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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
19th November, 1942.

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,

H. V. Markham

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 revised Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

Head of "P" Branch

P1

P2

P3

P4

(01510)

Head of "P" Branch

ADMIRALTY FLEET ORDERS

No.

Subject.

5615. Typing Grades Proficiency Tests—*Issued separately on 14th November, 1942, only to Commanders-in-Chief (not C.-in-C., H.F.), Flag Officers, Senior Naval Officers Ashore, Superintendents or Officers in Charge of H.M. Naval and Civil Establishments, and Admiralty Overseers concerned.* } Home only.

19th November, 1942.

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5626. Temporary Warrant Engineers, R.N.R., and Temporary Boom Engineers, R.N.R.—Promotion to Temporary Lieutenant (E), R.N.V.R.
5627. Electrical Artificers Trained in the Care and Maintenance of Gyro Compasses.
5628. Difference of Pay—Electrical Artificers, Ordnance Artificers, Air Artificers and Shipwrights.
5629. Air Fitters—Accelerated Advancement to Leading Air Fitter.
5630. Stokers Auxiliary Watchkeeping Certificate.
5631. Wireman (C.P.)—Rates of Pay.
5632. Wiremen (L.C.) Branch—Introduction and Advancement.
5633. Flying Accidents—Procedure for Reporting and Investigating.
5634. Labelling of Casualties on Shore.
5635. Australian, Canadian and New Zealand Personnel—Rendering of Ledger Extracts.
5636. National Service (Armed Forces) Acts—Position of Men Discharged from the R.N. and R.M.
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5639. Consultants in Gynaecology.
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5644. Provision of Sterling Requirements of U.S. Warships in U.K. Waters.
5645. Instructional Films and Cinema Projectors for their Use—Production and Supply.
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Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

5650. Fire Control—Fire Control Box—Modification to Improve Rapidity of Applying Settings.
5651. Gun Mountings, 4-in.—H.A. Twin, Mark XIX—Blast Bags.
5652. Gun Mountings—2-pdr., Marks II and II*C—Fitting of Barrel Heaters—REPORTS—A. and A.
5653. Gun Mountings—20 mm., Twin, Mark V Mounting—Adjustment of Firing Gear.
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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*

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

5655. Machine Guns for Naval Aircraft—Maintenance.
5656. Machine Guns for Ground Use—Maintenance.
5657. Machine Guns for Naval Aircraft—Log Books—Form S.302—Introduction.
5658. Side Arms—Carriers, Ammunition and Shell, Quadruple—Transfer to Vote 8—REPORTS.
5659. Ammunition S.A., Vickers, 0.5-in., F., Mark IZ, R.L.—Precautions—Withdrawal Instructions.
5660. Ammunition—Miscellaneous A.A.D. Weapons—Grenades No. 36M, in Canisters, Marks II and III, for Holman Projectors.
5661. Sights—Air Defence Officer's Sights.

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

5662. 21-in. U.S.A., Mark X Torpedoes—Removal of Sinking Gear.
5663. A.B. Mark I-I* Gyroscopes—Tool for Removing Blast Valve.
5664. Bow Cap Indicating Gear—Guard—A. and A.
5665. Branch Breakers and Control Units on Main Switchboards, Sectional Switchboards and Local Units—Colour Scheme.
5666. Torpedo Stores—Adapters, St. No. T.456A—Introduction.
5667. Torpedo Stores—Gauging of Tails of 21-in. X-X** Torpedoes.
5668. Staybrite Sweep, Pattern 401—Allowances.
5669. Ottway Log, Mark II—Inverted Tooth Chain.
5670. Counterdrum Instruments—Illumination—Dimmers.
5671. Wooden Trestles for Parting 18-in., 21-in. and 22.4-in. Torpedoes.
5672. Avometer Testing Sets.
5673. Transport of Spare Armatures—A. and A.
5674. Mining Stores—Spanners, Tube, $\frac{3}{8}$ -in., Square, St. Nos. 4902 and 5189—Modifications.

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

5675. Magnetic Compasses—Safe Distances.

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

5676. Victor "Cub" Engines—Oil Injectors for.
5677. Kohler's Electric Generating Sets—Spare Parts.

Signals.—(W/T and V/S Apparatus, R.D.F., D.F., S.R.E., Wa/T and Stores.)

5678. W/T Sets—Revised Allocation of Suffix Letters to Type Numbers.
5679. TW.12 W/T Sets—Pools.
5680. R.D.F., Type 241—Defect.
5681. D/F outfit F.V.1—Fitting-out Information.
5682. Signalling Lantern, Hether Type—Modifications.

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

5683. Asdic Installation, Type 128DV—Establishment List.
5684. Echo Sounding Equipment Types 762, 763 and 763A—Revised Allowance of Boats' Spares.

Naval Aircraft.—(Technical.)

5685. Sparking Plugs for American Aero-engines—Approved Types.

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

5686. Transfer of D.G. Staff from Helensburgh to Bath.
5687. D.G. Equipment—Rudder Post Windings no longer to be Fitted.
5688. Waste Steam Pipes—Freedom at Lower Deck.
5689. Ventilation Slots in Funnel—A. and A.
5690. Battery Room—Structure.
5691. Portable Non-submersible Electric Self-priming Pumps—Overboard Discharge from between Decks—A. and A.
5692. Naval Aircraft—Main Undercarriage and Tail Wheels.
5693. Martlet Modification No. 128 U.S.—Notation of Embodiment in Log Books of certain Martlet IV.
5694. Aircraft Tyres—Allowances.
5695. Hand Signalling Lanterns, 6-in.—Allowance.
5696. Signal Flags—Revised Allowances—As. and As.
5697. Tool Boxes for Electrical Repair Parties in Action—Additional Spanner.

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

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

- 5698. Victualling Arrangements—Christmas, 1942.
- 5699. Stores and Materials—Provision and Forwarding to U.S.A.
- 5700. R.M. Clothing Depot for Eastern Fleet.
- 5701. Flying Clothing—Economy.
- 5702. W.R.N.S. Classifiers—Badges.
- 5703. Coloured Helmets, Sleeves and Jackets—Identification of Flight Deck Personnel.
- 5704. Electro-Medical Apparatus—Demands.
- 5705. Machinery, etc., Shipped Direct from Contractors' Works—Transfer of Correspondence, etc., from Park Royal to Admiralty.
- 5706. White Lead Oil Paste—Modification to Specification.
- 5707. Fish Supplies.
- 5708. O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Additions and Alterations.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 5709. Amendments to Books.
- 5710. A.M.S.Is.
- 5711. Transfer of D.G. Staff from Helensburgh to Bath.
- 5712. Postal Facilities Available for Communication to and from Naval Personnel Serving Overseas.
- 5713. Convoy Form "D"—Revision.
- 5714. Form D.237A—Returns for H.M. Canadian Ships.
- 5715. Form O.6—Ammunition Labels—Additions.
- 5716. O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Additions and Alterations.
- 5717. O.U. 6090 (W)—Range Table No. 446B and Trajectory Chart O.B., Diagram No. 88A, for B.L., 8-in., Mark VIII Gun, dated August, 1942—Issue.
- 5718. O.U. 6173—Removal from Form O.U. 2a.
- 5719. Form S.298—Introduction.

SECTION 6.—SHORE ESTABLISHMENTS

- 5720. Mustering of Home Guard—Civil Pay or Civilian Industrial Staff.
- 5721. Promotion of Members of the Typing Grades to the Clerical Class.
- 5722. Retained Married Women—Continuity Arrangements.
- 5723. Re-employed Married Women who were Formerly Established Civil Servants—Pay on Reinstatement in Former Grade.
- 5724. Materials Supplied from Stock—Accounting Procedure.
- 5725. Scrap Rubber—Returned to Ministry of Supply.
- 5726. Provision of Sterling Requirements of U.S. Warships in U.K. Waters.
- 5727. Guns, Q.F., 40 mm., Mark IV—Modification to Water Jacket.
- 5728. G.P.O. Apparatus in Naval Establishments—Improper Use of Accommodation as Stowage Space.
- 5729. Bent Corrugated Pipes—Testing.
- 5730. Welding Edges—Preparation by Gas Cutting.
- 5731. Adaptors for Peace-time Fire Appliances.

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

Section 1

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

†5616.—Message on National Day of Soviet Union, November 7th.

(M. 016798/41.—19.11.1942.)

The following message was sent by the First Lord to the Russian Chief of Naval Staff :—

On the occasion of the National Day of the Soviet Union I desire on behalf of the Board of Admiralty and the officers and men of the Royal Navy to extend our cordial greetings to the officers and men of the Soviet Fleet and Fleet Air Arm and to express our profound admiration of the unremitting and heroic fight which they and the whole of the Russian people are waging against the common enemy. Russia may rely on the British Navy never relaxing the bitter and widespread struggle which, with the other Allied Navies, it has waged unceasingly in order that an ever increasing amount of munitions may be placed at the disposal of the Soviet Forces.

5617.—Trawling—Safety Arrangements

(M/M.S.0698/42.—19.11.1942.)

Where otter trawling is carried out by H.M. ships in waters where it is possible that mines may be encountered, the following orders are to be observed :—

- (1) In no case is the wing of the net to be shackled directly to the door (otter board).
- (2) Bridles or ground cables of not less than 40 fathoms are to be used in order that the trawl may be sighted before allowing it to come alongside.

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

*5618.—Honours and Awards—"London Gazette" Supplement of
10th November, 1942

(H. & A.—19.11.1942.)

ADMIRALTY,

Whitehall,

10th November, 1942.

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

For bravery and dauntless resolution while serving in H.M. Ships "Ashanti", "Bramham", "Cairo", "Charybdis", "Fury", "Icarus", "Intrepid", "Ithuriel", "Kenya", "Laforey", "Ledbury", "Nelson", "Nigeria", "Pathfinder", "Penn", "Rodney", "Rye", "Somali", "Speedy", "Tartar", and "Wolverine" and in H.M. aircraft carriers, merchantmen and oilers when an important convoy was fought through to Malta in the face of relentless attacks by day and night from enemy submarines, aircraft and surface forces :

Bar to the Distinguished Service Order

Commander Richard George Onslow, D.S.O., R.N.

To be Companions of the Distinguished Service Order

Captain Henry Cecil Bovell, C.B.E., R.N.
 Captain Reginald Maurice James Hutton, R.N.
 Captain Alfred Spalding Russell, R.N.
 Captain Thomas Hope Troubridge, R.N.
 Commander Charles Playfair Coke, R.N.
 Acting Commander Henry Joseph Alexander Savil Jerome, R.N.
 Engineer Commander Frederick William Jones, O.B.E., R.N.
 Lieutenant-Commander John Martin Bruen, D.S.C., R.N.
 Lieutenant-Commander Peter William Gretton, O.B.E., D.S.C., R.N.
 Lieutenant-Commander Roger Percival Hill, R.N.
 Lieutenant-Commander James Hamilton Swain, R.N.
 Lieutenant Edward Francis Baines, R.N.
 Lieutenant Donald Brian Milner Fiddes, R.N.
 Lieutenant Edward Graham Savage, D.S.C., R.N.
 Lieutenant (A) Richard John Cork, D.S.C., R.N.
 Captain Henry George Bacon Pinkney, Master.
 Mr. John Wyld, Chief Engineer Officer.

Bar to the Distinguished Service Cross

Captain Donald Benjamin Charles Ralph, D.S.C., Master.
 Lieutenant John Andrew Pearson, D.S.C., R.N.R.

The Distinguished Service Cross

Lieutenant-Commander David Selby Johnston, R.N.
 Lieutenant-Commander Victor Ivor Henry Mylius, R.N.
 Lieutenant-Commander William Whitworth, R.N.
 Acting Lieutenant-Commander James Barrett Livingston, R.N.V.R.
 Acting Temporary Lieutenant-Commander William Jason Maxwell Borthwick, R.N.V.R.
 Acting Temporary Lieutenant-Commander (A.E.) Erick Henry Morgan, R.N.V.R.
 Acting Temporary Lieutenant-Commander (A.E.) Arthur Bevan Napper, R.N.V.R.
 Lieutenant-Commander (E) Kenneth Morland Symonds, R.N.
 Lieutenant Denys Evelyn Barton, R.N.
 Lieutenant Alfred Patrick Boddam-Whetham, R.N.
 Lieutenant Rodney Harold Power Carver, R.N.
 Lieutenant Nigel George Hallett, R.N.
 Lieutenant Herbert Antony John Hollings, R.N.
 Lieutenant Charles Wickham Malins, R.N.
 Lieutenant George Gosselin Marten, R.N.
 Lieutenant David Michael, Marquess of Milford Haven, O.B.E., R.N.
 Lieutenant Hamish Muir-Mackenzie, R.N.
 Lieutenant Edward John Binfield, R.N.R.
 Lieutenant John Philip Ogilvie Evans, R.N.V.R.
 Temporary Lieutenant (A) Frank Athol Joseph Pennington, R.N.V.R.
 Sub-Lieutenant John Cameron Tucker, R.N.R.
 Temporary Sub-Lieutenant Andrew Gray, R.N.V.R.
 Temporary Sub-Lieutenant (A) Douglas Brooks, R.N.V.R.
 Temporary Sub-Lieutenant (A) Andrew John Thomson, R.N.V.R.
 Mr. Charles Edward Musham, Temporary Acting Gunner, R.N.
 Captain Ramsay Brown, Master.
 Captain Henry Robert Gordon, Master.
 Captain Jack Collier Tuckett, Master.
 Captain Gwilym Williams, Master.
 Mr. Arthur James Culpin, Chief Officer.
 Mr. Douglas Hunter Gray, Chief Officer.
 Mr. Leslie Parsons, Chief Officer.
 Mr. Harry Blanford, Chief Engineer Officer.
 Mr. Stanley George Lewis Bentley, Chief Engineer Officer.
 Mr. Alexander Chalmers, Chief Engineer Officer.
 Mr. Allan Ramsay Nicol, Chief Engineer Officer.
 Mr. John Campbell, Chief Engineer Officer.
 Mr. Richard Bettess, Second Officer.
 Mr. James Dobbie, Junior Second Engineer Officer.

The Conspicuous Gallantry Medal

Petty Officer Airman Leonard Francis Barrick, FAA/FX.76495,
 who, though gravely wounded, fought his gun, and gave warning to his
 pilot of the approach of enemy fighters, until he fainted.

Bar to the Distinguished Service Medal

Chief Petty Officer George Warner, D.S.M., P/J.20817.
 Yeoman of Signals John Wilson, P/JX.132176.

The Distinguished Service Medal

Chief Petty Officer Albert Walter Richard Witham, C/J.105117.
 Chief Petty Officer Frank Edgar Walker, C/J.67361.
 Chief Petty Officer Air Fitter Arthur Edward Green, FAA/FX.75950.
 Chief Engine Room Artificer Thomas Hewett Beynon, P/MX.51223.
 Chief Engine Room Artificer Herbert John Wilson Hooke, C/M.38845.
 Chief Engine Room Artificer John Horrocks, C/M.38836.
 Chief Engine Room Artificer Frank North, C.G.M. C/M.11514.
 Chief Stoker Arthur William Lankester, C/K.62967.
 Master-at-Arms Herbert Marshall Pryde, P/M.39996.
 Chief Shipwright Arthur Henry Hall Rowland, C/M.36857.
 Petty Officer Albert Beazley, P/JX.133442.
 Petty Officer William Frank Petter, D.S.M., P/JX.128033.
 Petty Officer William Charles Uren, D/JX.128072.
 Temporary Petty Officer Ernest William Edwards, P/JX.156681.
 Temporary Acting Petty Officer Joseph Frank Barker, D/JX.137121.
 Temporary Acting Petty Officer Albert Victor Edwards, D/JX.133610.
 Acting Petty Officer Ernest Arthur Robert Titcomb, D/JX.129550.
 Yeoman of Signals Edward Charles Norman Collins, D/JX.141176.
 Acting Yeoman of Signals John William Harold Mills, P/JX.152723.
 Yeoman of Signals Robert Alfred Wix, C/JX.132767.
 Petty Officer Telegraphist James Darling Crossman, P/JX.152635.
 Petty Officer Telegraphist George Ware May, D/JX.145868.
 Engine Room Artificer Fourth Class Matthew Aird, C/MX.76589.
 Engine Room Artificer Fourth Class James Duguid, P/MX.58327.
 Engine Room Artificer Fourth Class Douglas Fielding, D/MX.59801.
 Engine Room Artificer Fourth Class Thomas Francis Gill, P/MX.67494.
 Acting Engine Room Artificer Fourth Class John Ford, D/MX.74509.
 Engine Room Artificer Richard Burr, D/X.2868, R.N.R.
 Ordnance Artificer Third Class George Walter Preston, P/MX.49240.
 Air Artificer Second Class Alfred William Henry Sawyer, FAA/FX.75964.
 Air Artificer Fourth Class Harold Bertram Horsburgh, FAA/FX.75157.
 Mechanician Second Class Sidney Harry Starling, C/KX.85037.
 Ordnance Artificer Fourth Class Gordon Frederick Charles Bowles, D/MX.54018.
 Leading Seaman Douglas Meakin, P/SSX.21909.
 Leading Seaman Rowland Prior, P/JX.149077.
 Acting Leading Seaman Charles McKenzie, P/X.18574A, R.N.R.
 Acting Leading Seaman George Albert Southall, D/JX.143236.
 Leading Signalman Ernest James Bennett, C/LD/X.4161.
 Leading Signalman James Gregory Fern, P/JX.141451.
 Leading Signalman Alexander Leonard ~~Whitcher~~, P/JX.135581. **WHITCHER**
 Leading Telegraphist John Cain, D/JX.152470.
 Leading Telegraphist Charles Albert Moulton, P/SSX.31447.
 Temporary Acting Leading Airman Charles Frederick Dawson, P/JX.235011.
 Leading Stoker Robert Scott, P/KX.91001.
 Temporary Leading Stoker Sydney Rayfield, C/KX.88957.
 Leading Air Mechanic Ronald Joseph John Taylor, FAA/FX.75747.
 Acting Leading Air Mechanic (O) George Green, FAA/FX.77217.
 Corporal George Masée, Ch.21556, R.M.
 Able Seaman Burnett Ronald Farquhar, P/JX.162474.
 Able Seaman Harold Fleetham, P/SSX.25474.
 Able Seaman James Houston, P/JX.295136.
 Able Seaman Edward Maddocks, D/SSX.25326.
 Able Seaman Donald Perkins, P/JX.202476.
 Able Seaman George Edward West, D/JX.204732.
 Acting Able Seaman David Abel, P/JX.265817.
 Acting Able Seaman ~~George~~ Barrett, C/JX.291000.
 Acting Able Seaman Henry Coady, P/JX.266618.
 Acting Able Seaman Joseph Turney, C/JX.335638.
 Stoker First Class David Richard Dahne, C/KX.99292.
 Sick Berth Attendant Percy Hackett, P/MX.68170.
 Supply Assistant Richard Owen Ladner, D/MX.72516.

Ordinary Seaman George Ronald Dowsett, P/JX.314634.
 Ordinary Seaman Sidney James Lawrence, P/JX.321486.
 AFO — Ordinary Seaman ~~17052~~ Sida, P/JX.297259.
 113/43 Ordinary Seaman Frederick Henry Tong, D/JX.256665.
 Marine George William Wright, Po./X.2311. R.M.
 Boatswain J. Cook.
 Quartermaster Arthur Harvey Dadson.
 Carpenter Robert Stewart.
 Lamptrimmer Frederick McWilliam.
 Storekeeper William Edward Hills.
 Ship's Steward Herbert O'Connor.
 Able Seaman James Fleming.
 Able Seaman Alexander Greenwood.
 Able Seaman John Heley Smith.

Mention in Despatches (Posthumous)

Lieutenant-Commander Francis Elton Christopher Judd, D.S.C., R.N.
 Lieutenant Robert Alec Farquhar Churchill, R.N.
 Lieutenant Robert Louis Johnston, R.N.
 Air Artificer Fourth Class Frederick Louis Alfred Gray, FAA/FX.76784.

Mention in Despatches

Captain Stuart Henry Paton, D.S.C., R.N.
 Commander Edward Albert Gibbs, D.S.O., R.N.
 Commander Ralph Geoffrey Swallow, R.N.
 Surgeon-Commander John Brian Patrick, M.D., B.Ch., D.O.M.S.I., R.N.
 Lieutenant-Commander Andrew Edward Doran, R.N.
 Lieutenant-Commander Richard George Wyndham Hare, O.B.E., R.N.
 Lieutenant-Commander David Hugh Maitland-Makgill-Crichton, D.S.O., D.S.C., R.N.
 Lieutenant-Commander Charles Edward Ansell Owen, D.S.C., R.N.
 Lieutenant-Commander John James Sherwood Rusher, D.S.C., R.N.
 Lieutenant-Commander (E) Thomas Tarleton Brandreth, R.N.
 Lieutenant-Commander (E) James Edmund Patrick Smeall, R.N.
 Lieutenant Edward Anthony Savile Bailey, D.S.C., R.N.
 Lieutenant Norman Alaric Bartlett, R.N.
 Lieutenant John Leslie Buckeridge, R.N.
 Lieutenant Ian Mosley Clegg, R.N.
 Lieutenant Phillip Edward Durham, R.N.
 Lieutenant Moses James Lee, D.S.C., R.N.
 Lieutenant Charles Peter Neville Wells-Cole, R.N.
 Lieutenant William Falcon Skelton, R.N.
 Lieutenant Sanford James Kingsley Edwards, R.N.R.
 Lieutenant (A) William Haig Martyn, D.S.C., R.N.
 Lieutenant (A) Brian Paterson, R.N.
 Lieutenant (E) William Turner Lock, R.N.
 Lieutenant Maxwell Lawrence Burnley, R.A.N.V.R.,
 Temporary Lieutenant Philip Charles Parkin, R.N.V.R.
 Temporary Sub-Lieutenant (A) Richard John Hicks Grose, R.N.V.R.
 Temporary Lieutenant (AE) Maurice Child, R.N.V.R.
 Temporary Instructor Lieutenant Robert Moss, R.N.
 Temporary Sub-Lieutenant Clement Joseph Ryan, R.N.V.R.
 Temporary Sub-Lieutenant Norman William Malin Sellers, R.N.V.R.
 Temporary Sub-Lieutenant (A) Anthony McDonald Garland, R.N.V.R.
 Temporary Sub-Lieutenant (A) Stephen Noel Harris, R.N.V.R.
 Temporary Sub-Lieutenant (A) Andrew Scott Long, R.N.V.R.
 Temporary Sub-Lieutenant (A) Hugh Morrison, R.N.V.R.
 Temporary Acting Sub-Lieutenant (A) Robert Murray Richardson, R.N.Z.N.V.R.
 Temporary Acting Sub-Lieutenant (A) Blyth Ritchie, R.N.V.R.
 Mr. Charles Alexander Maxwell, Commissioned Engineer, R.N.
 Mr. Henry John Walter Stay, Temporary Acting Warrant Engineer, R.N.
 Mr. Redvers Donald Payton McDowall, Temporary Acting Warrant Mechanician, R.N.
 Chief Petty Officer Robert Hollingworth, D/6999C., R.N.R.
 Chief Yeoman of Signals Frank Henry Isaac Cooper, P/J.87227.
 Chief Yeoman of Signals Albert Edward Spencer, P/J.90111.
 Chief Yeoman of Signals Arthur Weston, D/J.97337.

Chief Engine Room Artificer Reginald Thomas Bargewell, D.S.M., D/MX.47299.
 Chief Stoker Reginald Harry Fleming, D/K.61333.
 Chief Stoker Ernest Horton, D/K.66843.
 Chief Stoker Adam Smith, P/K.60289.
 Acting Chief Electrical Artificer Michael Alphonsus Cassidy, C/MX.46900.
 Petty Officer Walter Buxton, D/JX.128781.
 Petty Officer Henry Wallace Doewra, C/JX.125035.
 Petty Officer Stanley William Joyce, D/JX.128540.
 Petty Officer William George Roxburgh, P/J.112088.
 Petty Officer Frederick Barnett Smith, D/J106093.
 Petty Officer John Henry Wren, P/J.114065.
 Yeoman of Signals George William Allen, C/J.106735.
 Temporary Acting Petty Officer Telegraphist Cyril Henry Lansdown, D/JX.125996.
 Stoker Petty Officer Hugh Campbell, P/KX.75662.
 Stoker Petty Officer Edmund Hobbs, P/K.58072.
 Stoker Petty Officer Walter James Swinnerton, C/KX.79072.
 Regulating Petty Officer William Barritt, C/M.40178.
 Engine Room Artificer, Third Class William John Leighton, P/MX.59511.
 Engine Room Artificer Fourth Class Charles John Crees, C/MX.61414.
 Engine Room Artificer Fourth Class Ernest Edward English, C/MX.60603.
 Engine Room Artificer Fourth Class Reginald Stanley Tucker, C/MX.52279.
 Ordnance Artificer Third Class William Henry Wellsted, C/MX.54845.
 Ordnance Artificer Fourth Class Albert Henry Ings, C/MX.60286.
 Air Artificer Fourth Class Edgar Buckee, FAA/FX.75091.
 Ordnance Artificer Fourth Class Leonard Vivian Say, D/MX.60566.
 Acting Electrical Artificer Fourth Class William Arthur Edwards, C/MX.77566.
 Leading Seaman Edward George Gibson, D/JX.151840.
 Leading Seaman Stanley Humble, P/JX.192889.
 Leading Seaman John Edward Lindsay, P/JX.140620.
 Leading Seaman Denis Edward Williams, D/JX.152752.
 Temporary Acting Leading Seaman Melbourne Addis Pine, P/JX.156986.
 Temporary Leading Seaman John Albert O'Connor, D/JX.150839.
 Temporary Acting Leading Seaman Reginald Dunnill, R.N.V.R., P/LD/X.5434.
 Leading Stoker Percival John William Burrell, C/KX.99508.
 Acting Leading Air Mechanic (O) Leonard Grant, FAA/FX.76010.
 Able Seaman William Thomson Burden, P/SSX.29942.
 Able Seaman John Frederick Colley, D/JX.145029.
 Able Seaman William Gordon English, P/SSX.21747.
 Able Seaman James Glew, C/JX.176192.
 Able Seaman Robert David Guy, P/JX.176413.
 Able Seaman Arthur Edward James, P/JX.165645.
 Able Seaman Albert John Prior, P/JX.171415.
 Able Seaman William David Robertson, P/JX.148466.
 Able Seaman Jack Saunders, P/J.73260.
 Able Seaman Harold Thickett, D/JX.160237.
 Able Seaman James Gifford Whiteford, D/J.100958.
 Able Seaman Stafford Roy Woodhouse, S.2864, R.A.N.
 Acting Able Seaman Henry Blackburn, C/JX.312620.
 Telegraphist Rowland Percy Hazell, P/SSX.28787.
 Stoker First Class Sydney Alfred James Payn, P/KX.100687.
 Stoker First Class John Webster, D/KX.113187.
 Air Fitter (E) Ronald Russon Price, FAA/SFX.1016, R.N.S.R.
 Ordinary Seaman Vernon John George Dumaresq, D/JX.287707.
 Ordinary Seaman Edward Mitchell, P/JX.297193.
 Ordinary Mechanician George Rouch, D/MX.90212.
 Wireman Frank William Dibbs, D/MX.74485.

These Appointments and Awards are in addition to those already approved by His Majesty for services in this operation, and published in "London Gazette" Supplement No. 35695 of 8th September, 1942. A list of such further Awards as His Majesty may be graciously pleased to approve will be published in due course.

For great bravery and devotion in saving life at sea :

The Albert Medal (Posthumous)

Stoker Petty Officer John Philip Bain, D/K.61978,

who was in charge of a boiler room when it was hit by a 5.1-in. shell, which damaged two main steam pipes and filled the compartment with

steam. Stoker Petty Officer Bain ordered his shipmate out of the boiler room; but to save his ship and her company from disaster he stayed there to shut off the main and auxiliary feed check valves, and so prevent the water for the ship's boilers from escaping as steam through the damaged pipes. Had this happened it would have been impossible to get the ship under way, and she would certainly have fallen victim to enemy aircraft or submarine attack. Stoker Petty Officer Bain thus saved his ship, but this selfless devotion cost him his life, for he died of his injuries.

For bravery in action against the enemy while serving in H.M. Motor Gun Boats:

To be a Companion of the Distinguished Service Order

Lieutenant Ernest Michael Thorpe, R.N.

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander John Stephen Cambridge, R.N.V.R.

The Conspicuous Gallantry Medal

Petty Officer George Hood Plenderleith, P/X.10109B., R.N.R.

For great bravery and fortitude when wounded in action. He rigged hand steering when the gear broke down. He was hit a second time, but tackled a fire which had broken out in the engine room, and then helped to carry the wounded. He then went to a gun and fought it, although wounded a third time.

The Distinguished Service Medal

Acting Chief Motor Mechanic Ronald Bone, C/MX.92401.

Petty Officer Herbert Leslie Adams, D/JX.135843.

Mention in Despatches

Temporary Lieutenant John Charles Buller Kitson, R.N.V.R.

Petty Officer Motor Mechanic Ronald John Hearn, C/MX.77057.

Leading Stoker Henry Frank Wilson Utting, C/K.66369.

Able Seaman Bernard Francis Owens, C/JX.155548.

For courage and skill in successful patrols in H.M. Submarines:

To be a Companion of the Distinguished Service Order

Lieutenant Peter Robert Helfrich Harrison, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Laurance Edward Herrick, R.N.

The Distinguished Service Medal

Acting Chief Petty Officer Roy Frederick Norwood, C/JX.134461.

Chief Engine Room Artificer Francis George Timms, D/M.39372.

Petty Officer Reuben Charles Hambly, D/JX.129924.

Leading Telegraphist Edward Joseph Swift, P/J.107665.

Leading Stoker John Kirk, C/KX.85225.

Able Seaman Peter Charles Parr Strangward, C/JX.141445.

Mention in Despatches

Acting Leading Signalman Archibald Campbell, P/ESD/X.1146.

Leading Stoker Leslie James Davies, D/KX.89986.

Stoker First Class George Thomas Mason, C/KX.96899.

Able Seaman Samuel Davies Storey, P/JX.143848.

For bravery and devotion to duty while serving in H.M. South African Ships "Bever" and "Parktown" and in H.M. motor launches and motor torpedo boats in action against the enemy in the Mediterranean.

To be a Companion of the Distinguished Service Order

Sub-Lieutenant Ernest Rowland Frances, S.D.F.

Bar to the Distinguished Service Cross

Lieutenant Denis Jermain, D.S.C., R.N.

Lieutenant Martin Herbert Bernhard Solomon, D.S.C., R.N.V.R.

The Distinguished Service Cross

Lieutenant John Langlands Neilson, R.N.V.R.

Lieutenant Peter Allan North, S.D.F.

Temporary Lieutenant Robert Young, R.N.V.R.

Temporary Acting Sub-Lieutenant Kenneth Lewis Lloyd, R.V.N.R.

The Distinguished Service Medal

Petty Officer Alan Sydney Hargreaves, 69628.

Acting Stoker Petty Officer Harry Cooke, D/KX.80916.

Leading Stoker Robert John Edwards, P/KX.96915.

Leading Stoker James Charles Rohlandt, 66912.

Able Seaman Alfred James Jackson, D/JX.194006.

Able Seaman George Kirkwood, 71048.

Able Seaman Richard Edgecombe Baber, S.4190, R.A.N.R.

Able Seaman Noel Jack Johnston, P.M.3322, R.A.N.R.

Stoker First Class Ernest Baynes, D/KX.127770.

Stoker Leslie Ronald Mitchell, 71431.

Mention in Despatches (Posthumous)

Lieutenant Leslie James Jagger, S.D.F.

Mention in Despatches

Temporary Lieutenant Alexander Wallace, R.N.V.R.

Temporary Lieutenant Paul Mortimer Pidcock, R.C.N.V.R.

Temporary Lieutenant Robert MacKenzie Young, R.C.N.V.R.

Temporary Sub-Lieutenant Kenneth Hallows, R.N.V.R.

Engine Room Artificer Alexander James McCall, 135522.

Leading Telegraphist Francis McMahon, D/JX.149283.

Stoker First Class Edward James Horner, P/KX.93473.

Stoker First Class Bernard Kelly, P/KX.118362.

Stoker Andrew Henry Jooste, 71464.

For bravery while serving in defensively equipped merchant ships on North Russian convoys:

The Distinguished Service Medal

Acting Leading Seaman Harry Tomlinson, P/JX.200147.

Acting Able Seaman Edward Laurie Waters, P/JX.201386.

Mention in Despatches

Acting Able Seaman Thomas Henry Barnes, P/JX.290453.

Acting Able Seaman Lesley Robert Francis, C/JX.249784.

For skill and bravery in an attack on an enemy convoy while serving in H.M. motor gun boats:

Second Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Robert Peverell Hichens, D.S.O., D.S.C., R.N.V.R.

Bar to the Distinguished Service Cross

Temporary Lieutenant Leveson Granville Robert Campbell, D.S.C., R.N.V.R.

The Distinguished Service Medal

Acting Chief Motor Mechanic Victor Geoffrey Stay, P/MX.69299.

Mention in Despatches

Temporary Lieutenant Thomas Ellis Ladner, R.C.N.V.R.

Petty Officer Motor Mechanic Frederick Charles Inness, P/MX.89226.

For bravery in the combined attack on the German naval base at St. Nazaire:

Mention in Despatches (Posthumous)

Temporary Lieutenant Mark Fleming Rodier, R.N.V.R.

For great bravery when H.M.S. "Hermes" was sunk by Japanese aircraft:

Mention in Despatches (Posthumous)

Captain Richard Francis John Onslow, M.V.O., D.S.C., R.N.

Able Seaman George Page, D/J.94028.

For bravery when H.M.A.S. "Vampire" was sunk by Japanese aircraft:

Mention in Despatches

Mr. Reginald George Vivian Lee, Gunner (T), R.N.

Chief Engine Room Artificer Alfred William Folley, 20210, R.A.N.

Chief Stoker Alfred Wrench, 17718, R.A.N.

Petty Officer John Henry Hutchings, 13779, R.A.N.

Able Seaman Maxwell Mahoney, PA/1634, R.A.N.R.

5619.—Honours and Awards—Polish Navy

(H. & A. 619/42.—19.11.1942.)

The King has been graciously pleased to approve the Honorary Appointment as Companion of the Distinguished Service Order of Lieutenant-Commander Marian Kadulski, Polish Navy.

2. The award of the Distinguished Service Cross to this officer, published in A.F.O. 3599/42 is cancelled.

3. The above appointment will not be gazetted.

(A.F.O. 3599/42.)

5620.—Canadians in Royal Navy and Merchant Navy now Eligible for Certain British Honours

(H. & A.—19.11.1942.)

Canadian subjects serving in the Royal Navy are now allowed by their Government to accept appointments as C.B., C.B.E., O.B.E., or M.B.E.; and Canadian subjects serving in the Merchant Navy may now be appointed C.B.E., O.B.E. or M.B.E.

5621.—Appointment of Air Officer Commanding, Headquarters, No. 15 Group

(M. 3986/42.—19.11.1942.)

Air-Commodore T. A. Langford-Sainsbury, O.B.E., D.F.C., A.F.C., has been appointed Air Officer Commanding, Headquarters, No. 15 Group, with acting rank of Air Vice-Marshal, from 16th November, 1942.

5622.—Medical Surveys on Officers After Sickness or Sick Leave

(M.D.G.56360/42.—19.11.1942.)

When an officer is surveyed after a period of sickness or sick leave and is found fit for full duty, or for modified duty with instructions for re-survey, the recommendation of the Surveying Board should, in either event, be communicated to him in writing in the following form, which he should be instructed to produce to the Medical Officer of his ship or establishment when reporting for duty:—

(Place of survey)

Date

Name of Officer

Rank

The above-named has been medically surveyed and discharged from this Establishment on the.....
and *Found Fit for Duty.

*Recommended for.....Shore
Service and re-survey, at.....
on.....and has been instructed to
produce this form to you for information.

(Signature of S.M.O. of Survey)

Medical Officer,
(Ship or Establishment)

* Delete as necessary.

5623.—Temporary Commissions and Warrants in Engineering Branch—Promotion from Lower Deck

(C.W. 40990/42.—19.11.1942.)

To meet greatly increased requirements for temporary engineer officers, it is essential that the maximum number of recommendations should be made under A.F.O. 2597/42. Recommendations should be forwarded for all suitable "H.O." and Reserve E.R.As. and Chief and Major Mechanics irrespective of their service experience. A reasonable standard of education, knowledge and experience of an engineering trade or profession and promise of ability to bear engineering responsibilities are qualifications required.

2. Paragraph 3 of A.F.O. 2597/42 is cancelled except for ratings who are considered immediately fit for seagoing appointments in Temporary Commissioned or Warrant rank. Other ratings selected will be given up to six months special instruction to fit them for duty with maintenance staffs of small craft.

(A.F.O. 2597/42.)

(Admiralty Message 675A is cancelled.)

***5624.—Temporary Commissions—Revised Age Limits for Air Branch Commissions**

(C.W. 40542/42.—19.11.1942.)

With reference to paragraph 32 of A.F.O. 3970/42, H.O. and reserve ratings may now be recommended for Temporary Air Branch Commissions for Pilot or Observer duties, provided they are not more than 30 years of age at the time the Form C.W.1(T) is started.

(A.F.O. 3970/42.)

5625.—Fleet Air Arm—Promotion from Lower Deck to Permanent Commissions—Maximum Age for December, 1942, Fleet Selection Boards

(C.W.34924/42.—19.11.1942.)

With reference to A.F.Os. 3851/42 and 5375/42, as a special measure for this year, the upper age limit for married candidates recommended under A.F.O. 848/40 to come before Fleet Selection Boards in December next has been raised from 23 years 6 months on 1st July, 1943, to 25 years on the 1st July, 1942.

2. Fleet Selection Boards for these older candidates should be held as soon as possible in order that they may be allocated to an early course.

(A.F.Os. 848/40, 1638/42, 3851/42 and 5375/42.)

5626.—Temporary Warrant Engineers, R.N.R., and Temporary Boom Engineers, R.N.R.—Promotion to Temporary Lieutenant (E), R.N.V.R.

(C.W. 39358/42.—19.11.1942.)

With reference to paragraph 6 of A.F.O.2597/42, Temporary Warrant Engineers, R.N.R., and Temporary Boom Engineers, R.N.R., may be recommended for promotion to Temporary Lieutenant (E), R.N.V.R., provided they have served for at least one year in Warrant rank. This applies both to officers promoted from the lower deck and to those appointed direct to Warrant rank from civil life.

2. Vacancies in the higher rank will be limited and only outstanding and specially recommended officers will be considered. Officers will only be promoted to fill vacancies complemented for the higher rank as they arise and should not be recommended unless they are considered capable of filling such appointments.

(A.F.O. 2597/42.)

5627.—Electrical Artificers Trained in the Care and Maintenance of Gyro Compasses

(N.19357/42.—19.11.1942.)

A total of 41 Chief Electrical Artificers or Senior Electrical Artificers specially trained in the care and maintenance of gyro compasses is to be maintained, 14 in each of the Portsmouth and Devonport port divisions and 13 in the Chatham port division.

2. A notation is to be made on the Service Certificate of any man who satisfactorily completes the course.

3. After qualification these ratings will be drafted from a central roster by the Commodore, R.N. Barracks, Portsmouth.

4. Qualified ratings are allowed in the following ships and establishments:—

H.M.S. "Defiance" (two)	...	} For instructional duties. To be included in the authorised scale of instructors.
H.M.S. "Marlborough"	...	
H.M.S. "Vernon" (three)	...	
H.M.S. "Pembroke"	...	For instructional duties in Torpedo School, Chatham.

H.M.S. "Dolphin" ...	For instructional duties.
H.M.S. "Dolphin" ...	For attached submarines.
H.M.S. "Nimrod" ...	For attached submarines.
H.M.S. "Western Isles" ...	Maintenance duties with working up vessels.
Home Fleet ...	On staff of Commander-in-Chief. Additional to the complement of the ship in which they are accommodated.
Mediterranean Fleet ...	
Eastern Fleet ...	
North Atlantic Station ...	
South Atlantic Station ...	
Western Approaches Command ...	
H.M.S. "Adamant" ...	To be included in the authorised scale of repair staff.
H.M.S. "Ambrose" ...	
H.M.S. "Beehive" ...	
H.M.S. "Blenheim" ...	
H.M.S. "Cyclops" ...	
H.M.S. "Elfin" ...	
H.M.S. "Ferret" ...	
H.M.S. "Forth" ...	
H.M.S. "Hecla" ...	
H.M.S. "Lucia" ...	
H.M.S. "Maidstone" ...	
H.M.S. "Medway II" ...	
H.M.S. "Montclare" ...	
H.M.S. "Philoctetes" ...	
H.M.S. "Talbot" ...	
H.M.S. "Titania" ...	
H.M.S. "Tyne" ...	
H.M.S. "Westernland" ...	
H.M.S. "Wolfe" ...	
H.M.S. "Woolwich" ...	

The allocation above leaves four ratings as drafting margin.

5. Qualified ratings who are drafted for instructional duties in "Defiance," "Marlborough," "Vernon," "Pembroke" or "Dolphin," are to be sent to the Admiralty Compass Observatory for a month's refresher course before taking up their duties.

6. Detailed arrangements as to dates of joining, etc., both for the long and refresher courses, will be made between the depots and the Director of Compass Department, Admiralty Compass Observatory, Ditton Park, Slough, Buckinghamshire.

(A.F.Os. 1271/41 and 751/42 are cancelled.)

5628.—Difference of Pay—Electrical Artificers, Ordnance Artificers, Air Artificers and Shipwrights

(N. 15146/42.—19.11.1942.)

Difference of pay as authorised by K.R. & A.I., Article 1591, Clause 5 (b), to Electrical Artificers, Ordnance Artificers, Air Artificers and Shipwrights may now also be paid, subject to fulfilment of the conditions in Clause 2, to :—

- An Electrical Artificer, Ordnance Artificer or Shipwright in ships over 2,000 tons, if he is the senior rating of his branch and no officer of that branch is borne.
- An Air Artificer who is the Senior Rating in an aircraft squadron, if there is no Air Engineer Officer or Warrant Aircraft Officer borne in the ship or station where the squadron is working at the time.
- An Air Artificer borne in lieu of the "Chief" Air Artificer where allowed in flagships carrying a Unit Commander if no Air Engineer Officer or Warrant Aircraft Officer is borne in the same ship.

2. K.R. & A.I., Article 1591, will be amended to include these differences.

(K.R. & A.I., Article 1591.)

*5629—Air Fitters—Accelerated Advancement to Leading Air Fitter

(N. 16972/42.—19.11.1942.)

In future all Air Fitters will be eligible for accelerated advancement to Leading Air Fitter under the same conditions as those at present in force for those who have been trained as Air Apprentices.

2. Air Fitters undergoing the course of training will be eligible to be recommended for accelerated advancement according to the result obtained by them at the passing-out test, that is :—

Those who obtain 80 per cent. marks will be eligible for recommendation to have 6 months remitted from the qualifying service for Leading Air Fitter.

Those who obtain 70 per cent. marks, but less than 80 per cent., will be eligible to have 3 months remitted.

Recommendations are to be noted on the history sheets of the men concerned, and are subject to confirmation by the man's Commanding Officer at the time advancement to Leading Air Fitter is due under normal rules.

3. Air Fitters (other than Air Apprentices who are already provided for) who have already completed training and have been drafted to service, will be eligible to be recommended for accelerated advancement to Leading Air Fitter by the same periods of remission of 6 months or 3 months, at the time they are examined for advancement to the leading rating by the Air Engineer Officer. Men who are so recommended must be of exceptional standard, and special advancement will be subject to the approval of the Commanding Officer.

5630.—Stokers' Auxiliary Watchkeeping Certificate

(E.-in-C./D.P.S. 703/42/M.—19.11.1942.)

The attention of Commanding Officers is called to A.F.O. 3709/40, as the urgent necessity to increase the number of stokers qualified in auxiliary machinery watchkeeping still exists.

(A.F.O. 3709/40.)

5631.—Wireman (C.P.)—Rates of Pay

(N.—19.11.1942.)

Attention is drawn to the pay rates of Wiremen (C.P.) appearing in A.F.O. 3355/42. The rates of pay in the Wireman Branch are as follows :—

Wireman	...	...	...	3s. 6d. a day
After 3 years man's service	...	...	...	3s. 10d. a day
Leading Wireman	...	...	...	4s. 10d. a day
After 3 years as such	...	...	...	5s. 2d. a day
Petty Officer Wireman	...	...	...	6s. 6d. a day

and not as stated in A.F.O. 3355/42 to which necessary alterations should be made.

(A.F.O. 3355/42.)

A.F.O. 711/45 *5632.—Wiremen (L.C.) Branch—Introduction and Advancement

(N. 13914/42.—19.11.1942.)

A number of ratings are being trained as Wiremen at the Government Training Centre, Letchworth, to meet the requirements for the maintenance of Landing Craft in the Combined Operations Forces. The whole of the training, i.e. both the preliminary and the special instruction in the apparatus which the ratings will be required to maintain, will be carried out at Letchworth.

2. These trainees are being provided from :—

- Selected new entries from the training establishments.
- Men rejected from Electrical Mechanic Courses in H.M.S. "Vernon" and the Government Training Centre, Redbridge.

3. These trainees are to form another category of Wiremen, to be known as Wiremen (L.C.), signifying "Landing Craft", existing Wiremen (L) in the Combined Operations organisation being transferred to Wiremen (L.C.), retaining their seniority and higher rating where this is held, on transfer to the new branch.

Wiremen (L.C.) will all belong to Devonport Port Division.

4. Advancement to Leading and P.O. Wiremen (L.C.) will be on lines generally similar to those laid down for the Wiremen (M/S) in A.F.O. 865/42, as amended by A.F.O. 3089/42.

Men recommended by Commanding Officers must be certified as professionally competent by a qualified Torpedo Officer or by the Base Electrical Officer, and may be granted acting rate at the base.

Men serving at home who have been granted Acting Leading or P.O. rate are to be sent to R.N. Barracks, Devonport, when they can be spared from their duties, for a one week's disciplinary and leadership course, on satisfactory completion of which they are to be confirmed in the rate by the Commodore, R.N. Barracks, Devonport.

Wiremen (L.C.) serving abroad, who have attained 6 months' seniority and completed 6 months' V.C. conduct, may be rated Leading Wiremen (L.C.) by their Commanding Officer, if certified as professionally competent by a qualified Torpedo Officer or by the Base Electrical Officer. The procedure for advancement to P.O. Wireman (L.C.) for men serving abroad is to be as for those serving at home.

5. Pay and kit will be identical with other Wireman Branches' rate for rate, but the letters "L.C." will be worn below the appropriate torpedo badges instead of the letter "L" worn by ratings of the Wireman (L) Branch.

A further A.F.O. will be promulgated when stocks of the spare letters "L.C." are available.

6. *Complements.*—Petty Officer Wiremen (L.C.) will be employed in base staffs. Instructions concerning the numbers allowable will be issued separately.

Leading Wiremen (L.C.), the number of whom is not restricted, are to be employed in landing craft or ashore in base staffs, as found desirable.

(A.F.Os. 865/42 and 3089/42.)

AFO 4257/43 5633.—Flying Accidents—Procedure for Reporting and Investigating

(A/C.E. 55567/42.—19.11.1942.)

A.F.O. 2476/42 is to be amended as follows:—

Paragraph 9 (1) (a), line 3. *Delete* "four copies" and *insert* "three copies".

Paragraph 9 (1) (b), lines 1 and 2. *Delete* "four copies" and *insert* "three copies".

Paragraph 9 (1) (c), line 2. *Delete* "four copies" and *insert* "three copies".

Paragraph 9. *Add* new sub-paragraph after sub-paragraph (ii) as follows:—

"(iii) In all cases one copy of the written report is to be forwarded to the Naval Liaison Officer, Chief Inspector of Accidents, Air Ministry, Gloucester".

Paragraph 10, sub-paragraph (i) and (ii). *Delete* in each sub-paragraph "Two copies to Admiralty" and *insert* "One copy to Admiralty".

(A.F.O. 2476/42.)

5634.—Labelling of Casualties on Shore

(M.D.G. 53122/42.—19.11.1942.)

First aid parties in the United Kingdom and Northern Ireland when specially labelling casualties at the incident are to use the following symbols:—

*Symbol on label
or forehead.*

Interpretation.

- | | | |
|----|-----|--|
| X | ... | Requires priority of removal from the incident and of examination when reaching hospital. This is used mainly, but not exclusively, for wounds of the chest and abdomen, and for internal haemorrhage. |
| T | ... | A <i>tourniquet</i> has been applied. The time of application of the tourniquet and subsequent releases should also be indicated on the label. |
| H | ... | Severe haemorrhage has occurred. |
| M | ... | Morphine has been given. The time of administration and dose should be written on the label. |
| C | ... | Contaminated by <i>persistent (blister) gas</i> . |
| XX | ... | Poisoned by phosgene gas or suspected of having been so poisoned. |

2. Medical officers in charge of hospitals, sick quarters and first-aid stations are to bring these facts to the notice of their staff and to arrange for a list of the symbols and their interpretation to be posted in receiving units.

5635.—Australian, Canadian and New Zealand Personnel—Rendering of Ledger Extracts

(D.N.A. 17024/42.—19.11.1942.)

Attention is drawn to the necessity for strict compliance with the existing regulations concerning preparation and despatch of ledger extracts in respect of personnel of the Royal Australian, Royal Canadian and Royal New Zealand Navies borne on the books of H.M. ships and establishments.

2. Complete extracts should be rendered at the close of each quarter or period borne, as follows:—

Australian ... To H.M.A. London Depot, Australia House, Strand, London, W.C.2, with a copy (henceforth, and for ratings only) to Director of Navy Accounts.

Canadian ... To Department of National Defence (Naval Service), Ottawa, with a copy (for ratings only) to Director of Navy Accounts.

New Zealand ... To Director of Navy Accounts (officers and ratings).

(A.F.Os. 2702/37, 1577/41—not in Annual Volume—4036/41 and 3193/42.)

5636.—National Service (Armed Forces) Acts—Position of Men Discharged from the R.N. and R.M.

(N. 16372/42.—19.11.1942.)

Except for men discharged on medical grounds (whether invalided after survey, or discharged as "medically unfit for service"), the discharges of all Naval ratings and Royal Marines, other ranks, who, on discharge, are between the ages of 18 and 51 (*i.e.*, who have attained the age of 18 but have not attained the age of 51) are to be notified to the Ministry of Labour and National Service, Claims and Record Office, Group M.3, Bromyard Avenue, Acton, London, W.3. The reports are to be rendered in the following form:—

NATIONAL SERVICE (ARMED FORCES) ACTS

Particulars of Men Discharged from the Navy on and after 4th September, 1939

SERVICE PARTICULARS	OTHER PARTICULARS
1. Surname (Caps)	14. National Registration Identity No.
2. Christian Names	15. *Registration No. under National Service
(in full)	(Armed Forces) Acts.
3. Single, Married or Widower.	16. †Place and date of medical examination
4. Service Identity No.	
5. Rating.	
6. Service Trade (if any)	
7. Date of entry into Navy.	
8. Date of discharge	
9. Reasons for discharge	Signature
.....	Rank
10. Medical category on discharge.	Date
11. A copy of the Medical Survey Report	
§ is/is not attached (only required	* To be furnished if registered under Military
where man is discharged on medical	Training Act or National Service (Armed
grounds)	Forces) Acts.
12. Address to which proceeding on discharge	† The place to be given is that at which the
.....	man was originally examined as shown on the
13. Date of Birth	Medical History Sheet—Army Form B 178A,
N.S. 163/Navy	N.S. (M.C.) 14.
§ Delete whichever	
is inapplicable	

2. Reports rendered for men discharged as "Unsuitable", "S.N.L.R.", and "Fraudulent entry" are to show briefly the reasons that led to discharge (*e.g.* illiterate, dull and backward, unsuitable in branch, generally unsatisfactory character, under age, etc.), as well as the recorded cause of discharge.

3. In order that they may be made aware of their legal position on discharge, a notice in the form stated below is to be handed to all men (including those discharged on medical grounds) with their Service documents. The notice is not to be combined with any other document, but is to be produced on a separate slip.

"Your discharge does not relieve you of any liability you may have to be called up for service under the National Service (Armed Forces) Acts, 1939 to 1941."

4. This order applies also to men who have been posted to the Naval service, but who, for one reason or another, have not appeared for service and are ultimately formally entered on the effective date of their enlistment notice and discharged on the same day—*vide* A.F.O. 4044/41.

5. Supplies of the form (N.S. 163/Navy), on which the reports are to be rendered, are to be demanded from the Naval Store Officer, R.N. Store Depot, Park Royal, but the slips to be handed to the men are to be produced locally.

(A.F.O. 4044/41.)

(A.F.Os. 4717/40, 1508/42, 4088/42, 4253/42 are cancelled.)

5637.—H.M. Ships Lost—Procedure for Paying-off and Disposal of Survivors

(N/P.D. (Q) 4472/42.—19.11.1942.)

With reference to A.F.O. 4230/42, the following procedure is to be adopted for the disposal of Combined Operations officers and ratings.

2. The Senior Naval Officer of the port at which the survivors are landed should forward a list, in duplicate, of officers and their addresses on leave to the Secretary of the Admiralty (C.W. Branch) and, in addition, a further copy as follows:—

(a) In the case of officers who are survivors from large landing craft, i.e. L.C.T., L.C.F. and L.C.I., to:—

Commanding Officer,

H.M.S. "Dinosaur".

(b) In the case of officers who are survivors from other landing craft, i.e. small craft, to:—

Commanding Officer,

H.M.S. "Quebec".

3. Ratings who are survivors and landed at a port in the U.K. should be disposed of as follows:—

(a) Ratings who are survivors from large craft, i.e. L.C.T., L.C.F. and L.C.I., should report to H.M.S. "Dinosaur" or H.M.S. "Northney"—whichever is the nearer—for issue of fresh kit and subsequent disposal.

(b) Ratings who are survivors from small craft should report to H.M.S. "Quebec" or H.M.S. "Northney"—whichever is the nearer—for issue of fresh kit and subsequent disposal.

4. Commanding Officer, H.M.S. "Northney," is to furnish H.M.S. "Quebec" and H.M.S. "Dinosaur" respectively with a nominal list of ratings received by them and details of their disposal, etc.

5. Disposal of survivors, both officers and ratings, landed at ports abroad is to be as follows:—

(a) Those borne on the books of H.M.S. "Saunders" or H.M.S. "Salsette" and those borne on the books of Combined Operational units especially commissioned (*vide* C.A.F.O. 1631/42, paragraph 6) should be returned to their respective units.

(b) Officers and ratings not borne as stated above are to be returned to the United Kingdom at the earliest opportunity and instructed to report to H.M.S. "Quebec".

(c) In the case of (b), H.M.S. "Quebec" is to be informed (*vide* C.A.F.O. 1631/42, paragraph 18, in which paragraph, for "Roseneath" read "Quebec".)

(A.F.O. 4230/42 and C.A.F.O. 1631/42.)

5638.—Officiating Ministers of Religion

(C.E. 59455/42.—19.11.1942.)

The following appointments of Officiating Ministers have been approved:—

Church of England—

Mossley Hill, Liverpool ... } Rev. F. H. Perkins, M.A.,
W.R.N.S. Establishments ... } Mossley Hill Vicarage, Liverpool.

Roman Catholic—

Dover ... Very Rev. W. G. Sewell,
102, Maison Dieu Road, Dover.
H.M.S. "Kestrel" ... Rev. S. Mullarkey,
St. Peter's, Winchester.

Methodist—

Haverfordwest ... Rev. W. Jones, M.Sc.,
Court House,
Haverfordwest, Pems.

Baptist and Congregational—

Flowerdown ... Rev. J. Tweedley,
188, Stockbridge Road, Winchester.

2. The usual facilities are to be afforded.

5639.—Consultants in Gynaecology

(M.D.G. 41866/42.—19.11.1942.)

The following addition should be made to the list of Civil Consultants to the Navy contained in A.F.O. 4696/42:—

Gynaecology—Northern Ireland—

Professor C. G. Lowry, M.D., F.R.C.S., F.R.C.O.G.,
12, University Square, Belfast.

Telephone: Belfast 21959.

(A.F.O. 4696/42.)

*5640.—Leave between Appointments—Use of Combined Leave and Rail Tickets

(C.W. 38301/42.—19.11.1942.)

When an Officer proceeds on leave without knowledge of where his next appointment will be and is entitled to a free leave warrant under A.F.O. 3843/42, D.N.A. Form 811 may be issued for the journey to leave.

2. The name of the station from which the return portion of the railway ticket is available should be filled in on issue, but the name of the station to which he will travel to his new appointment should be filled in by the Officer himself when he receives instructions where to join.

(A.F.Os. 3843/42 and 4263/42.)

5641.—Claims for Travelling and Subsistence Expenses

(C.W. 42474/42.—19.11.1942.)

Consequent upon the promulgation of A.F.O. 5262/42 the limited stock of A.F.O. 2205/37 at the Admiralty (C.W. Branch), has been exhausted. Further copies are not being reprinted as Sections XV and XVI have already been cancelled by A.F.O. 3843/42, and other sections are in course of revision to take account of wartime amendments.

(A.F.Os. 3843/42 and 5262/42.)

5642.—Power of Arrest by Members of H.M. Forces

(N.L. 15479/41.—19.11.1942.)

Regulation 18D prescribes the conditions under which a constable or member of H.M. Forces may question and, if not satisfied, arrest without warrant a person suspected on reasonable grounds of being about to act in a manner prejudicial to the public safety or the defence of the realm. Regulation 88C prescribes the

conditions under which a constable or a member of H.M. Forces may arrest without warrant a person whom he has reasonable grounds for suspecting to have committed any of certain specified offences. The text of these Regulations and of the Second Schedule referred to in Regulation 88C is as follows:—

18D. (1) If any person upon being questioned by a constable or by a member of His Majesty's Forces acting in the course of his duty as such fails to satisfy the constable or member of His Majesty's Forces as to his identity or as to the purposes for which he is in the place where he is found, the constable or member of His Majesty's Forces may, if he has reasonable ground to suspect that that person is about to act in any manner prejudicial to the public safety or the defence of the realm, arrest him without warrant and may detain him pending enquiries.

(2) No person shall be detained under the powers of detention conferred by this Regulation for a period exceeding twenty-four hours except with the authority of an officer of police of a rank not lower than that of inspector or, subject as hereinafter provided, for a period exceeding forty-eight hours in all: Provided that if such an officer of police as aforesaid is satisfied that the necessary inquiries cannot be completed within the period of forty-eight hours, a chief officer of police may authorise the further detention of the person detained for an additional period not exceeding seven days but shall, on giving any such authorisation, forthwith report the circumstances to the Secretary of State.

(3) Any person detained under the powers conferred by this Regulation shall be deemed to be in lawful custody and may be detained in any prison or in any police station or other similar place authorised by the Secretary of State.

(4) The Secretary of State may give directions—

- (a) for authorising or requiring chief officers of police to make reports required to be made by virtue of paragraph (2) of this Regulation to a Regional Commissioner instead of to the Secretary of State;
- (b) for providing that persons detained under the powers conferred by this Regulation may be detained in places authorised by Regional Commissioners.

(5) Paragraph (4) of this Regulation shall not extend to Northern Ireland.

88C. (1) Any constable and any person authorised by the Secretary of State to act under this Regulation may arrest without warrant any person whom he has reasonable ground for suspecting to have committed any of the offences specified in the Second Schedule to these Regulations.

(2) Any member of His Majesty's Forces shall, for the purposes of carrying out his duty as such, have the like powers as are conferred upon constables by the preceding provisions of this Regulation.

(3) The operation of section six of the Official Secrets Act, 1911, shall be suspended during the continuance in force of this Regulation.

Second Schedule Specified Offences

Treason, in so far as it consists of adhering to the King's enemies, giving them aid and comfort—

An offence against the Treachery Act, 1940.

Murder.

Manslaughter.

Arson.

An offence of trading with the enemy.

An offence under any of the provisions of the Official Secrets Act, 1911 and 1920.

An offence punishable under sub-section (2) of section four of the National Service Act, 1941.

An offence against any of these Regulations.

An offence against any Order in Council or order made under Part I or section seven of the Air Navigation Act, 1920, as amended by the Air Navigation Act, 1936, or an offence under Section twelve of the Air Navigation Act, 1920, as amended by these Regulations.

An offence under the Unlawful Drilling Act, 1819.

Attempting or conspiring to commit, or aiding, abetting, counselling or procuring the commission of, or being an accessory to, any of the offences specified in the preceding provisions of this Schedule.

2. It will be observed that the powers conferred by Regulation 18D may be exercised by a member of H.M. Forces when "acting in the course of his duty as such" and that those conferred by Regulation 88C may be exercised by him "for the purpose of carrying out his duty as such". It is hereby notified for the information of all Naval personnel that every Naval officer and rating on full pay is required at all times to exercise vigilance and if need be to resort to the powers conferred by the above Regulations whether the occasion to do so arises while he is performing some definite Naval duty or not.

3. It will be seen that the offences set out in the Second Schedule of the Regulations in respect of which suspected offenders may be arrested under Regulation 88C are very varied and wide in their scope, and include an offence against any of the Defence Regulations. Many of these regulations deal with matters with which members of H.M. Forces in their capacity as such are not concerned and for the enforcement of which it is accordingly not appropriate that they should exercise the powers given by this Regulation. Their Lordships desire it to be understood, therefore, that the powers conferred by Regulation 88C should not normally be exercised by Naval personnel unless the offence is one against security, public safety or the defence of the realm. Examples of this type of offence are:—

Disclosure of information which might be of direct or indirect use to the enemy contrary to Regulation 3 (popularly known as "careless talk").

Endeavouring by persistent questioning to obtain such information contrary to Regulations 3 and 90.

Being, for a purpose prejudicial to the public safety or defence of the realm, in the vicinity of any premises, vehicle, vessel or aircraft used or appropriated for use in His Majesty's service contrary to Regulation 15 (2).

Publishing any report or statement relating to matters connected with the war which is likely to cause alarm or despondency contrary to Regulation 39BA.

4. Particular attention is drawn to paragraph (2) of Regulation 18D.

5. In any case where it is considered that action should be taken under either Regulation 18D or Regulation 88C a report of the circumstances should whenever possible be made to a policeman and the arrest be left to be carried out by him. Where a policeman is not available and a person is arrested by a Naval officer or rating he should be handed over without delay to the police.

(A.F.O. 15/41 is cancelled.)

***5643.—Uniform—Wearing of Arm Badges**

(N.L. 12511/42.—19.11.1942.)

All ratings entered on R.N. engagements in the Royal Navy must wear the uniform of that Navy, but shoulder badges showing the place of origin, whether Dominion or Colony, will not be permitted. Accordingly, personnel in the R.N.R. and R.N.V.R. are not to be allowed to wear such shoulder badges.

2. This instruction does not relate to personnel in Dominion and Colonial Naval Forces raised by their own Governments, whether they are serving in their own Forces or are lent to the Royal Navy. Such personnel will be subject to the Uniform Regulations issued by the Colony or Dominion concerned.

5644.—Provision of Sterling Requirements of U.S. Warships in U.K. Waters

(D.N.A. 14771/42.—19.11.1942.)

On arrival in United Kingdom ports, Accountant Officers of United States warships should be advised to contact and establish their identity with branches of Barclays or British Linen Banks or their agents in order that they may make provision for their financial needs during their stay.

2. Save in very exceptional circumstances cash advances should not be made and United States Treasury dollar cheques should not be exchanged for sterling by cashiers and paying officers of Admiralty establishments.

3. Should it be necessary, however, in cases of extreme urgency for demands for money to be met by Admiralty establishments the following procedure is to be carried out. Cash advances should be immediately reported to the Director of Navy Accounts (Branch 5). United States Treasury dollar cheques should be exchanged at the rate of \$4.035 to the £ and the cheques forwarded to the Director of Navy Accounts (Branch 5).

5645.—Instructional Films and Cinema Projectors for their Use—Production and Supply

(N.S. 33424/42.—19.11.1942.)

Paragraph 5 (ii) (b) of A.F.O. 3334/42 is cancelled, and the following is to be substituted :—

- (b) Demands for spare parts for replacement purposes should be forwarded to Superintending Naval Store Officer, Portsmouth, for 35-mm. equipments, and to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, for 16-mm. equipments.

(Superintending Naval Store Officer, Portsmouth's No. 21342X—2.11.42.)

(A.F.O. 3334/42.)

A.F.O. 127/45 5646.—W.R.N.S.—Discharge of Officers and Ratings

(N. 14027/42.—19.11.1942.)

Applications for discharge of W.R.N.S. officers or ratings for any reason (other than invaliding, desertion, or under C.A.F.Os. 939/42 and 1762/42), are to be submitted by the Commanding Officer, together with the remarks of the applicant's immediate superior officer to the Commander-in-Chief, who will forward them to the Admiralty at his discretion. Marriage or prospective marriage is not, in itself, a ground for discharge (A.F.Os. 349/42 and 1005/42). In the case of applications for discharge on compassionate grounds, full enquiry is to be made into the circumstances and such applications are to be accompanied by medical and/or other corroborative evidence as may be appropriate.

2. Should a W.R.N.S. Officer or rating be considered by the medical officer to be medically unfit for further service, the officer or rating concerned is to be brought forward for survey and dealt with in the same way as officers and men are dealt with under A.F.O. 2104/40.

3. The following table shows the notations to be made on the Service Certificates of ratings discharged and the procedure to be adopted regarding notification of discharge and dates of cessation of pay and allowances.

Cause of Discharge	Notation on Service Certificate.	Procedure.
(a) Death ...	D.D. ...	—
(b) Desertion ...	Deserted ...	Date of desertion to be date of discharge. All pay, allowances, medals, decorations and any other benefits, awards or rights, which may have been granted to an officer or rating in respect of her service in the W.R.N.S. or for which she might have become eligible, shall be forfeited to the Crown unless the Admiralty direct otherwise.
(c) Invaliding ...	As shown in K.R. & A.I., Article 606 (9).	As laid down in A.F.O. 3594/41.
(d) Inefficiency ...	Unsuitable ...	Notice of discharge to be given in writing immediately on receipt by the Commanding Officer of copy of Admiralty Letter approving discharge. Pay and allowances to continue for 14 days from the date on which the rating is given the notice of discharge. The last day on pay, etc., to be date of discharge.

Cause of Discharge	Notation on Service Certificate.	Procedure.
(e) No vacancy ...	In excess of establishment.	Procedure for (d) is to be followed.
(f) Compassionate grounds.	Discharged on compassionate grounds.	Pay (and allowances where applicable) to cease on date of ceasing duty which is also to be the date of discharge.
(g) Own request ...	Discharged at own request.	Procedure for (f) is to be followed. Note.—Discharge at own request is granted only in the most exceptional circumstances.
(h) On appointment as Officer.	Promoted to Third Officer.	Pay (and allowances where applicable) as a rating to cease from date of appointment to officer rank.
(i) Services no longer required.	S.N.L.R. ...	Notice of discharge to be given in writing immediately on receipt by the Commanding Officer of copy of Admiralty Letter (or signal) approving discharge. Pay (and allowances where applicable), to cease on that date which is also to be the date of discharge.
(j) Dismissal ...	Dismissed H.M. Service.	Procedure for (i) is to be followed.

4. Where appropriate, the Service Certificate is to be endorsed "Suitable for re-engagement."

5. In general, personnel should be expected to work out their notice of discharge, but it is at the discretion of Commanding Officers whether ratings under (d) and (e) are released immediately on receipt of the approval for discharge or retained at duty to the date of discharge; Commanding Officers are to be guided by the circumstances in each case with due regard to the best interests of the Service.

6. Suspension from duty without pay pending discharge is not to be ordered, nor are W.R.N.S. Officers or ratings to be given leave pending Admiralty decision except in exceptional circumstances on compassionate grounds, when the reason for doing so should be reported in the application for discharge. Deductions from pay while in civil custody are dealt with in A.F.O. 4351/42 (Regulations and Instructions for W.R.N.S.).

7. Attention is called to A.F.O. 1005/42 regarding discharges on compassionate grounds and at own request.

8. W.R.N.S. ratings are not to be required to sign their Service Certificates on discharge for any reason and the certificates are to be delivered to ratings as soon as possible after discharge.

(A.F.O.s 2104/40—3594/41 not in Annual Volume—349/42, 1005/42 and 4351/42.)

(C.A.F.Os. 939/42 and 1762/42.)

(A.F.Os. 576/40, 1050/40—4940/41 and 5042/41 not in Annual Volume—are cancelled.)

A.F.O. 536/45 5647.—W.R.N.S.—Enrolment and Transfer—Mobile or Immobile

(N. 21071/42.—19.11.1942.)

Enrolment in the mobile and immobile branches of the W.R.N.S. is now subject to the general Government policy concerning the allocation of woman power in the national service.

2. In conformity with this policy, the procedure indicated below is to be adopted.

3. Recruits.—No W.R.N.S. recruit who is regarded by the Ministry of Labour and National Service as mobile is to be enrolled as immobile.

4. *Serving Personnel.*—It is desired that all serving immobile personnel who are able to do so, should transfer to the mobile branch, and this fact should be brought to the notice of those concerned.

5. Serving personnel who are now or who may in the future come within age groups called up under the National Service Act, must regard themselves as liable to be called upon, at any time, to undertake mobile conditions. Such a call may not be necessary, but, if changing war conditions render it essential, adequate opportunity will be given for appeal by those whose circumstances warrant special consideration.

6. As regards transfer from the mobile to the immobile branch of the Service, this is, in future, only to be authorised on compassionate grounds, when it can be clearly shown that circumstances have changed since entrance in the service.

7. *Accommodation of mobile personnel.*—Due to lack of accommodation in Quarters, mobile personnel will sometimes have to be permitted to live at home, at least for the time being, but as the purpose in view (which is to make available as many mobile women as possible for mobile service) will be defeated if this occurs often, steps are to be taken to ensure that where vacancies can satisfactorily be filled by immobile personnel they should, if possible, be so filled, mobile personnel (including recruits) from the same neighbourhood being used to the greatest possible extent for service where mobiles are needed. This of course does not apply to categories in which only mobile ratings are accepted, e.g., radio mechanics, W/T operators, etc. All mobile personnel are, so far as possible, to be accommodated in Service quarters, but when none are available, they may be permitted to live in their own homes in accordance with A.F.O. 1511/40, paragraph 7 (b).

(A.F.O. 1511/40. A.F.O. 2261/41—not in Annual Volume.)

5648.—W.R.N.S.—F.A.A. Categories—Drafting

(N. 17547/42.—19.11.1942.)

The drafting of W.R.N.S. ratings belonging to categories instituted solely or principally for duty with the Fleet Air Arm is in future to be controlled from the office of the Commodore, R.N. Barracks, Lee-on-Solent, and for this purpose a Chief Officer, W.R.N.S., will be appointed additional to the Commodore's staff as W.R.N.S. Drafting Officer (Air).

2. The special W.R.N.S. categories at present concerned are as follows: Wrens employed as aircraft checkers and torpedo attack teacher's assistants will also be covered by the new arrangements, but their precise categories are still under consideration:—

Air mechanic.	Photographic assistant.
Bomb range marker.	Q.O.(A).
Cine gun assessor.	Radio mechanic.
Fabric worker.	Strip camera operator.
Meteorological.	Supply assistant (F.A.A. stores).
Parachute packer.	Vision tester.

3. W.R.N.S. personnel for training or drafting in these special F.A.A. categories will be obtained from W.R.N.S. Central Training Depots.

4. Advancement procedure will be generally as laid down in A.F.O. 4864/42 except that the rosters for each of the categories indicated in paragraph 2 will be maintained by the Commodore, R.N. Barracks, Lee-on-Solent, to whom Forms S.507(W) are normally to be forwarded direct by Commanding Officers of Establishments. Where, however, there is a divergence of opinion about the recommendation of any particular rating, the Form S.507 (W) and the report called for under A.F.O. 4864/42, paragraph 10(d), are to be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent, through the Superintendent, W.R.N.S., of the Command from which the recommendation is received.

5. As an exception to the general rule governing the drafting of W.R.N.S. ratings, the W.R.N.S. Drafting Officer (Air) will act under the orders of the Commodore, R.N. Barracks, Lee-on-Solent. She will, however, maintain liaison with the Superintendents, W.R.N.S., in the various Commands on matters relating to welfare and accommodation and is also authorised to communicate with the Director, W.R.N.S., for advice on such matters.

6. The foregoing arrangements are to be brought into force on 1st January, 1943.

(A.F.O. 4864/42.)

5649.—Sports—R.N. and R.M. Sports Control Board—Donation

(N.—19.11.1942.)

(Included in Notice Boards Issue only.)

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

5650.—Fire Control—Fire Control Box—Modification to Improve Rapidity of Applying Settings

(G. 011276/42.—19.11.1942.)

A.F.O. Diagram No. 306/42 shows a simple modification which has been carried out in a "Hunt" Class destroyer in order to enable own and enemy speed settings to be applied more rapidly on the fire control box, Mark II.

2. Ships equipped with fire control boxes may carry out this modification to enemy and own speed setting knobs if desired, the work being carried out by ships' staffs.

5651.—Gun Mountings, 4-in. H.A. Twin, Mark XIX—Blast Bags

Ships concerned, Dockyard and Repair Establishments

(G. 2742/42.—19.11.1942.)

Sea experience has shown that the maintenance of the 4-in. twin mountings, Mark XIX, is facilitated by fitting a permanent blast bag and considerable time has been spent in obtaining a satisfactory design and fit to meet all the requirements.

2. A.F.O. Diagram No. 301/42 show a suitable blast bag which will allow the guns to move freely in elevation.

3. Commanding Officers of ships concerned should arrange for the blast bags to be fitted by ships' staffs; assistance being obtained from dockyards and repair establishments when necessary.

4. No action should be taken to modify existing blast bags of this type, fitted in numerous ships, to comply with these diagrams unless the existing bags have proved unsatisfactory in service.

5. The sight arm cover which has to be removed when fitting the blast bag should be retained on board for replacement in the event of the removal of the blast bag.

6. Existing gun barrel clips are to be utilised wherever possible.

7. The position of the gun barrel clip is about 18 inches in rear of the front end of the jacket, but this can best be determined by trial with each particular blast bag, care being taken to ensure that there is sufficient scope for full elevation.

8. It should be noted that most of the earlier trouble experienced with blast bags has been due to "cutting the cloth too fine."

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

5652.—Gun Mountings—2-pdr., Marks II and II*C—Fitting of Barrel Heaters—REPORTS—A. and A.

Ships and Repair Establishments concerned

(G. 1533/42.—19.11.1942.)

The provisions of C.A.F.O. 1333/41, regarding the operation and maintenance of close-range weapons under conditions of severe weather are to be extended to 2-pdr., Mark II and II*C equipments.

2. Suitable gun barrel heaters for these mountings have been assigned the following pattern numbers under Subhead F2B. of the Authorised List of Naval Stores:—

Heater, 2-pdr., Mark II*C., 2 kW., 220 v., Pattern No. 19564.

Heater, 2-pdr., Mark II*C., 2 kW., 110 v., Pattern No. 19565.

3. Purchase of 100 No. pattern 19564 and 500 No. pattern 19565 has been arranged for delivery to the Central Depots as under:—

Pattern 19564—60 No. to Stroud.

40 No. to Mossley.

Pattern 19565—300 No. to Stroud.

200 No. to Mossley.

4. The Commanding Officers of ships concerned should include an item Classification "A*" in their current lists of As. and As. to cover the work, which should be carried out by ships' staffs, assisted where necessary by depot ships and repair establishments.

5. The heaters should be demanded by ships concerned from their storing yards on the basis of one heater per barrel; spares should also be carried at the rate of one-quarter of the number of heaters fitted, not less than one spare heater being carried.

6. The wiring should be carried out in accordance with C.A.F.O. Diagrams 264/41 (1) and (2), promulgated with C.A.F.O. 1333/41.

7. To compensate for the barrel heaters, balance weights to instructional print N.O.D. 2108/84 will be fitted to the breech ends of the guns by Armament Depots at the first opportunity. Intermediate Demands for Balance Weights should be forwarded to D.A.S. (Branch A) as required.

8. The canvas cover shown in A.F.O. Diagram No. 305/42 should be made and fitted to the ammunition box by ships' staffs.

9. A report should be rendered when the barrel heaters have been fitted.

(C.A.F.O. 1333/41 and C.A.F.O. Diagram 264/41—not in Annual Volume.)

(This Order to be retained until complied with.)

5653.—Gun Mountings—20-mm. Twin, Mark V, Mounting—Adjustment of Firing Gear

Ships and Establishments concerned

(G. 012245/42.—19.11.1942.)

Cases have been reported of damage to the firing gear of the above mountings when elevating, or depressing, with the gun safety catches to "SAFE". This can only occur if the gear is out of adjustment, and the following procedure is to be adopted when adjusting or testing the firing gear:—

- Unload, train mounting on to a safe bearing to ensure that the safety firing gear is inoperative, put gun triggers as far to "FIRE" as they will go and tie them in this position (gun safety catches must be to "FIRE").
- Press control-handle firing trigger and check that the clearance between the firing levers and gun triggers does not alter appreciably while elevating and depressing through the full range, i.e. surface of the firing cam must be concentric with the trunnion centre under "FIRE" condition.
- Release firing trigger and check that firing piston movement is 0.875-in. minimum and 1.0 in. maximum.
- Untie gun triggers, ensure that firing piston is in "OFF" position and is as far down as it will go, leave gun safety catches to "FIRE" and elevate to maximum elevation.
- Adjust lengths of firing rods so that when gun safety catches are to "SAFE" there is $\frac{1}{32}$ of an inch clearance between the firing levers and the triggers of the guns.

On depressing the guns it will be noted that this clearance increases considerably up to 20° elevation and reduces again towards 10° depression.

5654.—Ordnance, Q.F., 2-pdr., Mark VIII—Modification by Fitting "Shakeproof" Washers

(A.S./G. 1493/42.—19.11.1942.)

The following modification should be carried out:—

Gun	...	Q.F., 2-pdr., Mark VIII.
Parts affected	...	Screws, fixing, safety, cam bearing, of cover feed box.
New parts required	...	Washer, locking, shakeproof, $\frac{1}{8}$ -in. (Type 12, steel, internal). H.M. ships to demand from R.N. Armament Depots or Officers-in-Charge of Armament Supply, to whom supplies are being sent.
Nature of modification	...	Washer to be fitted under head of screw fixing safety cam bearing.
By whom to be done	...	Staffs of H.M. ships, bases and Armament Supply Department.
Degree of urgency...	...	As soon as possible.

The washers will be incorporated in guns of future manufacture.

5655.—Machine Guns for Naval Aircraft—Maintenance

(G. 5816/42.—19.11.1942.)

Consequent on the introduction of log books for machine guns for naval aircraft by A.F.O. 5657/42, the Group F maintenance operations will be carried out on a "Rounds Fired" basis.

2. Group F maintenance operations are to be carried out on all machine guns and belt feed mechanisms which are in service, or are available for service in naval aircraft on the following bases:—

- Browning 0.30-in. and 0.303-in.—after firing each 4,000 $\pm$ 500 rounds.
- Browning 0.50-in.—after firing 1,000 $\pm$ 500 rounds.
- Vickers gas-operated 0.303-in.—after firing 2,500 $\pm$ 500 rounds.
- Vickers recoil 0.303-in.—after firing 2,000 $\pm$ 500 rounds.
- Lewis 0.30-in. and 0.303-in.—after firing 2,000 $\pm$ 500 rounds.
- Hispano 20-mm.—after firing 1,000 $\pm$ 200 rounds, or weekly if firing has taken place.
- Hispano B.F.M.—at same time as gun to which it is mated, or after firing 1,000 rounds whichever occurs first.
- All guns—before armament training period, embarkation, or special operations; after abnormal exposure or unsatisfactory functioning; when considered necessary by Commanding Officer.

3. Air Publications 1641 A, B, C, D and L, Volumes II, Parts 3, Sections 2 in use in the Naval Service are to have the headings under "Group F" in each case noted in pencil with the number of this order and the relevant information given in paragraph 2 above.

4. Amendment to the air publications will be issued in due course.

5. This order will be in force as soon as log books have been issued. Till then A.F.O. 4161/41, paragraphs 2, 2a (added by A.F.O. 649/42), and 8 will remain in force.

6. Subject to paragraph 5 above, A.F.Os. 4161/41 and 649/42 are cancelled.

(A.F.Os. 4161/41—not in Annual Volume—649/42 and 5657/42.)

5656.—Machine Guns for Ground Use—Maintenance

(G. 5816/42.—19.11.1942.)

Machine guns, including 20-mm. Hispano guns, in use for ground defence and training purposes, and which are not available for service in naval aircraft are to be maintained in accordance with A.F.O. 2040/42, modified by administrative authorities as necessary to suit local conditions.

2. Machine guns which have been used and maintained as ground guns are not, except in extreme emergency, to be installed in naval aircraft, without prior repair overhaul at an armament depot and subsequently being inspected and sentenced "for use in Naval Aircraft" by a representative of the Chief Inspector of Naval Ordnance.

3. Gun history sheets (Forms 352) are no longer required to be kept for 20-mm. Hispano guns mounted for ground defence and which are not available for use in naval aircraft. Existing gun history sheets are to be closed and disposed of as waste paper, or may be used as described in paragraph 4 of A.F.O. 5657/42.

A.F.O. 4161/41 is being cancelled subject to paragraph 5 of A.F.O. 5655/42.

(A.F.Os. 4161/41—not in Annual Volume—649/42, 2040/42, 5655/42 and 5657/42.)

5657.—Machine Guns for Naval Aircraft—Log Books—Form S.302—Introduction

(G. 5816/42.—19.11.1942.)

Log books are to be kept for all machine guns which are in service, or are available for service, in naval aircraft.

2. Log books are to be started as follows :—

- | | | |
|---|---|--|
| (a) Machine guns in service in ships, squadrons, air stations and R.N.A.R.Y's on receipt of this order. | As soon as possible after receipt of this order. | By the officer having the machine gun on charge. |
| (b) Machine guns coming into service from makers, R.N. armament depots or from any other source. | When first received in ships, squadrons, air stations or R.N.A.R.Y's. | By the officer taking the machine gun on charge. |

3. The naval aircraft machine gun log books (Form S.302) will be distributed to ships and establishments, without demand, as soon as available. Squadrons should draw their requirements of log books from the ships or naval air stations where they are accommodated or borne.

4. The naval aircraft machine gun log book will contain details of the machine gun to which it refers on the outside front cover; instructions for use on the inside front cover (page 1) and page 2; a transfer log on pages 3 and 4; and occurrence log on pages 5 to 10 (inside back cover).

The accompanying—

Appendix I shows instructions for use.

Appendix II shows headings of the transfer log.

Appendix III shows specimen and example page of occurrence log.

5. Gun history sheets (Forms 352) at present kept for 20-mm. Hispano guns for naval aircraft are to be continued till it is convenient to change over to naval aircraft machine gun log books. The instructions in this order and Appendix I will apply from the date of receipt of the order.

APPENDIX I TO A.F.O. 5657/42

Instructions

1. This log book is to be kept for every machine gun for use in naval aircraft to ensure that the gun is properly maintained and in order that certain information will be available which may assist in the re-design and modification of various components and to record their life under service conditions.

2. The officer having on charge the machine gun to which this log book refers is responsible for the custody of the log book; that it is correctly compiled and is kept up-to-date.

3. This log book is to accompany the machine gun to which it refers on all transfers while it is liable for use in a naval aircraft. It may be carried in the air in the aircraft in which the machine gun to which it refers is installed, but is *not* to be carried over enemy territory.

4. A record is to be kept on pages 3 and 4 of the transfer of the machine gun from the charge of one squadron, station, ship or depot to another and of the aircraft and positions in which it is installed.

5. The following entries are to be made chronologically on pages 5 *et seq.* :—

- (i) Number of rounds fired.—These may be totalled for a period not exceeding one month, providing no other entry intervenes.
- (ii) Major maintenance operations.—Group F and above, with notation of all parts exchanged and any repair work carried out. Group C maintenance operations of 20-mm. H.S. guns are to be noted.

(iii) The exchange of any part due to routine maintenance instructions, fracture, wear, or any other cause stating briefly the cause and the history of the replacement part if not new. The registered numbers of belt feed mechanisms or magazines "married" to the gun, where applicable, are to be noted.

(iv) When Form S.1148(h) has been rendered giving its reference number and date.

(v) Modifications to the gun or components. Also date of recoil calibration of 20-mm. H.S. guns, and completion of alignment of all fixed guns.

(vi) Inspections by a representative of C.I.N.O., with his finding. Guns found serviceable for use in naval aircraft are to be sentenced as such in full, in order that they are not confused with guns serviceable for ground defence and other purposes.

(vii) When stoppages have occurred, unless definitely caused by ammunition, bad maintenance, maladjustment, fire control mechanism, or mis-handling, and no damage has been caused to the gun or components.

(viii) Similar information is to be entered, where applicable, concerning belt feed mechanisms or magazines which are "married" to the gun.

6. This log book is *not* to be sent to the Admiralty unless specially called for.

7. If the machine gun to which this log book refers is sent to an R.N. armament depot, it is to be packed with the gun in the package, so as to be available for guidance when carrying out examination and inspection at the depot. No log will, however, be sent with the gun after repair, since the gun will be sentenced fully for use in naval aircraft by the Inspecting Officer. In such cases a new log book is to be raised by the receiver.

8. This log book is to be started by the officer who first holds the machine gun in H.M. ship, at a naval air station in a squadron or R.N. aircraft repair yard. He is to insert at the top of page 3 whence he received the gun and under that the information required by paragraph 4. The previous history of the gun, and of any components where it differs from that of the gun, so far as can be ascertained, is to be noted in the log book on page 5, when the gun is not new.

9. If the log book of a machine gun in service is lost or destroyed a new log book is to be started at once as in paragraph 8. If the first log book subsequently comes to hand, information which has been collected in the second log book is to be transferred to the first, the second log book then being cancelled.

10. When a machine gun is sentenced "Unserviceable for use in Naval Aircraft" the officer who had the gun on charge at the time the sentence was passed is to retain the log book for one month after which time it may be disposed of as waste paper, unless special instructions to the contrary have been received.

11. All entries in this log book are to be made in ink. The log should be kept in original only. A further log book may be affixed behind to form a continuation when required.

APPENDIX II TO A.F.O. 5657/42

Transfer Log

Officer starting this log received gun from	Gun then	} (New)* (Repaired)* (In service)*
.....	{ (appeared)*	
	{ (was known)* to be	
	* Delete as necessary.	

Date taken on Charge.	Squadron, ship, station or depot.	Type and No. of Aircraft.	Position in aircraft.	Date taken off charge.	Signature of officer on taking on charge.

APPENDIX III TO A.F.O. 5657/42.
Occurrence Log.

Date	Rounds fired	Total rounds	Rounds to next Group F	Modification Repair, Failure, Maintenance, Inspection, etc.	Part fitted in replacement and history	Name of person supervising	Initials of person making entry
				<i>Example</i>			
14.6.42	—	—	—	Gun appears new on receipt.	—	S/Lt. Abel	B.A.
26.7.42	—	—	4,000	Group F before A.T. period.	None	P.O. AM (O) Cannon	B.A.
27.7.42	50	50	3,950	Installation butt test O.K.	—	S/Lt. Abel	B.A.
2-6.8.42	926	976	3,024	B.R. 291, Table R, Barrel 28461 "S" for all types.	Barrel No. 16438 fitted —new.	P.O. AM. (O) Cannon	B.A.
10-18.8.42	620	1,596	2,404	Firing pin broke—S.1148 (h) ref.: St. Merryn 068/1362 of 21.8.42.	New part fitted.	F/Sgt. Forly.	A.A.M.
19.8.42	300	1,896	2,104	—	—	P.O. AM. (O) Cannon	B.A.
20.8.42	26	1,922	2,078	Obscure No. 2 stoppage.	Transporter Guide spring —new.	F/Sgt. Forly.	A.A.M.
22.8.42	18	1,940	2,060	Obscure No. 2 stoppage—DINO has reported on B.U. 80/43 of 25.8.42.	Breechblock from gun No. 63214 which had fired 943 rounds.	F/Sgt. Forly and DINO Plymouth.	A.A.M.
24.8.42	—	1,940	2,060	Barrel No. 16438 found "S" for all types. B.R. 291, Table R.	Barrel No. 28461 fired 976 rounds.	P.O. AM. (O) Cannon	B.A.
24.8 to 2.9.42	783	2,723	1,277	—	—	—	B.A.
4.9.42	—	2,723	4,000	Group "F" before embarkation. Cocking lever worn at toe.	New part fitted Mod. 1641C/D.7-W had been carried out.	A.A. (O) Drummer	B.A.
5.9.42	20	2,743	3,980	B.R. 291, Table R. Barrel 28461 gauged and found "S" for A.P. tracer and ball ammunition.	Barrel 16438 fitted—fired 944 rounds.	S/Lt. Abel.	B.A.
24.9.42	600	3,343	3,380	Aircraft crashed casing and barrel bent.	—	A.A. (O) Drummer	H.G.E.
28.10.42	—	—	—	R.N.A. Depot repair.	As required	—	—

5658.—Side Arms—Carriers, Ammunition and Shell Quadruple—Transfer to Vote 8—
REPORTS

(A.S./G. 07528/42.—19.11.1942.)

As from the date of this order, all types of carriers, ammunition, quadruple and carriers, shell, quadruple in ships are to be transferred from the Naval Armament Store Account to the Gunner's List of Portable Fittings (D.787).

2. Carriers, ammunition, quadruple and carriers, shell, quadruple remaining in stock at R.N. armament depots are distributed as follows :—

Carriers, ammunition, quadruple, Q.F. 5.25-in. :—

Kingswinford 37

Carriers, cartridge, ammunition, quadruple, Q.F. 4.7-in., IX-IX**, XII XII* :—

Lincoln 26

Chatham 4

Plymouth 7

Carriers, shell, quadruple, Q.F. 4.7-in., IX-IX**, XII XII* :—

Kingswinford 165

Lincoln 20

Priddy's Hard 12

Plymouth 7

Carriers, ammunition, quadruple, Q.F. 4.7-in., IX-IX**, XII XII* :—

Kingswinford 53

Priddy's Hard 12

Carriers, ammunition, quadruple, Q.F. 4.5-in. :—

Kingswinford 11

Priddy's Hard 29

Crombie 43

Carriers, ammunition, quadruple, Q.F. 4-in., V-AV*, V***, Vc, XV-XVII :—

Chatham 11

Crombie 31

Kingswinford 398

(Due on C.P.36490/42)

Plymouth 1

Carriers, ammunition, quadruple, Q.F. 4-in., IV, XII, XIX :—

Kingswinford 101

(46 due on C.P.94057/41)

Where stocks of carriers held do not agree with the quantities shown above, report is to be made to the Admiralty (D.A.S.), Bath, immediately.

Any of these carriers required to complete ships under construction or for replacement in ships in commission should be demanded by the Principal Ship Overseer or Manager, Constructive Department concerned, when required. R.N. Armament Depots concerned are to report in 6 months' time to the Admiralty (D.A.S.), Bath, details of stocks remaining, stating for what types no requirement appears to exist.

3. Naval Proportion Book will be amended by the deletion of these carriers.

5659.—Ammunition, S.A. Vickers, 0.5-in. F., Mark IZ, R.L.—Precautions—
Withdrawal Instructions

(G. 02391/42.—19.11.1942.)

A.F.O. 1767/42 is to be amended as follows :—

Paragraph 4. Lines 6 and 7. Withdrawal instructions.

Delete "is to be set aside for breakdown pending further instructions".

Insert "is to be forwarded to S.A.S.O., Upnor, for breakdown".

(A.F.O. 1767/42.)

(A.F.O. 5392 42 is cancelled.)

5660.—Ammunition—Miscellaneous A.A.D. Weapons—Grenades No. 36M. in Canisters, Mark II and III, for Holman Projectors

(A.S. 15047/42.—19.11.1942.)

Instances have been reported of loaded canisters being returned from H.M. ships or D.E.M.S. with the safety pins partially withdrawn or lying loose in the compartment of the box with the loaded canister, presumably due to the grenade being prepared for firing when an attack is imminent.

2. If canisters should have their safety pins wholly or partially withdrawn, they should not be replaced in their boxes but should be fired, or dumped in deep water.

5661.—Sights—Air-Defence Officer's Sights

(G. 7000/42.—19.11.1942.)

Modern Air-Defence Officer's sights, of Messrs. Evershed and Vignoles Type T.166, are fitted with small auxiliary open sights on the elevating arm.

2. Ships with earlier T.166s can fit these open sights, if desired, in accordance with A.F.O. Diagram No. 300/42, ships' staffs making and fitting the necessary parts.

3. Modern sights are also being supplied without rotating seats and footplates. Existing ships can, if desired, land their rotating seats and footplates at the first convenient opportunity, the items concerned being taken into store.

5662.—21-in. U.S.A. Mark X Torpedoes—Removal of Sinking Gear

(T. 08111/42.—19.11.1942.)

Experience in the U.S. Navy has shown that if an air leak occurs in the afterbody of a 21-in. U.S.A., Mark X, in the action condition when loaded into a submarine's tube, the afterbody relief valve after lifting to relieve the internal pressure may be prevented from re-seating by the sinking gear, with the result that the afterbody will become flooded on the next occasion of flooding the tube.

2. It has therefore been decided to remove the sinking gear from all 21-in. U.S.A., Mark X, Mod. 3 torpedoes in use in the Royal Navy; these torpedoes are at present issued only to a few submarines. The work consists only in removing from the after bulkhead of the afterbody the sinking attachment complete with washer, spring and nut (U.S.A. Ordnance Pamphlet No. 608, page 42), and is to be carried out on torpedoes afloat by depot ship's staffs, a notation being made in the torpedo's history sheet. Torpedoes in depots will be similarly modified before issue.

3. These torpedoes are negatively buoyant at the end of an action run, and the removal of the sinking gear will therefore have no effect on the performance or behaviour of the torpedo when run in action or for practice.

4. It should be noted that an air leak in the afterbody, even though rendered incapable by the removal of the sinking gear of permanently opening the relief valve, will nevertheless cause the relief valves to lift and so break the seal (U.S.A. Ordnance Pamphlet No. 608, page 94, Preliminary Adjustments, paragraph 1), which has recently been introduced to ensure the relief valves remaining watertight in a flooded tube. Every care must therefore be taken to avoid air leaks in the afterbody.

5663.—A.B., Mark I-I* Gyroscopes—Tool for Removing Blast Valve

(T. 08104/42.—19.11.1942.)

In A.B., Mark I-I* gyroscopes from which the blast timing nozzle has been removed, i.e. for use in 21-in., Mark VIII** torpedoes in submarines, some difficulty may be experienced in removing the blast valve from the blast chamber when this is required during routines.

2. Removal of the blast valve under these conditions is facilitated by the use of a special spanner, consisting of a modified 18-in. body spanner, St. No. 169, fitted at its lower end with a short flat-bottomed screwed plug, 0.625 in. diameter, 28 threads per inch, which is screwed into the top of the blast valve. This spanner is also useful if it should be necessary to lap in the blast valve. A spanner of this type should be made by ships' staffs if desired.

3. Removal of a blast valve in which the timing nozzle is in place is easily effected by fitting an 18-in. body spanner packed with a slip of paper to the square top of the timing nozzle, or by grasping the top of the timing nozzle with pliers.

5664.—Bow Cap Indicating Gear—Guard—A. and A.

Submarines concerned

(T. 2723/42.—19.11.1942.)

In submarines fitted with the new type of bow cap interlock and indicating gear, a hinged brass cover is to be fitted to protect the splined shaft of the indicator gear, as shown in A.F.O. Diagram No. 303/42.

2. The item should be dealt with as a A. and A., Classification "A," the work being carried out by Depot Ships' staffs.

5665.—Branch Breakers and Control Units on Main Switchboards, Sectional Switchboards and Local Units—Colour Scheme

(T. 1459/42.—19.11.1942.)

The relative priorities of the various loads supplied from the main electrical systems of H.M. ships vary according to the general situation. For example, in battle the armament is of first importance, but should a ship be seriously damaged power required for control of damage may become the primary consideration.

2. In order to simplify the handling of the electrical installation, the various loads supplied are being divided into five main categories in new construction, each denoted by a colour as follows:—

- (1) *Blue* ... Power required for steaming and navigating the ship.
- (2) *Red* ... Power required for working the armament and external communications.
- (3) *Green* ... Power required for control of damage.
- (4) *White* ... Less important power which should not be cut off except in emergency.
- (5) *Yellow* ... Unimportant and non-action services.

To standardise these markings throughout the service the same colour scheme is to be adopted as far as practicable in existing ships.

3. Each branch breaker control unit on the main controlling switchboard, and on section switchboards when fitted, should have an indicator of appropriate colour on or adjacent to it. The branch breaker and its local control unit should be painted with a bar of the same colour as its control unit or units.

4. Difficulties may arise in some ships in deciding what colour is appropriate for a given branch breaker as the loads supplied may come under more than one of the categories given above, in such cases a compromise must be reached.

5. The following classification of loads is being adopted for future construction and is to be followed in existing ships:—

- (1) *Blue* ... Steering motors. Ventilation and lighting of machinery compartments other than those mentioned in (4).
Engine room auxiliaries other than those mentioned in categories (3) and (4).
Navigation lights.
Recognition signals.
D.G. and S.A. gear.
Wa/T equipment.
Echo sounding, sounding machines.
A.R.L. table, gyro compasses and engine order.
- (2) *Red* ... Gun mountings and director tower supplies.
Shell and ammunition hoists.
Fire control services.
Lighting and ventilation of all spaces essential for working the armament (gun houses, hoist compartments, etc.) and W/T offices.
Searchlights and S/L control.
R.D.F. equipment.
W/T machines.
Signalling projectors.
H.P. air compressors.
Aircraft lifts.

- (3) *Green* ... Emergency bilge pumps.
Salvage pumps.
Fire and bilge pumps.
Hull and fire pumps.
Oil fuel transfer pumps.
Portable pump connections.
General lighting.
General ventilation.
Services in sick bay and medical distributing stations.
- (4) *White* ... Magazine cooling.
Refrigerating machinery.
Hot cupboards.
Bakery, galleys, etc.
- (5) *Yellow* ... Winches.
Cranes and boat hoists.
Capstans.
Workshops.
Weather deck lighting.
Radiators.
All other unimportant and non-action services.

5666.—Torpedo Stores—Adapters St. No. T. 456A—Introduction

(A.S. 12716/42.—19.11.1942.)

Existing "straightway" Adapters, St. No. T.456, may cause damage or overstraining of flexible charging hoses when 21-in. U.S.A. torpedoes are being charged in the torpedo tubes of M.Ls.

2. A "right-angled" adapter is therefore to be introduced for sea service.

3. This new pattern adapter will be accounted for as follows:—

Section II

Adapters to suit British charging pipes for use with U.S.A. nozzles charging (St. No. T.517) St. No. T.456A, and will be allowed to Coastal Force Bases in lieu of, and in the same proportion as, Adapters St. No. T.456.

4. Coastal Force Bases concerned are to adjust to the new allowance from the nearest Torpedo Depot.

5667.—Torpedo Stores—Gauging of Tails of 21-in. X-X** Torpedoes

(A.S. 9645/42.—19.11.1942.)

It has been decided not to introduce "Gauges, tail, fin, 21-in., X-X** torpedoes, St. No. T.423", for issue to sea service.

2. The checking of tail fins of 21-in. X-X** torpedoes on board ships, etc., is to be limited to visual examination for distortion or damage.

5668.—Staybrite Sweep, Pattern 401—Allowances

(N.S. 30675/42.—19.11.1942.)

In view of the necessity to economise in materials, and of the restricted opportunities for sweeping for torpedoes, etc., in war-time, the allowances of Staybrite Sweeps, Pattern 401, to capital ships, cruisers, aircraft carriers, flotilla leaders and destroyers will be discontinued for the duration of hostilities, and the Sweeps held by such vessels should be returned to store.

2. Allowances to other services of Staybrite Sweeps, Pattern 401, as detailed below, remain unaltered, viz.:—

Services.

Allowances.

Destroyer depot ships	...	} 1 per vessel
Submarine depot ships	...	
R.N.T.F., Loch Long	...	1
Weymouth torpedo depot	...	1
Malta torpedo depot	...	1
H.M.S. "Defiance"	...	1
H.M.S. "Vernon"	...	6 (i.e. 2 for Weymouth, 2 for Stokes Bay, 1 for instructional purposes, 1 spare)
R.N. air stations	...	} As detailed in A.S.E.
M.T.B. bases	...	

3. The Sea Store Establishments concerned will be amended.

(A.F.Os. 1824/38 and 2965/41—not in annual volume.)

5669.—Ottway Log, Mark II.—Inverted Tooth Chain

(N.S.011351/42.—19.11.1942.)

The Ottway bottom log, Mark II, in certain ships is fitted with inverted tooth chains, and purchase has been arranged, on contract dated 5th November, 1942. CP.69826/42, of 20 chains, Coventry, Mark No. 157—030/·9-in., which are suitable for replacement purposes.

2. Requirements should be demanded from the Superintending Naval Store Officer, Stanley Mills, Stroud, but as the chains are in short supply and the present stock may be difficult to replace, it is essential that the staffs of ships fitted should exercise all possible care in maintenance of the chains.

3. Logs in new construction vessels are fitted with roller chains.

5670.—Counterdrum Instruments—Illumination—Dimmers

(N.S. 23229/41.—19.11.1942.)

With reference to A.F.O. 3128/42, paragraph 6, dimmers, Pattern 10254, are now available and being distributed as follows:—

Lyness	...	...	...	...	250 No.
Rosyth	...	...	...	...	100 No.
Chatham	...	...	...	...	50 No.
Liverpool	...	...	...	...	50 No.
Simonstown	...	...	...	...	50 No.

(A.F.O. 3128/42.)

5671.—Wooden Trestles for Parting 18-in., 21-in. and 22·4-in. Torpedoes

Shore Bases and Naval Air Stations having Torpedo Facilities

(T. 2388/42.—19.11.1942.)

Owing to the difficulty experienced in meeting the increased requirements for steel pedestals (Subhead B, Item 8), Pattern 1069 and 1082, and crutches, Pattern 1068A and 1078B, for 18-in and 21-in. torpedoes respectively, and also with the object of saving shipping space, a wooden trestle is to be introduced for use at Shore Bases and Naval Air Stations which have torpedo facilities.

2. The wooden trestle is not suitable for use in ships.

3. The trestle is intended for supporting both ends of the forebody of torpedoes, steel pedestals and crutches still being used for the afterbody. This will effect a saving of 50 per cent. of the number of pedestals and crutches allowed to Shore Bases and Naval Air Stations.

4. The wooden trestle is shown in A.F.O. Diagram No. 307/42. It will be seen that the trestle is also suitable for 22·4-in. torpedoes.

It is the intention that a number of these trestles should be made by Base staffs, using local resources as indicated in the following paragraphs:—

5. *Supply to existing Shore Bases and Naval Air Stations at Home.*—Manufacture by Portsmouth Dockyard of 100 wooden trestles will be completed shortly.

Existing Shore Bases for Destroyers, Submarines, and Coastal Force Torpedo Craft, and Naval Air Stations with torpedo facilities at home, should forward demands to the Superintending Naval Store Officer, Portsmouth, for four wooden trestles, and, on receipt of the trestles, should return four steel pedestals and crutches to the nearest dockyard.

The balance up to 50 per cent. of the total number of steel pedestals and crutches allowed should be returned as and when wooden trestles are made as replacements by the Base staffs using local resources.

6. *Supply to new Shore Bases and Naval Air Stations at Home.*—Four wooden trestles will be supplied in the first instance in lieu of an equal number of steel pedestals and crutches as allowed by establishment.

The balance of up to 50 per cent. of the total number of steel pedestals and crutches allowed should be returned as and when wooden trestles are made as replacements by Base staffs from local resources.

7. *Existing Shore Bases and Naval Air Stations Abroad.*—Bases and Naval Air Stations which have received their full allowance of steel pedestals and crutches are to arrange for manufacture of wooden trestles up to 50 per cent. of total number allowed from local resources. Steel crutches and pedestals, on replacement by wooden trestles, should be returned to nearest Naval Store Depot to form a pool against further requirements.

8. *New Shore Bases and Naval Air Stations Abroad.*—Supplies of steel pedestals and crutches from U.K. will be limited to 50 per cent. of the total number allowed by establishments, the remaining 50 per cent. to consist of wooden trestles made from local resources or by temporarily borrowing from the pool created in paragraph 7 above.

(Portsmouth Yard Letter, 26/10/42, No. 10333.)

5672.—Avometer Testing Sets

(T.C.P.73024/42.—19.11.1942.)

Owing to the short supply of Avometer, Pattern 47A and 48A, a commercial type of instrument is to be introduced into the Service.

2. The new instruments are the same size, type and quality as the Pattern 47A or 48B, but with additional scale readings, and will be supplied in a leather case.

3. Pattern numbers allocated are S.47A and S.48A and these instruments can be issued in lieu of Avometers, Pattern 47A or 48A.

5673.—Transport of Spare Armatures—A. and A.

Ships concerned.

(T.1636/42.—19.11.1942.)

In certain ships, which have been fitted with raised sills in watertight doors and coamings around watertight hatches to improve watertight integrity, the transport of dynamo spare armatures (*vide* Standard Electric Specifications No. 1, clause 98) has been seriously affected.

2. A portion of these sills and coamings where necessary is to be made suitably portable to facilitate the ready passage of these large armatures. Commanding Officers are to ensure that the portable portions are replaced immediately on passage of the armatures.

3. This modification is to be carried out by shipbuilders in ships building, provided no delay in completion is involved and by refitting authorities in ships being fitted with these sills and coamings. The modification will not apply to new construction capital ships, where dynamo spare armatures cannot be passed through W.T. doors.

4. In ships already fitted with raised sills an item, Classification "B", is to be inserted in their next list of As. and As :—

"To fit portable plates in raised sills of W.T. doors or coamings around W.T. hatches where necessary to facilitate transport of spare armatures".

5674.—Mining Stores—Spanners, Tube, $\frac{3}{8}$ in. Square, St. Nos. 4902 and 5189—Modification

(A.S.6294/42.—19.11.1942.)

The design of spanners, tube, $\frac{3}{8}$ in., square, St. Nos. 4902 and 5189, have been modified by increasing the length of the handle to 4-in. in order to provide added leverage.

2. All unmodified spanners, St. Nos. 4902 and 5189, on board minelayers are to be returned to the nearest mine depot and modified spanners drawn in lieu.

5675.—Magnetic Compasses—Safe Distances

(C.D. 561/42.—19.11.1942.)

Attention is drawn to the necessity for care in keeping magnetic materials away from the vicinity of magnetic compasses.

2. Steel boxes for signal books are normally portable and when moved can cause serious deviations of the compass. A suitable stowage should be provided for these boxes at a distance of not less than 10 ft. from the standard or 6 ft. from the steering compass. Where the small size of the wheelhouse precludes such distances being conveniently maintained these distances may have to be slightly reduced.

A notice is to be painted in red on the outside of the lid of each box stating that in view of effect on the compass it is not to be moved from its stowage without the permission of the Commanding Officer.

3. The safe distances for electrical instruments laid down in paragraph 8 of C.D. Pamphlet 11 are the safe distances for the instruments themselves. Electrical instruments within 10 ft. of the standard compass should not be fitted in steel boxes.

4. In coastal craft only, Lewis guns and guns of similar type may be brought closer to the compass than the normal safe distances laid down. The pivot of the gun itself (*not* the pivot of the mounting, where a cranked mounting is fitted) is not to be brought closer to the compass than 6 ft.

5676.—Victor "Cub" Engines—Oil Injectors for

(D/C.P.61093/41.—19.11.1942.)

In order to improve the starting in cold weather of Victor "Cub" engines fitted in 25 ft. motor cutters and to the fire pumps supplied in accordance with A.F.O. 5303/41, oil injectors are to be fitted in lieu of heater plugs, two injectors being required for each engine. A number have been ordered for fitting to existing engines in service and supplies are now available.

2. To facilitate distribution of these injectors, Commanding Officers of ships concerned are to communicate direct with the Admiralty Engineer Overseer, Birmingham, (75, New Street), stating the number of injectors required and furnishing appropriate instructions as regards delivery.

3. The heater plugs displaced by fitting oil injectors are to be returned to Portsmouth Dockyard.

(A.F.O. 5303/41.)

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

5677.—Kohler's Electric Generating Sets—Spare Parts

"Town" Class Destroyers

(D.14430/42.—19.11.1942.)

With reference to A.F.O. 664/42, Messrs. Kohler's present address is 66, Bolsover Street, London, W.1.

2. When ordering spare parts for the above-mentioned generating sets it is essential to quote the model letter and serial number of the plant, which will be found on the Kohler nameplate.

3. The engines of some of the plants were made for Messrs. Kohler by the Waukesha Motor Company, but the details on the nameplate affixed by this company are not sufficient to enable Messrs. Kohler to identify the parts required.

4. Spares for the following types of engine can be obtained through Messrs. Kohler.

Model letter Kohler nameplate		Number of cylinders	Stroke	Bore	Revs/Min.	Remarks
10 A.1. Serial Nos. between 650 and 700.	10 kW. 110 volts D.C.	4	4 $\frac{1}{2}$ in.	3 $\frac{3}{4}$ in.	1,200	Fully automatic Waukesha Engine. Old Type.
10 A.1. Serial Nos. other than 650 to 700	10 kW. 110 volts D.C.	4	4 in.	3 $\frac{1}{4}$ in.	1,200	Fully automatic Waukesha Engine. New Type.
T	800 watts 110 volts D.C.	2	3 in.	2 $\frac{1}{8}$ in.	1,000	Hand started Kohler Engine.
E.C.2.	6 kW 115 volts D.C.	4	4 in.	3 in.	1,200	Hand started Waukesha Engine.

(A.F.O. 664/42.)

5678.—W/T Sets—Revised Allocation of Suffix Letters to Type Numbers

(S.D.1167/42.—19.11.1942.)

The following changes have been made in the meanings of suffix letters under the "Type of Ship" group in Table I of A.F.O. 2383/38.

Type of Ship.

Suffix Letter	Old Meaning	New Meaning
No letter	(a) Small ships, rack mounted (80 to 500 tons displacement). or (b) A set which is fitted only in one "type of ship" group (e.g. Type 48 only fitted in cruisers and above). or (c) Submarines.	(a) A set which may be fitted without modification in any class of ship (e.g. Type 86). or (b) No change.
W	Cruisers and above (over 3,000 tons).	The set modified for use submarines.

2. The new suffix meanings are to be adopted forthwith.

3. The pertinent W/T Establishment Lists will be amended.

(A.F.O. 2383/38—not in Annual Volume.)

5679.—TW12 W/T Sets—Pools

(N.S.018044/42.—19.11.1942.)

A pool of TW2 CH and TW12 EH W/T sets is now maintained at the following ports and bases :—

Devonport	Portland	Portsmouth
Chatham	Sheerness	London
Hull	Newcastle	Rosyth
Cardiff	Londonderry	Belfast
Harwich	Simonstown	Freetown
Alexandria	Durban	Mombasa
Bombay	Gibraltar	Preston
Liverpool	Greenock	Glasgow

2. All requirements of these sets for approved services, other than for new construction, should be demanded from the nearest port or base, and not from the S.N.S.O., Haslemere.

3. Requirements for new construction, and any other TW12 set, will be met by the S.N.S.O., Haslemere.

4. Stores required for maintenance purposes should be demanded from the ships storing yard.

5. Demands for replenishment of the pools should be forwarded to Admiralty as necessary.

5680.—R.D.F. Type 241—Defect

(S.D. 1204/42.—19.11.1942.)

Modulator H.T. transformer may have 0 and 800 volt terminals interchanged. This defect will probably cause burning out of rectifiers, and should be corrected.

(Admiralty message 632A is cancelled.)

5681.—D/F Outfit FV1—Fitting-out Information

(S.D.1209/42.—19.11.1942.)

A.S.E. Preliminary Specification No. B110/41 (Issue 3) has been prepared to show the method of fitting and wiring D/F Outfit FV1.

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, Scottish, East-Scotland, Belfast, South Wales, North-Eastern, North-Western, Humber, Southern and Thames Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with D/F Outfit FV1, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B110/41 (Issue 3), 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.)

5682.—Signalling Lantern, Hether Type—Modifications

(N.S. 17608/42.—19.11.1942.)

With reference to A.F.O. 2662/42, purchase has been arranged of the following items required to complete the modification of lantern, Pattern 378, to Pattern 378A :—

		Stroud.	Preston.
W.1234A	Slide, complete with discs, Pattern W.627A.	3,400	2,000
W.2196	Spring, for operating key...	3,400	2,000
W.3247	Cord, retaining, for slide ...	3,400	2,000
W.3436	Key, operating ...	1,800	1,200

The following quantities are to be despatched abroad :—

From :		Stroud.		Preston.	
To :	Simonstown.	Colombo.	Bermuda.	Durban.	Alexandria. Gibraltar.
W.1234A	... 200	100	200	200	300 200
W.2196	... 200	100	200	200	300 200
W.3247	... 200	100	200	200	300 200
W.3436	... 100	50	100	100	150 100

(A.F.O. 2662/42.)

5683.—Asdic Installation, Type 128DV—Establishment List

(N.S. 016714/42.—19.11.1942.)

An Establishment List No. A/S 91, dated 6th October, 1942, of Naval stores comprising Asdic installation, Type 128DV, has been prepared and copies will be distributed to the Services concerned by the Naval Store Officer, R.N. Store Depot, Walcot Street, Bath.

5684.—Echo Sounding Equipment, Types 762, 763 and 763A—Revised Allowance of Boat's Spares

(N.S.33274/42.—19.11.1942.)

Spares of echo sounding equipment for Types 762, 763 and 763A held at operational bases are to be relied on for the future maintenance and replenishment of boats fitted with these sets, and the allowances at present authorised for individual boats are to be withdrawn, with the exception of the following items :—

	Revised Allowance
Pattern 3795 valve N.R.41	2
Pattern A1901 paper roll	2
Pattern A974 stylus	1

Bases concerned are to take into stock spares in excess of this allowance now carried by individual vessels.

2. The pertinent Establishment Lists will be amended.

3. This decision does not apply to boats on detached duties fitted with type 762.

5685.—Sparking Plugs for American Aero-Engines—Approved Types

(A.M.R./A.D.P. 568/42.—19.11.1942.)

The table appended gives the approved types of sparking plugs for American aero-engines.

2. Sparking plugs for British engines are detailed in A.F.O. 4770/42.

3. The reference to A.F.O. 3061/41 in paragraph 3 of A.F.O. 4770/42 is to be amended to read A.F.O. 5685/42.

APPENDIX

Engine	Harness Conne- tion	B.G.		Aero.		Bendix.		Champion		A.C.		K.L.G.	
		Descrip- tion	Sect. 137 B Ref. No.	Descrip- tion	Sect. 137 B Ref. No.	Descrip- tion	Sect. 137 B Ref. No.	Descrip- tion	Sect. 137 B Ref. No.	Descrip- tion	Sect. 137 B Ref. No.	Descrip- tion	Sect. 137 B Ref. No.
Wright Cyclone ... R.1820-G.205A-2,-3.	$\frac{5}{8}$ in.	298 LS LS.465 LS.321 LS.495	55 187 57 —	LS.38D LS.38C LS.4AD	23 60 —	587 689	65 66	C.34S C.35S	213 214	LS.85	215		
P. and W. Wasp Junior ... R.985.	$\frac{5}{8}$ in.	SS.485 SS.454 SS.515	— — —			6S11	—	C.26S	218			RV.17/6	—
P. and W. Twin Wasp Junior. R.1535-SB.4G.	$\frac{9}{16}$ in.	320S 321S	51 52	LS.1AB LS.1AC LS.2AB	21 — —			M.2LS	—				

P. and W. Twin Wasp ... R.1830-S3C4G.	$\frac{9}{16}$ in.	320S 321S	51 52	LS.1AB LS.1AC LS.2AB	21 —	6S6 7KLS	68 62						
Lycoming ... R.680-13.	$\frac{5}{8}$ in.	SS.453	192					C.26S M.25S	218 217				

(A.F.O. 4770/42.)

(A.F.O. 3061/41 is cancelled.)

5686.—Transfer of D.G. Staff from Helensburgh to Bath
H.M. Ships

(S.D.G.A. 251/42.—19.11.1942.)

See A.F.O. 5711/42 in Section 5 of this issue.

5687.—D.G. Equipment—Rudder Post Windings no longer to be Fitted
Steel Trawlers, Whalers and Drifters

(S.D.G.—19.11.1942.)

Rudder post windings are no longer to be fitted to steel trawlers, whalers and drifters and A.F.Os. 1673/42 and 3147/42 are cancelled.

2. Rudder post windings already fitted are not to be removed, but they need not be compensated by Compass Corrector Coils as experience has shown that their effect on the Compasses is less than was anticipated.

3. Action will be taken to revise the following D.G. specifications and drawings :

- (i) D.G. Specification No. 5, dated 17th July, 1941, and addenda.
- (ii) D.G. Specification No. 6, dated 20th October, 1941 and addenda.
- (iii) Drawing D.E.E. 10628/10590.

(Admiralty Message 343A, timed 0316/16/9/42.)

(Admiralty Message 450A, timed 0328/3/10/42.)

(A.F.Os. 1673/42 and 3147/42 are cancelled.)

5688.—Waste Steam Pipes—Freedom at Lower Deck

“County” Class Cruisers

(D. 8723/42.—19.11.1942.)

Numerous instances have been reported of leakage at the joints of the superheated steam safety valves and the adjacent Tee-pieces fitted on the boilers of “County” Class Cruisers. This leakage is attributed to the restriction of lateral movement of the waste steam pipes from these valves where they pass through the lower deck.

2. In addition to the vertical freedom at present provided for, the superheated waste steam pipes are to be freed where they pass through the lower deck by allowing horizontal movement of the deck gland fitting, precautions being taken to maintain the water tightness at the deck, as indicated in A.F.O. Diagram No. 304/42.

3. In ships affected the necessary modifications are to be carried out by the ships' staffs, the work being treated as a defect.

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

5689.—Ventilation Slots in Funnel—A. and A.

105-ft. Motor Minesweepers

(D.012981/42.—19.11.1942.)

The following modification has been approved for all 105-ft. motor minesweepers under construction and completed, and an item, Classification “B,” is to be inserted in the lists of As. and As. to ships in service to cover the work involved :—

“Ventilating slots to be worked in the funnel in accordance with the arrangement shown on drawing D.N.C. 29/A/569.”

(F.O.I.C. Cardiff, 19.6.42, No. C466/75.)

(C.A.F.O. 826/42.)

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

5690.—Battery Room—Structure
105-ft. Motor Minesweepers

(D.P. 010299/42.—19.11.1942.)

In certain 105-ft. motor minesweepers, the supports of the battery racks have proved to be weak.

2. Battery racks in all vessels are therefore to be examined, and where undue deflections have taken place, additional stiffening is to be fitted, the work being treated as a defect.

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

5691.—Portable Non-Submersible Electric Self-Priming Pumps—Overboard Discharge from Between Decks—A. and A.

Capital Ships, Aircraft Carriers and Cruisers

(D.14739/42.—19.11.1942.)

Action damage experience indicates that additional overboard discharges for portable pumps may be necessary in some ships.

2. In compartments where there are no side scuttles to which blanks bearing hose connections can be fitted in accordance with the provisions of A.F.O. 167/42, there is no objection to fitting No. 4 bayonet joint hose connections with 3½-in. screw-down valves on scupper pipes which do not serve spaces inside the ship, such as pantries and washplaces.

3. The Commanding Officer of each ship concerned should include an item, Classification “A”, in the next list of As. and As., to fit such connections and valves as necessary. In no case should the hose connection be fitted at a level lower than the deep waterline of the ship ; it should be as high as practicable above this level.

4. For new construction, arrangements for portable pump discharges are being made separately.

(A.F.O. 167/42.)

5692.—Naval Aircraft—Main Undercarriage and Tail Wheels

(N.S.Air 1929/42.—19.11.1942.)

All first line squadrons should hold one set of main undercarriage wheels, tyres and tubes as Squadron Mobile Equipment. The wheels are to be kept fitted with tyres and tubes and ready for use.

2. Squadrons are to draw these items from the Main Stores and fit up the necessary sets.

5693.—Martlet Modification No. 128 U.S.—Notation of Embodiment in Log Books of Certain Martlet IV

(A.M./A.D.P./785/42.—19.11.1942.)

The above modification, which elongates the holes in the wings into which the ammunition box retaining pins fit, was embodied in production by the manufacturers in Martlet IV aircraft of serial numbers FN.101 to FN.273, but this fact was not noted in the log books of these aircraft.

2. Units holding any of the aircraft mentioned should arrange for the log books to be noted accordingly, quoting this A.F.O. as authority.

5694.—Aircraft Tyres—Allowances

R.N. Air Stations

(N.S. Air 2085/42.—19.11.1942.)

The present shortage of rubber renders difficult the maintenance at R.N. Air Stations of four months' stocks of tyres and tubes. More even distribution of the stocks available will be ensured by the quantities held at R.N. Air Stations at home being restricted to two months' estimated requirements.

2. R.N. Air Stations at home should accordingly limit demands for aircraft tyres to two months' requirements, based on past expenditure. R.N. Air Stations and Sections abroad may continue to hold stocks for four months.

3. Paragraph 4 of A.F.O. 3960/41 is cancelled.

(A.F.O. 3960/41.)

5695.—Hand Signalling Lanterns, 6-in.—Allowance

"River" Class Corvettes and "Algerine" Class Minesweepers

(N.S.26038/42.—19.11.1942.)

As the electrical supply for 6-in. hand signalling lanterns in "River" class corvettes and "Algerine" class minesweepers is taken from the 20 v. L.P. circuit, lanterns, Pattern 5153 should be supplied to these vessels and not Pattern W.1061.

2. The allowances of 6-in. hand signalling lanterns, Pattern 5153, and accessories to these classes of vessels are as follows:—

Pattern	Description	Allowance	
		On installation	Spares
5153	Lantern, 6 in., hand signalling ...	2	—
3308	Lamps, for ...	2	12
597	Brackets, trunnion ...	4	—
886	Boxes, stowage ...	4	—
5154	Glass, front ...	—	1
7292	Ring, joint, circular ...	—	1
7294	Ring, joint, circular ...	—	1
5134A	Plugs ...	2	—
5144	Switch socket... ..	4	—

3. B.R.368—Establishment of Naval Stores for sloops, minesweepers etc.—will be amended.

(Captain Superintendent, Admiralty Signal Establishment, 10.10.1942,
No. S.16917/42.)

(C.A.F.O. 988/40—Not in Annual Volume.)

5696.—Signal Flags—Revised Allowances—As. and As.

"River" Class Corvettes

(N.S. 28297/42.—19.11.1942.)

It has been reported that the No. 5 size signal flags at present allowed to "River" class corvettes are not large enough for this type of vessel. All No. 5 size at present supplied to these vessels, including additional flags allowed to ships fitted for Oropesa minesweeping, are therefore to be replaced by No. 4 size, with the following exceptions:—

Pattern			
510	Flag "C" fitted on stave ...	1	These individual flags are not to be replaced by No. 4 size.
541	Flag "X" fitted on stave ...	1	

2. "River" class corvettes concerned in commission, or those which commission with No. 5 size flags, should forward demands to their storing yards for the No. 4 size flags required. The No. 5 size flags, except as stated in paragraph 1 above, should be returned to storing yards.

3. For "River" class corvettes under construction, supply on the revised basis should be arranged by storing yards.

4. In order to accommodate the larger size signal flags, it will be necessary to replace the type "E" flag lockers at present specified by type "C." "River" class corvettes in commission and those under construction where work is too far advanced to permit of the change before vessels complete, should insert an item, Classification "B", in the next list of As. and As. for the replacement of the type "E" lockers by type "C," this order being quoted as the authority. For other vessels building, overseers should arrange with shipbuilders for type "C" lockers to be fitted in lieu of type "E," subject to no delay in completion of vessels.

5. The List of Particulars (Form D.129) will be amended.

(S.N.S.O. Devonport, 25/8/42, 3A/X7177.)

5697.—Tool Boxes for Electrical Repair Parties in Action—Additional Spanner

(N.S. 32411/42.—19.11.1942.)

To enable wing nuts, Pattern 6409, used in conjunction with through bulkhead terminals, Pattern 4573A; terminal bar, Pattern 5495A, and bracket mounted emergency terminal, Pattern 12959, to be tightened, a 1-in. Whitworth spanner, Pattern 22A, is required. One spanner, Pattern 22A, is, therefore, to be added to the contents of each tool box, Pattern 116.

2. Ships concerned in commission should demand one spanner for each tool box, Pattern 116, carried. Supply to ships of new construction should be arranged by the storing yards.

3. The Sea Store Establishments concerned will be amended.

(Contract Schedule and O.U.5409/40.)

(A.F.Os. 1157/40 and 4531/41—not in annual volume—and 683/42.)

Section 4

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

*5698.—Victualling Arrangements, Christmas, 1942

(V. 4182/42.—19.11.1942.)

The following victualling arrangements for Christmas, 1942, have been made:—

(a) One issue of pork, not exceeding 8 oz. per head, may be made to messes on victualling allowance in H.M. ships and establishments at the issuing price of bone-in beef (8d. per lb.). This concession does not, however, authorise any increase in the weekly ration allowance of meat (A.F.O. 3072/42, App. B.). At home, adequate supplies of either pork sides or pork loins will be available through the normal channels. Sides should be drawn if available.

(b) The Ministry of Food will release to N.A.A.F.I. sufficient fresh eggs to enable an issue of one egg per man to be made on Christmas Day in all ships and establishments at home.

(c) A limited allocation of the ingredients of Christmas puddings has been made to the Naval Canteen Service by the Ministry of Food. In order that the N.A.A.F.I. may be in a better position to meet the requirements of ships and establishments not victualled on the general messing system, Accountant Officers of general mess ships and establishments should arrange as far as possible for requirements of Christmas puddings to be made on board with Service provisions.

(A.F.O. 3072/42.)

5699.—Stores and Materials—Provision and Forwarding to U.S.A.

Ships refitting in the United States

(N.S.—19.11.1942.)

The following instructions regarding the issue of stores and material for despatch to the U.S.A. for ships refitting, the marking, addressing, and forwarding of packages, and the necessary documentation, are to be very strictly adhered to. These instructions do not apply to Vote 9 Naval Armament (explosive and non-explosive) stores, for which separate departmental instructions have been issued by letter (A.S. 03405/42, dated 24.10.42).

2. Use of Ships' "Request No." only.—It is of the greatest importance that the ship's name shall not appear on the package, packing note, shipping advice, or other document; the "Request No." (equivalent to British "Job No.") only should be quoted, e.g., "S.101", "S.221".

3. *Issue.*—(a) All stores and material (with the exception of Vote 9 Stores, for which separate instructions have been given) despatched for H.M. ships refitting in the U.S.A., whether for use during the refit or for ship's own use, are to be issued direct to the ship concerned on Form S.134D.

(b) When stores are for general use under the direction of the British Admiralty Delegation, and not for any specific ship, they are to be issued, similarly, to the British Admiralty Delegation.

4. *Forwarding.*—(a) Stores and material are invariably to be forwarded by freight-ship (except where air freight has been arranged). Parcel post should not be used. Packages of parcel post size should be packed in cases for sea freight and consigned to D.D. of S., New York, for distribution.

(b) Where capable of sub-division, items of outstanding importance, or materials which cannot be replaced readily, should be forwarded in by at least two separate shipments.

(c) When consignments are so sub-divided, the Supplying Authorities should be notified which part-consignments are not to be forwarded in the same ship, in order that separate requisitions for freight may be made; Forms D.82 are to indicate this information.

5. *Addressing.*—(a) Packages containing stores or material for use on refit are to be marked $\diamond R$ followed by the item number of the Defect List or Alteration and Addition for which the material is intended.

(b) Packages containing stores or material for ships' own use are to be marked $\diamond M$.

(c) Those containing stores or material for "Pools" are to be marked $\diamond P$. Packages are to be addressed as follows:—

(d) *For ships refitting at U.S. Navy Yards.*—

British Admiralty Delegation,
c/o Supply Officer,
U.S. Navy Yard concerned.

Request No.....

(e) *For ships refitting at U.S. Contractors Yards.*—

British Admiralty Delegation,
c/o Supply Officer,
U.S. Navy Yard, New York.

Request No.....

Note.—Transfer to Contractors' works will be arranged from New York.

(f) *Material intended for Pools (excepting the submarine pool at Philadelphia).*—

British Admiralty Delegation,
c/o Supply Officer,
U.S. Navy Yard, New York.

(g) *Material for Submarine Pool at Philadelphia.*—

British Admiralty Delegation,
c/o Supply Officer,
U.S. Navy Yard, Philadelphia.

6. *Documentation.*—(a) All packages must contain a packing note (Form D.71), on which the following information is to be shown:—

(i) References to the registered numbers of the demands concerned.

(ii) Legible details of the contents.

(iii) The symbol showing the purpose for which supplied (i.e., $\diamond R$, $\diamond M$ or $\diamond P$) when applicable.

(iv) In the case of $\diamond R$ and $\diamond M$ services, the ship's Request No.

(v) Where appropriate, the Defect List or Alteration and Addition Item No.

(b) Three copies of the packing note are to be forwarded to the Director of Stores (Section 6E) Pulteney Hotel, Bath, immediately the stores have been packed, whether this has been done by the Naval Store Department, a Dockyard Technical Department, an out-lying Naval Establishment (e.g., the Signal School), or at a contractor's works.

(c) One of these copies will be sent to the British Admiralty Delegation, P.O. Box 165, Benjamin Franklin Station, Washington, D.C., and one to the Deputy Director of Stores, 15, Broad Street, New York, in order that the latter and the technical departments in the British Admiralty Delegation may receive the fullest advance information of stores and material being sent.

These two advices are to be forwarded by air mail.

(d) When stores are not packed by the Naval Store Department, the shipping yard to which they are reported for freight will provide the packing notes (Forms D.71) in quadruplicate, for each package so reported, and forward them, with instructions as to disposal (i.e., one in the package and three to the Director of Stores as indicated at 6 (b) above) to the contractor or department engaged in the packing of the material.

(e) Instructions issued to contractors by Admiralty departments or outlying Naval establishments are invariably to include a clause requiring compliance with this procedure.

(f) The triplicate (Supply Note) copy of the Form S.134d is to be sent either to the Ship's Accountant Officer or, if the stores have not been issued to a ship, to the British Admiralty Delegation.

(g) Bills of lading which need not be valued, are to be sent to Messrs. Hogg, Robinson, and Capel-Cure's shipping agents at the loading port, for onward transmission to the British Admiralty Delegation, c/o the Supply Officer, U.S. Navy Yard, concerned. One copy of such bills of lading should also be forwarded to Director of Stores (Section 1C), London, and one copy to Messrs. Hogg, Robinson and Capel-Cure, Ltd., 60, Herga Court, Harrow-on-the-Hill, Middlesex, in addition an advance copy of the bill of lading showing the Request No., or other service in U.S.A. is to be forwarded to the Director of Stores (Section 6E), Bath, for onward transmission by air mail, to the British Admiralty Delegation, Washington.

(h) For ships refitting, requisitions for freight are to indicate against each group of material the Defect List or Alteration and Addition Item No. for which the stores are intended.

(C.A.F.O. 2016/41 is cancelled.)

5700.—R.M. Clothing Depot for Eastern Fleet

(R.M./V. 0229/42.—19.11.1942.)

With reference to A.F.O. 5333/42, the R.M. Clothing Depot for the Eastern Fleet will be administered by the Captain Superintendent, Durban, working under the Commodore, Durban. The R.M. Staff will, therefore, be borne in H.M.S. "Kongoni".

2. A.F.O. 5333/42 is to be regarded as modified accordingly.

(A.F.O. 5333/42.)

*5701.—Flying Clothing—Economy

(V. 5052/42.—19.11.1942.)

Flying clothing is very expensive and difficult to replace, and great care should therefore be taken when using it. It is only to be used for actual flying duties.

2. Steps are to be taken to ensure that when flying clothing is damaged or lost by negligence or misuse, the value is recovered from the person concerned in accordance with K.R. & A.I., Art. 1883.

3. Flying clothing in need of repairs which cannot be effected locally should be withdrawn and returned to a Victualling Yard or Depot for repair before the damage is irreparable. The fullest possible use is to be made of local resources for carrying out repairs.

4. When new patterns of items of flying clothing are introduced, items of older pattern are to continue to be used until worn out, unless instructions to the contrary are given by the Admiralty.

5. Flag and Commanding Officers are to ensure that all flying personnel under their command are made aware of this order.

(A.F.O. 1798/42.)

5702.—W.R.N.S. Classifiers—Badges

(V. 2515/42.—19.11.1942.)

W.R.N.S. classifiers are to wear badges, Pattern Nos. 618A and 618B or 619A and X 20B, according to rating.

2. A.F.O. 2938/42, para. 2, is to be amplified accordingly.
(A.F.O. 2938/42.)

5703.—Coloured Helmets, Sleeves and Jackets for Identification of Flight Deck Personnel*Aircraft Carriers*

(A.M. 3090/42.—19.11.1942.)

Supplies of coloured helmets, similar in pattern to tropical flying helmets and made of cotton fabric, are being obtained and will shortly be issued without demand on the following scale to all aircraft carriers and auxiliary aircraft carriers in commission —

	<i>Fleet and Intermediate Aircraft Carriers (except "Argus")</i>	<i>Escort (Auxiliary) Aircraft Carriers and "Argus"</i>
Red	50	30
Blue	50	30
White	50	30
Yellow	12	8

2. The helmets are intended as a head-dress which will stay on in a strong wind, and the colours are intended to simplify the identification of different parties of men concerned in the flight deck drill during ranging and flying operations.

3. (a) The red and blue helmets are for distinguishing between port and star-board watches of the flight deck party respectively.

(b) The white helmets are for distinguishing the crews concerned in handling, fuelling or arming aircraft on the flight deck.

(c) The yellow helmets are for distinguishing the directing personnel on the flight deck.

4. The yellow sleeves and jackets to enable directing personnel to be more distinctive are already provided on the following scale :—

	<i>Fleet and Intermediate Aircraft Carriers (except "Argus")</i>	<i>Escort (Auxiliary) Aircraft Carriers and "Argus"</i>
Yellow sleeves	6 pairs	4 pairs
Yellow jackets	12 pairs	8 pairs

5. Replacements for any of the above articles, and first supplies for vessels commissioning in future, should be demanded from the victualling depots shown in A.F.O. 1798/42, para. 7 (a).

(A.F.O. 1798/42.)

(C.A.F.O. 2287/41 is cancelled.)

5704.—Electro-Medical Apparatus—Demands

(M.D.G. 57580/42.—19.11.1942.)

Medical Officers etc. of H.M. ships and establishments when demanding medical electrical apparatus are invariably to state the voltage and nature of the electrical supply on which the apparatus is required to operate.

5705.—Machinery, etc., Shipped Direct from Contractors' Works—Transfer of Correspondence, etc., from Park Royal to Admiralty

(N.S. 1634/42.—19.11.1942.)

As from Monday, 9th November, 1942, arrangements have been made for shipment of machinery, etc. (Vote 8/III), direct from contractors' works to be dealt with at the Admiralty (D. of S.(I.C.)), and not by the Superintending Naval Store Officer, Park Royal.

2. Shipping specifications, correspondence, etc., should be addressed to Director of Stores (I.C.), Admiralty, Whitehall, S.W.1.

5706.—White Lead Oil Paste—Modification to Specification

(C.P. 4592/42.—19.11.1942.)

As a wartime measure, the specifications for white lead oil paste in Schedule 580 are to be modified in order to economise the use of white lead.

2. The specification to govern the supply of white lead paste shall be British Standard Specification No. 241/1935 except that Grade A Barytes to British Standard Specification 260/38 shall be substituted for white lead powder up to a maximum 25 per cent. of the pigment content of the paste.

3. As this reduction of quality is an emergency measure no amendment to schedules or rate book will be made in respect of it. As stocks of genuine white lead oil paste become exhausted the modified quality will be issued.

4. For all new construction and repair work in private shipyards, shipbuilders should be informed of the revised specification, which should be worked to for future requirements.

5. This specification supersedes that laid down in A.F.O. 4196/42.

(A.F.O. 4196/42 is cancelled.)

***5707.—Fish Supplies**

(V. 2618/42.—19.11.1942.)

In amplification of A.F.O. 5336/42, it is notified that the priority allocations of fish to N.A.A.F.I. do not include *dried* fish. If dried fish is not available when required, fresh fish will, when practicable, be supplied in lieu within the limits of the allocations to N.A.A.F.I.

2. With reference to paragraphs 2 and 3a of the A.F.O. quoted, the quantity of fish allocated to N.A.A.F.I. is dependent on total daily landings of fish at particular ports, and a supply of sufficient fish for any specific number of meals cannot therefore always be guaranteed.

3. Paragraph 4 of A.F.O. 5336/42 should be amended by the addition of the words "on a wholesale basis" after the words "to purchase fish" in line 2.

(A.F.O. 5336/42.)

5708.—O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Additions and Alterations

(V. 5188/42.—19.11.1942.)

Attention is drawn to A.F.O. 5716/42 in Section 5 of this issue.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

5709.—Amendments to Books

(E.F.O.—19.11.1942.)

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.

Distributing authorities abroad have been advised and requested to report requirements by telegram.

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

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

A.F.O. P.535/42.—B.R. 281/41—Regulations for Maintenance of D.R., etc., Torpedo Tubes—Amendment No. 2.

***P.536/42.**—B.R. 378(E)—Albacore A.S.E.—Amendment No. 2.

P.537/42.—O.U. 5225—Home Dockyard Regulations—Amendment.

P.538/42.—O.U. 5511/39—Paravane Drill Book—Amendment No. 12.

P.539/42.—O.U. 6260—Handbook of Mark XVI, Mine Unit—Amendment No. 7.

** Exceptionally as regards A.F.O. P.536/42, 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 book.*

(A.F.O. 5590/42.)

5710.—A.M.S.Is.

(E.F.O.—19.11.1942.)

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

(A.F.O. 5591/42.)

5711.—Transfer of D.G. Staff from Helensburgh to Bath

H.M. Ships

(S.D.G.A.251/42.—19.11.1942.)

It has been approved to transfer the Records and Analysis Section of the D.G. Organisation from A.S.D.G. Helensburgh to S.D.G. Bath, the transfer to take effect on 25th November, 1942.

The postal address of S.D.G. Bath is :—

Widcombe Hall,

Bath.

Telephone : Bath 5314.

2. As from that date, communications previously sent to A.S.D.G. Helensburgh, including all applications for D.G. settings, but excluding monthly Range Reports and communications dealing with the laying and maintenance of D.G. Ranges should be addressed to S.D.G. Admiralty, Bath. All Range Records are to be clearly marked "D.R." on the outside of the envelopes.

Note.—Consequent upon the above transfer, the distribution of Forms D.G.1(N) and D.G.1A(N) (D.G. Certificates for H.M. Ships) will now be as follows :—

Original for ship.

Duplicate for S.D.G. Bath.

Triplicate for D.E.E. Bath.

Copy for S.I.D.G. or E.E.M.

3. Detailed amendments to O.U. 6384 will be published as an A.F.O. "P" Series in due course.

(Admiralty Message AZ.154, timed 1946/5/11/42.)

5712.—Postal Facilities Available for Communication To and From Naval Personnel Serving Overseas

(M. 1564/42.—19.11.1942.)

The following statement outlining the various facilities available for communicating with Naval personnel serving overseas and for personnel to communicate with relatives etc., in the United Kingdom is promulgated for information and guidance :—

Outward

1. Airgraph Letters ... Postage 3d. per letter. Necessary forms can be obtained from any Post Office. Completed forms are photographed on micro films which are conveyed by all air route. Enlarged photoprints are made at destination, enclosed in envelopes, and forwarded to addresses as Mail. At present available to Eastern Mediterranean (excluding Malta, but including Red Sea), East Indies (including East Africa, India, Ceylon, Aden and Persian Gulf), South Africa and Canada. This service receives first priority for all-air conveyance over other air mail correspondence, and has the added advantage that it saves vital freight space.
2. Thin Air Mail Postcard ... Postage 3d. per card, available only to Eastern Mediterranean (including Red Sea and Malta) East Indies (including East Africa, India, Ceylon, Aden and Persian Gulf). Suitable cards impressed with 2d. stamp obtainable at Post Offices, additional 1d. stamp required. Goes by all air route and is quicker than ordinary air mail. This service will be withdrawn, except in the case of Malta, on the introduction of the new light-weight air letter service.
3. Light-weight Air Letter ... Postage 6d. Necessary forms will be obtainable from any Post Office. This new air letter will be light-weight closed communication similar to that used by Middle East Forces, and transmission will normally be by air throughout to the appropriate base. Available to Eastern Mediterranean (including Malta and Red Sea), and East Indies (including East Africa, India, Ceylon, Aden and Persian Gulf). It is anticipated that this service will come into operation towards the end of this year.—Date will be announced later.
4. Ordinary Air Mail ... Postage 1s. 3d. per $\frac{1}{2}$ oz. to any part of the world that can be reached by air mail (postcards 7d., except to destinations to which the special thin postcard service is available—see 2 above). The sender should be advised to put his own name and address on the back of the envelope, so that the Post Office can refund the air fee if the letter has to be sent to a location to which no air mail service is available. Relatives should be warned that owing to the limited amount of aircraft space available it is frequently not possible to send ordinary air mail letters all the way by air, and that all other air mail services have priority over the 1s. 3d. air mail service.
5. Ordinary Letters ... Postage 1½d. for first oz. and 1d. for each additional oz. Surface route to all parts of the world.
6. Telegrams ... For H.M. seagoing ships must be addressed to ship name, London, and are charged for at Inland rates. If the vessel addressed is in Home Waters the telegram will be transmitted to the appropriate port. If the vessel is overseas it will be forwarded

6. Telegrams—*contd.*

7. E. F. M. (Forces Social Telegrams)

8. C. S. N. (Concession Telegrams)

Outward—contd.

in the Thin Postcard Air Mail where available otherwise by Air Mail or Surface Mail. Telegrams for H.M. base ships may be sent by the ordinary civil facilities paid at the rate applicable to the country. The address should include the location.

This applies to shore based personnel only, i.e., personnel serving in base ships or shore establishments at places in the British Empire, Middle East, Persian Gulf, Iceland (C) and Faroe Islands. The charge is 2s. 6d. for 3 phrases to be selected from lists available at all Telegraph and Cable Offices. The address is free. For places in India the charge is 5d. per word, minimum 6 words. Address free. The address should contain the following particulars:— Name, Rank or rating and number. Name of Base Ship or Shore Establishment, place of destination.

These are available to the next of kin of Naval personnel at the rate of two per month and are intended for urgent messages only. Messages about state of health are acceptable but not terms of endearment, congratulations or anniversary greeting. Messages must be as brief as possible and should not normally exceed 12 words. The next of kin must obtain the special telegram forms from—

(a) Officers ... Admiralty,
C. W. Branch,
Queen Anne's Mansions,
Westminster, S.W.1.

(b) Ratings... Home Depots.

(c) For other personnel, e.g., W.R.N.S., etc.—
see current A.F.O. on subject.

When completed the forms should be handed in at any Post Office and the message paid for at ordinary inland telegram rates.

Inward

1. Airgraph Letters ... The inward Airgraph operates from Eastern Mediterranean, Red Sea, Persian Gulf, India, Ceylon, East and South Africa. Postage rates and other arrangements as for outward Airgraphs. This service has the same high priority as the outward service.

2. Light-weight Air Mail Letter ... Postage 3d. These are rationed at rate of 1 per week per man in Eastern Mediterranean and East Indies, and 1 per man per fortnight from West Africa. Except in the case of those sent from West Africa transmission is normally by air to West Africa thence by sea; but if aircraft space is available they are flown on to U.K. Those sent from West Africa are despatched by air.

3. Ordinary Air Mail ... From India, Persian Gulf, Aden, Ceylon and East Africa, 1s. 3d. per $\frac{1}{2}$ oz. From Eastern Mediterranean 10d. per 10 grms. Postage should be prepaid by means of U.K. stamps; but if no stamps are available, letters are to be prepaid in cash, in which case the mails must be accompanied by a certificate to the effect that the postage (quoting the amount) has been collected and brought to account in ships accounts. Transmission from these locations is by air to West or South Africa, thence by sea.

*Inward—contd.*3. Ordinary Air Mail—*contd.*

In North and South America the rates vary and are those charged by the local Postal Administration to the public. In order that location of vessel is not disclosed by the use of local stamps a system of bulk postage is used, i.e., letters are collected into one outer cover and the postage stamps are affixed thereon. (In Canada the bulk postage is prepaid in cash and the outer cover is stamped to indicate that the air postage has been paid.) The total cost is to be divided among the senders. From vessels operating in South American waters a special arrangement has been made in view of the high rate of air mail postage. Letters are collected on board and charged at the rate of 1s 3d. per 5 grams. Postage is then paid at local rates on the outer cover and the difference charged to Navy funds.

From Gibraltar the rate is 5d. for the first ounce and 3d. for each additional ounce. Letters from H.M. ships must be prepaid in cash, and the mails must be accompanied by a certificate to the effect that the postage (quoting the amount) has been collected and brought to account.

4. Ordinary Letters ... Postage free on letters not exceeding 2 oz. in weight. Others 1½d. for first ounce and 1d. for each additional ounce. Forwarded by surface route.

5. Telegrams ... Telegrams to U.K. can be sent by the ordinary public services under local security restrictions.

6. E. F. M. (Forces Social Telegrams). These are only accepted from personnel in uniform. The charges etc. are the same as for outward E.F.M.

7. C. S. N. (Concession Telegrams). These are limited to one a month. Forms are obtainable on the ship. Charges and other conditions are as for outward C.S.N.

5713.—Convoy Form "D"—Revision

(Sta./T.D. 633/42.—19.11.1942.)

Convoy Form "D" has been revised and added to Forms S.1 and 1a, List, and Establishments, of Ships' Forms, as S.1547.

2. Supplies required will be issued on demands addressed to the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

5714.—Form D.237A—Returns for H.M. Canadian Ships

(P./D. 023218/42.—19.11.1942.)

With reference to the instructions in A.F.O. 2987/41, regarding the preparation and forwarding of two advance copies of Form D.237A as soon as possible after the completion of ships' refits, repairs, etc., Dockyard Officers and other refitting authorities responsible for rendering these returns are in future to arrange that three advance copies of the form are rendered in respect of H.M. Canadian ships.

2. The additional advance copy of the form is required by the Secretary of the Admiralty (P. Branch), Bath, for transmission to the Captain Commanding Canadian Ships and Establishments in the United Kingdom.

3. Article 717 of Home Dockyard Regulations will be amended.

(A.F.O. 2987/41.)

5715.—Form O.6—Ammunition Labels—Additions

(A.S./Sta.18549/42.—19.11.1942.)

Serial No.	Description	Where used	Page in Form O.6 (October, 1941 revision)	Sta. No.
N.404	1 Fuze, Perc., D.A. No. 230, Mar and 1 Gaine, No. , Mark	In recess in bottom of cylinder No. 211F	29	18549/42
N.405	 Fuzes, Perc., D.A., No. 230, Mark , and . . . Gains, No. , Mark	On end of Box F211	29	18549/42

2. Demands should be made as necessary, addressed Naval Armament Supply Officer, Finchfield House, Wolverhampton.

5716.—O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Additions and Alterations

(V. 5188/42.—19.11.1942.)

The following additions and alterations are to be made to the Victualling Rate Book, O.U. 5420/42, the revised rates to be brought into force from the date of receipt of this order :—

Page.	Line.	Description of Stores.	Rate.
			£ s. d.
1	3	Beans, baked, tinned... ..	lb. * 0 0 4½
	9	Boiled beef and carrots, tinned	lb. * 0 0 9¼
	22	Flour	100 lbs. 0 14 3
2	24a	Lemon powder	tin * 0 2 6
4	2	Onions, unsweetened	lb. * 0 1 0½
	3	Picealilli, sweetened	lb. * 0 1 5
	16a	Beef broth	lb. * 0 0 6
	18	Chicken broth	lb. * 0 1 0
5	2	Stewed steak, tinned	lb. * 0 0 10¼
6	1	Beans, runner, dehydrated	lb. * 0 7 0
	2	Beetroot, dehydrated	lb. * 0 3 0
	3	Cabbage, dehydrated	lb. * 0 4 6
	4	Carrots, dehydrated	lb. * 0 2 6
	5	Julienne, dehydrated	lb. * 0 2 6
	6	Onions, dehydrated	lb. * 0 5 0
	7	Potatoes, dehydrated	lb. * 0 2 0
	8	Spinach, dehydrated	lb. * 0 5 0
	9	Turnips, dehydrated... ..	lb. * 0 2 6

2. This Order does not affect the Fleet Issuing prices, which remain as shown in A.F.O. 4719/42.

(Last amendment—Errata No. 1 of 1.10.42.)

(A.F.O. 4719/42.)

5717.—O.U.6090(W)—Range Table No. 446B and Trajectory Chart O.B., Diagram No. 88A, for B.L. 8-in., Mark VIII, Gun, dated August, 1942—Issue

(G. 010810/42.—19.11.1942.)

The above-mentioned range table and trajectory chart are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available.

5718.—O.U. 6173—Removal from Form O.U.2a

(Sta. 10013A/42.—19.11.1942.)

O.U.6173, Annual Report of Experimental etc. Work, Admiralty Electrical Engineering Department, 1927, will not be reprinted, and has been removed from O.U. 2a, Catalogue of books printed "For Official Use only".

5719.—Form S.298—Introduction

(Sta./N.A.D.1439/42.—19.11.1942.)

The following has been added to Forms S.1 and 1A, List and Establishments of Ships' Forms, and a first issue to all establishments, etc., equipped will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand, when available :—

S.248.—Fixed Camera Gun Attack Assessment Form.

2. As ships and establishments are equipped in future demands for a first supply of 500 copies are to be forwarded to the R.N. Store Depot, as above.

(Rear-Admiral, Naval Air Stations, No. 5969/543/5, 1.9.42.)

Section 6.—SHORE ESTABLISHMENTS

5720.—Mustering of Home Guard—Civil Pay of Civilian Industrial Staff

(L. 16184/42.—19.11.1942.)

The arrangements prescribed in A.F.O. 1853/42, relating to the civil pay of Civil Servants, who are members either of departmental or local Home Guard units and become liable for mustering for the purpose of resisting an actual or apprehended invasion, are to be modified as follows in the case of industrial staff:—

The provisions of paragraphs 2 and 3 of that Order should only be applied in respect of periods when workmen are actually mustered and not engaged on their normal work. For the purpose of applying these provisions, "basic salary or wages of the post held at the date of mustering, together with bonus" is to be understood as ordinary time rate of wages, including industrial bonus, ship-repair allowance (where payable), leads or charge pay, merit or ability pay, and other emoluments such as are reckonable for balance of civil pay of men called up for service with the Armed Forces.

It is not intended that payments derived from systems of payment-by-results, incentive bonuses, enhancements paid for shift working, allowances in lieu of piece-work, etc., should be continued when workmen are mustered and away from work. Thus, for shift workers, the "allowance in lieu of overtime" (A.F.O. 1853/42, paragraph 3) should be calculated on the basis of the average hours actually worked in excess of 47 hours weekly for the twelve weeks prior to mustering, and on the payments which the shift workers would have received for these extra hours, had they been day-workers on ordinary time rates. For example, the civil pay of a shift-working fitter in a dockyard on the minimum would (ignoring ship-repair allowance) consist of 48s. + 35s. 6d. + average extra hours in excess of 47 $\times$ 1½ (or $\times$ 2 for Sunday work).

The term shift workers is not meant to cover employees who receive *inclusive* rates of pay containing some element to cover the liability to work at unusual hours. In the case of these employees, their normal rates of pay should be regarded for the present purpose as the ordinary day rate.

(A.F.O. 1853/42.)

5721.—Promotion of Members of the Typing Grades to the Clerical Class

(U.S.B. 1158/42.—19.11.1942.)

With reference to A.F.O. 3099/41, it is possible to promote only a comparatively small number of eligible candidates.

2. Selection is, therefore, made from among those recommended and all other things being equal the selection will be made having regard to seniority, but no guarantee can be given of employment in the office in which the candidate is at present serving. It is essential that every candidate nominated should accept the liability to transfer anywhere in the Admiralty service before her case can be considered, and nominations must include a statement to that effect. In order to minimise transfers, every endeavour will be made to appoint candidates to offices in their present areas. Reviews will continue to be held at 6-monthly intervals and all selected candidates will be appointed on trial for a period of three months from 1st January and 1st July in each year. Nominations are, therefore, to be forwarded to reach the Head of Common Services, Under Secretary's Office, Admiralty, Bath, by the 15th November and the 15th May respectively, those now due being forwarded forthwith. The case of each Established member of the Typing Grades (including those on loan from other Departments) possessing the necessary qualifications, that is age 20 and having completed five years Established service (one-half of any temporary service may count towards the five years), should be carefully reviewed. Ex-Established members of the Typing Grades retained temporarily on marriage are also eligible for consideration.

3. The names of selected candidates will be published in the C.E. Appointments Lists as soon as practicable and individual replies to recommendations will *not* be sent. Cases of candidates not selected on a particular occasion should be reviewed and further reports made every six months.

4. When forwarding nominations, a report should be made of any vacancies for Departmental Clerical Officers in the office or area.

5. Recommendations of members of the Typing Grades should not be submitted on the same paper as those relating to Clerical Assistants.

(A.F.O. 3099/41.)

5722.—Retained Married Women—Continuity Arrangements

(C.E. 58906/42.—19.11.1942.)

Established women Civil Servants retained in a temporary capacity on marriage under the provisions of Part IV of Treasury Circular 11/39 (A.F.O. 2670/39), may, in the event of resignation from one government department to take up similar duty in another, receive service continuity privileges, if appropriate.

2. Provided, therefore, that the transfer is made without a break or with a break of a few days from causes outside her control, the service of the retained officer will be aggregated for all purposes (e.g. pay and incremental progression on the appropriate established scale, sick leave privileges, etc.) unless service in the former government department was terminated because it was unsatisfactory, or was terminated by the officer without reasonable notice, or in face of objections by the former Department.

3. Past cases should be adjusted on individual application. Such applications must be made within two months of the date of this Order, and adjustments should take effect only from the date of successful applications.

(A.F.Os. 2670/39, 3544/39, 962/42, 1849/42, 2710/42 and 3839/42.)

5723.—Re-employed Married Women who were Formerly Established Civil Servants—Pay on Reinstatement in Former Grade

(C.E. 57354/42.—19.11.1942.)

Established women civil servants who resign on marriage and continue in Admiralty employment in a temporary capacity without a break in service should, in the event of reinstatement in their former grade in an established capacity, re-enter their scale in accordance with the terms of paragraph 3 of A.F.O. 962/42. They may, however, retain on a mark-time basis any higher pay of which they may have been in receipt at the time of reinstatement. Any cases which have been less favourably treated should be adjusted accordingly *on application by the individual concerned*.

(A.F.Os. 962/42 and 1987/42.)

5724.—Materials Supplied from Stock—Accounting Procedure *Ships Refitting by Contract*

(D. 13674/42.—19.11.1942.)

The procedure indicated in paragraph 3 of A.F.O. 607/42 is also to be applied when materials are obtained from area naval store depots.

(A.F.O. 607/42.)

(N.S. 31846/42.—19.11.1942.)

Before any scrap rubber is returned to the Ministry of Supply rubber dumps, contact should be made with the regional Demolition and Recovery Officer. A list of these officers is shown in the appendix.

APPENDIX.

*List of Demolition Recovery Officers.**S.E. Area—Regions 4, 6 and 12.*

	Name	Address	Tel. No.
Reading	L. B. Smith	Whiteknights Park, Reading	Reading 61431.
Southampton	—	—	—
Cambridge	Act/D.R.O. E. A. Cragg	Block 1, New Court, Trinity College, Cambridge	Cambridge 55206.
Tunbridge Wells	E. Latham	The Old Town Hall, Tunbridge Wells	Tunbridge Wells 2931.

Midlands Area—Regions Nos. 3 and 9.

Birmingham	B. B. Clarke	Somerset House, Temple Street, Birmingham	Midland 6561.
Coventry	—	—	—
Leicester	—	—	—
Nottingham	Mr. Cartwright	23, Sherwood Rise, Carrington, Notts	Nottingham 6052.
Wolverhampton	—	—	—
Stoke-on-Trent	—	—	—

North-Western Area—Region No. 10.

Manchester	G. W. Sharples	79, Fountain Street, Manchester 2	Central 7247 and 7250.
Liverpool	Mr. O'Kelly	81, Dale Street, Liverpool	Royal 1807
Ulverston	—	—	—
Chester	—	—	—

Scottish Area—Region No. 11.

Edinburgh	Mr. Burns	102, George Street, Edinburgh	Edinburgh 34681.
Glasgow	G. I. P. Drummond	166, Buchanan Street	—
Aberdeen	—	—	—

South-Western Area—Region No. 7.

Bristol	J. E. Oxley	15, Tyndalls Avenue, Bristol 8	Bristol 20841.
Plymouth	—	—	—
Gloucester	—	—	—

Wales Area—Region No. 8.

Cardiff	E. C. Jones, Act/D.R.O.	1, Museum Place, Cardiff	Cardiff 9070.
Swansea	—	—	—
Ruthin	—	—	—

Northern Area—Region Nos. 1 and 2.

Newcastle	G. W. Wright	12, Osborne Avenue, Jesmond, Newcastle-on-Tyne 2	Jesmond 2683.
Darlington	—	—	—
Leeds	W. Rae	"Paremont", Park Avenue, Leeds 8	Leeds 66276.
Preston	W. Rae	161, Friargate	—
Sheffield	—	—	—
Hull	—	—	—

London	A. E. Matthews	Room 515, Lambeth Bridge House, S.E.1	Reliance 7611. Ext. 2069.
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(A.F.O. 5238/42.)

5726.—Provision of Sterling Requirements of U.S. Warships in U.K. Waters (D.N.A. 14771/42.—19.11.1942.)

Attention is drawn to A.F.O. 5644/42 in Section 2 of this issue.

5727.—Guns, Q.F., 40-mm., Mark IV—Modification to Water Jacket (A.S. 15115/42.—19.11.1942.)

The following modification should be carried out as shown:—

Gun Q.F., 40-mm., Mark IV.

Parts affected (a) Casing, front.
(b) Box, stuffing, muzzle.

Purpose... To facilitate removal of barrel spring.

Nature of modification... (a) Eye of chain, emptying plug to be cut from front casing.
(b) Drill and tap hole in box, stuffing, muzzle and screw and sweat eye into place, as shown on A.F.O. Diagram 302/42.

By whom to be done Armament Supply Department.

Degree of issue... Before issue to Service.

New eyes for chain emptying plug are to be obtained locally.

5728.—G.P.O. Apparatus in Naval Establishments—Improper Use of Accommodation as Stowage Space

(M.014206/42.—19.11.1942.)

Instances have occurred in which the rooms in Naval shore establishments containing the G.P.O. terminal equipment for the Defence Teleprinter Network have been used for the stowage of other material, to the detriment of G.P.O. maintenance.

2. In one instance, rifles and ammunition had been stacked on the cable racking, relay test table and alternator. In another case secret documents had been stowed in the apparatus room, necessitating the delay of finding an escort for the G.P.O. maintenance officer before he could carry out fault clearance or routine inspection.

3. Commanding Officers of establishments in which G.P.O. equipment of this and similar kinds is housed, should impress on departments concerned that such equipment is there to provide communications which may at any time be vital to the efficient functioning of the establishment, and that no difficulties of finding stowage space for Naval stores are to be allowed to prejudice its proper upkeep.

5729.—Bent Corrugated Pipes—Testing

(D.13916/42.—19.11.1942.)

Cases have occurred of bent corrugated pipes being distorted, apparently as a result of water pressure testing them without anchoring the ends.

2. As these very flexible pipes tend to straighten out under pressure, and form an incorrect permanent set under these conditions, arrangements are to be made for them to be adequately stayed when being tested.

5730.—Welding Edges—Preparation by Gas Cutting

(D.7155/42.—19.11.1942.)

Machine controlled gas cutting plant (either oxy-acetylene or oxy-coal gas) may be used for the preparation of welding edges.

Where the entire gas-cut face is absorbed in a weld, welding direct on the gas cut edges is permissible for mild steel, D. steel (up to 20 lb.) and D.W. steel, subject to the following precautions:—

(a) Automatic machine controlled gas cutting plant must be used.

Plating should be descaled (mill scale and/or paint) along the line of cut by passing the lighted preheating flame up and down once or twice, to loosen the scale, and then wire brushing.

For D. and D.W. steels, the speed of cut, nozzle size and gas pressure must be correctly related in accordance with the following table:—

Thickness of Plate	Speed of cut ft/hr.	Cutting Oxygen gauge Pressure	Cutting Nozzle size
$\frac{1}{2}$ in.	60–65	30 lb./sq. in.	$\frac{3}{8}$ in.
1 in.	45–50	30 lb./sq. in.	$\frac{1}{8}$ in.

The preheating flame must be kept of even length all round and just large enough to keep the cut propagated at the speed of travel given above. This flame should be “soft” i.e. a quiet flame which burns steadily (a “harsh” flame burns with a roaring noise). The inner cone (the intense blue green portion) of the preheating flame should be approximately $\frac{1}{16}$ in. long. Under these conditions the correct nozzle distance from the work is $\frac{1}{8}$ in.

The machine and work must be mounted to eliminate vibration or relative movement between the nozzle and the work.

(b) The gas cut edges should be wire brushed before welding.

(c) Where a gas cut edge is not wholly absorbed in a weld, or when it has to be bent before welding, the gas cut face is to be ground away to the extent of not less than $\frac{1}{16}$ in.

Repair and replacement of Welds.—The oxy-acetylene gouging process introduced by the British Oxygen Co., Ltd., may be employed.

(W.P.S., N.W. Area, 29.5.42, No. 4365/W.E.Q.)

5731.—Adaptors for Peace-time Fire Appliances Admiralty Shore Establishments, Home and Abroad

(N.S. 21788/42.—19.11.1942.)

Difficulty in water relaying and other operations has been experienced where peace-time pumps have not been provided with suction collecting heads, and where equivalent Home Office items cannot be employed because the suction inlets of the pumps will not fit Home Office suction hose or suction collecting heads.

2. In order that the necessary facilities for general use may be afforded, local arrangements are to be made to provide adaptors which will convert the suction inlets to the standard threads of Home Office equipment. Non-standard suction hose is to be retained in use until renewal becomes necessary. Replacements should be of Standard Home Office type.

3. Peace-time fire appliances in Admiralty Establishments are to carry Home Office type suction collecting heads.

4. Stocks of all sizes of Home Office types of suction hose are available on demand and supplies of suction collecting heads are being arranged from the Controller of Supplies, Ministry of Works and Planning, under Subhead B, Item 8, for distribution as follows:—

Suction Collecting Heads	(Superintending) Naval Store Officers					N.S.O., Preston Leigh	S.N.S.O., Severn Area Llanishen	Total
	Chatham	Sheerness	Portsmouth	Devonport	Rosyth			
Size 3 in. ...	No. 10	No. 10	No. 10	No. 10	No. 10	No. 75	No. 75	No. 200
Size 4 in. ...	20	20	20	20	20	150	150	400
Size 5½ in. ...	10	10	10	10	10	25	25	100
Size 7 in. ...	10	—	10	10	5	20	20	75

5. Arrangements should be made for the following quantities to be shipped abroad :—

	Quantities to be shipped by N.S.O., Preston.			Quantities to be shipped by S.N.S.O., Severn Area.			
	Gib- raltar.	Malta.	Alex- andria.	Free- town.	Ber- muda.	Durban.	Ceylon.
Suction Collecting Heads, 3 in. ...	10	10	10	10	10	20	10
Suction Collecting Heads, 4 in. ...	20	20	20	20	20	40	20
Suction Collecting Heads, 5½ in. ...	5	5	5	—	5	5	5
Suction Collecting Heads, 7 in. ...	5	5	5	—	5	5	5

6. First deliveries of sizes 4 in. and 7 in. may not commence for some time and yards and depots should not hasten. Remaining sizes have been forwarded.

7. Yards abroad should forward demands to Admiralty (N.S.) for any additional quantities required.

(A.L. N.S. Form/55, 21.10.42, N.S. 21788/42.)