Admiralty Fleet Orders

Admiralty, S.W.1,
11th February, 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.
ADIMRALTAL FLEET ORDERS

No. 10.

11th February, 1943.

SECTION 1.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGH PORT REGULATIONS, ETC.

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

554. Enemy Aircraft Shot Down or Damaged by Ship's Gunfire and Naval Aircraft.
555. Japanese Hospital Ships.
556. Message of Congratulations to Royal and Allied Navies and Merchant Navy.

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

558. Honours and Awards—Extract from War Office Supplement to the " London Gazette," of March 5th, 1942.
559. Honours and Awards—Recommendations for Immediate Awards.
561. Honours and Awards—Authorising wear of Orders and Decorations by R.N., Section B. (1942—Further Results.
562. Deck Landing Control Officers—Selection and Qualification.
563. Specialist qualifications of Reserve Officers—Notation in Navy List.
564. Educational Courses for Promotion to Gunner and Boatswain.
566. Warrant Supply Officers—Examinations, July, 1942—Further Results.
567. Accelerated Promotion.
568. Naval Officers’ Servants—REPORTS.
569. Unemployment Insurance—Officers.
570. Jewish Sacred Festivals, 1943.
571. Officeboying Ministers of Religion.
572. Admiralty Surgeons and Agents.
573. R.D.F. Branch—Advancement, etc.
574. Special Repair Ratings (D).
575. Pay Documents—"President" Establishments.
577. Allotment Declaration—Selection and Qualification.
579. Currency Arrangements—Trench North and West Africa.
580. Cable Ship Personnel—Custody of Medical History Sheets.
582. Broadcasting—Payment of Fees to Servants of the Crown.
583. Special War Fund—H.M.S. "Pendragon".
584. Soap Rationing—Ships’ Laundries.

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

Gunner.—(Guns, Mountings, Ammunition, Torpedos, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

586. Fire Control—Auto Barrages Units, Mark I—Packing and Handling.
587. Diving Firing System—Director Gear—Erection in Ships.
588. Gun Mountings, 30 mm, Marks H & I—One Man Eeck Arrangement.
590. Guns, 3-pdr., and above—Use of Muzzle Covers.
593. Carbine, Machine, Lanchester, 9 mm., Mark I and 1*—Modification of Bats, Trigger, Mark I.
596. Gunnery Instruction for Destroyers and Small Ships before Commissioning or after Changes in Personnel.
597. Ammunition—20 mm., Hispano—Gauging Discontinued.
598. Ammunition—40 mm., Bofors—Clearing Charges Assembled with Primers, No. 18—Care in Handling.

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

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

600. Torpedo Sights—Pneumatics.
602. Cartridges, Impulse, Torpedo—Types and Services for which Required.
603. Low Power Hand-Operated Circuit Breakers on Main Low Power Generator Switchboards—Supply of New Shockproof Breakers—As. and As.
604. Tong Test Ammeters—Introduction.
605. Galvanising—Economy in Use of.
608. Respirators—Loss or Damage.

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

609. Magnetic Compasses.

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

610. Main Turbine—Holding a Shaft Stopped with Asbestos Steam—Precautions.
611. Cylindrical Boilers—Internal Feed Arrangements—As. and As.
613. Misalignment between Engines and Propeller Shafiting.
614. Distiller Pumps—Cast Iron pump ends—Examination of.


615. W/T Equipment—Rectifier Unit Design E, Pattern 1934 A/B.
617. R.D.F. Type 290—Disposal of Equipment.
618. Receiver Outfit C.B.A.—Modification to Pattern W107 Connecting Unit 4T.


Torpedo.—(Torpedoes, Tubes, Mines and Mine-sweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
Section 5.—Books, Forms, Returns, Correspondence

645. Amendments to Books.
646. A.M.S.Is.—Issue of a (a) Revise to the Guard Book and (b) Reprint of A.M.S.Is., 1942.
649. Correspondence, etc., For Ships Bearing Names of Ports.
650. Metal Clips for Loose Leaf Secret and Confidential Orders.
651. Cable Ship Personnel—Custody of Medical History Sheets.
652. British Naval Liaison Officer, British Mission to the French National Committee—Address.
654. Form D.655A—Abolition.
660. O.U.0292—Block Sketch Cards of British Warships.

Section 6.—Shore Establishments

661. Manpower—Deferment of Non-Industrial Women.
662. Workmen's Compensation Act, 1943—Amendments to Treasury Scheme of Compensation as from 4th February, 1943.
664. LL Mark II* Sweep—Ford V8 Engines—Maintenance Records.
666. Electrodes—Approved Types.
668. “Transweld” and “Fleetweld No. 5” Electrodes—Extension of Use.

Section 1

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

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

(G.D. 0142/43.—11.2.1943.)

Casualties to enemy aircraft by ship's gunfire are as follows from 12th April, 1940, to 31st January, 1943:

<table>
<thead>
<tr>
<th></th>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>By H.M. ships</td>
<td>514</td>
<td>198</td>
<td>306</td>
</tr>
<tr>
<td>By H.M. ships and merchant ships jointly</td>
<td>110</td>
<td>24</td>
<td>16</td>
</tr>
<tr>
<td>By merchant ships and fishing vessels</td>
<td>98</td>
<td>46</td>
<td>110</td>
</tr>
<tr>
<td>Totals</td>
<td>722</td>
<td>268</td>
<td>432</td>
</tr>
</tbody>
</table>

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

It will be noted that the above totals differ from those reported in A.F.O. 112/43. The corrected totals are based on a revision of Admiralty records. Admiralty records date from 12th April, 1940.

Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during January, 1943, are as follows:

<table>
<thead>
<tr>
<th></th>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>H.M. Ships</td>
<td>H.M. Trawlers &quot;Sarpedon&quot;, &quot;Playmates&quot; and &quot;Willing Boys&quot; (1). H.M.S. &quot;Sunk Head Fort&quot; (1).</td>
<td>Nil</td>
<td>Nil</td>
</tr>
<tr>
<td>Escorts and Merchant Ships Jointly</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>in Convoy &quot;M.W.13&quot; (1). Unknown Ships and Naval Guns Ashore (1). Escort and Merchant Ships in Convoy &quot;K.M.S.3&quot; (1).</td>
<td>Nil</td>
<td>Nil</td>
<td></td>
</tr>
<tr>
<td>Merchant Ships and Fishing Vessels</td>
<td>Merchant Ships in Convoy &quot;K.M.S.3&quot; (1).</td>
<td>Nil</td>
<td>M.V. &quot;Hindustan&quot;.</td>
</tr>
</tbody>
</table>
Enemy aircraft shot down by Naval aircraft.—The results are as follows from the beginning of the War to 31st January, 1943:

<table>
<thead>
<tr>
<th>Confirmed</th>
<th>Probable</th>
<th>Damaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>230</td>
<td>39</td>
<td>148</td>
</tr>
</tbody>
</table>

Last reported totals (31st December, 1942)...

Increases...

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

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

(A.F.O. 112/43 is cancelled.)

555.—Japanese Hospital Ships

(M. 181/43.—11.2.1943.)

With reference to A.F.O. 3076/42, the Japanese Government now state that they have taken up as a hospital ship the undernoted vessel which has been accepted by H.M. Government, in addition to those described in A.F.Os. 419/42, 3076/42, 3731/42, 5994/42 and 6361/42. No other Japanese ships are to be recognised as hospital ships unless further instructions are issued.

2. “Muro Maru”, length 70 metres, one funnel, two masts. In addition to the markings and illumination described in A.F.O. 3076/42, and in order to facilitate recognition from the air, the red cross has been painted on both sides of the deck and a further red cross has been painted between the after mast and the poop. These red crosses will be illuminated at night.

(A.F.Os. 419/42, 3076/42, 3731/42, 5994/42 and 6361/42.)

556.—Message of Congratulation to Royal and Allied Navies and Merchant Navy

(M. 139/43.—11.2.1943.)

(Included in Notice Boards Issue only.)

557.—Honours and Awards—“London Gazette” Supplement of 2nd February, 1943

(H. & A.—11.2.1943.)

Admiralty,
Whitehall,
2nd February, 1943.

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

For great bravery when H.M.I.S. “Bengal”, with the Motor Vessel “Ondina”, engaged two heavily armed Japanese raiders in the Indian Ocean and in a fine action against heavy odds destroyed one raider and drove off the other:

To be a Companion of the Distinguished Service Order
Lieutenant (Acting Lieutenant-Commander) William Joseph Wilson, R.I.N.R.

Mention in Despatches
Engineer Lieutenant-Commander John Coverdale-Smith, R.I.N.
Lieutenant Jai Shankar-Mehra, M.B.E., R.I.N.R.

For good services in the South West Pacific:

Mention in Despatches
Rear-Admiral Arthur Francis Eric Palliser, D.S.C.
Captain John Peter Lorre Reid, R.N.

For great bravery when H.M.I.S. “Bengal”, with the Motor Vessel “Ondina”, engaged two heavily armed Japanese raiders in the Indian Ocean and in a fine action against heavy odds destroyed one raider and drove off the other:

The Indian Order of Merit (Second Class)
Acting Petty Officer Mohamed Ibrahim, 2649, R.I.N.
Able Seaman Raganth Sohne, 6602, R.I.N.

The Indian Distinguished Service Medal
Leading Telegraphist M. Dinshaw, 4627, R.I.N.
Leading Steward Parek Krishnan Nair, 4482, R.I.N.
Able Seaman Ismail Babu, 5303, R.I.N.
Able Seaman Mohamed Khan, 6999, R.I.N.
Able Seaman Ismail Mohamed, 4646, R.I.N.
Ordinary Seaman Balachandra, 7838, R.I.N.

The KING has been graciously pleased to grant unrestricted permission to wear the Insignia of the following Appointments made by King Haakon of Norway for valuable services during the Norwegian Campaign:

Royal Norwegian Order of St. Olav, Officer, 1st Class
Captain Michael Maynard Denny, C.B., R.N.
Temporary Lieutenant Patrick Dalzel Job, R.N.V.R.

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

To be a Companion of the Distinguished Service Order:
A.F.O. 5995/42. Commander Anthony Paul Colthurst, R.N. (Appointment to date 11th November, 1942).

To be a Member of the Order of the British Empire (Military Division)
A.F.O. 5/43. Lieutenant Francis James Titball, R.N. (Retd.).

(929286)
The Distinguished Service Medal

A.F.O. 6363/42. Marine (Acting Temporary Sergeant) Frank Charles Edwin Hawkins, Po.20337, R.M.

A.F.O. 7/43. Corporal (Temporary) Robert Young, Ch.X.100401, R.M.

A.F.O. 5/43. Petty Officer Charles Frank Mervyn Swift, D/JX.144770.

A.F.O. 5618/42. Petty Officer Telephonist William Frank Petter, P/JX.128093.

Mention in Despatches

A.F.O. 214/42. Supply Chief Petty Officer Robert Benjamin Cane, C/M.33184.

A.F.O. 6102/42. Major Derek Arthur Conyngham Shephard, R.M.

A.F.O. 7/43. Marine (Acting Temporary Corporal) David Mervyn Campbell, Ex.4795, R.M.

*559.—Honours and Awards—Extract from War Office Supplement to the “London Gazette” of 5th March, 1942 (H. & A. 91/43.—11.2.1943.)

The following appointments and awards were published in a War Office Supplement to the “London Gazette” on 6th March, 1942:

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James’s Palace, S.W.1.
5th March, 1942.

The KING has been graciously pleased to give orders for the following appointment to the Most Honourable Order of the Bath, in recognition of gallant and distinguished services in the Middle East:

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

Major-General (acting) Eric Culpeper Weston, A.D.C., R.M.

The KING has been graciously pleased to give orders for the following appointment to the Most Excellent Order of the British Empire, in recognition of gallant and distinguished services in the Middle East:

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

Brevet Lieutenant-Colonel (acting Colonel) John Howard Gernon Wills, R.M.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division), in recognition of gallant and distinguished services in the Middle East, to:

Acting Sergeant (Temporary Sergeant) Stanley Wilson, Ex.5682, R.M.

War Office,
5th March, 1942.

The KING has been graciously pleased to approve the following awards in recognition of gallant and distinguished services in the Middle East:

The Military Cross

Temporary Lieutenant Robert Parry Ellis, R.M.

The Military Medal

Temporary Sergeant Alec George Aldis, Po.X.1477, R.M.

The KING has been graciously pleased to approve that the following be mentioned in recognition of distinguished services in the Middle East:


Captain W. R. C. Leggatt, R.N.

Captain H. G. Norman, R.N.

Surgeon Lieutenant-Commander L. G. Yendell, R.N.

Temporary Surgeon Lieutenant J. C. de R. Sugars, M.B., R.N.V.R.

Major (Acting Lieutenant-Colonel) L. O. Jones, R.M.

Captain (Acting Major) R. W. Madoc, R.M.

Captain (Acting Major) P. R. Matters, R.M.

Lieutenant J. H. N. Lloyd, R.M.

Temporary Lieutenant M. G. Lyas, R.M.

Temporary Lieutenant R. A. Powys-Lybbe, R.M.

Acting Temporary Colour-Sergeant S. L. R. Callow, Ch.X.443, R.M.

Acting Temporary Colour-Sergeant L. H. A. Gould, Po.X.138, R.M.

Acting Temporary Colour-Sergeant R. E. Hadlow, Ch.X.749, R.M.

Acting Temporary Sergeant J. Knott, Ex.5165, R.M.

Acting Temporary Sergeant C. H. Shoesmith, Po.X.1536, R.M.

Lance-Corporal S. A. Herbert, Po.17778, R.M.

Marine W. Lang, Po.X.372, R.M.

Marine E. G. Tilbury, Ex.5278, R.M.

Superintending Clerk C. A. Kerridge, R.M.

559.—Honours and Awards—Recommendations for Immediate Awards

(H. & A.—11.2.1943.)

The attention of Commanding Officers is drawn to the fact that only one copy of recommendations for immediate awards is required at the Admiralty, and to save time, trouble and paper only one copy should be sent.

2. This does not apply to recommendations for periodic awards for which three copies of Form X and four copies of Form Y are still required.

(A.F.Os. 1510/42 and 3340/42.)

*560.—Honours and Awards—Eligibility of the Merchant Navy for Naval Awards

(H. & A.—11.2.1943.)

The King has been graciously pleased to give orders that officers and men of the Merchant Navy shall be eligible for Royal Naval Honours and Awards (V.C., D.S.O., D.S.C., C.G.M., D.S.M. and Mention in Despatches), for gallantry or distinguished service in actions with the enemy which seem to the Admiralty to justify Royal Naval rather than Civil rewards.

561.—Honours and Awards—Authorising Wear of Orders and Decorations by R.N. Section Beige

(H. & A. 1040/42.—11.2.1943.)

Approval has been given for Belgian Subjects serving in the Royal Navy and its Reserves, to wear on Royal Naval Uniform the Insignia of any Order, Decoration or Medal which may be awarded to them by the Belgian Government for war services.

562.—Deck Landing Control Officers—Selection and Qualification

(C.W. 45829/42.—11.2.1943.)

Their Lordships regard the functions of the Deck Landing Control Officer as being of primary importance, and desire that the officers selected for these duties should possess in a high degree the necessary experience, ability and skill.

2. Accurate and efficient control on the part of the D.L.C.O. increases the fighting efficiency of the ship, which is so largely dependent upon the accurate and rapid "landing on" of its aircraft.

Further, the knowledge that "landing on" will be controlled by a fully competent D.L.C.O. helps to impart that degree of confidence in pilots which is essential if successful deck landings are to be effected.
Inefficient control by inexperienced D.L.C.Os. will not only reduce accidents nor provide that confidence in pilots which is so necessary in deck landings.

3. As soon as the field of selection will allow, it is intended to restrict the appointment of officers for D.L.C.O. duties to those who have had not less than nine months' carrier experience.

4. To facilitate the selection of suitable officers, Commanding Officers are to encourage promising junior officers in Naval Air Squadrons to undertake study of the D.L.C.O. and are to report at six monthly intervals on any such officers who have been well disposed.

5. Reports should also be made, without delay, on any D.L.C.O. who, in the opinion of the Commanding Officer, does not possess the qualifications necessary for the competent performance of his duties.

6. It is pointed out that an appointment as D.L.C.O. will not prejudice or delay the assumption of Squadron Command by the officer concerned. On the contrary, such appointments recognise that the officers concerned possess a high degree of responsibility and are an indication of Their Lordships' confidence in the ability of the officers selected.

563.—Specialist Qualifications of Reserve Officers—Notation in Navy List
(C.W. 14917/42.—11.2.1943.)

As a guide to the specialist qualifications of reserve officers, the names of officers so qualified will be distinguished in future editions of the Navy List by appropriate symbols.

2. The symbols, which will be included in the Seniority Lists of Reserve Officers are defined below:

- (G) ... Qualified in Long Specialist Course in Gunnery, or completed 18 months' service as specialist, including 12 months sea service after completing short course.
- (Ge) ... Qualified in short Specialist Course in Gunnery (A.F.O. 850/40).
- (T) ... Qualified in Specialist Course in Torpedo.
- (A/S) ... Qualified in Specialist Course in A/S.
- (S) ... Qualified in Officers' Long Course in P. & R.T.
- (Se) ... Qualified in Specialist Course in Signals.
- (N) ... An officer who has completed over four months' service in an appointment "in lieu of specialist (N)" in a seagoing ship and has been recommended by commanding officer. Indicative of practical experience in navigation irrespective of whether or not the officer has completed any particular course (A.F.O. 5364/41).

(N) ... Completed short course in navigation.

The existing explanatory notes will be amplified and amended as necessary.

(A.F.O. 850/40—not in annual volume—and 5364/41.)

564.—Educational Courses for Promotion to Gunner and Boatswain
(C.W. 1991/43.—11.2.1943.)

Further to A.F.O. 5248/42, educational courses for candidates for the ranks of Gunner and Boatswain will commence at the R.N. Barracks, Portsmouth, on the following dates:

- 22nd February, 1943.
- 5th April, 1943.
- 7th June, 1943.
- 26th July, 1943.

2. In order to produce a regular flow of the successful candidates from the educational courses to the technical courses in H.M.S. "Excellent," non-Gunner's Mate candidates for Gunner will attend the educational courses beginning 22nd February, 1943, and Gunner's Mate candidates will attend the courses beginning 5th April, 1943, and 26th July, 1943.

(A.F.O. 5248/42.)
Executive—contd.


"342".

Foster, D. G. "Lynx", addl. 1st February, 1943.

Ruffhead, K. W. "Ranpura" 1st February, 1943.

Charles, R. "Dorin" 1st February, 1943.

Air

May, T. W. "Jackdaw", for 831 Squadron 1st August, 1942.

Clark, E. J. "Formidable", for 888 Squadron 1st February, 1943.


Harris, S. N. "Argus", for 880 Squadron 1st February, 1943.


Electrical


Fairfield, I. Mc "Caroline" for "Ocean" 1st February, 1943.

Pioneer ".

Accountant

Vorley, L. "Saker" 1st February, 1943.

Young, N. "Perrot" 1st February, 1943.

Special

Fairfax, O. M. "Hawkins" 1st January, 1943.


Brown, C. J. V. "Forte IV" 1st January, 1943.


Ford, G. W. K. "President", addl. for duty 1st February, 1943.

with D.A.M.

S.A.N.F. (V)


"338".

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

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

568.—Naval Officers’ Servants—REPORTS

(N. 26739/42.—11.2.1943.)

It has become necessary, in order to conserve manpower, to review the number of Naval ratings, Wrens, or civilians, allowed as servants to Senior Naval Officers serving in shore appointments.

2. As a preliminary step, Commanders-in-Chief and Flag Officers Commanding, at home and abroad, are to forward information as set out below, in respect of every Senior Officer serving under them in shore appointments. The information should be tabulated under the following headings:

(i) Post in complement.
(ii) Name and rank.
(iii) Servants’ allowance (a) Authorised.
(b) Being paid.
(iv) Servants (grades, etc.) (a) Authorised.
(b) Borne.
(v) Any other domestic help received from official sources.
(vi) Whether an official residence is occupied.
(vii) Whether quarters within an establishment are allocated and if so, whether a separate galley is in use.

3. The use of servants from official sources must be kept to a minimum, and the reports are to give a full explanation in any instance where the provision of such servants in excess of the following limits is considered essential:

(1) two servants in an official residence;

(2) one servant in quarters within an establishment already containing an officer’s galley;

(3) no servants in non-service accommodation.

Note.—Where there is a recent Admiralty authority covering excesses over (1), (2), or (3), the authority should be quoted.

4. For the purpose of these reports, “Senior Naval Officer” means any Officer (of the executive or other branch) of the equivalent rank of Captain, Commodore, or Flag Officer (excluding Commanders-in-Chief and Officers of similar status), and any Commander given “command” or its equivalent and in consequence not dealt with under the scales in A.F.O. 3616/42.

5. The number of servants allowed to Commanders-in-Chief and Flag Officers of similar status will be concurrently reviewed at the Admiralty.

6. The reports are to be forwarded immediately.

(A.F.O. 3616/42.)

569.—Unemployment Insurance—Officers

(P.M./C.W. 43439/41.—11.2.1943.)

By virtue of the Unemployment Insurance Emergency Powers (Amendment) (No. 6) Regulations, 1942, signed by the Minister of Labour on 15th December, 1942, Naval and Marine Officers of the following classes are eligible for a free credit, irrespective of their insurability for Unemployment Insurance in civil life.

(i) Temporary, Reserve, Retired or Emergency List Officers, whether R.N., R.M., R.N.R. or R.N.V.R., granted officer rank or re-employed during the present emergency for service in the emergency.

(ii) Officers serving on T.124X and T.124T agreements (including radio officers, whether paid in full from Naval funds, or borne for pay at nominal rates only) and officers on Cable Ship Agreements (but not officers on T.124 agreements).

(iii) Officers of the W.R.N.S.

(iv) Retired members of the Q.A.R.N.N.S.R. re-employed and members of the Q.A.R.N.N.S.R. employed during the present emergency for service in the emergency.

(v) Women members of Voluntary Aid Detachments, including V.A.D. Commandants and Assistant Commandants.

(vi) Women medical practitioners serving in the Royal Navy or any Navy Reserve.

2. All officer service after 3rd September, 1939, including periods during which an officer is serving with a Dominions or Colonial Force on a loan or exchange basis, will rank for the purpose of calculating the credit of contributions on discharge, except in the case of officers on T.124X and T.124T agreements (including Radio Officers, whether paid in full from Naval funds or borne for pay at nominal rates only) or Cable Ship Officers. Such officers will receive the free credit as from 21st December, 1942, only. In the case of any officers already discharged, unemployment benefit will not be payable in respect of the period between 1st December, 1942, although a credit of unemployment insurance contributions for service prior to that date will be given.

3. All deductions from pay in respect of unemployment insurance employees contribution of the officers referred to in paragraph 1 are to cease as from 21st December, 1942, but contributions already deducted for the period prior to 21st December will not be repayable. No further stamps are to be affixed (except where due for T.124X, T.124T and Cable Ship Officers up to 20th December, 1942). Any unemployment books should be disposed of by sending them to the Accountant General, Ministry of Labour and National Service, Acton, London, W.3, within a suitable covering communication.

4. Accountant Officers should render Forms U.I.3X.S upon promotion in respect of all officers of the categories mentioned in paragraph 1, who are promoted from the lower deck or from the ranks. The form is to be marked “Promoted to officer” in red ink in the top right hand corner and should show the officer’s full official
569

designation both before and after promotion (i.e., rating, official number, full officer rank, and whether R.N., R.M., R.N.R., R.N.V.R., or W.R.N.S.). In the space marked "Period of service" the heading "Date of final discharge/transfer to Reserve" should be amended to "Date of promotion to officer." The space below this, headed "Periods lasting 7 days or more of forfeiture of all ordinary pay" should be disregarded (vide A.F.O. 3269/42).

5. When an officer of the categories named in paragraph 1 is discharged, reverted to the retired or emergency list, or otherwise finally ceases Naval employment, a Form U.1.3 X.S. is to be rendered, to cover the period of officer service only. In this case the form is to be marked "officer in red ink in the top right-hand corner. Particulars of periods regarding any forfeiture of pay are similarly not required.

6. Where it is intended that the Accountant Officer should attach a certificate regarding discharge or dismissal in consequence of conviction, or proceedings under the Naval Discipline, Army or Air Force Acts or by any civil court, a notation "A.F.O. 998/43, paragraph 6 refers" will be added to the notice on the Daily List of Appointments terminating the Officer's commission. In all such cases a certificate should be furnished in the form prescribed for ratings in paragraph 3 of A.F.O. 388/43. Where no such addition is made in the Daily List the alternative declaration that such certificate is not required is to be completed.

7. Further reports under A.F.O. 5032/41, paragraph 7, regarding non-payment of contributions chargeable under previous regulations, and the details indicated in A.F.O. 5032/41, paragraph 8 (a), (b) and (c) are no longer required.

8. Completed Forms U.1.3 X.S. are to be sent to the Director of Navy Accounts (Branch 3), Bath, Somerset, in all cases.

9. This order does not apply to—
(i) Officers of Dominions, Colonial or Foreign Navies.
(ii) Officers on Agreement T.124, who remain under existing conditions as laid down in A.F.Os. 2589/40, 3303/40, 334/41, 2589/41, 788/42 and 3205/42.

"A.F.Os. 388/43, 2584/40, 3303/40, 534/41, 2589/41, 788/42, 3205/42 and 5269/42,
A.F.O. 2589/41—not in annual volume.
"(A Message 924A, 1121A of 19-12-1942, is cancelled.)
"(A.F.Os. 3707/40, 533/41, 732/41, 2583/41, paragraphs 7-11, 3805/41, line 6, 4039/41
paragraph 2, Officers' Unemployment Insurance, 5683/41, 759/42 and 1635/42,
paragraphs 8-9, are cancelled.)

570.—Jewish Sacred Festivals, 1943
(C.E. 50851/43.—11.2.1943.)

Subject to the exigencies of the Service, leave of absence may be granted to officers and men of the Royal Navy belonging to the Jewish Faith, who may desire to observe the undermentioned festivals:

Feast of the Passover ... April 20th to 27th.
New Year ... ... September 30th and October 1st.
Day of Atonement ... October 9th.

2. Leave should be granted, if possible, so as to enable those concerned to reach home by sunset on the previous day in each case.

571.—Officiating Ministers of Religion
(C.E. 51130/43.—11.2.1943.)

The following appointments of Officiating Ministers have been approved:

Baptist and Congregational—
Regent Street Polytechnic, London ... *Rev. F. Townley Lord, D.D.
Bloomsbury Central Church, Shaftesbury Avenue, W.C.2.

*Also to Methodist personnel.

The usual facilities are to be afforded.
5. Port Division and Drafting.—All Special Repair Ratings (D) will be allocated to Chatham Port Division and entered at that port. The Commodore, R.N. Barracks, Chatham, alone is responsible for drafting, and no movements of these men are to be made by any local drafting authority without reporting the movements to the Commodore, R.N. Barracks, Chatham.

6. Medical Standard.—Vision, Standard IV, and foot defects necessitating placing in Category IIA Feet, will be acceptable. Where a vision standard below IV is permitted in the corresponding naval rating for shore service only, the lower vision standard will apply for these special entries. Men must be fit for tropical service ashore. Maximum age on entry will be 41, except where specially approved by the Admiralty.

7. Abridged Titles.—In order to distinguish Special Repair Ratings (D), and to facilitate their drafting without using long titles, a special code has been designed for each trade or subdivision of a trade; for example—If an Acting E.A. 4th Class in Engine Fitters is required, the rating asked for would be one D.L.L.F. (see attached list).

Special Repair Ratings (D)
Analysis of Trades

<table>
<thead>
<tr>
<th>Civil Nomenclature</th>
<th>Naval Code No.</th>
<th>Naval Nomenclature</th>
<th>Abbreviated Title</th>
<th>Pay on Entry without Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>CONSTRUCTIVE :</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shipwright, Wood</td>
<td>N.229A</td>
<td>Acting Shipwright, 4th Class</td>
<td>DCSW 1 s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>and Iron.</td>
<td>N.229B</td>
<td>Acting Shipwright, 4th Class</td>
<td>DCSW 2 s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Shipwright, ex H.M.</td>
<td>N.229C</td>
<td>Acting Shipwright, 4th Class</td>
<td>DCSW 3 s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Dockyard</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shipfitters</td>
<td>N.202</td>
<td>Acting E.R.A., 4th Class</td>
<td>DCSF s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Smiths</td>
<td>N.201</td>
<td>Acting E.R.A., 4th Class</td>
<td>DCSN s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>(Engine Smith).</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hammerman</td>
<td>N.230</td>
<td>Stoker, 1st Class</td>
<td>DCMN 3 s. d.</td>
<td>6 0</td>
</tr>
<tr>
<td>Joiner</td>
<td>N.231</td>
<td>Acting Joiner, 4th Class</td>
<td>DCSN 6 s. d.</td>
<td>6 0</td>
</tr>
<tr>
<td>Plumber</td>
<td>N.223</td>
<td>Acting Plumber, 4th Class</td>
<td>DCP 6 s. d.</td>
<td>6 0</td>
</tr>
<tr>
<td>Painter</td>
<td>N.222</td>
<td>Acting Painter, 4th Class</td>
<td>DCPR 6 s. d.</td>
<td>6 0</td>
</tr>
<tr>
<td>Sawmillman</td>
<td>N.224</td>
<td>Ship Mechanic, 4th Class</td>
<td>DCMN 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Iron Caulkner</td>
<td>N.225</td>
<td>Ship Mechanic, 4th Class</td>
<td>DCIC 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Drillers</td>
<td>N.226</td>
<td>Ship Mechanic, 4th Class</td>
<td>DCBH 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Riveters</td>
<td>N.227</td>
<td>Ship Mechanic, 4th Class</td>
<td>DCY 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Welders and</td>
<td>N.218</td>
<td>Engine Room Mechanic, 4th Class</td>
<td>DCWB 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Burners</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Machineman</td>
<td>N.228</td>
<td>Ship Mechanic, 4th Class</td>
<td>DCMC 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>(Engine)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skilled Labourers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Machinist</td>
<td>N.219</td>
<td>E.R. Mechanic, 4th Class</td>
<td>DEMN 7 s. d.</td>
<td>7 0</td>
</tr>
<tr>
<td>Fitters Assistant</td>
<td>N.233</td>
<td>Stoker, 1st Class</td>
<td>DEFA 3 s. d.</td>
<td>3 6</td>
</tr>
</tbody>
</table>

ENGINEERING :—

<table>
<thead>
<tr>
<th>Title</th>
<th>Naval Code No.</th>
<th>Naval Nomenclature</th>
<th>Abbreviated Title</th>
<th>Pay on Entry without Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boilermaker's</td>
<td>N.234</td>
<td>Stoker, 1st Class</td>
<td>DEBA s. d.</td>
<td>3 6</td>
</tr>
<tr>
<td>Assistant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coppersmith's</td>
<td>N.235</td>
<td>Stoker, 1st Class</td>
<td>DECA s. d.</td>
<td>3 6</td>
</tr>
<tr>
<td>Assistant</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Foundry Assistant</td>
<td>N.236</td>
<td>Leading Stoker</td>
<td>DEMA s. d.</td>
<td>4 10</td>
</tr>
<tr>
<td>Skilled Labourers</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crane Driver</td>
<td>N.237</td>
<td>Stoker</td>
<td>DESC s. d.</td>
<td>3 6</td>
</tr>
<tr>
<td>Air Compressor</td>
<td>N.238</td>
<td>Stoker</td>
<td>DESS s. d.</td>
<td>3 6</td>
</tr>
<tr>
<td>Dynamo Driver</td>
<td>N.239</td>
<td>Leading Stoker</td>
<td>DESL s. d.</td>
<td>4 10</td>
</tr>
<tr>
<td>Simple Machine</td>
<td>N.240</td>
<td>Stoker, 1st Class</td>
<td>DESD s. d.</td>
<td>3 6</td>
</tr>
<tr>
<td>Wiring App, I. H.</td>
<td>N.241</td>
<td>Stoker, 1st Class</td>
<td>DESA s. d.</td>
<td>3 6</td>
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</tbody>
</table>

ELECTRICAL :—

L.P. Ship Installation :—

<table>
<thead>
<tr>
<th>Title</th>
<th>Naval Code No.</th>
<th>Naval Nomenclature</th>
<th>Abbreviated Title</th>
<th>Pay on Entry without Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire and Searchlight Control Installation.</td>
<td>N.209</td>
<td>Acting E.A., 4th Class</td>
<td>DLF s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Sound Communication.</td>
<td>N.242</td>
<td>Acting E.A., 4th Class</td>
<td>DLLZ s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Wireless Installation.</td>
<td>N.247</td>
<td>Acting E.A., 4th Class</td>
<td>DLLW s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>R.D.F. and D/F...</td>
<td>N.248</td>
<td>Acting E.A., 4th Class</td>
<td>DLR s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Ring Main Installation.</td>
<td>N.249</td>
<td>Acting E.A., 4th Class</td>
<td>DLRM s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Power and Electric Installation.</td>
<td>N.250</td>
<td>Acting E.A., 4th Class</td>
<td>DLE s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>General Workers</td>
<td>N.253</td>
<td>Acting E.A., 4th Class</td>
<td>DLG s. d.</td>
<td>8 0</td>
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</table>

Shore Installation :—

<table>
<thead>
<tr>
<th>Title</th>
<th>Naval Code No.</th>
<th>Naval Nomenclature</th>
<th>Abbreviated Title</th>
<th>Pay on Entry without Bonus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erectors and Mainten.</td>
<td>N.211</td>
<td>Acting E.A., 4th Class</td>
<td>DLSE s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Telephone</td>
<td>N.251</td>
<td>Acting E.A., 4th Class</td>
<td>DLST s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Shop : H.A. and L.A. F/C</td>
<td>N.212</td>
<td>Acting E.A., 4th Class</td>
<td>DLFC s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Table, Ass. and Test.</td>
<td>N.213</td>
<td>Acting E.A., 4th Class</td>
<td>DLAW s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Armature Winder</td>
<td>N.214</td>
<td>Acting E.A., 4th Class</td>
<td>DLEC s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>Control Gear</td>
<td>N.215</td>
<td>Acting E.A., 4th Class</td>
<td>DLLI s. d.</td>
<td>8 0</td>
</tr>
<tr>
<td>L.P. Instruments</td>
<td>N.252</td>
<td>Acting E.A., 4th Class</td>
<td>DLL s. d.</td>
<td>8 0</td>
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<tr>
<td>(Electrical)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gyro Compass</td>
<td>N.216</td>
<td>Acting E.A., 4th Class</td>
<td>DLEC s. d.</td>
<td>8 0</td>
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<tr>
<td>Tester, Bench</td>
<td>N.217</td>
<td>Acting E.A., 4th Class</td>
<td>DLBF s. d.</td>
<td>8 0</td>
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<tr>
<td>Wiremen (Ship)</td>
<td>N.245</td>
<td>Acting E.A., 4th Class</td>
<td>DLSA s. d.</td>
<td>6 0</td>
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<tr>
<td>Wiremen (Shore)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ship Wiring</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shore Wiring</td>
<td></td>
<td></td>
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<td></td>
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</tbody>
</table>
574

<table>
<thead>
<tr>
<th>Civil Nomenclature</th>
<th>Naval Code No.</th>
<th>Naval Nomenclature</th>
<th>Abbreviated Title</th>
<th>Pay on Entry without Bonus</th>
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</thead>
<tbody>
<tr>
<td>Rigger</td>
<td>N.254</td>
<td>Rigger (P.O.)</td>
<td>DDPR</td>
<td>6 6</td>
</tr>
<tr>
<td>Rigger’s Mate</td>
<td>N.255</td>
<td>Rigger’s Mate (L/S)</td>
<td>DDMR</td>
<td>4 10</td>
</tr>
<tr>
<td>Sailmaker</td>
<td>N.265</td>
<td>Sailmaker</td>
<td>DSM</td>
<td>6 6</td>
</tr>
</tbody>
</table>

(A.F.O. 4838/41.)

575.—Pay Documents—“President” Establishments
(D.N.A. 22381/42.—11.2.1943.)

Accountant officers are notified that the 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. Pay documents for 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”, 18, Mardol, Shrewsbury, unless otherwise directed in the appointment.

(A.F.O. 1007a/42 is cancelled.)

576.—H.M.S. “Avenger”—Reconstruction of Accounts
(D.N.A. 1926/43.—11.2.1943.)

Ships and establishments concerned are to forward the following information as soon as possible after receipt of this Order to:

The Accountant Officer,
Reconstruction of Accounts Office,
Foxhill Hutsmen,
Admiralty, Bath.

(a) Duplicate pay documents for all Officers and ratings discharged to H.M.S. “Avenger” on or after 1st September, 1942.
(b) Copies of pay documents for all Officers and ratings entered from H.M.S. “Avenger” since 1st October, 1942.

(A.F.O. 3102/42.)

577.—Allotment Declaration—Notation Thereon of Number of Children
(D.N.A. 1992/43.—11.2.1943.)

To prevent avoidable delay in making the maximum provisional award of Marriage Allowance to the wives of newly-entered naval ratings, the number of children living in the care of the wife under 14 years of age together with those over 14 years of age who are still receiving full time education, should be stated on the Form S.63 or variant on which the rating declares his allotment to his wife.

(K.R. & A.I., Articles 1756 and 1767.)

578.—Income Tax—Minimum Issues of Pay
(D.N.A. 5380/42.—11.2.1943.)

With reference to A.F.O. 3102/42, it has been decided that the higher limits may be claimed by a taxpayer who is entitled to child allowance for income tax purposes, i.e. a widower or widow, on the basis of an addition of £1 per week for each child, subject to the maximum limit of £5.

2. The following table should therefore be substituted for that contained in A.F.O. 3102/42.

Minimum Issues of Pay per week (for monthly limits multiply by four). Applicable to manual wage earners (industrial employees), local and departmental assessments of civil salaried officers and weekly paid non-industrial staff, and local tax reported for recovery from Naval Officers pay on Form No. 6 D.S.

(i) Naval Officers subject to D.S. tax charges.
(ii) Balance of civil pay issued to Civil servants serving with Civilian Personnel H.M. Forces.

<table>
<thead>
<tr>
<th></th>
<th>(a)</th>
<th>(b)</th>
<th>(c)</th>
<th>(d)</th>
<th>(e)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single</td>
<td>£2</td>
<td>£3</td>
<td>£4</td>
<td>£4</td>
<td>£6</td>
</tr>
<tr>
<td>Married</td>
<td>£3</td>
<td>£4</td>
<td>£5</td>
<td>£6</td>
<td>£7</td>
</tr>
<tr>
<td>Widower or widow with one child</td>
<td>£3</td>
<td>£4</td>
<td>£5</td>
<td>£6</td>
<td>£7</td>
</tr>
<tr>
<td>Married with one child</td>
<td>£4</td>
<td>£5</td>
<td>£6</td>
<td>£7</td>
<td>£8</td>
</tr>
<tr>
<td>Widower or widow with two children</td>
<td>£4</td>
<td>£5</td>
<td>£6</td>
<td>£7</td>
<td>£8</td>
</tr>
<tr>
<td>Married with two or more children</td>
<td>£5</td>
<td>£6</td>
<td>£7</td>
<td>£8</td>
<td>£9</td>
</tr>
<tr>
<td>Widower or widow with three or more children</td>
<td>£6</td>
<td>£7</td>
<td>£8</td>
<td>£9</td>
<td>£10</td>
</tr>
</tbody>
</table>

3. These figures may, subject to the over-riding maximum of £5 (£4 in balance of civil pay cases) be increased by (b) 10s. 6d. (£2 per month) for each dependent relative in respect of whom relief from income tax is granted, and (d) £1 (£4 per month) for a housekeeper.

(A.F.O. 3102/42.)

579.—Currency Arrangements—French North and West Africa.
(W.G.F. 578/42.—11.2.1943.)

With reference to A.F.O. 5766/42 the exchange rate between the dollar, pound and franc as from 2nd February, 1943, has been altered to $4.00 = £1 (Bank of England or B.M.A.) = 200 francs. The same rate will also apply in French West Africa.

(A.F.O. 5766/42.)

580.—Cable Ship Personnel—Custody of Medical History Sheets
(M.D.G. 4637/43.—11.2.1943.)

The Medical History Sheets of all cable ship ratings are to be forwarded to and retained by the Medical Officer, R.N. Sick Quarters, Granton Hotel, Granton, Edinburgh, 5.

2. Information appropriate to notation in Medical History Sheets is to be forwarded to the Medical Officer as above, for this to be done.

3. In the event of a C.S.P. rating being discharged to Hospital or Sick Quarters, his M.H.S. is to be transmitted thereto for retention there until the treatment is completed and then returned to Granton.

(A.F.O. 2869/42.)
581.—Naval Canteen Service Ratings—Pay Advances when in Home Hospitals

(N. 26201/42—11.2.1943.)

Naval Canteen ratings serving in the R.N. under the engagement specified in A.F.O. 2238/42, who may be sick in hospitals in the United Kingdom may be given advances of pay on the scales laid down in A.F.O. 845/41 for relative ratings.

2. Any such advances made in R.N. hospitals should be settled direct between the responsible Accounting Officers at the hospitals and N.A.A.F.I. headquarters by claim on the latter, and should not therefore be reflected in the Cash Account. The advances should however be reported to the Accountant Officer, H.M.S. "Pembroke I", for the information of the Canteen Manager.

3. Acquittance Rolls received in respect of cash advances to Naval Canteen ratings in non-Naval hospitals should be forwarded to the Director of Navy Accounts for settlement under separate cover from Acquittance Rolls in respect of advances to other R.N. ratings.

4. The nominal accounts of Naval Canteen ratings should be dealt with in the same way as the pay accounts of other naval ratings as regards retention on ship's books and discharge to depot.

(A.F.O. 845/41—not in annual volume—and A.F.Os. 2238/42 and 4102/42.)

582.—Broadcasting—Payment of Fees to Servants of the Crown

(C.E. 50039/43—11.2.1943.)

Remuneration for broadcast talks or scripts for broadcasting provided by servants of the Crown is determined in accordance with principles which apply as follows to all serving members of H.M. Naval Forces, W.R.N.S., and to all Civil Servants in Admiralty employ, whether permanent or temporary.

2. In the case of a servant of the Crown broadcasting or providing script for a talk at the request of the Admiralty, or at the invitation of the B.B.C., in fulfilment of a general directive given to the B.B.C. by the Government, no fee shall be paid save in the exceptional case provided for in paragraph 4 (b) below.

3. In the case of a servant of the Crown invited by the B.B.C. (acting independently of any Government directive) to give or provide material for a talk on some subject unconnected with his official duties, it shall be open to him to make his own terms with the B.B.C., provided that—

(a) if he is to be announced by his official style the prior authority of the Admiralty is obtained (this does not apply to the mere use of Naval rank);

(b) the work involved in the preparation and delivery of the talk is undertaken outside official hours.

4. In the case of—

(a) a servant of the Crown invited by the B.B.C. to give or provide material for a talk on some subject in which he is expert in his private as well as his official capacity; or

(b) a servant of the Crown broadcasting or providing script for a talk which, in the judgment of the Admiralty, it is clearly not incumbent upon him to deliver as part of his duty, but which he is enabled to give by reason of experience acquired in the course of his official duties;

the B.B.C. shall pay for broadcast work performed on and after 1st January, 1943, the full fees payable up to a maximum of £50 in any one year ending 31st December. When such fees during any calendar year exceed £50 in the aggregate, the B.B.C. shall pay 50 per cent. of the fees in excess of that limit to the servant of the Crown concerned and 50 per cent. to the Admiralty. In both (a) and (b) the prior authority of the Admiralty is to be obtained with the object of ensuring that there is nothing in the talk which might be contrary to the public interest or inconsistent with the status of a member of H.M. Forces or a Civil Servant. This arrangement would apply, e.g., to officers and men invited to give a talk on their experiences in the Royal Navy or to a serving member of the W.R.N.S. asked by the Admiralty to broadcast on her experiences.

5. Travelling and subsistence expenses on the normal scale will be allowed where appropriate in cases coming within paragraphs 2 and 4. In cases coming within paragraph 3 the allowances will be payable by the B.B.C. at their normal rates.

6. Naval personnel invited to broadcast or provide scripts for broadcasting who are in doubt as to their position regarding payment should consult the Admiralty, C.W. Branch; and civilian personnel, C.E. Branch 1 (London). The general question of broadcasting and publication is dealt with in K.R. and A.I., Article 17, and in B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments (Article 64).

(A.F.O. 129/42 is cancelled.)

*583.—Special War Fund—H.M.S. “Pembroke”

(P.M. 207/43.—11.2.1943.)

The President of the Canteen Committee of H.M.S. "Penylan," has forwarded to the Royal Naval Benevolent Trust the balance of the ship's canteen fund, amounting to £76, to be used for the benefit of the dependents of the ratings who were lost when the ship was sunk.

584.—Soap Rationing—Ships’ Laundries

(V. 20747/42.—11.2.1943.)

With reference to A.F.O. 3507/42, supplies of soap flakes, powders, etc., for Naval laundries are obtainable as follows:

(1) Laundries in Naval Shore Establishments.—From N.A.A.F.I. or direct from manufacturers, whichever has been the source of supply in the past. When supplies are obtained from sources other than N.A.A.F.I., application should be made to the local Food Officer for the necessary permit, and a statement will be required showing:

(i) Quantities purchased and expended during the previous six months and the names of suppliers; or

(ii) For new establishments a statement of the estimated average weekly dry weight of the articles to be laundered.

The statement at (i) should be accompanied by a certificate from the suppliers showing the quantity supplied.

(2) Laundries in Sea-going Ships.—From N.A.A.F.I.

(A.F.O. 3507/42.)

585.—B.R. 769—A Guide to the Preservation of Life at Sea after Shipwreck

(M.D.G./T.D./D.E.M.S. 1389/43.—11.2.1943.)

See A.F.O. 659/43 under Section 5 of this issue.
Section 3.—G., T., N., E., etc., & STORES; HULL, EQUIPMENT & FITTINGS

586.—Fire Control—Auto Barrage Units Mark I—Packing and Handling

(G. 016603/42.—11.2.1943.)

Instances of damage to auto barrage units Mark I during transport and fitting have been reported. The damage has been mainly confined to breakage of the handwheels which not only project considerably from the body of the instrument, but are also made of an aluminium alloy which is rather brittle. Overseers concerned should see that the greatest possible care is taken during handling and fitting to guard against such damages.

2. As a precaution against damage in transit manufacturers have now adopted forms of packing case in which the instrument is securely lashed usually by means of steel straps. It is of the utmost importance that these packing cases, together with all such fixing devices, should be returned to manufacturers as quickly as possible.

587.—Director Firing System—Director Gear—Erection in Ships

Dockyards, Refitting Ports, Principal Ship Overseers, Gunniming Overseers, Warship Electrical Superintendents and Admiralty Regional Electrical Engineers concerned.

(A.F.O. 0397/43.—11.2.1943.)

With reference to A.F.O. 6275/42, it is necessary that Messrs. Barr & Stroud, Ltd., Anniesland, Glasgow, should be informed of the dates on which the trials referred to in paragraph 3 will be held for all ships, in order that they may have opportunities of sending their representatives to ensure the satisfactory functioning of all Rangefinders and associated equipment, such as Q.C.II gear, fitted in Directors which may not be of their own manufacture, for which contingency A.F.O. 6275/42 does not cater.

2. Authorities concerned should ensure that the necessary information is passed to Messrs. Barr & Stroud, in addition to Director Erectors in accordance with paragraph 5 of A.F.O. 6275/42.

(A.F.O. 0275/42.)

588.—Gun Mountings, 20-mm., Marks IIA and IIIA—One-Man Cooking Arrangement

Ships and Depots Concerned

(G.01360/43.—11.2.1943.)

Reports have been received that indicate that the length of the flexible wire strap required for the one-man cooking device for 20mm. Mark IIA and IIIA mountings promulgated in A.F.O. 4870/42 varies owing to the bolt to which one end of the strap is attached not being at a definite distance from the centre line of the trunnions.

2. The length of the strap therefore varies to suit different mountings, as the shorter straps could not be slipped over some gun bolts and the longer ones would in some cases necessitate bringing the gun to full elevation before it cools, entailing loss of control and requiring the assistance of a second man.

3. A.F.O. Diagram 46/43 shows a form of attachment that has proved satisfactory.

4. The bolt is positioned centrally in the lifting holes in the trunnion bracket.

5. The strap should be made so that it just slips over the gun bolt when the gun is at maximum depression.

6. The modified arrangement should be adopted for all mountings not already fitted with a satisfactory one-man cooking device.

7. Mountings already fitted with a one-man cooking device should be supplied with the new arrangement where considered necessary.

8. Difficulties in the use of the one-man cooking device also arise due to the stretching of the strap. If the strap is found to be too long it may be shortened slightly by twisting up a few turns.

(A.F.O. 4870/42.)

589.—Guns, Q.F. 12-pr. 12-cwt. Mark V and “A” Mark V—Modification of Striker Spindles

(A.S. 10181/42.—11.2.1943.)

The following modification is to be carried out:

Gun.—Q.F. 12-pr., 12 cwt. Mark V and “A” Mark V.

Nature of Modification.—Form a 45° chamfer all round the forward shoulder. After modification the mark of striker spindles should be advanced by addition of a star stamped so that it can be seen when spindle is assembled in a striker.

By whom to be done.—Armament Supply Department.

Degree of Urgency.—First opportunity; those in store before issue.

2. In strikers of new manufacture, the forward shoulder of the striker spindle is re-positioned and no modification is necessary. Such striker spindles will have a star after the mark.

590.—Guns, 3-pdr. and above—Use of Muzzle Covers

(G. 767/43.—11.2.1943.)

Paragraph 5. End of line 7 after “muzzle covers.”

Add “The No. 241 fuze fitted to ‘K’ piercing shell may premature with detriment to the ballistics of the shell and possible danger to exposed personnel due to the disruption of the ballistic cap.”

(A.F.O. 1137/42.)

591.—Guns, Q.F. 2-pdr., Marks XI and XII—Fitting of Flash Eliminators and Balance Weights

(A.S./G. 2119/42.—11.2.1943.)

Flash eliminators are to be fitted to all Q.F., 2-pdr., Marks XI and XII guns.

2. Guns mounted in Mark IX mountings, when fitted with flash eliminators, will require a balance weight fitted to the mounting to preserve the balance of the guns in elevation. The balance weight is to be bolted on to the right hand handle bar at a position approximately 20½-in. from the centre line of the trunnions. The final position of balance is to be obtained by trial in each case.

3. Balance weights for the L.A. gun and H.A. gun are 24½ lbs. and 14 lbs. respectively, and the type of gun is to be clearly specified when demands for balance weights are sent in.

4. The work of fitting balance weights and flash eliminators (by means of securing screws) is to be carried out by ships’ staffs.

5. H.M. ships should demand flash eliminators (with securing screws) and balance weights, as required, from the nearest R.N. Armament Depot or O.C.A.S.

6. Balance weights are a Vote 8 item, but to ensure issue is made with each flash eliminator, Armament Supply Officers should obtain by intermediate demand and account for them in the normal way.

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

592.—Guns, Machine, 20-mm., Oerlikon American and U.S. Sights— Interchangeability

(A.S./C.I.N.O. 11253/42.—11.2.1943.)

Two types of 300 knot sights for 20 mm. Oerlikon guns have been made in U.S.A. One is 8-in. high and the other 10-in. high, measured from the centre line of the sight bar to the bottom of the bracket. Neither bears any distinctive marking.
2. The 10-in. high sight cannot be used on British made guns (i.e., Marks I or II guns).

3. The 9-in. high sight can be used on British made guns provided the shoulder rest of the gun has been modified in accordance with A.F.O. 5523/41 (paragraph 4).

(A.F.O. 5523/41.)

593.—Carbine, Machine, Lanchester, 9 mm., Mark I and I*—Modification of Bars, Trigger Mark I

(A.S/N.O. 13/42.—11.2.1943.)

The bar, trigger, Mark I, of Lanchester machine carbines in which the lever-bar, trigger is hinged about the bar, trigger, and held in position by a small compression spring, may give stoppages due to the lever riding up on the trigger, and allowing the sear to engage the breech block. Stoppages of this type may be cleared by releasing the trigger and re-pulling. Later issues are welded as shown on A.F.O. Diagram 41/43.

2. The bars, trigger, Mark I, of all carbines are to be examined, and if they are found to have a spring only at the junction between the bar, trigger and lever, bar, trigger, they are to be welded as shown on the A.F.O. diagram. The welding may be carried out by ships or establishment staffs if facilities therefor exist; otherwise, carbines requiring welding are to be returned to the nearest R.N. Armament Depot.

594.—Guns, Machine, Oerlikon, 20 mm., Marks I and II—Lubrication in Low Temperatures

(G.018347/41.—11.2.1943.)

At temperatures below -5°F. the Oerlikon gun cannot be relied upon to function if the normal lubricants are used for the magazine, gun mechanism, and ammunition.

2. When temperatures below -5°F. are likely to be experienced, the following action is to be taken:

(a) Remove all traces of existing lubricant from the gun mechanism and magazines. This is best done by washing the parts in oil, gun, cleaning, Type "A", or petrol, and then thoroughly drying them.

To achieve this in the case of magazines it will be necessary to strip them. This operation should be carried out by an experienced artificer or by base staffs (vide A.F.O. 3512/42).

Ammunition which is coated with Cooper's grease should be wiped as clean as possible. It must not be cleaned with oil or petrol.

(b) The gun mechanism is then to be lubricated sparingly with oil, anti-freeze, D.T.D.44D.

(c) The interior of the magazine and the exterior of the ammunition is to be lightly lubricated with grease, anti-freezing, D.T.D.143C.

3. The following quantities of anti-freezing grease D.T.D.143C have been requisitioned for delivery as shown:

<table>
<thead>
<tr>
<th>Location</th>
<th>Anti-freezing Grease D.T.D.143C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rosyth</td>
<td>1820 lbs. 9 gals.</td>
</tr>
<tr>
<td>Chatham</td>
<td>616 lbs. 10 gals.</td>
</tr>
<tr>
<td>Preston</td>
<td>336 lbs. 50 gals.</td>
</tr>
<tr>
<td>Portsmouth</td>
<td>616 lbs. 50 gals.</td>
</tr>
<tr>
<td>Scapa</td>
<td>140 lbs. 20 gals.</td>
</tr>
<tr>
<td>Greencock</td>
<td>84 lbs. 10 gals.</td>
</tr>
<tr>
<td>New York</td>
<td>140 lbs. 10 gals.</td>
</tr>
<tr>
<td>Liverpool</td>
<td>84 lbs. 10 gals.</td>
</tr>
<tr>
<td>Bristol Channel Area</td>
<td>84 lbs. 10 gals.</td>
</tr>
<tr>
<td>Halifax (for Canadian ports)</td>
<td>140 lbs. 20 gals.</td>
</tr>
<tr>
<td>New York</td>
<td>140 lbs. 20 gals.</td>
</tr>
<tr>
<td>Iceland (c)</td>
<td>336 lbs. 50 gals.</td>
</tr>
<tr>
<td>North Russia</td>
<td>336 lbs. 50 gals.</td>
</tr>
<tr>
<td>Helgoland</td>
<td>150 lbs. 50 gals.</td>
</tr>
</tbody>
</table>

4. The oil D.T.D.44D (previously known as D.T.D.44C) is available in stock at the yards.

5. Ships concerned fitted for service in cold climates or under orders to proceed to Arctic waters, should demand on the appropriate yard or depot on the basis of 7 lbs. of anti-freezing grease D.T.D. 143C and 1 gallon of oil anti-freeze D.T.D.44D for each Oerlikon gun fitted. Staff Officers, D.E.M.S. are to inform N.S.Os of requirements for merchant ships.

6. Supply as necessary to ships of new construction fitted for service in cold climates should be made by storing yards.

7. Existing stocks of Bell's L.T. grease may be utilised in lieu of D.T.D. 143C.

(B.R. 274/41.)

(A.F.O. 3512/42.)

(A.F.O.1540/42 is cancelled.)

595.—Machine Guns and Equipments—Vickers Mark III—Method of Fitting Gun to Mounting

Ships and Bases concerned

(G.7842/42. 11.2.1943.)

From reports received from sea it would appear that in some ships the Vickers G.O. guns have been incorrectly fitted to the Mark III mountings.

2. A.F.O. Diagram 40/43 shows the correct method of fitting the rear end of the gun in the mounting.

3. The lugs on the plates carried on the top of the pedestal should be fitted into the bottom part of the cut-away portion of the spade grip of the gun.

4. The dimensions of the cut-away will vary slightly for different guns, necessitating a small adjustment of the contour of the lugs.

5. A.F.O. Diagram 40/43 includes an improved clamping screw for securing the gun in elevation.

6. The fitting of the gun to the mounting should be done by ship's staffs, assisted by base staffs if necessary.

7. Where the balance spring is of insufficient strength to balance the gun it may be strengthened by stretching and removing sufficient coils to shorten the spring to the original free length.

8. The improved clamping screw should be manufactured and fitted by base staffs.

9. Commanding Officers should include an item in their next list of alterations and additions to cover the work involved.

(This Order is to be retained until complied with.)
The following arrangements have been approved to enable control parties and guns’ crews of destroyers and other ships which do not carry a gunnery officer in the name of preliminary instruction as a complete unit before the ship commissions or re-commissions. This preliminary instruction is essential in order to avoid wasting time with extensive preliminary instruction and drills during the limited working-up period, and also to ensure that ships have some knowledge of how to use their armament when on passage to their working-up base.

2. The instruction lasts a maximum of a week and is given at the gunnery schools of the manning port to the control parties and guns’ crews (including crews of close-range weapons) of all ships equipped with 4-inch guns and above which do not carry a qualified gunnery officer. In general, the ships affected are auxiliary A.A. ships, destroyers, sloops, repair ships, fast minelayers and corvettes.

3. Gunnery Control Officers, Gunners’ Mates and, if possible, Officers of Quarters should attend with their crews.

4. R.D.F. operators of gunnery sets should be considered as forming part of the control party.

5. In order that the crews and control parties can be detailed and assembled in good time, the Admiral Superintendent Contract-Built Ships, or the Admiral Superintendents of H.M. Dockyards concerned should ensure that the commissioning dates are communicated to the Commandors of Depots, Captain of the Gunnery School and Captain H.M. Signal School as early as possible. This information should also be passed to Rear-Admiral (D), Home Fleet.

6. The Captain of the Gunnery School will arrange with the Commodore of the manning depot the date on which this training will start, the Commodore stating which of the ratings already on board should be sent from the ship. The Captain of the Gunnery School will then inform:

(a) The ship, so that the Gunnery Control Officer, the ratings required, and, if possible, the O.O.Qs. can be sent.

(b) The Commodore, R.N. Barracks, Portsmouth (copy to the Captain, H.M. Signal School), so that the necessary R.D.F.ratings can be drafted, and

(c) The Commodore of the manning depot, for information regarding (a) and (b), so that the remainder of the ratings can be provided.

7. In the case of ships which are not being re-commissioned but which have a number of new ratings or equipment, arrangements can be made for similar instruction to be given to the personnel of those quarters affected, provided that the accommodation and other commitments at the Gunnery Schools permit. Commanding Officers wishing to arrange such instruction should apply direct, to the Captain of the Gunnery School at their manning port, or if more convenient, to the Captain of the nearest Gunnery School, stating whether the ratings for whom this instruction is required are already borne or have yet to be drafted. If there are any outstanding requirements for ratings, the application should be repeated to the authorities under (b) and (c) above, and the Captain of the Gunnery School will then proceed as in paragraph 6.

(A.L.M./G.O.D. 069/42, 2.6.1942.)

597.—Ammunition—20 mm. Hispano—Gauging Discontinued

(G. 8105/42.—11.2.1943.)

The gauging of the overall length of 20 mm. Hispano gun ammunition of all types for use in Naval aircraft is no longer necessary by ships and Naval air stations or squadrons.

2. This practice is to be discontinued.

598.—Ammunition—40 mm. Before Clearing Charges Assembled with Primers No. 18—Care in Handling

(A.S./G. 8192/42.—11.2.1943.)

As the dimensions of Primers No. 18 are such that the cap holder may protrude beyond the base of the cartridge case by up to 0-05 mm. there is a risk of the cartridge being fired if it is dropped or knocked against an obstruction during handling.

2. Primers No. 18 have been used in the assembly of Q.F. 40 mm. before clearing charges and great care is to be taken in handling clearing charges so primed.

599.—Cordite—N.H. Propellant—E.F.C. Value of Full Charge for Q.F. 4-in. Mark XV* Guns

(G. 8103/42.—11.2.1943.)

Experience has shown that for Q.F. 4-in. XV* guns the value of a full charge of N.H. propellant is considerably greater than 1/2 E.F.C. as given in C.A.F.O. 305/41.

2. The full charge of N.H. propellant for the Q.F. 4-in. XV* gun only is to be given a value of 3 E.F.C. Admiralty “ A” message 3434A/9/12/42, in which a value of 1 1/2 E.F.C. was promulgated is cancelled.

3. For all other guns, charges of N.H. propellant should be assessed at half the value of the corresponding charges of cordite S.C.

4. Memoranda of Inspection should be amended as to the total number of E.F.C.s fired up to the date of the last inspection and the rounds fired since the last inspection, this order being quoted.

If the E.F.C. fired since last inspection exceeds an inspection series (100 E.F.C.) a further inspection should be requisitioned at the first opportunity.

In cases where a restricted sentence was given at the last inspection, i.e. barrel to be exchanged after a stated number of E.F.C. immediate exchange of barrel should be requisitioned if that number of E.F.C. is found to have been exceeded.

(“ A” message 807 dated 9.12.42. is cancelled.)

(C.A.F.O. 305/41.)

600.—Torpedo Sights—Illumination

“ Hunt ” Class Destroyers—5th and 6th Groups

(T. 3365/42.—11.2.1943.)

Torpedo Deflection Sights Pattern 4605A or B fitted on the torpedo tubes and on the bridge in accordance with A.F.O. 5391/42 should be fitted with illumination as follows:

A lamp connection, Pattern 8684, with lamp, Pattern 6943, or Pattern 16326M, should be connected to the dial lamp switch, Pattern 7001, already fitted on the torpedo tubes with sufficient free length of cable, Pattern 9375A, to permit full training of the sight. On the bridge, feeds should be taken from the night sight circuits provided at the port and starboard Torpedo sight positions for Torch Lamp Illumination. The feed should be taken to each sight through a dial lamp switch, Pattern 7001. Stowage tubes, Pattern 8685, should be fitted as convenient.

2. This item should normally be carried out when the sights are installed but if omitted it should be treated as a defect and carried out by ships’ staffs with stores demanded from the Dockyard, this Order being quoted as authority.

(A.F.O. 5391/42.)
601—Paravane Bow Protection—Downhaul Shoe—Endless Whip Arrangements and Method of Checking

(T.3098/42.—11.2.1943.)

With reference to A.F.O. 4527/42 and A.F.O. 1145/42, the normal method of fitting and checking the endless whip system is to be as indicated on A.F.O. diagram 43/43, and as follows—

2. The endless whip arrangement is to apply only to vessels where a centre line capstan is fitted, and vessels with windlasses are therefore not affected, and will continue to operate the downhaul shoe, where fitted, by separate tailing wires.

3. In vessels such as battleships where there is a sufficient drift forward of the capstan, the pedestal sheave fairleads abaft the capstan and may not be required. It may be that in some vessels a pedestal fairlead will be required only on the downhaul side.

4. In certain earlier ships 1-in. chain cable is fitted for the downhaul chain instead of the ½-in. shown on the diagram. In new vessels, where the tubes have yet to be fitted, the downhaul chain may be increased to 1-in., and this will necessitate an increase in the bore of the downhaul tube to 4½-in. with corresponding modifications to the deck and foot casting. The eyeplates, swivel, shackles and slips are to be related to the actual size of uphaul and downhaul chains fitted, but this order is no authority for alteration to the size of the chains and associated fittings, in ships already fitted.

5. The pedestal sheave fairleads should be lined up at the correct height with the starboard fairlead higher than the port one in order to avoid riding turns on the capstan. Ramps and arris pieces are to be fitted as necessary in way of obstructions.

6. The length of the messenger should be such as to allow 3½ turns on the capstan plus sufficient slack to put the turns on the capstan (usually about 2 ft.) when the three eyed plates are at Marks “A” and “C”, in which case there would be a total of 3 ft. 6 in. of slack in the whole system when working the capstan.

7. With the shoe in the running position the Blake stopper should be on that marked link in the downhaul chain necessary to give 18 in. of slack outboard and the downhaul preventer should be slack. With the shoe in the up position the Blake stoppers should be on the marked links in both the uphaul and downhaul chains necessary to give 18 in. of slack outboard, and both inboard preventers should be slack. When it is desirable that the shoe should be brought inboard and stowed, the ship’s officers are to arrange for the Blake stoppers to be attached to marked links in the uphaul and downhaul chains necessary to give 18 in. of outboard slack. In some vessels with open top stem head fairleads it is possible to bring the shoe inboard without disconnecting the chains, but otherwise it will be necessary to disconnect the uphaul and downhaul chains from the shoe and join the ends together, ensuring that no turns get into the chains while shackling, either while removing or replacing the shoe.

8. The following procedure is to be carried out when checking the shoe in dock—

With the shoe in the “Marking Off” position (i.e., so that the point of contact between the shoe and the stem is 12 in. (tolerance ± 4 in., — 0 in.) above the lower edge of the hole in the foot cocking) and suspended from the upper uphaul preventer chain shackled to the deckbowl with the penultimate end drop link of the inboard preventer shackled to the link of the 3-eyed plate, Pattern 7810, the downhaul chain is to be hauled taut and the position of the centre of the brass deck plate “B” marked off 1 ft. 6 in. forward of the centre of the 3-eyed plate, to allow 1 ft. 6 in. slack in the downhaul when towing paravanes. The downhaul should then be eased out 1 ft. 6 in. so that the centre of the 3-eyed plate is in line with the centre of the brass plate “B”, and the link furthest forward, on which the Blake stopper will engage, should then be painted white.

With the shoe in the “Up” position on the stem, i.e., 1 ft. 6 in. below the centre of the bull ring, the centre of the brass plate “A” is to be positioned on the deck in line with the centre of the 3-eyed plate of the uphaul. Brass plate “C” should be positioned 1 ft. 6 in. forward of the centre of the 3-eyed plate of the downhaul to allow 1 ft. 6 in. slack in the downhaul when the shoe is up. The downhaul should then be eased out 1 ft. 6 in. so that the centre of the 3-eyed plate is in line with the brass plate “C”, and the links furthest forward in both the uphaul and downhaul chains on deck to which the Blake stoppers can be attached are to be painted white.

To enable the chains to be readily checked for stretch after periods of speed steaming the following is to be carried out:

With the shoe in the “Up” position both the uphaul and downhaul chains are to be hove taut and the lengths checked by use of the brass plate “A” and a pitch mark 1 ft. 6 in. abaft the centre of the brass plate “C”. This check must be carried out with the ship at rest in still water. Any stretch in the uphaul chain is to be adjusted by means of the drop links in the inboard preventer. Stretch in the downhaul can be met by moving the Blake stopper on to another link and re-marking as necessary. The inboard preventer chains, etc., will be checked by direct measurement.

The requisite information and position of the brass plates and pitch marks are to be shown on the “as fitted” drawing of the paravane arrangements, together with the fitted lengths of the outboard chains, swivel pieces, and links and slips as measured from the bearing parts of the end links in each case.

In ships building the arrangements are to be lined up and checked to the satisfaction of the overseer and Vernon’s equipment officer.

<table>
<thead>
<tr>
<th>Plate “A” inscribed.</th>
<th>Brass Plate “B” inscribed.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Centre of 3-eyed plate when top of shoe is</td>
<td>Centre of 3-eyed plate when top of shoe is</td>
</tr>
<tr>
<td>18 in. below centre of bull ring.</td>
<td>18 in. below centre of bull ring and 18 in. of slack in the downhaul.</td>
</tr>
</tbody>
</table>

(A.F.Os. 1145/42 and 4527/42.)

602.—Cartridges, Impulse, Torpedo—Types and Services for which Required

(T. 08567/43.—11.2.1943.)

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

Table A, reading across in six columns from left to right. After Q.R. IX insert:

|----------|----------|----------|----------|----------|----------|

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

603.—Low Power Hand-operated Circuit Breakers on Main Low Power Generator Switchboards—Supply of New Shockproof Breakers—As. and As.

“Dido” Class Cruisers

(T. 2784/42.—11.2.1943.)

Each of the vessels in the above class is fitted with two 300 amp. and two 600 amp. low power hand-operated circuit breakers of Messrs. Igranic Electric Co.’s manufacture, which are to be replaced by an improved design, conforming to the latest shock test requirements, manufactured by the same firm.
2. Commanding Officers of ships concerned are to insert an item in their lists of As. and As., work to be carried out by ship's staff with dockyard assistance. The item is to be worded as follows:

"To remove the existing two in number 300 ampere and two in number 600 ampere low power hand-operated circuit breakers and fit new circuit breakers conforming to the latest shock test requirements."

3. The new shockproof breakers, which have been purchased under Vote 8/III, should be obtained from the Superintending Naval Store Officer, Rosyth, to whom delivery is being made.

4. New "As fitted" drawings will be issued.

5. The original breakers which will be taken off vessels are not shockproof and therefore unserviceable, and are to be set apart for sale, or brought to produce, at Yard Officer's discretion.

6. Separate action is being taken for ships building.

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

604.—Tong Test Ammeters—Introduction

Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships, Monitors, H.M.S. "Adventure", Fast Minelayers, Flotilla Leaders and Destroyers, D/G Range Officers

(T.01991/42.—11.2.1943.)

When measuring the current flowing in a cable, it is often very inconvenient to insert an ammeter in the circuit. To overcome this, it has been decided to introduce into the service two similar instruments, Tong test ammeters, Types "B" and "D".

(a) Tong Test Ammeter, Type "B", Pattern 13586.—This instrument is for general use in ships and has two scales, one reading up to 100 amperes and the other to 400 amperes. It may be used when carrying out the following or similar operations:

(i) Setting of breaker and starter overloads.
(ii) Searchlight burning for adjustment.
(iii) Measurement of current in emergency supply systems.

(b) Tong Test Ammeter, Type "D", Pattern 13587.—This instrument is for use in D.G. work and has four scales i.e. 0–100, 0–200, 0–300 and 0–400 amperes. Distribution will be made as follows:

To S.I.D.G., Leith ... 4 No.
To S.I.D.G., Plymouth 3 No.

To yards for stock—
Portsmouth ... 2 No.
Chatham ... 2 No.
Devonport ... 2 No.
Rosyth ... 2 No.
Alexandria ... 1 No.

2. When using these instruments, it is important that the conductor should be placed in the centre of the orifice in order that an accurate reading shall be obtained.

3. These instruments will be supplied in leather cases.

4. The allowance of the Type "B" ammeters will be one to each ship of the classes mentioned above and ships concerned, in commission, should forward demands to their storing yards or depots accordingly. Supply to vessels of new construction should be made by storing yards or depots in the usual manner. Purchase has been arranged under contract dated 30th December, C.P.96726/42/F1759, with Messrs. Crompton Parkinson Ltd. for the following quantities:

<table>
<thead>
<tr>
<th>Chatham</th>
<th>Portsmouth</th>
<th>Devonport</th>
<th>Rosyth</th>
<th>Preston</th>
<th>Strond</th>
<th>Total</th>
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<td>50</td>
<td>200</td>
<td>200</td>
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</table>

5. The instruments have been added to the Rate Book of Naval Stores under subhead F, item 1C, part III (page 3 of Demand), and the Sea Store establishments concerned will be amended by the insertion of the allowance of Type "B" ammeters.

605.—Galvanising—Economy in use of

(T.33/43.—11.2.1943.)

The following amendments are to be made to A.F.O. 4828/42:

Paragraph (ii) to be amended to read:

(ii) Engineering—Instructions to all A.E.Os. and G.M.Os.

All orders by main and auxiliary contractors for hot galvanised tubes, pipes and fittings are to be forwarded through the engineer overseer or the gun mounting overseer.

Line 4 from bottom of page:—Delete " A.E.Os. " ; substitute " Overseers ".

(A.F.O. 4828/42 and 6255/42.)

606.—Admiralty Standard Specification for Rubber Insulated Cables—Use of Polyvinyl Chloride in Lieu of Rubber

(N.S. 12519/43.—11.2.1943.)

In view of the critical position of rubber supplies and of the necessity to spread existing stocks over as long as possible, permission has been granted to the electric cable industry for the use of a plastic material, polyvinyl chloride (P.V.C.), in lieu of rubber for the insulant and/or sheathing of certain cables, detailed hereunder.

2. To permit of discrimination between the rubber covered and the P.V.C. covered cables, the suffix letter to the pattern number shall, if P.V.C. be supplied, be replaced by the suffix letter " P " , or where no suffix letter is at present quoted, the letter " P " shall be added.

3. As it is desired that when P.V.C. insulated and sheathed cables are supplied for motor-boats they shall be of the braided variety, cable manufacturers have been informed that any orders for cable to Table 15A on which it is desired to use P.V.C. shall now be completed in accordance with the requirements of Table 15E.

4. It will be noted that when Patterns 6052D, 6056D, 6060D and 6062D (Table 14) are supplied with P.V.C. sheathing the braiding over the sheath is to be deleted. These cables will, therefore, be identical with Patterns 6051D, 6055D, 6057D, 6059D, 6061D, respectively, if these latter patterns are also P.V.C. sheathed.

5. The use of P.V.C. for the cables in Table 14A will provide increased qualities of fire resistance over the rubber insulated type and will render these cables comparable with those in Table 14B. Cable manufacturers have, therefore, been informed that any orders for cables, Patterns 13340 and 13341, in Table 14B may be met by the provision of Patterns 9393P and 9397P respectively.

In addition to the cables detailed below, the use of P.V.C. insulant is permissible for Patterns 9054, 9055 and 9056, which are included in the W/T Supplement to Schedule 720.
<table>
<thead>
<tr>
<th>Table No.</th>
<th>Pattern No.</th>
<th>No. of Cores</th>
<th>P.V.C. Component</th>
<th>Colour</th>
<th>Radial Thickness of Dielectric</th>
<th>Radial Thickness of Sheath</th>
<th>External Coverings</th>
<th>Remarks</th>
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</tr>
<tr>
<td></td>
<td>13093D</td>
<td>3</td>
<td>Insulant</td>
<td>Red, black and white</td>
<td>0.04</td>
<td>---</td>
<td>As at present specified.</td>
<td>Overall diameter will now be 0.421 in.</td>
</tr>
<tr>
<td>15D</td>
<td>13094D</td>
<td>3</td>
<td>Insulant</td>
<td>Red, black and white</td>
<td>0.04</td>
<td>---</td>
<td>As at present specified.</td>
<td>Overall diameter will now be 0.481 in.</td>
</tr>
<tr>
<td></td>
<td>13095D</td>
<td>4</td>
<td>Insulant</td>
<td>Red, black, white and green</td>
<td>0.03</td>
<td>---</td>
<td>As at present specified.</td>
<td>Overall diameter will now be 0.332 in.</td>
</tr>
<tr>
<td></td>
<td>13096D</td>
<td>4</td>
<td>Insulant</td>
<td>Red, black white and green</td>
<td>0.04</td>
<td>---</td>
<td>As at present specified.</td>
<td>Overall diameter will now be 0.427 in.</td>
</tr>
<tr>
<td></td>
<td>13097D</td>
<td>5</td>
<td>Insulant</td>
<td>Red, black, white, green and blue</td>
<td>0.03</td>
<td>---</td>
<td>As at present specified.</td>
<td>Overall diameter will now be 0.366 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13098D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.03</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.247 in.</td>
</tr>
<tr>
<td></td>
<td>13099D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.04</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.266 in.</td>
</tr>
<tr>
<td></td>
<td>13090D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.04</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.302 in.</td>
</tr>
<tr>
<td></td>
<td>13091D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.04</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.330 in.</td>
</tr>
<tr>
<td></td>
<td>13092D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.045</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.365 in.</td>
</tr>
<tr>
<td></td>
<td>13093D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.06</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.600 in.</td>
</tr>
<tr>
<td></td>
<td>13094D</td>
<td>1</td>
<td>Insulant and sheath</td>
<td>Black</td>
<td>0.075</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.820 in.</td>
</tr>
<tr>
<td></td>
<td>13095D</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black</td>
<td>0.03</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid.</td>
<td>Overall diameter will now be 0.364 in.</td>
</tr>
<tr>
<td>Table No.</td>
<td>Pattern No.</td>
<td>No. of Cores</td>
<td>P.V.C. Component</td>
<td>Colour</td>
<td>Colour</td>
<td>Remarks</td>
<td></td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>-------------</td>
<td>--------------</td>
<td>-----------------</td>
<td>--------</td>
<td>--------</td>
<td>---------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15E</td>
<td>13043D</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.494 in.</td>
</tr>
<tr>
<td>15E contd.</td>
<td>13047D</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.580 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13048D</td>
<td>3</td>
<td>Insulant and sheath</td>
<td>Red, black and white.</td>
<td>in.</td>
<td>0.03</td>
<td>0.04</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.382 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13049D</td>
<td>3</td>
<td>Insulant and sheath</td>
<td>Red, black and white.</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.551 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13137D</td>
<td>3</td>
<td>Insulant and sheath</td>
<td>Red, black and white.</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.611 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13158D</td>
<td>4</td>
<td>Insulant and sheath</td>
<td>Red, black, white and green.</td>
<td>in.</td>
<td>0.03</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.412 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13159D</td>
<td>4</td>
<td>Insulant and sheath</td>
<td>Red, black, white and green.</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.557 in.</td>
</tr>
<tr>
<td>15E</td>
<td>13160D</td>
<td>5</td>
<td>Insulant and sheath</td>
<td>Red, black, white, green and blue.</td>
<td>in.</td>
<td>0.03</td>
<td>0.05</td>
<td>Delete oil proof tape, but retain flameproof braid. Overall diameter will now be 0.466 in.</td>
</tr>
<tr>
<td>18(a)</td>
<td>4952</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black Sheath-black.</td>
<td>in.</td>
<td>0.035</td>
<td>0.05</td>
<td>Retain braid Overall diameter will now be 0.352 in.</td>
</tr>
<tr>
<td>18(b)</td>
<td>5671A</td>
<td>3</td>
<td>Insulant and sheath</td>
<td>Red, black, white. Sheath-black.</td>
<td>in.</td>
<td>0.04</td>
<td>0.05</td>
<td>—</td>
</tr>
<tr>
<td>18(b)</td>
<td>13709</td>
<td>20</td>
<td>Sheath</td>
<td>—</td>
<td>—</td>
<td>—</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18(b)</td>
<td>7988D</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black. Sheath-black. Black</td>
<td>in.</td>
<td>0.04</td>
<td>0.08</td>
<td>Delete tape over sheath. Overall diameter will now be 0.498 in.</td>
</tr>
<tr>
<td>18(b)</td>
<td>7989D</td>
<td>3</td>
<td>Insulant and sheath</td>
<td>Red, black and white. Sheath-black.</td>
<td>in.</td>
<td>0.04</td>
<td>0.065</td>
<td>Delete tape over sheath. Overall diameter will now be 0.523 in.</td>
</tr>
<tr>
<td>18(b)</td>
<td>7974D</td>
<td>2</td>
<td>Insulant and sheath</td>
<td>Red, black. Sheath-black.</td>
<td>in.</td>
<td>0.04</td>
<td>0.065</td>
<td>Delete tape over sheath. Overall diameter will now be 0.530 in.</td>
</tr>
</tbody>
</table>
607.—War Gases—Supply to Shore Establishments for Training Purposes.

Attention is drawn to A.F.O. 665/43 in Section 6 of this issue.

608.—Respirators—Loss or Damage

(A.S. 1853/43.—11.2.1943.)

All persons to whom Grade “B” or “C” respirators are issued are held personally responsible for their care and custody. Any loss or damage attributable to neglect should be charged by the Accounting Officer against the person held responsible in accordance with the regulations governing the loss of or damage to Service stores.

2. For this purpose, when full recovery is made, the charges are now as follows:

<table>
<thead>
<tr>
<th>Item</th>
<th>s. d.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Respirators, Grade “B”</td>
<td></td>
</tr>
<tr>
<td>Bag</td>
<td>5 2</td>
</tr>
<tr>
<td>Contex filter (if fitted)</td>
<td>9</td>
</tr>
<tr>
<td>Outfit, anti-dimming</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>6 3</td>
</tr>
<tr>
<td>Respirator, Grade “C”</td>
<td></td>
</tr>
<tr>
<td>Face-piece</td>
<td>10 3</td>
</tr>
<tr>
<td>Container</td>
<td>3 9</td>
</tr>
<tr>
<td>Disc fibre</td>
<td>1</td>
</tr>
<tr>
<td>Haversack</td>
<td>6 9</td>
</tr>
<tr>
<td>Outfit, anti-dimming</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>21 0</td>
</tr>
</tbody>
</table>

3. Attention is drawn to A.F.O. 5031/42.

4. Loss of, or damage to, general civilian respirators, Grade “A”, should be reported by the individuals concerned to the appropriate local civil authority.

(A.F.O. 5031/42.)

(A.F.O. 1403/42 is cancelled.)

609.—Magnetic Compasses

105-ft. Motor Minesweepers

(C.D. 32/43.—11.2.1943.)

In certain 105-ft. motor minesweepers it will be found that a change in deviation is caused at the magnetic compasses by movement of the boats’ davits. Commanding Officers of ships affected should take steps to ensure that the davits are in their sea-stowage position when magnetic compasses are adjusted or are in use, and should bear in mind that any movement of the davits will affect the deviation tables obtained for the magnetic compasses.

610.—Main Turbines—Holding a Shaft Stopped with Astrern Steam—Precautions

All Ships

(E.-in-C./M. 0596/42.—11.2.1943.)

The following instructions, which should be read in conjunction with C.A.F.O. 56/40, are issued for guidance when circumstances render it essential to hold a shaft stopped for longer than approximately 10 minutes by using astern steam.

2. Some risk of damage will always be involved by this practice unless it is possible for the engines to be moved for a few revolutions ahead or astern every 10 minutes.

3. The risk will, however, be minimised and the more serious defects, such as a bent rotor, due to distortion and fouling, avoided, if the following precautions are observed:

(a) Speed of the ship should be a minimum consistent with safety under the prevailing circumstances.

(b) All astern nozzle valves should be open.

(c) Vacuum should be maintained between 15 and 90 inches.

(d) When the operations necessitating the holding of the shaft are completed, astern steam should be shut off gradually and the engine allowed to revolve slowly by trailing under the reduced vacuum for at least 10 minutes before raising the vacuum and admitting ahead steam.

Should the engine not move due to the trailing action of the propeller when astern steam is shut off, ahead steam should be cautiously admitted and again shut off as soon as the engines move.

(C.A.F.O. 56/40.)

611.—Cylindrical Boilers—Internal Feed Arrangements—As. and As.

H.M. Ships concerned—excluding Auxiliary Vessels requisitioned for Service

(D. 16196/42.—11.2.1943.)

A number of ships fitted with cylindrical boilers have experienced excessive local corrosion of boiler plates and tubes adjacent to the feed inlet where the flow of feed water impinges on the internal surfaces. In order to minimise this action it has been decided to fit a form of internal feed pipe with spray nozzles on the lines of A.F.O. Diagram 44/43.

2. Ships under construction at the date of this order are to be fitted with this type of internal feed pipe, where this can be arranged without causing delay in completion. An item, Classified “A”, is to be included in the list of As. and As. for ships on service, to cover the work involved.

3. Arrangements are being made by the Admiralty to purchase a quantity of spray nozzles complete from Messrs. Babcock and Wilcox, Ltd., who will supply the fittings direct, on demand through the Admiralty Engineer Overseer, Scotland.

4. In addition to the above measures, the internal feed pipes are to be examined regularly to ensure that the feedpipe joints are correctly made and that direct impingement of feed through broken or separated pipes cannot occur.

612.—Boilers—Combustion Tubes and Supports for Oil Fuel Burning

(N.S. 28603/42.—11.2.1943.)

The designs of supports for combustion tubes for oil fuel burning equipment in boilers of H.M. ships are to be standardised as shown on A.F.O. Diagram Pattern 5930/1. These designs cover requirements for all types of these fittings now in use in H.M. ships and in new construction.

2. The types of supports indicated will also be applicable to future replacements of existing fittings in all Admiralty types of registers.

3. Where existing supports are replaced by the standard patterns shown it may be necessary in some instances to elongate the holes in the boiler front plate to accommodate the standard design and this alteration should be carried out when and where required.

4. A.F.O. Diagram 401/41 (1) and (2) are cancelled and the references to these in A.F.O. 4310/41 should read:

for A.F.O. Diagram 401/41 (1) ... A.F.O. Diagram 45/43 (see Pattern No. 5930).

for A.F.O. Diagram 401/41 (2) ... A.F.O. Diagram 45/43 (see Pattern No. 5931).
5. Dockyards only.—The supports to which Patterns 5890 and 5891 have been assigned are to be dealt with under Vote 8/11 Subhead B3, and will be added to the Authorised List of Naval Stores in due course. Requirements should be obtained as follows:

Supports of heat resisting steel.—By purchase from one of the undermentioned firms for supply in the materials indicated:

Messrs. Firths .... H.R. Crown Max.
Messrs. Hadfields .... ERA, HRI, or ERA, HR3.
Messrs. Crocote .... Crocote.
Messrs. Firth Vickers .... Immaculate 5.

Supports of Mild Steel Aluminised.—By dockyard manufacture as necessary.

(A.F.O. 4310/41—Not in annual volume.)

613.—Misalignment between Engines and Propeller Shafting

614-ft. Motor Fishing Vessels of Admiralty Construction

D/S.V.P. 1356/43.—11.2.1943.)

Misalignment between engines and propeller shafting has been experienced in some of the 614-ft. M.F.V.s. These defects have been attributed to shrinkage of the engine bearings or the inadequate lateral restraint of the engines.

2. To avoid such misalignment becoming sufficiently serious to cause damage to the reverse gear bearings the coupling between the engine and propeller shaft should be parted at intervals not exceeding six months and the alignment checked. If the peripheries of coupling flanges are more than 1/16-in. out of line in any direction, or if the lack of parallelism between the coupling faces exceeds 1/16-in. per inch diameter the engine should be re-chocked to restore alignment.

3. In the case of craft fitted with Kelvin engines the coupling and sleeve should be loosened and slid aft clear of the joint. Alignment of the bare shafts should then be checked with a steel straight edge and should be within the limits stated. Lateral movement of Kelvin engines is prevented by brass chocks which bear against the outside of the engine feet and are secured to the engine bearers by screws. These should be examined at the first opportunity to verify that they have been correctly fitted and properly secured, and should be examined at regular intervals to make sure that no lateral play has developed. The tightness of the engine holding down bolts should be checked at the same time.

(Boat Pool Officer, 27.12.42, Ref. BP/43.)

614.—Distiller Pumps—Cast Iron Pump Ends—Examination of "Flower" Class Corvettes and "Bangor" Class Minesweepers

(D.09299/42.—11.2.1943.)

The circulating water pump ends of the combination pumps fitted to distilling machinery of ships of the above-mentioned classes are to be examined for corrosion at the first opportunity. Particular attention is to be paid to the pump suction and delivery valve boxes. Where corrosive action is found, the parts affected are to be thoroughly cleaned and the whole cast iron surface painted with Debecto, supplies of which are available at the following bases:

Chatham, Devonport, Portsmouth, Rosyth, Alexandria, Simonstown, Durban and Colombo. (A.F.O. 1408/42 refers.)

2. If it is found that excessive corrosion of the cast iron parts supporting the suction and delivery valves seats, has taken place, the valve chest is to be bored out and fitted with gunmetal bushes to support the valves seats. All corroded parts not removed by the machining and all cast iron surfaces in the vicinity of the bushes are to be treated as described in paragraph 1 above.

3. The Debecto coating in these pumps is to be examined frequently and touched up or renewed as necessary.

(R.A. West Africa, 10.11.42, No. 1114/893.)

(A.F.O. 1408/42.)

615.—W/T Equipment—Rectifier Unit Design B, Pattern 1204 A/B

(S.D. 557/42.—11.2.1943.)

Four condensers, electrolytic, 8 mfd. 600 V working, Pattern W. 6288 are to be supplied as spares with each Rectifier, Unit Design B, Pattern 1204 A/B, as a replacement for Condensers, Pattern 1140 when defective.

2. Stores will be issued without demand by S.N.S.O. (H).

3. Establishment Lists will be amended in due course.

616.—R.D.F. Types 283/241/242 and Outfit Q.H.—Voltage Control (A.C. Supply Outfits DUN and DUP)

(S.D.140/43.—11.2.1943.)

In order to provide the most effective voltage control, the connecting straps in control panels, A.M. Reference 57/1269, and Admiralty Pattern W.4082, used with A.C. supply outfit DUN and DUP should be connected as shown in the following table:

<table>
<thead>
<tr>
<th>Pattern Number or Type of Equipment</th>
<th>Input Voltage</th>
<th>Strap Connection</th>
<th>Resulting Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>W.2510/A</td>
<td>24 volts</td>
<td>*D to 5</td>
<td>5 mfd.</td>
</tr>
<tr>
<td>W.7079</td>
<td>24 volts</td>
<td>*D to 5</td>
<td>5 mfd.</td>
</tr>
<tr>
<td>Tandem alternator</td>
<td>24 volts</td>
<td>*D to 5</td>
<td>5 mfd.</td>
</tr>
<tr>
<td>Type R</td>
<td>24 volts</td>
<td>C to 5</td>
<td>Shorted</td>
</tr>
<tr>
<td>Tandem alternator</td>
<td>24 volts</td>
<td>3 to 5</td>
<td>8 mfd.</td>
</tr>
<tr>
<td>Type Q</td>
<td>24 volts</td>
<td>3 to 5</td>
<td>8 mfd.</td>
</tr>
<tr>
<td>W.5804</td>
<td>110 volts</td>
<td>3 to 5</td>
<td>8 mfd.</td>
</tr>
<tr>
<td>W.2517/A/B/C</td>
<td>220 volts</td>
<td>3 to 5</td>
<td>8 mfd.</td>
</tr>
</tbody>
</table>

*This terminal may be marked "D" or "Dummy".

2. Commanding Officers of ships and coastal craft concerned are to arrange for the strap connections to be verified by a radio mechanic, and, if necessary, corrected.

3. Paragraphs 3, 4 and 5 of A.F.O. 2060/42 are cancelled.

(A.F.O. 2060/42.)

617.—R.D.F. Type 290—Disposal of Equipment

(N.S. 1380/43.—11.2.1943.)

R.D.F. Type 290 equipment removed from ships in Home Waters, including that which already held in Base store depots pending disposal instructions, is to be returned to the Naval Store Officer, R.N. Store Depot, Lumb Mill, Delph, Lancs.

2. Defective items are to be serviced or repaired as necessary by the R.D.F. officer supervising the removal before being returned.

3. R.D.F. Type 290 equipment removed from ships or held at Bases abroad is to be retained for use as spares.

(A.F.O. 5906/42 is cancelled.)

618.—Receiver Outfit C.B.A.—Modification to Pattern W107 Connecting Unit 4T

(S.D. 65/43.—11.2.1943.)

Consequent upon the modification to tuner amplifier B19 detailed in A.F.O. 4179/41, it is necessary to modify the connections to the three jacks in Pattern W107 connecting unit 4T to avoid placing a short-circuit on a section of the Pattern W2074 choke A/F with screened secondary C.T. for telephones, with consequent loss of signal strength.
2. The following modifications are therefore to be made to all Pattern W107 connecting units 4T, including stocks:—
   (a) The connections between the bush and ring tags of each jack should be cut, thus disconnecting the earth connection from the ring tags.
   (b) The ring tags of all jacks should then be strapped together.
   (c) The bush tags of all jacks should then be strapped together and connected to earth.

3. Arrangements are being made to carry out this modification during manufacture in future.

(A.F.O. 4179/41.)

618.—Lockheed Mark VI Hydraulic Pumps—Overhaul & Repair
(A.M.R. 104/43.—11.2.1943.)

Whilst the overhaul and repair of the Lockheed, Mark VI, hydraulic pump is simple, consisting almost entirely of repair by replacement, the necessity of thoroughly testing the repaired or overhanded pump as a static test rig renders work of this nature by services not holding static tests rigs, impracticable.

2. Overhaul and repair of these pumps is, therefore, to be undertaken only by Repair Yards and R.N. Aircraft Workshops, Coventry.

3. The only servicing of these pumps which can be undertaken by services not holding static test rigs is the removal and cleaning of the high pressure outlet valves.

4. Replacement of the high-pressure oil seal requires no special tools but should only be carried out in cases of extreme emergency, when a replacement pump is not available. Following this replacement, it is essential to pressure test the pump and this can be effected by subjecting the pump to a pressure of 3,500 lb per sq. in. in the reverse direction, i.e., through the pump outlet connection (the hand pump on the aircraft system can be utilised to give the pressure test required).

620.—Damage Repairs
H.M. Ships, H.M. Dockyards and Repair Yards

Whenever a ship is out of action for a considerable time, making good large damage repairs, it is essential that the opportunity be taken to make good other defects in order to ensure that, on completion, her state will be such that a major refit will not be necessary for a long time.

(C-in-C. H.F., 21.10.42, No. 1442/H.F. 616/42.)

(A.F.O. 2279/40.)

621.—L.C.T. (4)—Hull Defects
(M/D.02898/42.—11.2.1943.)

Local fractures have occurred in the hull structure in a number of L.C.T. (4) in the upper deck plating immediately before the poop, and in the outer bottom in the vicinity of the shaft brackets.

2. Repairs are to be carried out on the lines indicated on A.F.O. Diagram 42/43 (1 and 2).

3. Priority should be given to craft in which fractures have occurred, but all vessels in service are to be stiffened as soon as practicable.

622.—Modification to Leads of Piping to the Boost Gauges on the Bridge—As. and As.
70ft. M.T.Bs.

(D/P.20904/42.—11.2.1943.)

A petrol explosion was recently narrowly averted in the galley of a 70ft. M.T.B. due to a defect in the piping leading to the boost gauges on the bridge.

2. In boats where the leads of piping to the boost gauges run through accommodation spaces, the piping is to be modified in accordance with the arrangement indicated on A.F.O. Diagram 39/43.

3. The R.A.C.F. is to include an item, Classified "A*", to cover the work involved, in the next list of As. and As. forwarded for the coastal craft concerned.

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

623.—Depth Charge Thrower Loading Davits—As. and As.
Converted A/S Trawlers

(D.02341/42.—11.2.1943.)

In various classes of converted trawlers difficulty is experienced in reloading depth charge throwers owing to loading davits not having sufficient overhang to plumb the mouth of the throwers.

2. The Commanding Officers of vessels in which the loading arrangements suffer from this defect are to insert an item, Classification "A", in their next lists of As. and As. for depth charge thrower davits to be modified so that they plumb the mouth of the throwers.

(A.F.Os., 4.11.42, No. 2232/O.S. 292.)

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

624.—Fenders—Allowances
Submarines and Submarine Depot Ships

(N.S. 29461/42.—11.2.1943.)

In view of the rubber situation the production of all types of fenders involving the use of motor tyres was discontinued in accordance with A.F.O. 3019/42, hazardous fenders being issued in lieu except to submarines.

2. Hazelrod fenders are unsuitable for supply to submarines owing to difficulties of handling and stowage, but six such fenders should be carried by each submarine depot ship for use when submarines are obliged to lie alongside in bad weather. Demands should be forward by depot ships concerned to storing yards as necessary if sufficient fenders are not already available on board.

3. As it is sometimes necessary, in emergency, for two submarines to be berthed alongside each other in bad weather, four tyre type fenders, Pattern 3499, should also be carried by each submarine depot ship, as a special case, for use in such circumstances. The necessary fenders, Pattern 3499, are being manufactured at Portsmouth and will be supplied to each submarine depot ship without demand.

4. The Sea Store Establishments and the list of particulars concerned will be amended.

(F.O. (S) 14.10.42, No. S.M. 174.)

(A.L., 25.1.42, N.S. 29461/42/B.17799, to A.S., Portsmouth.)

(A.F.O. 3019/42.)

625.—Kent Clear View Screen—As. and As.
"Vee" Destroyers

(D. 026794/42.—11.2.1943.)

Safety glass screens containing two Kent Clear View Screens (9-in. diameter, destroyer type) are to be fitted to the fore end of the upper bridge in "Vee" Destroyers.

Where the replacement of the ordinary glass by laminated 3-ply safety glass in accordance with A.F.O. 4794/40 has not been carried out, the fitting of the Kent Clear View Screens is to be carried out concurrently with this alteration.

3. Repair Authorities concerned are to arrange for the purchase of the Kent Clear View Screens from the makers Messrs. George Kent Ltd., Luton, Bedfordshire. Information regarding the sizes and general layout of the apertures in which it is intended to install the screens, are to be forwarded as early as possible, preferably accompanied by diagrams.

4. An item "Classified A", to cover the work involved, is to be included in the next list of As. and As. for the ships concerned.

(C-in-C. The Nore, 5.12.42, No. 7190/415, H.)

(A.F.O. 4791/40.)
626.—Chart Table Plotter—Introduction
(N.S/H.3101/42.—11.2.1943.)

A simple form of drafting instrument, suitable for small craft, and called a Chart Table Plotter, has been introduced and will be supplied to the Services shown in paragraph 2 as a Naval Store item under subhead F3A. Pattern number 708 has been allocated.

2. The allowance will be one each to all Coastal Force craft, with the exception of 72-ft. M.Ls. and A.R.B.s.

3. One thousand and eight of these instruments will shortly be available, and demands for supply to boats concerned in commission in home waters are to be forwarded by bases to which attached to the Superintending Naval Store Officer, Portsmouth.

Supply to bases abroad of sufficient chart table plotters for boats at present attached and under local construction is to be arranged by the Superintending Naval Store Officer, Portsmouth, without demand. Each base is to be informed of the numbers of the boats for which supply is being made.

Supply to boats under construction in U.K. is to be made by Portsmouth, demands being forwarded from Chatham and Devonport as necessary.

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

627.—Boot-topping Compositions
Dockyards, P.S.O.s, and Repair Bases
(D. 10656/42.—11.2.1943.)

Red Hand Boot-topping has been added to the list of approved makes of Boot-topping specified in A.F.O. 4231/40 for use in future in ships coated with this make of bottom composition, as soon as stocks are available.

2. The next demands for outer bottom compositions should include sufficient quantities of Red Hand Boot-topping Protectives Nos. 1 and 2 and Antifouling Black to meet anticipated requirements and reserves, the requirements and reserves of Peacock and Buchanan's Boot-topping being reduced accordingly.

3. The instructions in paragraph 4 of A.F.O. 4231/40 are applicable to this make of boot-topping composition.

(A.F.O. 4231/40—not in annual volume.)

628.—D.G. Equipment Supplied direct from Ship's Mains—Adjustment of Ballast and Regulating Resistance
Ships and Establishments Concerned
(S.D.G. 501/42.—11.2.1943.)

Where the current for D.G. coils is supplied direct from ship's mains (i.e., high voltage ' 'F. and I. split' ' and 'controller' systems) a ballast resistance is inserted in each D.G. coil circuit.

2. This resistance is fitted so that an initial and permanent adjustment may be made, when the D.G. coil is installed, for the following reasons:—

(i) Difference between the length of the cable actually installed in the vessel from that allowed for when calculating the D.G. coil.

(ii) Difference of the ship's supply voltage from that assumed when calculating the D.G. current.

(iii) Difference of ambient temperature in the localities where different ships of a class may be fitted with D.G.

3. The following procedure is to be adopted when making this initial adjustment:

(a) Set the regulating resistance to its maximum ampere-turn step, i.e., all resistance out of circuit.

(b) Keep the D.G. current on at the value in (b) until the D.G. coil reaches a final steady temperature indicated by the pointer of the ampere-turn meter ceasing to rise. This may take from two to four hours.

(c) Adjust the ballast resistance until the ampere-turn meter indicates the value of ampere-turns specified on drawing "X" as "Maximum Available Ampere-Turns" or the nearest approximation to this value.

(d) Secure the ballast resistance link in this position.

4. Compass corrector coil circuits are connected so that they are in parallel with the D.G. coil plus the ballast resistance. This method of connection is used so that advantage of the low temperature coefficient of the ballast resistance may be taken to form a "swamp" for the change of resistance of the D.G. coil with change of ambient temperature and thus reduce in some measure the error which occurs in the compass corrector coils.

5. Adjustment of the ballast resistance to compensate for change of ambient temperature subsequent to the initial adjustment referred to in paragraphs 2 and 3 above is no longer to be made as it has now been found that this adjustment does not produce the desired results. The tally plate affixed to the regulating and ballast resistance enclosure stating that this adjustment is to be made is to be removed.

6. In future the regulating resistances will be supplied without the ampere-turn values for the various settings marked against the studs. On existing regulating resistances these markings are to be obliterated. In all cases the D.G. coil ampere-turns are to be adjusted in accordance with the readings of the ampere-turn meters.

629.—American Degaussing Cables—Particulars of
(S.D.G. 384/42.—11.2.1943.)

The following information is promulgated in order to expedite repairs and/or replacements on degaussing installations fitted with U.S. cables.

2. Wire sizes on American ships are measured by the American wire gauge. The characteristics of various sizes of wire are indicated in the following table:

<table>
<thead>
<tr>
<th>A.W.G.</th>
<th>Dia. in</th>
<th>Area in sq. inches</th>
<th>C.G.M.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>0.2349</td>
<td>105500</td>
<td>6</td>
</tr>
<tr>
<td>1</td>
<td>0.2893</td>
<td>83690</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>0.2576</td>
<td>66370</td>
<td>8</td>
</tr>
<tr>
<td>3</td>
<td>0.2294</td>
<td>52840</td>
<td>9</td>
</tr>
<tr>
<td>4</td>
<td>0.2043</td>
<td>41740</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>0.1819</td>
<td>33100</td>
<td></td>
</tr>
</tbody>
</table>

*A* When a core is made up of more than one strand the diameter in this table is the diameter of an equivalent single strand.

* The circular mil is a measure of area, being equal to the area of a circle 0.001 in. in diameter. The square root of the area of a wire in circular mils gives the diameter in thousandths of an inch.
The American wire gauge is such that the area doubles every three wire sizes, e.g., size 6 wire equivalent to two conductors of size 9 wire. The ratio of successive diameters is (1 : 1.123).

3. American D.G. cable is designated by its letter symbol followed by a number indicating the number of conductors per cable followed by a second number in parenthesis indicating the American Wire Gauge (A.W.G.) size of the conductors in the cable. Thus M.D.G.R. 10 (3) is cable with 10 conductors of size 3 A.W.G. wire. It is to be noted that if the accompanying table that a size 3 A.W.G. degaussing conductor is made up of seven strands the total area of which is equal to that of size 3 A.W.G. wire. In the case of cables on U.S.N. ships, the number in parenthesis indicates the area of the cores in thousands of circular mils.

4. Cable designations in use are:

**Merchant Ships and Naval Auxiliaries (high voltage)**
- M.D.G.R. and M.D.G.S.—Multicore Degaussing Regular and Multicore Degaussing Special—M.D.G.S. is a more recent development which is more watertight than M.D.G.R. These cables were previously used on tankers, enclosed in pipes on the deck.

**Tankers (high voltage)**
- M.D.G.W.—Multicore Degaussing Watertight—lead sheathed cable for installation on deck.
- M.D.G.T.—Multicore Degaussing Tankers—watertight non-metallically covered cable for installing coil inside near bow and stern.

**Merchant Ships and Naval Auxiliaries (low voltage)**

**Navy Ships**
- M.D.G.P. and M.D.G.A.—plain and armoured multicore cables (high voltage).
- S.D.G.P. and S.D.G.A.—plain and armoured single cable (low voltage).

5. The accompanying table shows the characteristics of American cables and should be consulted when it is necessary to replace American cables by British cables. The size of wire used on American ships can usually be determined by examination of the degaussing specifications (see Reference (a)).

When an American cable is replaced by a British cable the resistance per 1,000 yards of the British one must not exceed the resistance per 1,000 yards of the American cable.

**Data for British Cables**

(a) 7 core

<table>
<thead>
<tr>
<th>Size</th>
<th>Resistivity 1,000 yards@ (60° F.)</th>
<th>Current Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>19/-064</td>
<td>0.42 ohm</td>
<td>62 amps</td>
</tr>
<tr>
<td>19/-052</td>
<td>0.636 ohm</td>
<td>47 amps</td>
</tr>
<tr>
<td>19/-044</td>
<td>0.890 ohm</td>
<td>39 amps</td>
</tr>
<tr>
<td>7/-064</td>
<td>1.140 ohm</td>
<td>34 amps</td>
</tr>
</tbody>
</table>

(b) 7 core T.R.S.

<table>
<thead>
<tr>
<th>Size</th>
<th>Resistivity 1,000 ohms</th>
<th>Current Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/-044</td>
<td>2.400 ohms</td>
<td>23 amps</td>
</tr>
<tr>
<td>7/-036</td>
<td>3.600 ohms</td>
<td>17 amps</td>
</tr>
</tbody>
</table>

(c) 19 core S.W.A.L.C.

<table>
<thead>
<tr>
<th>Size</th>
<th>Resistivity 1,000 ohms</th>
<th>Current Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/-064</td>
<td>1.140 ohms</td>
<td>28 amps</td>
</tr>
<tr>
<td>7/-044</td>
<td>2.400 ohms</td>
<td>18 amps</td>
</tr>
<tr>
<td>7/-036</td>
<td>3.600 ohms</td>
<td>14 amps</td>
</tr>
</tbody>
</table>

**Note:** 19/-064 means 19 strands each 0.064 in. diameter.

*These figures are "per thousand yards of laid up cable" and not "per thousand yards of core" as shown in D.E.E.'s Standard Electrical Specification No. 14 for electric cables. They are therefore approximately 2 per cent. above the figures shown in that specification.

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**631.—Cylinders No. 211F**

(F.P. C.I.N.O. 8591/40.—11.2.1943.)

Fuzes No. 211 Mark I or fuzes No. 230 with gaine No. 9 or 10 when supplied separately to ships will be packed in Cylinders No. 211F. This cylinder has a press cap type lid and will be painted or coloured externally.

2. When packed with fuses No. 211, the number 211 will be stencilled in green on the body of the cylinder in two places; when packed with fuses No. 230 and gaine No. 9 or 10, numbers will not be painted or stencilled on the cylinder.

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**633.—Additional Portable Electric Welding Set—Supply of—As. and As.**

**Capital Ships and Aircraft Carriers**

(D. 1029/42.—11.2.1943.)

It has been approved to supply one additional single all-electric portable welding set for use in capital ships and aircraft carriers.

2. Arrangements for the supply of welding sets for new construction will be made at the Admiralty.

3. The following item is to be inserted in the lists of As. and As. to ships concerned in service:

"To supply one additional single all-electric portable welding set and arrange stowage as necessary."

(C.-in-C., Home Fleet, 31.7.42, No. 1054/H.F. 770/19.)

**634.—Electrical Fittings for Conversions and Repairs—Demands**

**Warship Electrical Superintendents and Emergency Electrical Repair Overseers**

(N.S. 30745/42.—11.2.1943.)

The instructions contained in A.F.Os. 3497/41 and 4830/41 to the effect that electrical fittings required by shipbuilders for conversion and repairs should be demanded from the local Warship Electrical Superintendent or Emergency Repair Overseer (Electrical) are apparently being applied only to substitute fittings, whereas the instruction is intended to apply to all fittings whether Admiralty Pattern or substitute.

2. Manufacturers of Admiralty Pattern electrical fittings are continuing to receive large numbers of orders from shipbuilders for small quantities, usually for early delivery to cover conversion and repairs, and this practice must be discontinued in order to avoid constant disturbance of planned production at manufacturers' works.

3. All electrical fittings for conversions and repairs, whether Admiralty Pattern or substitutes are, therefore, to be demanded by shipbuilders on the local Warship Electrical Superintendent or Emergency Repair Overseer (Electrical), and these officers should instruct shipbuilders accordingly.

4. In this connection attention is drawn to A.F.O. 8518/41 regarding the storing and supply arrangements made for the various ranges of electrical stores concerned.

(A.F.Os. 101841, 3497/41 and 4830/41.)
48

634.—Electro Magnetic Units
(N.S. Air 1190/42.—11.2.1943.)

All electro magnetic units (Stores Ref. 11A/468: part of electro magnetic release unit assemblies, Ref. 11A/463, 464, 465, 487, 559, 573) are to be examined to determine whether they are stamped M/8/40 on the body face adjacent to the entry point of the twin-core cable.

2. Electro magnetic release units not so stamped must be modified in accordance with the following instructions:
   (i) Remove the bakelite release lever as instructed in A.P. 1005/N.2, paragraph 6 (j) (a) to (e); and (ii) Fit a new moulded bakelized fabric release lever, and re-assemble the unit in accordance with the instructions given in A.P. 1005/N.2, paragraph 6 (i) (e) to (h).

3. Return the redundant bakelite release lever to appropriate R.N. Store Depot for scrap disposal.

4. R.N. Store Depots, Storing Yards, Supply Ships and Service Units are authorised to modify all stocks of E.M. release units, Stores Ref. 11A/468, held on charge.

5. The following stores should be demanded from the appropriate R.N. Store Depot, quoting this Order as authority:

<table>
<thead>
<tr>
<th>Sub-head.</th>
<th>Permanent or Consumable.</th>
<th>Description.</th>
<th>Denomination.</th>
<th>Quantity.</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.3</td>
<td>P</td>
<td>Blowpipe, cutting, short shaft (complete with H.I heating nozzle S.5. Cutting nozzle, Air nozzle),</td>
<td>No.</td>
<td>2</td>
</tr>
<tr>
<td>B.3</td>
<td>P</td>
<td>Regulator, Oxygen, High pressure</td>
<td>—</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>P</td>
<td>Regulator, Hydrogen, high pressure</td>
<td>—</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>P</td>
<td>Regulator, Air, low pressure</td>
<td>—</td>
<td>1</td>
</tr>
</tbody>
</table>

635.—Oxy-hydrogen Underwater Cutting Equipment—Allowances

Depot and Repair Ships
(N.S. 17541/42.—11.2.1943.)

The details of the component parts of the oxy-hydrogen cutting equipment shown in A.F.O. 930/42 have been revised, and the number of ships to which the equipment is to be allowed has been extended.

2. A complete list of the component parts and spares for the equipment is shown in Appendix A to this Order. Appendix B shows the ships to which a set of this equipment is to be allowed. The ships for which the allowance has been authorised since the issue of A.F.O. 930/42 are indicated by an asterisk (*).

3. The yards from which supply (without demand) is to be made are shown in Appendix B, and where supply has not already been made as a result of A.F.O. 930/42, the full equipment shown in Appendix A should be issued on receipt from contractors. Ships to which the equipment has already been supplied should ascertain whether the full equipment allowed by this Order has been received and any items deficient should be demanded from the yard indicated.

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

5. Dockyards only.—The equipment dealt with under Vote 8/11/B3 has been requisitioned for purchase for delivery to the yard from which supply is to be made as indicated in Appendix B, except the set for "Resource", which will be shipped direct from contractor's works.

APPENDIX "A"

Particulars of set of Oxy-hydrogen underwater-cutting Equipment

<table>
<thead>
<tr>
<th>Sub-head.</th>
<th>Permanent or Consumable.</th>
<th>Description.</th>
<th>Denomination.</th>
<th>Quantity.</th>
</tr>
</thead>
<tbody>
<tr>
<td>E.7</td>
<td>P</td>
<td>Coupler, Oxygen cylinder</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Coupler, Hydrogen cylinder</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Coupler, Air cylinder</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Oxygen, 8-ft. x 1-in. grey</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Hydrogen, 8-ft. x 1-in. red</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Air, 8-ft. x 1-in. blue</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Oxygen, 52-ft. x 1-in. grey</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Hydrogen, 52-ft. x 1-in. red</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tubing, Air, 52-ft. x 1-in. blue</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Gauge, working pressure, Oxygen, Burden type</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Gauge, working pressure, Hydrogen, Burden type</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Gauge, working pressure, Air, Burden type</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tool Box</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Contents of tool box</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Spanner, shifting, 9-in.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Hammer, ball pan</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Screw driver, 4-in.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Pipe</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Key, venturi jet</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Spanner, universal blowpipe</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Key, cylinder valve</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Plate, 8.5 nozzle</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Tool Box</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Nozzle, Air and locking ring</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Jets, venturi</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Connector, ¾-in.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Connector, ¼-in.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Clips, Jubilee</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Washers, pigskin</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Nozzles, H.I, heating</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Nozzles, S.5, cutting</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Gauges, working pressure (1 of each for Oxygen, Hydrogen and Air)</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Regulators complete with gauges (1 of each for Oxygen, Hydrogen and Air)</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Cylinders, Hydrogen, 100 cu. ft. nominal capacity, working pressure, 1,450 lb. per sq. in</td>
<td>No.</td>
<td>12</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Cylinders, Oxygen, 100 cu. ft. capacity, working pressure, 1,760 lb. per sq. in</td>
<td>No.</td>
<td>18</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>H.P. Air bottles, 100 cu. ft. capacity, working pressure, 1,760 lb. per sq. in</td>
<td>No.</td>
<td>6</td>
</tr>
<tr>
<td>E.7</td>
<td>P</td>
<td>Ignition Equipment</td>
<td>No.</td>
<td>10</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Cylinders, Hydrogen, 100 cu. ft. nominal capacity, working pressure, 1,450 lb. per sq. in</td>
<td>No.</td>
<td>100</td>
</tr>
<tr>
<td>B.3</td>
<td>C</td>
<td>Cylinders, Oxygen, 100 cu. ft. capacity, working pressure, 1,760 lb. per sq. in</td>
<td>No.</td>
<td>100</td>
</tr>
<tr>
<td>B.3</td>
<td>P</td>
<td>Switch, single pole, 15 amp.</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>P</td>
<td>Plate, striking</td>
<td>No.</td>
<td>1</td>
</tr>
<tr>
<td>B.3</td>
<td>—</td>
<td>Booklet, Battery Instruction</td>
<td>No.</td>
<td>1</td>
</tr>
</tbody>
</table>
APPENDIX "B"
Ships to which a set of oxy-hydrogen equipment is to be allowed.
For explanation of asterisk (*) see paragraph 2 of A.F.O.

<table>
<thead>
<tr>
<th>Name of ship</th>
<th>Yard from which supply is to be made (if equipment has not already been supplied)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>&quot;Adamant&quot;</td>
<td>Portsmouth.</td>
<td></td>
</tr>
<tr>
<td>&quot;Sandhurst&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Amphion&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Forth&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Titania&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Greenwich&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Woolwich&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Tyne&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Blenheim&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Philoctetes&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Cyclops&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Lucia&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Wolfe&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Artifax&quot;</td>
<td>Devonport.</td>
<td></td>
</tr>
<tr>
<td>&quot;Auszonia&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Montclare&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Resource&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Maidstone&quot;</td>
<td>Portsmouth.</td>
<td></td>
</tr>
<tr>
<td>&quot;Wayland&quot;</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Separate arrangements have been made for supply by shipbuilders.

One set supplied in 1928. Makers: Ocean Salvage & Towage Co., Ltd., while vessel was under construction. An additional set is being supplied direct.

Equipment should be already on board these vessels, and no further action is required by Portsmouth, unless demands in accordance with paragraph 3 of this Order are received.

(A.F.O. 1867/39—not in Annual Volume.)
(A.F.O. 930/42 is cancelled.)

638.—Accumulators for Martlet Aircraft
(N.S./A.M.R. 2649/42.—11.2.1943.)

Owing to the shortage of supply of accumulators, Ref. 105J/4, accumulator 5J/2294, 12 volt, 25 amp. hours, is to be utilised in lieu.

2. The adaptation of the original stowage to take this accumulator is straightforward, and should be undertaken by squadrons, with station workshop assistance if required.

3. Securing to the existing base plate can be carried out by the method played in British Aircraft.

(A.F.O. 4174/42 is cancelled.)

637.—Inflatable Life-Belts—Supply
(N.S.14077/43.—11.2.1943.)

Instances have been reported where officers and ratings on being appointed or drafted afloat have not been in possession of an inflatable life-belt.

(Admiral Submarines 12.2.42, No. 301/S.M. 821.)

(A.F.O. 1867/39—not in Annual Volume.)

2. Attention is therefore drawn to the following provisions of A.F.O. 611/40:—

(a) An inflatable life-belt should be in the possession of each officer and rating in H.M. Naval Service except those who are unlikely either to proceed to sea or to be drafted overseas.

(b) Personnel serving ashore are, on being appointed or drafted afloat, to be supplied with inflatable life-belts by the establishment in which borne. All new entry personnel are to be supplied with inflatable life-belts by the training or other establishment before leaving the establishment for further Naval service.

(c) Drafting Establishments or Naval Authorities concerned should demand the necessary life-belts from the appropriate storing yard or Naval store depot.

(A.F.O. 611/40.)

638.—Spanner Liferafts
(D./N.S. 25763/42.—11.2.1943.)

Certain recent deliveries of rafts of the above type have shown the security of the handles, which support the stirrup seats, to be defective, owing to galvanising of the handles in lieu of tinning. Most of the rafts so manufactured are being returned to the contractor for the defects to be remedied. Separate instructions have been given to Dockyards and Depots concerned. Some rafts, however, have already been issued to ships.

2. Commanding Officers are to carry out the following test to ensure satisfactory attachment of these handles, and repeat the test occasionally:—

One end of a piece of wood about 2 ft. long × 3-in. × ¾-in. should be inserted through the handle and, using a reasonable amount of force, endeavour should be made to twist the handle off the body of the raft; the lug should show no signs of movement.

3. Defective rafts are to be returned to store and others drawn in lieu. Storing Yard Officers are to report the results of this action in due course.

(A.S.C.B.S., 17.8.42., No. 638/4.)

639.—Enemy Bombs containing Phosphorus—Method of Dealing with
(M./L.D. (P.D. 7/43.)—11.2.1943.)

Up to the present the chief incendiary weapons used by the enemy over this country have been the kilo magnesium incendiary bomb and, to a lesser extent, the 110-kilo oil bomb. Bombs in which the incendiary material consists wholly or in part of phosphorus are now being used.

The safe handling of the new devices and the suppression of their incendiary effects call for measures which differ radically from those found to be effective with the bombs hitherto used. The object of this order, therefore, is to outline the best way of dealing with bombs in which phosphorus is an important ingredient.

2. Types of Phosphorus Bomb.—It is not known what variations of type of phosphorus bomb may be used by the enemy, nor their size, nor the precise nature of their contents. Phosphorus is, however, a much less effective incendiary agent than magnesium, so that the phosphorus bomb is likely to be larger than the kilo magnesium bomb.

The bomb may contain phosphorus with a small bursting charge or, more likely, the phosphorus may be dissolved in some inflammable liquid like carbon disulphide, or used to impregnate or coat blocks or sheets of an inflammable solid, such as rubber; or it may be present as hydrogen phosphide—a liquid which ignites spontaneously on contact with air.

Phosphorus may also be used in the fillings of certain types of smoke bombs or shells and in flares.

3. Recognition.—Unexploded phosphorus incendiary bombs may have a distinctive appearance but not necessarily. When, however, the contents of a bomb have been scattered or exposed as intended, certain special features associated with phosphorus and its combustion products are unmistakable and
make identification certain. Thus, unignited phosphorus exposed to the air fumes slightly and glows with a distinctive green colour. This so-called phos-phorescence is too faint to be seen clearly in broad daylight, but is strikingly evident in the dark. Glowing phosphorus also emits a characteristic smell.

Glowing phosphorus may burst into flame at any moment and then burns with the emission of a dense white cloud of phosphoric oxide. This smoke also has a characteristic and easily recognised acrid smell.

If the phosphorus has been dissolved in carbon disulphide, the well-known smell of burning sulphur will at first hide that of the burning phosphorus.

4. Unexploded bombs.—Phosphorus filled bombs which have failed to function but have been damaged by impact may exude a liquid which fumes and is liable to catching fire spontaneously. Such bombs should be kept wet by spraying with water until they can be dealt with by a bomb disposal party.

5. Protection against the injurious properties of phosphorus.—There are several kinds of phosphorus but the only one likely to be met with, as being suitable for incendiary purposes, is white phosphorus. This phosphorus is poisonous; prolonged and repeated inhalation of its fumes or of the smoke of this or any other form of burning phosphorus is harmful, though occasional exposure is not likely to produce any ill effects. Should it be necessary to work for some time in an enclosed space heavily charged with phosphorus smoke, any of the respirators officially approved for use against war gases will provide complete protection for the lungs and eyes. Wearing the respirator for any length of time in such conditions will, however, gradually increase the resistance to breathing owing to clogging of the particular filter.

Respirators should not be worn when dealing with phosphorus bombs except when serious exposure in enclosed spaces is involved.

In contact with the skin, flaming phosphorus may cause severe burns which are difficult to heal, and even when only phos-phorescent it may injure the skin. Contamination may result from splashing with either molten or solid phosphorus or with its solution in a volatile solvent or by contact with phosphorus already deposited. Exclusion of air by water, however, followed by the copper sulphate solution both the glow and flame of phosphorus and the water also dissolves away these products of the burning phosphorus which are chiefly responsible for the poisoning of the burns. These harmful products can be even more quickly neutralised and rendered harmless by washing affected areas of the skin with a solution of ordinary washing soda (two teaspoonfuls in 1 pint of water) followed by washing with a copper sulphate solution (one or two teaspoonfuls in 1 pint of water). The copper sulphate solution is particularly useful because it coats the phosphorus still adhering to the skin with a harmless and insoluble brown film, which keeps air away from the phosphorus and thus reduces the chances of its re-igniting before its complete removal.

Removal is affected by gentle swabbing with warm water or mild antiseptic (e.g. boric acid). Alternatively if copper sulphate is not available, the paraffin of the affected areas should be removed by water means of forceps or a gauze pad. Phosphorus melts at 112° F. (44° C.), and particles can be more readily removed undamaged until this temperature is reached.

Subsequent treatment is for ordinary burns.

Personnel concerned with phosphorus fires should wear protective gloves. Gloves and footwear should be kept wet.

Clothing or equipment splashed with free phosphorus (not the smoke) should be kept thoroughly wetted until removed from the person. In the case of phosphorus lodging on the skin the affected part should be immediately plunged into water, or kept wet either by water spray or by covering with a thick pad soaked in water. If available, the washing soda solution should be applied liberally by sponging for a few moments before beginning to remove the phosphorus. This can best be done by means of forceps, by careful scraping or picking off with a dull knife blade, sponging with a wet gauze pad, or by gently rubbing with a soft scrubbing brush, the affected part being kept well immersed in water during the whole of the cleansing operation. Since phosphorus becomes soft at blood heat and melts at a few degrees higher, cleansing will be much helped by immersing the contaminated area in warm water.

Cleansing must be thorough; the presence of any overlooked traces of phosphorus will be revealed by fuming and the typical smell of white phosphorus when the affected part is exposed to the air and becomes dry. Also, in the dark, the greenish phosphorescent glow will show up even quite small traces of unremoved contamination.

After scrupulously careful cleansing has removed all traces of phosphorus, the burn or burns should be washed with an antiseptic and treated as an ordinary burn.

A most emphatic warning is, however, necessary against the use of any oily or greasy dressing or ointments, before it is absolutely certain that no trace of phosphorus remains. Phosphorus dissolves in oils and greases, and the use of such ointments before complete decontamination, therefore, not only affords no protection but is even likely to spread the contamination.

6. Dealing with phosphorus fires.—Although, weight for weight, phosphorus can give out almost as much heat as magnesium, it is not nearly so effective as an incendiary agent. This is partly due to the fact that the flame of burning phosphorus is less intense than that of magnesium, and also because the smoke from burning phosphorus settles on neighbouring surfaces and there forms an impervious glaze which, by excluding air, prevents the fumes from catching fire again.

Burning phosphorus can be easily extinguished with water, used either as a spray or a jet, or merely flung on from a bucket; wet sand is another most effective smothering agent. The chief difficulty in dealing with phosphorus as an incendiary agent is due to the liability of a contaminated area to burst into flame again as soon as the phosphorus is allowed to cool. Therefore, necessary either to keep the affected area wet until the phosphorus can be removed, or to allow the phosphorus to burn away while taking proper measures against any possible spreading of fire from the affected area.

7. Removal of unburnt phosphorus.—Phosphorus readily ignites spontaneously and like its combustion products is poisonous; hence any unburnt phosphorus must always be dealt with as a matter of urgency.

Doors and windows in an affected building should be opened to increase ventilation. During the ensuing period of "draying out," a careful search must be made for phosphorus and watch kept for incipient fire outbreaks. In darkened rooms or at night, the phosphorescence is vivid enough to show up even small traces of phosphorus.

Splashed furniture and equipment should be removed out of doors to be dealt with. Phosphorus on floors, shelves, ledges and horizontal surfaces generally should be covered with a solution of phosphoric acid (one or two teaspoonfuls of phosphoric acid in a pint of water) which will wet the surface and prevent the glaze which, by excluding air, prevents them from catching fire again. In darkened rooms or at night, the phosphorescence is vivid enough to show up even small traces of phosphorus.

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After this preliminary treatment, the affected areas can be allowed to dry and thus reveal any overlooked remnants of phosphorus. These final traces can then be removed, either by burning off with a painter's blow lamp, or, after rewetting, by scraping with a knife blade or immediately

In cases where treatment on these lines is not immediately possible, the affected areas can be brushed down with a wash prepared by stirring sufficient slaked lime, powdered chalk (whiting) or bleaching powder into a thin cream, or with a solution of ½ lb. of copper sulphate crystals in 1 gallon of water.

The painting of splashed material with any of those washes will reduce the tendency of the phosphorus to re-ignite, but is otherwise not to be regarded as a final treatment.

8. Summary.—Phosphorus is in general not a very effective incendiary agent, and can be rendered harmless by dealing with it in the proper way.

Warning.—Do not forget that while water immediately puts out burning phosphorus it will re-ignite once it has become dry again. It is also important to deal immediately with skin splashed by phosphorus by immersion in water, spraying or covering up with a wet pad until the phosphorus can be removed. Affected clothing should be wetted and stripped off. Never treat phosphorus burns with greasy dressings or ointments unless you are quite certain that no trace of phosphorus remains.

(C.A.F.O. 1672)
640.—Bed Linen, Towels, etc.—Allowances

Auxiliary War Vessels

(N.S. 31102/42.—11.2.1943.)

Certain auxiliary war vessels are equipped with bed linen, towels, etc., in excess of the approved allowances or reasonable allowances in cases where an approved Establishment of naval stores has not been issued. The ships concerned are those which, generally, were in the private trade, such as A.M.C.s., etc.

2. Instructions have been issued from time to time that excess stocks of bed linen, towels, etc., on board H.M. Ships should be landed and the attention of all Commanding Officers concerned is again called to these instructions.

3. A specimen list of allowances of certain descriptions of the articles in question is given in the appendix to this order.

APPENDIX

| Cases, pillow, cotton | 18 | For Captain |
| Cases, pillow, cotton | 12 | For Commander-in-Command |
| Sheets, white, cotton | 12 | For Captain |
| Sheets, white, cotton | 8 | For Commander-in-Command |
| Sheets, white, cotton | 6 | For each swinging cot in sick bay |
| Towels, chamber | 18 | For Captain |
| Towels, chamber | 12 | For Commanding Officer |
| Towels, chamber | 48 | For sick bay |
| Counterpanes, white, cotton | 1 | For each officer plus 10 per cent. spare |
| Coverlets, blue and white | 3 | For each two swinging cots in sick bay |
| Towels, bath | 12 | For Captain |
| Towels, bath | 6 | For Commanding Officer |

Section 4

OTHERSTORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

641.—Royal Marines—Suspension of personal issue of Helmets, White, W.P. complete

(R.M. / V. 239/43.—11.2.1943.)

The personal issue of Helmets White, W.P. (with chin strap, top piece, front plate and bag) to Royal Marines is to be suspended during hostilities, observing that it is not required for ceremonial purposes and is now rarely used even in tropical climates.

2. To meet any special individual requirements on board, a small stock of helmets complete will be maintained in H.M. ships for issue on loan in tropical climates. This stock should not exceed 10 per cent. of the number of Royal Marines borne.

3. Suitable stocks are also to be maintained at the R.M. Clothing Depots at Alexandria and Durban and by V.S.Os. who normally maintain stocks of R.M. clothing on other stations, to meet replacement requirements and for issue to ranks taking passage in transports. Issue to ranks taking passage in transports from the United Kingdom will be made at R.M. Headquarters.

4. Helmets issued for wear on passage will be withdrawn on arrival home or abroad.

5. All Helmets now in ranks' possession are to be withdrawn, surplus to those requirements on board being returned to the appropriate R.M. Clothing Depot or V.S.O.

642.—Suits, Combination, Flying, Deck

(V. 391/43.—11.2.1943.)

Suits, combination, flying, deck, are to be treated as items of ordinary loan clothing and are to be supplied and accounted for as such. They should not be included in demands for flying clothing.

The establishment for Auxiliary Aircraft Carriers is laid down in A.F.O. 71/42. The establishment for Auxiliary Aircraft Carriers (Escort Carriers) should be calculated on the basis of one for each man employed on the flying deck plus 20 per cent. reserve. Issue for use on shore (e.g. at R.N. Air Stations) or for other services is not authorised.

(A.F.O. 71/42.)

643.—W.R.N.S.—Good Conduct Badges

(V. 4611/42.—11.2.1943.)

The Good Conduct Badges authorised by A.F.O. 354/43 to be worn by W.R.N.S. ratings are as follows:

- Pattern No. 625 A (blue on blue ground) for wear on serge jackets:
- Pattern No. 76 B (blue on white ground) for wear on tropical dresses (not on tropical shirts).

2. The badges will be issued on repayment and pending further instructions the issuing price of Pattern No. 625 A will be 1d. each. Badge Pattern 76 B is the blue good conduct badge already supplied for boys in Training Establishments, and the present issuing price is also 1d. each as set out in A.F.O. 2227/41.

(A.F.O. 2227/41—not in annual volume—2938/42, 325/43 and 354/43.)

644.—Edible Oils

(C.P. 5A/16018/43.—11.2.1943.)

A contract for the supply of edible oils for the period terminating 31st July, 1943, has been placed with Messrs. Premier Oil Extracting Mills, Ltd., Stoneferry, Hull (Telegrams: Premier, Hull; Telephone: 1691).

2. To economise paper the usual copies of the contract are not being sent to all the demanding authorities.

3. The contractors have been instructed to accept any demand from Naval Establishments providing each is signed by a responsible officer.

4. Particular attention is drawn to A.F.Os. 1969/42 and 6078/42, concerning the return of both empty drums and empty non-returnable containers. It is important that the screw stoppers are always returned with the empty drums or containers.

(A.F.Os. 1969/42, 3818/42 and 6078/42.)
Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

645.—Amendments to Books

(E.F.O.—11.2.1943.)

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

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

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

A.F.O. *P.70/43.—B.R. 378 General—A.S.E.—Amendment No. 5.
*P.71/43.—B.R. 378E—A.S.E.—Albacore—Amendment No. 4.
*P.72/43.—B.R. 275—C. and M. of A.W. Tubes—Cordite Impulse—D.R. VI, etc.—Amendment No. 5.
*P.73/43.—B.R. 281—Regulations for Maintenance of D.R., Mark VI (F. and G.), etc., Torpedo Tubes—Amendment No. 5.
*P.74/43.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance—Amendment No. 9.
*P.75/43.—B.R. 317 (16)—Mining Drill Book—Preparation of Flooder Units—Amendment No. 2.
*P.76/43.—B.R. 635—Regulations for Maintenance of 16-in., Mark XI and XII Type Torpedoes—Amendment No. 3.
*P.77/43.—B.R. 732—Instructions for the Disposal of Mines Washed or Brought Ashore—Amendment No. 18.
*P.78/43.—O.U. 6341—Block Sketch Cards of Japanese War Vessels—Amendment No. 3.
*P.80/43.—O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 18.
*P.83/43.—O.U. 6224—Maintenance of A.B., Mark I and 1* Gyroscopes—Amendment No. 19.
*P.84/43.—O.U. 6322 (5)—C. and M. Routines of 21-in., Q.R.E. Torpedo Tubes—Amendment No. 18.
*P.86/43.—O.U. 6378—Description of Torpedo Tube, T.C. Arrangements and Tube Drill and Maintenance in “Town” Class Destroyers—Amendment No. 10.
*P.87/43.—O.U. 6395—Handbook of Marks XIV, XV and XVII Mines, and Marks XV, XVII and XVIII* Sinks—Amendment No. 8.

* Exceptionally as regards A.F.O.s. P.70/43 and P.71/43, distribution will be made without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W., who holds the Stock of the parent books.

(A.F.O. 620/43.)

646.—A.M.S.Is.—Issue of a (a) Revise to the Guard Book and (b) Reprint of A.M.S.Is., 1942

(E.F.O/T.D. 641/42.—11.2.1943.)

(a) Revise to Front Cover of Guard Book.

Perforated adhesive slips, bearing revised wording for the front cover of the A.M.S.I. Guard Book, are being distributed concurrently with this week’s issue of Admiralty Merchant Shipping Instructions, Nos. 201—211/43.

2. Distributing Authorities, N.C.S.O.s., and all holders of A.M.S.Is., should ensure that the upper portion of the slip is affixed to the front cover of each A.M.S.I. Guard Book in their possession and that the plain portion at the foot is detached and placed over the wording appearing inside the cover.

(b) Reprint of A.M.S.Is., 1942.

A reprint of Admiralty Merchant Shipping Instructions extant at 31st December, 1942, revised where necessary, and renumbered 1—200/43, is also distributed with the Guard Book Revise and A.M.S.Is., 201—211/43. On receipt of this reprint A.M.S.Is. issued prior to 1st January, 1943 (excluding illustrations) should be disposed of in accordance with the local arrangements in force for the disposal of Confidential Waste.

(C.A.F.O. 2313/42.)

647.—O.U. and B.R. Publications—Distribution During January, 1943

(N.S. 190/43.—11.2.1943.)

B.R.125—Supplement No. 10 and No. 11, Lloyds Register of Shipping, 1942/43.
B.R.317 (19)—Preparation of the Mark XIV Mine, Assembly Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 11.
D.1281—D.1281—Establishment of Naval Stores for Electrical and Torpedo Tubes—purposes.
B.R.396—Establishment of Naval Stores for Controlled Mine Base, with Errata No. 1.
B.R.373—Establishment of Naval Stores for Fast Escort Vessels.
B.R.405A—Handbook on France, Volume II.
B.R.629—Gunnery Notes for Auxiliary War Vessels.
B.R.640 (8)—Combined Operations, Pamphlet No. 8, Assault Brigade Planning.
B.R.640 (41A and 41B)—Combined Operations, Pamphlet No. 41A and 41B.
B.R.645—Preliminary Pamphlet on the Miniature Trazer Firing Range.
O.U.5485—November Supplement.—Foreign Merchant Vessels sunk and damaged by the enemy.

Corrections to B.R. and O.U. Publications

A.F.O. “P” 588—see A.F.O. 6329/42.
A.F.O. “P” 591 to “P” 592 inclusive—see A.F.O. 6329/42.
A.F.O. “P” 1 to “P” 15 inclusive—see A.F.O. 6333/43.
A.F.O. “P” 19 to “P” 30 inclusive—see A.F.O. 6333/43.

Corrections to Signal Publications O.U. and B.R. Series

C.A.F.O. “S.C.” 52—Correction No. 7 to B.R.296/41.
C.A.F.O. “S.C.” 1/43—Correction No. 2 to B.R.397.
648.—Mails Lost Through Enemy Action

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

Parcel mail posted in the United Kingdom between 25th November (approx.) and 4th December, 1942.

Addressed to:—Naval Control Service Officer, Duala.

Letter posted in the United Kingdom between 5th and 11th December, 1942.

Addressed to:—Senior Naval Officer, Trinidad.

Parcel mail posted in the United Kingdom between 26th November and 11th December, 1942.

Addressed to:—Senior Naval Officer, Trinidad.

Parcel mail posted in the United Kingdom between 16th November and 8th December, 1942.

Addressed to:—Senior Naval Officers, Bombay, Calcutta, Karachi and Madras.


649.—Correspondence, etc., for Ships Bearing Names of Ports

(M. 016405/42.—11.2.1943.)

ratings on draft, Service Certificates, Pay Documents and Signals intended for H.M. ships bearing port names have arrived at the port instead of at the ship (e.q. ratings drafted to H.M.S. " Ardrossan " have arrived at the port of Ardrossan.

2. Particular care is to be exercised in future to ensure that ratings are routed to the port at which the ship to which they are drafted is located and that correspondence for ships is correctly addressed to H.M.S. ... and not to the Naval Officer-in-Charge.

650.—Metal Clips for Loose Leaf Secret and Confidential Orders.

(Sta. M. 0749/42.—11.2.1943.)

Arrangements have been made for supply to ships on demand of Metal clips for binding loose leaf secret and confidential orders. Demands restricted to minimum requirements should be made on Form S.1312 to the Keeper of Stationery and Printing, Admiralty, quoting Code No. 32.42.

651.—Cable Ship Personnel—Custody of Medical History Sheets

(M.D.G. 4637/43.—11.2.1943.)

See A.F.O. 580/43 under Section 2 of this issue.

652.—British Naval Liaison Officer, British Mission to the French National Committee

The address of the British Naval Liaison Officer, British Mission to the French National Committee is:

British Naval Liaison Officer, British Mission to the French National Committee, 3, Cleveland Row, St. James', London, S.W. 1.

Telephone No.: Whitehall 5432.

2. It should be noted that the British Naval Liaison Officer is attached to the British Mission to the French National Committee and not to the Free French Naval Forces to whose Headquarters communications intended for him should not be addressed.

3. The title, British Naval Liaison Officer to General de Gaulle, is not in future to be used.

653.—B.B.C. New Broadcasting Services for the Mediterranean and Near East

The following are the wave lengths and times of the new B.B.C. Broadcasting Services for the Forces in the Mediterranean and Near East:

Libya, Near East, East Africa:

<table>
<thead>
<tr>
<th>Wave Length</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>GSF 15-14 mc/s</td>
<td>10-52 m. (15.45-17.45)</td>
</tr>
<tr>
<td>GSF 19-51 mc/s</td>
<td>31-55 m. (17.30-21.00)</td>
</tr>
<tr>
<td>GRS 7-07 mc/s</td>
<td>42-46 m. (20.00-22.45)</td>
</tr>
</tbody>
</table>

North Africa and Gibraltar:

<table>
<thead>
<tr>
<th>Wave Length</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>GSF 11-86 mc/s</td>
<td>25-29 m. (16.30-18.00)</td>
</tr>
<tr>
<td>GRS 7-07 mc/s</td>
<td>42-46 m. (20.00-22.45)</td>
</tr>
</tbody>
</table>

West Africa:

<table>
<thead>
<tr>
<th>Wave Length</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>GS 9-51 mc/s</td>
<td>31-55 m. (17.30-21.00)</td>
</tr>
</tbody>
</table>

(All times G.M.T.)

654.—Form D.665A—Abolition

(Sta. 10026/43.—11.2.1943.)

The following has been abolished:

D. 665a. Reference sheet inviting tenders (Works Department).

655.—Form S.1515—Report of Mine Washed Ashore or Brought into Harbour—Revision

(T. 04124/43.—11.2.1943.)

Form S.1515 has recently been revised, the new edition calling for more details than the old. Reports are in future to be rendered either on the new form, a typed or manuscript reproduction of it, or on the old form amended to include the fuller details. These reports are used for establishing important statistical information and much time is lost in examining non-standard forms for details which are not entered in their proper places or are not given at all.

2. With reference to section 5 (b) "Position of Mooring Lever," this is to be taken as referring to any arrangement fitted to ensure safety when adrift.

656.—Form SB. 10 E (pink)—Post Office Savings Bank Withdrawal Form—Abolition

(D.N.A. 119552/42.—11.2.1943.)

The withdrawal form S.B. No. 10 E need not be completed in duplicate in future. The blue form for the Post Office Savings Bank is still required, but the pink form, normally kept by the Accountant Officer, may be dispensed with.
Supplies of the above-mentioned book, which supersedes B.R. 176, are now available and are being issued from the R.N. Store Depot, Park Royal, N.W.10, as follows:

<table>
<thead>
<tr>
<th>P.O.s &amp; N.Os. i/c at Ports at Home</th>
<th>Copies</th>
<th>Staff Officers D.E.M.S.—contd.</th>
<th>Copies</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Auxiliary Vessels Gunnery Officers:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portsmouth (H.M.S. &quot;Marshall&quot;)</td>
<td>8*</td>
<td>Avonmouth</td>
<td>1</td>
</tr>
<tr>
<td>Plymouth (H.S. &quot;Paris&quot;)</td>
<td>20*</td>
<td>Hartlepool</td>
<td>1</td>
</tr>
<tr>
<td>Milford Haven (H.M.S. &quot;Skimmer&quot;)</td>
<td>6*</td>
<td>Hull</td>
<td>1</td>
</tr>
<tr>
<td>Liverpool (H.M.S. &quot;Eaglet II&quot;)</td>
<td>12*</td>
<td>Methil</td>
<td>1</td>
</tr>
<tr>
<td>Belfast (H.M.S. &quot;Atrim&quot;)</td>
<td>25*</td>
<td>Oban</td>
<td>1</td>
</tr>
<tr>
<td>Larne (H.M.S. &quot;Racer&quot;)</td>
<td>6*</td>
<td>Port Talbot</td>
<td>1</td>
</tr>
<tr>
<td>Greenock (H.M.S. &quot;Orlando&quot;)</td>
<td>6*</td>
<td>Cardiff</td>
<td>10*</td>
</tr>
<tr>
<td>Aultbea (H.M.S. &quot;Helicon&quot;)</td>
<td>6*</td>
<td>Leith</td>
<td>5*</td>
</tr>
<tr>
<td>Campbeltown (H.M.S. &quot;Nimrod&quot;)</td>
<td>10*</td>
<td>Liverpool</td>
<td>20*</td>
</tr>
<tr>
<td>Harwich (H.M.S. &quot;Badger&quot;)</td>
<td>8*</td>
<td>London</td>
<td>10*</td>
</tr>
<tr>
<td>Leith (H.M.S. &quot;Claverhouse&quot;)</td>
<td>12*</td>
<td>Newcastle</td>
<td>10*</td>
</tr>
<tr>
<td>Scapa (H.M.S. &quot;Dunlcee Castle&quot;)</td>
<td></td>
<td>Glasgow</td>
<td>20*</td>
</tr>
<tr>
<td>Kirkwall (H.M.S. &quot;Pyramus&quot;)</td>
<td>18*</td>
<td>Abadan</td>
<td>1</td>
</tr>
<tr>
<td><strong>Commanding Officers H.M. Ships:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Hiniesta&quot;</td>
<td>1</td>
<td>Aden</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Lady Blanche&quot;</td>
<td>1</td>
<td>Algers</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Cutty Sark&quot;</td>
<td>1</td>
<td>Aruba</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Loch Monteith&quot;</td>
<td>1</td>
<td>Capetown</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Star of India&quot;</td>
<td>1</td>
<td>Colombo</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Virginia&quot;</td>
<td>1</td>
<td>Colombo</td>
<td>1</td>
</tr>
<tr>
<td>&quot;Western Isles&quot;</td>
<td></td>
<td>Freetown</td>
<td>1</td>
</tr>
<tr>
<td><strong>Distributing Authorities:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reykjavik, Iceland (G.)</td>
<td>6*</td>
<td>Freetown</td>
<td>1</td>
</tr>
<tr>
<td>Gibraltar</td>
<td>20*</td>
<td>Karachi</td>
<td>1</td>
</tr>
<tr>
<td>Aden</td>
<td>8*</td>
<td>Kilindini</td>
<td>1</td>
</tr>
<tr>
<td>Alexandria</td>
<td>8*</td>
<td>Lagos</td>
<td>1</td>
</tr>
<tr>
<td>Freetown</td>
<td>12*</td>
<td>Murmansk</td>
<td>1</td>
</tr>
<tr>
<td>Simonstown</td>
<td>25*</td>
<td>Port Elizabeth</td>
<td>1</td>
</tr>
<tr>
<td>Bermuda</td>
<td>3*</td>
<td>Reykjavik</td>
<td>1</td>
</tr>
<tr>
<td><strong>Dockyards:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portsmouth</td>
<td>8</td>
<td>Trinidad</td>
<td>1</td>
</tr>
<tr>
<td>Devonport</td>
<td>7</td>
<td>Bombay</td>
<td>10*</td>
</tr>
<tr>
<td>Sheerness</td>
<td>6</td>
<td>Calcutta</td>
<td>10*</td>
</tr>
<tr>
<td>Rosyth</td>
<td>5</td>
<td>Durban</td>
<td>10*</td>
</tr>
<tr>
<td>Malta</td>
<td>4</td>
<td>Gibraltar</td>
<td>10*</td>
</tr>
<tr>
<td>Plymouth</td>
<td>4</td>
<td>Gibraltar</td>
<td>10*</td>
</tr>
<tr>
<td>Sheerness</td>
<td>6</td>
<td>New York</td>
<td>10*</td>
</tr>
<tr>
<td>Malaya</td>
<td>3</td>
<td>Port Said</td>
<td>25*</td>
</tr>
<tr>
<td>Southampton</td>
<td>29*</td>
<td>Simonstown</td>
<td>10*</td>
</tr>
<tr>
<td><strong>Flag and Naval Officers-in-Charge:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>H.M.S. &quot;Excellent&quot;</td>
<td>20</td>
<td>H.M.S. &quot;Dunlcee Castle&quot;</td>
<td>1</td>
</tr>
<tr>
<td><strong>Auxiliary Vessels Gunnery Officers:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aberdeen</td>
<td>1</td>
<td>Gun Mounting Engineer Officer</td>
<td>1</td>
</tr>
<tr>
<td>Androssan</td>
<td>1</td>
<td>(H.M.S. &quot;Dunlcee Castle&quot;)</td>
<td>1</td>
</tr>
<tr>
<td>Aultbea</td>
<td>1</td>
<td>Engineer Officer Gun Mountings, Alexandria</td>
<td>1</td>
</tr>
</tbody>
</table>

* For issue to auxiliary vessels, 1 copy per ship fitted with the equipment.
† For issue to D.E.M.S. fitted with the equipment.
2. A.V.Os. and D.E.M.S. Staff Officers are requested to issue one copy to auxiliary vessels and D.E.M.S. armed with a 4-in., Q.F., Mark IV gun, F.IX mounting, as opportunity offers, and to withdraw any copies of the superseded edition of B.R. 176.
3. A copy of the pamphlet is to be in the possession of every Medical Officer and the information contained therein is to be used by them together with B.R. 25—First Aid in the Navy—in connection with their First Aid lectures.

4. Demands for issue to Medical Officers should be made as under:

   At home, to the—

   Superintending Naval Store Officer,
   R.N. Store Depot,
   Elveden Road,
   Park Royal, N.W.10.

   Abroad, to the—

   Local Naval Distributing Authority.

660—O.U. 5292—Block Sketch Cards of British Warships

(P. 010542/42.—11.2.1943.)

New cards, pages numbers 5A, 6, 12, 16, 17A, 17B, 19, 19B, 24, 24C, 24D, 24E, 28B, 33A, 35B, 37A, 37B, 37C, 38B, 38C, 38D, 39A and 39B, have been added to O.U. 5292 and will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to all holders of the book.

2. The following cards should be destroyed:

   Card to be destroyed          Page
   "Kent" (1934)               16
   "Despatch" (1934)           19
   "Adventure" (1934)          24

   Replaced by New Card
   "Shropshire"
   "Despatch"
   "Adventure"

Section 6.—SHORE ESTABLISHMENTS

661.—Manpower—Deferment of Non-Industrial Women

(C.E. 50681/43.—11.2.1943.)

The following is a copy of a letter addressed to Establishments at home. In the event of any Establishment not already having forwarded the lists called for, they should be sent in now.

"C.E. 50681/43.

Admiralty,
Whitehall,
London, S.W.1.
4th February, 1943

With reference to A.F.O. 5231/42, I am to acquaint you that the operation of the National Service Acts has been extended by Royal Proclamation to women born between 1st July, 1922 and 31st December, 1933. It is therefore necessary for purposes of reservation or deferment, as need be, that Establishments notify the Ministry of Labour and National Service of the particulars of all non-industrial women of these ages.

2. For this purpose Establishments should prepare lists of all unmarried women born between the given dates, showing name, address and occupation of each woman (i.e. executive, clerical, typist, machine operator, manipulative, etc.), the National Registration Identity number and the local office of the Ministry of Labour shown on the registration card N.S.2 (W) which is issued to every woman liable to conscription. Each list should state clearly that it is forwarded for the purpose of the reservation or deferment, as appropriate, of the women concerned, but no further remarks are necessary.

3. These lists should be forwarded without delay to the nearest Establishment Exchange of the Ministry of Labour and National Service in London, the Regional Office and copies should be sent to the Secretary of the Admiralty (Civil Establishments Branch, Armed Forces Section).

4. Widows born between the dates mentioned above should be included in the above lists. Similarly, widows in the older age group, i.e. born between the 1st January, 1918 and 30th June, 1922, should be notified, if this has not already been done.

By Command of their Lordships,

(signed) H. V. MARKHAM

(A.F.Os. 4227/42 and 5231/42.)

662.—Workmen's Compensation Act, 1943—Amendments to Treasury Scheme of Compensation as from 4th February, 1943

(L. 1191/43.—11.2.1943.)

Amendments to the Treasury Scheme of Compensation have been prepared to give effect to the provisions of Section 6 of the new Act. The attention of all employees should be drawn, by notice or otherwise, to the following statement:

"Workmen's Compensation Acts, 1925 to 1943—Scheme of Compensation (No. 133).

In accordance with Section 6(7) of the Workmen's Compensation Act, 1943, the Scheme has been amended by the Registrar of Friendly Societies so as to provide, in the same manner as Section 6 of that Act, for reviews of awards in respect of incapacity on changes in the rates of remuneration obtaining in the workman's pre-injury employment.

Section 5 of the above mentioned Act provides that on the death of a workman the earnings of his wife (or in some cases of some other female dependant acting as a housekeeper) shall in certain circumstances be wholly or partially ignored in assessing compensation where her employment was entered into on account of the war. The Treasury will deal with claims under the scheme in this type of case in accordance with the provisions of this section."

2. It will not be necessary for employees already under the scheme to sign a new contract. The new edition of the scheme with the new forms of contract for new entrants will be made available as soon as possible; in the meantime, the contract to be signed by workpeople should be amended by substituting "1943" for "1940" in the heading and by adding after the words "the above scheme" in the body of the contract the words "as amended by the Registrar of Friendly Societies in pursuance of Section 6(7) of the Workmen's Compensation Act, 1943."

3. Further instructions to paying officers in connection with the reassessment of compensation payments will be issued as soon as possible.

663.—Income Tax—Minimum Issues of Pay

(D.N.A. 5380/42.—11.2.1943.)

Attention is drawn to A.F.O. 578/43 in Section 2 of this issue.

664.—LL Mark II Sweep—Ford V8 Engines—Maintenance Records

(D.C.P. 10004/42.—11.2.1943.)

With reference to the arrangements made for maintenance of the above-mentioned engines in the pools established at various bases, it is necessary that a uniform procedure be adopted in connection with the issue and overhaul of these engines.

2. All requisitions for replace engines are, in future, to be addressed to the Engineer Officer on the Staff of the Flag or Naval Officer-in-Charge or of the Resident Naval Officer, whose responsibility it will be to maintain a record of the issue, return and certification of the overhaul of these engines.
665.—War Gases—Supply to Shore Establishments for Training Purposes
(T.0611/42.—11.2.1943.)

Shore establishments of complements of over 1,000 and Naval Anti-Gas Schools are to be provided with small quantities of typical vesicant and persistent incapacitating gases for training purposes. This provision will allow of more realistic training than has been practicable in the past.

2. Issue of these gases will be made in 1-litre steel bottles, the contents of which is approximately 2 pints. The quarterly scale of allowance will be as follows:—

(1) A.O. Schools and A.O. Training Centre, Inverary.

<table>
<thead>
<tr>
<th>Mustard gas</th>
<th>Lewisite</th>
<th>B.B.C.</th>
<th>K.S.K.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 bottles</td>
<td>1 bottle</td>
<td>2 bottles</td>
<td>3 bottles</td>
</tr>
</tbody>
</table>

In addition D.M. ampoules up to a maximum of 100 per quarter may be drawn.

(2) Shore establishments of complement over 1,000

<table>
<thead>
<tr>
<th>Mustard gas</th>
<th>B.B.C.</th>
<th>Lewisite</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 bottle</td>
<td>1 bottle</td>
<td>1 bottle</td>
</tr>
</tbody>
</table>

3. This issue is in addition to the minute quantities supplied in smelling bottle sets (Naval Stores) and to the C.A.P. capsules and generators supplied for gas chamber purposes, etc.

Supply

4. The gases will be Armament Stores but no stocks will be held in R.N. Armament Depots. Issue to establishments will be made direct from other sources; demands should be forwarded therefore at least six weeks before the requirement arises.

5. Issue to A.O. Schools and Inverary—Initial supplies have already been issued, and will continue to be issued upon the scale specified in para. 2.

6. Issue to other establishments at home.—Demands are to be forwarded to the Director of Armament Supply (B.90) Bath. Initial demands should be made now, subsequent demands are to be forwarded on the first day of the second month of each quarter.

Where more than one establishment in any area is concerned the stores will be consigned to one establishment, which will act as distributing centre; other establishments are to draw from this centre as soon as the consignment arrives.

The gas will normally be delivered to the centre by rail; the centre will be responsible that railway wagons are decontaminated when necessary before return to the railway company. All empty containers are to be effectively decontaminated in the user establishment and returned to the distributing centre, which will report to the consignee for disposal instructions.

7. Issue to establishments abroad.—Arrangements have been made with the War Office for gas to be supplied from local army ordnance depots. Demands should be forwarded accordingly. At any establishment where this procedure is impracticable requirements are to be forwarded to administrative authority, who is requested to report co-ordinated requirement to D.A.S., Admiralty, by signal.

Precautions

8. Stocks of gas over and above the quarterly allowance are not to be accumulated in establishments. At the same time, in order to reduce transport, frequent small demands should be avoided.

9. War gases are to be stowed in a locked store clear of living quarters, preferably in an isolated position. Bleach and other decontamination stores are to be readily available in cases of damage or leakage.

10. The gases are to be employed for anti-gas training purposes only. Vesicant gas is not to be directly applied to personnel either for demonstration of or for experiment. At A/O schools, however, a spot of vesicant gas may be applied to the forearms of pupils for the purpose of demonstrating the efficacy of anti-gas ointment; the ointment is to be properly applied and no attempt made to demonstrate the result of non-application or imperfect application.

11. On all occasions when war gases are employed they are to be used only under the direct supervision of a responsible commissioned officer. This officer is responsible that all reasonable precautions are taken, and that contaminated areas are effectively decontaminated or roped off and warning signs exhibited. Care is to be taken that no vapour danger arises outside Admiralty property; in selecting sites a possible change of wind must be allowed for.

12. In some establishments situated in built-up or restricted sites, it may be unsafe to employ gas. Such establishments are not to draw gas; they must rely upon more elementary training or arrange for training at some other establishment.

13. In order to ensure that accidental release of gas due to enemy action, etc., does not result in a false report of enemy gas attack being made, the responsible officers in charge of passive defence parties likely to be working in the vicinity are to be conversant with the position and contents of the gas store.

Supply of war gas for port or area gas exercises

14. When gas exercises of a more comprehensive nature than is practicable within any one establishment are arranged for by administrative authorities, additional gas may be drawn for the purpose. Demands should be forwarded to the Director of Armament Supply, Admiralty, Bath. They are to have the covering approval of the Commander-in-Chief or F.O.I.C., and it is to be clearly stated to whom the gas is to be consigned. The various gases allowed to A.O. schools may be demanded for this purpose in quantities as required for the particular exercise. In addition 6 lbs. ground bombs and chemical mines may be drawn. It is recommended that the advice of the captain of the Vernon (C.D.) be obtained before requirements are formulated for large-scale exercises. Demands should be forwarded at least six weeks before the stores are required for use.

(A.L. M.T.S.D. 1143/42, 31.10.42.)

(A.F.O. 1672/42 is cancelled.)

666.—Electrodes—Approved Types
(N.S./C.P. 29135/42.—11.2.1943.)

The following type of electrode is approved for Admiralty work:—

<table>
<thead>
<tr>
<th>Type of Electrode</th>
<th>Firm</th>
</tr>
</thead>
<tbody>
<tr>
<td>O.K. 41/1/7</td>
<td>Messrs. Welding Supplies Ltd.</td>
</tr>
</tbody>
</table>

For use on Mild Steel plate in the downhand and vertical positions.

(A.F.O. 4288/41.)

667.—Messrs. Philips Electrode No. 48 Dipped
(N.S./C.P. 90069/42.—11.2.1943.)

The use of No. 48 dipped type electrode, supplied by Messrs. Philips Industrial Philips Lamps, Ltd., is to be extended to include the welding of "D" quality steel in the vertical and overhead positions.

(A.F.Os. 4288/41—not in annual volume—and 4350/42.)

668.—"Transweld" and "Fleetweld No. 5" Electrodes—Extension of Use
(N.S./C.P. 90007/42.—11.2.1943.)

The use of "New Transweld" and "Fleetweld 5" electrodes, as supplied by The Lincoln Electric Co., Ltd., is to be extended to include the welding of "D" quality steel in the vertical and overhead positions.

(A.F.Os. 4288/41—not in annual volume—and 4350/42.)

669.—Broadcasting—Payment of Fees to Servants of the Crown
(G.1/108/43.—11.2.1943.)

Attention is drawn to A.F.O. 558/439 Section 2 of this issue.