ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
25th 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.
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ADMIRALTY FLEET ORDERS

No. —

25th February, 1943.

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

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

777. Canadian Hospital Ship.
778. Australian Hospital Ship.
779. Aeroplane Maintenance Schedule and Form 700—Carriage in Aircraft. (See 872/43)
780. Smoke Abatement in Naval Coal-fired Trawlers. (See A.F.O. 837/43)

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

781. Honours and Awards—Royal Norwegian Navy.
782. Air Officer Commanding-in-Chief, Coastal Force, Royal Air Force—Appointment of.
783. Examination for Paymaster Lieutenant-Commander—June, 1942, Results.
784. Medical Officers—Appointment of Specialists.
785. Reserve Officers—Confirmation of Probationary Officers.
786. Accelerated Promotion of Engineer Officers, E.N.V.E.
787. Recommendations for Promotion to Warrant Rank and Temporary Warrant Rank.
788. Examination for Warrant Aircraft Officer, December, 1942, Results.
789. Temporary Acting Warrant Shipwright, R.N.—Candidates for Promotion to.
790. Employment of C.P.O. Writers as Sub-Accountants for Certain Cash Payments, etc.
791. Electrical Artificers Trained in the Care and Maintenance of Gyro Compasses.
792. Aircraft Special Repair Parties—Advancement of Air Mechanics, 2nd Class, and Air Fitters.
795. South African Naval Forces—Status and Discipline when Serving with the Royal Navy.
796. South Africa—Illicit Intercourse between Europeans and Natives.
797. Southern Rhodesian Nationals Serving in the R.N.—Balance between Naval Pay, etc., and Southern Rhodesian Force Pay, etc.
798. Pensioners and Reservists—Conditions of Payment of Non-substantive Rates when Mobilised.
799. Supplies of Cash to Small Ships.
800. Admiralty Surgeon and Agent.
801. Officiating Ministers of Religion.
802. P.T. Instructors (H.O.)
805. Private Funerals.
806. Verbal Instructions to Certain Personnel Under Treatment for Syphilis.

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

Gunnery.—(Guns, Muzzle Loading, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

807. Fire Control—Fuze-Keeping Clock System (Mechanical Type)—Defects in System—Action to be Taken.
808. Director Firing Gear—Director Control Towers—Fitting Additional Lateral Rollers—As, and As.
810. Gun Mountings Using Oil as the Pressure Medium—Failure of Power Units.
816. Rifles No. 1 Marks III and III* and No. 4 Marks I and 1*—Omission of Half-Cock Dent.

817. Rifles No. 1 Marks III and III* and No. 4 Marks I and 1*—New Design of Locking Bolts.
818. Sankarads for No. 4 Reovets of Rifles No. 4 Marks I and 1*—Weak Springs.
819. Q.F., 4-in., Mark XVII— worn Loose Bolts—Bore Measurements—REPORTS.
820. Ammunition Supply in Destroyers and Sloops—As, and As.
821. Bombe, Aircraft, Practice, 10 lb., Mark I Smoke and Flash—Introduction.

Torpedo.—(Torpedoes, Tubes, Mines and Mine-sweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Submarine Aircraft Torpedoes, etc., and Stores.)

823. Torpedoes, 21-in., VIII** and IX**—Oil Lead to Group Blanking.
825. 21-in., Marks VIII**, IX** and IX** N.A. Torpedoes—Fitting of New Design Bulkhead Relief Valve.
826. 21-in., Mark VIII** Torpedoes—Modification to Servomotor Air Lead.
827. 21-in., L.C. Torpedo Tubes—Side Stops—Modification.
828. 18-in., Mark XII, Type Torpedoes—Generators—Fuel-fringing Plungers.
829. S.E. Torpedo Tubes—Pressure Recorder Domes.
830. Torpedo Stores—Heads, Blowing, 18-in., Mark XII and XV Types D and E—Introduction.
831. Low Voltage D.G. Generators.
832. Examination of Large Bearings of Electrical Machines.
833. Gyro Compass Repeater—Replacement by Tape Type.
834. 10-in. Signalling Projector, Pattern 3809A—Modification to Shutter Operating Gear.

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

835. Boiler Tubes—Reserves.
836. Spare Propellers and Propeller Shafts—REPORTS.
837. Smoke Abatement in Naval Coal-fired Trawlers.
838. Machines, Valve Re-seating—Withdrawal of Allowances.


839. R.D.P., Type 286 P.Q.—Stabilisation of Scan Length—Fitting of Filter Unit.
840. Type 242 R.D.P. Installation—Fitting-out Information.
841. V/S Equipment.
842. B.T.H. Daylight Signalling Lanterns, Pattern W. 3857—Wire Pendants to Act as Preventers.
843. Signalling Lanterns, Pattern 1028.
844. Hand Signalling Lantern, 6-in., Patterns 5153 and W.586.
845. Battery, Pattern W.2117, for Intermediate Signalling Lantern, Pattern W.2174—Charging Instructions.

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

846. Marconi Echo Sounding Sets—Safe Distances from Magnetic Compasses.
847. Asdic Installation Type 139—Establishment List.
848. Asdic Installation Type 144 XB—Establishment List.

Navy Aircraft.—(Technical.)

849. Roe and Skua Aircraft—Gear Box Casing Support Bracket.
850. Swordfish Aircraft—Chaining of Elevator Cable on Datum Plate Attachment Bracket.
851. Sparking Plugs for Aero-engines—Approved Types.

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

852. Stability.
853. 14-ft. Drifter Type Dinghies.
854. Bottom Compositions.
855. Signalling Lantern, Pattern W.1020, for Boats—Introduction.
856. Stereoscopes for Aircraft Recognition.
857. Screens, Additional, for Indicating Lamp Fitting, Pattern 17046, for D.G. Circuits.
858. Airscrews of Silver.
859. Paraffin Cooking Stoves and Spares.
SECTION 4.—OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

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

860. Stores for C.T.C., Inveraray.
861. Compressed Yeast for Bredmaking.
862. Towels for Office.
863. Table Linen and Napkins—Discontinuance of Purchase—Reduction in Scale Allowances, etc.
864. British Supplies to the U.S. Navy in U.K.—Procedure for Procurement on Reciprocal Aid Terms.
865. Loefflers Insipissated Blood Serum Slopess—Supply of.
866. Yellow Fever Vaccine.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

867. Amendments to Books.
868. A.M.S.Is.
869. O.U.s. and B.R.s.—Distribution to Shore Authorities within the United Kingdom and Ships in Home Waters.
870. C.R.T.B., Campbeltown—Short Title.
871. Private Branch Telephone Exchanges, Equipment and Staff—REPORT.
872. Aeroplane Maintenance Schedule and Form 700—Carriage in Aircraft.
874. B.R. 374—Establishment of Naval Stores for M.T.Bs., 70-ft.—List of Errata No. 2.
875. O.U. 6090(B)—Revised Page 4 Dated December, 1942, to Range Table No. 161A for 4-7-in., B.L. Mark I Guns—Issue.
877. Form S.143—Hastening Form for Naval Air Stations—Introduction of.

SECTION 6.—SHORE ESTABLISHMENTS

879. Admiralty Civil Police—Disciplinary Regulations.
880. Clothi Rationing—Special Scheme for Workers in the Explosives Industry.
881. Land Required for Construction of Naval Works Abroad—REPORTS.
882. War or War Service Injuries—Medical Treatment.
883. Stores for C.T.C., Inveraray. (See A.F.O. 869/43)
884. Balance of Civil Pay—Boom Defence Service Personnel Transferred to General Service in Royal Navy. (See A.F.O. 794/43)
Section 2.—PERSONNEL, PAY SERVICES, DISCIPLINE, etc.

781.—Honours and Awards—Royal Norwegian Navy
(H. & A. 1024/42.—25.2.1943.)

The King has been graciously pleased to approve the following Award for great courage and enterprise when H. Nor. M.M.L. "125 " struck a mine and was sunk.

The Distinguished Service Cross
Sub-Lieutenant Trygve Sjovold, R. Nor. N.R., H. Nor. M.M.L. "125 ".

2. This award will not be gazetted.

782.—Air Officer Commanding-in-Chief, Coastal Force, Royal Air Force—Appointment of
(M. 446/43.—25.2.1943.)

Air Marshal J. C. Slessor, C.B., D.S.O., M.C., has been appointed Air Officer Commanding-in-Chief, Coastal Command, Royal Air Force, with effect from 5th February, 1943.

783.—Examination for Paymaster Lieutenant-Commander—June, 1942, Results
(C.W. 5754/43.—25.2.1943.)

The following tables show the names of the candidates who were successful in the qualifying examination for the rank of Paymaster Lieutenant-Commander held in June, 1942, together with the marks obtained in each subject:

**Successful Candidates**

<table>
<thead>
<tr>
<th>Maximum marks</th>
<th>Qualifying marks</th>
</tr>
</thead>
<tbody>
<tr>
<td>250</td>
<td>100</td>
</tr>
<tr>
<td>175</td>
<td>50</td>
</tr>
</tbody>
</table>

Edmunds, A. K. D., Office of C-in-C., Mediterranean.
Stoy, J. E. C. F. O., F.S. "Paris "

**Successful Re-examined Candidates**

<table>
<thead>
<tr>
<th>Lindop, J. L., C-in-C., Mediterranean</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jessen, D. V., &quot;Gnu&quot;</td>
</tr>
<tr>
<td>175</td>
</tr>
</tbody>
</table>

784.—Medical Officers—Appointment of Specialists
(M.D.G. 7085/43.—25.2.1943.)

An increasing number of requests for Medical Officers to be appointed as Specialists under K.R. & A.I., Appendix 1, Part 3, No. 24, is being received. In certain cases, station appointments have been made and specialist allowances have been issued without Admiralty approval.

2. The Medical Director-General of the Navy is responsible for the allocation of Specialist appointments, the total number of which is strictly limited.

3. In future, applications containing full details of the duties considered to warrant the allocation of a Specialist appointment and issue of the allowance should be forwarded to the Medical Director-General, through the usual service channels.

4. Station appointments of Medical Officers as Specialists should not be made in any circumstances.
The following results were obtained at the examination for Warrant Aircraft Officer held in December, 1942:

Successful:

<table>
<thead>
<tr>
<th>Name</th>
<th>Official Number and Depot</th>
<th>Where serving</th>
<th>Paper I (200)</th>
<th>Paper II (O) (300)</th>
<th>Paper II (S) (300)</th>
<th>Total (500)</th>
</tr>
</thead>
<tbody>
<tr>
<td>T. A. Annes</td>
<td>Ch. A.A. (O) FX.82964</td>
<td>&quot;Excellent&quot;</td>
<td>135</td>
<td>273</td>
<td>—</td>
<td>408</td>
</tr>
<tr>
<td>T. G. Butler</td>
<td>Shipwright, 3rd Class P/MX.83699</td>
<td>&quot;Penelope&quot;</td>
<td>117</td>
<td>—</td>
<td>178</td>
<td>295</td>
</tr>
</tbody>
</table>

Unsuccessful:

<table>
<thead>
<tr>
<th>Examination Number</th>
<th>Paper I (200)</th>
<th>Paper II (O) (300)</th>
<th>Paper II (S) (300)</th>
<th>Total (500)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>113</td>
<td>144</td>
<td>—</td>
<td>257</td>
</tr>
<tr>
<td>8</td>
<td>118</td>
<td>139</td>
<td>—</td>
<td>255</td>
</tr>
</tbody>
</table>

789.—Temporary Acting Warrant Shipwright, R.N.—Candidates for Promotion to (C.W. 6145/43.—25.2.1943.)

In view of the acute shortage of suitable candidates for promotion to Temporary Acting Warrant Shipwright, R.N., attention is drawn to A.F.O. 4121/40 promulgating the conditions under which ratings can be recommended for such promotion.

2. The nomination of further candidates is invited.
(A.F.O. 4121/40.)

790.—Employment of C.P.O. Writers as Sub-Accountants for Certain Cash Payments, etc. (N.—25.2.1943.)

K.R. & A.I., Article 1451, Clause 4, is being amended to include authority for certain monetary transactions to be conducted by C.P.O. Writers, similarly to the provisions of K.R. & A.I., Article 1373, Clause 15, as regards senior Supply ratings.

2. Subject to the covering approval of the Commanding Officer, Accountant Officers may in future, should they so desire, delegate authority to a C.P.O. Writer but to no other rating to act as sub-accountant under the following conditions.

3. C.P.O. Writers may be permitted to hold a stock of Postal Orders estimated to be sufficient for one week's transactions, and to sell them to officers and men. The postal orders, and/or the equivalent in cash, are to be returned to the Accountant Officer at the end of the week before the sub-accountant is furnished with a fresh supply.

4. In addition, C.P.O. Writers may be provided with a sum not exceeding fifty pounds at any one time, for the purpose of paying minor travelling expenses, and other voucher payments, not exceeding £4 in each case, after authorization by the Accountant Officer.

5. C.P.O. Writers may also be authorized to make casual payments to ratings up to £4 in any one case on their own authority and initiative, out of the sum entrusted to them under paragraph 4. Casual payments in excess of £4 are to continue to be made by an Accountant Officer.

6. The sum entrusted to the C.P.O Writer is to be checked by the Accountant Officer at least once a week when re-imburse the C.P.O Writer with the amount he has paid out against receipts.

7. C.P.O. Writers may be supplied with keys of money chests, Pattern 1464A. K.R. & A.I., Article 1780, is being amended accordingly. It is to be impressed on C.P.O. Writers who are entrusted with the keys of money chests that they must invariably keep them in their personal custody securely attached to their person. Should they so desire they should be afforded facilities for the safe custody of the key at night.

8. C.P.O. Writers are not authorized to receive cash from officers or men, nor to conduct P.O.S.B. business.

9. All copies of Form S.6 posted in ships and establishments are to be amended as follows pending alteration at the next reprint:

Add to paragraph 1.——"except that minor payments against receipts, including casual payments up to £4 may be made by a C.P.O. Writer when so authorized under A.F.O. 790/43 ."

Add to paragraph 2.——"and that cash from the sale of Postal Orders may be taken by a C.P.O. Writer when so authorized under A.F.O. 790/43 ."

(K.R. & A.I., Articles 151 and 1780.)

791.—Electrical Artificers Trained in the Care and Maintenance of Gyro Compases (N. 27367/42.—25.2.1943.)

The following amendment is to be made to A.F.O. 5627/42:

Paragraph 4. Delete H.M.S. " Beehive ", amend last sentence to read as follows:——

"The allocation above leaves five ratings as drafting margin ."

(A.F.O. 5627/42.)

792.—Aircraft Special Repair Parties—Advancement of Air Mechanics, 2nd Class, and Air Fitters (N/A.M.R. 12/43.—25.2.1943.)

For the purpose of reckoning time for advancement, service in an Aircraft Special Repair Party is to be considered as the equivalent of service in a squadron Party.

2. Air Fitters trained for and employed in Aircraft Special Repair Parties may be advanced to Acting Leading Air Fitter when they have served the required time and subject to Commanding Officer's recommendation. Upon completion of their tour of duty they will undergo a general refresher course, upon successful completion of which they will be confirmed in the rank of Leading Air Fitter.

3. Air Mechanics 2nd Class trained for and employed in Aircraft Special Repair Parties may be advanced to Acting Air Mechanic 1st Class with pay when they have served the required time, although they have not obtained a certificate of competence to sign Form 700. Notation is to be made on the service certificate against the record of such advancement.

"in accordance with A.F.O. 792/43."

4. Confirmation in the rank of Air Mechanic 1st Class will be dependent on a certificate of competence to sign Form 700.

5. A.F.Os. 1291/40 and 5134/41 are modified accordingly.

(A.F.Os. 1291/40—not in annual volume—and 5134/41.)
794.—Balance of Civil Pay—Boom Defence Service Personnel Transferred to General Service in Royal Navy

(L. 12472/42—25.2.1943.)

When personnel in H.M. Boom Defence Service who are in receipt of balance of civil pay are transferred to General Service in the Royal Navy, notification of this transfer shall be made at once to the Cashier of the Civil Establishment on the books of which the men are borne for payment of balance of civil pay.

2. On receipt of this information the Cashier of the Civil Establishment concerned shall make adequate payment of balance of civil pay, and Full details should then be forwarded to the Secretary of the Admiralty (Labour Branch) of the men's service in Admiralty employment prior to the date of their being mobilised as Naval personnel in H.M. Boom Defence Service; all breaks in service should be shown, together with the reason for the breaks. Where payment of balance of civil pay has been made subsequent to the date of the men's transfer to General Service, the amount so paid should be stated. Instructions will then be issued to the Cashiers as to whether the men concerned should continue to be regarded as eligible for balance of civil pay.

795.—Combined Operations Personnel—Quarterly Settlement and Fortnightly Payments

(C.W.—25.2.1943.)

It is notified for the information of all personnel attached to the C.O. organisation whose accounts are centralised in "Quebec" and "Dinosaur" that under the system now in force and being further developed, there will not be more than a few shillings remaining unpaid at the end of each quarter. Any impression there may be that a man can look forward to a substantial sum at Quarterly Settlement is therefore quite erroneous.

2. The fortnightly rate shown in the Pay Book is calculated so as to pay the whole account due as nearly as possible. When advancement or other alteration affecting the fortnightly rate are communicated to Flotilla Officers, a slip designed for sticking into the Pay Book and showing the new particulars is forwarded at the same time by "Quebec" or "Dinosaur.".

3. Flotilla Officers shall pay directly they become due any credits or increases authorised locally such as leave allowance, lodging and provision allowance, etc., sufficient information to enable "Quebec" or "Dinosaur" to credit the correct amounts on the ledger being communicated by the B.A.O. or Flotilla Officer concerned at the time the credit arises. Similar action should be taken in regard to charges such as those in respect of alterations to allotments, or mulcts for leave breaking. These credits and charges are not to be entered on list 17 of local ledgers.

4. Flotilla Officers have full authority to adjust fortnightly payments immediately any such changes occur, but only from the current date. The only exception to this rule is that "back pay" of any kind must be paid until authorised by "Quebec" or "Dinosaur." Flotilla Officers must satisfy themselves in every case that the necessary particulars are communicated to "Quebec" or "Dinosaur" either by themselves or by the local Accountant Officer. In cases of doubt the onus lies on the Flotilla Officer to send the necessary information.

5. C.O. Accounting Organisations abroad should adapt their procedure to the above as nearly as possible to ensure that personnel do not have to wait longer than can be avoided to receive money that may be due to them.

6. As soon as the necessary arrangements can be made the pay accounts of "Quebec" or "Dinosaur" will be merged into one organisation. Commencing with the fortnightly payment on 28th February, 1943, all payments made to ratings borne on the ledger in H.M.S. "Dinosaur" will be made on Forms S.1039 prepared by Commanding Officers of craft, who have been instructed as to the proper method of preparing these forms. Depots discharging ratings to H.M.S. "Dinosaur" will be similarly attached to the R.N.V.R. under and for the purposes of the Visiting Forces Act. This provides that the necessary particulars are communicated to "Quebec" or "Dinosaur" either by themselves or by the local Accountant Officer. In cases of doubt the onus lies on the Flotilla Officer to send the necessary information.


(C.A.F.O. 1631/42 and A.F.O. 6267/42.)

(C.A.F.O. 2334/42, last paragraph is cancelled.)

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

795.—South African Naval Forces—Status and Discipline when Serving with the Royal Navy

(N.L. 21460/42—25.2.1943.)

The Governor General of the Union of South Africa has issued a Proclamation dated 28th July, 1942, entitled War Measure No. 79 of 1942, making the following regulations under the powers vested in him by the War Measures Amendment Act, 1940 (Act No. 32 of 1940) as amended by the War Measures Amendment Act, 1940 (Act No. 32 of 1940):—

Regulations providing for the transfer of Royal Naval Volunteer Reserve Personnel to South African Naval Force.

(1) As from the 1st day of August, 1942, all members of the South African Division of the Royal Naval Volunteer Reserve constituted under section twenty-two of the South African Defence Act, 1912 (Act No. 13 of 1912) who are on full-time service on the said date, shall be deemed to be members of the South African Naval Forces (V), Active Citizen Force, and shall serve therein subject to the provisions of the said Act, as amended, and the regulations in force from time to time governing the said South African Naval Forces (V), Active Citizen Force.

(2) Such members shall be deemed to have been duly attested in the said South African Naval Forces (V), Active Citizen Force, on the said date for the remainder of the period for which they volunteered for full-time service in the South African Division of the Royal Naval Volunteer Reserve, and shall hold in the South African Naval Forces (V), Active Citizen Force, the ranks held by them in the said South African Division of the Royal Naval Volunteer Reserve.

(3) Any such members who are serving with the Royal Navy on the said date shall be deemed to be seconded as from that date for general service in the Royal Navy.

2. The following South African Naval Forces Unit Order dated 9th October, 1942, has also been issued:—


Under the provisions of section 10 (1) (ii) of Union Act No. 32 of 1932 all personnel referred to in paragraph 3 of the annexure to Union Order No. 55 of 1932 as War Measure No. 79 of 1942 and who volunteered with the Royal Navy in accordance with Defence Act of the Union of South Africa on 31st July, 1942, and who are deemed to be seconded to the Royal Navy from 1st August, 1942, are subject to the Naval Disciplinian Act from 1st August, 1942.

3. All personnel of the S.A.N.F., who under the above quoted regulations and order are seconded to the Royal Navy and thus placed at the disposal of the Admiralty are attached to the R.N.V.R. under section 22 of the Visiting Forces Act. This provides that the necessary particulars are communicated to "Quebec" or "Dinosaur" either by themselves or by the local Accountant Officer. In cases of doubt the onus lies on the Flotilla Officer to send the necessary information.

4. Names of personnel of the S.A.N.F. seconded to the Royal Navy after August 1st, 1942, are, and will be, published in South African Naval Forces Unit Orders. Authenticated copies of the relevant entries in those Orders will accompany personnel as evidence of their secondment and they are and will be similarly attached to the R.N.V.R. under and for the purposes of the above-mentioned section of the Visiting Forces Act.

5. By Statutory Rule and Order No. 595 of 1935, regulations are laid down prescribing the relative rank of the various Dominion forces for the purposes of section 4 of the Visiting Forces Act. This provides that the South African Naval Forces shall have corresponding relative rank to similar forces raised in the United Kingdom.

6. Executive officers of the S.A.N.F. who have been or are granted full qualified officer status or modified qualified officer status in terms of A.F.O. 3880/40 or A.F.O. 4561/41 while serving with the Royal Navy will have the same status as R.N.V.R. Executive officers similarly qualified. Officers of the S.A.N.F. who are qualified as Pilot or Observer and have been granted the status of qualified officer under A.F.O. 5028/41 and qualified Accountant Officers of the S.A.N.F. will have the same status as R.N.V.R. officers similarly qualified.

(62440)
Appendix

Extract from Visiting Forces (British Commonwealth) Act, 1933.

4. (g) The Admiralty, Army Council or Air Council, as the case may be:—

(f) may attach temporarily to a home force any member of another force to which this section applies who is placed at their disposal for the purpose by the service authorities of that part of the Commonwealth to which the other force belongs;

(g) Whilst a member of another force is by virtue of this section attached temporarily to a home force, he shall be subject, as the case may be, to the Naval Discipline Act, or to military law as an officer or soldier, or to the Air Force Act as an officer or airman, in like manner, and shall have the like powers of command and punishment over members of the home force to which he is attached, as if he were a member of that force of relative rank.

(A.F.Os. 3880/40 and 4581/41.)

(C.A.F.O. 891/42 is cancelled.)

796. South Africa—Illicit Intercourse between Europeans and Natives

(N. L. 22392/42.—25.2.1943.)

All personnel landing in the Union of South Africa are to be warned that under the law of the Union it is an offence, punishable by a maximum of five years' imprisonment without the option of a fine, for a European to have illicit intercourse with a native female.

2. Commanders-in-Chief, Admirals Superintendent, and other authorities abroad are to bring this Order to the notice of all Naval and Admiralty civilian personnel taking passage to the United Kingdom in ships likely to call at South African ports en route.

797. Southern Rhodesian Nationals Serving in the R.N.—Balance between Naval Pay, etc. and Southern Rhodesian Force Pay, etc.

(N. 2033/43.—25.2.1943.)

The following is to be substituted for A.F.O. 4974/42, which is hereby cancelled.

2. The Government of Southern Rhodesia makes up the difference between Naval Pay and Marriage, Children's or Dependents' Allowances in issue in respect of Southern Rhodesian nationals serving in the R.N., and the corresponding emoluments for equivalent ranks in the Southern Rhodesian Forces, in the sum of the latter exceeds the sum of the former. As the Southern Rhodesian Forces rates of pay, etc. are generally higher than Naval rates, in many cases a credit is due to Southern Rhodesian nationals serving in the R.N. These credits are made through the medium of the Fixed Centre Paymaster, P.O. Box 1378, Salisbury, Southern Rhodesia.

3. In order that the Fixed Centre Paymaster, Salisbury, may be in possession of the necessary information to enable him to calculate the amount of credit due to individuals concerned, all Southern Rhodesian nationals serving in H.M. ships and Naval Establishments should report immediately in writing to the Fixed Centre Paymaster, P.O. Box 1378, Salisbury, Southern Rhodesia, the following particulars:

(a) Surname and full Christian names.
(b) Present address.
(c) Present Rank or Rating.
(d) Seniority in Rank or Rating.
(e) Full details of present Naval Pay and Allowances including Marriage, Children's and Dependents' Allowances being paid by the Navy (excluding allotment).
(f) Deductions made from Naval Pay on account of Income Tax.
(g) Whether Single, Married or Widower, and, where applicable, number of children, stating ages, and also present domicile of wife and/or children.

(h) The individual's instructions as to how he wishes his credits disposed of. The information required by (c), (d), (e) and (f) above are to be furnished by a Certificate to be obtained from the Accountant Officer of the ship or establishment in which the individual is serving. Marriage, children's and dependants' allowances in the case of ratings will have to be certified as based on information provided by the rating concerned under heading (g), since the actual amounts paid are not known to the Accountant Officer.

4. It is of importance to prevent overpayments and the possible subsequent hardship when recovery is effected, that any change of the particulars given in paragraph 2 are reported immediately to the same address. A certificate from the Accountant Officer is to be obtained as necessary.

5. The attention of all concerned is to be drawn to this Order.

(A.G. Message 1632 of 8th February and A.F.O. 4974/42 are cancelled.)

798. — Pensioners and Reservists—Conditions of Payment of Non-Substantive Rates when Mobilised

(N. 1529/43.—25.2.1943.)

The provisions of A.F.O. 3028/40 have retrospective effect to the date of mobilisation, except as regards paragraph 2 (b) which became operative on 8th August, 1940.

2. In the event of cases coming to light in which pensioners or reservists are not receiving the non-substantive rates of pay for which they are eligible under the above quoted Order, adjustments are to be made accordingly.

(A.F.O. 3028/40.)

799. — Supplies of Cash to Small Ships

(D.N.A. 2600/43.—25.2.1943.)

Considerable difficulty is experienced in dealing with cash accounts relating to supplies of cash to small ships not bearing their own accounts and the following action is to be taken:

(1) Every such transaction is to be supported by a receipt signed by or on behalf of the Commanding Officer of the vessel supplied.

(2) Every effort is to be made to obtain and forward subsequently a receipt from the Accountant Officer of the parent ship.

3. Accountant Officers who debit themselves with cash transferred to them are invariably to make clear notes on the debit vouchers to indicate whether they received cash themselves and, if not, to quote the name of the Officer and ship actually supplied where money has been received by a tender.

800. — Admixture Surgeon and Agent

(C.E. 2211/43.—25.2.1943.)

Mr. C. G. E. Plumstead, M.B., B.Ch., M.R.C.S., L.R.C.P., “Springfield”, 6, Old Road, East Gravesend, Kent (Telephone No. Gravesend 516), has been appointed Admixture Surgeon and Agent for Gravesend, vice Dr. Finching.

801. — Officiating Ministers of Religion

(C.E. 51537/43.—25.2.1943.)

The following appointments of Officiating Ministers have been approved:

Methodist

School of Technology, Manchester ... Reverend H. G. Fiddick, The Central Hall, Oldham Street, Manchester, 1.

H.M.S. “Chrysanthemum” ... Reverend H. V. Griffiths, M.C., 1, Central Buildings, Westminster, S.W.I.

H.M.S. “Bristol” ... *Reverend T. Owen Beswarick, 96, Chesterfield Road, Bristol, 6.

Bathurst, W. Africa ... Reverend G. Stuart Treleaven, Methodist Mission, P.O. Box 288, Bathurst, R. Gambia, W. Africa.

The usual facilities are to be afforded.

* Reverend T. Owen Beswarick will also officiate to Methodist personnel of any R.N. unit which may follow H.M.S. “Bristol” in future.
802.—P.R.T. Instructors (H.O.)

(N. 98282/42.—25.2.1943.)

In future the qualifying P.R.T. Courses for Hostilities Only candidates will be of 12 weeks duration.

2. Acting Leading Seamen (H.O.) P.R.T. Instructors, 2nd Class, are eligible for advancement to Acting Petty Officer after not less than nine months' service as Acting Leading Seaman, P.R.T. Instructor, if recommended by their Commanding Officer, and after reference to the Superintendent, P.R.T. School, Portsmouth.

803.—N.A.A.F.I. Personnel—Identification

(N. 3445/43.—25.2.1943.)

Difficulty is being experienced in identifying N.A.A.F.I. personnel included in long nominal rolls where frequently full Ratings and Official Numbers are not shown. In future all N.A.A.F.I. personnel included in nominal rolls or passage requisitions are to be distinguished clearly and full Ratings and Official Numbers given.

(A.F.O. 2238/42.)

804.—Loaded Close Range Weapons—Precautions

(N.L. 1094/43.—25.2.1943.)

A recent fatal accident with a 2-pdr. Mark VI pom-pom, has occurred owing to non-compliance with A.F.O. 5128/41.

2. Commanding Officers are to ensure that the precautions laid down in A.F.O. 5128/41 are rigidly observed.

(A.F.O. 5128/41.)

805.—Private Funerals

(N.L./C.L. 31/43.—25.2.1943.)

Where the body of a deceased officer or man is sent home for private burial in accordance with A.F.O. 1209/41 and K.R. & A.I., Article 1355, immediate notice should be given to the relatives of the anticipated time of arrival of the body, in order that they may make arrangements with an undertaker for removal of the body from the local railway station.

(A.F.O. 1666/40.)

806.—Verbal Instructions to Certain Personnel under Treatment for Syphilis

(M.D.G. 5888/43.—25.2.1943.)

Information regarding V.D. cases is entered on Form S.576 for record purposes; nominal entry is made on the M.H.S. and Personal Cards S.576A or V.15 are issued as the patient's private property. Allied personnel use Form V.44 (International).

2. In addition to the above, it is now required that personnel of H.M. and Allied Forces coming under treatment for syphilis by Naval M.O.s, and who are likely to proceed on operational duty, shall be informed verbally at each visit as to the exact stages of their treatment.

3. This applies more particularly to air crews who may possibly have to land in enemy or neutral territory.

4. At the same time it should be pointed out to them that it is in their interest to remember the details so that, in the event of internment or becoming prisoners of war they can continue treatment.
3. Roller and brackets will in the first instance be held in store at Devonport Dockyard and will be forwarded to ships undergoing refit at home or abroad where sufficient time is available for the work fitting to be carried out. When a sufficient stock has been accumulated sets will be forwarded to ships without demand for fitting as the opportunity occurs.

(A.F.O. 451/42 is cancelled.)

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

809.—Gun Mountings, 8-in., Marks I, I* and II—Securing of Turret Roller Axis Pins Securing Bolts

Ships concerned

(G. 01021/43.—25.2.1943.)

There is a tendency for the ½-in. diameter bolts which secure the roller axis pins into the inner live roller ring segment to vibrate loose and eventually fall out and allow the roller axis pin to withdraw.

2. A tab locking washer is to be fitted under these bolts (Drg. No. M. 65950/21 in Marks I and I* and M. 70224/15 in Mark II mountings) at the first opportunity. This work should be carried out by ships staffs.

3. The tab locking washer, which should be made of soft mild steel, about ½-in. thick, external diameter 1½-in. and internal diameter ½-in., should be bent up close against one flat of the bolt head and down against the side of the roller axis pin pear-shaped head.

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

810.—Gun Mountings Using Oil as the Pressure Medium—Failure of Power Units

Ships concerned

(G. 01021/43.—25.2.1943.)

A number of reports have recently been received of the failure of V.S.G. pumps and motors, particularly turret pumps, due to dirt in the pressure medium.

2. The attention of ships concerned is drawn to the absolute necessity for keeping clean the oil used as the mounting pressure medium.

3. To maintain the oil in this condition it is essential that the oil strainers be kept fully efficient and that where fitted frequent and regular cleaning should be made of the oil purifying systems.

4. On all occasions of examining the oil tanks from which the power units take their suction, these tanks should be thoroughly cleaned. The mounting strainers be kept fully efficient and that where fitted frequent and regular cleaning should be made of the oil purifying systems.

5. The handbooks supplied with each purifier give full instructions in the operation of oil purifiers. The importance of using the correct gravity disc for the specific gravity of the oil at the particular temperature at which purifying is taking place is stressed.

6. To obtain the best results the oil should be as hot as possible when it is passed into the separator. This reduces the viscosity and facilitates the removal of water and impurities. The temperature should not however be allowed to exceed 150°F.

7. Improved efficiency is obtained by operating the separator below its designed output, which is the maximum the machine will handle without overflowing. For general purposes, the output should not exceed one half the designed maximum.

8. When purifying turret oil it will be found necessary to clean the bowl at periods of 8 hours or less. Cleaning should in any case take place as soon as there is a tendency for the purifier to pass liquid through the overflow discharge.

811.—Guns, Q.F., U.S., 4-in., Mark IX—Breech Mechanisms, Mark VIII—Fitting of Striker Springs

(A.S. 16590/42.—25.2.1943.)

"Electric and Percussion" and "Percussion (only)" Mechanisms of Q.F., U.S., 4-in., Mark IX guns, require different type striker springs, as shown below:

<table>
<thead>
<tr>
<th>Spring</th>
<th>Free Length</th>
<th>Outside Dia.</th>
<th>No. of Coils</th>
<th>Total Load</th>
<th>Max. Load</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percussion (only)</td>
<td>6-75</td>
<td>0-78</td>
<td>0-062</td>
<td>254</td>
<td>30±5</td>
</tr>
<tr>
<td>E. &amp; P. (obsolescent pattern)</td>
<td>4-1</td>
<td>1-10</td>
<td>0-135</td>
<td>11</td>
<td>13±2</td>
</tr>
<tr>
<td>E. &amp; P. (new pattern)</td>
<td>3-9</td>
<td>1-034</td>
<td>0-144</td>
<td>11</td>
<td>6±2</td>
</tr>
</tbody>
</table>

2. New pattern striker springs for "E. & P." mechanisms will in future be designated "Springs, striker E. & P." and those for "P." mechanisms will be designated "Springs, striker 'P'".

3. Striker springs will be allowed spare to all services in the proportion of 1 per gun. Intermediate demands for springs, striker "E. & P." should be forwarded to D.A.S. (Branch A). Springs, striker 'P' are not at present available and a further A.F.O. will be issued when they are available.

(A.F.O. 2365/41—not in annual volume.)

812.—Guns, Q.F., 2-pdr., Mark VIII—Modification to Increase Rack Stop and Latch Pin Clearances

(A.S./G. 1108/42.—25.2.1943.)

The following modification is to be carried out:

Gun ... ... Q.F., 2-pdr., Mark VIII.
Part affected ... ... Latch crank and rack.
Purpose ... ... ... To prevent broken toggle.
Nature of modification ... (a) Length of latch, crank, to be reduced to give a clearance of 0-075 in. ± 0-005 in. between latch and latch pin, with the crank on its stop.
(b) Metal to be removed from the rack to increase clearance between the rack and its stops to 0-08 in. ± 0-005 in.
Drawing ... ... ... N.O.D. 2194/160.
By whom to be done ... ... Staffs of R.N. armament depots.
Degree of urgency ... ... Guns in H.M. ships : Urgent—as quickly as possible. Guns in store : before issue.

2. Guns manufactured in the future will incorporate this modification.

3. Detailed instructions concerning measurements, sent to Armament Supply Officers by letter A.S.3637/32 dated 26.1.43, are to be amended as follows:

Penultimate line of paragraph (3). For "0-005" read "0-03 + 0-005".
Line 4 of paragraph (4). For "0-005" read "0-03".
Line 4 of Note 4 (a). For "0-075" read "0-075 ± 0-005".
813.—Guns, Machine, 0·5-in., Vickers, Mark III—Method of Securing Tube Fusee Spring

(A.S./C.1.N.O. 12454/42.—25.2.1943.)

The following modification is to be carried out:—

Gun ........ 0·5-in., Vickers, Mark III.
Parts affected ........ Pin, split, nut fusee spring tube and copper locking wire.
Purpose ........ To prevent tube, fusee spring from turning during firing.
Nature of modification ........ Locking wire and pin, split, nut fusee spring tube to be removed and a clip, locking, tube fusee spring attached to the tube by means of a 3/8 × 1 1/2-in. long split pin, vide A.F.O. Diagram 54/43. The parts required should be made or obtained locally.

Degree of urgency ........ As convenient.
By whom to be done ........ Ships and Base Staffs and Armament Supply Department.

(A.F.O. 970/40—not in annual volume—is cancelled.)

814.—Guns, Machine, Browning, 0·5-in. Aircraft—Special Tools for Gun Alignment

(A.S./C.I.N.O. 12454/42.—25.2.1943.)

It has been found that the adjusting nuts in the gun bays of Martlet aircraft are inaccessible with ordinary tools, when mounting guns and in gun aligning.

2. To overcome this difficulty, a special set of spanners has been designed, as detailed in A.F.O. Diagram 55/43; these should be manufactured by H.M. Ships and R.N. Air Stations and brought on voluntary charge to the following scale:—

Squadrons ........ ....... 2
Station Armouries ........ ....... 2

3. Replacements are to be made up locally to maintain the allowances quoted.

815.—Machine Guns—Browning, 0·303-in., Fitted in Wing Guns of Aircraft—Removal of Feed Pawl Legs

(G. 4554/42.—25.2.1943.)

The feed pawl legs of 0·303-in. Browning guns are easily broken and when breaking during firing, stoppages may be caused due to the broken piece jamming the mechanism.

2. Trials have indicated that the Feed pawl leg can be omitted from guns fitted with Mark III or III* feed pawls in the wings of aircraft without impairing the efficiency of the gun provided that the gun is not re-cocked.

3. The following modification is to be applied to all wing guns which cannot be re-cocked in the air:—

"The protruding portion of the feed pawl leg is to be cut off level with the face of the feed pawl. All corners and sharp edges are to be removed.

Note.—This modification is only to be done to guns fitted with Mark III or Mark III* feed pawls. Any aircraft wing guns which are fitted with other than Mark III or Mark III* feed pawls are to have the feed pawls changed to Mark III or III* and discarded feed pawls are to be returned to the nearest Naval Armament Depot."

816.—Rifles No. 1, Marks III and III*, and No. 4, Marks I and I*—Omission of Half-cock Bent

(A.S./G. 8267/42.—25.2.1943.)

A number of rifles, No. 1, Marks III and III*, and No. 4, Marks I and I*, have been accepted into service with the half-cock bent omitted. With these rifles, if the locking bolt lever is put to about 20° from the vertical, pulling the trigger will free the sear from the full-cock bent, leaving the cocking piece held only by the locking bolt, and if the latter is set to "Fire" the rifle will fire without the trigger being touched.

2. Provided the locking bolt is properly used, as taught on page 60 of the Musketry Handbook, there is no danger of unexpected discharge; but, in order to make safety arrangements reliable under all conditions, it is intended to exchange all cocking-pieces made without the half-cock bent.

3. H.M. ships and establishments are accordingly to demand cocking-pieces (quoting rifle number for which required), in replacement for all rifles so fitted, quoting this Order.

4. R.N.A. depots at home are to render Intermediate Demands as soon as possible. Depots abroad are to wire the quantities to Director of Armament Supply (Branch A).

817.—Rifles, No. 1, Marks III and III* and No. 4, Marks I and I*—New Design of Locking Bolts

(A.S./G. 8267/42.—25.2.1943.)

With reference to A.F.O. 4540/42, rifles, No. 1, Marks III and III* and No. 4, Marks I and I*, are now being delivered into the Service, with modified locking bolts.

2. The modification consists of substituting a plain journal on the spindle for the eight start thread. This journal is of such increased diameter, that the safety catch has to be omitted.

3. The modified type of locking bolt will be known as "Bolts, locking, Mark II*.

4. The effect of this modification is that when the rifle is fully cocked, with the locking bolt in the safe position, the bolt is not locked, as it was formerly. It can be raised and opened approximately one inch, but should this happen, the bolt can be closed in the ordinary way.

5. Interchangeability with existing components will not be affected.

(A.F.O. 4540/42.)

818.—Scabbards for No. 4 Bayonets of Rifles No. 4, Marks I and I*—Weak Springs

(A.S./G. 8267/42.—25.2.1943.)

A number of scabbards for No. 4 bayonets used with No. 4, Marks I and I* rifles have been accepted into service with weak springs, and this defect results in the bayonet being too loose a fit in the scabbard.

2. H.M. ships and establishments are accordingly to demand springs in replacement for all such scabbards found with weak springs, quoting this Order.

3. R.N. armament depots at home are to render Intermediate Demands as soon as possible. Depots abroad are to wire the quantities to Director of Armament Supply.

819.—O.Q.F. 4-in., Mark XVI*—Worn Loose Barrels—Bore Measurements—REPORTS

(A.S./G. 018153/42.—25.2.1943.)

All worn O.Q.F., 4-in., Mark XVI* loose barrels exchanged in H.M. ships are to have bore measurements taken at 1 in. from commencement of rifling and at 1 in. from muzzle before disposal. The results are to be reported by Armament Supply Officers to C.I.N.O., Admiralty, for record purposes.

2. Subject to this being done existing disposal instructions for worn barrels still apply, i.e. O.C.A.Ss. in United Kingdom are to send them to the nearest main R.N. Armament Depot, and main R.N. Armament Depots in United Kingdom are to issue to Messrs. W. Beardmore & Co.; Naval Armament Depots abroad are to send them to the United Kingdom if they cannot be disposed of as scrap locally.

(“A” Message 54A, dated 14.1.43 is cancelled.)
820.—Ammunition Supply in Destroyers and Sloops—As. and As.

"Wairs," Sloops, Dockyards, P.S.Os. and E.R.Os. concerned

(G. 7299/42.—25.2.1943.)

The instructions issued in A.F.O. 1800/42 concerning the fitting of a 3-in. diameter voicepipe for passing ammunition supply and other emergency orders have also been extended to include "Wairs" and, where applicable, sloops.

(A.F.O. 1800/42.)

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

821.—Bombs, Aircraft, Practice, 10 lb., Mark I—Smoke and Flash—Introduction

Production of bombs, aircraft, practice, 10 lb., Mark I, filled smoke or flash composition have been approved for Naval service and may in future be issued in lieu of 11½ lb. bombs.


822.—Fuzes, Time, Nos. 198, 400 and 401—Loose Time Rings—Retensioning

(A.F.O. 758/41 should be amended as follows:—

Paragraph 4 (a) (i) amend to read. "Ease back the two small set screws near the top of full turn each".

(A.F.O. 758/41.)

823.—Torpedoes, 21-in., Marks VIII** and IX**—Oil Lead to Group Blanking

(A.S. 1370/43.—25.2.1943.)

It has been found that the blanking of the oil supply to the group valve plunger (C.A.F.O. 1407) has been carried out incorrectly in certain 21-in., Marks VIII** and IX** torpedoes, the method used being that laid down for 18-in. torpedoes only, i.e., with pipe end blanked with a sweated "top-hat" type blank and pipe re-connected to group.

2. The torpedoes affected are:—

21-in., Mark VIII** Torpedoes

A.W. 1358 to 1394 inc. A.W. 1546
A.W. 1397 A.W. 1547 A.W. 1548
A.W. 1398 A.W. 1400 A.W. 1442
A.W. 1402 A.W. 1549 A.W. 1550
A.W. 1403 A.W. 1551 A.W. 1555
A.W. 1405 A.W. 1556 A.W. 1558
A.W. 1407 A.W. 1559 A.W. 1560
A.W. 1408 A.W. 1561 A.W. 1562
A.W. 1409 to 1415 inc. A.W. 1563 A.W. 1564
A.W. 1410 A.W. 1565 A.W. 1566
A.W. 1411 A.W. 1567 A.W. 1568
A.W. 1412 A.W. 1437 inc. A.W. 1569 A.W. 1570
A.W. 1414 A.W. 1571 A.W. 1572
A.W. 1416 A.W. 1573 A.W. 1574
A.W. 1417 A.W. 1575 A.W. 1576
A.W. 1418 A.W. 1577 A.W. 1578
A.W. 1420 A.W. 1579 A.W. 1580
A.W. 1392 A.W. 1441 A.W. 1583
A.W. 1393 A.W. 1443 A.W. 1584
A.W. 1394 A.W. 1444 A.W. 1585
A.W. 1395 A.W. 1445 A.W. 1586
A.W. 1396 A.W. 1446 A.W. 1587
A.W. 1397 A.W. 1447 A.W. 1588
A.W. 1398 A.W. 1448 A.W. 1589
A.W. 1399 A.W. 1449 A.W. 1590
A.W. 1400 A.W. 1450 A.W. 1591
A.W. 1401 A.W. 1451 A.W. 1592
A.W. 1402 A.W. 1452 A.W. 1593
A.W. 1403 A.W. 1453 A.W. 1594
A.W. 1404 A.W. 1454 A.W. 1595
A.W. 1405 A.W. 1455 A.W. 1596
A.W. 1406 A.W. 1456 A.W. 1597
A.W. 1407 A.W. 1457 A.W. 1598
A.W. 1408 A.W. 1458 A.W. 1599
A.W. 1409 A.W. 1459 A.W. 1600
A.W. 1410 A.W. 1460 A.W. 1601
A.W. 1411 A.W. 1461 A.W. 1602
A.W. 1412 A.W. 1462 A.W. 1603
A.W. 1413 A.W. 1463 A.W. 1604
A.W. 1414 A.W. 1464 A.W. 1605
A.W. 1415 A.W. 1465 A.W. 1606
A.W. 1416 A.W. 1466 A.W. 1607
A.W. 1417 A.W. 1467 A.W. 1608
A.W. 1418 A.W. 1468 A.W. 1609
A.W. 1419 A.W. 1469 A.W. 1610
A.W. 1420 A.W. 1470 A.W. 1611

825.—21-in., Marks VIII**, IX** and IX** N.A. Torpedoes—Fitment of New Design Bulkhead Relief Valve

(T. 08552/43.—25.2.1943.)

The heading of A.F.O. 716/43 is to be amended to read as above.

(A.F.O. 716/43.)

826.—21-in., Mark VIII**, Torpedoes—Modification to Servomotor Air Lead

(T. 08596/43.—25.2.1943.)

In 21-in., Mark VIII**, torpedoes, it has been found that the disconnection and bending of the air inlet pipe to the servomotor, which is required whenever it is necessary to pack the servomotor with oil, is liable to result in distortion or fracture of the air inlet pipe.

2. To avoid this trouble, it has been decided to modify the air leads by fitting a nut and nipple connection on the end of the servomotor air inlet pipe at its point of junction with the air pipe from the 2nd disc reducer. This modification allows the servomotor air inlet pipe to be removed when packing the servomotor with oil. Details of the modification are shown in A.F.O. Diagram No. 51/43.

3. This modification will be incorporated in new manufacture torpedoes and will be carried out on existing 21-in., Mark VIII**, torpedoes as they pass through depots.

4. 21-in., Mark VIII**, torpedoes at sea are to be modified by Depot Ship or Base Staffs, the torpedoes which have been longest at sea, i.e., those in which the servomotor air pipe is most likely to have become damaged by handling, being modified first.
5. Ships and Bases concerned are to demand the requisite quantities of Nuts St. No. 1166, Tee Pieces St. No. 4994A or B, Piping St. No. 2024, and Collars St. No. 1164, from the nearest Torpedo Depot.

6. The modification is to be entered in torpedo history sheets, quoting T.D.I. No. 1521.

827. 21-in. L.C. Torpedo Tubes—Side Stops—Modification
M.T.Bs. and S.G.Bs. concerned
(T. 2751/42—25.2.1943.)

When carrying out the modifications to side stops of 21-in. L.C. torpedo tubes referred to in A.F.O. 5415/42, the shank of the locking pin, shown as 1-in. diameter in A.F.O. Diagram 289/42, should be reduced to 0.8-in., and the hole in the housing drilled accordingly.

(A.F.O. 5415/42 and A.F.O. Diagram 289/42.)

828. 18-in., Mark XII Type Torpedoes—Generators—Fuel Firing Plungers
(A.S. 13534/42.—25.2.1943.)

It is suspected that a number of fuel firing plungers manufactured of mild steel instead of stainless steel may have been fitted in generators of recently issued 18-in., Mark XII type torpedoes.

2. It is not possible to state with certainty the number of torpedoes affected, but it is known that the breech ends in which defective plungers may be present are fitted in torpedoes whose register numbers lie within the following:

**A.W.** Manufacture
2090, 2122, 2134, 2139, 2143, 2145 to 2149, 2153 to 2159, 2161, 2162, 2165, 2168 to 2176, 2178 to 2180, 2182 to 2185, 2187 to 2240, 2243 to 2268, 2269 to 2287, 2289, 2292, 2296 to 2298, 2300, 2301, 2304 to 2307, 2310, 2317.

**A.A.** Manufacture
1042, 1050, 1055 to 1057, 1069, 1072, 1082, 1091, 1269, 1271, 1272, 1274 to 1288, 1294, 1297, 1298, 1332, 1343, 1345, 1385, 1386, 1388, 1395, 1398 to 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1419, 1426, 1429, 1430, 1431 to 1435, 1438, 1442, 1446, 1447, 1448, 1449, 1452, 1460, 1465 to 1467, 1473, 1474, 1478, 1482 to 1485, 1487, 1488, 1490 to 1492, 1495 to 1499, 1500, 1504, 1507 to 1509, 1512 to 1517, 1519, 1520, 1524, 1525, 1529, 1531, 1532, 1534 to 1537, 1539, 1543, 1545, 1550 to 1552, 1556, 1560, 1565, 1567, 1568, 1570, 1573, 1574, 1585, 1589, 1593, 1597, 1601, 1604, 1608, 1614, 1618, 1619, 1622, 1623, 1633, 1637 to 1639, 1641, 1642, 1645, 1678, 1702, 1705 to 1707, 1709 to 1712, 1715, 1717 to 1721, 1726, 1729, 1730, 1732, 1733, 1737, 1739, 1741, 1743, 1745 to 1752, 1754, 1756 to 1768, 1772, 1776 to 1780, 1784, 1789, 1791, 1794, 1797, 1799, 1814, 1817, 1824, 1827, 1828, 2002 to 2004, 2008, 2011, 2013, 2014, 2016, 2021, 2022, 2024, 2025, 2027, 2031, 2041, 2055, 2057, 2060 to 2062, 2065, 2070 to 2073, 2075, 2077 to 2079, 2081, 2082, 2085, 2089, 2091, 2094 to 2097, 2099, 2105, 2107, 2108, 2110, 2113, 2115 to 2118, 2120, 2122, 2123, 2125, 2126, 2128 to 2132, 2140, 2141, 2144, 2150, 2152, 2154, 2156, 2157, 2160, 2161, 2162, 2163, 2169, 2173 to 2175, 2180, 2181, 2188, 2195, 2196, 2201, 2203, 2207, 2214, 2215, 2217 to 2220, 2222, 2227 to 2229, 2231, 2232, 2235, 2236, 2256, 2258.

Note.—Where shown as groups, numbers are inclusive.

3. The fuel firing plungers fitted in breech ends in the torpedoes mentioned above are to be examined on each occasion of parting the torpedo, and replacements are to be demanded from the nearest torpedo depot for any that show signs of rusting or pitting. Replacements will be supplied complete with gland in order that the lapping operation need not be carried out by ships, etc.

4. Defective plungers are strongly susceptible to magnetic attraction, whereas plungers of correct material are only slightly so. This test will help when deciding whether a plunger is of correct material or not.

5. The end of the firing plungers (as viewed from outside, looking down between the hammers with a torch) should be examined during routine “F” and should present a clean and silvery appearance.
3. In all ships fitted with low voltage D.G. Generators, therefore, the
following steps are to be included in the maintenance routine of the heavy
current dynamos.
(a) All brush pressures must be as nearly equal as possible.
(b) The pressure on each brush must never be less than 2½-lbs. per sq.
inch. If the pressure can be maintained at 6-lbs. per sq. inch, this
value is preferable.
4. The above points are in addition to the present C. and M. Instructions
(H.T.O. 271) which must also be closely adhered to.

832.—Examination of Large Bearings of Electrical Machines
(T. 01097/42.—25.2.1943.)

In machines such as ships' dynamos provided with pedestal bearings, it
is not always possible to get an overhead lift near the bearing, without first
stripping down the casing, an operation usually involving many hours of
work. The time taken to remove a bearing for examination can be considera-
cially reduced by the use of a lifting bar described hereafter which eliminates
the necessity for removing the casing.
2. The device consists essentially of a rigid horizontal bar supported by
two pillars, the latter being secured to the bedplate of the machine. The
height of the bar is adjusted by nuts on the pillars.
3. To use the device, the top, front and rear covers of the bearing are
removed as necessary to free the bearing in the housing. The device is then
erected outside the casing, the bar being between the pedestal and casing. The
nuts are then turned and the armature raised through the few thousandths of
an inch necessary to remove the weight from the bearing and free it in its
housing. These nuts are then locked.
4. The bearing can now be dismantled, inspected and cleaned. The
inspection and cleaning should be done if possible without removing the inner
race from the shaft, unless such removal is absolutely necessary. When
essential, however, this can be done by means of an extractor after removal of
the nut or clamp plate locating the bearing axially.
5. A.F.O. Diagram 53/43 shows the arrangement used successfully on a
400 kW. dynamo having an armature weighing approximately 3,300-lbs. This
could be modified to suit particular conditions.
6. In the event of the inner race being removed from the shaft great care
should be taken to ensure that before replacing it the journal and inner bore
is thoroughly clean and free of all grit. The inner race should be a tight
press fit on the shaft and should be forced on the shaft by light blows,
preferably from a fibre or hide hammer. If the interference is too great and
quality perfectly clean oil should be used for the purpose.

833.—Gyro Compass Repeater—Replacement by Tape Type
Submarines except “H” and “L” Classes
(D./C.P. 75187/42.—25.2.1943.)

In submarines not already fitted with a tape type steering repeater in
accordance with A.F.O. 779/42, the existing connection box for the steering
repeater is to be replaced by a combined switch and connection box,
Pattern 1867, when the tape type repeater is fitted, instead of connection
repeater is to be replaced by a combined switch and connection box,
Pattern 1865, as stated in the Order, to facilitate lining up.

5. A.F.O. Diagram 53/43 shows the arrangement used successfully on a
400 kW. dynamo having an armature weighing approximately 3,300-lbs. This
could be modified to suit particular conditions.
6. In the event of the inner race being removed from the shaft great care
should be taken to ensure that before replacing it the journal and inner bore
is thoroughly clean and free of all grit. The inner race should be a tight
press fit on the shaft and should be forced on the shaft by light blows,
preferably from a fibre or hide hammer. If the interference is too great and
difficulty is experienced, then the race can be heated in oil up to a temperature
not exceeding 175° F. which will enable the ring to be readily forced into
position. A good quality perfectly clean oil should be used for the purpose.

834.—10-in. Signalling Projector—Pattern 3860A—Modification to
Shutter Operating Gear
(T./N. 26357/42.—25.2.1943.)

Reports have been received from sea that the racked sector and wheel of
the shutter for the 10-in. projector, Pattern 3860A, is subjected to excessive
wear which necessitates frequent rebuilding of the teeth.
837. Smoke Abatement in Naval Coal-fired Trawlers

Reports have been received from time to time of escort trawlers making heavy and continuous funnel smoke whilst on convoy escort duty. Avoidance of smoke by all ships in convoy is an operational requirement, and it is very desirable that naval vessels should set an example in this respect.

1. With good quality coal and good stoking, it should be possible to steam without making excessive smoke, but Commanding Officers should remember that it is difficult to avoid making smoke when steaming at full power, and when large and rapid increases of speed are ordered, and these conditions should be avoided as far as the operational circumstances permit. Timely warning that smoke is being made should be given from the bridge to the engine room, to enable the engine room staff to check it. Arrangements are being made to fit smoke indicators in the boiler rooms of naval coal burning ships to enable the stokers to see when smoke is being made.

2. The Chief Enginemen should impress on the engine room personnel the need of care to avoid making smoke and are to train the stokers in the correct methods of firing the boilers as laid down in the R.N.P.S. Engineering Handbook. In future, in ships fitted with Howden forced draught boilers, the top check should be fully opened during the firing period, and should be adjusted as necessary between the firing period to suit the coal in use, whilst still maintaining a clear funnel.

3. Reports should be forwarded to the Admiralty by Administrative Authorities on any vessels with a consistently bad smoke making record.

838. Machines, Valve Reseating—Withdrawal of Allowances

"Hunts"

(N.S. 13042/43.—25.2.1943.)

The allowances of the following items to "Hunts" are hereby withdrawn:

1. Pattern 10 Machines, valve reseating, Morse, 3-in. to 4-in.
2. Pattern 1 Machines, valve reseating, "Owen", 1½-in. to 4-in.

2. Destroyers concerned should arrange for these machines to be returned to the nearest Dockyard or Naval Store Depot at the earliest opportunity.

3. B.R.373—Establishment of Naval Stores for "Hunt" Class Destroyers—will be amended.

839. R.D.F. Type 286PQ—Stabilisation of Scan Length—Fitting of Filter Unit

(S.D. 227/43.—25.2.1943.)

With reference to C.A.F.O. 1957/42, Pattern W.5783 filter units, when received, should be fitted so that the lead from the Panel 3AL is connected to the plug marked B on the filter unit and the lead (Pattern W.5148) to the indicator to the plug marked B.

(C.A.F.O. 1937/42.)

840. Type 242 R.D.F. Installation—Fitting-out Information

(S.D. 200/43.—25.2.1943.)

Admiralty Signal Establishment Preliminary Specification No. B.181/43 has been prepared to show the method of fitting and wiring Type 242 R.D.F. Installation.

1. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals, Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, West Africa and Ceylon; Flag Officers-In-Charge, East Africa, Milford Haven exclude Aden (for R.D.F. Officers); Commodores Superintendent, Gibraltar and Simonstown; Commodore-in-Charge, Sheerness; Commodore Commanding, R.I.N., Bombay; Captains-in-Charge, Bermuda and Halifax; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Penbroke; Naval Secretaries, Wellington and Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary, Naval Board (N.D.A.), Ottawa; B.A.M.R., Washington.

2. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Western, Eastern-North, Humber, Southern and Thames Areas; and to

the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 242 R.D.F. Installation, are therefore to apply to the Warship Production Superintendents of their areas for a copy of Admiralty Signal Establishment Specification No. B.181/43, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

841. V/S Equipment

Submarines, Submarine Depot Ships, Dockyards and Naval Store Depots concerned

(N.S. 21202/43.—25.2.1943.)

The allowances of sea stores for V/S purposes to be carried on board submarines have been revised and are to be as shown in the appendix to this Order.

1. 2. Submarines, in commission, should adjust their stocks on board accordingly. Demands for any additional items required should be forwarded through the Depot Ship to storing yards—see paragraph 3 below, however, in regard to lanterns, Pattern W.3174. Any stores held in excess of the revised allowances, etc., should be returned to the Depot Ship for subsequent return to the nearest storing yard or Naval Store Depot at the first convenient opportunity. The necessary adjustments to the first equipment of Naval stores for submarines under construction should be made by storing yards or Naval Store Depots concerned.

3. Pending the issue of further instructions concerning the fitting of the intermediate signalling lantern, Pattern W.3174, demands for the lantern and accessories should not be forwarded to storing yards.

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

APPENDIX

V/S Equipment for Submarines

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### Permanent Stores

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Description</th>
<th>Denomination</th>
<th>Present Allowance</th>
<th>Revised Allowance</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>308B</td>
<td>Blocks, G.M., signalling, spare</td>
<td>No.</td>
<td>4</td>
<td>Nil</td>
<td>A — Not to &quot;U&quot; class.</td>
</tr>
<tr>
<td>D.4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Wallets for signal flags</td>
<td></td>
<td>1A</td>
<td>Nil</td>
<td>B = 1 only to &quot;Rorqual&quot; and later vessels.</td>
</tr>
<tr>
<td>F.1</td>
<td>Telescopes</td>
<td></td>
<td>1B</td>
<td>Nil</td>
<td>C = 1 only to &quot;Swordfish,&quot; 1940 &quot;S&quot; and &quot;U&quot; classes.</td>
</tr>
<tr>
<td>373</td>
<td>Telescopes</td>
<td></td>
<td>2B</td>
<td>1</td>
<td>D = 1 in addition if no power supply is available. (These are also for use with Aldis lanterns.)</td>
</tr>
<tr>
<td>332A</td>
<td>Telescopes</td>
<td></td>
<td>2B</td>
<td>1</td>
<td>E = Not to &quot;Swordfish,&quot; 1940 &quot;S&quot; and &quot;U&quot; classes.</td>
</tr>
<tr>
<td>5133</td>
<td>Lanterns, hand, 6-in.</td>
<td></td>
<td>1</td>
<td>1</td>
<td>F = 2 only to &quot;Swordfish,&quot; 1940 &quot;T&quot; and &quot;U&quot; classes.</td>
</tr>
<tr>
<td>5110D</td>
<td>Lanterns, Aldis</td>
<td></td>
<td>2C</td>
<td>2</td>
<td>G = 12 only to &quot;Swordfish,&quot; 1940 &quot;S&quot; and &quot;U&quot; classes.</td>
</tr>
<tr>
<td>334</td>
<td>Boxes, battery</td>
<td></td>
<td>2</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>W.2174</td>
<td>Lanterns, semi-intermediate</td>
<td></td>
<td>Nil</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>W.2174P</td>
<td>Box, storage for</td>
<td></td>
<td>Nil</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>W.2317</td>
<td>Battery (non-spillable), 12 volts</td>
<td></td>
<td>Nil</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>W.2318</td>
<td>Battery, wood</td>
<td></td>
<td>Nil</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>W.2404</td>
<td>Resistance panel</td>
<td></td>
<td>Nil</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1038</td>
<td>Lanterns, signalling</td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>1040</td>
<td>Batteries for</td>
<td></td>
<td>1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>378 or 378A</td>
<td>Lanterns, signalling, &quot;Hether&quot;</td>
<td></td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

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842. **B.T.H. Daylight Signalling Lanterns, Patt. W.3857—Wire Pendants to Act as Preventers.**

(S.D. 0149/42.—25.2.1943.)

Where B.T.H. daylight signalling lanterns, Pattern W.3857, are fitted on the mast or overhanging decks, slack wire pendants are to be fitted, secured to the adjacent ship's structure to act as preventers in case the lanterns carry away from their mountings.

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843. **Signalling Lanterns, Pattern 1038**

(S.D. 1067/42.—25.2.1943.)

All Flotilla Leaders, Destroyers and Fleet Minesweepers who are supplied with two Pattern 1038 lanterns, are to return one to nearest storing yard at first opportunity. An A.F.O. will be issued shortly giving revised allocation of signalling lanterns to all ships.

(Admiralty Message 106AZ is cancelled.)

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844. **Hand Signalling Lantern, 6-in.—Patterns 5153 and W.898**

(S.D. 1384/42.—25.2.1943.)

Isolated cases of the back of the reflector housing of the 6-in. Hand Signalling Lantern becoming displaced have recently occurred with the result that the operating lever does not bear on the striker pad, and the reflector is thrown completely out of alignment.

1. When this defect occurs the reflector, complete in its housing, should be removed from the lantern by first removing the pivot pins.

2. Examination will show whether the domed back of the housing is in its correct position. This is with a line joining the centres of the lozenge-shaped striker pad and spring at right angles to the axis of the pivot holes.

3. The domed back should be rotated until this is so, care being taken to apply a minimum of pressure to the domed back to effect the movement, and avoid damage to the back of the reflector.

On no account should the reflector be removed or its position in the housing be tampered with.

4. The complete housing can then be replaced in the lantern and secured by means of the pivot pins—a final check being made to ensure that on assembly the alignment relative to the line of sight has been maintained.

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845. **Battery, Pattern W2317, for Intermediate Signalling Lantern, Pattern W2174—Charging Instructions**

(H.M. Ships)

(S.D. 1151/42.—25.2.1943.)

The following instructions are issued for the care and maintenance of existing issues of Batteries, Pattern W2317, which were introduced by A.F.O. 1791/42, and supplied for use in connection with Intermediate Signalling Lantern, Pattern W2174—

(a) **Volts**

(b) **Capacity**

(c) **First Charge**—

- Fill to -&- in. above separators with sulphuric acid, 1-270 specific gravity, and stand for 12 hours. Add acid to restore level and charge at 3 amperes continuously for 16 hours, or for two periods of 8 hours on consecutive days.

- Discard acid and refill with fresh acid, 1-270 specific gravity, and recharge. Adjust the final specific gravity of the acid to 1-270 at a temperature of 61° F.

(d) **Recharge**—

- Recharge at 2 amperes.

- In hot climates or when the temperature of the cells rises above 110° F, recharge at 1 ampere only. Charge until the cells are gassing freely, and until the voltage and specific gravity of the cells remain constant for at least one hour.

- Always maintain the level of the acid at -&- in. above the separators by adding distilled water.

2. Attention is directed to the general instructions for the Care and Maintenance of Secondary Batteries given in B.R.268(9).
845  30

3. Arrangements have been made for labels giving charging instructions to be affixed to the battery boxes, Pattern W2318, of future issues of batteries, Pattern W2317.

(A.F.O. 1791/43.)

846. Marconi Echo Sounding Sets—Safe Distances from Magnetic Compasses

(A/S W. 7431/42.—25.2.1943.)

Recent experiments have shown that magnetic compasses may be affected by Marconi echo-sounding sets at distances at which they have often been fitted.

Column (2) of the table below shows the minimum distances at which components may be placed from the standard compass.

The same distances should be observed from steering compasses if this is practicable without removing the instruments from the wheelhouse. Where the latter is not practicable the echo-sounding instruments are to be sited as far as possible from the steering compass, but in no circumstances should they be closer than the distance given in column (3). If it is found that even this relaxed distance cannot be obtained the circumstances are to be reported to the Admiralty for instructions.

2. Ships in which the positioning of Marconi echo-sounding gear infringes the requirements in paragraph 1 are to include an item Classification “ A ” in the ship’s list of As. and As. for its re-positioning.

3. As nearly all these sets are the property of Messrs. Marconi and are only hired by the Admiralty, arrangements are to be made for any work undertaken to be supervised by the firm’s nearest agent.

4. (1) (2) (3)

<table>
<thead>
<tr>
<th>Item</th>
<th>Approved safe distance from magnetic compass</th>
<th>Related safe distance from steering compass</th>
</tr>
</thead>
<tbody>
<tr>
<td>Echometer, type 421C</td>
<td>13 ft</td>
<td>13 ft</td>
</tr>
<tr>
<td>Visual indicator, type 421A</td>
<td>10 ft</td>
<td>5 ft</td>
</tr>
<tr>
<td>Electrolytic recorder, type 446</td>
<td>5 ft</td>
<td>3 ft</td>
</tr>
<tr>
<td>Telephones, H.R.</td>
<td>4 ft</td>
<td>4 ft</td>
</tr>
<tr>
<td>Echometer, type 424C</td>
<td>8 ft</td>
<td>5 ft</td>
</tr>
<tr>
<td>Input protective unit, type 811</td>
<td>4 ft</td>
<td>4 ft</td>
</tr>
<tr>
<td>Fuse box, type 417</td>
<td>3 ft</td>
<td>3 ft</td>
</tr>
<tr>
<td>Charging resistance, type 418</td>
<td>5 ft</td>
<td>5 ft</td>
</tr>
<tr>
<td>Projector, type 808A</td>
<td>8 ft</td>
<td>8 ft</td>
</tr>
<tr>
<td>Choke, type 812</td>
<td>10 ft</td>
<td>10 ft</td>
</tr>
</tbody>
</table>

(A.F.O. 3532/42.)

847. Asdic Installation, Type 136—Establishment List

(N.S. 019849/42.—25.2.1943.)

Establishment List No. A/S 55, dated 26th January, 1943, of Naval Stores comprising Asdic Installation, Type 136, has been prepared, and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

848. Asdic Installation, Type 144XB—Establishment List

(N.S. 020615/42.—25.2.1943.)

Establishment List No. A/S 95, dated 23rd January, 1943, of Naval Stores comprising Asdic Installation, Type 144XB, has been prepared, and copies will be distributed to the services concerned by the Naval Store Officer, R.N. Store Depot, Bath.

849.—Asdic Installation, Type 144XB—Establishment List

(A.M.R. 3003/43.—25.2.1943.)

Cases have occurred of cracking of the doubling angles, Pt. Nos. A.F.E.125 and 196, which form part of the casing support, Pt. No. C.F.E.256, Stores Ref. 26AH/45497.

2. All aircraft are to be examined and any angles found defective replaced by new ones made from mild steel plate of similar gauge and B.S. specification S3.

3. Roc Alt/104 and Skua Mod/86 leaflet P.3-W, refer to a similar modification, for which neither leaflets nor parts for the former are available, but 21 sets of the latter are in stock in the U.K. and can be supplied if necessary for Skuas which may be affected.

4. This instruction was also promulgated by Admiralty message 579R.

850. Swordfish Aircraft—Chafing of Elevator Cable on Datum Plate Attachment Bracket

(A.M.R. 2571/42.—25.2.1943.)

Several cases have been reported of the lower elevator control cable on certain Swordfish aircraft fouling the rear datum plate attachment bracket. As soon as possible and not later than the next minor inspection all Swordfish aircraft are to be examined for this defect, which is likely to occur when the control column is moved to the extreme aft position.

2. Where there is evidence of chafing, the cable should, if necessary, be replaced and the following items are to be demanded on the (Superintending) Naval Store Officer per 2 aircraft concerned for embodiment in accordance with instructions below:

- Clip, Jubilee size 00. Sect. 29. Ref. 6415. 4 off.

3. When applicable remove existing metal rubber strip from rear datum bracket (B.28520). Split the fibre tube longitudinally. Clip one half to the outside side of the sloping bracket member, locating the clips as far apart as possible and ensure that they are not fouled by the cable under all conditions of control column movement.

4. Record in log book quoting this A.F.O. as authority. Since only isolated cases are anticipated it is not intended to bring out an official modification to cover all aircraft.

851. Sparking Plugs for Aero-Engines—Approved Types

(A.M.R. 118/43.—25.2.1943.)

The following amendments are to be made to A.F.O. 4770/42:


Of the remaining types quoted in A.F.O. 4770/42, preference should be given to Lodge R.S. 14/1R or A.C. R.Z. 14R.

(A.F.Os. 4770/42 and 182/43.)

852. Stability


(D. 1679/43.—25.2.1943.)

Results of inclining experiments carried out on some of the abovementioned vessels recently indicate that it is undesirable to add any further topweight in them after re-arming without the surrender of equivalent weights.
2. In these circumstances, when submitting future alterations and additions involving extra topweight, the Commanding Officers should also submit proposals for the surrender of equivalent weights.

3. It is important that attention should be paid by Base and Dockyard Officers to the possibility of landing, where practicable, any unnecessary items of weight now on board; such items landed should be reported.

4. A copy of this order is to be placed in the stability folio of the ship's book.

854.—Bottom Compositions

Submarines

(N.S./C.P. 46656/42.—25.2.1943.)

With reference to paragraph 2 of A.F.O. 4423/41, Messrs. International Paint and Composition Co.'s black bottom compositions can also be used for coating submarines on which the use of Moravia has been discontinued.

2. Submarines coated with International bottom compositions are to have the same make of boot topping applied.

(A.F.O. 4423/41.)

(A.F.O. 5067/42 is cancelled.)

855.—Signalling Lantern, Pattern W.1020, for Boats—Introduction

(N.S. 24058/41.—25.2.1943.)

A new Boat's electric signalling lantern has been added to the Authorised List of Naval Stores as follows:

<table>
<thead>
<tr>
<th>Subhead</th>
<th>Pattern and Item</th>
<th>Description</th>
<th>Contract No.</th>
<th>Schedules</th>
</tr>
</thead>
<tbody>
<tr>
<td>F.2A</td>
<td>W.1020</td>
<td>Lantern, signalling, 1-in., portable, for boats</td>
<td>C.726</td>
<td></td>
</tr>
<tr>
<td>W.1020P</td>
<td>Box, transport, for lantern, Pattern W.1020</td>
<td>C.728*</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18000</td>
<td>Lamp, electric, 2 volts, 1 watt</td>
<td>C.305*</td>
<td></td>
</tr>
</tbody>
</table>

* Required to complete and supplied separately.

2. An unspillable battery, Pattern 1040, is also required to complete. As in the case of lanterns, Pattern 1038, two batteries, Pattern 1040 (including one spare) will be allowed for each lantern, Pattern W.1020, supplied.

3. The boat's signalling lantern is similar in design generally to the Pattern 1038 lantern, but with certain modifications to make it suitable for use in boats. The weather-tightness is superior to that of Pattern 1038 and screws are used to secure the top and bottom covers. A screwdriver is housed in the handle of the lantern. A coloured shade shutter is not fitted. It is intended that in ships where the boat's lantern, and the new Intermediate Signalling Lantern, Pattern W.2174, are both allowed they should replace lanterns, Pattern 4298.

4. Lamps, Pattern 18000, must be used. These lamps have prefocus caps so that the sights on the lantern are correctly aligned for all lamps of this pattern. If lamps, Pattern 1039A, are used, there is no guarantee that the sights will be correctly aligned. The sights are set correctly before the lantern is issued, and must not be altered.

5. The dispersion is 10°, and the candle power of the beam 12 c.p. Under normal conditions of visibility the range is approximately 21 miles.

6. The scale of allowances is shown in the following table:

<table>
<thead>
<tr>
<th>Ships</th>
<th>Allowances</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Ships</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;King George V&quot; and later classes</td>
<td>3</td>
<td>One in addition to Fleet Flags for C.-in-C's barge.</td>
</tr>
<tr>
<td>Remainder</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Repair and Depot Ships</td>
<td>2</td>
<td>One in addition to destroyer depot ships for attached destroyers.</td>
</tr>
<tr>
<td>Aircraft Carriers and &quot;Unicorn&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cruisers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Adventurer&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monitors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Minelayers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surveying Ships</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flotillas and Destroyer Divisional Leaders</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Destroyers (&quot;Tribal&quot; and later class)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Destroyers (other classes)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Netlayers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sloops</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Halcyon&quot; Class Minesweepers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T.S. Minesweepers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&quot;Bangor&quot; and &quot;Algerine&quot; Class Minesweepers</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corvettes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cutters</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7. Stocks of lanterns, Pattern W.1020, are now available, and ships should demand on Storing Yards in the normal manner. Lanterns, Pattern 4298, should be returned to the nearest Dockyard or Naval Store depot when the Boat's Signalling Lantern, Pattern W.1020, and the Intermediate Signalling Lantern, Pattern W.2174, have been received. Supply to ships of new construction of lanterns, Pattern W.1020, together with accessories should be arranged by storing yards. Lanterns, Pattern 4298, will not be required for ships of the classes in paragraph 6 above.

8. The Sea Store Establishments will be amended.

(A.F.Os. 1791/43 and 4152/42.)

856.—Stereoscopes for Aircraft Recognition

(N.S. Air 248/43.—25.2.1943.)

The newly introduced type of Stereoscopes (reference 14B/746) has been found unsuitable for viewing the aircraft recognition photographs distributed by the Aircraft Recognition Centre, Yeovilton, and the old type (14B/519) should be retained in use.

2. Demands for the newer type at present outstanding at depots or Yards will be amended to read "reference 14B/519".

3. Stereoscopes, reference 14B/746, at present held by services may be retained if found satisfactory; if not, they should be returned to the appropriate depot or Yard and "reference 14B/519" demanded in lieu. Demands for the latter should be restricted to the minimum necessary to meet actual requirements, in view of the small stocks available.
857. Screens, Additional, for Indicating Lamp Fitting, Pattern 17046, for D.G. Circuits (N.S. 33377/42.—25.2.1943.)

The following items have been added to the rate book under subhead F.2B contract schedule C.767:—

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>17079</td>
<td>Translucent Synthetic Screen (M.Q.)</td>
</tr>
<tr>
<td>17080</td>
<td>Translucent Synthetic Screen (M.F.)</td>
</tr>
</tbody>
</table>

2. The screens are for use in indicating lamp fitting, Pattern 17046, and are to be fitted as specified in the latest revision of the relevant specifications for permanent D.G. installations.

3. The fitting is a shipbuilders' supply for new construction, and a first purchase of the screens for replacement purposes and dockyard requirements has been made for delivery at the R.N. Store Depots at Stroud and Mossley.

858. Arisings of Silver (N.S. 16139/42.—25.2.1943.)

In order that the maximum amount of silver may be salvaged, attention is drawn to the instructions in Article 150 of B.R.696, Part 1.

2. The following items are amongst those which contain silver, and special attention should be given to their return when no longer serviceable.

<table>
<thead>
<tr>
<th>Pattern No.</th>
<th>Item.</th>
</tr>
</thead>
<tbody>
<tr>
<td>12236</td>
<td>20-in. and 24-in., Mark IV Searchlight lamps, Patterns 173 and 3667:—</td>
</tr>
<tr>
<td>12237</td>
<td>Positive brush.</td>
</tr>
<tr>
<td>12238</td>
<td>Negative brush, moving.</td>
</tr>
<tr>
<td>12239</td>
<td>Negative brush, fixed.</td>
</tr>
<tr>
<td>12247</td>
<td>Positive brush lead.</td>
</tr>
<tr>
<td>12248</td>
<td>Negative brush lead.</td>
</tr>
<tr>
<td>12212</td>
<td>36-in. Searchlight lamp, Pattern 4300B:—</td>
</tr>
<tr>
<td>12214</td>
<td>Positive brush.</td>
</tr>
<tr>
<td>12215</td>
<td>Negative brush, moving.</td>
</tr>
<tr>
<td>12216</td>
<td>Negative brush, fixed.</td>
</tr>
<tr>
<td>12217</td>
<td>Positive brush lead.</td>
</tr>
<tr>
<td>12218</td>
<td>Negative brush lead.</td>
</tr>
<tr>
<td>12223</td>
<td>44-in., Mark VII Searchlight lamp, Pattern 193:—</td>
</tr>
<tr>
<td>12213</td>
<td>Positive brush lead.</td>
</tr>
<tr>
<td>12240</td>
<td>Negative brush lead.</td>
</tr>
<tr>
<td>260A</td>
<td>44-in., Mark VII Searchlight lamp, Pattern 214:—</td>
</tr>
<tr>
<td>262A</td>
<td>Positive brush.</td>
</tr>
<tr>
<td>12204</td>
<td>Negative brush.</td>
</tr>
<tr>
<td>12205</td>
<td>Positive brush lead.</td>
</tr>
<tr>
<td>12206</td>
<td>Negative brush lead.</td>
</tr>
<tr>
<td>12171</td>
<td>36-in. Searchlight lamp VIC:—</td>
</tr>
<tr>
<td>12172</td>
<td>Positive brush.</td>
</tr>
<tr>
<td>12173</td>
<td>Negative brush.</td>
</tr>
<tr>
<td>12174</td>
<td>Positive brush lead.</td>
</tr>
<tr>
<td>12183</td>
<td>Negative brush lead.</td>
</tr>
</tbody>
</table>

3. Negative brush leads, Pattern 12216, being no longer required, should be returned, whether serviceable or not, to the nearest Dockyard or Naval Store Depot.

4. B.R.696, Parts I and II, will be amended.

Section 4

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

860. Stores for C.T.C., Inveraray (M. 01298/43.—25.2.1943.)

Great difficulty is frequently experienced in tracing stores which have been consigned to C.T.C., Inveraray, or similar addresses. Such packages are liable to be delivered to Army stores where nothing is known about them, with the result that they remain there until a search is made. Delay is often occasioned in this way in commencing trials ordered by the C.C.O.

2. Stores intended for the Naval side of the C.T.C., Inveraray, should be consigned to the Base Accountant Officer, Inveraray, who, on arrival of the stores, will take steps to ascertain for what purpose they are intended.

3. Stores despatched to Inveraray by rail should be sent to Dalmally Station, L.M.S.

861. Compressed Yeast for Breadmaking (C.P. 97785/42.—25.2.1943.)

The address of the United Yeast Co., Ltd., (Contractor's distributing agents for England, Scotland and Wales) shown in A.F.O. 209/43, should be amended to read:—

"10/14, White Lion Street, Islington, London, N.I."

(A.F.Os. 209/43.)

862. Towels for Officers (V. 5866/42.—25.2.1943.)

The provision of Towels, Hand, for issue on repayment to Officers, will be discontinued when present stocks become exhausted. Seamen's towels are available in lieu at the appropriate issuing prices.

2. Towels should be added to the list of articles of Seamen's Clothing in A.F.O. 5214/42.

3. Repayment issues of towels of all types are limited as set out in A.F.O. 210/43.

(A.F.Os. 2227/42—not in annual volume—514/42, 5214/42 and 210/43.)
863.—Table Linen and Napkins.—Discontinuance of Purchase.—Reduction in Scale Allowances, etc.

(V. 5521/42.—25.2.1943.)

In view of the urgent necessity for a reduction in the demand for cotton and linen goods, the purchase by the Admiralty of table linen (cloths and napkins) is being suspended for the duration of the war. The manufacture of these articles for civilian use has been prohibited by H.M. Government.

2. In order to eke out existing Admiralty stocks and enable supplies to be maintained (although on a reduced scale) as long as possible, the following revised allowances of table linen for H.M. ships and Fleet Establishments are to come into effect forthwith, and quantities held in excess of these allowances are to be returned to the nearest victualling yard at the first opportunity. The articles returned will be re-conditioned and used to supplement existing stocks to the greatest extent practicable:

1. — Table Cloths for Officers' Messes:
   - Flag and Commanding Officers
     Four cloths per table, or cloths to the value of 50 per cent. of the money allowance at present authorised for table linen.
   - Other Officers
     Three cloths per table, or cloths to the value of 50 per cent. of the money allowance at present authorised for table linen.

II. —Table Napkins for all Officers' Messes:
   - Three per officer for W.R., G.R. and W.Os. messes, and a corresponding reduction (25 per cent.) to be made in the present allowances for Flag and Commanding Officers' messes.

III. —Table Cloths for C.P.O. and P.O. Messes:
   Two cloths per table for all messes.

IV. — Table Linen and Napkins for W.R.N.S. Officers:
   The scale allowances in A.F.O. 95/42 will remain unchanged.

3. Table mats which are heat resisting will be provided for use in Officers' Messes in lieu of table cloths and when stocks of these are available a further A.F.O. will be issued.

(A.F.Os. 94/42, 95/42 and 1829/42.)

864.—British Supplies to the U.S. Navy in the United Kingdom.—Procedure for Procurement on Reciprocal Aid Terms

(M.A.S. 38/43.—25.2.1943.)

The following procedure has been agreed with the U.S.N. authorities in London for dealing with the U.S.N.s. demands on British naval stocks or output for supply to their forces and establishments in the United Kingdom which are made without payment by the U.S. on Reciprocal Aid terms under A.F.O. 4553/42.

2. U.S.N. ships and establishments in the United Kingdom will make their demands in the first instance on local Admiralty supply offices, who are to arrange for them to be met in the same way as for similar R.N. supplies. Normally, U.S. authorities are satisfied with Admiralty pattern stores. Occasions may arise, however, where special purchases may be necessary and these should be made, subject to the usual financial limits. Where any demands are clearly outside the approved range or scale for British service (minor variations being accepted) and are considered unusual or unreasonable, the local U.S.N. demanding authorities should be requested to refer them to the Supply Officer, Commander U.S. Naval Forces in Europe, 18 Grosvenor Square, London, W.1, who will forward requisitions for such of these demands as he considers to be justified to the Admiralty where separate arrangements have been made to deal with them.

3. The same arrangements apply to victualling stores, except that U.S.N. ships will frequently be able to obtain these supplies from U.S.N. bases which are generally supplied with such stores by the U.S. Army in the United Kingdom. As regards supplies normally available from N.A.A.F.I., however, the U.S.N. authorities should be requested to send their demands direct to the nearest N.A.A.F.I. depot. N.A.A.F.I. accounts for such supplies will be dealt with at the Admiralty, and should not be settled locally.

4. Broadly, the intention is that wherever standing instructions permit, supply to meet local U.S.N. demands in the United Kingdom of a short-term or routine nature should always be arranged as far as possible on the spot without reference to headquarters in London.

5. Reporting and accounting procedure remains as laid down in A.F.O. 4553/42.

In the case of Vote 9 stores, immediate reports are to be made to the Director of Armament Supply, where issues appreciably reduce the standard reserves ordered to be maintained locally for H.M. ships.

(A.F.Os. 4553/42, 305/43 and 515/43.)

865.—Loefflers Inspissated Blood Serum Slopes.—Supply of

(M.D.G. 689/43.—25.2.1943.)

Loefflers inspissated blood serum slopes in 1-oz. bottles for use in the culture of C. Diphtheriae are now obtainable from the R.N. Medical School. Attention is drawn to paragraphs 3 and 4 of A.F.O. 2198/41.

(A.F.O. 2198/41—not in annual volume.)

866.—Yellow Fever Vaccine

(M.D.G. 5150/43.—25.2.1943.)

Stocks of yellow fever vaccine are now maintained at H.M. Dockyard, Gibraltar, and H.M. Naval Base, Algiers.

2. These establishments should be added to the list given in A.F.O. 1385/42.

(A.F.Os. 1385/42 and 4557/42.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

887.—Amendments to Books

(E.F.O.—25.2.1943.)

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.

*P.98/43. — B.R. 378E—Albacore—A.S.E.—Amendment No. 5.
P.103/43. — O.U. 5485—Handbook of Depth Charges and Equipment—Amendment No. 27.
P.104/43. — O.U. 5317(1)—Torpedo Drill Book—General Pamphlet on A.W. Revolving Tubes—Amendment No. 9.
**Distribution will be made without demand by the Superintending Naval Store Officer.**


*Exceptionally as regards A.F.O.s P.96/43, P.97/43, 98/43, 99/43, 115/43, 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.

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S871. **Private Branch Telephone Exchanges, Equipment and Staff—REPORT**

(M. 016235/42.—25.2.1943.)

Naval and Civil Establishments in the United Kingdom equipped with private branch telephone exchanges installed and maintained by the G.P.O. are to submit monthly a report, in the form indicated in Paragraph 5, showing the equipment and staff employed.

2. The report should state the position as at the 15th of each month, and should be addressed:

   Director of Signal Department,
   Section 7,
   Admiralty, London, S.W.I.

   to arrive not later than the 22nd of the month.

3. Reports are only required from establishments equipped with switchboards which necessitate the attendance of a full-time operator.

4. The initial return, which should show the position on 15th March, 1943, should give, in reply to item 7, a complete list of all private wires connected to the switchboard. (A private wire should be regarded for this purpose as a circuit not connected to a public G.P.O. exchange.)

5. **Specimen Return**:

   **Monthly Naval Telephone Return**
   
   **Station**
   
   **(1) Type of Switchboard (see Note 1)**
   
   **(2) (a) Number of Extension Equipments**
   
   **(b) Number of Exchange Line Equipments**
   
   **(c) Number of Private Wire Equipments (see Note 2)**
   
   **(3) Number of Positions.**
   
   **(4) Maximum number of operating staff on duty at one time (see Note 3)**
   
   **(5) Total number of operating staff employed (see Note 4)**
   
   **(6) Number of supervising staff, as distinct from operating staff**
   
   **(7) Post Office reference numbers together with the names of the terminal stations, in all cases where private wire circuits have been provided or ceased since last return.**

   **Notes**

   (i) This should be the standard G.P.O. code, e.g. C.B. 10 + 50, or PMBX. 1A etc., and if not known should be obtained from the local Telephone Manager.

   (ii) Only one total should be shown for items 2 (b) and (c) under the heading "Fitted".

   (iii) This item should be number of switchboard positions staffed during the busiest time of the day.

   (iv) This should be the total authorised operating staff, including any operators on leave, sick, etc., but should not include staff who do not perform operating duties, such as Petty Officers.

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S872. **Aeroplane Maintenance Schedule and Form 700—Carriage in Aircraft**

(A.M.R. 1000/42.—25.2.1943.)

During all flights other than transfer, operational or strictly local flying, copies of the Aircraft Maintenance Schedule covering "Between Flight" and "Daily Inspections", and an aeroplane Maintenance Form 700 are to be carried in the aircraft.
2. In the case of transfer flights, Form 700A only is to be carried and not an airborne copy of Form 700.

3. All applicable parts of the airborne and original Forms 700 are to be completed before flight. The airborne form is to be used by the personnel of any unit visited, who may become temporarily responsible for any part of the maintenance. Name, rating or rank, and trade, are to be entered in block letters in the daily inspection certificate portions. These entries are to be certified by the pilot who is also responsible for the transfer of all entries on the airborne copy to the original Form 700 on return to the parent unit.

4. The travelling Form 700A may be used until full, but entries must be transferred to the corresponding original after each detached flight, and not allowed to accumulate.

5. Airborne Forms 700 are to be retained until the individual inspections recorded on them have been repeated at the parent unit when they may be disposed of as salvage.

6. This procedure is to be followed during short periods of detachment, and is to be brought to the notice of all pilots and maintenance and other personnel concerned.

873.—"Combined Operations Gunnery Instructions" (B.R. 785) and "Combined Operations Signal Book" (B.R. 786)—Issue

(P.D.(Q) 4573/42.—25.2.1943.)

With reference to C.A.F.O. 2258/42, the "Combined Operations Gunnery Instructions" and the "Combined Operations Signal Book" are being distributed as B.R. 785 and B.R. 786 respectively.

2. The Inter-Services Gunnery Code (O.U. 5512/40) is cancelled by these two books, and Administrative Authorities are to report by signal when distribution of the latter is complete. On distribution on all Stations being completed the date on which O.U. 5512/40 is to be cancelled will be communicated by signal.

(C.A.F.O. 2258/42.)

874.—B.R. 374—Establishment of Naval Stores for M.T.B.s., 70-ft.

List of Errata No. 2

(N.S. 34165/42.—25.2.1943.)

List of Errata No. 2 to B.R. 374—Establishment of Naval Stores for M.T.B.s., 70-ft. has been prepared and copies will be distributed from R.N. Store Depot, Park Royal, to services concerned.

875.—O.U. 6090 (B)—Revised page 4, dated December, 1942, to Range Table No. 161A for 4·7-in., B.L., Mark I Guns—Issue

(G. 8633/42.—25.2.1943.)

The above-mentioned revised page 4 to Range Table No. 161A, is now in the press, and copies will be issued to all holders of the main table, without demand, by the Superintending Naval Stores Officer, Royal Naval Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. This revised page 4 supersedes the existing page 4 dated April 1942, copies of which should be disposed of in accordance with the instructions in Form O.U.2A—O.U. Catalogue, when the revised page 4 is received.

876.—O.U. 6314—Pamphlet on the Hill Predictor, 1930—Obsolete—Disposal of

(G. 825/43.—25.2.1943.)

O.U. 6314 is now obsolete and will be removed from the O.U. Catalogue.

2. All copies should be disposed of in accordance with the instructions in O.U. 2A—O.U. Catalogue.

877.—Form 0.6—Ammunition Labels—Additions

(A.S./Sta. 11534/43.—25.2.1943.)

<table>
<thead>
<tr>
<th>Serial No.</th>
<th>Description.</th>
<th>Where Used.</th>
<th>Page in Form 0.6 (May, 1942, Revision).</th>
<th>Sta. No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.619</td>
<td>198 cartridges, signal, red, inch, Mark X111T.</td>
<td>Sides of box.</td>
<td>23</td>
<td>11534/43</td>
</tr>
<tr>
<td>N.620</td>
<td>198 cartridges, signal, red, inch, Mark X111T.</td>
<td>Each end of box.</td>
<td>23</td>
<td>11534/43</td>
</tr>
<tr>
<td>N.621</td>
<td>198 cartridges, signal, red, inch, Mark X111T.</td>
<td>Top of box.</td>
<td>23</td>
<td>11534/43</td>
</tr>
</tbody>
</table>

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

(A.F.O. 97/43.)

878.—Form S.143—Hastening Form for Naval Air Stations—Introduction of

(N.S. Air/Stationery 18503/41.—25.2.1943.)

Form S.143 has been introduced to facilitate hastening action taken by R.N. Air Stations, with R.N. Store Depots for the supply of Naval Air Stores. The Form will be produced in pads, each containing 50 Forms in duplicate.

2. Initial issue will be made, without demand, to the following services:—

Large R.N. Air Stations (as detailed in A.P.(N)1) ... 5 pads each.
Small R.N. Air Stations (as detailed in A.P.(N)1) ... 2 pads each.

3. Subsequent requirements should be demanded on the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W., in the usual manner.

Form S.143 will be added to Form S.1—Established List of Printed Forms.

Section 6.—SHORE ESTABLISHMENTS

879.—Admiralty Civil Police—Disciplinary Regulations

(U.S.B. 435/42.—25.2.1943.)

A Code of Discipline for the Admiralty Civil Police has been compiled and is being issued, in both leaflet and poster form, to the Heads of all Establishments where Admiralty Civil Police are employed.

2. The posters should be displayed in prominent places in all such Establishments and the number supplied will vary in accordance with the size of the complement of Admiralty Civil Police at each Establishment.

3. A copy of the leaflet should be issued to each man, who should be required to sign a statement to the effect that he is acquainted with the Code of Discipline for the Admiralty Civil Police and that he understands that if charged with any breach of Part I of the Code he will render himself liable to proceedings in a Civil Court.

4. Additional copies of the Code may be obtained from the Under Secretary's Office, Admiralty, Bath.
As indicated in paragraph 3 (vii) of A.F.O. 5357/42 the scheme therein described for the issue of extra clothing coupons, and deductions in respect of loaned protective clothing, does not apply to workers in the explosives industry, for whom the following special scheme has been devised by the Board of Trade.

2. This special scheme will apply to all manual workers employed at the R.N. Cordite Factory, Holton Heath, and the R.N. Propellant Factory, Caerwent; to all manual workers employed in "clean" areas at all other Armament Supply Establishments, and to C.I.N.O. staff employed in the explosives industry. The scheme will not apply to manual workers employed at Armament Supply Establishments (other than the R.N. Cordite Factory and R.N. Propellant Factory), who are not employed in "clean" areas; such workers will be dealt with under the arrangements described in A.F.O. 5357/42. C.I.N.O. staff employed in the above establishments will be dealt with as if employed by the Establishment. Similarly, C.I.N.O. staff employed in Royal Ordnance Factories (Filling, etc.) will be dealt with as if they were employed by the Royal Ordnance Factories.

3. Workers employed as above will not be eligible for the General Occupational Supplement of 10 coupons. They will not, however, be required to surrender coupons for loaned protective clothing.

4. As some workers in the course of their official duties may suffer exceptional wear and tear of the clothing they themselves provide, each Establishment will receive a "pool" of coupons to meet such cases, calculated at the rate of 10 coupons per head of the total number of manual workers employed to whom the scheme applies (as defined in paragraph 2 above). Heads of Establishments concerned should forward to the Secretary of the Admiralty (Labour Branch), Bath, without delay, particulars of the total number of manual workers (including C.I.N.O. staff) to whom the scheme will apply, so that application may be made to the Board of Trade for the coupons, which will be forwarded direct to establishments.

5. Coupons from this pool will be distributed in each Establishment by the Yard Committee, or other suitable joint committee (which may be set up on an ad hoc basis if necessary) representing management and workers (including C.I.N.O. staff) to such workers as satisfy the Committee of a genuine need for supplementary coupons, arising from unusual wear and tear of ordinary clothing used at work, and in such proportions as that need shall justify, bearing in mind the urgent need for the utmost economy in the consumption of clothing. No worker will be entitled to receive any coupons from the pool except at the discretion of the Committee, which will not allot coupons to any worker who can reasonably fulfill his needs on the ration of 60 coupons allowed for the period 1st June, 1942, to 31st July, 1943, or who receives on loan a complete working outfit, including underwear.

6. Before making any distribution from the pool the Committee must surrender to the Head of the Establishment sufficient coupons to cover the coupon value of all cotton overalls supplied to the Establishment for issue on loan during the current rationing period. The coupon values of industrial cotton overalls are as follows:—

- Boiler suit: 4 coupons
- Bib and brace overall: 3 coupons
- Overalls: 3 coupons
- Wrap-over coat overall: 3 coupons
- Overall jacket or trousers: 2 coupons
- Apron: 2 coupons

The coupons thus surrendered should be returned to the Admiralty (Labour Branch) for cancellation and disposal.

7. After coupons have been allotted as in 6 above the remainder may be distributed at the Committee's discretion to those workers whose personal clothing is subjected to heavy wear and tear. The Committee should not necessarily distribute all the coupons immediately, and, in any case, a reserve should be held for distribution in cases of emergency.

8. A return must be made to the Board of Trade, Raleigh House, Dolphin Square, S.W.1, on the 1st April from each Establishment participating in the scheme showing:—

(1) A certified statement from the Head of the Establishment of the number of coupons received from the pool in respect of cotton overalls issued on loan.
883.—Stores for C.T.C., Inveraray
(M. 01298/43.—25.2.1943.)
Attention is drawn to A.F.O. 860/43 in Section 4 of this issue.

884.—Balance of Civil Pay—Boom Defence Service Personnel Transferred to General Service in Royal Navy
(L. 12427/42.—25.2.1943.)
Attention is drawn to A.F.O. 794/43 in Section 2 of this issue.