted to the mountings and the equipment jigged and gauged, and any adjustments found necessary made, before issue. Guns and mountings already in ships in commission should only be jigged and gauged if a semi-automatic failure occurs for which no direct cause is apparent.

5. It is of the utmost importance that when mountings have been jigged and pawls passed by gauge, no further alterations should be made to correct a fault, which may be in some other part of the mechanism.

6. With regard to paragraph 1 (f) the following procedure is to be adopted for measuring the breech opening when primary extraction begins.

A fired cartridge case is secured in the chamber of the gun with a strongback, a portion of the rim of the case having been removed so that only one of the extractor arms is in engagement with the rim. A force of 100 lb. is then applied normally to the B.M. lever and the breech opening measured. The process is then repeated with the other extractor arm in engagement. The two measurements of breech opening thus obtained should be equal within 0·1 in. and within the limits 5·53- ins. and 5·7- ins.

7. The amendment to instruction plates (Item Z, Malta M.E.D. Drawing 2819, Sheet 2) supplied with jigs and gauges is hereby cancelled. For future replacements, pawls manufactured by Dockyards should be of mild steel, 31 to 35 tons ultimate tensile strength, hardened at the operative end.

(A.F.Os. 3309/30, 1496/34 and 176/39—not in annual volume—are cancelled.)

4436.—Gun Mounting—4-in. H.A. Twin R.P. 50 Series, Mark XIX—Modification in Order to Improve Lubrication of Elevation Hand Power Clutch

Ships Concerned

(G. 09383/43.—23 Sep. 1943.)

Reports from sea indicate that the elevation hand-power clutch of the 4-in. H.A. Twin R.P. 50 series, Mark XIX, mountings is not sufficiently lubricated.

2. A.F.O. Diagram No. 284/43 Part drawing No. N.33038 shows the modifications required to remedy this defect; they consist of—

(a) Burning a small strip of metal from the side plate of the carriage to give access to a grease nipple which is then to be fitted to the flange of the clutch.
(b) Cutting a grease groove in the clutch.
(c) Removing the oilite bush at present fitted to the clutch selector lever pin and replacing it by a phosphor bronze bush with grease grooves.
(d) Fitting a grease nipple to the selector lever pin and drilling grease holes in the latter.

3. The diagram also shows a strip of the carriage plate 1·5-in. x 3·3-in. which may be cut away to assist assembly and dismantling of the gear box.

4. The work should be carried out by ship's staff.

5. The register number of mountings modified should be reported.

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

4437.—Torpedoes—Maintenance

M.T.M.U.

(Pt. T. 09263/43.—23 Sep. 1943.)

A report has been received that routine "F" as laid down in B.R. 635 is not adequate to maintain torpedoes in serviceable condition under adverse conditions.

2. Pending further experience, the decision as to what increases are required, and when, must be decided by the man on the spot, depending on circumstances.

3. It must be borne in mind that routine "F" is framed for torpedoes operating from an Aircraft Carrier or an Established Air Station.

4. If M.T.M.U. operations involve transport over rough ground the Commanding Officer must be guided by paragraph 4 (ii) of B.R. 635 in deciding what extensions of routine are necessary.

5. The following suggested additions to routine "F," designed to counteract the effects of exposure to dust and sand, are extracted from the report referred to in paragraph 1 above and promulgated for information.

(a) "Before routines, the torpedo is thoroughly cleaned, oil and paraffin mixed being poured over the tail and rudder gearing. Then, with a discharging nozzle fitted with a length of copper pipe, all dust and dirty oil is blown out. When fairly clean repeat with clean oil. Paragraphs 29 and 30 of B.R. 635 are carried out as part of paragraphs 73 and 84."

(b) "Routine "F"—If this is done the fuel must of course be drained when carrying out the provisions of paragraph 69."

(c) "Igniters are not placed in the torpedoes until immediately prior to loading. Torpedoes are transported to the aerodrome with hammers eased over strikers."

(d) "This applies particularly to torpedoes not modified to A.F.O. 950/43."

6. Another source recommended not inserting the ebonite screws securing turbine trough cover until arrival at loading point due to danger of fracture during transport. The covers were lashed in place on passage.

(A.F.O. 950/43.)

4438.—Torpedoes—18-in., Mark XV—Reintroduction of Servomotor Elastic Rods, St. No. 5677, in lieu of St. No. 6206

(A.S. 8515/43.—23 Sep. 1943.)

The abolition from new production design for 18-in., Marks XII and XV type torpedoes of the C* air rudder control gear has made it possible to revert to the original and more simple design elastic rod St. No. 5677 in place of the double spring type St. No. 6206.

2. In order to strengthen the elastic rod, St. No. 5577, in new manufacture a plunger rod of larger cross sectional area and lengthened threaded portion has been introduced. The sleeve for the spring box and the tapped hole in the star wheel have been modified to suit.

3. This modification will not be made retrospective.

4. A.F.O. 3171/43 has already introduced a new non-retrospective method of locking after adjustment.

(A.F.O. 3171/43.)

4439. Torpedoes—21-in., Mark IXB, Blowing Heads—Possible Causes of Failure

(Pt. T. 09318/43.—23 Sep. 1943.)

An investigation has recently been carried out into certain cases of unexplained failures of 21-in. Mark IX B blowing heads which have resulted in the loss of 21-in. Mark IX** torpedoes. The circumstances of the losses, which were the same in all cases, were that the torpedo was seen to break surface on shutting off at the end of an apparently satisfactory run and then sank, while subsequent investigation showed that all preparation routines had apparently been correctly carried out.

2. The Mark IX B hydrostatic blowing head has been in service at sea for eight years, during which it has operated satisfactorily on all types of 21-in. Mark IX torpedoes in many hundreds of practice and trial runs. This is...
in itself proof that there is nothing fundamentally wrong with either the design of the head or the instructions for preparation and maintenance. Failures of the head are therefore most likely to be due to mechanical defects or to personnel errors.

3. Three mechanical defects have however been brought to light which are not specifically referred to or tested for in the maintenance regulations, though they would probably be discovered during the course of routines if these were carefully and thoroughly carried out. These defects are as follows:

4. Bent spring rod operating the water flap. — The spring rod which pushes the water flap forward at the end of the torpedo's run consists of two parts, a plunger sliding within a sleeve, which are forced apart by a compressed spring. In a number of heads the plunger has been found to be slightly bent, possibly as a result of accidental pressure on the centre of the spring rod when assembled in the head or by the use of force in attempting to remove the spring rod with the blowing mechanism in place in the head. The effect of a bent plunger is to introduce friction into the operation of the spring rod and water flap which may be overlooked when the water flap is pulled aft by hand to cock the blowing mechanism, but may be sufficient to prevent the water flap from going forward under the action of the spring at the end of the run.

5. This defect can sometimes be detected from the results of the test of the water flap spring (O.U. 5504, paragraph 175), if the pull required to take the water flap back is excessive, or there is considerable difference between the pulls required to start the flap aft and to prevent the flap starting forward. The tolerances allowed in this test are fairly wide, however, and it might be possible for a defective head to be technically within the limits laid down. It has also been found that a bent spring rod, if not too badly bent, is liable to produce variable results, so that several satisfactory tests may be followed by a failure.

6. Friction in the spring rod is, of course, increased by the presence of dirt, congealed grease, etc., though it is unlikely that these will cause the rod to stick unless it is already bent.

7. The spring rod is to be removed from all Mark IXB heads at the first convenient opportunity, and the plunger tested for bending alongside a straight-edge. The base-plate of the blowing mechanism is to be removed from the head before disengaging the spring rod, and a suitable moment for carrying out this test is therefore during the quarterly routine or on receipt of the head. On re-assembly, the spring rod is to be cleaned and lightly lubricated with Oil T.L.U.

8. Fouling between water flap and mechanism cover plate. — The clearance between the port side of the water flap and the edge of the slot in the mechanism cover plate is small, and may be reduced to nothing if the cover plate is distorted or is not fitted quite square. The cover plate is not fitted until the head is fully prepared for running, when the water flap is already locked in its aft position by the paddle wheel spindle, so that fouling between the plate and the water flap in this position may escape notice. If fouling does occur, it may prevent the water flap from going forward at the end of the run and so cause a blowing head failure.

9. The clearance between the water flap and the slot in the cover plate is to be examined in all heads after the plate has been fitted and secured in place, and if necessary the freedom of the water flap tested by unlocking it and moving it through its limits of travel. If fouling exists, it should be checked that the plate is correctly home and secured, and the slot in the plate then filed as necessary to give a clearance from the water flap of at least 0.060 in.

10. Leak in the hydrostatic valve drain pipe. — A leak or crack may occur in the pipe leading from the drain plug in the shell of the head to the capacity chamber underneath the hydrostatic valve, probably caused by vibration or the repeated shock of discharge in heads that have seen considerable service. Such a leak allows water from the interior of the head to fill up the capacity under the hydrostatic valve, thus reducing the capacity chamber underneath the hydrostatic valve, thereby reducing the capacity and making it more difficult to discharge the torpedo.

11. All heads are to be tested for leaks in this pipe by slackening back the drain plug during the internal pressure test of the shell, (O.U. 5504, paragraph 186) and pouring a little oil or water round the drain plug.

12. Blowing by emergency spring. — None of the above defects prevents the head from blowing by the emergency spring when the torpedo reaches a depth of 60 ft. There is, however, some evidence to show that under these conditions blowing may occur too late to arrest the downward motion of the torpedo before it hits the bottom, when it may become embedded in mud and be unable to rise even though positively buoyant.

13. Effect of running depth of torpedo on blowing of head. — Trials have shown that when torpedoes are run well below the normal blowing depth of the head, i.e. at about 24 ft. or more, the head usually starts to blow as soon as the water flap goes forward on the way to the surface after shutting off. If torpedoes are run above the blowing depth of the head, i.e. at about 12 ft. or less, blowing cannot start until the torpedo has sunk to 15 ft. approximately after first coming to the surface. If in the latter case the head is late in blowing for any reason, there is a chance that the torpedo may reach the bottom before it starts to rise, with the result as described in paragraph 12.

14. For this reason 21-in. Mark IX type torpedoes when run with blowing heads should preferably be set to depths of 24 ft. or more unless there is any special reason for using a shallower depth setting.

15. Use of minimum initial air charge. — If there is any irregularity or delay in the blowing of the head, it is evident that the lighter the torpedo is on shutting off the more chance is there of it being brought to the surface when positive buoyancy is attained. For this reason the minimum air charge as laid down in the Torpedo Firing Manual for the conditions of the practice should always be used when 21-in. Mark IX type torpedoes are run with blowing heads, unless it is particularly desired to discharge the torpedo in as heavy a condition as possible, e.g. as in torpedo discharge trials, when an air charge up to the maximum value laid down may be used. The use of the minimum air charge ensures that the torpedo will run its set range at the speed set.

16. The tests outlined in paragraphs 4-11 above will be incorporated in the new edition of the maintenance regulations for 21-in. Mark IX-IX** torpedoes, which is now in the course of preparation.

(A.F.O. 2385/43 is cancelled.)

4440. Torpedo Stores—Chests, Spare Gear, 18-in., Marks XII—XII*** and XV—Addition of Screws, St. No. 6345

4441. Torpedo Stores—Chests, Tools and Spare Gear, 21-in., Marks VIII—VIII**—Addition of Tools St. No. 1369

(A.S. 1171/43—23 Sep. 1943.)

The following item, viz. —

Section III

Tools, removing charging valve liner, St. No. 1369

will be added to the contents of “Chests, tools and spare gear, 21-in., Marks VIII—VIII** in the proportion of one per chest.

2. Submarines concerned are to demand to complete to the new allowance from the nearest Torpedo Depot.

3. Labels of chests and torpedo store accounts are to be amended as necessary.
3. The overload gear of all old type supply breakers in the above-mentioned ships, with the exception of H.M. Ships "Colombo" and "Danae," is therefore, to be set to trip in 10 seconds at twice full load current of the respective dynamo. In the case of H.M. Ships "Colombo" and "Danae," the overload gear of the old type supply breaker for No. 1 dynamo is to be set to trip in 10 seconds at twice the full load current of the dynamo, and that for the old type supply breakers feeding the ring main from Nos. 2 and 3 dynamos is to be set to trip in 10 seconds at twice the full load rating of the breaker. In all cases the mechanism is first to be overhauled as described in B.R. 268 (6), paragraphs 106-108.

4. Since discrimination cannot be guaranteed between the new type supply breakers incorporated in the main supply switchgear units for Nos. 2 and 3 dynamos in H.M.S. "Colombo" and "Danae" and the existing old type supply breakers for these dynamos, the overload trip relays in the new type supply breakers are to be rendered inoperative.

(B.R. 268 (6), paragraphs 106-108.)

### 4446. Boiler Tubes, etc.

<table>
<thead>
<tr>
<th>Type and No. of Boilers</th>
<th>Scotch</th>
<th>Generator</th>
<th>Air Heater</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total No. of Tubes fitted</td>
<td>1 No.</td>
<td>312 No.</td>
<td>294 No.</td>
</tr>
</tbody>
</table>

### 4444. Boiler Tubes

<table>
<thead>
<tr>
<th>Row</th>
<th>Ext. Diam.</th>
<th>Thickness</th>
<th>Fitted Length</th>
<th>Total No. of Tubes fitted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain</td>
<td>3(\frac{4}{8}) in.</td>
<td>7 W.G.</td>
<td>7 ft. 6 in.</td>
<td>218</td>
</tr>
<tr>
<td>Stay</td>
<td>Swelled to 3(\frac{4}{8}) in. in front end for 3 in.</td>
<td>3(\frac{4}{8}) in.</td>
<td>7 ft. 6 in.</td>
<td>59</td>
</tr>
<tr>
<td>Stay</td>
<td>Swelled to 3(\frac{4}{8}) in. in front end for 3 in. and screwed at ends to 3(\frac{4}{8}) in. and 3(\frac{3}{8}) in. for 2(\frac{1}{2}) in. up with a continuous thread</td>
<td>2(\frac{1}{2}) in.</td>
<td>9 T.P.I.</td>
<td>31</td>
</tr>
<tr>
<td>Stay</td>
<td>Swelled to 3(\frac{4}{8}) in. in front end for 3 in. and screwed at ends to 3(\frac{3}{8}) in. and 3(\frac{3}{8}) in. for 2(\frac{1}{2}) in. up with a continuous thread</td>
<td>2(\frac{1}{2}) in.</td>
<td>9 T.P.I.</td>
<td>4</td>
</tr>
</tbody>
</table>

### 4445. Overload Devices in Old Type Supply Breakers

- **Ring Main ships not fitted with Electrically Operated Ring Main Breakers**
  - (D. 020088/43.—23 Sep. 1943.)
  - It has been represented from a ship with pre-"Nelson" type ring main arrangements that the overload devices fitted to the main supply breakers are unreliable.
  - 2. It is appreciated that this old type of overload release is inconsistent in operation but it is observed that great accuracy is not essential and provided the overload release operates at a value reasonably close to the desired setting, it can be accepted. It is evident, however, that due to increased loading and the possibility of momentary peak loads such as that due to switching on the searchlights, the existing setting of 155 per cent. full load current with 60 seconds delay is too low.
**H.M.S. "Wallasea" (P.15092/43.)**

Particulars of the boilers and tubes fitted in H.M. ships "Wallasea" and "Johan Maurits" are identical with those published in A.F.O. 1415/43 for H.M.S. "Exe".

**H.M.S. "Spartan" (P.13969/43.)**

Type and No. of boilers ... 3 Drum small tube type fitted ... 4 No. with "Melesco" superheaters.

Total No. of tubes fitted ... Generator ... ... ... 13944 No.

<table>
<thead>
<tr>
<th>Row</th>
<th>Ext. Diam.</th>
<th>Thickness</th>
<th>Fitted Length</th>
<th>Total No. of Tubes fitted</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1 in.</td>
<td>W.D.G.</td>
<td>ft. in.</td>
<td>424</td>
<td></td>
</tr>
<tr>
<td>AA</td>
<td>1 in.</td>
<td>128</td>
<td>9 4 in.</td>
<td>48</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>1 in.</td>
<td>128</td>
<td>8 11 in.</td>
<td>464</td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>1 in.</td>
<td>116</td>
<td>8 9 in.</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>1 in.</td>
<td>116</td>
<td>8 7 in.</td>
<td>720</td>
<td></td>
</tr>
<tr>
<td>DD</td>
<td>1 in.</td>
<td>116</td>
<td>8 5 in.</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>1</td>
<td>104</td>
<td>8 3 in.</td>
<td>824</td>
<td></td>
</tr>
<tr>
<td>F</td>
<td>1</td>
<td>104</td>
<td>8 2 in.</td>
<td>816</td>
<td></td>
</tr>
<tr>
<td>G</td>
<td>1</td>
<td>104</td>
<td>8 1 in.</td>
<td>808</td>
<td></td>
</tr>
<tr>
<td>H</td>
<td>1</td>
<td>104</td>
<td>8 1 1/2 in.</td>
<td>792</td>
<td>All tubes are bent.</td>
</tr>
<tr>
<td>J</td>
<td>1</td>
<td>104</td>
<td>8 1 1/2 in.</td>
<td>794</td>
<td></td>
</tr>
<tr>
<td>K</td>
<td>1</td>
<td>104</td>
<td>8 1 1/2 in.</td>
<td>776</td>
<td></td>
</tr>
<tr>
<td>L</td>
<td>1</td>
<td>104</td>
<td>8 1 1/2 in.</td>
<td>768</td>
<td></td>
</tr>
<tr>
<td>M</td>
<td>1</td>
<td>104</td>
<td>8 2 1/2 in.</td>
<td>760</td>
<td></td>
</tr>
<tr>
<td>N</td>
<td>1</td>
<td>104</td>
<td>8 2 1/2 in.</td>
<td>760</td>
<td></td>
</tr>
<tr>
<td>O</td>
<td>1</td>
<td>104</td>
<td>8 3 in.</td>
<td>762</td>
<td></td>
</tr>
<tr>
<td>P</td>
<td>1</td>
<td>104</td>
<td>8 4 in.</td>
<td>744</td>
<td></td>
</tr>
<tr>
<td>Q</td>
<td>1</td>
<td>104</td>
<td>8 6 in.</td>
<td>736</td>
<td></td>
</tr>
<tr>
<td>R</td>
<td>1</td>
<td>104</td>
<td>8 7 in.</td>
<td>728</td>
<td></td>
</tr>
<tr>
<td>S</td>
<td>1</td>
<td>104</td>
<td>8 9 in.</td>
<td>720</td>
<td></td>
</tr>
<tr>
<td>T</td>
<td>1</td>
<td>104</td>
<td>8 1 1/2 in.</td>
<td>712</td>
<td></td>
</tr>
</tbody>
</table>

**H.M.S. "Wallasea" (P.15092/43.)**

Type and No. of boilers ... 3 Scotch Return Tube 1 No., Generators ... 384 No., Air Pre-heater ... 286 No.

<table>
<thead>
<tr>
<th>Row</th>
<th>Ext. Diam.</th>
<th>Thickness</th>
<th>Fitted Length</th>
<th>Total No. of Tubes fitted</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain</td>
<td>2 1/2 in.</td>
<td>8 W.G.</td>
<td>7 ft. 11 1/2 in.</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Swelled to 2 1/2 in. at one end 3 in. up.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stay</td>
<td>2 in.</td>
<td>5 3/4 in.</td>
<td>8 ft. 0 in.</td>
<td>2</td>
<td>All tubes are straight.</td>
</tr>
<tr>
<td></td>
<td>Swelled to 3 in. for a length of 3 in. up at one end and screwed with a continuous thread 9 T.P.I. for 3 in. up both ends and fitted with 1/2 in. nuts at 2 1/2 in. dia.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stay</td>
<td>2 1/2 in.</td>
<td>1 1/2 in.</td>
<td>8 ft. 0 in.</td>
<td>8</td>
<td></td>
</tr>
</tbody>
</table>

**Records affected, D.354 and D.682 (Standard copy).**

(This order will not be reprinted)

(A.F.O. 1415/43.)

**4447.—General Motors Model 268A Bearing Shells for Diesel Engines**


(D. 12143/43.—23 Sep. 1943.)

Instances have been reported wherein the upper and lower main bearing shells of General Motors’ Model 268A engines have been inverted during replacement. This results in failure of lubrication of the main bearings, connecting rod bearings, and pistons. The upper bearing shell is grooved for oil passage, whereas the lower is not. As the upper and lower shells are readily interchangeable from the standpoint of installation, it is easy to install shells improperly.

2. All new bearing shells will be marked U (upper) and L (lower) at the factory. However, there are many bearing shells in service which are not marked. Prior to installation, it will, therefore, be necessary to inspect bearing shells carefully for markings and for the oil groove to determine whether the shell is upper or lower.

**4448.—Gyro-compass Steering Repeaters—As. and As.**

Dockyards, P.S.O., etc.

(C.D. 367/43.—23 Sep. 1943.)

In certain ships the Gyro-compass Steering Repeaters, Type 'Type, Pattern 1712, are mounted on a bulkhead subject to blast from their own guns and are, therefore, liable to damage by shock. The Commanding Officers of such vessels should include an item in their list of As. and As., classification B, to mount the repeaters on a special bracket clamped either to a tubular stanchion (see A.F.O. Diagram 287/43) or on a similar tube hung from the deck over.
2. This type of support should be adopted in all new construction where repeaters are liable to damage by blast and subject to no delay in completion of ships or undue interference with finished work.

3. A special hinged bracket, Pattern 1703, for securing the repeater to the stanchion is in manufacture and will be available in a few months.

4. Demands for bracket, Pattern 1703, should be addressed to N.S.O., Slough.

4449.—Magnetic Compasses— Safe Distances

(C.D. 193/43.—23 Sep. 1943.)

Instances have occurred wherein the requirements of A.F.O. 6414/42 have not been observed. Attention is drawn to the fact that this order is applicable to ships in commission as well as to new construction and, when ships are in hand for refit, endeavour should be made, as opportunity occurs, to remedy any details wherein the requirements of A.F.O. 6414/42 have been overlooked.

2. Particular attention is called to paragraph 3 of the A.F.O. quoted.

(A.F.O. 6414/42.)

4450.—Responsibility for Testing Compass Corrector Coils in H.M. Ships and Procedure for Carrying Out Tests

(C.D. 528/43.—23 Sep. 1943.)

The following amendment is to be made to A.F.O. 2701/43, paragraph 5:

Add new sub-paragraph—

"(v) See that spheres and, if necessary, Flinders bars are in place. Note: Any subsequent adjustment of Flinders bar may affect the adjustment of any of the corrector coils (Heeling Error, B or C coils)."

(A.F.O. 2701/43.)

4451.—Speed-Time-Distance Indicator—Allowance

(N.S. 014192/42.—23 Sep. 1943.)

The allowance of the speed-time-distance indicator introduced by A.F.O. 5016/42 is to be extended to include all S.G.B.s., M.T.Bs. and M.G.Bs., whether fitted with asdics or not. One indicator is to be allowed to each boat.

2. Pattern 1435 (the original type without the additional scale) is suitable, and should be issued to these craft in preference to Pattern 1448 introduced by A.F.O. 3297/43.

3. In order to provide for this service, ships exchanging the original rule for the new pattern should return Pattern 1435 to storing yards on receipt of the Pattern 1448. Paragraph 4 of A.F.O. 3297/43 is accordingly cancelled.

4. Coastal Force bases should forward demands to their storing yards to complete attached craft concerned.

Supply to craft under construction should be arranged by warrant yards in the usual manner.

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

(Paragraph 4, A.F.O. 3297/43 is cancelled.)

(A.F.Os. 5016/42 and 3297/43.)

4452.—Aircraft Radio-Transmitter T.3040E— Earthing of Condenser Clip

(A.C.R.D. 935/43.—23 Sep. 1943.)

Condenser C.13 in the power pack of transmitter T.3040E, is secured by a circlip as shown dotted in A.F.O. Diagram 286/43. Instances have been reported of a sparking or a short circuit occurring between the circlip securing screw and the earthed bolt attaching the insulated base to the chassis.

2. All transmitters are to be examined for this defect. Where it would appear likely that such sparking may occur, the condenser and securing clip are to be rotated to the position shown by the full lines in A.F.O. Diagram 286/43, the base being drilled as necessary.

4453.—D/F Outfit FH4— Fitting-out Information

(S.D. 01692/43.—23 Sep. 1943.)

A.S.E. Preliminary Specification No. B.235/43 has been prepared to show the method of fitting and wiring D/F Outfit FH4.

2. Copies of the Specification have been forwarded to Commanders-in-Chief, Eastern Fleet, Western Approaches, Mediterranean Fleet and Home Fleet; Admiral-Superintendent, Chatham, Devonport, Portsmouth, Orkney, Malta and Rosyth, Flag Officers, East Africa, West Africa and Ceylon; Commodore, Algiers; Commodore Superintendent, Gibraltar and Simontown; Commodores-in-Charge, Teneriffe and Malta; Commodore Commanding, R.I.N.; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Chief Constructor, in-Charge, H.M. Naval Repair Base, Corsham; Naval Officer-in-Charge, London; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington and U.S. Naval Attaché, London.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, Scottish, East Coast of Scotland, North Western, North Eastern, Southern, South Wales, London, Humber and Belfast Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F Outfit FH4 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.235/43 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

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

4454.—Intermediate Lantern— Pattern W.2174 and Stowage Box, Pattern W.2174P— Modifications to Shutter and Fixed Resistance

(S.D. 0972/43.—23 Sep. 1943.)

Modifications to shutter. — (a) Owing to wear that has taken place in the shutter of the above lantern, arrangements have been made for a stronger shutter to be incorporated in future lanterns. Such shutters will be marked with a red spot and will be known as "Pattern W.8110 Shutters," for Pattern W.2174 lantern. These shutters will have phosphor bronze arms instead of aluminium.

(b) All lanterns fitted with the correct shutter bear serial No. B.C.1400 over and the shutters have phosphor bronze arms instead of aluminium and should be marked with a red spot.

(e) For all lanterns with shutters other than those described in (b) above, either in store or issued, a new shutter, Pattern W.8110, is to be demanded to replace the old shutter. The work of replacement is to be carried out as follows:

Ships in Commission.—By ship's staff.

Ships under Construction or Dockyard Hands.—By the authorities concerned.

Stocks held in Store.—By the appropriate storing authorities.

(d) the following spares are also to be demanded for each lantern issued, additional to those already held.

Pattern W.8110. Shutter for Pattern W.2174 lantern—1 in number.

2. Resistances.—(a) The value of the resistance, Pattern W.2186, fitted in the Stowage Box, Pattern W.2174P, for Pattern W.2174 lantern was selected for operation on a 20-volt supply. It has been found that the voltage from ship's low-pressure mains is frequently of the order of 22 volts which results in the lamp being over run with corresponding reduction in life.

(b) 22-volt supply.—It has therefore been decided to increase the value of this resistance to 10½ ohms. (Resistance Pattern W.8111). This will accommodate a mean voltage of 22 volts. In lanterns where the supply to the lantern falls to 20 volts, this will result in a reduction of the maximum candlepower by 4½ approximately with corresponding reductions at the various positions given by the switch. The corresponding reduction in the maximum range will be about 3.
If the 24-volt emergency supply is used the lamp will be considerably overloaded on the switch position giving maximum brilliancy, and if this source of supply is maintained the life of the lamp will be reduced to about 25 per cent., but an occasional increase on the circuit to this voltage will not seriously affect the lamp.

(c) 24-volt supply.—Where 24 volts is the general source of supply as in Coastal Craft, a 12Ω ohm resistance (Resistance Pattern W.8112) should be demanded.

(d) The work of replacement is to be carried out as described in paragraph 1 above, except that in future, Pattern W.2174P stowage boxes will be supplied without resistances and the appropriate resistance is to be demanded at installation.

3. Demands should be forwarded to storing yards who will obtain requirements from Haslemere in accordance with usual procedure.

(A.F.O. 1791/42.)

4455.—Radar Sets, Types 271P/273P/271Q/273Q.—Repair of Cylindrical Perspex Lanterns, Pattern Nos. W6938 and W7856

(S.D. 012219/43.—23 Sep. 1943.)

Perspex strips and a cement are now available for repairing cracks and fractures in cylindrical perspex lanterns.

2. Ships fitted with the above type sets and having a cylindrical perspex lantern should demand the following stores from S.N.S.O., Haslemere, quoting this A.F.O. as authority:—

W9837—Strip, perspex, 1 inch × 1/4 in, thick, 3 feet long... 3 in No.

W9838—Cement, " Diakon," No. 2, in 1/2-pint tins... 1 in No.

3. Method of Repair.—If the cracks run approximately vertically, the perspex strips may be used as cover strips without preforming them. If the cracks run round the periphery the strips will have to be preformed by heating in boiling water for a few minutes, after which they should be bent round the cylinder and held in position until they have cooled and become rigid.

The cement should be applied with a brush and the cover strip fitted immediately as the cement dries very quickly. If the cementing is done in the open the joint should be sheltered from the wind until the strap is in position. The cemented strap should be left in position under light pressure for about one hour, after which the supports may be removed.

Very small cracks may be repaired by flowing cement between the fractured surfaces.

The cement contains volatile solvents and should be kept in a bottle with a well fitting stopper.

4466.—Radar—Type 286 Radar Stores, Power Supplies D.U.N. and Aerial Outfits A.T.S.—Return of Stocks held at Bases

(S.D. 012280/43.—23 Sep. 1943.)

With the exception of Type 286 stores required for ship-fitting in hand, plus an additional two in number complete sets as Base Stock, all Radar Type 286 stores (including Power Supplies D.U.N. and Aerial Outfits A.T.S.) held at bases in U.K. are to be returned forthwith to N.S.O., R.N. Store Depot, Castle Mill, Oldham, Lancs.

2. Pool returns are to be discontinued.

3. In future, Type 286 stores are to be demanded, as required, by signal from S.N.S.O.(H), repeated D.S.D. (London), S.S.E. and N.S.O. Oldham.

4457.—Radar—Types 286TU and 291U—Aerial Outfit, AT.S.—Modifications to Training Units, Fitting of Bearing Repeaters and Improved Design of Pedestal Unit, and Sealing of Pattern W2960 Junction Boxes

(S.D. 012221/43.—23 Sep. 1943.)

Modifications to Training Units.—The following patterns of AT.S. training units exist:—

(o) Pattern W6003—Fitted with " M " type transmission of relative bearing, and now being issued.
4457

The correct method of packing this gland is as follows:

(i) Insert a washer in the gland-tube.
(ii) Wrap a stemming of Pattern 891 Lamp Cotton round the cable in a left-handed spiral to the same diameter as the bore of the gland.
(iii) The stemming should be pushed hard home and the gland packed with Henley's Yellow or Blue Compound, followed by a second stemming of Lamp Cotton.
(iv) Insert remaining washer and tighten gland-nut.

It is essential that these instructions should be carried out to ensure that sealing is satisfactory. If further information is required full instructions will be found on Drawing SEE.125, copies of which are held by Port Radar Officers.

4458.—Amplifiers, Patterns 5805A/B/C and Recorders, Pattern A.1826—Conservation of Stocks—REPORTS

(N.S. 018567/43.—23 Sep. 1943.)

The amplifiers and recorders quoted above are in short supply due to concentration of productive effort on more modern equipment, and it is necessary to conserve existing stocks for distribution to the best advantage.

2. Bases are to take the following action irrespective of Base allowances shown in establishment lists for types fitted in ships attached:

(a) Amplifiers, Pattern 5805A/B/C—

(i) Bases at home are to surrender all amplifiers over and above one spare for 10 ships attached so fitted. The amplifiers released are to be sent by passenger train to the R.N. Store Depot, Walcot Street, Bath, and the numbers surrendered are to be reported by signal to Admiralty.

(ii) Bases abroad are to conserve stocks and not redemand unless the requirement is justified by expenditure.

Note.—The proviso in C.A.F.O. 2300/42 that stocks of obsolete Patterns 5805A are to be retained until the later Patterns 5805B/C are supplied is to be ignored and all stocks of Patterns 5805A are to be returned whether later patterns are available or not.

(b) Recorders, Pattern A.1826—

(i) Bases at home are to review stocks in the light of past expenditure and return any surplus Recorders to R.N. Store Depot, Walcot Street, Bath, the number surrendered being reported by signal to Admiralty.

(ii) Bases abroad are to act as at paragraph (a) (ii) above.

Note.—Recorders A/S 3 series, Patterns 3403A, 3539A, A.1827, A.1828, A.1829, A.1877 and A.1878 are all readily convertible to Pattern A.1826, or to any other patterns of this series which may temporarily be in short supply, and any surplus Recorders of these patterns which may be available are also to be returned and reported.

General Remarks—

(a) Yards and storing depots at home and abroad are to ensure that stocks and dues are kept within the limits of reserve based on expenditure.

(b) Amplifiers and recorders rendered redundant when sets are converted to Types 144/5 series, or fitted with A.V.C. receivers, are to be returned by the quickest possible route to the R.N. Store Depot, Walcot Street, Bath. P.E.R.Os. and P.S.Os. are to take particular note of this.

(C.A.F.O. 2300/42.)

4459.—Echo-sounding and Hydrophone Equipment—Supply New Construction Ships (other than Small Craft)

(A.S.M. 2044/43.—23 Sep. 1943.)

E/S equipment is supplied in two parts as follows, and normally in accordance with the schedule in Table A below:

Part I.—Hull items which can only be fitted in dock, and other items which will permit main cable runs to be progressed.
Part II.—Remaining items and spares.

2. Hydrophone equipment, now being fitted only in submarines, is similarly supplied in two parts and at the same time as E/S equipment.

3. In the case of pre-fabricated vessels the normal schedule in Table A needs modification, and E/S equipment for “Loch” class Frigates and “Castle” class Corvettes is being supplied in accordance with the special schedule in Table B.

4. The scheduled dates for deliveries of Part II give ample time for completion of installation observing that fixings for items at the control position can be arranged in advance; and it will only be necessary to mount these items, connect up main cable runs, and complete local wiring on receipt of Part II.

5. As Parts I and II will be supplied automatically in accordance with Tables A and B, and the critical dates of launch and completion, it will only be necessary for E.(S).Os. or other authorities concerned to request supply of equipment if deliveries are overdue. Such applications will be urgent and should be made by message to S.N.S.O., Copenacre (repeated to Admiralty).

6. Schedules for delivery of E/S equipment as given in C.A.F.O. 2159/40, paragraph 5 (a), are cancelled.

Table A.—Normal Schedule for Supply of E/S Equipment and Hydrophone Equipment (Submarines only), for New Construction Ships

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>Part I</th>
<th>Part II</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital ships, A/C carriers, cruisers, submarines. *</td>
<td>3 months before launch</td>
<td>3–4 months before completion</td>
</tr>
<tr>
<td>Destroyers, sloops, frigates, Corvettes, minesweepers...</td>
<td>2 months before launch</td>
<td>2 months before completion</td>
</tr>
<tr>
<td>Trawlers and smaller vessels</td>
<td>1 month before launch</td>
<td>2 months before completion</td>
</tr>
</tbody>
</table>

* Hydrophone as well as E/S equipment.

Table B.—Special Schedule for Supply of E/S Equipment for “Loch” Class Frigates and “Castle” Class Corvettes

<table>
<thead>
<tr>
<th>Type of Ship</th>
<th>Oscillator tanks</th>
<th>Contactor unit</th>
<th>Recorder amplifier C/B board</th>
<th>Remaining items</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frigates ...</td>
<td>Bulk supplies as requisite (1)</td>
<td>2 months before launch (2)</td>
<td>Bulk supplies as requisite (3)</td>
<td>2 months before completion (4)</td>
</tr>
<tr>
<td>Corvette ...</td>
<td>2 months before launch (2)</td>
<td>2 months before launch (2)</td>
<td>Bulk supplies as requisite (3)</td>
<td>2 months before completion (4)</td>
</tr>
</tbody>
</table>

Note.—Supply to be made to builders for Table A, and as follows for Table B:

(1) To pre-fabricators of keel section k.13.
(2) To builders.
(3) To pre-fabricators of A/S and plotting office, or the electrical contractors for wiring up these offices, as appropriate.
(4) To fitting-out yards (or builders, in the case of vessels being fitted out by the builders).

(C.A.F.O. 2159/40.)
4460.—Aero Engines—Abbreviated Reports on Certain Defects

(A.M.R. 2598/42.—23 Sep. 1943.)

The following amendments are to be made to A.F.O. 5930/42:

1. Add after Paragraph 4. "5. Nil reports are not required".

2. Add to Appendix 1—

"(a) Merlin—all marks up to and including Merlin 46 except Merlin 32—Piston ring gumming
Supercharger front ball bearing failure where Merlin Modification 430 is not embodied.
(b) Pegasus III, VI or 30—Failure of rocker anchor bracket where Modifications E.1397 and E.1418 are not incorporated.
(c) Under new section 'Tauros XII'.
Rear main roller bearing failures where Modification E.1673 is not incorporated.
Cylinder holding down stud failures where Modification E.1259 is not incorporated.

2. The purpose of this list is to reduce the amount of work entailed in raising Forms A.21 on defects which are well known and on which modification action has been taken. The attention of all concerned is drawn to this facility of which full use is not at present being made.

(A.F.O.'s 5929/42, 5930/42 and 1833/43.)

4461.—Aircraft—Issue and Use of Roundhead and Cheesehead Screws as Alternatives

(A.M.R./N.S. Air. 4503/43.—23 Sep. 1943.)

Owing to supply difficulties, demands for Roundhead and Cheesehead Screws may be met by issuing one in lieu of the other when the type demanded is not available from stock.

2. Use of Roundhead screws must be made with discretion, however, as these are weaker at the screwdriver slot, and unskilled labour is liable to shear off one side of the head.

3. This authority applies only to screws detailed in A.P.1086, Part 12, Section 28C.

4462.—"D" Quality Steel Plates, Sheets and Sections and "D.R." Quality Rivets—Discontinuance in Use of—"D.W." and "D.W.R." Steel to be Used in Lieu of

New construction and existing ships

(N.S. 20375/43.—23 Sep. 1943.)

In view of the recent developments in welding, "D" quality steel plates, sheets and sections and "D.R." quality steel rivets will no longer be specified for hull structure of H.M. ships, and demands for these quality steels should cease forthwith.

2. "D.W." quality steel plates, sheets and sections are to be used in lieu of "D" quality, and "D.W.R." quality in lieu of "D.R." quality rivets.

3. In the case of existing Admiralty standing contracts and orders for "D" quality steel plates, etc., or for "D.R." quality steel rivets, arrangements have been made for manufacturers to supply "D.W." quality steel plate, etc., and "D.W.R." quality steel rivets respectively, wherever this is practicable.

4. Stocks of "D.R." quality steel rivets may continue to be used until such stocks are exhausted.

5. Stocks of "D" quality steel plates, sheets and sections may continue to be used, whereas this material is not required to be welded, until such stocks are exhausted.

6. The use of "D.1" quality steel plates and sections will continue to be specified as heretofore.

4463.—Drains to Battery Ventilation Hull Valves—As. and As.

Submarines, 1940 "S", "T" and "U" Classes

(P.12917/43.—23 Sep. 1943.)

In view of the limited usefulness of the existing outboard drains to battery ventilation hull valves it has been decided to replace these by inboard drains.

2. Commanding Officers of vessels concerned are to insert an item, classification "B", in their next list of As. and As. to cover the work involved.

3. The outboard drain is to be removed and a 3-in. inboard drain led from the existing connection in the hull valve casing through the pressure hull as close as practicable to the hull valve whilst allowing a cock or valve to be fitted in an easily accessible position at the pressure hull. The discharge is to be led to a pigs ear draining to the bilge.

4. Drain pipes in living spaces must be sufficiently accessible to allow a bucket to be placed under them.

5. The drain and cock are to withstand the specified test pressure for pressure hull fittings and are to be so arranged that they can be cleared from inside the ship.

4464.—Engine Bearers—Stiffening of

L.C.V.

(D. 010323/43.—23 Sep. 1943.)

In order to minimise vibration in the engine bearers of L.C.V., it has been approved to modify the bearers in accordance with A.F.O. Diagram No. 281/43.

2. The work should be carried out by ships' or base staffs at the first opportunity.

(This Order to be retained until complied with.)

4465.—Hold Ventilation—As. and As.

L.B.O.

(D./D.N.E. (C.O.) 4004/43.—23 Sep. 1943.)

In order to improve the ventilation of the hold spaces abreast the main cargo tank in L.B.O., four additional 9-in. natural ventilators are to be fitted, one at each corner of the hold. Watertight vent coamings 2-ft. 6-in. high should be fitted as close to the fore and aft hold coamings as possible, and loose cowl heads capable of being trained into the wind should be provided.

2. The forward vent on port and starboard sides should be fitted with a 9-in. tubular trunk led down to within 12-in. of the bottom of the barge, and wood plugs should be provided for closing all vents when necessary.

3. An item, classification "A," should be included in the list of As. and As. to the vessels to cover the work involved.

(This order to be retained until complied with.)

4466.—Aircraft Radio—Valve Caps and Adapters—R.1116

(A.C.R.D./A.D.P. 766/42/N.S.043/43.—23 Sep. 1943.)

To ensure the satisfactory use of valves, type V.R. 83, fitted with a threaded top anode connector, in R.1116 receiver, which was designed for use with valves having a thimble top connection, Adapter, Valve, Stores Ref. 10A/12885, has been introduced. Cap, Valve, Stores Ref. 10A/11804, is also introduced to ensure that the thimble top connection of a valve is correctly terminated in an insulated cap.

2. The valve adapter may be screwed over the threaded top connection of a valve, type V.R. 83, to cover the work involved.

(This order to be retained until complied with.)
3. Except in emergency, the practice of removing the insulated valve cap from a lead, in order to effect connection to a threaded terminal, is on no account to be continued. When this is done there is a serious danger of H.T. being shorted to earth with a consequent possibility of damage to components in the receiver. A suitable insulated valve cap such as Cap, Valve, Ref. 10A/11804, is always to be fitted to prevent damage.

4. The above-mentioned items will be allowed to Ships and Services in accordance with the following scales:

- Ships—as shown in B.R. 378.
- Shore Establishments:

<table>
<thead>
<tr>
<th>Ref. No.</th>
<th>Description</th>
<th>Denom.</th>
<th>R.N. air stations</th>
<th>R.N. aircraft repair yards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Class</td>
<td>Class A</td>
<td>Class B</td>
</tr>
</tbody>
</table>

Section 10A

5. Services concerned should forward demands 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.

6. Deliveries from contractors are now being made and supplies to ships and services should begin immediately.

7. Arrangements will be 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 to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

4467. Aldis Lanterns, Pattern 5110E—Allowance

105-ft. Motor Mine sweepers

The following additional stores are to be allowed to each 105-ft. motor minesweeper.

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Description</th>
<th>Denom.</th>
<th>Quantity</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>F. 2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5110E</td>
<td>Aldis Lantern</td>
<td>No. 1</td>
<td>A</td>
<td>Includes one spare</td>
</tr>
<tr>
<td>5344</td>
<td>Boxes, battery</td>
<td>No. 2A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>8973A</td>
<td>Box, transport for</td>
<td>No. 1B</td>
<td>B</td>
<td>Only if required</td>
</tr>
<tr>
<td></td>
<td>Shades, Harvey</td>
<td>No. 1C</td>
<td>C</td>
<td></td>
</tr>
<tr>
<td>*16082</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. 3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3361</td>
<td>Cells, secondary</td>
<td>No. 12D</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>3364</td>
<td>Connections, intercol</td>
<td>No. 10</td>
<td>D</td>
<td>Includes six spare</td>
</tr>
<tr>
<td>5111</td>
<td>Lamps, 12v.</td>
<td>No. 2A</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Shades, red, R.A.F. ref. 5A/1152</td>
<td>No. 2</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Box for, R.A.F. ref. 5A/1074</td>
<td>No. 1</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

4468.—Ammeters and Voltmeters—Introduction

(N.S. 27399/43.—23 Sep. 1943.)

The following instruments have been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part III, Schedule C.827:

- Voltmeters—Moving Coil—Rectangular Flush Type—5-in. Scale with Illuminated Dial—for Submarines
- Ammeters—Moving Coil—Rectangular Flush Type—5-in. Scale with Illuminated Dial—for Submarines

2. These instruments will be purchased as required by switchboard manufacturers, and, as they will not be in general use until late 1944, it is not proposed to purchase for Admiralty stock at present.

4469.—Bitumastic Solution—Battleship Grey, for Use on Weatherwork

M.F.V.s.

(N.S./C.P. 55557/42.—23 Sep. 1943.)

A purchase has been arranged from Messrs. Wales Dove Bitumastic, Ltd., of Bitumastic solution, Battleship grey, for delivery as follows:

- Rosyth ....... 160 gallons.
- Sheerness ....... 160 gallons.
- Portsmouth ....... 180 gallons.
- Severn Area ....... 360(a) gallons.
- Mersey Area ....... 460(b) gallons.

(a) Includes quantities for shipment to Simonstown and Colombo, 100 gallons to each.
(b) Includes quantities for shipment to Gibraltar, Malta and Alexandria, 100 gallons to each.

2. The paint is for use on weather work of M.F.V.s which have been painted with this material when under construction. It should not be used on previous coatings of oil paint, nor should oil paint be applied over bituminous paint.

3. Delivery has been made in light home drums; for shipment abroad the material should be decanted into export drums.
4470—D.G. Equipment—Flashing of S.A. Frames
Wooden Drifters and Motor Minesweepers.
(S.D.G. 166/43.—23 Sep. 1943.)

A.F.O. 2416/42, as amended by A.F.Os. 5566/42 and 3541/42 called for the fitting of S.A. Frame Magnets to certain wooden minesweeping craft.

2. The practice of fitting S.A. Frame Magnets on vessels carrying booms is to be discontinued. When demagnetising of S.A. Frames is necessary, this will be carried out in future by flashing treatment at a D.G. Mobile Unit or Fixed Wiping Station.

3. Flashing of S.A. Frames is only to be carried out if recommended by Admiralty in the case of vessels in U.K. Waters, and for vessels abroad only if recommended by the local D.G. Authority. In either case the recommendation will only be made as a result of magnetic survey.

4. The order does not apply to 126 ft. wooden motor minesweepers whose M coil was fitted in accordance with Drawing D.E.E. 10556. These vessels are still to be fitted with the vertical magnet of S.A.F.M. type authorised by A.F.O. 1839/43 and as indicated on Drawing D.E.E. 10556R/1. Later 126 ft. wooden motor minesweepers will be coiled to Drawing D.E.E. 10556R/2 and will not require the vertical magnet.

5. Any wooden motor minesweepers not yet fitted with a rudder post loop should be so equipped as an A. and A. classified " A* " unless the D.G. coil has been re-routed because of the addition of ferrous strengthening material aft in accordance with A.F.O. 5066/42.

(A.F.Os. 5066/42 and 1839/42 are cancelled.)

4471—D.G. Equipment—Automatic Course Correction

(T. 2003/43.—23 Sep. 1943.)

Several proposals have recently been received suggesting various devices whereby automatic control can be applied to the D.G. Equipment of H.M. ships fitted for Course Correction.

2. As material for this purpose has already been designed and is undergoing final trials prior to adoption in certain New Construction H.M. Ships, it is desired to emphasise that no further proposals for designs of this equipment should be forwarded.

3. The question of taking retrospective action to fit Automatic Course Correction in certain existing H.M. ships is under consideration.

4472—Docking, Repair or Refit

H.M. Ships and Vessels in Home Waters
(M.D.R.O. (C.O.) 011/43.—23 Sep. 1943.)

The procedure laid down in A.F.O. 4418/42 now applies quite normally to " White Ensign " landing ships as well as to other H.M. ships.

2. The reference in line 2 of sub-paragraph (i) to ships operating in the Combined Operations Command is therefore obsolete and should now be cancelled.

(A.F.O. 4418/42.)

4473—Dynos, Turbo and Diesel—Supply of Spare Bearings

(Aircraft Carriers, Battleships, Cruisers and Depot Ships.)

(D. 921883/42.—23 Sep. 1943.)

In order to avoid delay in replacing spare dynamos bearings carried on board ships, arrangements have been made for a reserve stock of certain special bearings for Aircraft Carriers, Battleships, Cruisers and Depot Ships to be held at Rosyth.

2. Details of ships concerned, relevant bearings, and the time which must elapse before stocks are available are given in the table below.

3. The Commanding Officer of any ship included in the list which has occasion to utilise a spare dynamo bearing of any of the types specified after stocks are available should demand a replacement from Rosyth immediately.

4. Similar arrangements will be made in due course for ships building and commissioning at dates later than the ships quoted in the table.

<table>
<thead>
<tr>
<th>Ship</th>
<th>Manufacturer</th>
<th>Catalogue Number</th>
<th>Quantity</th>
<th>Time required from September, 1943, before stocks are available</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot; Illustrious &quot; and &quot; Formidable.&quot;</td>
<td>Ransome &amp; Marles</td>
<td>2</td>
<td>6 months.</td>
<td></td>
</tr>
<tr>
<td>&quot; Vindictive,&quot; &quot; Unicorn,&quot;</td>
<td>Smnrjs. 3j.</td>
<td>2</td>
<td>5 months.</td>
<td></td>
</tr>
<tr>
<td>&quot; Impervious,&quot; &quot; &quot; Maidstone,&quot; and &quot; &quot; Forth.&quot; &quot;</td>
<td>Hoffman, L.1355</td>
<td>7</td>
<td>9 months.</td>
<td></td>
</tr>
</tbody>
</table>


4474—Electric Table Fan for Sick Bay
" Towns " Class Destroyers
(N.S. 2659/43.—23 Sep. 1943.)

An electric table fan for use in the sick bay is to be allowed to " Towns " so fitted.

2. Ships concerned, in commission, should forward demands to their storing Yards or Naval Store Depots accordingly. (Supply to " Ripley " has already been arranged.)

(V.A.C., Orkney and Shetland, 20 Jul. 1943, No. 1199/O.S.109.)

4475—Electric Cable, Pattern 13448—Introduction of

(N.S. 25073/43.—23 Sep. 1943.)

To meet requirements in connection with the manufacture of panels, L.36, for Radar Type 275, electric cable, Pattern 13448, has been added to the Rate Book of Naval Stores under Subhead F1C, Part I (page 1199).
2. The specification for this cable is as follows:

Cable, electric, 3-core, 23/-0076.
Inner conductor 23/-0076 in., p.c.w.
Core—polythene, each core coloured differently.
Diameter over core 0-093 in.
Lay up—3 core, filled circular with P.V.C.
Diameter over laid up cores, 0-4 in.
Protective tape—None.
Outer Screen—Braid of tinned copper wires (0-0076 in.).
Diameter over outer screen 0-435 in.
Protective sheath—None.

3. Arrangements have been made for the purchase of 5,000 yards of this cable from the Telegraph Construction and Maintenance Co., Ltd., under CP.85533/43, for delivery to Glossop.

4. Demands for this cable should be forwarded to the Superintending Naval Store Officer, Haslemere.

4476.—Electric Cable, Pattern 13840 for Radar and W/T
(N.S. 25698/43.—23 Sep. 1943.)

To meet additional requirements for Radar and W/T purposes, electric cable, Du-Radio No. 40, Pattern 13840, has been added to the Rate Book of Naval Stores under Subhead FIC, Part 1 (page 1198).

2. This cable is similar to cable, Pattern 13811, but has additional protection over P.V.C. sheath of two compounded cotton braids.

3. Arrangements have been made under contract C.P.85536/43, with Messrs. Telegraph Construction & Maintenance Co., for the purchase, and delivery to Glossop, of 10,000 yards of this cable, demands for which shall be forwarded by the fitting-out officers to the Superintending Naval Store Officer, Haslemere. Delivery to Glossop has not commenced.

4477.—E/S Gear, Types 762, 763, 763A—Introduction of Attachable Junction Box for Oscillator, Pattern 2775
(N.S. 017346/43.—23 Sep. 1943.)
A.F.O. 3979/43 should be amended as follows:
Paragraph 4, line 1. For “bending” read “bonding”.

(A.F.O. 3979/43.)

4478.—“Flexotube” Boiler Tube Cleaning Apparatus—Repair of Defective Inner Driving Shafts and Outer Casings
(N.S. 24834/43.—23 Sep. 1943.)
The makers of “Flexotube” boiler-tube cleaning apparatus have undertaken to repair defective inner driving shafts, Patterns 24011 and 24012, and outer casings, Patterns 24004 and 24005.

2. Defective shafts or casings which are considered to be economically repairable should be stripped of all usable fittings such as brushholders, couplings, etc., and returned to the nearest Naval Store Depot for despatch to Messrs. Flexotube (Liverpool), Ltd., Gago House, Grassendale Park, Liverpool 3.

3. Local purchase orders should be placed by the Naval Store Depot in each instance on the basis that fair prices will be agreed for each repair, and arrangements made for the repair to be carried out under the inspection of the Admiralty Engineer Overseer, Manchester. The contractors have been instructed to submit firm prices for local officer’s consideration.

4479.—Fore and Aft Cofferdams
Capital Ships and Cruisers
(D. 011732/43.—23 Sep. 1943.)
Fore and aft cofferdams in capital ships and cruisers shall, in future, be of standard height of 2-ft. 3-in.

2. Arrangements should be made accordingly.

3. No alterations are to be made where the work has already been completed.

(C. in-C., H.F., 4 May 1943, No. 670/H.F. 729/59.)
4481.—Launching-in Tackle—Withdrawal of Allowance

Coastal Force Torpedo Craft
(N.S. 26501/43.—23 Sep. 1943.)

The allowance to Coastal Force torpedo craft of a launching-in tackle for 18-in. and 21-in. torpedoes is to be withdrawn from individual boats. This launching-in tackle is made up of either two Pattern 5119A blocks, or one Pattern 5119A and one Pattern 5122A blocks.

2. In future, requirements of these items are to be held at bases, etc., as follows:

<table>
<thead>
<tr>
<th>Blocks</th>
<th>Blocks</th>
<th>Cordage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pattern 5119A</td>
<td>Pattern 5122A</td>
<td>Pattern C3242</td>
</tr>
<tr>
<td>C.F. bases at home, with torpedo facilities</td>
<td>4</td>
<td>1 coil</td>
</tr>
<tr>
<td>C.F. bases abroad</td>
<td>6</td>
<td>2 coils</td>
</tr>
<tr>
<td>Captains M.L.</td>
<td>2</td>
<td>63 fms.</td>
</tr>
</tbody>
</table>

3. Coastal Force bases concerned are to arrange for surplus blocks, Patterns 5119A and 5122A, and cordage, to be returned to the nearest dockyard or naval store depot as soon as possible.

4. Outstanding demands for craft under construction should be cancelled by the supplying yards and depots. Where supply has already been made, arrangements should be made for the return of the items concerned.

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

(A.F.O. 1823/43.)

4482.—Outbreak of Fire in Engine Exhaust Casing

105-ft. Motor Minesweepers
(D. 017950/43.—23 Sep. 1943.)

An outbreak of fire recently occurred on a 105-ft. motor minesweeper due to the lagging of exhaust pipes and funnel casing becoming defective.

2. The Commanding Officer of these vessels are to examine the lagging, and where it is perished, arrange for it to be renewed.

3. The item should be treated as a defect.

(C.O., Portsmouth, 29 Jun. 1943, No. S/8823/M/5/11.)

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

4483.—Paxman Engines—Re-alignment

L.C.T.
(D. 015035/43.—23 Sep. 1943.)

Whenever malalignment of engines and gear box, or of the engine and gear box assembly with the propeller shafting, is found in L.C.T., the method used for re-alignment is to conform strictly with the “ Running and Maintenance Instructions for Paxman-Ricardo Engines”, a copy of which is supplied to the Commanding Officers of all L.C.T.

2. On no account is any action to be taken which will make the engine or gear box non-standard; as for example, enlarging or re-drilling of bolt-holes in crank cases. In such cases the holes in the engine seating should be filled in by welding and new holes drilled for the correct alignment. Fitted bolts of standard dimensions are always to be used as specified in the original design.

(N.O.I.C. Appledore, 10 Jun. 1943, No. 158/18.)

4484.—P.A.Cs. and F.A.Ms. in L.C.T. (4)

(M.G. 02729/43.—23 Sep. 1943.)

Positions for P.A.Cs. and F.A.Ms. in L.C.T.(4) have been selected, and in future new construction projectors and fittings are to be placed where shown on drawing D.N.C. 26/SA/500.
2. It has been arranged with the manufacturers of sound-powered units, Patterns 13221 and 13222, that these will be provided in future complete with mica discs, Pattern 9196, fixed to the unit by means of shellac varnish.

3. The object of supplying sound-powered units complete with mica discs attached is to avoid the disc being inadvertently left out if the moulded mouthpiece or receiver earcap should be taken off at any time. It will also provide added protection for the diaphragm during storage, as well as serving its normal function of rendering the unit splashproof in service.

4. Sound-powered units complete with mica discs can be fitted to all transmitters and to receivers fitted with new type earcaps, but not to receivers fitted with the old type earcap.

5. When it is necessary to replace the unit, Pattern 13221, and the earcap is one of the old type, ships' staffs must remove the mica disc from the unit before fitting, or alternatively for handsets replace the earcap by Pattern 13745 (the latter is preferable in exposed positions). On no account should a sound-powered unit, complete with mica disc, be fitted to an earcap unless it is one of the later type.

6. Mica discs, Pattern 9196, will continue to be supplied as separate articles for replacement purposes.

---

**Section 4**

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

---

**4490. Combined Operations Coxswains—Badges**

(V.723/43.—23 Sep. 1943.)

Non-substantive badges have been approved for wear by Combined Operations Coxswains and are available for issue on repayment.

2. The pattern numbers, description and current issuing prices are as follows:

<table>
<thead>
<tr>
<th>Patt. No.</th>
<th>Description</th>
<th>Issuing Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>293A</td>
<td>Steering wheel</td>
<td>3d. each</td>
</tr>
<tr>
<td>293B</td>
<td>Steering wheel</td>
<td>1d. each</td>
</tr>
</tbody>
</table>

3. A Leading Seaman with a 3rd class gunnery rate, who is rated Combined Operations Coxswain, is to wear the Combined Operations Coxswain badge only.

(A.F.O. 448/43.)

---

**4491. Convoy Yeoman of Signals—Uniform and Badges**

(V. 5921/43.—23 Sep. 1943.)

With reference to A.F.O. 4124/41, Convoy Leading Signalmen on advancement to Acting Convoy Yeomen of Signals are to continue to wear Class II uniform until confirmed in the rating, when they will become entitled to change their uniform to Class III with gilt buttons and Pattern 49 cap badge.

2. Convoy Yeoman of Signals (acting or confirmed) will wear the badge of an Ordinary Signalman (crossed flags) and will be distinguished from the Yeoman of Signals (General Service) by the absence of a crown from their badge.

(N.O.I.C., Southend, No. 319/TNC 1903/7, 27 Jun. 1943.)

(A.F.O. 4124/41.)

---

**4492. Life-Saving Waistcoat—Assembly and Operation of**

(V.—23 Sep. 1943.)

The attention of all flying personnel is to be drawn to the detailed instructions regarding the assembly and operation of Life-Saving Waistcoats promulgated in A.F.O. 2653/43, paragraph 10.

2. These instructions will be incorporated in Flying Clothing Cards (Form S.1055) at the next reprint.

3. Pending reprint of Form S.1055 arrangements have been made on the Home Station for the instructions to be printed on slips of paper and they are to be pasted in the Forms S.1055 in current use, demands for the requisite number of slips being forwarded to Flag Officer, Naval Air Stations in accordance with A.S.D.O. 3129. Similar arrangements are to be made on each Foreign Station.

(Ref. F.O.N.A.S. No. 599/21, 4 Aug. 1943.)

(A.F.O. 2653/43.)

---

**4493. Packing of Stone Jars containing Acid**

(N.S. 27086/43.—23 Sep. 1943.)

A serious fire was nearly caused recently through acid leaking from stone jars and igniting the wood wool in which the jars had been packed.

2. It is emphasised that wood wool is not to be used for packing acid. Either of the following packings is to be used:

(a) Whiting.

(b) A mixture of 80 per cent. whiting and 20 per cent. sawdust.

3. The mixture at (b) has been found from experience by a firm of acid manufacturers to make the better packing and is to be used for preference where sawdust is available.

(S.N.S.O. Durban’s telegram 060901 August.)

---

**4494. Stewed Steak in Tins with Convex Ends**

(V. 4385/43.—23 Sep. 1943.)

Tins of some brands of stewed steak are liable, with a rise in temperature, to develop convex ends as a result of the method of manufacture. The appearance of such tins is no guide to the condition of the contents and they should not be condemned unless the contents are found to be unserviceable when the tins are opened.

---

**4495. Tinned Suet—Economy**

(V. 6130/43.—23 Sep. 1943.)

Tinned suet is in very short supply and it may not be possible to meet future requirements fully at the present rate of consumption. The utmost care should therefore be exercised in its use and all waste avoided.

2. Ships and establishments are to take steps to ensure that the quantities expended or taken up on repayment are kept to the minimum to meet essential requirements and any reduction in the rate of issue which can be secured should be allowed for in demands on the Victualling Yards.
Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4466.—Amendments to Books

(E.F.O.—23 Sep. 1943.)

The undermentioned amendments (A.F.Os. P.557-563/43) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 1268/39, paragraph 3.

Demands from shore establishments in the Portsmouth Command should be sent to the R.N. Store Depot, Park Royal, N.W.10.

Amendments required for personal copies of the main books should be obtained from the officers in question return to New Zealand, except in the case of

4499.—A.M.S.Is.

(E.F.O.—23 Sep. 1943.)

Admiralty Merchant Shipping Instructions, Nos. 272-274/43, are being distributed concurrently with this issue of A.F.Os.

4497.—Cancelled.

4498.—Air Mail—Loss by Fire

(M.08414/43.—23 Sep. 1943.)

Information has been received that non-confidential air-mail for H.M. Ships and Naval Authorities at Basra posted in the United Kingdom on the 9th, 10th, 12th and 13th July, and for R.F.A.'s and M.F.A.'s operating in the Persian Gulf posted between the 10th and 12th July has been destroyed by fire.

2. Duplicates should be forwarded as necessary.

4500.—Air Mail (Sea-Air Route)—Loss by Enemy Action

(M.07800/43.—23 Sep. 1943.)

Air Mail (Sea-Air Route) correspondence for the undermentioned authorities posted in U.K. between 2nd and 3rd July, 1943 has been lost as a result of enemy action.

Commander-in-Chief, Levant.

Rear Admiral, Alexandria.

Naval Officer in Charge, Suez.

Naval Officer in Charge, Massawa.

Naval Officer in Charge, Pt. Sudan.

Commodore in Charge, Aden.

Naval G.H.Q., Cairo.

P.S.T.O., Cape Town.

H.M. Ships operating from the Levant Station.

2. Duplicates should be forwarded as necessary.

4501.—Ships, Aircraft, Guns and Equipment built for the R.N. in U.S.A.—Repots on Performance of

(P.L)/Press 819/43.—23 Sep. 1943.)

In order to show the value of the Lend-Lease to the United Nations' war effort and also to stimulate the actual production of Lease-Lend items for the Royal Navy, any notable performance or achievement in action or on service of ships, aircraft, guns, torpedoes and equipment built for the R.N. in the U.S.A. that is considered to be of special interest to the U.S. Navy Department and through them to the makers should form the subject of a special report to the Secretary of the Admiralty (P.L). Reports should include identifying particulars so that the source of origin of the gear can be traced, together with suitable information regarding the personnel using the equipment.

2. The British Admiralty Delegation in Washington will be informed by Their Lordships and suitable arrangements will be made whereby the personnel of American factories may be informed of the commendation earned by their products.

4502.—Royal New Zealand Navy—Medical History Sheets for Officers

(M.D.G. 33710/43.—23 Sep. 1943)

The New Zealand Navy Board has decided to introduce medical history documents for officers of the R.N.Z. Navy.

2. These records are required for all R.N.Z.N. officers (including reserve).

3. Ships and establishments where New Zealand officers are serving should demand the following forms from the New Zealand Naval Affairs Officer, 415, Strand; London, W.C.2:

A.S. 446X—Covers for officers' M.H.S.

A.S. 446Y—Officers' M.H.S.

A.S. 41Z—Record of Treatment.

4. On receipt, the documents are to be compiled and thenceforth maintained in accordance with the instructions on the forms, particularly the instructions on Form A.S.446X regarding the custody of these records. Any alterations due to the forms being Australian should be made in manuscript. Any relevant X-ray, specialist and hospital reports should be incorporated as enclosures.

5. When officers are transferred to other appointments the M.H.S. should be forwarded, marked " Confidential ", to the medical officer concerned and the usual receipt obtained. It may be desirable to give the officer his own documents in a closed envelope for personal delivery to the medical officer of the ship or establishment to which he is appointed.

6. When loan officers serving with the Royal New Zealand Navy revert to the Royal Navy, medical documents will be forwarded from their last H.M.N.Z. ship to the Director of Medical Services, H.M.N.Z.S. " Philomel ", for transmission, through the Navy Office, Wellington, and the New Zealand Naval Affairs Office, London, to the Medical Director-General of the Navy. The New Zealand Naval Board request that the medical documents of Royal New Zealand naval officers serving on loan to the Royal Navy may be forwarded to the Navy Office, Wellington, New Zealand, through the New Zealand Naval Affairs Office, 415, Strand, London, W.C.2, when the officers in question return to New Zealand, except in the case of
officers serving in H.M. ships and establishments where delay will occur if forwarded to London first. In these cases the documents should be forwarded to the Navy Office, Wellington, New Zealand, direct from the ship or establishment concerned.

### Air Publications, etc., Distributed During August, 1943

(N.S. Air 125/43—23 Sep. 1943)

The undermentioned Air Publications, Leaflets, etc., were distributed during August, 1943.

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

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

#### Air Publication No.

<table>
<thead>
<tr>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airframes and Engines</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Air Publication No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1500.—Vol. I—Gipsy Major Engine—Amendment List No. 4.</td>
<td></td>
</tr>
<tr>
<td>1530B.—Vol. I—Blenheim IV Aircraft—Amendment List Nos. 46, 47.</td>
<td></td>
</tr>
<tr>
<td>1530B.—Vol. III, Part 1—Blenheim IV Aircraft—Amendment List Nos. 4-7 inclusive.</td>
<td></td>
</tr>
</tbody>
</table>
Air Publication No. Description

1086.—Vol. II—Aircraft Aero-Engine and Miscellaneous Spares—Amendment List No. 4.
1186.—Vol. II, Part 7—Chapter 8—Schedule of Spare Parts (Sect. 42 L), 1260-watt, 32-volt Generating Set (T.300 Engine)—Amendment List No. 4.
1275.—Vol. I—Instrument Manual—Section cards I, II, VI, XII.
1480.—Vol. I—Recognition Handbook of British Aircraft—Amendment List Nos. 99, 100, 102, 103.
1480.—Vol. I—Silhouettes of German Aircraft—Amendment List No. 36.
1480.—Vol. I—Silhouettes of Italian Aircraft—Amendment List No. 23.
1512.—Vol. III, Part 1—“Queen Bee” Rigging and Maintenance Notes—Amendment List No. 16.
1519.—Vol. I—Air Pump Units—Amendment List Nos. 5, 6.
1519.—Vol. II, Parts 2 and 3—Air Pump Units—Amendment List Nos. 5 to Part 2.
1538.—Vol. I—Adjustable and Variable Pitch Airscrews—Amendment List No. 27.
<table>
<thead>
<tr>
<th>Publication No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1538D</td>
<td>Vol. I—De Havilland Hydromatic Type Airscrew—Amendment List No. 16.</td>
</tr>
<tr>
<td>1659B</td>
<td>Vol. III, Part 1, Section 16—Manchester Nose, F.N.5—Amendment List No. 2.</td>
</tr>
<tr>
<td>1659D</td>
<td>Vol. I—Pyrotechnics—Amendment List Nos. 82, 83, 84.</td>
</tr>
<tr>
<td>1661F</td>
<td>Vol. I—American Bomb Winches—Amendment List No. 4.</td>
</tr>
<tr>
<td>1676A</td>
<td>W.E.S. for Wellington Bomber and Torpedo Bomber Squadron—Amendment List Nos. 3, 4.</td>
</tr>
<tr>
<td>1701A</td>
<td>Vol. I—Pyrotechnics—Amendment List Nos. 82, 83, 84.</td>
</tr>
<tr>
<td>1749</td>
<td>Vol. I—Aircraft Cine Cameras (Gunnery) and Ancillary Equipment—Amendment List No. 6.</td>
</tr>
<tr>
<td>1803</td>
<td>Vol. II, Parts 2 and 3—Aeroplane Hydraulic Equipment—Amendment List No. 2.</td>
</tr>
<tr>
<td>1830</td>
<td>W.E.S. for Hurricane II (Fighter) Squadron—Amendment List No. 5.</td>
</tr>
<tr>
<td>1852</td>
<td>Vol. I—Beechcraft 4-wheeled Trailer Chassis—Amendment List No. 1.</td>
</tr>
<tr>
<td>1879</td>
<td>W.E.S. for Spitfire VA, VB and VC (Fighter) Squadrons—Amendment List No. 7.</td>
</tr>
<tr>
<td>1976</td>
<td>Performance Tables of Foreign Service Aircraft—Amendment List No. 47.</td>
</tr>
<tr>
<td>2121A</td>
<td>Vol. III, Part 1—Variable Pitch Propellers and Constant Speed Units (U.S.A. Pattern)—Amendment List No. 5.</td>
</tr>
</tbody>
</table>

**Air Publication No.**

<table>
<thead>
<tr>
<th>Publication No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2173</td>
<td>Vol. I—J.A.P. Engine, Model 5, Industrial Unit—Amendment List Nos. 5, 10 inclusive.</td>
</tr>
<tr>
<td>2179</td>
<td>Vol. I—Photographic Type J—Amendment List No. 1.</td>
</tr>
<tr>
<td>2180</td>
<td>Vol. I—4-kilowatt Mobile Floodlight—Amendment List No. 1.</td>
</tr>
<tr>
<td>2233A</td>
<td>Vol. III, Part 1—Griffon II Power Plant, Mark I—Amendment List Nos. 2 to Sections 1, 2.</td>
</tr>
<tr>
<td>2247</td>
<td>Vol. III, Section 42FF—Rotax Schedule of Spare Parts, Generating Set, 1—25 KVA 220-volt, etc.—Amendment List No. 2.</td>
</tr>
<tr>
<td>2247A</td>
<td>Vol. III, Section 42EE—Schedule of Spare Parts to KVA Generating Set, etc.—Amendment List No. 2.</td>
</tr>
<tr>
<td>2305A</td>
<td>Pictorial Trainer for Fixed Gun Sighting—Initial Distribution, April 1943.</td>
</tr>
<tr>
<td>2457A</td>
<td>Vol. I—Smoke Screen Equipment—Amendment List Nos. 12, 13, 14, 15.</td>
</tr>
<tr>
<td>2495A</td>
<td>Air Crew Torpedo Manual—Amendment List No. 6.</td>
</tr>
<tr>
<td>6002</td>
<td>Beaufort I and II Handling Notes—Amendment List No. 2.</td>
</tr>
<tr>
<td>6003</td>
<td>Abbevicl Handling Notes—Amendment List No. 1.</td>
</tr>
<tr>
<td>6004</td>
<td>Ground Handling Notes for Barracuda I and II—Amendment List No. 3.</td>
</tr>
<tr>
<td>6018</td>
<td>Ground Handling Notes for Spitfire and Seafire—Amendment List No. 2.</td>
</tr>
<tr>
<td>6020</td>
<td>Ground Handling Notes for Stirling I and II—Amendment List No. 2.</td>
</tr>
<tr>
<td>6038</td>
<td>Ground Handling Notes for Liberator—Initial Distribution.</td>
</tr>
<tr>
<td>6058</td>
<td>Ground Handling Notes for Harrow I and II—Initial Distribution.</td>
</tr>
<tr>
<td>6060</td>
<td>Ground Handling Notes for Manchester I—Initial Distribution.</td>
</tr>
<tr>
<td>6072</td>
<td>Ground Handling Notes for Dakota—Initial Distribution.</td>
</tr>
<tr>
<td>6075</td>
<td>Ground Handling Notes for Seamer—Initial Distribution.</td>
</tr>
<tr>
<td>6077</td>
<td>Ground Handling Notes for Tempest—Initial Distribution.</td>
</tr>
<tr>
<td>Air Publication No.</td>
<td>Description</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>694</td>
<td>Wellington—Initial Distribution.</td>
</tr>
<tr>
<td>695</td>
<td>Corsair—Amendment List No. 2A.</td>
</tr>
<tr>
<td>697</td>
<td>Sheet 1, Issue 1—Gipsy Queen II Lubrication Diagram—Initial Distribution.</td>
</tr>
<tr>
<td>698</td>
<td>Sheet 1, Issue 1—Depth Charge Aircraft 250 lb., Mark VIII—Amendment List No. 1.</td>
</tr>
<tr>
<td>699</td>
<td>Sheet 1, June 1943—Aircraft Torpedo Sighting—Initial Distribution.</td>
</tr>
<tr>
<td>700</td>
<td>Sheet 1, June 1943—Fixed Gun Sighting Angle Off—Initial Distribution.</td>
</tr>
<tr>
<td>701</td>
<td>Sheet 1—Fixed Gun Sighting Aspects. F.W.190—Initial Distribution.</td>
</tr>
<tr>
<td>705</td>
<td>Sheets 1 and 2, June 1943—Fixed Gun Sighting Practical Aiming Scheme—Initial Distribution.</td>
</tr>
<tr>
<td>706</td>
<td>Sheet 1, Issue 1—Aircraft Torpedo Control—Initial Distribution.</td>
</tr>
<tr>
<td>708</td>
<td>Sheet 1, Issue 1—Pistol and Valve Unit Depth Charge, Mark XVI—Initial Distribution.</td>
</tr>
<tr>
<td>709</td>
<td>Sheet 1, April 1943—Enlarged Sections of Sparking Plugs—Initial Distribution.</td>
</tr>
<tr>
<td>710</td>
<td>Sheet 1, Issue 1—Seafire I—I/II Oxygen System—Initial Distribution.</td>
</tr>
<tr>
<td>711</td>
<td>Sheet 1, Issue 1—Care and Maintenance of Dispersed Aircraft—Initial Distribution.</td>
</tr>
<tr>
<td>712</td>
<td>Sheets 1, 2 and 3, Issue 1—Airborne Lifeboat, Mark I—Initial Distribution.</td>
</tr>
<tr>
<td>713</td>
<td>S.A.T.C.L.</td>
</tr>
</tbody>
</table>

**Revision Sheets**

Revision Sheets for Standard Aeronautical Material and Fittings—Initial Distribution.


Instruction for the Construction of Portable R.T Ground Station Modified TR.9D—Initial Distribution.

Tee Emms, August 1943—Vol. III, No. 5—Initial Distribution.

Naval Form A.700 (Single Engine)—Initial Distribution.

Naval Form 700A—Initial Distribution.


P.A.P. 18—100-lb. Smoke Bomb—Amendment List No. 1.

Final Spare Parts Catalogue for Model F.4F. 413 Aeroplane (Martlet IV)—Initial Distribution.
A.P. 1480A—Amendment No. 103—Silhouettes of Aircraft (Royal Air Force).

A.P. 1480C—Amendment No. 23—Silhouettes of Aircraft (Italian).

A.P. 1480F—Amendment No. 16—Silhouettes of Aircraft (Japanese).

A.P. 1480T—Amendment No. 17, 18, 19—Silhouettes of Aircraft (American).


Army Orders No. 96–154.


Large Wall Silhouettes.


(A.F.O. 3760/43.)

**4508. Instructional Film—“Hints to Instructors”**

(T.S.D. 2343/43.—23 Sep. 1943.)

An instructional film entitled “Hints to Instructors” (A.137) has been produced and is being distributed as follows:—

<table>
<thead>
<tr>
<th>No. of Copies</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Copies for re-issue on temporary loan:—</td>
</tr>
<tr>
<td>35-mm. &amp; 16-mm.</td>
</tr>
<tr>
<td>C.I.F.O., R.N. Base, Lyness</td>
</tr>
<tr>
<td>C.I.F.O., H.M.S. “Cochrane,” Rosyth</td>
</tr>
<tr>
<td>C.I.F.O., Sherbrooke House, Glasgow</td>
</tr>
<tr>
<td>C.I.F.O., H.M.S. “Wellesley,” Liverpool</td>
</tr>
<tr>
<td>C.I.F.O., R.N. Barracks, Chatham</td>
</tr>
<tr>
<td>C.I.F.O., R.N. Barracks, Devonport</td>
</tr>
<tr>
<td>F.D.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10.</td>
</tr>
<tr>
<td>(b) Copies to be issued on permanent loan without demand:—</td>
</tr>
<tr>
<td>R.N. Barracks, Portsmouth</td>
</tr>
<tr>
<td>F.O.N.A.S., Lee-on-Solent</td>
</tr>
<tr>
<td>R.N. College, Greenwich</td>
</tr>
<tr>
<td>H.M.S. “King Alfred” (H)</td>
</tr>
<tr>
<td>H.M.S. “Collingwood”</td>
</tr>
<tr>
<td>H.M.S. “Glendower”</td>
</tr>
</tbody>
</table>

2. The film demonstrates the basic principles of good instructional technique, summarised under the broad headings of “Personality,” “Preparation,” and “Presentation.” Commanding Officers are requested to borrow copies of the film from the libraries referred to in paragraph 1 (a) above and to arrange for showings to be made from time to time to instructors, officers and ratings, on their Staffs.

**4509. Royal Naval Medical Bulletin No. 5—Issue**

(M.D.G. 65270/42.—23 Sep. 1943.)

With reference to A.F.O. 1986/43, Royal Naval Medical Bulletin No. 5 is now ready for issue and should be obtained by all medical officers.

2. The Bulletin will be supplied on demand addressed as follows:—

Ships and establishments at home:—

R.N. Store Depot,
Elveden Road,
Park Royal,

Ships and establishments abroad:—

The Local Naval Distributing Authority.

(A.F.O. 1986/43.)
4510.—Form D.G.1—D.G. Certificates—Information re Coil Routes

D.G. Authorities, W.E.S. and E.R.Os. (Electrical)

(S.D.G. 256/43.—23 Sep. 1943.)

Form D.G.1(N)—D.G. Certificate—was revised in January, 1943, to include a block plan and block elevation wherein the routes of the D.G. cables could be roughly indicated.

2. This information is of considerable value at Admiralty and whenever possible the revised D.G.1(N) Forms should be used.

3. If copies of the revised form are not available, a rough sketch giving details of D.G. coil routes should accompany the D.G. Certificate sent to Admiralty.

4511.—Cover S.1272—Institution

(Sta. 17558/43.—23 Sep. 1943.)

The following has been added to forms S.1 and IA. List, and Establishments, of Ships' Forms, and issue will be made on demands addressed to the R.N. Store Depot, Elvedon Road, Park Royal, N.W.10. Such demands are to be restricted to the minimum quantities required.

S.1272. Envelope, registered, "Official Paid", Size No. 4 (5½ in. x 3½ in.).

4512.—"President" Establishments—Correspondence and Pay Documents

(M.1729/43.—23 Sep. 1943.)

In order to avoid delay, care must be exercised in addressing correspondence intended for the following establishments:

<table>
<thead>
<tr>
<th>Establishment</th>
<th>Address</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M.S. &quot;President I&quot;</td>
<td>18, Mardol, Shrewsbury</td>
<td>Pay accounts of officers borne for duty outside Admiralty (see paragraph 2 (b) below).</td>
</tr>
<tr>
<td>H.M.S. &quot;President III&quot; Accountant Officer, Dedworth Manor, Windsor.</td>
<td>D.E.M.S. Pay and Accounts</td>
<td></td>
</tr>
<tr>
<td>H.M.S. &quot;President V&quot; Paymaster Captain in Charge, Highgate School, North Road, Highgate, N.6.</td>
<td>Accountant Ratings Training Establishment.</td>
<td></td>
</tr>
</tbody>
</table>

2. (a) Pay documents of officers appointed to H.M.S. "President" either (i) for duty inside the Admiralty, (ii) for duty inside other Ministries or Departments of State, or (iii) for duty with C.C.O. inside C.O. headquarters should be sent to the Director of Navy Accounts (Branch 4A), Bath.

(b) Pay documents of officers appointed to H.M.S. "President" for duty outside the Admiralty or for duty with C.C.O. outside C.O. headquarters should be sent to the Accountant Officer, H.M.S. "President I," 18, Mardol, Shrewsbury, unless otherwise directed in the appointment.

3. The former R.N.V.R. Drill Ship "President" now forms part of the D.E.M.S. Establishment, Thames Area, which consists of the Drill Ship "President" and the ex-Sloop "Chrysanthenum." The staff and ratings are borne on books of "President III.

To avoid confusion with the "President" establishments referred to in paragraph 1 above, all correspondence for the Staff Officer, D.E.M.S., Thames Area, should be addressed to H.M.S. "Chrysanthenum," King's Reach, London, E.C.4, with the exception that correspondence relating to merchant ship gunnery equipment should be addressed to the Prince of Wales Hostel, 2, Newell Street, Limehouse, London, E.14.

(A.F.Os. 2242/40—not in annual volume—and 575/43 are cancelled.)

4513.—Repair Bases, Corpcach and Dunstaffnage—Communications

(M/N.S. 979/43.—23 Sep. 1943.)

The instructions in paragraph 1 of A.F.O. 3113/43, about consigning materials are cancelled.

2. When consignments of materials are sent by rail, they should be addressed to the D.N.S.O., adding in the case of Corpcach "Admiralty Sidings, Corpcach," and in the case of Dunstaffnage "Connel Ferry Station, Argyllshire."

(A.F.O. 517/43)

4514.—R.N. Air Station, Ronaldsway—Correspondence and Stores

(C.E.—in-C.65308/43.—23 Sep. 1943.)

Delays have been caused by the incorrect addressing of correspondence and stores intended for the Superintending Civil Engineer, R.N. Air Station, Ronaldsway.

2. The correct postal and consigning address should be quoted in full as follows:

The Superintending Civil Engineer,
R.N. Air Station,
Ronaldsway,
Castletown,
Isle of Man.

(A.F.O. 2817/43)

4515.—Senior M.S Officer, Royal Netherlands Navy—Address

(M.09442/43.—23 Sep. 1943.)

Communications for the Senior Minesweeping Officer, Royal Netherlands Navy, should now be addressed c/o Flag Officer-in-Charge, Harwich, instead of Holyhead.

Section 6. SHORE ESTABLISHMENTS

4516.—Non-Industrial Civil Staff—Limitation of Entries

(C.E.—in-C.5703/43.—23 Sep. 1943.)

A.F.O. 4152/43 is to be amended as follows:

Paragraph 1 (i) line 4, after the word "abroad" add "in Northern Ireland and in the Isle of Man."

(A.F.O. 4152/43.)

4517.—Visitors to Naval Civil Establishments—Charges for Meals served in Canteens

(L. 7210/43.—23 Sep. 1943.)

When it is necessary to provide meals in canteens in civil establishments at home to visitors (e.g., distinguished visitors, trade representatives, Trade Union officials, members of E.N.S.A. concert parties) who are neither Naval Officers nor Civil Servants, and who (whether because the visit is regarded as being made in the interests of the Service or for some other good reason), cannot be expected to pay for such meals themselves, the cost may be borne as a charge against the Establishment Vote, within a maximum of 3s. a head for a mid-day meal, or 6d. a head for tea.

2. The Cashier or Paying Officer is to be provided with a certificate from a responsible officer of the establishment, that the meals have been supplied and that the cost is a proper charge against the Establishment Vote.
The responsibility of the various Dockyards in respect of the shore machinery and electrical installations at the various establishments in the areas indicated are shown below. The dockyard named is also responsible for the compilation of all necessary records of machinery and electrical equipment installed.

H.M. Dockyard, Sheerness - The dockyard and adjacent establishments and establishments at Wrabness, Shotley, Harwich and Felixstowe.

H.M. Dockyard, Chatham - The dockyard and adjacent establishments and all establishments in the counties of Northumberland, Durham, Yorkshire, Nottinghamshire, Leicestershire, Northamptonshire, Buckinghamshire, Surrey and Kent, and in the counties east thereof except the establishments at Wrabness, Shotley, Harwich and Felixstowe.

H.M. Dockyard, Devonport - The dockyard and adjacent establishments; all establishments (except the R.N. Propellant Factory, Caerwent, and the R.N. Engine and Overhaul Shop, Shipston Mallet) in Cornwall, Devonshire, Somerset, Gloucestershire, Monmouthshire and in Wales other than in the counties of Anglesey, Caernarvon, Denbigh, Flint, Merioneth and Montgomery.

H.M. Dockyard, Portsmouth - The dockyard and adjacent establishments; the R.N. Propellant Factory, Caerwent; the R.N. Engine and Overhaul Shop, Shipston Mallet; all Establishments in the counties of England not mentioned above; in the Isle of Man, and in the counties of Anglesey, Caernarvon, Denbigh, Flint, Merioneth and Montgomery.

H.M. Dockyard, Rosyth - The Dockyard and adjacent establishments and all establishments in Scotland, including the Orkneys and Shetlands, and Northern Ireland.

2. For convenience in meeting urgent war requirements, certain Dockyards have hitherto been required to undertake work for Establishments outside the foregoing boundaries, and the necessary readjustments are to be made forthwith. All necessary machinery and electrical records of completed establishments are to be transferred to the appropriate dockyard, and the transfer of those for establishments still being equipped or reconditioned, is to be effected on completion. The Admiralty is to be informed in all cases.

3. It may still be necessary on grounds of urgency or expediency, for dockyards to deal with establishments outside the areas defined above, and the procedure described in Admiralty Letter D. 014725/40, 12th December, 1940 (to Commanders-in-Chief, and Superintendents of Dockyards at Home only), will continue to be followed as circumstances require, but on completion the necessary transfers are to be effected and reported.

4. In the cases of properties requisitioned for war purposes, it may be found desirable to continue agreements made by the owners for maintenance of machinery and electrical equipment, or to arrange local contracts so as to reduce the demands on the dockyard maintenance staff. Such maintenance work should be limited to that deemed absolutely necessary for the war period and not based on long term occupation. In general, the commercial standards previously observed should be continued, due regard being paid to safety in working.

5. Whilst these arrangements indicate generally the lines to be followed they do not constitute rigid procedure or modify any arrangements or instructions which have been or will be made by the Admiralty for any particular Establishment.
Where the Warship Electrical Superintendent or Admiralty Regional Electrical Engineer was responsible for carrying out work in the first instance he should make arrangements for ordinary maintenance but if this involved the employment of staff on a whole or part time basis Admiralty approval should be sought.

8. Regarding records of work done, costs, etc., which should be available for information when properties are handed back, this should ordinarily be kept by dockyards for items dealt with by them, and may range from the installation of a few lighting points to the provision of generating plant, rectifiers, etc., etc. Records are to be kept of premises requisitioned and the Admiralty Order dealing with the cost of machinery and electrical installation, etc.

Warship Electrical Superintendents and Admiralty Regional Electrical Engineers should arrange for information to be forwarded on completion of work for which they have been responsible.

9. On occasions where the machinery work involved has been moderate and the matter urgent, Principal Yard Machinery Overseers have been instructed by Admiralty to deal direct with such items as reconditioning and installation of lifts and hoisting appliances and to report as necessary. As these Officers are engaged principally on machinery inspection duties at contractors work, it is necessary for them to receive their instructions from Admiralty direct.

(A.F.Os. 3057/40, 1352/41, 5437/41 and 2580/43.)

(A.F.O. 1095/1 is cancelled.)

4519.—M.T. Vehicles—Lubricating Oils—Change of Grade

(N.S./M.T. 2025/43.—23 Sep. 1943.)

It has been decided to accept new grades of War Office types of lubricants for Admiralty owned M.T. vehicles.

2. Details are as follows:

<table>
<thead>
<tr>
<th>Admiralty Pattern, W.D. No.</th>
<th>Description</th>
<th>Equivalent</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>933 30 H.D. (replaces M.160)</td>
<td>Engine Oil, Oil, engine, for internal combustion engines, (including compression-ignition) engines except engines of motor cycles.</td>
<td>S.A.E.30.</td>
<td>Medium. Lubricating,</td>
</tr>
<tr>
<td>929A 50 H.D. (replaces M.220, special)</td>
<td>Engine Oil, Oil, engine, for motor cycle engines, and for synchromesh gear boxes.</td>
<td>S.A.E.50.</td>
<td>Heavy. Lubricating,</td>
</tr>
<tr>
<td>930A Oil, C.600.</td>
<td>Gear oil, compounded with 10 per cent. refined rape oil.</td>
<td>S.A.E.140.</td>
<td>For ordinary gear boxes and driving axles.</td>
</tr>
</tbody>
</table>

5. The new grades should not be used until existing stocks of old pattern oils are exhausted.

(A.F.O. 702/41—not in annual volume—is cancelled.)

4520.—Naval Stores delivered direct by Contractors—Delay in Dealing with Invoice Forms

(N.S. 27429/43.—23 Sep. 1943.)

In connection with the revised method of dealing with Contractors' invoices for naval stores outlined in A.F.O. 1879/43, instances have been reported of failure on the part of consignees in certain cases of direct deliveries to Naval Establishments, Admiralty Overseers, etc. (paragraph 3 (III) of A.F.O. quoted) to deal expeditiously with the invoices (Forms D55) forwarded from the main store depots.

2. This failure not only defeats one of the main objects of the revised system, viz., to enable the Contractors to obtain earlier payment for the stores, but also leads to a considerable volume of additional clerical labour at the main store depots.

3. The attention of all concerned is drawn to the importance of dealing promptly with the Forms D.55A and the accompanying Part 1 of Forms D.55 (Payment Copy).

(A.F.O. 1879/43.)

4521.—Salvaged Gear ex H.M.S. "Bayonet"—Availability of Barricade Class Boom Defence Vessels

(D. 07359/43.—23 Sep. 1943.)

Certain spares for engineering and shipbuilder's items which have been salvaged from H.M.S. "Bayonet" are held in store at Rosyth Dockyard, as spares for the above-mentioned vessels.

2. Authorities concerned with these vessels should obtain a list of this gear direct from Rosyth Dockyard for information in the event of any requirements arising for such spare parts.

(A.S., Rosyth. 19 Mar. 43, No. 1252.)