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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

1st October, 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,

J. 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 Instructions—A.F.O. 4544/41, paragraph 10.

Head of "P" Branch

P 1

P 2

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Head of "P" Branch

ADMIRALTY FLEET ORDERS

- No. Subject.
4696. Medical Consultants—*Issued separately on 24th September, 1942, only to Commanders-in-Chief, Flag Officers, Senior Naval Officers Ashore and Medical Officers in Charge of R.N. Hospitals and Medical Establishments.*

1st October, 1942.

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

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

4697. Defence Regulations—Order Issued Under.
4698. Warship Weeks—Ships Adopted.
4699. Emergency Rations for Life-boats and Life-boats.
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4702. Loss of Officers' Personal Equipment—Authority to Obtain Replacements.
4703. R.N.R. and R.N.V.R. Officers—Grant of Acting Rank or Relative Rank of Lieutenant-Commander.
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4706. Warrant Officers Provisionally Selected for Promotion to Lieutenant and Lieutenant (E) and Warrant Officers Selected for Promotion to Commissioned Officer from Warrant Rank.
4707. Warrant Officers, Royal Marines—Introduction of Badge of Rank.
4708. Royal Marines—Educational Qualification for Promotion to Sergeant and Above.
4709. Officiating Minister of Religion.
4710. Admiralty Surgeon and Agent.
4711. R.N.P.S. Ratings in 2nd Class for Conduct—Loan to the General Service.
4712. Personnel Serving on T.124 Agreement or Variants—Reports of Movements, Casualties, etc.
4713. Whereabouts of Naval Ratings—Reports to Depot.
4714. New Zealand Ratings—Nominal List.
4715. Reports from H.M. Ships Bringing in Survivors.
4716. H.M.S. "Cornwall"—Loss of Post Office Savings Bank Documents.
4717. Evasion of Censorship Regulations.
4718. Passports—Applications by Civilians Travelling Abroad.
4719. Provision Issuing Prices—Victualling, General Mess, etc., Allowances—Review.
4720. Travelling on Leave—Free Warrants.
4721. Travelling on Leave—Repayment Warrants.
4722. War Photographs of Medical Interest.
4723. Form S.43a—Pay and Identity Book.
- 4723a. Naval Officers' Identity Cards (S.1511) and Sailors' Pay and Identity Book (S.43a)—Losses of—Reports of Recoveries.
4724. W.R.N.S.—Foreign Service—REPORTS.
4725. W.R.N.S.—Victualling, etc.—Allowances.
4726. W.R.N.S.—Notification of Change of Name on Marriage and Next-of-kin.
4727. W.R.N.S.—Hairdressing Facilities—REPORT.
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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. *Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

4729. Director Firing System—Director Control Towers—Voicepipe Modifications.
4730. Gun Mountings—4.7-in. C.P. Twin, Mark XIX—Loading Tray Locking Bolt—Modification.
4731. Gun Mountings—4.7-in. Twin, Mark XX—Device for Measuring Angle of Sight of Attacking Aircraft.
4732. O.B.L. U.S. 5-in., Mark VIII—Prevention of Coppering.
4733. Ordnance Q.F. 2-pdr., Mark H*C and Mark VIII—Tools Disconnecting Ammunition Connecting Link—Softness of.
4734. Guns, Q.F. 2-pdr. and Machine Guns—Use of Rubber Muzzle Covers.
4735. Guns, Hispano 20 mm. Mounted in Aircraft—Belt Feed Mechanism, Mark I—Maintenance.
4736. Guns, Hispano 20 mm., for Aircraft—Pneumatic Sear Release Units—Adjustment to ensure Free Movement of Trigger.
4737. Guns, 20 mm. Oerlikon—Modification of Barrels.
4738. Guns, Machine, Hotchkiss 0.303-in., Mark I*—Positioning of Rounds in Belts.

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.

4739. Machine Guns and Equipment—Browning 0.5-in. (Colt)—Filling and Use of Water-cooling System—Instructions.
4740. Pistols, Signal, 1-in., No. 2, Mark V-L, Aircraft Dinghy Packs—Exudation.
4741. Cartridges, S.A., 0.303-in., Ball, Mark VII, R.L.—Restricted Use.
4742. Cartridges, S.A., 0.455-in., Ball, Revolver, Mark II—Withdrawal.
4743. Cordite—Landing—Destruction.

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

4744. Torpedoes, 21-in., Marks IX** and IX**N.A.—Fitment of New Bulkhead Relief Valve.
4745. Torpedo Stores—Funnels, St. No. T.337—Revised Allowance.
4746. Torpedo Davits and Winches.
4747. Paravane (Bow Protection) Equipment—Supply of Standard Fittings.
4748. Dan Buoys—Arrangements for Recovery—A. and A.
4749. Depth Charges—Obliteration of Markings.
4750. Microphone Mine Detector Equipment—REPORTS.
4751. Shore Electrical Supply System.
4752. Electrical Measuring Instruments—Damage to.
4753. Gyroscopes, all Types (except A.B., Marks I-I*, A.B.2 and A.B.Z.A.)—Modification to Prevent Slacking Back of Vertical Female Centres.
4754. Automatic Emergency Lanterns—Securing Arrangements—A. and A.
4755. Sinkers, L, Mark II and L, Mark II*, Mark XX and Mark XXI—Caps, I.R., Mine Release, St. No. 4246.
4756. Box, Pattern 5506, Resistance and Stowage, for Aldis Lantern—Prevention of Corrosion of Parts.

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

4757. Gyro Compasses—Magnetic Contactor.
4758. New Pattern Distance Meter—"Husun," Pattern No. 703.

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

4759. Boiler Tubes, etc.
4760. Old Boiler Tubes—Utilisation.
4761. Boiler Safety Valves by The Consolidated Safety Valve Co., Inc.—Refitting of.
4762. Auxiliary Superheated Steam Bulkhead Valves—Control from Upper Deck in Destroyers.

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

4763. W/T Transmitters, Type T.W.12—Crystals.
4764. Aerial Outfit ATT, EG and W/T Installation, Type 91—Fitting-Out Information.
4765. R.D.F., Type 281—Wave Monitor G.70, Pattern X882.
4766. R.D.F. Sets, Types 79M, 279M, 286PQ, 286PV, 286PW, 290, 291 and 291W—Modification to Pattern W2442, W3170 and W3734 Transformer and Rectifier Units.
4767. A.C. Supply Outfit DUF—Unsuitability of Certain Motor Alternators.
4768. Flag Lockers—Alterations to and Marking of—A. and A.

Naval Aircraft.—(Technical.)

4769. Albacore Aircraft—Locking of Engine Control Rods.
4770. Sparking Plugs for Aero-Engines—Approved Types.
4771. Link Trainers—Storing Instructions Pending Installation.

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

4772. Lists of Alterations and Additions.
4773. Fitting-out of Small Ships for Service Abroad.
4774. Escape Hatch Covers—A. and A.
4775. Emergency Escape—A. and A.
4776. Alternative Means of Escape from Mess Decks.
4777. Boiler Room Hatch Switches—Introduction of.
4778. Boiler Tube Cleaning Apparatus, "Skatoskalo" Type—Introduction of.
4779. Bottom and Boot-topping Compositions.
4780. Bottom and Boot-topping Compositions.
4781. Non-slip Deck Paint—Supply.
4782. Lower Deck Side Scuttles—A. and A.
4783. Heat Resisting Steel Combustion Tubes—Conservation of Scrap Material.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)—contd.

4784. Steering and Hydroplane Gear Power Units—Sound Insulation.
 4785. Gland Nuts—Substitution of Material.
 4786. Valve Leakage Testers for Oxygen Cylinders—Introduction.
 4787. Gearings to Valves—A. and A.
 4788. Ventilation of H/F D/F Office, Type FH.3.
 4789. Answering Pendants.
 4790. Desk and Bracket Fans, Commercial Type.
 4791. Flying Clothing and Ancillary Equipment.
 4792. Fire Extinguisher, Pattern 4724—Allowance for Main Switchboard.
 4793. Manila Cordage—Blending Sisal with Manila Hemp for the Manufacture of Cordage for General Purposes.
 4794. Economy in Cast Copper Alloys, Gunmetals, Bronzes and Brasses for Hull Work.
 4795. Chartboards—Temporary Issue of Type B.

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

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

4796. New Dumb Mooring Lighters for Rosyth and Portland—Designation.
 4797. Ratings Transferred from One Branch to Another—Disposal of Surplus Kit.
 4798. Anti-Flash Clothing—Method of Supply.
 4799. Emergency Rations for Life-floats and Life-boats.
 4800. Medical Gases—Facilities for Obtaining Abroad.
 4801. Gymnastic Apparatus at R.N. Gymnasias—Maintenance.
 4802. Bread—Avoidance of Waste.
 4803. Onions—Supplies for Scotland and Northern Ireland.
 4804. Furniture and Chattels Taken Over—Store Accounting.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4805. Amendments to Books.
 4806. A.M.S.Is.
 4807. A.F.Os.—Cessation of Supply to Examination Vessels.
 4808. Air Publications—Distribution During July, 1942.
 4809. Air Publications—Distribution During August, 1942.
 4810. Admiralty Regional Officer, North Midland—Change of Address.
 4811. Mails Lost Through Enemy Action.
 4812. Aircraft Recognition Journal—Distribution.
 4813. Naval Officers' Identity Cards (S.1511) and Sailors' Pay and Identity Books (Form S.43A)—Losses of—Reports of Recoveries.
 4814. Official Christmas Cards—Exchange Between the Services in Abeyance.
 4815. W.R.N.S.—Disposal of Form S.1514A.
 4816. B.R. 24A—Government Telegraph Code—Appendix (1938)—Naval Correction No. 11.
 4817. Books—B.R. 236—Turret Gun Drill for 14-in. B.L., Mark VII, Guns on Twin, Mark II and Quadruple, Mark III, Mountings, 1942—Issue.
 4818. Form S.134d (Small)—Introduction for Use by H.M. Ships, etc.
 4819. Form S.1177a—Gyro-Compass Report—Rendering.

SECTION 6.—SHORE ESTABLISHMENTS

4820. Civil Service War Bonus—Non-Industrial Staff from the United Kingdom Serving Abroad.
 4821. Temporary Assistants in Supply and Accounting Departments Abroad When Appointed from United Kingdom—Overtime.
 4822. Assisted Trips Home for Admiralty Industrial Employees.
 4823. Income Tax—Discharge of Salaried Officials and Weekly Paid Non-Industrial Staff at Home Establishments.
 4824. Industrial Staff Messing in the Far East—Pay Arrangements and Continuation of Allotments, etc.
 4825. Passports—Applications by Civilians Travelling Abroad.
 4826. Motor Transport Vehicles—Speed Limits.
 4827. Timber Shipments to the U.K.—Introduction of "Tally-out" Form.
 4828. Galvanising—Economy in the Use of.
 4829. Debecote—Cleaning Solvent for Surfaces to be Coated.
 4830. Slings Operations—Safety Precautions.
 4831. Laundry Machinery—Demands for.

*(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.

4697.—Defence Regulations—Order issued under

(N.L. 16152/42.—1.10.1942.)

The following Order has been issued under Regulation 43 of the Defence (General) Regulations:—

Navigation Order No. 16

By Command of The Lords Commissioners
 of the Admiralty.

In pursuance of powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order:—

- (1) No vessel shall anchor or fish within the following area:—
 Position—Felixstowe Promenade Pier Light. Latitude 51° 57' 00" N. Longitude 1° 21' 30" E. (approx.)

Limits—From the above Light in a 130° direction for 6.3 miles thence in a 000° direction for 1.1 miles thence in a 328° direction for 4.9 miles thence in a 276° direction to the shore.

- (2) This Order shall come into force forthwith and may be cited as "Navigation Order No. 16, 1942."

By Command of Their Lordships,
(Signed) J. S. BARNES.

Admiralty, S.W.1.
 22nd September, 1942.

*4698.—Warship Weeks—Ships Adopted

(M. 3111/42.—1.10.1942.)

With reference to A.F.Os. 4826/41, 1327/42, 321/42 and 1219/42, the under-mentioned ships have been adopted by the towns or areas specified following warship weeks for the period indicated:—

<i>Name of Ship</i>	<i>Adopting Town or Area</i>
	<i>Week ended 22nd November, 1941</i>
H.M.S. "Scimitar"	... .. Pershore Rural District
	<i>Week ended 6th December, 1941</i>
H.M.S. "Lydiard"	... .. West Wrexham (part of Wrexham Rural District).
	<i>Week ended 13th December, 1941</i>
H.M.S. "Luminary"	... .. Tewkesbury Municipal Borough.
H.M.S. "P.222"	... .. Swindon Municipal Borough and Highworth Rural District.
	<i>Week ended 17th January, 1942</i>
H.M.S. "Vixen"	... .. Kirkcaldy.
	<i>Week ended 24th January, 1942</i>
H.M.S. "Caldwell"	... .. Caerphilly Urban District.
	<i>Week ended 31st January, 1942</i>
H.M.M.L. "138"	... .. Norham and Islandshires Rural District.
	<i>Week ended 14th February, 1942</i>
H.M.S. "Catterick"	... .. Border Rural District.
H.M.S. "Nepal"	... .. Hartley Wintney Rural District.
H.M.S. "Ripley"	... .. Repton Rural District.

Name of Ship	Adopting Town or Area
<i>Week ended 28th February, 1942</i>	
H.M.S. "Rother" ...	Midhurst Rural District.
H.M.S. "Woodcock" ...	Cuckfield Urban District.
H.M.S. "Woodpecker" ...	Bushey Urban District.
H.M.S. "Wren" ...	Knutsford Urban District and Northwich Rural District.
<i>Week ended 7th March, 1942</i>	
H.M.S. "Alresford" ...	Ebbw Vale Urban District.
H.M.S. "Georgetown" ...	Battle Rural District.
H.M.S. "Woolston" ...	Congleton Municipal Borough.
<i>Week ended 9th March, 1942</i>	
H.M.S. "Indomitable" ...	Belfast County Borough.
<i>Week ended 14th March, 1942</i>	
H.M.S. "Chelmer" ...	Witham Urban District.
H.M.S. "Cromer" ...	Barnet Urban District.
H.M.S. "Ettrick" ...	Hope Valley.
H.M.S. "Magpie" ...	Amersham Rural District (part).
H.M.S. "Peacock" ...	Tadcaster Rural District.
H.M.S. "Vigilant" ...	Launceston Municipal Borough and Rural District (part).
<i>Week ended 21st March, 1942</i>	
H.M.S. "Cam" ...	Chapel-en-le-Frith Rural District.
H.M.S. "Eglington" ...	Alton Urban District and Rural District.
H.M.S. "Test" ...	Bognor Regis Urban District.
<i>Week ended 28th March, 1942</i>	
H.M.S. "Deveron" ...	Banffshire.
H.M.S. "Lord Plender" ...	Upton-on-Severn Rural District.
H.M.M.G.B. "57" ...	Ogmore and Garw Urban District (part).
H.M.M.T.B. "228" ...	Sheerness Urban District, Queenborough Municipal Borough and Sheppey Rural District.
H.M.S. "Peterhead" ...	Dover Municipal Borough.
H.M.S. "Spey" ...	Letchworth Urban District.
<i>Week ended 25th April, 1942</i>	
H.M.S. "Londonderry" ...	Londonderry County Council.
<i>Week ended 16th May, 1942</i>	
H.M.S. "Napier" ...	Dumbartonshire.
<i>Week ended 23rd May, 1942</i>	
H.M.S. "Mourne" ...	Tyrone County Council (Omagh).
<i>Week ended 6th June, 1942</i>	
H.M.S. "Emerald" ...	Antrim County Council (Belfast).
<i>Week ended 13th June, 1942</i>	
H.M.S. "Sir Lancelot" ...	Fermanagh County Council (Enniskillen).
<i>Week ended 20th June, 1942</i>	
H.M.S. "Ulster" ...	Down County Council (Downpatrick).
<i>Week ended 27th June, 1942</i>	
H.M.S. "Bann" ...	Armagh County Council.

2. The following amendments are to be made to the A.F.Os. specified :—

In A.F.O. 5120/41

Delete M.T.B. "71" ... Hoyland.

After M.T.B. "18"

Insert H.M.M.T.B. "42" ... Hoyland Nether Urban District.

In A.F.O. 1626/42

Delete H.M.M.T.B. "342" ... Tetbury (Glos.).

After H.M.S. "Garth"

Insert H.M.S. "Grayling" ... Tetbury (Glos.).

The amendment concerning :—

H.M.M.L. "212" ... Winsford and District (Cheshire) is cancelled.

In A.F.O. 2205/42

Delete H.M.M.G.B. "43" ... Winsford and District (Cheshire).

In A.F.O. 1863/42

Delete H.M.S. "P.39" ... Worksop Rural District (Notts).

After H.M.S. "P.37"

Insert H.M.S. "P.552" ... Worksop Municipal Borough and Rural District.

Delete H.M.S. "Eskdale" ... Kendal Municipal Borough and S. Westmorland Rural District.

The vessel adopted by Kirkbymoorside and District (Yorks) should read H.M.S. "Stafnes".

In A.F.O. 3077/42

The area adopting H.M.S. "Grenville" should read Paisley.

In A.F.O. 3338/42

Delete H.M.S. "Wilton" ... New Forest Rural District (Hants).

After H.M.S. "Weston"

Insert H.M.S. "Whirlwind" ... New Forest Rural District (Hants).

The area adopting H.M.S. "Bonito" should read Newbiggin-by-the-Sea Urban District; the area adopting H.M.S. "Gavotte" should read Stour Valley (Shipston-on-Stour Rural District); and the area adopting H.M.S. "P.51" should read Llwchwr Urban District.

(A.F.Os. 4826/41, 5120/41, 321/42, 1219/42, 1327/42, 1626/42, 1863/42, 2205/42, 3077/42 and 3338/42.)

4699.—Emergency Rations for Life-floats and Life-boats

(V.4381/42.—1.10.1942.)

As stated in paragraph 8 of A.F.O. 1220/42, experience has shown that it is much more important that water should be available for emergency use in life-floats and life-boats than food.

2. Consequently, no further purchases of the present type of emergency food ration for life-floats (see A.F.O. 5092/41, paragraph 2) will be made, and consideration is being given to substituting condensed milk. In the meantime when existing stocks of food containers at victualling yards are exhausted, water containers will be issued in lieu of the full container capacity (see A.F.O. 5092/41, paragraph 4) of the various types of floats.

3. Life-boats.—As much water as possible should be carried, even at the expense of food. It is recommended that any food carried should be confined to condensed milk.

(C.-in-C., H.F., No. 40/H.F.800/184, 9.1.1942.)

(A.F.Os. 5092/41 and 1220/42.)

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

*4700.—Honours and Awards—"London Gazette" Supplement of
22nd September, 1942

(H. & A.—1.10.1942.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

*St. James's Palace, S.W.1,**22nd September, 1942.*

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) for bravery and endurance during enemy air attacks on the City of Plymouth, to:—
Inspector Edward Green, R.M.P.

ADMIRALTY,

*Whitehall,**22nd September, 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 resolution in H.M. Ships "Antelope", "Argus", "Blankney", "Cairo", "Charybdis", "Hebe", "Hythe", "Ithuriel", "Kenya", "Liverpool", "Marne", "Middleton", "Onslow", "Part-ridge", "Rye", "Speedy", "Vidette", "Westcott", "Wishart", "Wrestler", and the Polish Ship "Kujawiak", while escorting an important convoy to Malta:

To be a Companion of the Distinguished Service Order:

Commander (E) William John Jones, R.D., R.N.R.

Bar to the Distinguished Service Cross.

Lieutenant Alexander Beaufort Fraser-Harris, D.S.C., R.N.

Lieutenant John Christopher Langton, D.S.C., R.N.

The Distinguished Service Cross.

Lieutenant-Commander Philip Arthur Roche, R.N.

Lieutenant-Commander John James Sherwood Rusher, R.N.

Lieutenant Edward Beckwith Ashmore, R.N.

Lieutenant John Hubert Ackland Benians, R.N.

Lieutenant Francis Wimburn Melvill Carter, R.N.

Lieutenant Allen Augustus Diggins, R.N.

Lieutenant Charles Patrick Cay Noble, R.N.V.R.

Lieutenant (E) Basil Edward Malcolm Ball, R.N.

Lieutenant (E) Hilary Charles Davy Boase, R.N.

Lieutenant (E) Frederick Charles William Lawson, R.N.

Temporary Surgeon Lieutenant Henry Seymour Alleyne Corfield, L.M.S.S.A.,
R.N.V.R.Temporary Surgeon Lieutenant Kenneth Cole Jeffery, M.R.C.S., L.R.C.P., B.S.,
R.N.V.R.Temporary Surgeon Lieutenant Richard Deane Robinson, M.R.C.S., L.R.C.P.,
R.N.V.R.

Temporary Acting Sub-Lieutenant James Stephen Grant Fletcher, R.N.V.R.

Sub-Lieutenant (A) James Frame Rankin, R.N.

Temporary Sub-Lieutenant (A) Lionel Peter Twiss, R.N.V.R.

Mr. Pearson Rodney Tiffin, Commissioned Engineer, R.N.

Mr. Charles Herbert Raymond Davis, Warrant Engineer, R.N.

Bar to the Distinguished Service Medal.

Chief Engine Room Artificer Redvers Thomas James Slade, D.S.M., P/M.22028.

Leading Seaman Richard O'Neill, D.S.M., P/JX.150241.

The Distinguished Service Medal.

Chief Petty Officer Frank Dudley Hignett Bell, P/J.29832.

Chief Petty Officer Leonard Bradshaw, P/JX.130740.

Acting Chief Petty Officer Gordon William Munn, D/JX.144643.

Acting Chief Petty Officer James Hobart Green, C/JX.126155.

Acting Chief Petty Officer William Charles Voller, P/JX.126100.
Chief Engine Room Artificer Frederick Arthur Boulton Haynes, P/M.26933.
Chief Engine Room Artificer Ronald George Keys, C/MX.45632.
Chief Engine Room Artificer Emanuel Joseph John Marks, P/M.35276.
Chief Engine Room Artificer Thomas Oswald Roberts, P/MX.50114.
Chief Shipwright Percival Edward Lefevre Susans, C/MX.47111.
Engine Room Artificer Third Class Stanley Charles James Harris, P/MX.54793.
Engine Room Artificer Third Class Cuthbert Mack, P/MX.57438.
Engine Room Artificer Fourth Class William McLachlan, C/MX.63010.
Acting Ordnance Artificer Fourth Class Harry Swarbrick, P/MX.79337.
Petty Officer James Henry Dicks, C/JX.130577.
Petty Officer Faulkner Harden, C/JX.160860.
Petty Officer Charles Kay, C/JX.130405.
Petty Officer William McBurney, P/JX.251645.
Petty Officer Alfred Stephenie Bradley Vokins, P/JX.131228.
Petty Officer Robert Amherst Walder, P/J.101684.
Stoker Petty Officer Stanley William Biles, P/KX.85179.
Stoker Petty Officer John Edward Graham, C/KX.76807.
Sick Berth Petty Officer Charles Ephraim Buddin, P/M.35924.
Leading Seaman David George Allen, P/SSX.21510.
Leading Seaman Charles James Arthur Baker, P/JX.144827.
Leading Seaman Albert Charles Dutton, P/JX.137973.
Leading Seaman Leslie Harold McKeown, P/JX.17893A.
Leading Seaman William Leonard Onion, P/JX.193459.
Leading Seaman Robert Ernest Roberts, P/JX.148660.
Acting Leading Seaman William Thomas Bartlett Howard Blois, C/SSX.24783.
Leading Stoker Thomas Fairbairn, C/KX.82788.
Leading Air Fitter Alan Philip Daniels, FAA/FX.76922.
Able Seaman Alfred Beckett, C/JX.240751.
Able Seaman Frederick James Blackwell, D/JX.284100.
Able Seaman Herbert Kirk Hawkins, C/SSX.21976.
Able Seaman Clifford Ramsbottom Horne, X.21014A, R.N.R.
Able Seaman Daniel Kay, P/SSX.20597.
Able Seaman George Langhorn, D/JX.256636.
Able Seaman William Parker, D/JX.165921.
Able Seaman Leslie George Pride, D/JX.227730.
Able Seaman Stanley Francis Tite, D/SSX.26897.
Stoker First Class James Frederick Tampin, C/K.60905.
Ordinary Seaman Henry Naylor, C/JX.301714.
Ordinary Signalman James Frederick Hill, C/JX.201082.
Marine William Henderson, POX.2707.

Mention in Despatches (Posthumous)

Lieutenant Philip Roderick Hall, R.N.

Stoker Petty Officer Percy P. Harrison, C/K.63390.

Mention in Despatches

Commander Reginald Cecil Haskett-Smith, D.S.O., R.N.

Commander (E) Hugh Gresley Cuming Butler, R.N.

Lieutenant-Commander Andrew Edward Doran, R.N.

Lieutenant Francis Henry Foster, R.N.

Lieutenant Peter Eric Noel Griffiths, D.S.C., R.N.

Lieutenant James Richard Marigold, R.N.

Lieutenant Reginald William Beecroft Lacon, D.S.C., R.N.

Lieutenant Alan John Macmillan, R.N.

Lieutenant Alfred Forbes Milne, R.N.

Lieutenant Joseph Allan Phillips, R.N.

Lieutenant Norman Joseph Macdonald Teacher, R.N.

Lieutenant Anthony George Glanusk Vanrenen, R.N.

Temporary Acting Lieutenant Vivian Symes Cowdy, R.N.V.R.

Lieutenant John Lewis Jaquet, R.M.

Flight Lieutenant Charles Peto Bennett, 78967, R.A.F.V.R.

Temporary Acting Sub-Lieutenant Jean Pierre Pesch, R.N.R.

Sub-Lieutenant Peter Hugh Thomas, R.N.R.

Temporary Sub-Lieutenant Arthur Falknor Hill, R.N.V.R.

Temporary Sub-Lieutenant (A) Peter Edward Palmer, R.N.V.R.

Temporary Acting Sub-Lieutenant (A) Geoffrey Spalding, R.N.V.R.
 Mr. Leonard Clarence Mark Jopling, Commissioned Engineer, R.N.
 Mr. Sydney Arthur Nash, Commissioned Engineer, R.N.
 Mr. William Henry Parker, Gunner, R.N.
 Mr. Walter Andra Rugman, Gunner (T), R.N.
 Mr. Percy Richard Hamilton Walker, Gunner, R.N.
 Mr. William John Yates, Gunner, R.N.
 Mr. William Myers, Acting Temporary Gunner (T), R.N.
 Mr. Henry Brown, Temporary Warrant Mechanician, R.N.
 Midshipman Robert Ian Pearse, R.N.
 Midshipman Barnaby Frederick Palmer Samborne, R.N.
 Chief Petty Officer Cyril Samuel Chapman, C/J.93874.
 Chief Petty Officer Walter George Redman, P/J.111589.
 Chief Yeoman of Signals William Deeley, C/JX.133188.
 Chief Yeoman of Signals Arthur Weston, D/J.97337.
 Chief Petty Officer Telegraphist George Davidson Morrice, P/J.105108.
 Chief Petty Officer Telegraphist Archibald Walter George Steele, C/J.104257.
 Chief Engine Room Artificer Edward John Grant, P/M.36105.
 Chief Engine Room Artificer Richard Alfred Rand, D.S.M., P/M.24904.
 Chief Electrical Artificer William Mauder Cox, C/M.37941.
 Chief Stoker Sidney Herbert Lloyd, C/K.57856.
 Chief Stoker William McLaughlan, P/K.46925.
 Chief Stoker John Philip Pepper, C/K.62424.
 Chief Mechanician Robert Packham, P/K.59176.
 Engine Room Artificer Fourth Class John Morton Chisholm, P/MX.61493.
 Engine Room Artificer Fourth Class Ronald William Gotch, P/MX.60458.
 Electrical Artificer First Class Robert Cyril Cleaver, P/MX.55642.
 Electrical Artificer First Class Frederick Charles Hayton, C/M.35221.
 Electrical Artificer Fourth Class Philip Leah, P/MX.59865.
 Ordnance Artificer Second Class John Frederick Grieff, P/MX.51450.
 Ordnance Artificer Fourth Class Reginald Vivian Jenkins, C/MX.60147.
 Acting Ordnance Artificer Fourth Class Richard John Sage, D/MX.70690.
 Petty Officer Laurence Sidney Elden, C/JX.133069.
 Petty Officer William Henry Marsh, P/J.103791.
 Petty Officer Basil Thomas William Martin, P/JX.126389.
 Petty Officer William Frederick Rayner, P/J.97526.
 Petty Officer Herbert George Thurtle, C/JX.143478.
 Petty Officer Archibald William Titcombe, P/J.99588.
 Acting Petty Officer Clarence Cyril Pennicard, C/JX.132483.
 Acting Petty Officer Robert Smith, P/JX.140609.
 Yeoman of Signals Thomas Futers Hall, P/JX.136057.
 Yeoman of Signals James Clifford Smithers, C/JX.134998.
 Petty Officer Telegraphist William Thomas Scott, C/JX.137685.
 Acting Petty Officer Telegraphist Geoffrey Brooker, P/JX.139300.
 Temporary Petty Officer Cook John Edwin Shawyer, P/MX.46652.
 Stoker Petty Officer Arthur Gale, P/K.48189.
 Stoker Petty Officer Robert Thomas Albert Goodacre, P/X.83348.
 Acting Stoker Petty Officer Frederick Thomas Newport, P/X.86343.
 Petty Officer Air Mechanic Ronald Wright, FAA/FX.75123.
 Leading Seaman Edward Charles Ayliffe, C/JX.141685.
 Leading Seaman George Seaford Marchant, P/JX.132824.
 Leading Seaman William McDermaid, P/JX.146516.
 Leading Seaman Gwilym Meredydd Hugo Perkins, D/JX.138656.
 Leading Seaman Ernest Pritchard, P/JX.154597.
 Leading Seaman Frederick Wright, P/JX.150823.
 Acting Leading Seaman Ernest Frederick Gilbert Hart, P/J.106964.
 Acting Leading Seaman Henry John Winston Cooper, P/JX.148939.
 Leading Signalman Alfred Edward Hardy, D/JX.138381.
 Leading Signalman Henry William Pine, P/JX.150395.
 Temporary Acting Leading Signalman Clifford Robinson, C/JX.149748.
 Temporary Acting Leading Telegraphist George Arthur Rouse, C/J.112785.
 Leading Stoker James Daniel Godden, C/KX.98187.
 Leading Stoker Cyril Percy Marchant, C/KX.85131.
 Leading Stoker Stanley Pringle Purvis, P/KX.93063.
 Temporary Leading Writer Norman Charles Harvey, D/MX.66396.
 Leading Air Mechanic Gordon Charles Luxton, FAA/SFX.791.

Able Seaman Eric James Ankin, P/J.10675.
 Able Seaman Arthur George Appledee, C/SS.11835.
 Able Seaman Frederick George Bath, P/SSX.29693.
 Able Seaman John Brown, C/SSX.26246.
 Able Seaman Norman Brownell, P/SSX.16691.
 Able Seaman Reginald William Couzens, D/JX.185103.
 Able Seaman George Dyer, C/JX.169051.
 Able Seaman Peter McMartin Dyer, C/JX.259776.
 Able Seaman Joseph Grady, P/JX.131655.
 Able Seaman John Patrick Hennessey, P/JX.182184.
 Able Seaman Donald Sidney Hyde, P/JX.269307.
 Able Seaman Henry Kirke, D/J.36276.
 Able Seaman Jack Walter Minney, P/JX.154994.
 Able Seaman Bernard Richard Penniford, PSD/X.1603.
 Able Seaman Herbert Henry Potts, P/SSX.27549.
 Able Seaman Eric Reginald Quantrill, P/JX.246806.
 Able Seaman Herbert Wilfred Reay, D/JX.204226.
 Able Seaman Gilbert Samson, D/JX.246638.
 Able Seaman Mark Arthur Steer, P/JX.273273.
 Able Seaman James Sudworth, C/JX.170081.
 Able Seaman James Alexander Watts, C/JX.141858.
 Able Seaman Stanley Alfred Webb, C/JX.140939.
 Able Seaman Benjamin Winslow, P/JX.125610.
 Signalman Kenneth Balston, P/JX.160205.
 Telegraphist Peter James Charles Dawson, D/JX.180672.
 Telegraphist Dennis Pritchard, D/JX.155685.
 Stoker First Class James Nicol Aitken, P/KX.97969.
 Stoker First Class Samuel Coyne, D/KX.102719.
 Stoker First Class Robert Preston Wardale, C/KX.96328.
 Stoker First Class George Arthur Willis, P/KX.116545.
 Air Mechanic (A) Leslie Henshaw, FAA/FX.79953.
 Air Mechanic (E) James Scott, FAA/FX.81033.
 Bandmaster Second Class Herbert John Camfield, R.N.B./X.319, R.M.
 Ordinary Seaman John Thomas Butler, P/JX.282643.
 Ordinary Seaman John Catt, P/JX.276341.
 Ordinary Seaman Douglas Alfred Ebdon, P/JX.274687.
 Ordinary Seaman James McKelvey, P/JX.264799.
 Ordinary Seaman Kenneth Taylor, C/JX.162177.
 Ordinary Seaman John Wishart, P/JX.322712.
 Coder Cyril Foulds, C/JX.220023.

This Appointment and these Awards are in addition to those already approved by His Majesty for services in this action, and published in "London Gazette" Supplement No. 35687 of 1st September, 1942.

For skill and resource in action against enemy submarines:

To be a Companion of the Distinguished Service Order:

Lieutenant Commander Desmond Aubrey Menlove, R.A.N.R.(S).

The Distinguished Service Cross.

Lieutenant Bruce Johnston Harvey, R.A.N.V.R.

The Distinguished Service Medal.

Leading Seaman Frederick James Savage, 20940, R.A.N.
 Acting Able Seaman Carson Fefferson Taite, S.4691, R.A.N.

Mention in Despatches.

Temporary Engineer Lieutenant Kenneth Arthur Graham, R.A.N.R. (S).
 Acting Chief Engine Room Artificer William David Ctercteko, 20815, R.A.N.
 Stoker Petty Officer Arthur Bernard Crisp, 20496, R.A.N.
 Stoker Clarrie Joseph Rogan, S.5067.
 Able Seaman Horace William Peter O'Neill, 19062, R.A.N.

For good services when a Merchantman was torpedoed:

Mention in Despatches

Temporary Lieutenant William Easton Turner, R.N.V.R.

Amendments (where underlined) to previous Orders of Honours and Awards under headings :—

Mention in Despatches

A.F.O. 2342/42. Acting Able Seaman Edward Albert Woodward, D/JX.268358.
A.F.O. 4236/42. Chief Petty Officer Albert George Ackland, D/J.14204.

Distinguished Service Medal

A.F.O. 4473/42. Temporary Sergeant Robert Thomas Catchpole, Ch.X.1554 R.M.

***4701.—Accelerated Promotion**

(C.W. 35614/42.—1.10.1942.)

With reference to A.F.O. 425/42 the following Sub-Lieutenants have been promoted from the dates shown :—

Executive—

Thorpe, D. S.	...	" St. George "	...	...	1st March
Devlin, J. N....	...	" P.211 "	...	...	1st June
Honour, G. B.	...	" Saunders " addl. (" A " lighter No. " 119 ").	...	...	1st July
Thom, J. D. (D.S.C.)	...	" Stag " addl. (" A " lighter No. " 3 ")	...	...	1st July
Read, R. H.	...	" Saunders " addl. (" A " lighter No. " 116 ").	...	...	1st July
De Kock, V. P. de C. (D.S.C., M.B.E.)	...	" Stag " addl. (" A " lighter No. " 17 ").	...	...	1st July
Walker, D. C.	...	" Stag " addl. (L.Cs.)	...	...	1st July
Leighton, A.	...	" Amazon "	...	...	1st September
Leworthy, J. B.	...	" Viscount "	...	...	1st October
Martin, G. S....	...	" Orion "	...	...	1st October
Rook, D. J. ...	...	" St. Christopher " addl. (M.G.B. " 602 ").	...	...	1st October
Ebel, M. V. (G.M.)	...	" P.31 "	...	...	1st October
Hume, K. W.	...	" Paynter "	...	...	1st October
Haisley, J. H.	...	" Castleton "	...	...	1st October
Iredale, G. W.	...	" Vascama "	...	...	1st October
Turville, O. R.	...	" Foxtrot "	...	...	1st October
Ray, J. D. ...	...	" Fishguard "	...	...	1st October
Vick, R. W. ...	...	" St. Christopher " for M.L. " 280 ".	...	...	1st October

Air (Pilots)—

Law, D. B. ...	...	" Grebe "	...	...	1st June
Mancus, R. B. ...	...	" Argus "	...	...	1st August

Engineer—

Duff, J. R. ...	...	" Mosquito "	...	...	1st June
Shackelford, P. R.	" Condor "	1st September

Accountant—

Stout, C. H.	" Greenwich "	1st October
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Special—

Reed, F.	" Ganges "	1st October
White, A.	" Condor "	1st October

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

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

4702.—Loss of Officers' Personal Equipment—Authority to Obtain Replacements

(C.P. 40492/42.—1.10.1942.)

A.F.O. 4082/42 is to be amended as follows :—

In paragraph 2, under " Article ", against " Sextants ", insert an asterisk.

Add footnote :—

" *The two firms mentioned have agreed that Officers requiring sextants, and furnished with the certificate referred to, will be charged only the appropriate Admiralty Contract Price, which is less than the catalogued price. These prices are to be treated as strictly confidential "

(A.F.O. 4082/42.)

4703.—R.N.R. and R.N.V.R. Officers—Grant of Acting Rank or Relative Rank of Lieutenant-Commander

(C.W. 25720/42.—1.10.1942.)

With reference to A.F.O. 4240/42, a new Form S.206d has been introduced for making recommendations under this Order; recommendations for the November, 1942, promotions are to be made on Form S.206 as laid down in paragraph 4 (b) of A.F.O. 4240/42, but thereafter Form S.206d is to be used.

2. Ships in Home waters should demand supplies of forms from the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10. Ships abroad should obtain supplies from the local (Superintending) Naval Store Officer.

(A.F.O. 4240/42.)

4704.—Messing of Allied Officers visiting Shore Establishments

(M. 2867/42.—1.10.1942.)

Allied Officers visiting shore establishments for several days are to be treated in the same manner as those embarked in H.M. Ships, and the allowances laid down in K.R. & A.I., Article 1696, credited to the mess.

(A.F.O. 2733/42.)

***4705.—Air Gunners—Amended Title—Revised Rates of Pay**

(N. 726/42.—1.10.1942.)

The former title of " Telegraphist Air Gunner " is to be revived and substituted for the present title of " Air Gunner ", in order that it shall be more fully representative of the principal duties of the non-substantive rating. The three classes will be retained.

2. The present rates of pay for the non-substantive rating are to be increased as follows :—

3rd class to 3s. 3d. a day.
2nd class to 3s. 9d. a day.
1st class to 4s. 3d. a day.

3. The above changes in title and pay will take effect from 1st July, 1942, and the necessary adjustments are to be made accordingly.

4. K.R. & A.I., Article 1616, will be amended.

(K.R. & A.I., Article 1616.)

4706.—Warrant Officers Provisionally selected for Promotion to Lieutenant and Lieutenant (E) and Warrant Officers Selected for Promotion to Commissioned Officer from Warrant Rank.

(C.W. 31847/42.—1.10.1942.)

The following promotions have been approved in accordance with the procedure laid down in A.F.Os. 1874/42 and 1875/42.

2. Provisional selection for Lieutenant and Lieutenant (E) under A.F.O. 1874/42 Officers will be promoted on satisfactory completion of courses :—

(a) To Lieutenant :—

A. E. Pilsbury	...	...	...	Boatswain.
W. A. Winning	...	...	...	Gunner.
G. W. Hill	...	...	...	Gunner.
A. M. Booker	...	...	...	Gunner.
A. P. Graves	...	...	...	Gunner.
J. S. Dallaway	...	...	...	Gunner.
J. Stevens	...	...	...	Gunner (T).
J. Jackson	...	...	...	Gunner.
A. J. Stanton	...	...	...	Gunner (T).
J. Mason	...	...	...	Gunner (T).
H. A. Judkins, D.S.C.	...	...	...	Warrant Telegraphist.
D. J. Cobley	...	...	...	Gunner.
J. P. Rathbone, D.S.C.	...	...	...	Gunner (T).

(a) To Lieutenant:—*contd.*

J. Allsop	...	...	Boatswain.
E. P. Cheeseman	...	...	Boatswain A/S.
J. Duggan	...	...	Gunner.
G. W. D. Wintle	...	...	Gunner (T).
F. Miller	...	...	Gunner (T).
C. H. Messenger	...	...	Warrant Telegraphist.
H. J. Handford	...	...	Boatswain.

(b) To Lieutenant (E):—

W. H. Arnold	...	...	Warrant Engineer.
F. E. E. Smith	...	...	Warrant Engineer.
J. Cooper	...	...	Warrant Engineer.

Special courses will be arranged for these officers shortly. It may not be possible for the courses all to take place concurrently or to terminate on the same date, but the ultimate seniority of these officers as Lieutenant or equivalent rank will not be affected by possible delays as their seniority will be assessed from the same basic date, viz.:—1st October, 1942.

3. Promotions to Commissioned Officer from Warrant rank to date 1st October, 1942, under the scheme promulgated in A.F.O. 1875/42:—

To Commissioned Gunner and Commissioner Gunner (T):—

R. Smith	...	...	Gunner.
J. W. V. Lynch	...	...	Gunner (T).
J. C. Mitchell	...	...	Gunner (T).
V. A. Curtis	...	...	Gunner.
W. H. Curtis	...	...	Gunner.
J. F. Hebron	...	...	Gunner (T).
A. G. Kennedy	...	...	Gunner (T).
S. C. S. Moon	...	...	Gunner.
N. E. Tomes	...	...	Gunner (T).
G. D. Brook	...	...	Gunner.
J. M. Larder	...	...	Gunner.
J. J. F. Smith, D.S.C.	...	...	Gunner.
V. P. Gardner	...	...	Gunner.

To Commissioned Boatswain:—

G. F. Morris	...	...	Boatswain.
H. A. Southcott	...	...	Boatswain.
G. R. Lovell	Boatswain.

To Commissioned Signal Boatswain:—

D. A. C. Hubbard	Signal Boatswain.
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To Commissioned Telegraphist:—

W. D. Jones	Warrant Telegraphist.
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To Commissioned Shipwright:—

T. A. Roberts	Warrant Shipwright.
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To Commissioned Master-at-Arms:—

G. J. N. Hebbourn	Warrant Master-at-Arms.
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To Commissioned Ordnance Officer:—

J. G. Dobbs	Warrant Ordnance Officer.
W. C. R. Newton	Warrant Ordnance Officer.

To Commissioned Electrician:—

H. C. Syms	Warrant Electrician.
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To Commissioned Engineer:—

J. T. Tooker	Warrant Engineer.
A. H. Lavington	Warrant Engineer.
C. H. R. Davis	...	...	Warrant Engineer.
V. T. Bennett	...	...	Warrant Engineer.
E. G. Gillett	...	...	Warrant Engineer.
A. L. Giordan, D.S.C.	...	...	Warrant Engineer.

4. Reports on officers for the April promotions must reach the Admiralty by 1st February.

(A.F.Os. 1874/42 and 1875/42.)

4707.—Warrant Officers, Royal Marines—Introduction of Badge of Rank

(N.L. 11790/42.—1.10.1942.)

His Majesty the King has been pleased to approve the adoption of a shoulder badge of rank for Warrant Officers, Royal Marines (except Sergt.-Majors who already wear the arm badge of rank "Royal Arms.").

2. The badge consists of the letters "W.O." in wreath, and will be worn on the shoulder strap. The following patterns have been approved:—

(a) Pattern M.296 Letters "W.O." in Wreath, Gold on Blue.—For wear on blue serge tunics.

Issuing price per pair 3s. 8d.

(b) Pattern M.296a Letters "W.O." in Wreath, Khaki on Khaki.—For wear on service dress tunics, battle-dress blouses and greatcoats.

Issuing price per pair 2s. 8d.

3. Patterns will shortly be sealed and lodged at the Admiralty Pattern Rooms.
4. Stocks will be maintained at the Chatham Division, R.M., only and demands are to be forwarded accordingly.
5. Issues to individual Warrant Officers, R.M., will be made on repayment only.
6. A full-scale drawing of the badge is appended.



4708.—Royal Marines—Educational Qualification for Promotion to Sergeant and above

(N. 21701/42.—1.10.1942.)

Although the educational qualification for promotion to Sergeant and above has been waived as a temporary measure (A.F.O. 3583/39) it is emphasised that this qualification will be reintroduced after the war. N.C.Os. and candidates for promotion should take every advantage of the educational facilities available to fit themselves for the rank they hold or for promotion to higher rank.

2. Many candidates are to be expected to have succeeded in working for and taking these examinations under active service conditions. Correspondence courses directed by the Chief Schoolmaster, R.M., are available for candidates in detached units, and details of these courses have been promulgated to the units concerned.

3. It is pointed out that the revival of the educational qualification may at any time be ordered at short notice and that under these circumstances those educationally qualified will find themselves at an advantage over those not so qualified.

(A.F.O. 3583/39.)

4709.—Officiating Minister of Religion

Bristol

(C.E. 56871/42.—1.10.1942.)

The appointment has been approved of the Rev. W. Linton, 56, Leopold Road, St. Andrews, Bristol 6 as Officiating Minister to all non-Anglican (Church of England, Methodist, Presbyterian, Baptist and Congregational etc.) personnel at the R.N. Auxiliary Hospital, Durdham Down, Bristol.

2. The usual facilities are to be afforded.

†4710.—Admiralty Surgeon and Agent

Llandudno

(C.E. 12457/42.—1.10.1942.)

Dr. W. H. Owles, M.D., M.R.C.P. & S., 7 South Parade, Llandudno (Telephone No. 6907) has been appointed Admiralty Surgeon and Agent for Llandudno, vice Mr. J. Reay, deceased.

A.F.O. 4711.—R.N.P.S. Ratings in 2nd Class for Conduct—Loan to the General Service

(N. 21792/42.—1.10.1942.)

Instances still occur where R.N.P.S. ratings, on reduction to the 2nd class for conduct are sent to the Patrol Service, Central Depot, Lowestoft, instead of being lent direct to the General Service. This causes much unnecessary travelling and expense. Moreover, some ratings have arrived with no notification that they are in the 2nd class for conduct.

2. A.F.O. 1576/41, paragraph 2 (a) and (b) is to be strictly complied with.

(A.F.O. 1576/41.)

4712.—Personnel Serving on T.124 Agreement or Variants—Reports of Movements, Casualties, etc.

(C.W. 6144/42.—1.10.1942.)

All messages concerning personnel serving on T.124 agreement or variants should include F.O.I.C., Cardiff, for R.G.S.S., in the addresses, and indicate which of the personnel are so serving.

(Admiralty Message 361A, 19.9.1942 is cancelled.)

4713.—Whereabouts of Naval Ratings—Reports to Depot

(N. 14388/42.—1.10.1942.)

Enquiries are received in Depots regarding the whereabouts of survivors of ships sunk on foreign stations, and of other ratings. In order that information may be available as early as possible, the microgram system, where it exists, should be used if practicable to report the disposal of survivors, and local drafts. If the microgram cannot be used, nominal disposal lists should be typed on light-weight paper and forwarded by All Air route.

4714.—New Zealand Ratings—Nominal List

(N. 21377/42.—1.10.1942.)

With reference to paragraph (2) of A.F.O. 1912/41, all ships and establishments in which New Zealand ratings on loan to the Royal Navy are borne should forward a nominal list of such ratings to the Commodore, Royal Naval Barracks, Devonport.

(A.F.O. 1912/41.)

4715.—Reports from H.M. Ships Bringing in Survivors

(N. 20052/42.—1.10.1942.)

A.F.O. 2901/41 is to be amplified as follows:—

Add to paragraph 1(ii)

- (r) Weight in cwt. of baggage to be landed.
- (s) Weight in cwt. of stores to be landed with survivors (e.g., F.A.A. stores)
- (t) Number of naval survivors to be fully kitted up on arrival.
- (u) Number of naval survivors to be partially kitted up on arrival.

2. This additional information is essential and is to be provided in advance.

(A.F.O. 2901/41.)

*4716.—H.M.S. "Cornwall"—Loss of Post Office Savings Bank Documents

(D.N.A. 16348/42.—1.10.1942.)

The lists of P.O.S.B. deposits made in H.M.S. "Cornwall" during the period 28th March to 29th April, 1941, having been lost in transit, all men who were serving in H.M.S. "Cornwall" at that date who claim to have made deposits during this period, which it is emphasised is 28th March to 29th April, 1941, should give particulars to the Accountant Officers of their present ships, who are requested to verify the particulars from the claimant's Saving Bank Book whenever possible, and forward claims to Director of Navy Accounts, (Branch 5A) stating to what extent they have been verified.

Cancelled by
AFO 1418/41

*4717.—Evasion of Censorship Regulations

(N.L./N.I.D. 04171/42.—1.10.1942.)

It is notified that it is an offence under Regulation 11 of the Defence (General) Regulations, 1939, as implemented by the Control of Communications Order (No. 1), 1941, to send or convey otherwise than by post or consign for the purpose of so sending or conveying from Great Britain to Northern Ireland or from Great Britain or Northern Ireland to Eire or to the Isle of Man or to certain other territories mentioned in the Order and no person shall convey on his person or in his baggage into Great Britain from Northern Ireland or into Great Britain or Northern Ireland from Eire or from the Isle of Man or from any of such other territories, any prohibited article, which expression includes newspapers, books, maps, drawings, photographs, letters, documents, memoranda, gramophone records, packages, etc.

2. There is an exception in favour of prohibited articles which are being conveyed by an accredited representative on His Majesty's service.

3. It should be observed that all persons are liable to be searched at the ports.

4. In the case of Naval personnel proceeding on leave contravention of this Order will entail the offender forfeiting his leave and will render him liable to disciplinary action. The writer or sender of any letters, etc., will likewise be liable to disciplinary action.

(A.F.O. 4118/40 is cancelled.)

4718.—Passports—Applications by Civilians Travelling Abroad

(N.L./N.I.D. 1542/42.—1.10.1942.)

See A.F.O. 4825/42 in Section 6 of this issue.

4719.—Provision Issuing Prices—Victualling, General Mess, etc., Allowances—Review

(V. 4178/42.—1.10.1942.)

A review of the issuing prices of service provisions in the light of current cost has been made, and the revised prices shown in the accompanying Appendix A are to be brought into force from 1st October, 1942.

2. The cost of foodstuffs not included in the service issuing price list has also been reviewed.

3. The effect on Victualling and General Mess Allowances of the alterations in the issuing prices of service provisions and in the costs of other foodstuffs has been carefully calculated, and it has been decided that the increased rates of these allowances shown in the accompanying Appendix B are to be brought into force from 1st October, 1942. In assessing the rates of General Mess Allowances some adjustments have been made in the ratio of allowances between Ships and Shore Establishments on the basis of information available of expenditures.

4. The following allowances have also been reviewed and will remain unaltered at the rates shown:—

(a) Provision allowance:—

Officers, 3s. 9d. a day.

Men, 3s. 0d. a day.

(b) Leave allowance, 3s. 0d. a day.

(c) Special victualling allowance when service provisions are not available (A.F.O. 2815/41), 2s. 6d. a day.

5. The rate for the deduction from pay for subsistence of Royal Marine Police (other ranks) and Pensioner Recruiters while in hospital will remain unaltered at 2s. 5d.

6. The rates for casual meals (K.R. & A.I., Article 1825, Clause 6) will be as follows, with effect from 1st October, 1942:—

Breakfast	5d.
Dinner	9½d.
Tea	3d.
Supper	5d.

7. Officers and ratings in receipt of provision allowance who, under present conditions, may have to be provided with casual meals from General Messes are to be charged for such meals at the following rates:—

Breakfast	8½d.
Dinner	1s. 2d.
Tea	5d.
Supper	8½d.

As these officers and ratings are provided with ration cards, the supply of meals which contain rationed items should be confined strictly to those which it is necessary to provide for service reasons, e.g., hours of duty.

8. The rates of Victualling and General Mess Allowances for Zones B to G have been assessed to preserve the normal relation with Zone A rates. If the increased General Mess Allowances are found to be more than adequate to provide a suitable standard of messing, they should not be fully spent.

9. The rates of T.124 Officers' Messing Allowances are to be increased from 1st October, 1942, on the basis laid down in A.F.O. 1100/42, paragraph 1.

APPENDIX A

Issuing Prices of Service Provisions Issued on Repayment and Expended for General Mess Purposes

	Per	s.	d.
Bacon, tinned	tin	1	10
Beans, baked	lb.	0	5
Beans, haricot	"	0	2½
Biscuit	"	0	4
Boiled beef and carrots, tinned	"	0	9½
Bread...	"	0	1½
Brisket of beef	"	1	10
Butter	"	1	4½
Celery seed	"	2	2
Chocolate	"	0	8
Coffee...	"	1	6
Coffee, 7-lb. tins	tin	8	4
Currants	lb.	0	6
Flour	"	0	11½
Golden syrup	"	0	5¼
Golden syrup, 14-lb. tins	tin	5	9
Herrings, in tomato sauce	"	0	8
Jams	lb.	0	7
Jams, 7-lb. tins	tin	3	9
Lard	lb.	0	11
Margarine, bulk	"	0	5½
Margarine, packets	"	0	6
Margarine, bulk (tin-lined cases)	"	0	6½
Margarine, packets (tin-lined cases)	"	0	7
Marmalade	"	0	6
Marmalade, 7-lb. tins	tin	3	4
*Meats and offals (fresh and frozen):—			
Beef (bone-in) and mutton	lb.	0	8
Beef, boneless and packeted	"	0	10
Pork, sides, heads off	"	0	10½
Veal, boneless	"	0	9½
Lamb, carcasses	"	0	10
Ox livers	"	0	10

	Per	s.	d.
Ox hearts	lb.	0	6
Ox kidneys	"	1	3½
Oxtails	"	0	8½
Sheep and lambs' livers	"	1	1½
Sheep and lambs' hearts	"	0	9
Sheep and lambs' kidneys	"	1	4½
Calves' livers	"	1	1½
Calves' hearts	"	0	9
Calves' kidneys	"	0	10
Pigs' livers	"	0	10
Pigs' hearts	"	0	9
Pigs' kidneys	"	0	10
Meat, preserved	"	0	10
Milk, fresh	pint	Contract rate	
Milk, condensed—			
English and Australian	16 oz. tin	0	9
English and Australian	12 "	0	7
American and Canadian	16 "	0	7½
American and Canadian	14½ "	0	7
Mustard	lb.	1	10
Oatmeal	"	0	2¼
Oil, frying (for general mess ships in home waters), cotton seed or ground nut			
Peas, marrowfat	cwt.	53	0
Peas, split	lb.	0	6
Pepper	"	0	3½
Pickles	"	1	6
†Potatoes	"	1	2
Raisins	"	0	0½
Rice	"	0	6
Salmon, tinned	"	0	4½
Salt	"	0	9
Sardines	"	0	0¾
Sausages	tin	0	8
Steak and kidney pudding, tinned	"	2	2
Stewed steak or stewed steak and kidney, tinned	lb.	0	10
Suet	"	0	11
Suet, 7-lb. tins	"	0	8¼
Sugar	tin	4	0
Sultanas	lb.	0	2¼
Tea	"	0	6
Tomatoes, size 2	"	1	10
Tomatoes, size 2½	tin	0	8
Tomatoes, size 3	"	0	9½
Vinegar	"	0	10½
Vegetables, tinned—			
Beans, runner	30 oz. tin	1	0
Beans, runner	20 "	0	8½
Beetroot	30 "	0	9
Beetroot	20 "	0	6½
Carrots	30 "	0	8
Celery cuts	30 "	0	10
Celery cuts	20 "	0	7
Parsnips	30 "	0	10
Peas	30 "	0	10½
Peas	20 "	0	8½
Turnips	30 "	0	8½
Vegetables, dehydrated—			
Beans, runner	lb.	6	9
Beetroot	"	2	6
Cabbage	"	4	6
Carrots	"	2	3
Julienne	"	2	3
Onions	"	4	6
Potatoes	"	1	6
Spinach	"	5	0
Turnips	"	2	0

Special items for submarines—

	Per	s.	d.
Biscuit, special	lb.	0	5½
Cocoa essence	"	0	9½
Fruits, tinned, size 2½	tin	1	3
Marmite	"	2	8
Ox tongues	lb.	3	0
Pilchards	tin	0	8
Soups, tinned	"	0	6
Veal and ham or beef and ham	lb.	2	0

The above issuing prices are to be used in valuing issues of corresponding items obtained from Allied and Dominion Governments.

* The prices of items other than beef and mutton and boneless beef are applicable only to supplies obtained in the United Kingdom.

† Should fresh vegetables other than potatoes be obtained on repayment from the Paymaster's stores, they are to be charged at cost price, unless special issuing prices have been promulgated.

APPENDIX B.

Zonal Rates for General Messing (G.M.) and Victualling Allowance (V.A.)

Groups: Allocations of Ships and Establishments according to Numbers Victualled.	Rate.	Zone A, Home.	Zone B, Mediterranean.	Zone C, America and West Indies.	Zone D, Africa.	Zone E, East Indies.	Zone F, China.	Zone G, New Zealand.
		d.	d.	d.	d.	d.	d.	d.
1. Establishments over 3,000.	G.M.	18·4	—	—	—	—	—	—
2. Establishments 2,001 to 3,000.	G.M.	18·6	—	—	—	—	—	—
3. Establishments 1,201 to 2,000.	G.M.	18·8	—	—	—	—	—	—
4. Establishments 801 to 1,200.	G.M.	19·0	—	—	—	—	—	—
5. Establishments 401 to 800.	G.M.	19·3	—	—	—	—	—	—
6. Establishments 400 and under.	G.M.	19·5	—	—	—	—	—	—
7. Battleships, battle cruisers, large aircraft carriers, "Resource."	G.M.	19·7	20·0	21·4	21·4	20·6	21·8	—
8. Cruisers, small aircraft carriers, submarine depot ships and attached submarines, other depot ships.	G.M.	20·0	20·3	21·7	21·7	20·9	22·1	—
9. A.M.Cs., O.B.Vs., small vessels.	G.M.	20·4	20·7	22·1	22·1	21·3	22·5	20·5
All ships and establishments.	V.A.	22·5	22·9	24·0 24·50	24·0 25·0†	23·2	24·5 26·5*	22·6

Notes.

(i) For all boys victualled in general messes and for all new entry ratings formed into separate messes whilst undergoing training at the R.N. Barracks, Chatham, Portsmouth and Devonport, the general mess rates shown are to be increased by 2d. (See Note (iii).)

(ii) For all boys and apprentices undergoing training at new entry training establishments (including the Royal Marine establishments) on the General Mess system, the general mess rates shown are to be increased by ½d. (in addition to the 2d. authorised by Note (i),) to enable half-pint of fresh milk to be issued daily to each boy or apprentice.

(iii) The extra allowance authorised by Note (i) is not to be applied to ratings of the R.N. and R.M. Special Reserves and "Hostilities only" Naval ratings.

(iv) Rate marked ø is payable to personnel on shore at Bermuda, Jamaica and Trinidad.

(v) Rate marked † is payable to personnel on shore at Cape Town and Simonstown.

(vi) Rate marked * is payable in ships in Malayan, Dutch East Indies or Borneo waters.

(vii) The general mess rates to be used by establishments are those applicable for the average numbers victualled. Temporary fluctuations of numbers outside these ranges may be disregarded.

(viii) General mess rates for shore Establishments abroad are determined specially by the Admiralty as occasion arises.

(K.R. & A.I., Article 1825, Clause 6.)

(A.F.Os. 2815/41 and 1100/42.)

(A.F.Os. 4140/41, 4141/41 and 351/42 are cancelled.)

4720.—Travelling on Leave—Free Warrants

(N. 17861/42.—1.10.1942.)

Free leave travel warrants are not to be issued in excess of the number authorised, as a charge against the next year's entitlement, except with prior Admiralty approval, which will only be granted in exceptional circumstances.

(A.F.O. 3843/42.)

*4721.—Travelling on Leave—Repayment Warrants

(N. 20806/42.—1.10.1942.)

Instances have been reported in which Naval personnel, when proceeding on leave, have taken only a single railway ticket with the deliberate intention of obtaining a repayment warrant for the return journey.

2. This practice is a misuse of the facilities provided and is to be discontinued.

3. As far as possible when the slip for a chargeable railway warrant is received, the circumstances in which it is requested will be investigated, and disciplinary action taken where appropriate.

(A.F.O. 4500/41 is cancelled.)

4722.—War Photographs of Medical Interest

(M.D.G. 47449/42.—1.10.1942.)

Since the outbreak of war very few photographs of medical interest have reached the Medical Director-General. While it is realised that in most cases Medical Officers are too occupied professionally at such times to take photographs of the rescue of survivors, transport and treatment of wounded etc., yet they may be able, with the approval of their Commanding Officers, to obtain the services of the official photographer on board. Such photographs should be sent to the Medical Director-General of the Navy, 64, St. James's Street, London, S.W.1., with a brief description of the incidents they illustrate.

4723.—Form S.43a—Pay and Identity Book

(N. 11389/42.—1.10.1942.)

A.F.O. 1058/43

A.F.O. 4611/41, paragraph 3 (a), is to be amended as indicated below.

2. The first issue, losses, and re-issues owing to losses, of form S. 43a, Pay and Identity Book, are to be noted in the ship's ledger for the quarter in which the event occurs, but not on transfer lists or subsequent ledgers.

3. The notation "S. 43a NOT issued" is to be made on transfer lists and continued from ledger to ledger in the case of men not in possession of a Pay and Identity Book.

4. The new procedure takes effect from 1st October, 1942.

("A" Message, 14.9.42, No. 335A, is cancelled.)

(A.F.O. 4611/41.)

4723a.—Naval Officers' Identity Cards (S.1511) and Sailors' Pay and Identity Book
 A.F.O. 3607/46 (Form S.43A)—Losses of—Reports of Recoveries
 (N.L. 15227/42.—1.10.1942.)

It is notified that the recovery of lost Naval Officers' Identity Cards (Form S.1511) and Sailors' Pay and Identity Books (Form S.43A) should be reported to the Director of Naval Intelligence by the authority who reported the loss. Depots should make monthly returns, but other establishments and individual ships should report the recovery immediately it occurs.

Particulars of the mode of recovery should be stated.

(A.F.Os. 2303/40 and 4611/41.)

A.F.O. 673/45 4724.—W.R.N.S.—Foreign Service—REPORTS
 (N./C.W. 23554/42.—1.10.1942.)

A.F.O. 4728/42 is being issued concurrently with this Order for posting on notice boards in W.R.N.S. Training Depots, in all W.R.N.S. quarters, and in all establishments where W.R.N.S. officers and ratings are serving.

Distribution of the Order is being made on the usual basis to shore establishments only. Should further copies be required to ensure that the Order is brought to the attention of all W.R.N.S. personnel, they should be demanded from the Editor of Fleet Orders, Admiralty.

2. The following procedure is to be followed in complying with the requirements of the Order:—

- All Officers and all mobile ratings are to be requested to state in writing whether they are or are not volunteers for service abroad.
- In order to save paper, signatures are, where numbers warrant it, to be taken in bulk on foolscap sheets suitably headed, i.e.:— I am (or am not) a volunteer for overseas service in the W.R.N.S.
- These documents are, when completed, to be sent by Commanding Officers to Superintendents, W.R.N.S. They are to be accompanied by a recommendation whether the signatories are, or are not, considered suitable in all respects for selection for foreign service. W.R.N.S. Officers-in-Charge are to be consulted by Commanding Officers in this connection.
- Superintendents, W.R.N.S., are to keep the detailed records derived from the returns and are to forward direct to the Admiralty (Director, W.R.N.S.) (i) the names of all officers in the Command who are volunteers and (ii) the total number of ratings who are volunteers, giving the total numbers of Chief Wrens, P.O. Wrens, Leading Wrens, and Wrens in each category.
- When the initial records have been created they are to be kept up-to-date by means of quarterly returns rendered on the same lines as those indicated above and showing (i) additional volunteers and (ii) withdrawals.

3. W.R.N.S. Officers are expected to encourage suitable ratings to volunteer for foreign service; their attention should be drawn to the conditions laid down in A.F.O. 3371/42.

(A.F.O. 3371/42.)

A.F.O. 1951/45 4725.—W.R.N.S.—Victualling, etc., Allowances
 (V. 4177/42.—1.10.1942.)

The victualling arrangements for W.R.N.S. personnel accommodated in quarters have been reviewed and the following instructions are to apply from the 1st October, 1942, and amplify those given in A.F.O. 198/40.

2. W.R.N.S. personnel accommodated in quarters are either to be credited with "victualling allowance" at the daily rate given in the following appendix, or, where convenient and desired by the W.R.N.S. Officer-in-Charge of the quarters and the Accountant Officer of the parent establishment, they are to be victualled from the general mess of the parent establishment.

3. It has been represented that in the larger quarters, the approved rate of victualling allowance has proved more than adequate and it has been decided, therefore, to introduce a graduated scale of victualling allowance for W.R.N.S. personnel from the 1st October, 1942, based on the numbers in the quarters. The approved rates of allowance from that date are as shown in the appendix to this Order. Officers-in-Charge of quarters with complements over 70 are to forward on 1st January, 1943, through the Accountant Officers of their parent establishments, reports on the adequacy of the revised victualling allowance.

4. The highest (or basic) rate of victualling allowance is to be regarded as composed of the following meal values:—

Breakfast	4½d.
Dinner	9d.
Tea	3d.
Supper	4½d.

These rates are to be used by quarters both when credit is taken for casual meals supplied and when checks are made for meals missed by members (A.F.O. 198/40, paragraphs 4 and 6), irrespective of the rate of victualling allowance authorised for the quarters.

5. Where quarters are victualled from the general mess of the parent establishment, the Accountant Officer of the parent establishment is to ensure that the meals provided for the quarters meet the needs of the personnel. For the purposes of his general messing account, he is to include the W.R.N.S. personnel in the numbers victualled and claim credit for them at the men's general messing rate authorised for the establishment.

6. The charges for meals taken in a Fleet establishment or in W.R.N.S. quarters by members of the W.R.N.S. in receipt of allowance in lieu of provisions (A.F.O. 198/40, paragraph 6), remain unchanged at:—

Breakfast	7d.
Dinner	11½d.
Tea	3½d.
Supper	7d.

Refunds to officers' messes for casual meals provided for W.R.N.S. personnel (A.F.O. 1788/41) are to be made at these rates.

7. The rates of provision and leave allowances for W.R.N.S. personnel remain unchanged at:—

Provision allowance:—	s. d.
Officers	3 0
Ratings	2 5
Leave allowance	2 5

APPENDIX

Zonal rates of victualling allowance for W.R.N.S. personnel.

Groups	Zone A, Home	Zone B, Mediterranean	Zone C, America and West Indies	Zone D, Africa	Zone E, East Indies
Quarters under 70 ...	d. 21·0 (basic rate)	d. 21·5	d. 22·5	d. 22·5	d. 21·7
Quarters, 71 to 150 ...	19·5	20·0	21·0	21·0	20·2
Quarters, 151 to 200	18·5	19·0	20·0	20·0	19·2
Quarters, over 200 ...	18·0	18·5	19·5	19·5	18·7

Note.—The rates to be used are those applicable for the average numbers victualled. Members of the Q.A.R.N.N.S. and V.A.Ds. permanently messed in the quarters are to be included in the average numbers. Temporary fluctuations of numbers outside these ranges may be disregarded.

(F.O.I.C. Liverpool, 27.3.42.—689/102/947.)

(A.F.Os. 198/40 and 1788/41.)

(A.F.O. 4142/41 is cancelled.)

4726.—W.R.N.S.—Notification of Change of Name on Marriage and Next-of-Kin

(N./D.N.A. 4633/42.—1.10.1942.)

The following procedure is to be followed forthwith when changes of name and next-of-kin occur:—

(a) *Change of Name on Marriage*

Officers.—Accountant Officers will be responsible for seeing that a report is rendered in accordance with the principles laid down in K.R. & A.I., Article 932, for Naval Officers. The form of the report is to be as shown in the Appendix to this Order, and is to be sent to the Admiralty (Director, W.R.N.S., and for subsequent transmission to Naval Branch (Statistical Section)). The form is to be rendered in manuscript or typescript.

Ratings.—A.F.O. 2026/42, paragraph 10 (ii) relates.

(b) *Change of Next-of-Kin.*

Officers.—In accordance with the terms laid down for Naval personnel in K.R. & A.I., Article 601a, Form S.537a is to be completed by all W.R.N.S. officers annually on 1st June. The return is to be retained in the establishment concerned, a duplicate being forwarded to Director, W.R.N.S. W.R.N.S. officers themselves are responsible for notifying any alterations that may occur in the interim periods. Returns are not necessary on change of establishment only.

Ratings.—Commanding Officers of Naval Establishments are reminded that the verification of the address of the nearest relative or friend of all W.R.N.S. ratings is to be undertaken annually on 1st June and noted on their Certificates of Service, see K.R. & A.I., Articles 867 and 605 (12). Superintendents, W.R.N.S., are to be acquainted with any change noted then, or in the interval.

APPENDIX.

Report of W.R.N.S. Officer's Marriage

Report of a W.R.N.S. Officer's Marriage made for the purpose of its being recorded at the Admiralty. To be forwarded by the Officer concerned to Director, W.R.N.S., for subsequent transmission to Naval Branch (Statistical Section), Admiralty.

Officer's former Name.

Officer's Rank.

Officer's Age at the time of Marriage.

Christian Names & Surname of her husband, AT FULL LENGTH.

Date of Marriage.

Place where the Ceremony was performed.

Names of the Officiating Clergyman, and Subscribing Witnesses.

Signature of the Officer

Establishment and Ship where serving

(K.R. & A.I., Articles 601a, 605, 867 and 932.)

(Commanding Officer H.M.S. "St. George" No. 51/91/3333—6.3.1942.)

(A.F.O. 2026/42.)

4727.—W.R.N.S.—Hairdressing Facilities—REPORT

(N. 8886/42.—1.10.1942.)

In order to relieve the hairdressing difficulties obtaining in some areas, it has been approved to allow hairdressers as a new category in the Women's Royal Naval Service.

2. Proposals for posts for W.R.N.S. hairdressers in complement should be forwarded by each Commander-in-Chief or Flag Officer Commanding on the following basis:—

- (i) The facilities are intended primarily for places where civil facilities are inadequate or non-existent.
- (ii) The total hairdressers proposed for each command must not exceed one per 200 W.R.N.S. ratings borne.
- (iii) Units of less than 200 ratings that cannot be conveniently combined with other units may be recommended for the allocation of a hairdresser provided that there will be adequate employment for her and that no suitable local facilities exist.

3. A standard scale of equipment will be worked to, and a further announcement will be made about this in due course.

4. The three operations of (i) hair cutting, (ii) washing and drying and (iii) setting will be available. Where facilities permit, each rating is to be allowed one free hair-cut or one free wash and dry not more frequently than once a fortnight. A standard charge of 6d. is to be made for each operation for which a rating is not entitled to receive the free services of the hairdresser. In no circumstances is setting to be allowed free of charge.

5. Full use may be made of the facilities available on payment of the standard charge, but W.R.N.S. Unit Officers are to ensure priority for entitled ratings awaiting free attention. W.R.N.S. Unit Officers are also responsible for maintaining a record of all work done, differentiating between free services and the services for which payment has to be made by the rating.

6. The record of work done is to be sent at convenient intervals, to be arranged locally, to the Accountant Officer for recovery from the pay ledger accounts of ratings concerned.

7. W.R.N.S. hairdressers will be regarded as in the specialised section and will, after enrolment, serve the usual 91 days on the lower specialised rate before becoming eligible to be recommended for the higher rate.

8. The standard required is trained hairdresser with not less than one year's professional experience.

9. Serving ratings may not transfer to this category without prior Admiralty approval, but if any particularly well qualified candidate applies for transfer, her application may be forwarded for consideration accompanied by full details of qualifications for the work, and record of service in existing category.

A.F.O. 673/45.

4728.—W.R.N.S.—Foreign Service—Volunteers

(N./C.W. 23554/42.—1.10.1942.)

(Included in Notice Boards Issue only.)

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

4729.—Director Firing System—Director Control Towers—Voicepipe Modifications

“Dido”, “Fiji” and “King George V” Classes

(G. 011883/41.—1.10.1942.)

Improvements are necessary to voicepipe communications between Control Officer and Layer in director control towers and between Control Officer and bridge in the above ships.

2. A.F.O. Diagram 252/42 shows a convenient method of rearrangement of these voicepipes enabling the Control Officer, by repeating orders from the Captain, to pass the order without delay to Layer and Trainer and while still using his glasses to hear reports from Layer or orders from the bridge.

3. Voicepipes of ships concerned may be modified accordingly, the work being carried out by ships' staffs.

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

4730.—Gun Mountings—4.7-in. C.P., Twin Mark XIX, Loading Tray Locking Bolt—Modification

Ships concerned, Dockyards and Repair Establishments

(G. 08718/42.—1.10.1942.)

With reference to A.F.O. 4114/42, the materials to be used for the parts shown on A.F.O. Diagram 218/42 are as follows:—

- Item 1 Locking bolt } Case hardening.
- Item 5 Stop piece } carbon steel.
- Item 2 Guide bush = High strength brass.
- Items 3 & 4 Screws = Steel.

(A.F.O. 4114/42.)

4731.—Gun Mountings, 4.7-in. Twin, Mark XX—Device for Measuring Angle of Sight of Attacking Aircraft

Ships concerned

(G. 06547/42.—1.10.1942.)

A device for measuring the angle of sight of attacking aircraft as shown in A.F.O. Diagram 255/42 is now fitted to the 4.7-in. Twin mounting, Mark XX, and replaces the safety trainer's sight formerly fitted to these mountings.

2. Commanding Officers of ships to which the 4.7-in. Twin, Mark XX mountings have been delivered without this device should demand one set per mounting from the Gun Mounting Overseer, Parkhead.

3. The work of fitting is to be carried out by ship's staff at the first available opportunity.

4. Certain existing items of the safety trainer's sight, marked with an asterisk on the diagram, are to be utilised.

5. Redundant material should be returned to the nearest dockyard as opportunity offers.

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

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

4732.—O.B.L. U.S. 5-in. Mark VIII—Prevention of Coppering

(C.I.N.O./A.S. 04781/41.—1.10.1942.)

No tinfoil for prevention of coppering is included in the make-up of charges for the B.L. U.S. 5-in. Mark VIII gun.

2. Supply will shortly be made of small bags each containing 3-ozs. of tinfoil, at the rate of 1 bag per charge carried.

3. With every round fired, one of these bags of tinfoil is to be loaded between the projectile and the charge.

4. The tinfoil should *not* be compressed into a tight ball, or it may not volatilise effectively.

5. The necessary amendment to drill books will be made separately.

4733.—Ordnance Q.F., 2-pdr., Mark II*C and VIII—Tools Disconnecting Ammunition Connecting Link—Softness of

(A.S./C.I.N.O. 6210/42.—1.10.1942.)

Tools, disconnecting ammunition connecting link, manufactured by Messrs. Haden's during 1941 and 1942 and supplied for use with Q.F., 2-pdr., Mark II*C, and VIII guns, may bend during use. They are stamped “Q.F. 2-pdr. Mark II* and VIII G.N.H. N I 1941 or 1942. Any such tools found soft should be exchanged by H.M. Ships at the nearest Naval Armament Depot.

2. Tools in store of Haden's 1941–1942 manufacture are to be hardened and tempered all over (if necessary) before issue to a V.P.N. figure of 250–350.

3. Officers-in-Charge of Armament Supply who are unable to test, harden and temper these tools should send them to the nearest main Naval Armament Depot and demand others in lieu.

4734.—Guns, Q.F., 2-pdr. and Machine Guns—Use of Rubber Muzzle Covers

(A.S. 01987/42.—1.10.1942.)

The following *amendments* are to be made to A.F.O. 5521/41:—
Delete paragraph 6 and *substitute*:

6. Nose fuzed high explosive or nose fuzed incendiary ammunition is *not* to be fired through muzzle covers. To avoid risk of this occurring the following precaution is to be taken with 20 mm. or 2-pdr. guns when the use of muzzle covers is necessary or likely to become necessary:—

If time permits the muzzle cover should be removed before firing but in any case the charger, magazine or belt is to be loaded so that the first two rounds to be fired are of the following types:—

20 mm. Oerlikon or Hispano—Practice or Practice tracer.

2-pdr. Mark II* gun—Practice projectile (including weighted shell) Tracer Projectile.

Mark II*C and VIII L.V. guns—Practice projectile. Tracer projectile.

Mark VIII and XIV H.V. guns—Practice projectile (including weighted shell) Practice Tracer (weighted shell with plug representing fuze and fitter tracer).

Note.—When hand heaters are in use the first round in the 2-pdr. Mark VIII belt is to be of the special reduced charge practice ammunition, vide B.R. 258 (41) paragraph 164.

Add new paragraph 7.

7. There is no danger attached to firing machine gun ammunition (0.5-in. and below) of any type through muzzle covers of approved types but, for the sake of economy muzzle covers should if possible be removed before opening fire.

(A.F.O. 5521/41.)

4735.—Guns, Hispano, 20-mm., Mounted in Aircraft—Belt Feed Mechanism, Mark I—Maintenance

(A.S./G. 010998/42.—1.10.1942.)

Wear on the Arm of the link ejector bracket, where it guides the cartridges into the mouth of the Belt Feed Mechanism, Mark I, may cause stoppages due to the shell becoming pinched between the face of the arm and the teeth of the sprocket.

2. The link ejector arms are to be examined at Group "F" maintenance operations for wear on the first $\frac{3}{4}$ -in. of the face visible inside the mouth of the mechanism.

3. While polishing the mouth, care is to be taken to avoid any removal of metal from the surface of the arm, as this may alter the angle of the face, the purpose of which is to deflect the cartridges into the mouth.

4. Where stoppages are attributed to the shell becoming pinched between the arm of the link ejector bracket and the sprocket teeth, reports are to be rendered through the usual channels.

4736.—Guns, Hispano, 20-mm., for Aircraft—Pneumatic Sear Release Units—Adjustment to Ensure Free Movement of Trigger

(A.S./G. 011001/42.—1.10.1942.)

It has been found that after considerable use of pneumatic sear release units of 20 mm. Hispano Guns the free movement of the trigger may become restricted.

2. This is caused by the ends of the inclined faces on the cam striking the trigger rollers and becoming burred.

3. In order to guard against any failure the cam faces are to be examined at each Group "F" maintenance operation on the gun and if any burr is found the cam is to be lightly stoned as necessary.

4737.—Guns, 20 mm. Oerlikon—Modification of Barrels

(A.S./C.I.N.O. 2175/42.—1.10.1942.)

A.F.O. 4516/42 is cancelled.

4738.—Guns, Machine, Hotchkiss, 0.303-in., Mark I*—Positioning of Rounds in Belts

(A.S./C.I.N.O. 9807/42.—1.10.1942.)

A number of belts for the 0.303-in. Hotchkiss Machine Gun, Mark I*, have been issued in which the tongue adjacent to the rear edge of the belt which positions the round is slightly out of place. The result is that if belts are filled on a filling machine the base of the round may not be pushed sufficiently far forward to ride completely over the tongue and click into position in front of it. These belts may be distinguished by having M.S. 41 or M.S. 42 stamped on the end link.

2. Attention is drawn to A.F.O. 3606/41, but particular care is to be taken after filling to examine these belts and reposition by hand any badly positioned rounds so that the base of the cartridge case is immediately in front of and touching the tongue as stated in paragraph 92 of the 0.303-in. Hotchkiss Handbook.

(A.F.O. 3606/41.)

4739.—Machine Guns and Equipment—Browning, 0.5-in. (Colt)—Filling and Use of Water-cooling System—Instructions

(G. 010379/42.—1.10.1942.)

Filling the System.

Before filling the water system care should be taken to see that the barrel is free from rust and also that the water being used for filling is free from salt.

2. After filling the water system and before screwing on the large filling plug on the tank, potassium chromate soloids, Pattern No. 682, are to be added to the water as follows:—

(a) For each barrel 6 soloids.

(b) For each pump tank 30 soloids.

3. When the soloids have had time to dissolve the pump is to be worked until the potassium chromate becomes thoroughly distributed throughout the system.

4. The pump must be worked long enough to ensure that the water jackets are completely filled.

5. The screw cover on the top of the pump tank is to be screwed down tightly to prevent the water from leaking and so emptying the water jacket of the gun.

6. The use of potassium chromate soloids is necessary to prevent corrosion and pitting of the exterior of the barrel.

Use of circulating pump when firing.

7. As a result of trials it has been established that it is not necessary for the pump to be worked continuously while the gun is firing.

8. After each burst of fire and whenever opportunity offers the pump is to be worked rapidly.

Where an immersion heater is fitted in the tank the pump should, in severe weather conditions, be operated frequently to assist the natural convection produced by the heater.

9. The level of water in the tank should be inspected from time to time and the tank topped up when necessary.

Topping up the water system.

10. A supply of water should be kept available for topping up.

11. When topping up the tank one soloid of potassium chromate should be added per quart of water used.

12. Particulars of the purchase, supply and distribution of potassium chromate tablets will be issued in a separate Admiralty Fleet Order.

(A.F.O. 3876/42 is cancelled.)

4740.—Pistols, Signal, 1 in., No. 2, Mark V—L. Aircraft Dinghy Packs—Exudation

(A.S./G. 6069/42.—1.10.1942.)

Pistols, Signal, 1-in. No. 2 Mark V (Ref. 7B/971) which are not serially numbered and are coming into service shortly, are liable to show an exudation of white alkali material at the overlap between the barrel and barrel strap.

2. This exudation is due to faulty rustproof finish, and does not effect the functioning of the pistol in any way.

3. When this exudation is found during maintenance of dinghy packs or at other times, it is to be wiped off with a dry rag.

4. These pistols are never to be immersed in boiling water containing acetic acid.

5. Pistols bearing serial numbers will not suffer from the defect mentioned above.

4741.—Cartridges, S.A., 0.303-in. Ball, Mark VII R.L.—Restricted Use

(A.S./G. 4560/42.—1.10.1942.)

Cartridges, S.A., 0.303-in. ball, Mark VII, manufactured by R.L., of dates 31.5.41, 26.3.42A, 28.4.42 and 6.5.42 are unsuitable for use from aircraft guns.

2. Boxes containing 0.303-in. ball, Mark VII ammunition of this make and dates are to be stencilled "Not to be used in aircraft guns."

4742.—Cartridges, S.A., 0.455-in., Ball, Revolver, Mark II—Withdrawal

(A.S./M. 05785/42.—1.10.1942.)

Cartridges, S.A., 0.455-in., ball, revolver, Mark II, are now obsolescent. They will be replaced as soon as possible by cartridges, S.A., 0.455-in., ball, revolver, Mark VI or VIz, distribution of which is being arranged as supplies become available.

2. Demands for supplies of Mark VI or VIz revolver ammunition are to be furnished to the nearest naval armament depot by H.M. ships and vessels; and are to be met at the earliest possible date.

3. Mark II cartridges are in future only to be held by shore training establishments, and their use restricted to practice and training. Arrangements are to be made at shore establishments to ensure that supplies of Mark II cartridges do not become merged with supplies of Mark VI and are not issued to any officers or ratings for operational purposes.

4. Expenditure of Mark II and Mark VI ammunition is to be shown separately in expenditure reports.

5. R.N. armament depots etc., are to report to Admiralty immediately if any difficulty is experienced in meeting demands for Mark VI ammunition.

(C.A.F.O. 70/42 is cancelled.)

4743.—Cordite—Landing—Destruction

(A.S. 6792/42.—1.10.1942.)

All cartridges containing cordite of the following lots and sub-lots on board sea-going ships are to be landed before 30th November, 1942, viz. :—

Lot No.	Size.
R.N. 2754	11 M.C.
R.N. 2755	11 M.C.
R.N. 2755Y	11 M.C.
R.N. 2761	11 M.C.
R.N. 2761Y	11 M.C.
R.N. 2818YXC	4½ M.C.
R.N. 2818XC	4½ M.C.
R.N. 2824YXC	4½ M.C.
R.N. 2824XC	4½ M.C.

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

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

4. Care is also to be taken that any cartridges of the lots or sub-lots shown in paragraph 1, but marked "R.U.", are also landed and similarly dealt with.

4744.—Torpedoes, 21-in., Mark IX and IX** N.A.—Fitment of New Bulkhead Relief Valve**

(A.S. 9832/42.—1.10.1942.)

A possible contributory cause of flash on discharge of 21-in. Mark IX** and IX** N.A. torpedoes is that the blast air from the A.B. gyro, emerging from the large afterbody relief valve immediately the air lever goes aft, carries with it fine particles of oil and/or assists complete combustion of cordite fragments. In order to obviate this possibility, it has been decided to incorporate in all 21-in. Mark IX** torpedoes, at a stage convenient to production, the engine room bulkhead type relief valve as fitted in 21-in. Mark VIII** torpedoes.

2. The new relief valve will be housed in the position now occupied by Plug St. No. 6294. This position was originally earmarked for the gyro push rod required if conversion of the torpedo to take a non air blast type of gyroscope were ever necessary.

3. The existing relief valve will be modified, loaded to 60 lbs. per sq. in. and retained in its present position to act as a safety valve.

4. Fitment of the new relief valve will not be made retrospective.

4745.—Torpedo Stores—Funnels, St. No. T.337—Revised Allowance

(A.S. 10828/42.—1.10.1942.)

The allowance of Funnels, St. No. T.337 for use with batteries, St. No. T.336 will be amended to one for each battery, St. No. T.336 carried plus 10 per cent. spare.

2. The present practice of supplying a funnel, St. No. T.337 with each battery, St. No. T.336 will be discontinued.

3. Ships, etc. concerned are to adjust to the revised allowance and return all surplus funnels carried to the nearest Torpedo Depot.

4746.—Torpedo Davits and Winches*"Town" Class Destroyers*

(T. 2207/42.—1.10.1942.)

New torpedo davits for fitting the starboard side in "Town" class destroyers being rearmed with a centre line tube mounting (C.A.F.O. 1228/42, Item 304 (3)) should be demanded from H.M. Dockyard, Chatham, when required.

2. An Agger type torpedo winch should be demanded from H.M. Dockyard, Devonport, at the same time.

3. Item 173 (c) of C.A.F.O. 1228/42 is cancelled.

(A.F.Os. 457/41 and 1809/42 are cancelled.)

4747.—Paravane (Bow Protection) Equipment—Supply of Standard Fittings*W.P.Ss., P.S.Os., P.E.R.Os., E.R.Os. and all yards.*

(N.S. 012508/42.—1.10.1942.)

B.R. 366 indicates that certain items of equipment for bow protection paravane gear are supplied by the shipbuilder and others by the Admiralty. While present war conditions of controlled production are in force, all items of bow protection paravane equipment (B.R. 366/42, Chapter V and VI) which are Admiralty pattern articles (i.e., which bear a pattern number or are store articles, such as items of chain cable gear) will be "Admiralty supply," and demands should be made on the storing yard as soon as the requirements are definitely known. For other items the supply arrangements will be those at present in force.

2. This arrangement of supply will also apply to items for "Illustrious" and "Fiji" types of paravane towing gear, in respect of which amendments will be made to B.R. 366 in due course. In these outfits the 3-eyed plate and swivel assembly shown in the downhaul should be assembled by the shipbuilder with a suitably strong connecting link, and tested when assembled with the downhaul. The three-eyed plate, Pattern 7810, and swivel for 7/8-in. chain cable should be demanded from the storing yard.

4748.—Dan Buoys—Arrangements for Recovery—A. and A.*"Bangor" Class Minesweepers*

(T. 02477/42.—1.10.1942.)

In view of adverse reports received regarding the method of recovery of dan buoys, in the above vessels, as promulgated in A.F.O. 3954/41, it has been decided to adopt the method used in "Algerine" class.

2. Commanding Officers of vessels concerned are to insert the following item, Classification "A," in their lists of As. and As. :—

"To fit revised dan buoy recovery arrangements in accordance with Drawing D.N.C. 25/1052."

3. This item will cancel class item No. 54.

(A.F.O. 3954/41 is cancelled.)

4749.—Depth Charges—Obliteration of Markings

(A.S. 12834/42.—1.10.1942.)

Instances have been reported of depth charges being heavily painted with camouflage paint, thus obliterating all the markings stencilled on the depth charges.

2. Attention is drawn to N.M.E.R., Article 22.

4750.—Microphone Mine Detector Equipment—REPORTS

(T. 02341/42.—1.10.1942.)

All Administrative Authorities of vessels equipped with microphone mine detectors, are to forward reports to the Secretary of the Admiralty, (Director of Torpedoes & Mining, Bath) stating if this apparatus is considered efficient for the purpose of detecting mines encountered by the sweep, under night sweeping conditions, and if the continued supply of this equipment is considered desirable to (a) fleet sweepers, and (b) "Isles" class trawlers.

4751.—Shore Electrical Supply System

M.T.Bs., M.G.Bs. and M.A./S.Bs.—excluding Fairmile types and similar size craft

(P. 12828/42.—1.10.1942.)

The present shore supply system for lighting in the above craft is to be modified to embody electric heating for accommodation spaces and electric kettle and hotplate in the galley.

2. This is to be applied to boats in commission and those now passing into service not so fitted, the new arrangements being in accordance with A.F.O. Diagram 257/42 and as follows:—

One switch socket, Pattern 4461, is to be fitted in the ward room and two in each crew space, the maximum number of switch sockets fitted being not more than five. The type of radiator to be fitted will be promulgated separately. A four-pint electric kettle, Pattern 12020, and an electric hotplate, Pattern 9077, is to be fitted in the galley.

The present shore supply lighting circuit is to be taken from one way on the distribution box to be fitted for the new shore supplied system, except for M.T.Bs. 80, 81, 90-92, 96-98, 227, 228, 231, 239, 242-251 and M.G.Bs. 115-130 where the circuit will be fed from one way on the 3½-kW. generator switchboard.

3. The work is to be carried out by Base Staffs with dockyard assistance as necessary.

4. Separate arrangements are being made for the bulk purchase of the equipment detailed and Commanding Officers of bases concerned should demand as follows:—

Shore connection box from C.F.M.S.O., Fareham.

Remaining items, Admiralty pattern, from the storing yards.

5. The Sea Store Establishment (B.R.374) will be amended.

4752.—Electrical Measuring Instruments—Damage to

(D. 10717/42.—1.10.1942.)

It has been reported that electrical measuring instruments such as avometers, meggers, ohmmeters, etc., returned to store as defective, have been opened up by obviously inexperienced personnel presumably for the purpose of effecting temporary repairs with the result that considerable damage has been done to the interior mechanism.

2. In future, such instruments and also ammeters and voltmeters are only to be opened up for examination by qualified personnel and in instances where the necessary repairs are found to be beyond the capabilities of ships' staffs the instruments are to be carefully re-assembled, to prevent further damage in transit, before returning to store as defective.

(A.S. Rosyth, 31.7.42., No. 3198.)

4753.—Gyroscopes, All Types (except A.B., Marks I-I*, A.B.Z. and A.B.Z.A)—Modification to Prevent Slacking Back of Vertical Female Centres

(A.S. 11794/42.—1.10.1942.)

It has been found during recent trials of M.T.B.T. torpedoes that in the A.R.K.(E) Gyroscopes used there was a tendency for the upper vertical female centre to slack back.

2. In A.R.K. type gyroscopes and in later manufacture gyroscopes of the types referred to above, both upper and lower vertical centres are screwed into the angling spur wheel or gymbal, the centres being provided with hexagonal collars for this purpose.

3. In order to lock the centres in place and prevent recurrence of the above defect, it has been decided that a small fillet of solder is to be run along one flat of the hexagonal collar of both upper and lower vertical centres (as shown in A.F.O. Diagram No. 254/42) after the centres have been screwed hard home.

4. A.R.K. (E) gyroscopes afloat and at bases are to be modified by ships and base staffs at the earliest opportunity. All other British types of gyroscopes except A.B., Mark I-I*, A.B.Z., and A.B.Z.A are to be modified as opportunity offers.

5. A.R.K.(E) gyroscopes in depots will be modified before issue and other types of gyroscopes as opportunity offers.

4754.—Automatic Emergency Lanterns—Securing Arrangements—A. and A.

(P. 13380/42.—1.10.1942.)

Reports from sea indicate that it is necessary to give special attention to the fixing arrangements of Automatic Emergency Lanterns Patterns 16012, 16012A and 16025 to prevent, as far as possible, damage under excessive shock.

2. A.F.O. 489/42 gives particulars of Brackets Pattern 16059 and spring clips, Pattern 16060, which have been introduced to support the emergency lanterns.

3. These lanterns are provided for use after the effects of abnormal shock and the brackets and clips referred to above are to be secured to the deck or bulkhead by $\frac{5}{16}$ -in. screwed steel studs or $\frac{5}{16}$ -in. steel nuts and bolts and not welded studs except in instances where this procedure would entail delay in completion.

4. Where it is necessary to avoid piercing important bulkheads, welded pads or brackets may be used to which the clips or brackets shall be bolted.

5. Ships in commission, in which the supporting clips and brackets are secured by welded studs, are to insert an item in their next list of As. and As. for the provision of screwed studs or bolts.

(A.F.O. 489/42.)

4755.—Sinkers L, Mark II and L, Mark II*, Mark XX and Mark XXI—Caps, I.R. Mine Release, St. No. 4246

(A.S. 11170/42.—1.10.1942.)

To economise in rubber, a composite cover, mine release St. No. 8296, M.D. Sk. 1167/7, superseding Caps, I.R. mine release St. No. 4246, for mine releases St. Nos. 4793 and 4794, is to be introduced.

2. Surface minelayers, C.M. bases, C.M. base ships and controlled minelayers should demand appropriate quantities of the new cover mine release to replace the Caps, I.R., St. No. 4246, which are held in outfit stores in accordance with allowances laid down in C.A.F.Os. 22/42 and 813/42. Demands from ships and establishments at home should be sent to R.N. Mine Depot, Frater, and those abroad to the nearest R.N. mine depot.

3. When supplies of the new cover are received, all Caps, I.R., St. No. 4246, should be returned to the nearest mine depot for bringing to produce.

4. C.A.F.Os. 22/42 and 813/42 will be amended in due course.

(C.A.F.O. 22/42 and 813/42.)

4756.—Box, Pattern 5506, Resistance and Stowage for Aldis Lantern—Prevention of Corrosion of Parts

(T. 3642/41.—1.10.1942.)

Reports have been received from sea of corrosion of parts contained in the resistance box.

2. It has been decided to redesign the stowage box, without the present enclosed resistance and associated parts.

3. A Pattern 5500 resistance, in which the socket will be replaced by a gland suitable for Pattern 2520S. cable, will be supplied in lieu of the resistance in the stowage box and will be sited under cover in a convenient position as near as possible to the relevant L.P. junction box.

A further order will be issued when the new stowage box becomes available.

4. The new designs are not expected to become available for some months. In the meantime, where trouble is experienced and is evidently due to corrosion or electrical leakage in the interior of the present built-in resistance box, the resistance and associated parts should be removed and rehousing in a suitable metal box.

This box should be rewired in the circuit under cover (e.g., in the low power rooms or other convenient position) as near as possible to the relevant L.P. junction box.

The socket should be mounted on the inside wall of the stowage box.

5. After modification care should be taken to readjust the resistances to ensure the correct voltages at the lamps, viz., 12 volts with 3 amp. current flowing (vide Chapter 2, Article 58 of the V/S Material Handbook).

6. A.F.O. Diagram No. 250/42 shows a method of modifying and mounting the socket to diminish the risk of low insulation. The work involved is as follows:—

- (i) Remove socket from top of old resistance enclosure and replace it by a brass cover (item 6) and the old rubber washer (item 7).
- (ii) Make wood block item (1).
- (iii) Make brass plate item (2) and sweat the socket to it, taking care to form a complete sweated joint all the way round the socket.
Remove the internal flange in the socket.
- (iv) Make up items (3), (4) and (5).
- (v) Drill end of box corresponding to fixing holes in items (1) and (2).
- (vi) Drill a 1/4-in. drain hole in the bottom of the container from which the resistance has been removed.
- (vii) Solder two 11-in. lengths of 10 amp. cable into items (3) before assembly into item (4) and then assemble all the parts as shown in the A.F.O. Diagram 250/42, using "Bostik" C cement or red-lead and linseed oil to cement all the parts together and to the inside face of the stowage box.

In the case of ships in commission.

7. The work detailed in paragraphs 4, 5 and 6 above is to be carried out by ship's or depot ship's staff.

Ships in dockyard hands or under construction.

In all cases the existing stowage box should be utilised until further orders, but the Aldis lantern should be wired up as described in paragraphs 4, 5 and 6 above.

4757.—Gyro-Compasses—Magnetic Contactor

(C.D. 578/42.—1.10.1942.)

Reports have been received of defective operation of magnetic contactors of gyro-compasses due to early fouling of the mercury in service.

2. Investigation has shown in several instances that the mercury has been heavily contaminated with tin.

3. It is probable that such contamination has occurred due to the use of a tinned iron vessel when filling or cleaning the contactor.

4. The attention of all concerned is directed to the necessity for the greatest care in maintaining the mercury for magnetic contactors free from any trace of metallic or greasy contamination.

5. Clean glass or porcelain vessels only should be used when handling mercury, or failing these clean paper suitably folded should be employed. The mercury must on no account be allowed to come into contact with tin plate, brass or copper.

6. Contaminated mercury must not be mixed with the supply of clean mercury, but mercury removed from the contactor during routine cleaning may be filtered and used again provided that no contamination has occurred. It is not possible to filter out metallic contamination and this can only be removed by a process of distillation.

4758.—New Pattern Distance Meter—"Husun", Pattern No. 703

(N.S./H. 01869/42.—1.10.1942.)

To meet the difficulty which has arisen in procuring Stuart's Marine Distance Meters in sufficient numbers, a new type, "Husun", has been introduced to which Pattern No. 703 has been allocated. The new instrument will be supplementary to the "Stuart" (Pattern No. 498), and, having better protection against spray and accidental displacement of setting, will in general be issued to destroyers, sloops, and small craft to which Pattern 498 is at present allowed. Capital ships, aircraft carriers, and cruisers will continue to be supplied with Pattern No. 498.

2. In the new instrument, the vertical displacement of the image is derived from mirrors instead of prisms. The scope of the instrument is 1 to 10 cables of horizontal distance and 30 to 150 ft. of masthead height.

3. Arrangements have been made to include the new distance meter, Pattern 703, in delivery to home yards and depots under the existing running contract with Messrs. Hughes, CP.4E/35203/42, dated 23.7.42, but it is not anticipated that deliveries will commence until October, 1942, and Pattern 498 should, in the meantime, be issued to all ships allowed marine distance meters.

On receipt of deliveries of Pattern 703 issues should be made to new construction vessels as stated at paragraph 1 above, also in lieu of any Pattern 498 which may be returned defective from such vessels in commission

4. The sea store establishments concerned will be amended.

4759.—Boiler Tubes, etc.

H.M.S. "Howe"

(N.S./P/14473/42.—1.10.1942.)

Particulars of boilers and tubes fitted in H.M.S. "Howe" are as follows:—

Type and No. of boilers	...	Main—	Admiralty 3 drum small tube,	8 No.
			with superheaters.	
No. of tubes fitted	...	Main—	Generator	... 23,136 No.
			Superheater	... 1,664 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	No. fitted per Boiler.	Remarks.	
	in.	in.	ft. in.			
A	1 3/4	0.128	11 6	100	} All tubes are bent.	
B	1 1/2	0.128	11 2 1/8	98		
C	1 1/8	0.116	10 11 3/8	154		
D	1 3/8	0.116	10 9 5/8	154		
E	1	0.104	10 6 7/16	174		
F	1	0.104	10 5 3/8	170		
G	1	0.104	10 5 1/8	170		
H	1	0.104	10 4 7/8	166		
J	1	0.104	10 5 3/16	166		
K	1	0.104	10 5 3/8	162		
L	1	0.104	10 5 1/2	162		
M	1	0.104	10 5 15/16	158		
N	1	0.104	10 6 7/16	158		
O	1	0.104	10 7 3/8	154		
P	1	0.104	10 8 11/16	154		
Q	1	0.104	10 9 1/8	150		
R	1	0.104	10 11 3/8	150		
S	1	0.104	11 1 3/8	146		
T	1	0.104	11 3 3/16	146		
Superheater Tubes.						
Outer	...	1 1/8	0.116	23 11	102	
Inner	...	1 1/8	0.116	23 5 1/4	106	} Bent.

Records affected, D.354 and D.682 (Standard copy).
(This Order will not be reprinted.)

4760.—Old Boiler Tubes—Utilisation

(D.N.C./M. 2159/42.—1.10.1942.)

The attention of Dockyard Officers W.P.Ss., P.S.Os. and E.R.Os. is drawn to the uses that can be made of old boiler tubes, thereby economising in new materials.

2. The following are some of the purposes for which these tubes can be utilized:—

- (i) Awning and Guard Stanchions.
- (ii) Stanchions around gun platforms.
- (iii) Beading on plate edges.
- (iv) Edgings around arched openings.
- (v) Supports for instruments on bridges outside the compass area.

Full use is to be made of the strength of the tubes in order that no increase of weight is involved above that of normal and approved fittings.

4761.—Boiler Safety Valves by The Consolidated Safety Valve Co., Inc.—Refitting of*“Town” Class Destroyers so fitted*

(D. 12064/42.—1.10.1942.)

Safety valves of the above-mentioned type are fitted in “Town” Class destroyers in conjunction with Yarrow, Thornycroft and White-Forster boilers.

2. A.F.O. Diagram No. 258/42 shows dimensions and tolerances recommended by the makers for 4-in. valves, type Form “E”, and is promulgated for general information of fleet and repair authorities.

4762.—Auxiliary Superheated Steam Bulkhead Valves—Control from Upper Deck in Destroyers—A. and A.*“E,” “F,” “G,” “H,” “I,” “Havant,” “Tribal,” “J,” and “K” and “Hunt” Class Destroyers*

(D. 11543/42.—1.10.1942.)

The auxiliary superheated steam bulkhead valves in destroyers of the classes named above are to be arranged so that they can be closed in emergency from the upper deck by means of rod gearing led to a deck plate. The arrangements are to be such that the valves can only be opened locally.

2. Commanding Officers of ships concerned are to insert an item, Classification “B,” in their next lists of As. and As. to cover this work.

*(This Order is to be retained until complied with.)***4763.—W/T Transmitters, Type TW.12—Crystals**

(S.D. 0895/42.—1.10.1942.)

No crystals for frequencies below 1,500 Kc/s. are being introduced into service, and such frequencies should therefore be omitted in reports of requirements made in accordance with A.F.O. 2773/42, paragraph 3.

*(A.G.M. 127A of 8th August, 1942, is cancelled.)**(A.F.O. 2773/42.)***4764.—Aerial Outfit ATT, EG and W/T Installation, Type 91—Fitting-out Information**

(S.D. 03098/42.—1.10.1942.)

A.S.E. Preliminary Specifications Nos. B.174/42, B.171/42 and B.144/42 have been prepared to show the methods of fitting and wiring W/T installation, type 91, Aerial Outfit ATT and Aerial Exchange Outfit EG, respectively.

2. Copies of the specification have been forwarded to the Deputy Commander-in-Chief, Eastern Fleet; Commander-in-Chief, Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth, Malta and Simonstown; Flag Officer-in-Charge, West Africa; Commodore Superintendent,

Gibraltar; Commodore Commanding, R.I.N., Bombay; Commodores-in-Charge, Sheerness and Durban; Captains-in-Charge, Bermuda and Halifax; Captains Superintendent, Alexandria and Ceylon; 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 specifications 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 W/T Installation, type 91, Aerial Outfit ATT and Aerial Exchange Outfit EG are therefore to apply to the Warship Production Superintendents of their areas for a copy of the relevant A.S.E. Specification in accordance with procedure laid down in A.F.O. 790/40.

4. Copies of Preliminary Specification No. B.174/42 have also been forwarded to Flag Officer-in-Charge, East Africa and Zanzibar and Flag Officer-in-Charge, Milford Haven (for the information of the Port R.D.F. Officer).

5. 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.)***4765.—R.D.F. Type 281—Wave Monitor G.70, Pattern X.882**

(S.D. 1041/42.—1.10.1942.)

The “Monitor Sync.” plug, Pattern X.1942, should not be removed from the Wave Monitor panel while the transmitter is running, or damage to the thyatron bias rectifier may be caused.

2. A warning label to this effect is to be fixed to the Wave Monitor Panel near the “Monitor Sync.” jack.

4766.—R.D.F. Sets, Types 79M, 279M, 286PQ, 286PV, 286PW, 290, 291 and 291W—Modification to Pattern W.2442, W.3170 and W.3734 Transformer and Rectifier Units.

(S.D. 01128/42.—1.10.1942.)

Certain modifications have been found necessary to Pattern W.2442, W.3170 and W.3734 transformer and rectifier units used in R.D.F. sets, Types 79M, 279M, 286PQ, 286PV, 286PW, 290, 291 and 291W.

2. The following parts to enable these modifications to be effected are being issued without demand to ships concerned. These parts will be contained in a box to which Pattern No. W.5247 has been allocated.

1 Pattern W.1558 resistance, moulded carbon, insulated, 1,000 ohms, $\frac{1}{2}$ watt ± 10 per cent., Erie RMA8.

1 Pattern W.5229 resistance, preset, wire wound, 25 ohm ± 20 per cent., 12 watts Painter Type PIB/25.

2 bushes, 1 stud and necessary nuts and washers.

3. Instructions for the modifications, which should be made by a qualified R.D.F. officer or radio mechanic, are contained in A.F.O. Diagram 251/42 (A.S.E. drawing 29671).

4767.—A.C. Supply Outfit DUF—Unsuitability of certain Motor Alternators

(N.S. 28076/42.—1.10.1942.)

Motor Alternator, 3 kW, 150–200 volts, 500 cycles, 95/110 volts supply, Pattern 6854F, and Motor Alternator, 3 kW, 150–200 volts, 500 cycles, 180/220 volts supply, Pattern 6597F, which are allowed for A.C. supply outfit DUF, have proved to be not entirely suitable under certain operating conditions. New machines have therefore been introduced for this Service and are known as:—

(a) Motor Alternator, 3 kW, 180 volts, 500 cycles, 110 volts D.C. supply, Pattern W.5087.

(b) Motor Alternator, 3 kW, 180 volts, 500 cycles, 220 volts D.C. supply, Pattern W.5088.

2. Motor Alternators, Patterns 6854F and 6597F, as made by Messrs. Electric Construction Co. are suitable for A.C. supply outfit DUF. Machines made by Messrs. W. Mackie & Co. are, however, not satisfactory. It is believed that no machines made by other manufacturers have been incorporated in A.C. Supply Outfit DUF.

3. The following action is to be taken by ships fitted with A.C. supply outfits DUF which incorporate either Motor Alternators Patterns 6854F or 6597F:—

- (a) Machines made by Messrs. Electric Construction Co. are to be retained in service.
- (b) Machines made by Messrs. W. Mackie & Co. are to be replaced by either:—
 - (i) Pattern W.5087 (ships with 110 volts supply) or Pattern W.5088 (ships with 220 volts supply), if these machines are available, or
 - (ii) Patterns 6854F (110 v. ships) or 6597F (220 v. ships) made by Messrs. Electric Construction Co.
- (c) Machines made by any other manufacturer are to be treated as those made by Messrs. W. Mackie & Co.

4. Ships fitted with Outfit DUF and supplied with either motor alternators Patterns 6954F or 6597F of other than Messrs. Electric Construction Co. manufacture, are to demand motor alternators Patterns W.5087 or W.5088 respectively, or Pattern 6854F or 6597F of Messrs. Electric Construction Co. manufacture in lieu, quoting this Order as authority. The work of fitting the new Motor Alternators is to be carried out by ship's staff. The replaced Motor Alternators are to be returned to the nearest storing yard for issue to other services.

5. Motor Alternators Patterns 6854F and 6597F made by different manufacturers can be identified as follows:—

- (a) *Messrs. W. Mackie & Co.*
 - (i) Serial numbers consist of five figures, beginning with 6.....
 - (ii) Serial numbers may incorporate prefix letters MT, though these have sometimes been omitted.
 - (iii) Maker's name may appear on the nameplate.
- (b) *Messrs. Electric Construction Co.*
 - (i) Serial numbers consist of six figures, beginning with 1.....
 - (ii) Serial numbers may incorporate prefix letters EX.
 - (iii) Maker's name may appear on the nameplate.
- (c) *Other Manufacturers.*
Maker's name will, in all cases, appear on the nameplate.

6. *Storing Yards and Bases.*—A.C. Supply Outfits DUF which are issued in future and which, owing to shortage of Patterns W.5087 or W.5088, have to be supplied with Patterns 6854F or 6597F, must be supplied with machines of Messrs. Electric Construction Co.'s manufacture.

7. The Establishment List for A.C. Supply Outfit DUF will be amended in due course.

4768.—Flag Lockers—Alterations to and Marking of—A. and A.

M.T.Bs.

(S.D. 655/42.—1.10.1942.)

It has been decided that all pigeon holes of flag lockers in M.T.Bs. are to be fitted with wooden diagonal pieces in order to provide accommodation for a complete set of flags.

2. M.T.Bs. in commission in which these diagonal pieces have not been fitted are to insert an A. and A. item (Classification "B") for the work to be carried out.

3. The method of marking is shown on A.F.O. Diagram 253/42 (A.S.E. drawing No. 30749). *In ships in commission* markings are to be carried out by ship's or depot ship's staff. *In ships under construction* P.S.Os. to arrange for the work to be carried out by the building firms.

4769.—Albacore Aircraft—Locking of Engine Control Rods

(A.M.R. 2278/42.—1.10.1942.)

Cases have occurred of lock-nuts on mixture and throttle control rods (Stores Ref. Nos. 4709 and 4721; Part Nos. D.77291 X1 and X2 respectively) slacking back due to vibration.

2. These rods are to be secured to the fork-ends with locking wire, as shown on A.F.O. Diagram No. 256/42.

4770.—Sparking Plugs for Aero-Engines—Approved Types

(A.M.R. 680/42.—1.10.1942.)

The following appendix gives the approved types of sparking plugs for all British engines in Naval aircraft. The plugs previously listed in A.F.O. 1038/42 may be used pending supply of those now recommended.

2. In future, sparking plugs of the types shown should be demanded from R.N. Store Depots (at home) or H.M. Dockyards (abroad).

3. Sparking plugs for American engines are detailed in A.F.O. 3061/41.

4. The following gives the meaning of lettering before and after the numerals forming the sparking plug description in the appendix:—

Before numerals—

V or A	...	...	...	...	Mica insulated
C, S or Z	...	...	...	...	Ceramic insulated
R	...	...	...	...	Radio screened

After numerals—

R	...	...	...	...	Resistor
B	...	...	...	...	Ball terminal
D	...	...	...	...	Dome terminal

APPENDIX

Sparking Plugs for British Aero-Engines

Engine	No. of Plugs	K.L.G.		Lodge		A.C. Sphinx	
		Sect. 37B, Ref. No.	Description	Sect. 37B, Ref. No.	Description	Sect. 37B, Ref. No.	Description
<i>Armstrong Siddeley—</i>							
Tiger VI	28	130 128	V.14/5B R.V.14/5	5003 123	A.14B-6 R.A.14-6	—	—
Cheetah IX	14	130 128 157 5023 5027	V.14/5B R.V.14/5 R.C.1/1 R.C.9R R.C.5/M	5003 123 126 5014 —	A.14B-6 R.A.14-6 R.S.1 R.S.9R —	—	—
Cheetah X	14	128 157 5023 5027	R.V.14/5 R.C.1/1 R.C.9R R.C.5/M	5003 126 5014 —	R.A.14-6 R.S.1 R.S.9R —	—	—
<i>Bristol—</i>							
Mercury VIIIA	18	— 5011 127	— R.C.12R R.V.7/5	5009 5015 —	R.S.14R R.S.14/1R —	5008 5018 —	R.Z.10/1R R.Z.14R —
Mercury XX, 30	18	— 5011 127	— R.C.12R R.V.7/5	5009 5015 —	R.S.14R R.S.14/1R —	—	—

APPENDIX—contd.
Sparking Plugs for British Aero-Engines

Engine	No. of Plugs	K.L.G.		Lodge		A.C. Sphinx	
		Sect. 37B, Ref. No.	Description	Sect. 37B, Ref. No.	Description	Sect. 37B, Ref. No.	Description
<i>Bristol—contd.</i>							
Pegasus III, VI, 30	18	127 5011	R.V.7/5 R.C.12R	121 5015	R.A.7 R.S.14/1R	5018	R.Z.14R
Perseus XII	18	—	—	—	—	158	R.Z.4R
Taurus II, VI, XII	28	—	—	—	—	158	R.Z.4R
<i>De Havilland—</i>							
Gipsy I	8	117	V.12/2	12 5026	A.55-4 S.50	—	—
Gipsy VI, Series I	12	117	V.12/2	12 5026	A.55-4 S.50	—	—
		5005 5022	R.V.12/4 R.V.12/3	—	—	—	—
Gipsy VI, Series II	12	130 128	V.14/5 R.V.14/5	—	—	—	—
Gipsy Major I	8	117	V.12/2	12	A.55-4	—	—
Gipsy Major II	8	130 128	V.14/5 R.V.14/5	—	—	—	—
Gipsy Queen II	12	128	R.V.14/5	—	—	—	—
Gipsy Queen III	12	5005	R.V.12/4	—	—	—	—
	12	5022	R.V.12/3	—	—	—	—
<i>Napier—</i>							
Rapier VI	32	100 118	V.15D R.V.15	—	—	—	—
<i>Rolls Royce—</i>							
Kestrel II, V, X	24	110 129	V.7/4B V.7/5B	32 131	A.2B-2 A.7B	—	—
Kestrel, 30	24	110 129	V.7/4B V.7/5B	131	A.7B	—	—
<i>Engines with Maximum Permissible Boost not exceeding +12½ lb./sq. in.</i>							
Merlin, II, III, VIII, XX, 30	24	5012	R.C.5/1	5002 5010 5020	R.S.5 R.S.5/1 R.S.5/2	5016	R.Z.5
Merlin 45, 46	24	5012	R.C.5/1	5002 5010 5020	R.S.5 R.S.5/1 R.S.5/2	5016	R.Z.5
<i>Engines with Maximum Permissible Boost +12½ to +18 lb./sq. in.</i>							
Merlin III, 45 and 46, when Merlin Mods./339, or 386 have been incorporated.	24	5021	R.C.5/2	5025 5031	R.S.5/3 R.S.5/4	5016	R.Z.5
Merlin 32	24	5021	R.C.5/2	5031	R.S.5/4	—	—
Griffon II	24	5021	R.C.5/2	5025 5031	R.S.5/3 R.S.5/4	5016	R.Z.5

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

(A.F.Os. 1038/42 and 2067/42 are cancelled.)

4771.—Link Trainers—Storing Instructions Pending Installation

(A.M./A.D.P. 613/42.—1.10.1942.)

On occasion it has been found that Link Trainers, whilst awaiting installation in Aircraft Carriers and buildings at R.N. Air Stations, have been stored in unprotected places.

2. Link Trainers are adversely affected by extremes of temperature and in particular by excessive dampness. Cases have occurred where Trainers which have been stored in the open have, after installation, only been made serviceable with difficulty and in some cases by the renewal of certain parts.

3. Whenever possible, Trainers awaiting installation should be stored under cover in buildings where the temperature range is between the limits of 50° and 70° F.

4772.—Lists of Alterations and Additions

Trawlers, Drifters, Yachts, etc.

(D. 019154/42.—1.10.1942.)

The attention of all concerned is invited to C.A.F.O. 186/41, paragraph 7.

2. In many cases lists of As. and As. for Trawlers, Drifters, Yachts and miscellaneous small vessels are not received in the Admiralty until a few days before the refit is due to begin, or even when the ship is already in hand.

3. When such is the case, decisions to take effect in the current refit cannot be given except in special circumstances.

(C.A.F.O. 186/41.)

4773.—Fitting-out of Small Ships for Service Abroad

(M. 3408/42.—1.10.1942.)

Owing to the inexperience in accounting procedure and knowledge of storekeeping of Commanding Officers and others concerned in small ships every assistance should be given by the authorities concerned of ports in the United Kingdom to ensure that these ships do not leave Home Waters without being properly fitted out for the climate to which they are proceeding.

2. Instances have occurred of small ships sailing for West Africa without being properly fitted out with such tropical stores and equipment as windsails, mosquito nettings, quinine and other medical stores.

3. Attention is also directed to C.A.F.O. 380/42 in this connection.

(C.A.F.O. 380/42.)

4774.—Escape Hatch Covers—A. and A.

"Fiji" Class Cruisers

(D. 11447/42.—1.10.1942.)

Escape hatch covers are to be fitted to the hatch on the platform deck in "Fiji" class cruisers giving access to the S.A. magazine and to the hatch on the lower deck giving access to the main naval store.

2. These covers are to be fitted with balance weights or springs. Commanding Officers of ships are to insert an item, Classification "A", in their next lists of As. and As. to cover the work involved.

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

4775.—Emergency Escape—A. and A.

Converted Trawlers, Whalers and Drifters

(D. 9497/42.—1.10.1942.)

With reference to A.F.O. 150/41, it is understood that in a number of cases a watertight door has been provided in the bulkhead of the Commanding Officer's cabin leading to the upper deck.

2. This alteration is not approved and Commanding Officers of vessels concerned are to insert an item, Classification "A", in their next lists of As. and As. as follows:—

"To seal permanently, by welding or riveting, the existing watertight door leading from the C.O.'s cabin to the upper deck. Emergency escape in accordance with A.F.O. 150/41 to be provided in lieu."

(C.-in-C., *The Nore*, 15.7.42, No. 4735/69F.)

(A.F.O. 150/41.)

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

4776.—Alternative Means of Escape from Mess Decks

Converted Trawlers, Whalers and Drifters

(D. 9497/42.—1.10.1942.)

A.F.O. 150/41 is to be amended as follows:—

Paragraph 5, line 1. Delete "18-in." and substitute "24-in."

Add new paragraph 6:—

"A 24-in. diameter scuttle hinged at the bottom should be fitted in the after bulkhead of the C.O.'s cabin under the wheelhouse as an escape hatch leading to the top of the boiler casing."

(A.F.O. 150/41.)

4777.—Boiler Room Hatch Switches—Introduction of

(N.S. 10886/42.—1.10.1942.)

The following switch has been introduced for use on destroyer boiler-room hatches, and will be added to the Authorised List of Naval Stores under Subhead F, Item 2b, Contract Schedule C.710:—

Pattern 17922—Switch for boiler room hatch (for destroyers)

2. A first purchase of 200 switches has been arranged for delivery as follows:—

Rosyth	...	20	} From Messrs. Player, Mitchell & Breedon, Birmingham. (C.P.13705—21.1.42.)
Chatham	...	20	
Portsmouth	...	20	
Devonport	...	20	
Preston	...	40	
Glasgow	...	40	
Gateshead	...	40	

3. These switches will be available for supply to shipbuilders on a repayment basis, and the use of commercial type switches is to be discontinued.

4778.—Boiler Tube Cleaning Apparatus, "Skatoskalo" Type—Introduction of

(N.S. 23267/42.—1.10.1942.)

Boiler tube cleaning apparatus, "Skatoskalo" type, manufactured by Messrs. F. Gilman (B.S.T.), Ltd., has been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part V, and pattern numbers have been allocated to this equipment as follows:—

Pattern.	Description.
24501	Boiler tube cleaning apparatus, "Skatoskalo" type, 110 volts.
24502	Boiler tube cleaning apparatus, "Skatoskalo" type, 220 volts.

Spare for "Skatoskalo" Equipment—

24503	Cores, inner, flexible, 25 ft., 9 mm. dia., with two sweated ends.
24504	Cores, inner, flexible, 35 ft., 9 mm. dia., with two sweated ends.
24505	Cores, inner, flexible, 25 ft., 13 mm. dia., with two sweated ends.
24506	Cores, inner, flexible, 35 ft., 13 mm. dia., with two sweated ends.
24507	Casings, outer, metallic, 25 ft. long, 18 mm. dia.
24508	Casings, outer, metallic, 35 ft. long, 18 mm. dia.
24509	Casings, outer, metallic, 25 ft. long, 24 mm. dia.
24510	Casings, outer, metallic, 35 ft. long, 24 mm. dia.

2. Demands for the above spares as required should be forwarded to the nearest (Superintending) Naval Store Officer.

4779.—Bottom and Boot-Topping Compositions

Ex-American Submarines

(D. 017585/42.—1.10.1942.)

The following ex-American submarines are to be coated with bottom and boot-topping compositions as indicated on the next occasions of docking:—

Submarine	Bottom	Boot-topping
P.511	British	Peacock & Buchans
P.512	Red Hand	Peacock & Buchans
P.552	Macarthurs	Macarthurs
P.553	International	International
P.554	International	International
P.555	Red Hand	Peacock & Buchans
P.556	British	Peacock & Buchans

2. The hulls are to be scraped as much as possible in the time available.

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

4780.—Bottom and Boot-Topping Compositions

H.M.S. "Roberts"

(D. 3653/42.—1.10.1942.)

"International" bottom and boot-topping compositions are the approved compositions for H.M.S. "Roberts" and are to be applied to the ship on the next occasion of docking.

2. The hull is to be scraped as much as possible in the time available.

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

4781.—Non-Slip Deck Paint—Supply

Coastal Force and Other Bases Concerned

(N.S. 10970/42.—1.10.1942.)

The undermentioned quantities of non-slip deck paint are to be maintained by Coastal Force bases at home and abroad for attached craft of the types indicated:—

	Quantity per base for each flotilla attached
Fairmile craft (all classes)	8 cwt.
M.G.Bs. 502-509	8 cwt.
M.G.Bs. and M.T.Bs. (other than Fairmile types and M.G.Bs. 502-509)	5 cwt.
M.A/S Bs.	5 cwt.
72-ft. M.Ls.	5 cwt.
S.G.Bs.	8 cwt.

2. Quantities of this paint should also be maintained at bases concerned with the following types of craft:—

	Basis of first supply to base	
	Boats over 50 ft. in length	Boats under 50 ft. in length
Auxiliary patrol craft	...	...
Motor fishing vessels	...	...
Air Sea Rescue craft (other than boats detailed above employed on such duties)	Per boat ½ cwt.	Per boat ¼ cwt.

3. The colour of the paint should be yellow for Air/Sea Rescue craft (including R.M.Ls.) and dark grey like Admiralty Pattern 507A for all other craft.

4. Demands for the total quantities of paint required in accordance with paragraphs 1 and 2 above should be forwarded to storing yards by each Coastal Force or other base concerned. Demands for requirements from yards abroad should be forwarded to the Admiralty by telegram.

5. The sea store establishments concerned will be amended.

(A.S. Portsmouth, 12.1.42, Y.L. No. 348.)

(A.F.Os. 3978/41 and 2787/42.)

4782.—Lower Deck Side Scuttles—A. and A.

“Flower” Class Corvettes, Captain “D” Liverpool, Dockyards, and Repair Authorities Concerned

(D. 015468/42.—1.10.1942.)

It has been decided that all lower deck side scuttles in “Flower” Class Corvettes which can be hinged open are to be raised so that there is a minimum distance of 30 inches between the lower edge of the scuttles and the deep waterline.

2. Where this distance is not obtainable the hinged glass frames are to be permanently closed.

3. An item, Classification “A*”, for vessels fitted or fitting for Arctic Service, and Classification “A” for other vessels in service, is to be included by Captain “D” Liverpool in the list of As. and As. for “Flower” Class Corvettes.

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

4783.—Heat-Resisting Steel Combustion Tubes—Conservation of Scrap Material

(N.S. 22939/42.—1.10.1942.)

Heat-resisting steel combustion tubes and supports for boilers contain a large percentage of nickel.

2. In order to conserve this material, all worn-out heat-resisting steel tubes and supports should be returned by ships to the nearest dockyard as arisings, with a special requisition for survey, Form S.331.

3. If known, the suppliers, who may be either the Cronite Foundry Co., Ltd., Messrs. Firth Vickers, Ltd., or Messrs. Hadfields, Ltd., should be stated.

4. In cases of doubt, the tubes should be labelled as possibly of heat-resisting steel.

5. On receipt at the dockyard, yard officers are to arrange for the tubes and supports to be offered in reasonable quantities to the respective supplying firms for repurchase.

6. Arrangements are being made for future supplies of heat-resisting tubes and supports to be marked for identification as to origin. Firth Vickers will be marked “F.V.”; Hadfields, “H.R.S.”; Cronite, “Cronite Ad”.

4784.—Steering and Hydroplane Gear Power Units—Sound Insulation

H.M. Submarines

(D. 017244/42.—1.10.1942.)

Silent-bloc antivibration mountings Type E.R. 1173 assembled in cast steel pedestals Type P.A. 124 for use in sound insulating steering and hydroplane gear power units in Submarines are held by Captain (S) V at Fort Blockhouse, Gosport, Hants. Refitting Yards and E.R.Os. concerned are to forward demands to Captain S(5) for the required mountings, including spares, as approved.

2. Commanding Officers of vessels in which the power units have been arranged for sound insulation, but which on account of production difficulties were not equipped with these mountings are to arrange to fit them at the first opportunity and forward demands as above.

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

4785.—Gland Nuts—Substitution of Material

(N.S. 23493/42.—1.10.1942.)

Mild Steel Gland Nuts in lieu of Stainless Steel Nuts, Patterns 4950 to 4970 (Subhead B.10 G.) are considered suitable, as a war-time measure, provided that all surfaces of the mild steel nuts are oil-blued after they have been drilled. Future purchases will be arranged accordingly.

Portsmouth only.—Proposals for the amendment of drawing Po. S.E.E. 325T and Contract Schedule 139, also for a temporary footnote in the Authorised List of Naval Stores indicating the change, should be forwarded at an early date.

4786.—Valve Leakage Testers for Oxygen Cylinders—Introduction

(N.S. Air 1246/42.—1.10.1942.)

Testers, valve leakage, Ref. 6D/421, have been introduced for use with oxygen cylinders, Ref. 6D/121 and 6D/512, and two will be supplied to each ship and service authorised to hold these cylinders.

2. Deliveries are expected shortly, and demands are to be forwarded to the respective R.N. Store Depots at home or Dockyards abroad, quoting this order as the authority for supply. New construction ships will receive their supply with their initial outfits of stores.

3. Details of allocations to yards abroad will be communicated separately.

4787.—Gearing to Valves—A. and A.

H.M. Ships

(D.04707/42.—1.10.1942.)

In view of proposals from sea that valve rod gearing should be modified to reduce its liability to jamming by damage, the instructions promulgated in A.F.O. 42/41 are to be applied to all ships when in hand for refits.

2. The existing valve rod gearing of the pumping, flooding, spraying, draining, ventilation, O.F. and sillage suction systems, steam to bilge ejectors and boiler room emergency shut-off valves, for O.F. and steam to fans, is to be examined and modified as necessary, the existing material being utilised as far as possible.

3. Work is to be progressed, as far as possible, whilst the ship is in hand for repairs, the pumping, flooding and spraying systems in the lower part of the ship being dealt with first.

4. Attention is invited to the importance of paragraph 2 and paragraph 3 (*m*) General, of A.F.O. 42/41.

5. Commanding Officers of ships concerned are to insert an item, Classification “A” in their next lists of As. and As. to cover the work involved.

(C.-in-C., H.F., 27/2/42, No. 274/H.F. 729/1.)

(A.F.O. 42/41.)

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

4788.—Ventilation of H/F D/F Office, Type FH.3

Destroyers

(D. 017440/42.—1.10.1942.)

The specification for the fitting of H/F D/F, type F.H.3, in destroyers includes a 5-in. supply fan for ventilation of the H/F D/F office.

2. Commanding Officers of destroyers with offices not so fitted and without alternative equivalent power ventilation are to include an item covering the work involved in the defect list.

(C.-in-C. W.A., 13.8.42, No. W.A. 2315/74M.)

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

4789.—Answering Pendants

Destroyers of “V” and “W” Classes converted for Long Range Escort Duties, and “Wairs”

(N.S. 25195/42.—1.10.1942.)

Two answering pendants, Pattern 243 (No. 2 size), or Pattern 343 (No. 3 size), are to be included in the V/S equipment of destroyers of “V” and “W” classes converted for long range escort duties, and “Wairs”.

2. Ships concerned, in commission, should forward demands to their storing yards as necessary.

3. D.117B—List of Particulars for Flotilla Leaders and Destroyers—will be amended.

4790.—Desk and Bracket Fans, Commercial Type

(N.S. 12843/42.—1.10.1942.)

The following electric table fans have been purchased from Messrs. Revo under Contract C.P.20026/42 for delivery to Stroud and Mossley :—

Description	Quantity	
	Stroud	Mossley
12-in. desk or bracket fan, oscillating, commercial type, "Revo," 220 v. ...	300	300
Sets of spares ...	60	60
12-in. desk or bracket fan, oscillating, commercial type, "Revo," 110 v. ...	200	200
Sets of spares ...	40	40

Each set of spares consists of :—
 1 armature
 1 set of field coils
 1 set of bearings
 1 set of brush gear—complete with brushes
 1 set resistance elements for regulator.

Pattern numbers will not be assigned to these fans, which will be known under the above descriptions.

2. These fans are considered a suitable commercial substitute for fans, Patterns 9820c, 9821D, 8641C and 8642D, and demands for Admiralty pattern fans should accordingly be met where necessary by issue of the corresponding commercial type fans.

3. One thousand plugs, Pattern 4462, for use with these fans, have been purchased from Messrs. Carter under C.P. 20027/42 for delivery equally between Stroud and Mossley.

4791.—Flying Clothing and Ancillary Equipment

(N.S. Air 1259/42.—1.10.1942.)

A.F.O. 4428/42 is to be cancelled and A.F.O. 1798/42 is to be amended as follows :—

Paragraph 2—

Ref. No.	Item.	Quantity.	Remarks.
10A/8543	Receivers, telephone ...	2	}
or	10A/12401	2	
10A/8543	Receivers, telephone ...	2	}
or	10A/12401	2	

Paragraph 3—

Ref. No.	Item.	Quantity.	Remarks.
10A/8543	Receivers, telephone ...	2	}
or	10A/12401	2	

Appendix I—O.U.6328

1	2	4	10	11	12	13	14
10A/8543 or 10A/12401	Receivers, telephone ... Receivers, telephone, Type 16 ...	Sets	2	4	6	8	8

Appendix II—O.U.6327

1	2	4	10	11	12	13	14
10A/8543 or 10A/12401	Receivers, telephone ... Receivers, telephone, Type 16 ...	Sets	2	2	3	4	6

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

(A.F.O. 4428/42 is cancelled.)

4792.—Fire Extinguisher, Pattern 4724—Allowance for Main Switchboard

Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships, H.M. Ships "Protector," "Guardian," and "Adventure"

(N.S. 29285/42.—1.10.1942.)

One fire extinguisher, "Pyrene," 2 gallon, Pattern 4724, is to be allowed to each of the above ships for use in the vicinity of the main switchboard in lieu of the fire extinguisher, "Pyrene," 1 quart, Pattern 4723, at present allowed for that service.

2. Ships concerned in commission should forward a demand to their storing yard for the additional extinguisher, Pattern 4724. Supply to ships of new construction should be arranged by storing yards.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

4793.—Manila Cordage—Blending Sisal with Manila Hemp for the Manufacture of Cordage for General Purposes

(D. 5059/42.—1.10.1942.)

In view of the increasing necessity for conserving existing stocks of Manila hemp the strictest economy in its use is essential, and pending the issue of further instructions arrangements are to be made for Manila Cordage (except as stated in para. 2) supplied by Contract or manufactured in the Dockyard, to meet requirements of Specification T.G. 30, to contain 50 per cent. Manila and 50 per cent. British East African Sisal No. 1.

2. (a) Manila cordage of 2-in.—4½-in. circumference inclusive, required for boat falls and ammunition whips, is to be made of pure Manila. Cordage of these sizes required for other services is to be made of 50 per cent. Manila and 50 per cent. Sisal, or as directed.

(b) Towing hawsers of 14-in. circumference and above, required for use on Ocean rescue tugs, are to be of pure Manila.

3. No further quantities of Manila boltrope or stage lashing are to be manufactured; requirements are to be met in Sisal boltrope and stage lashing manufactured generally in accordance with Specification T.G. 441.

Hard fibre cores for steel wire ropes may be made from Sisal, St. Helena or New Zealand hemp.

4. Cordage manufactured in the Dockyards and by Contractors to Specifications T.G. 30 and T.G. 441 is to be marked as follows :—

	Dockyard Manufacture.	Contract Supply.
Manila 100 per cent. ...	With one red jute thread through each of two strands.	With one white sisal yarn through one strand.
Manila and Sisal blended (50 per cent. Manila—50 per cent. Sisal) ...	With one red and one yellow jute thread through two strands. (One in each).	With one red jute thread in one strand.
Sisal ...	One yellow jute thread in each of two strands.	No marking.

5. Blended cordage is to be closely watched on service and its continued use considered periodically in the light of experience on service.

6. Any cases of doubt which may arise in regard to purchases or issues of cordage for specific services are to be referred to the Admiralty for decision.

7. Manila cordage is to be used only for the services detailed in paragraph 2 (a) and (b) above.

Blended Manila and Sisal cordage may be used for topping lifts, hauling lines, mooring ropes, harbour towing springs, life lines and slings.

Demands for these grades of cordage are to indicate the service for which required and be certified by Professional Officers.

8. Sisal cordage is to be used generally for other services. Any special requirement is to be forwarded to the Admiralty for decision as to supply.

(A.F.Os. 1250/40 and 937/42 are cancelled.)

4794.—Economy in Cast Copper Alloys, Gunmetals, Bronzes and Brasses for Hull Work
(D. 12004/42.—1.10.1942.)

Owing to the need for exercising the utmost economy in the use of copper alloys and of tin, it is necessary that the following instructions are adhered to so far as hull castings and fittings are concerned for H.M. ships other than submarines. Separate instructions will be issued shortly regarding non-ferrous materials for hull work of submarines :—

Gunmetal

1. The provisions of A.F.O. 3469/40 regarding the use of gunmetal for hull castings and fittings to British Standards Specifications Nos. 900/901 and 897/898 are cancelled.

2. New specifications for gunmetals have been issued as British Standards 1021/1024—1942 and these are to be used in accordance with the foreword on pages 5–7 of the War Emergency British Standard 1021/1028—1942 for Copper Alloy Ingots and Castings.

3. *88/8/4 Alloy B.S. 1021/22.*—Made from virgin metals but only to be used when (a) 86/7/5/2 ingots made from scrap are not available, or (b) when specifically approved for services for which 86/7/5/2 alloy is not suitable.

4. *86/7/5/2 Alloy B.S. 1023/24.*—Made from scrap. Is generally approved for castings for hull fittings.

5. *85/5/5/5 Alloy B.S. 897/8.*—To be used for castings now specified to be to D.N.C. Specification in Schedule 24, except for deck sockets screwed eye, deck plates for securing guns, etc., bolts eye, gin blocks, etc. which are to be of 86/7/5/2 alloy.

6. The object is to secure the advantages of the bulk of gunmetal for hull purposes being supplied to two specifications, viz : B.S. 1023/24—1942 and B.S.S. 897/8—1940 and of the maximum use of scrap material. Gunmetal is not to be used where a material other than gunmetal has already been approved or specified for any particular item. The use of gunmetal is to be confined to those items where high resistance to seawater corrosion and where bearing properties are required. Its use is, therefore, to be confined to underwater fittings, bearing brasses and services where substitution by other materials is found impracticable.

7. The use of the foregoing specifications as already defined is to be adopted forthwith. The different gunmetals should not be referred to under grade numbers, but by their B.S. numbers and composition, e.g., B.S. 897/8—85/5/5/5 alloy.

8. *Gunmetal Ingots.*—All ingots made from scrap must be purchased from approved firms and leaded gunmetal castings for hull purposes must be wholly cast from such ingots.

9. *Cast Brass, Type A.*—British Standard 1025/26 (contained in War Emergency British Standard 1021/1028—1942) is to be used for fittings for which a non-ferrous alloy is required but which are not subject to high stresses nor are in contact with seawater.

10. *Cast Brass, Type B.*—British Standard 1027/26 is to be used for minor fittings where a non-ferrous material is required.

11. *Cast Brass, Types A and B,* are to be made from scrap. Ingots should be obtained from approved makers.

12. *Naval Brass Castings.*—N.C.B. ingots referred to in A.F.O. 2532/41 will no longer be available as a substitute for naval brass castings. Cast brass, type A or B, is to be substituted for castings formerly of naval brass or N.C.B.

13. *Phosphor Tin.*—Phosphor Copper should be used in lieu of phosphor tin where this is used for the purpose of adding phosphorus to copper alloys.

14. *Bearing Brasses.*—Paragraph 6 authorises the use of British Standard 1023/24 for bearing brasses. Cast brass (type B) British Standard 1027/28 is to be used in cases where a copper alloy is required and where the backing need not in itself possess bearing qualities.

15. Castings are to be suitably stamped with the appropriate British Standard number. If this is removed by subsequent machining the British Standard number must be transferred to the machined casting. This is important in order that scrap material can be classified.

16. *Naval Brass.*—Bars, sections, forgings, plates and sheets to be in accordance with A.F.O. 1824/42.

(A.F.Os. 3469/40, 2532/41 and 1824/42.)

4795.—Chartboards—Temporary Issue of Type B
(N.S. Air 1861/42.—1.10.1942.)

There is a temporary shortage of chartboards, Type C (Ref. 6B/116) and Type D (Ref. 6B/163). Pending an improvement in the stock position, outstanding demands for these items will be met by the issue of chartboards, Type B (Ref. 6B/137).

2. A further A.F.O. will be promulgated when stocks of Type D chartboards permit normal issues to be resumed.

(A.F.O. 4428/41 and C.A.F.O. 346/42.)

Section 4

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

4796.—New Dumb Mooring Lighters for Rosyth and Portland—Designation
(P. 08418/42.—1.10.1942.)

The two dumb mooring lighters being constructed by Messrs. Fellows & Co., Ltd., Great Yarmouth, under Admiralty Order C.P. 8B/65323/42, dated 4th August, 1942, have been designated Y.C. 325 and Y.C. 415 respectively. On completion the craft will be appropriated as follows :—

Y.C. 325 to Rosyth.

Y.C. 415 to Portland.

4797.—Ratings Transferred from One Branch to Another—Disposal of Surplus Kit

(V. 4039/42.—1.10.1942.)

During the period of hostilities, owing to the urgent necessity for economy in clothing and materials, when ratings are transferred from one branch to another and are given a free issue of the items of kit necessary to complete their compulsory kit to that of their new rating in accordance with Article 1868, Clause 4, King's Regulations and Admiralty Instructions, the articles of kit of their old rating which they no longer require as compulsory kit are to be withdrawn and taken on charge by the Accountant Officer in his Clothing Account. Such of the articles withdrawn as are in new condition and fit for sale at the regulation issuing price are to be dealt with accordingly and articles which are considered to be suitable to be offered for resale at two-thirds of the issuing price are to be valued at that rate, and taken on charge separately and offered for sale at two-thirds of the full issuing price. The articles thus offered for sale are to be marked with the "Declared Clothing" stamp before sale. Articles unfit for issue and unsaleable should be returned as unserviceable to a Victualling Yard or Depot for disposal in the usual way.

(K.R. & A.I., Article 1868 (4).)

***4798.—Anti-flash Clothing—Method of Supply**
(V.2007/42.—1.10.1942.)

For the period of the war, all officers and men other than those referred to in paragraph 2 are to be supplied with a set of anti-flash clothing (helmet, mask and gloves) on personal loan.

2. In small auxiliary vessels (e.g. trawlers and drifters) the wearing of anti-flash clothing is not considered necessary except by the gun's crew, and sufficient for this purpose is included in the establishment of loan clothing for these vessels. Anti-flash clothing is not required in Coastal Force craft, and a personal issue is not therefore to be made to personnel drafted for service in these vessels, or to personnel of the Royal Naval Patrol Service.

3. Officers and men at present serving in sea-going ships other than those mentioned in the preceding paragraph should already be in possession of loan anti-flash clothing under the arrangements set out in the Manual of Victualling, B.R.93, Chapter XII, Section 5. Steps are to be taken to verify this, and a set is to be supplied to any individual not in possession of one, the value being charged against him if he has previously been provided with a set on loan and is unable satisfactorily to account for it. The fact that he is in possession of anti-flash gear is to be noted on every individual's pay book (Form S.43A) and the articles are to be removed from charge in the Paymaster's Store Accounts.

4. Officers and men at present serving in shore establishments, etc., and future entries into the Service are to be provided with a set of anti-flash gear when appointed or drafted to a sea-going ship, except as indicated in paragraph 2 above. A note of the issue is invariably to be made on the individual's pay book and the clothing is to be removed from charge in the Paymaster's Store Accounts on issue.

5. Officers and men will be held responsible for the proper care and custody of the anti-flash clothing supplied to them and are to be charged with the value of any article lost or damaged by their neglect. In the event of their leaving the Service this clothing is to be withdrawn and returned to store.

(C.-in-C., H.F., No. 483/H.F.797/82 of 12.4.42.)

(B.R.93, Chapter XII, Section 5, and B.R.93a, Appendix G.)

(A.F.Os. 2550/40 and 4604/41.)

4799.—Emergency Rations for Life-floats and Life-boats

(V. 4381/42.—1.10.1942.)

Attention is drawn to A.F.O. 4699/42 in Section 1 of this issue.

4800.—Medical Gases—Facilities for Obtaining Abroad

(M.D.G. 41852/42.—1.10.1942.)

Medical officers of H.M. ships, hospital ships and shore establishments can, when necessary, obtain replenishments of oxygen, nitrous oxide, carbon dioxide, and mixtures of these gases from the undermentioned depots abroad:—

Union of South Africa

African Oxygen & Acetylene (Pty.) Ltd.

Coastal works and depots:—

Cape Town—Victoria Road, Salt River.

Port Elizabeth—Paterson Road.

Durban—Maydon Road, Congella.

Portuguese East Africa

Lourenco Marques—Exors of Adriana Maia (Agent).

Tanganyika and Kenya

Lindi—Smith Mackenzie & Co. (Agents).

Dar-es-Salaam—Smith Mackenzie & Co. (Agents).

Tanga—Smith Mackenzie & Co. (Agents).

Mombasa—East African Oxygen & Acetylene Co. Ltd.,

c/o Smith Mackenzie & Co.

Zanzibar

Smith Mackenzie & Co.

Mauritius

Port Louis—Scott & Co.

West Africa

Oxygen factory shortly opening at Lagos (Apapa), Nigeria. Stocks also held at the following coastal depots:—

Nigeria

Lagos—The United Africa Co., Ltd. Also at Port Harcourt.

Gold Coast

Takoradi—The Gold Coast Machinery. Also at Accra Trading Co.

West Africa—contd.

Sierra Leone

Freetown—The United Africa Co., Ltd.

Gambia

Bathurst—The United Africa Co., Ltd.

French Equatorial Africa

Duala—W. & R. King (Agents of United Africa Co., Ltd.).

Egypt, Sudan and Palestine

War Department Compressed Gas Depot (Major Owens),

9, Sh. Madrab el Nishab, Carden City, Cairo.

Works at Cairo, Alexandria, Port Said, Haifa and Tel Aviv.

India and Ceylon

The Indian Oxygen & Acetylene Co., Ltd.

Coastal works and depots:—

Calcutta—48, Diamond Harbour Road.

Bombay—Byculla Bridge.

Cochin—Tatupuram P.O., Ernakulam.

Madras—11/29, Chatnath Buildings, Mount Road.

Colombo—Skinners Road, North.

Karachi—B. R. Hermann & Mohatta Ltd. (Agents).

4801.—Gymnastic Apparatus at R.N. Gymnasia—Maintenance

(C.P. 3/55464/42.—1.10.1942.)

Cancelled by AFO 6051/46.
Messrs. Spencer Heath & George, Ltd., of Ponders End, Enfield, Middlesex, are prepared to carry out, free of charge, within a period of three years from date of installation, the inspection of all gymnastic apparatus supplied by the firm to Admiralty Establishments. They will also carry out, free of charge (within the period in question) all adjustments necessary to the mechanical gear of the apparatus.

2. Messrs. Spencer Heath & George, Ltd., have been informed that inspection of any apparatus may only be arranged following agreement with the Commanding Officers of the Establishments concerned and only British subjects would be allowed access to the Establishments.

3. The attention of all concerned is, therefore, called to the services now offered by Messrs. Spencer Heath & George, Ltd., also to Paragraph 10 of A.F.O. 5353/41, which asks that the terms of guarantee given by any contractor should be borne in mind when repair work to the gymnastic apparatus is being carried out under the maintenance contract with Messrs. Niels Larsen & Sons under C.P. 46690/41 dated 15th October, 1941.

(A.F.O. 5353/41.)

4802.—Bread—Avoidance of Waste

(W.P.O. 1085/42.—1.10.1942.)

The Minister of Food is instituting a nation-wide enquiry to ascertain whether foundation exists for statements regarding the alleged wastage of bread amongst (a) the civilian population and (b) Service Establishments of all and every kind.

2. It becomes necessary, therefore, for particular care to be taken to ensure that proper use is made of all bread issued, and that the instructions already promulgated regarding the avoidance of waste are strictly enforced.

3. The routine of issue of bread in messes is a matter requiring adjustment according to circumstances, the object being to ensure that whilst every man receives his share, leavings of broken crusts and pieces are entirely eliminated or reduced to an absolute minimum.

4. Regular examination of the contents of swill bins is essential, but inspection at points of issue and distribution is also most important.

5. In small harbour-based ships, the crews of which have frequent and easy access to canteens, etc., ashore, steps must be taken to ensure that no overdrawn bread takes place, and that quantities demanded are limited to actual requirements which can be foreseen.

4803.—Onions—Supplies for Scotland and Northern Ireland

(V. 2008/42.—1.10.1942.)

With reference to A.F.O. 4449/42, Admiralty requirements of onions in Scotland and Northern Ireland will be met by an allocation of imported Spanish onions for supply through the Admiralty vegetable contractors on the same basis as for home-grown supplies, viz., a total issue of about 3½ lb. a head.

2. These supplies will not be available until late October, but unlike this year's home-grown crop, the Spanish onions will store well.

3. Paragraphs 3, 4, 5 and 6 of A.F.O. 4449/42 apply also to the imported onions.

(A.F.O. 4449/42.)

4804.—Furniture and Chattels taken over—Store Accounting*Camps and Premises requisitioned as overflows to R.N. Establishments*

(N.S./N.L. 3676/42.—1.10.1942.)

The following instructions concerning the accounting for furniture and chattels taken over with camps and premises requisitioned as overflow establishments to R.N. barracks or other R.N. establishments, and for any naval stores supplied subsequently for naval purposes, are promulgated in amplification of the instructions contained in A.F.O. 3590/40.

2. Camps or other premises requisitioned by naval authorities for overflow purposes are to be regarded for naval store accounting purposes as "tenders" and the procedure contained in the Naval Storekeeping Manual, B.R. 4, Appendix IV, is to be applied. This procedure provides for the original copy of the inventory, enclosed in a cover S.1099 (outside), to be taken on ledger charge by the accountant officer of the parent establishment or base, and for two additional copies to be provided for the use of the officer-in-charge of the camp or premises, one copy being enclosed in a cover S.1099 (outside) and the other in a cover S.1099 (b). The articles recorded in the inventory will be regarded as issued on "permanent loan" to the officer-in-charge of the camp or premises, but they are not to be taken on separate charge in the naval store account of the parent establishment or base.

3. The officer-in-charge of the camp or premises is responsible for ensuring that all the stores (owner's and naval) are mustered every six months, or more frequently if considered locally to be necessary, and for reporting the result to the parent establishment or base on Forms S.148. The accountant officer of the parent establishment or base will be responsible for ensuring that the report of the periodical muster is received and that the discrepancies are satisfactorily dealt with.

4. The copy of the inventory held by the officer-in-charge of the camp or premises is to be kept up-to-date with any nett alterations in descriptions or quantities of the items on his charge, and the particulars of such nett alterations are to be communicated to the accountant officer for corresponding corrections to be made to the copy held at the parent establishment or base.

(A.F.O. 3590/40.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**4805.—Amendments to Books**

(E.F.O.—1.10.1942.)

The undermentioned amendments to B.R. and O.U. books are available for issue from 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.426/42.**—B.R. 16—Engineering Manual—Amendment.
P.427/42.—B.R. 200—Handbook for the 4.7-in. Q.F., Mark V*, Gun, on P.V. and P.X. Mountings—Amendment No. 1.
P.428/42.—B.R. 214—Drill for 4.7-in. Q.F., Marks IX and IX*, Guns, on C.P. XIV and XVII Mountings—Amendment No. 16.
P.429/42.—B.R. 272—Drill for 4.7-in., Q.F., Marks XII and XII*, Guns, on C.P. Twin, Mark XIX, Mountings—Amendment No. 1.
P.430/42.—B.R. 275 (41)—Care and Maintenance of Above Water Tubes—Cordite Impulse—Amendment No. 1.
P.431/42.—B.R. 279—Drill for 4.7-in., Q.F., Mark IX**, Gun, on C.P. XVIII Mounting—Amendment No. 2.
P.432/42.—B.R. 281 (41)—Regulations for Maintenance of Above Water Torpedo Tubes—Amendment No. 1.
P.433/42.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 4.
P.434/42.—B.R. 297—Turret Gun Drill for 4.7-in., Q.F., Mark XI, Guns, on Twin Mark XX Mounting—Amendment No. 1.
P.435/42.—B.R. 317 (7)—Mining Drill Book—Preparation of the Mark XXII and Mark XXII* Mines—Amendment No. 1.
P.436/42.—B.R. 317 (8)—Mining Drill Book—Preparation of the Mark XXVII Mine Assembly Nos. 1 and 2—Amendment No. 1.
P.437/42.—O.U. 5254 (38)—Information as to Payment of Pilotage to Officers of H.M. Ships and Vessels—Amendment No. 4.
P.438/42.—O.U. 5440 (40)—V/S Material Handbook—Amendment No. 3.
P.439/42.—O.U. 6118 (1)—War Vessels Silhouette Identification Book—British Empire—Amendment No. 8.
P.440/42.—O.U. 6304 (38)—Pamphlet on Regulations for Maintenance of Q.F., IX, IX* and X Torpedo Tubes—Amendment No. 7.
P.441/42.—O.U. 6328—A.S.E.—for Aircraft Embarked in H.M. Aircraft Carriers—Amendment No. 10.
P.442/42.—O.U. 6376—Manual of Air Navigation for the Fleet Air Arm—Amendment No. 1.
P.443/42.—O.U. 6378—Description of Torpedo Tube T.C. Arrangements and Tube Drill and Maintenance in "Town" Class Destroyers—Amendment No. 9.
P.444/42.—O.U. 6382—Instructions for Laying Observation Minefields with "L" Mark IV Mines—Amendment No. 7.

(A.F.O. 4680/42.)

4806.—Admiralty Merchant Shipping Instructions

(E.F.O.—1.10.1942.)

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

(A.F.O. 4681/42.)

4807.—A.F.Os.—Cessation of Supply to Examination Vessels

(E.F.O. 105/42.—1.10.1942.)

The exceptional supply of Admiralty Fleet Orders (and variants) to the following examination vessels will cease with the publications dated 24th September, 1942.

"Anne Gaston"	"Korab I"
"High Tide"	"Flow"
"Arlette"	"Iona"
"Belton"	"Joberg"
"Baconhill"	"Poseidon"
"Soubrette"	"River Leven"
"Cacouna"	"St. Katherine"
"Kernot"	"Sedulous"
"Pygmalion"	"Silver Sky"
"St. Silo"	"Starlight Rays"
"Delfin II"	

4808.—Air Publications—Distribution during July, 1942

(N.S. Air 18/42.—1.10.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during July, 1942.

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

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

*Airframe and Aero Engines**Air Publication No.**Description.*

- 1449B.—Vol. II, Part I—Tiger Moth II Aircraft—Leaflet Nos. A.9, D.5, D.6, K.4, K.4 (A.L. 1), Z.16—Special Distribution.
- 1449B.—Vol. III, Part I—Tiger Moth II Aircraft—Amendment List No. 10.
- 1451B.—Vol. II, Part I—Pegasus II L.3 Engine—Leaflet Nos. Z.48, Z.49.
- 1451C.—Vol. II, Part I—Pegasus II M.2 and II M.3—Leaflet No. Z.46.
- 1451D.—Vol. II, Part I—Pegasus III, VI and XXX Engines—Leaflet Nos. Z.36, Z.37.
- 1451E.—Vol. II, Part I—Pegasus X Engine—Leaflet Nos. Z.31, Z.33, Z.36.
- 1451F.—Vol. III, Part I—Pegasus XX Engine—Amendment Lists 11 and 12—Leaflet Nos. Z.30, Z.31.
- 1451G.—Vol. II, Part I—Pegasus XXII Engine—Leaflet No. Z.29, Index, 1941.
- 1451H.—Vol. II, Part I—Pegasus XVIII Engine—Leaflet Nos. C.8, D.20, D.22, Z.21, Z.22, Index, 1941.
- 1491A.—Vol. I—Mercury VI S Engine—Amendment List No. 15.
- 1491A.—Vol. II, Part I—Mercury VI S Engine—Leaflet Nos. L.4, Z.47, Z.48.
- 1491A.—Vol. III, Part I—Mercury VI S Engine—Amendment List No. 15.
- 1491B.—Vol. II, Part I—Mercury VIII and IX Engine—Leaflet Nos. D.27, D.28, D.29, D.30, Z.34, Z.35, Z.36.
- 1491C.—Vol. II, Part I—Mercury XII Engine—Leaflet Nos. D.9, Z.23, Z.24.
- 1491D.—Vol. II, Part I—Mercury XV and XX Engine—Leaflet Nos. C.9, C.12, D.15, D.16, Z.18 (A.L.1), Z.19.
- 1500.—Vol. II, Part I—Gipsy Major—Leaflet No. D.5.
- 1500A.—Vol. III, Part I—Gipsy Major—Amendment List No. 19.
- 1501B.—Vol. II, Part I—Shark II Aircraft—Q.4 (A.L. 1), Index, 1941.
- 1511B.—Vol. II, Part I—Tiger VI—Leaflet No. A.5.
- 1511D.—Vol. II, Part I—Tiger VIII—Leaflet No. D.13.
- 1511B.—Vol. III, Part I—Tiger VI—Amendment List No. 17.
- 1511D.—Vol. III, Part I—Tiger VIII—Amendment List No. 9.
- 1515A.—Vol. I—Walrus I Aircraft—Amendment List No. 5.
- 1515A.—Vol. II, Part I—Walrus I Aircraft—Leaflet A.20 (A.L. 1), A.23 (A.L.1), A.24 (A.L. 1), M.25, M.26, Q.4.
- 1515B.—Vol. II, Part I—Walrus II Aircraft—Index, 1941.
- 1515B.—Vol. II, Part II—Walrus II Aircraft—Amendment List No. 1.
- 1517.—Vol. II, Part I—Swordfish Aircraft—Leaflet Nos. C.32 (A.L. 2), F.9, F.9 (A.L. 1), M.33, Q.19, Z.50, Z.51, Index, 1941.
- 1525.—Vol. II, Part I—Anson Aircraft—Leaflet Nos. C.17, H.16 (A.L. 1), P.15, Z.54, Z.55.
- 1526B.—Vol. II, Part I—Cheetah X—Leaflet Nos. D.20, H.4, L.7, Z.15, Index, 1941.
- 1526B.—Vol. II, Part III—Cheetah X—Amendment List No. 5.
- 1527A.—Vol. II, Part I—Battle I Towed Target and Trainer—Leaflet Nos. M.23, Z.45.
- 1530A.—Vol. II, Part I—Blenheim I Aircraft—Leaflet No. M.19, Index, 1941.
- 1530B.—Vol. II, Part III—Blenheim IV Aircraft—Amendment List No. 7.
- 1532A.—Vol. II, Part I—Harrow I and II Aircraft, Index, 1941, Special.
- 1564A.—Vol. II, Part I—Hurricane 1A, 1B, and Sea Hurricane 1A, 1B—Leaflet Nos. B.11, P.22 (A.L. 1), Z.52, Index, 1941.
- 1564A, Vol. II, Part III—Hurricane 1A, 1B, and Sea Hurricane 1A, 1B—Amendment List No. 8.

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- 1564A.—Vol. III, Part I—Hurricane 1A, 1B, and Sea Hurricane 1A, 1B—Amendment Lists 11, 13, 14, and Slips for Amendment List No. 12.
- 1565A.—Vol. II, Part III—Spitfire V Aircraft—Special Initial Distribution, Amendment List Nos. 1 to 7 inclusive.
- 1565E.—Vol. I, Pilot's Notes—Spitfire VA, BC, Aircraft—Amendment List Nos. 11E, 12, 13, 15, 16F—Special Distribution.
- 1565E.—Vol. II, Part I—Spitfire VA, BC, Aircraft—Leaflet Nos. A.1, B.1, B.2, D.2, D.3, J.3, J.4, Z.20, Z.21, Index, 1941.
- 1565E.—Vol. II, Part II—Spitfire VA, BC, Aircraft—Amendment List 16—Special Distribution.
- 1565E.—Vol. II, Part III—Spitfire V Aircraft—Amendment List, Special Initial Distribution, with Amendment List Nos. 1 to 7 inclusive.
- 1569A.—Vol. II, Part I—Mentor I Aircraft—Index, 1941.
- 1570A.—Vol. I—Skua I Aircraft—Amendment List No. 14.
- 1570A.—Vol. II, Part I—Skua I Aircraft—Leaflet No. M.11 (A.L. 1).
- 1571A.—Vol. I—Roc I Aircraft—Amendment List Nos. 19, 20.
- 1571A.—Vol. II, Part I—Roc I Aircraft—Leaflet Nos. B.8, M.9 (A.L. 1).
- 1577A.—Vol. II, Part I—Henley I Aircraft—Index, 1941, Special.
- 1582C.—Vol. I—Lysander III, IIIA, III (TT), IIIA (TT)—Amendment List No. 6.
- 1582C.—Vol. II, Part I—Lysander III, IIIA, III (TT), IIIA (TT)—Leaflet No. M.11 (A.L. 1), M.12, Z.16. Special Distribution, Index 1941.
- 1582C.—Vol. III, Part I—Lysander III, IIIA, III (TT) and IIIA (TT)—Amendment Lists Nos. 5 and 6.
- 1585A.—Vol. II, Part I—Magister I Aircraft—Index 1941.
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- 1590C.—Vol. II, Part I—Merlin IV Engine—Leaflet Nos. A.2, M.1 (A.L. 4).
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- 1593D.—Vol. II, Part I—Gipsy Queen II Engine—Leaflet No. D.3.
- 1593C.—Vol. II, Part I—Gipsy Queen III Engine—Leaflet No. D.1, Index 1941.
- 1595A.—Vol. II, Part I—Seafox I Seaplane—Leaflet No. Z.28, Index 1941.
- 1596A.—Vol. I—Oxford I and II Aircraft—Amendment List No. 6.
- 1596A.—Vol. II, Part I—Oxford I and II Aircraft—Leaflet Nos. Z.40 (A.L. 1), Z.41, Z.42.
- 1665A.—Vol. II, Part I—Albacore I Aircraft—Leaflet Nos. C.17, F.5, H.9 (A.L. 1), M.11 (A.L. 1), M.12, M.14, N.4 (A.L. 1), P.10, Z.27, Z.28, Index 1941.
- 1669A.—Vol. I, Pilot's Notes—Master I Aircraft—Amendment List No. 38K and slips for A.L. 37.
- 1669A.—Vol. II, Part I—Master I Aircraft—Leaflet Nos. A.11, B.14, F.4, F.6, H.10, M.15, M.17, Z.35, Z.36.
- 1669A.—Vol. II, Part III—Master I Aircraft—Amendment List Nos. 5, 6.
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- 1707B.—Vol. II, Part I—Taurus VI, Mod. L and XVI Engine—Leaflet Nos. A.1, C.4, D.14 (A.L. 1), D.20, F.6, H.2, Z.18, Index 1941.

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| 1714A.—Vol. II, Part I—Sea Gladiator—Index 1941. | |
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| 1717D.—Vol. II, Part I—Cyclone GR 820-200 Series—Leaflet No. A.1, Index 1941. | |
| 1760A.—Vol. I—Fulmar I and II Aircraft—Marker Cards to A.L. 23, A.L. 24. | |
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| 1763A.—Vol. II, Part I—Dominie I Aircraft—Leaflet Nos. Q.1, Q.2, Z.11. | |
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| 1847B.—Vol. III, Part I—Twin Wasp C4—Special Distribution A.L. 2. | |
| 1853.—Vol. II, Part II—60-ft. Pinnace fitted with Perkin's S.6M diesel—Amendment List No. 4. | |
| 2031A.—Vol. I—Martlet I Aircraft—Initial Distribution. | |
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| 2035A.—Vol. III, Part I—Chesapeake I Aircraft—Amendment List No. 1. | |
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| 830.—Vol. III, Part B—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Amendment List Nos. 2 and 3 Special. | |
| 830.—Vol. III, Part E—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Amendment List Nos. 1 and 2 Special. | |
| 880.—Vol. I—Handbook on Oxy.-Acetylene welding and cutting—Amendment List No. 3. | |
| 958.—Vol. I—King's Regulations and Air Council Instructions—Amendment List No. 112. | |
| 1083.—Vol. I—R.A.F. Signal Manual, Part I—Amendment List No. 4. | |
| 1086.—Vol. I—Quarterly Price List—Amendment List No. 30. | |
| 1086.—Vol. I, Part IIIA—Wireless Telephone and Telegraph Stores—Amendment List Nos. 8, 9, 10. | |
| 1086.—Vol. I, Part V—Armament—Amendment List No. 2. | |
| 1086.—Vol. I, Part VA, July, 1942—Torpedo Spares and Components (Section IE and J)—Initial Distribution. | |
| 1086C.—Vol. I, Part I, July, 1941—Memorandum of Instructions, Table of Contents, Lists of Sections and General Index—Initial Distribution. | |
| 1086C.—Vol. I, Part IIIA, Revised June, 1942—Priced Vocabulary of Royal Air Force Equipment (U.S.A. Pattern) Wireless Telephone and Telegraph Equipment—Initial Distribution. | |
| 1086C.—Vol. I, Part XII—Aircraft General Stores—Amendment List No. 2. | |
| 1095.—Vol. I—Electrical Equipment Manual—Amendment List Nos. 68, 69. | |
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| 1181.—Vol. II, Part I—Starting System for Aero Engines—Leaflet Nos. C.5, E.2 (A.L. 1). | |
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| 1374.—Vol. I—Aero Engine Ignition Magnetos—Amendment List Nos. 32, 33, 34. | |
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| 1374.—Vol. III, Part IH—B.T.H. Type "C.S.E."—Initial Distribution, 2nd Edition, April, 1942. | |
| 1388B.—Vol. I—Standard 4 Syllabus for Training Naval Pilots—Initial Distribution. | |
| 1464.—Vol. II, Part I—Engineering Manual for the Royal Air Force—Leaflet Nos. D.178, D.179, D.184, E.48, G.123, G.124, G.125. | |
| 1464A.—Vol. I—Engineering Manual for R.A.F. General Principles, Workshop Layout and Practices—Amendment List Nos. 18, 35. | |
| 1464B.—Vol. I—Engineering Manual for R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Amendment List Nos. 7, 8. | |

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| 1469A.—Vol. I—Aeroplane Automatic Controls, Mark IV—Amendment List No. 1. | |
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| 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment List No. 85 and Slips for No. 84. | |
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| 1641.—Vol. II, Part I—Aircraft Machine Guns—Index, 1941. | |
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| 1659A.—Vol. II, Part I—Fraser Nash Gun Turrets—Leaflet No. D.4, Index, 1941. | |
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| 1661B.—Vol. I—Bombs—Amendment List Nos. 8, 9, 10, 11. | |
| 1661E.—Vol. I—Pyrotechnics—Amendment List Nos. 46, 47, 48, 49, 50, 51, 52, 53. | |
| 1664.—Vol. I—Bomb Carriers—Amendment List Nos. 23, 24, 25. | |
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| 1668B.—Vol. II, Part III—Instructional Equipment for Armament (Gunnery)—Amendment List No. 4. | |
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| 1882.—Vol. I, 1st Edition—Scales of Contents of Turret Tool Kits—Amendment List No. 3, Special Distribution. | |
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| 1894.—Vol. I—Scales of Equipment for Salvage Centres—Special Initial Distribution. | |
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| 2028.—Vol. II, Part II—40-ft. Sea Plane Tenders 304-313-367-376—Amendment List No. 3, Special. | |
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	Tee Emms—Vol. II, No. 4—July, 1942—Initial Distribution.
	Transfer Checking List No. 18—Amendment List No. 1.
	A.M. Pamphlet Talk to Personnel about to proceed Overseas—Amendment List No. 1—Special.

4809.—Air Publications—Distribution during August, 1942

(N.S. Air 18/42.—1.10.1942.)

The undermentioned Air Publications, Leaflets, etc., were distributed during August, 1942.

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

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

Airframes and Aero Engines

<i>Air Publication No.</i>	<i>Description</i>
1416G.	Vol. II, Part I—Kestrel XXX Engine—Leaflet No. Z.7.
1449B.	Vol. II, Part I—Tiger Moth II Aircraft—Leaflet Nos. A.10, B.6, D.2 (A.L. 1), D.4 (A.L. 1), J.8 (A.L. 2).
1451B and C.	Vol. III—Pegasus Engine—Amendment List Nos. 8, 17.

Airframe and Aero Engines—contd.

<i>Air Publication No.</i>	<i>Description</i>
1451C.	Vol. II, Part I—Pegasus II, M.2, and II, M.3 Engines—Leaflet No. Z.47.
1451D.	Vol. II, Part I—Pegasus III, VI and XXX Engines—Leaflet No. C.16.
1451D.	Vol. II, Part II—Pegasus III, VI and XXX Engines—Amendment List No. 1.
1451D.	Vol. III—Pegasus III, VI and XXX Engines—Amendment List No. 15.
1451E.	Vol. II, Part I—Pegasus X Engine—Leaflet No. Z.37, Index 1941.
1451E.	Vol. II, Part II—Pegasus X Engine—Amendment List No. 1.
1451E.	Vol. III—Pegasus X Engine—Amendment List No. 10.
1451F.	Vol. II, Part I—Pegasus XX Engine—Leaflet Nos. D.18, Z.32.
1451G.	Vol. II, Part I—Pegasus XXII Engine—Leaflet Nos. D.15, Z.30.
1451G.	Vol. II, Part II—Pegasus XXII Engine—Amendment List No. 5.
1451G.	Vol. III—Pegasus XXII Engine—Amendment List No. 8.
1451H.	Vol. II, Part I—Pegasus XVIII Engine—Leaflet Nos. A.4, D.23, Z.23.
1451H.	Vol. II, Part III—Pegasus XVIII Engine—Amendment List No. 6.
1451H.	Vol. III—Pegasus XVIII Engine—Amendment List No. 6.
1491A.	Vol. II, Part II—Mercury VI S. Engine—Amendment List No. 1.
1491B.	Vol. II, Part I—Mercury VIII and IX Engine—Leaflet No. Z.37, Index 1941.
1491B.	Vol. II, Part II—Mercury VIII and IX Engines—Amendment List No. 5.
1491C.	Vol. II, Part I—Mercury XII Engine—Leaflet No. Z.25, Index 1941.
1491D.	Vol. II, Part I—Mercury XV and XX Engines—Leaflet Nos. G.2 (A.L. 1), Z.20, Z.21, Index 1941.
1491D.	Vol. II, Part II—Mercury XV and XX Engines—Amendment List No. 3.
1500.	Vol. II, Part II—Gipsy Major Engine—Amendment List No. 3.
1511.	Vol. II, Part I—Tiger VI Engine—Leaflet No. Z.21.
1511B.	Vol. II, Part I—Tiger VI Engine—Leaflet No. H.10, Index 1941.
1511D.	Vol. II, Part I—Tiger VIII Engine—Leaflet No. Z.14, Index 1941.
1515A.	Vol. II, Part I—Walrus I Aircraft—Leaflet Nos. Q.95, Z.46, Z.47.
1515B.	Vol. II, Part I—Walrus II Aircraft—Leaflet Nos. M.1, M.2.
1517.	Vol. II, Part I—Swordfish Aircraft—Leaflet Nos. M.34, Q.20, Z.52.
1523A.	Vol. II, Part I—Gladiator I Aircraft—Leaflet No. Z.30, Index 1941.
1523B.	Vol. II, Part I—Gladiator II Aircraft—Leaflet No. Z.9, Index 1941.
1526A.	Vol. II, Part I—Cheetah IX Engine—Leaflet Nos. B.7, C.25, H.8, H.9, L.8, Z.24, Index 1941.
1526A.	Vol. III, Part I—Cheetah IX—Amendment List No. 17.
1526B.	Vol. II, Part I—Cheetah X—Leaflet Nos. B.7, C.16, D.21, G.5, Z.16.
1527A.	Vol. II, Part I—Battle I, Towed Target and Trainer—Index 1941.
1530A.	Vol. II, Part I—Blenheim I Aircraft—Leaflet No. M.20.
1530B.	Vol. I, Pilot's Notes—Blenheim IV Aircraft—Amendment List Nos. K.43, K.44.
1530B.	Vol. II, Part I—Blenheim IV Aircraft—Leaflet No. Z.33.
1564A.	Vol. I—Hurricane IA and IB and Sea Hurricane IA and IB—Amendment List No. 49.
1564A.	Vol. II, Part I—Hurricane IA and IB and Sea Hurricane IA and IB—Leaflet Nos. B.12, C.12, J.27, N.10, O.4 (A.L. 1), Q.17, Z.52 (A.L. 1), Z.53, Z.54.
1564A and B.	Vol. III, Part I—Hurricane Aircraft—Amendment List Nos. 15, 16, 17, 18, Special Distribution.
1564B.	Vol. II, Part I—Hurricane IIA, B, C Aircraft—Leaflet No. Q.6, Special Distribution.
1565E.	Vol. I—Spitfire V Aircraft—Additional Distribution.
1565E.	Vol. II, Part I—Spitfire VA, B, C Aircraft—Leaflet Nos. P.2, Z.22, Z.23, Z.24.
1570A.	Vol. II, Part I—Skua I Aircraft—Index 1941.
1571A.	Vol. II, Part I—Roc I Aircraft—Leaflet Nos. Z.13 (A.L. 3), Z.24, Index 1941.
1582C.	Vol. I—Lysander III, IIIA, III (TT), IIIA (TT)—Amendment List No. 10.

Airframe and Aero Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|---|--------------------|
| 1582C.—Vol. II, Part I—Lysander III, IIIA, III (TT), IIIA (TT)—Leaflet Nos. D.1 (A.L. 1), Q.3 (A.L. 1). | |
| 1582C.—Vol. III—Lysander III, IIIA, III (TT), IIIA (TT)—Amendment List Nos. 7, 8, 9. | |
| 1589B.—Vol. II, Part I—Perseus X and XA Engines—Leaflet Nos. D.17, Z.21. | |
| 1589B.—Vol. III—Perseus X and XA Engines—Amendment List No. 5. | |
| 1589C.—Vol. II, Part I—Perseus XII Engine—Leaflet Nos. C.7, C.9, H.3, Z.24, Z.25 | |
| 1589C.—Vol. II, Part 2—Perseus XII Engine—Amendment List No. 5. | |
| 1590B.—Vol. II, Part 1—Merlin II, III and V Engines—Leaflet Nos. M.6, Z.11, Index 1941. | |
| 1590B.—Vol. II, Part 3—Merlin II, III and V Engines—Amendment List No. 7. | |
| 1590C.—Vol. II, Part 1—Merlin IV Engine—Leaflet Nos. M.3, Z.10. | |
| 1590D.—Vol. II, Part 1—Merlin VIII and XXX Engines—Leaflet Nos. H.3, M.7, Z.8. | |
| 1590E.—Vol. II, Part 1—Merlin X Engine—Leaflet Nos. C.7, F.1, H.5, M.4, Z.9, Special Dist. | |
| 1590G.—Vol. II, Part 1—Merlin XX and XXI Engines—Leaflet Nos. F.1, M.4, Z.7. | |
| 1590J and L.—Vol. I—Merlin 45 Engine—Amendment List Nos. 1, 2, 3. | |
| 1590J.—Vol. II, Part I—Merlin 45 Engine—Leaflet No. Z.1. | |
| 1595A.—Vol. II, Part I—Seafox I Seaplane Aircraft—Leaflet Nos. T.1 (A.L. 2). | |
| 1595A.—Vol. III, Part I—Seafox I Seaplane Aircraft—Amendment List No. 5, Special Distribution. | |
| 1665A.—Vol. II, Part I—Albacore I Aircraft—Leaflet Nos. C.12, H.6 (A.L. 2), J.12 (A.L. 1), M.13, N.3 (A.L. 3), P.11, N.15, P.11, Q.7. | |
| 1665A.—Vol. III, 2nd Edition, March 1941—Albacore I Aircraft—Initial Distribution and (A.L. 1). | |
| 1669A.—Vol. II, Part I—Master I Aircraft—Leaflet Nos. A.12, B.17, P.11, Z.37. | |
| 1707A.—Vol. II, Part I—Taurus II Engine—Leaflet Nos. B.2, C.4 (A.L. 1), C.5, C.6, C.7, D.14 (A.L. 1), E.3, F.6 (A.L. 1), Z.19, Z.20. | |
| 1707B.—Vol. II, Part I—Taurus VI Engine—Leaflet Nos. C.5, C.6, Z.19. | |
| 1708A.—Vol. II, Part I—Proctor I and II Aircraft—Leaflet No. N.2. | |
| 1708A.—Vol. III, Part I—Proctor I and II Aircraft—Amendment List No. 6. | |
| 1708C.—Vol. I—Proctor III Aircraft—Amendment List Nos. 5, 6. | |
| 1714A.—Vol. II, Part I—Sea Gladiator I Aircraft—Leaflet No. Z.12. | |
| 1760A.—Vol. II, Part I—Fulmar I and II Aircraft—Leaflet Nos. B.5, E.3, J.14, K.6, M.14, N.5 (A.L. 1), Z.14 (A.L. 1). | |
| 1763A.—Vol. II, Part I—Dominie I Aircraft—Leaflet No. J.5. | |
| 1792A.—Vol. II, Part I—Gipsy Six I Engine—Leaflet No. D.1, Special Distribution. | |
| 2031A.—Vol. II, Part I—Martlet I Aircraft—Leaflet Z.15. | |
| 2031B and C, Vol. I, Pilots Notes—Martlet II and III Aircraft—Additional Distribution. | |
| 2031B.—Vol. II, Part I—Martlet II Aircraft—Leaflets Nos. H.1, J.2, M.3, M.4, Q.3, Z.10, Z.11, Index 1941. | |
| 2031B.—Vol. II, Part II—Martlet II Naval Aircraft—Special Initial Distribution. | |
| 2031C.—Vol. II, Part I—Martlet III Aircraft—Index 1941. | |
| 2031D.—Vol. II, Part I—Martlet IV Aircraft—Initial Distribution. | |
| 2035A.—Vol. II, Part I—Chesapeake I Aircraft—Leaflet No. J.1. | |
| 2280A and B.—Vol. I—Seafire I and II Aircraft—Additional Distribution. | |
| 2280A and B.—Vol. II, Part II, Naval—Seafire I and II Aircraft—Special Initial Distribution. | |

General Publications

- 830.—Vol. III, Part A—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Amendment List No. 5.
- 830.—Vol. III, Part C—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Amendment List No. 2.
- 830.—Vol. III, Part D—Revised edition, June, 1942—R.A.F. Equipment Regulations, Scales and Schedules of Equipment—Initial distribution 23, 24, 25, 26.

Air Publication No. *General Publications—contd.*

- 958.—Vol. I—King's Regulations and Air Council Instructions for Royal Air Force (2nd edition)—Amendment List No. 113.
- 982.—Vol. I—Aircraft W/T Operating Signals—Correction No. 9.
- 1083.—Vol. I—R.A.F. Signal Manual (Part I) Organisation—Amendment List No. 5.
- 1086.—Vol. I, Part IIIA—Wireless Telephone and Telegraph Stores—Amendment List Nos. 11, 12, 13.
- 1086.—Vol. I, Part X—Barrack Camp and Hospital Stores—Amendment List No. 3.
- 1086.—Vol. I, Part XIA, C.D. E.F.—Aeroplane Parts, Miscellaneous Equipment—Initial Distribution.
- 1086.—Vol. I, Parts XIII, XIII A, XIII B—Materials—Initial Distribution.
- 1086.—Vol. I, Part XV—Hangars—Initial Distribution.
- 1086C.—Vol. I, Part II—Priced Vocabulary of American Equipment—Initial Distribution.
- 1095.—Vol. I—Electrical Equipment Manual—Amendment List Nos. 70, 71, 72, 73, 74, 75, 76, 77.
- 1095.—Vol. II, Part I—Electrical Equipment Manual—Leaflet Nos. G.45, H.19, J.28, L.35 (A.L. 1), M. 25, Index 1941.
- 1181.—Vol. I—Starting Systems for Aero Engines—Amendment List Nos. 9, 10, 11.
- 1181.—Vol. II, Part I—Starting Systems for Aero-Engines—Leaflets Nos. D.2 (A.L.1), D.4, D.5, Z.10.
- 1181.—Vol. II, Part III—Starting System for Aero Engines—Amendment Lists Nos. 12 and 13.
- 1182.—Vol. I, Parts I and II—Safety Equipment Manual—Amendment List No. 7.
- 1182.—Vol. II, Part I—Safety Equipment Manual—Leaflet Nos B.22, C.2, E.1 (A.L. 1).
- 1186.—Vol. II, Part I—Royal Air Force Signal Manual, Part IV (Instruments)—Leaflet Nos. A.121 (A.L. 1), A.165, A.166, B.61, C.12, D.21, D.22, E.84, E.85, E.86.
- 1186A.—Vol. I—Royal Air Force Signal Manual, Part IV (V.H.F. Equipment). Amendment List No. 34.
- 1186A.—Vol. II, Part I—Royal Air Force Signal Manual, Part IV (V.H.F. Equipment)—Leaflet Nos. A.17, A.18, A.19, D.1, Special.
- 1242.—Vol. II, Part I—R.A.F. Armament Training Manual, Part I (Machine Guns, Small Arms, etc.)—Leaflet No. F.4 (A.L. 1).
- 1243.—Vol. II, Part I—R.A.F. Training Manual, Part II (Bomb Sights, etc.)—Leaflet Nos. C.26, F.73, F.73 (A.L. 1).
- 1275.—Vol. I—Instrument Manual—Amendment List No. 61.
- 1355.—Vol. II, Part I—Photographic Equipment Manual—Leaflet No. B.32 Index 1941.
- 1374.—Vol. II, Part I—Aero Engines, Ignition, Equipment—Leaflet Nos. A.17, Q.1, X.17, Z.26, Index 1941.
- 1464.—Vol. II, Part I—Engineering Manual for Royal Air Force—Leaflet Nos. A.26 (A.L. 2), B.93, C.32 (A.L. 1), D.181 (A.L. 1), D.187, D.188, D.189, G.126.
- 1464A.—Vol. I—Engineering Manual for Royal Air Force General Principles, Workshop Layout and Practices—Amendment List No. 19.
- 1464B.—Vol. I—Engineering Manual for Royal Air Force General Aerodrome, Aircraft and Workshop Equipment—Amendment List Nos. 16, 40.
- 1467.—Vol. I—Priced List of Spare Parts for Kestrel and Merlin Aero Engines—Amendment List No. 1.
- 1469A.—Vol. II, Part I—Aeroplane Automatic Controls, Mark IV—Leaflet No. A.1.
- 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment List Nos. 84, 86.
- 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment List No. 26.
- 1480F.—Vol. I—Silhouettes of Japanese Aircraft—Amendment List No. 12.
- 1480I.—Vol. I—Silhouettes of American Aircraft—Amendment List No. 10.
- 1480X.—Vol. I—Recognition Book of British Experimental Aircraft—Amendment List No. X.7, Special Distribution.

Air Publication No.

General Publications—contd.

- 1492.—Vol. I—Towed Targets and Associated Equipment—Amendment List Nos. 8, 9, Preliminary Lists, Issue No. 2.
- 1507A.—Vol. II, Part I—A.B.C. Auxiliary Power Unit, Types 1, 1A (Water Cooled)—Leaflet No. Z.4.
- 1510.—Vol. II, Part I—Royal Air Force Manual, Defence against Gas—Index 1941.
- 1512.—Vol. II, Part I—Queen Bee Rigging and Maintenance Notes—Index 1941.
- 1519.—Vol. II, Part I—Air Pump Units—Leaflet Nos. F.2, Z.7.
- 1538.—Vol. II, Part I—Adjustable and Variable Pitch Airscrews—Leaflet Nos. A.5, B.63, B.63 (A.L. 1), Index 1941.
- 1538.—Vol. III, Part I—Adjustable and Variable Pitch Airscrews—Amendment List Nos. 23, 24, 25, 26.
- 1538B.—Vol. II, Part II, March 1942.—Schedule of Fits, Clearances and Repair Tolerances—Initial Distribution.
- 1538B.—Vol. II, Part III—Examination and Overhaul of Airscrews Governor Unit and De-Icing Equipment—Initial Distribution.
- 1538D.—Vol. I—Clearances and Repair Tolerances, De Havilland Hydromatic Variable Pitch Airscrews—Amendment List Nos. 5, 6.
- 1538F.—Vol. II, Part I—Rotol Electric Airscrews—Leaflet No. C.1.
- 1641C.—Vol. II, Part III—Browning, .303-in. Aircraft, Mark II Guns—Amendment List No. 10.
- 1641E.—Vol. I—Aircraft Machine Guns, Firing Control Mechanisms—Amendment List Nos. 14, 15, 16.
- 1641E.—Vol. II, Part III—Aircraft Machine Guns, Firing Control Mechanisms—Amendment List Nos. 26, 27, 28.
- 1641F.—Vol. II, Part I—Hispano 20 mm. Guns, Marks I and II—Leaflet No. B.3.
- 1641F.—Vol. II, Part III—Hispano 20 mm. Guns Marks I and II—Amendment List Nos. 25, 26.
- 1641L.—Vol. I—American Machine Guns—Amendment List No. 14.
- 1641.—Vol. II, Part I—American Machine Guns—Leaflet Nos. B.1, C.6.
- 1656.—Vol. III, Part I—Fordson Models 817T and 917T—Amendment List No. 1.
- 1659A.—Vol. I—Fraser Nash Gun Turrets—Amendment List No. 21.
- 1659A.—Vol. II, Part I—Fraser Nash Gun Turrets—Leaflet No. M.12.
- 1659A.—Vol. II, Part III—Fraser Nash Gun Turrets—Amendment List Nos. 28, 29.
- 1659C.—Vol. II, Part I—Boulton and Paul Gun Turrets—Leaflet Nos. B.1, D.3 (A.L. 1), F.7, M.21, M.24.
- 1659C.—Vol. II, Part III—Boulton and Paul Gun Turrets—Amendment List Nos. 10, 11.
- 1661B.—Vol. I—Bombs—Amendment List Nos. 12, 13, 19 inclusive.
- 1661C.—Vol. I—Bomb Components—Amendment List Nos. 20–25, 26, 27, 28.
- 1661F.—Vol. I—Miscellaneous Cartridges—Amendment List No. 5.
- 1664.—Vol. II, Part III—Bomb Carriers—Amendment List No. 37.
- 1664C.—Vol. I—Bomb Winches—Amendment List No. 4.
- 1664C.—Vol. III, Part I, Sect. 4G—Bomb Winches—Initial Distribution.
- 1668A.—Vol. I—Instructional Equipment for Armament Bombing—Amendment List Nos. 11, 12.
- 1668A.—Vol. II, Part I—Instructional Equipment for Armament Bombing—Leaflet No. E.3, Index 1941.
- 1668B.—Vol. II, Part I—Instructional Equipment for Armament Gunnery—Leaflet Nos. B.1, B.3.
- 1668C.—Vol. II, Part I—Instructional Equipment for Armament Turretry—Leaflet No. B.1.
- 1713.—Vol. I—R.A.F. V.R. Signal Manual—Amendment List No. 2.
- 1730A.—Vol. I—Bomb Sights—Amendment List No. 13.
- 1730A.—Vol. II, Part III—Bomb Sights—Amendment List Nos. 12, 13, 14.
- 1757.—Vol. II, Part II—37½-ft. Seaplane Tender fitted with 100 h.p. Meadows—Amendment List No. 3.
- A.P. (N) 1.—With Amendment List No. 1—Initial Distribution.
- 1766J.—Vol. I—Petrol Electric A.C. Test Set on Trolley—Initial Distribution with A.Ls. 1–3 incorporated.

Air Publication No.

General Publications—contd.

- 1766S.—Vol. I—Initial Distribution.
- 1788.—Vol. I—Scales of Equipment for Signal Schools—Amendment List No. 4.
- 1897.—Vol. I, 2nd Edition—War Equipment Schedule for Spitfire V (Fighter) Squadron—Amendment List No. 2.
- 1921.—Vol. I—Disposal of Non-effective surplus and missing aircraft and procedure of reporting, guarding and salvage of crashed and force-landed aircraft in the United Kingdom in War—Amendment List No. 2.
- 1927.—Vol. I—Air Force Code—Amendment List No. 24, Correction 23.
- 2058A.—Vol. I—Provisional Ammunition Memoranda—Amendment List No. 6, pages B.3, B.4, B.5, B.6, F.7, P.1, 1/2, 3/4, 5/6, P.2.
- 2059.—Vol. II, Part I—R.C.A. Aircraft Communication Receiver, Model A.V.R. 20—Index 1941.
- 2103.—Vol. II, Part I—American Eclipse Aircraft Accessory Equipment—Index 1941.
- 2110A.—Vol. I—Curtis Electric Airscrews (U.S.A.)—Initial Distribution.
- 2111A.—Vol. I—Aircraft Depth Charges and Equipment—Amendment List No. 16.
- 2111A.—Vol. II, Part I—Aircraft Depth Charges and Equipment—Leaflet Nos. 6, 9, 10, 11.
- 2135.—Vol. I, Sects. 1 and 2—Cinematograph Projectors—Initial Distribution.
- 2135A.—Vol. II, Part I—Cinematograph Projectors—Special Initial Distribution consisting of Leaflet No. 1 and Index.
- 2150A.—Vol. I—U.S. Air Corps Technical Notes—Initial Distribution.
- 2188.—Vol. II, Part II—900 Gallons Fuel Trailer—Amendment List No. 1.
- 2220.—Vol. II, Part II—1,000 Gallon Petrol Tanker (Bedford 4-wheel Chassis, Model Q.L.)—Amendment List No. 1, Special Distribution.
- 2241.—Vol. II, Part II—Aero Engine Pumps Schedule of Fits—Initial Distribution.
- 2242.—Vol. I—Boost Controls for American Engines—Initial Distribution with Amendment List Nos. 1 and 2.
- 2264.—Vol. I, 1st Edition, June, 1942—Armament Publications—Initial Distribution.
- 2312.—Vol. II, Part III—Test Requirements for American Instrument and Repair—Amendment List Nos. 6, 7, 8 and slips for No. 5.
- 2339A.—Vol. II, Part II—Maintenance Schedule, Kingfisher Landplane and Seaplane with Wasp Junior "B" Series Engine—Initial Distribution.
- Appendices "A"*
- 853.—Seafox Aircraft—Amendment List No. 21.
- 903.—Gladiator Aircraft—Amendment List No. 20.
- 904.—Henley I Aircraft—Amendment List No. 18.
- 946.—Tiger Moth II Aircraft—Amendment List Nos. 17, 18, 19, 20, Special Distribution.
- 957.—Queen Bee Aircraft—Amendment List Nos. 8, 9, Special Distribution.
- 967.—Blenheim Aircraft—Amendment List Nos. 57, 58, Special Distribution.
- 971.—Proctor I Aircraft—Amendment List No. 34.
- 981.—Gladiator II Aircraft—Amendment List No. 15.
- 988.—Sea Gladiator Aircraft—Amendment List No. 15.
- 992.—Dominie I Aircraft—Amendment List Nos. 29, 30, Special.
- 999.—Master I Aircraft—Amendment List Nos. 37, 38, 39, 40, 41, 42.
- 1036.—Battle Target Tower—Amendment List Nos. 25, 26, 27, Special Distribution.
- 1044.—Walrus Aircraft—Amendment List Nos. 66, 67, 68.
- 1058.—Magister I Aircraft—Amendment List No. 14.
- 065.—Fulmar Aircraft—Amendment List Nos. 88, 89, 90.
- 1084.—Lysander Aircraft—Amendment List No. 36.
- 1087.—Buffalo Aircraft—Amendment List No. 8A.
- 1144.—Proctor II Aircraft—Amendment List Nos. 27, 28, 29, 30.
- 1189.—Spitfire V Aircraft—Amendment List Nos. 56–59 inclusive, 60–69 inclusive.
- 1191.—Barracuda Aircraft—Amendment List Nos. 55, 56–61 inclusive.

Air Publication No.

Appendices "A"—contd.

- 1209.—Sea Hurricane Aircraft—Amendment List Nos. 44, 45, 46, 47, 48, 49, 50.
 1216.—Proctor III Aircraft—Amendment List Nos. 20, 21.
 1234.—Lysander Target Tower—Amendment List Nos. 6, 7.
 1244.—Swordfish Aircraft—Amendment List Nos. 5, 6, 7, 8, 9, 10, 11, 12, 13.
 1253.—Martlet I Aircraft—Amendment List No. 8.
 1261.—Hurricane Aircraft—Amendment List Nos. 28, 29, 30, 31, 32, 33, 34.
 1280.—Seafire 1B Aircraft—Amendment List Nos. 1-9 inclusive, Initial Distribution.
 1292.—Albacore Aircraft—Amendment List Nos. 2, 3, 4, 5.
 3015.—Chesapeake Aircraft—Amendment List Nos. 5A, 6A.
 3044.—Martlet IV Aircraft—Amendment List No. 1A.
 3048.—Kingfisher Aircraft—Initial Distribution.

Air Diagrams

- 1320.—Automatic Controls, Mark IV—Initial Distribution.
 2072.—R.A.F. Compass, Type O.2A—Initial Distribution.
 2087.—Sheet I, Issue I, Carbon Pile Voltage Regulators, Types E and G—Amendment List No. 1.
 2160.—Sheet I, Issue I, Cycle of Operation, F.24 Camera—Initial Distribution.
 W.S.S.846.—Hurricane I—Additional Distribution.

Miscellaneous

- 6328 O.U.s.—Unit Equipment Table (All Types)—Amendment List 6, P.310/42. A.L. 7, P.362/42.
 6328F O.U.s.—Fulmar—Amendment List 3, P.335/42, A.L. 4, P. 345/42. Provisional Armament Publication No. 30—Initial Distribution. Synthetic Training Committee Paper No. 37—Initial Distribution. Provisional Armament Publication No. 17—Amendment List No. 2. Admiralty Revision Sheets for Standard Aeronautical Material and Fittings. Transfer Checking Lists No. 153—Initial Distribution. Tee Emms, Vol. II, No. 5, August, 1942—Initial Distribution. Air Ministry Form No. 2354—Initial Distribution.

4810.—Admiralty Regional Officer, North Midland—Change of Address

(P.—1.10.1942.)

The following change of address and telephone number of the Admiralty Regional Officer, North Midland, took effect from the 26th September, 1942:—

Government Buildings,
 Clifton Boulevard,
 Lenton, Nottingham.

Telephone No.:—Nottingham 77722.

2. A.F.O. 3889/41 should be amended accordingly.

(A.F.O. 3889/41.)

4811.—Mails Lost Through Enemy Action

(M. 011602/42.—1.10.1942.)

Non-confidential correspondence for H.M. Ships and authorities named below has been lost as the result of enemy action.

Duplicates should be forwarded as necessary:—

Letter mail posted in the United Kingdom between 24th July and 7th August.

Addressed to:—

Commodore, R.I.N.
 F.L.O., Delhi.
 P.S.T.O., Bombay.
 N.C.S.O., Calcutta.
 S.N.O., Cochin.
 S.N.O., Karachi.
 N.O. i/c., Madras.
 R.M. Detachment 350.
 H.M. Ships "Bombay", "Cornwallis", "Clive", "Falmouth", "Flamingo", "Garnet", "Herald", "Hindustan", "Indus", "Investigator", "Isis", "Konkan", "Lawrence", "Madras", "Mantis", "Moorlake", "O.24", "Punjab", "Rover", "Rajputana", "Soembo", "Sandpiper", "M.L. 1087".

Parcel mail posted in the United Kingdom between 5th August and 7th August.

Addressed to:—

S.N.O., Bombay.
 H.M. Ships "Flamingo", "Investigator", "Konkan", "Neuralia", "Rover".

4812.—Aircraft Recognition Journal—Distribution

(G.D. 0759/42.—1.10.1942.)

The first monthly number of this journal has been distributed without demand on the following scale:—

Battleships, Battle Cruisers, Aircraft Carriers	...	...	20
Large Cruisers (7,000 tons)	...	...	15
A.A. and A.A.A. Ships, Small Cruisers, Monitors, Seaplane and Auxiliary Carriers, Depot, Repair and Base Ships	...	...	10
Destroyers, Sloops, Netlayers, A.M.Cs., O.B.Vs., Minelayers, L.S.Is.	...	...	6
F.O.I.Cs. and N.O.I.Cs., Home and Abroad	...	...	5
Minesweepers and Corvettes, Seagoing Yachts	...	...	3
Trawlers, Drifters, Yachts and Coastal Craft	...	...	1
Recognition centres	...	...	8
Recognition section	...	...	4
Large naval air station	...	...	20
Small naval air station	...	...	6
Observers, Air Gunners, Fighter and Torpedo Schools extra	...	...	8

Barracks and Training Establishments.—The following figures refer to the establishments shown in C.A.F.O. 1154/42:—

Page	Number of Copies	Page	Number of Copies
3	50, 10, 10, 10, 10, 10, 50,	16	0, 5, 0, 2, 0.
	50, 10.	17	2 each.
4	10, 10, 10, 10, 50, 20, 10, 50,	18	2, 2, 2, 2, 2, 0.
	10.	19	50, 10, 20, 0, 0, 0, 50, 0, 0, 20,
5	20, 10, 5, 30, 2.		50, 0.
6	5, 20, 50, 20.	20	10, 0(?), 10, 10, 10, 0, 10, 10,
7	5, 5, 10, 50, 10, 50, 50, 5.		20, 10, 10.
8	50, 25, 5, 20, 5, 50.	21	10, 2, 10, 10, 5, 5, 20, 2, 2, 2, 2.
9	10, 10, 50, 5, 2, 10, 5, 5, 50, 50.	22	0, 20, 10, 5, 2, 20, 10, 10.
10	5, 5, 5, 5, 5.	23	10, 10, 5, 5, 2, 2, 2, 2, 2+2, 2, 5.
11	5, remainder see above.	24	0, 5, 5, 5, 5, 5, 0.
12	See above, 3.	25	Nil, 2, 2.
13	5, 3, 0, 2, 3, 0.	26	2 each.
14	0, 3, 3, 5.	27	2 each.
15	3, 0, 3, 0, 0, 0.	28	2+2, 2+2, 2, 2, 2, 2.

D.E.M.S. Training Centres Abroad:—

Gibraltar	...	Alexandria	...
Freetown	...	Khormaksar	...
Simonstown	...	Colombo	...
Durban	...	Trinidad	...
Aden	...	Bermuda	...
Port Tewfik	...	Bombay	...
Port Said	...	Calcutta	...
		Madras	...
		D.E.M.S. Canada (4 ports)	20
		D.E.M.S. Australia (3 ports)	15
		D.E.M.S. New Zealand (2 ports)	10

Dominions, etc., for Shore Establishments:—

Australia	...	South Africa	...
Canada	...	Ceylon	...
India	...	East Africa	...

2. A reference to this A.F.O. should be made in paragraph 28 and Appendix I of A.F.O. 3595/42.

(C.A.F.O. 1154/42 and A.F.O. 3595/42.)

4813.—Naval Officers' Identity Cards (S.1511) and Sailors' Pay [and Identity Book (Form S.43A)—Losses of—Reports and Recoveries

(E.F.O.—1.10.42.)

Attention is drawn to A.F.Os. 4723/42 and 4723a/42 in Section 2 of this issue.

4814.—Official Christmas Cards—Exchange between the Services in Abyeance

(M. 016202/41.—1.10.1942.)

The Admiralty, War Office and Air Ministry have agreed this year to abandon the practice of exchanging "official" Christmas cards between units of the three Services. This step has been taken in the interests of economy, but it is not desired that it should be extended to the exchange of private Christmas cards between relatives and friends. It is realised that there may be certain cases, particularly abroad, where the maintenance of morale may make it desirable that "official" cards should be exchanged, but in general, and particularly in the United Kingdom it is considered that the above restriction should be accepted for this coming Christmas.

4815.—W.R.N.S.—Disposal of Form S.1514.A

(N. 15184/42.—1.10.1942.)

Form N.S. 403 (S.1514A), Part I of which is completed by applicants to join the W.R.N.S. and Part II by the local officer of the Ministry of Labour and National Service, is, if the applicant is entered, to be returned by the Accountant Officer to the W.R.N.S. Unit Officer to complete the rating's papers of application.

(C.-in-C. *Western Approaches No. W.A. 1888/1614P. 30.6.42.*)

(A.F.Os. 2026/42 and 3106/42.)

4816.—B.R. 24A—Government Telegraph Code—Appendix (1938)—Naval Correction No. 11

(M. 3441/42.—1.10.1942.)

Attention is drawn to A.F.O. S. 262/42.

2. Further amendments to Government Telegraph Code—Appendix (1938) will appear in Admiralty Fleet Orders "S.C." Series only.

(*Consolidated Correction No. 10.—A.F.O. 2315/42.*)

4817.—Books—B.R. 236—Turret Gun Drill for 14-in. B.L., Mark VII Guns on Twin Mark II and Quadruple Mark III Mountings, 1942—Issue

(G. 2113/42.—1.10.1942.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available in accordance with the following establishment, viz:—

	Copies
Flag Officers	1 each
Battleships	50 *
H.M.S. "Excellent"	100
Captain (G), H.M. Gunnery School, Devonport	10
Captain (G), R.N. Gunnery School, Chatham	10
Adjutant General, Royal Marines	35
Inspector of Naval Ordnance, Woolwich	1
R.N. College, Greenwich	2
R.A. College, Woolwich	2
Naval Staff Library, Admiralty	2
Loan Libraries	1
Ministry of Supply, S.S.2.B. (for D. of A.A.1.)	1

* Ships fitted with 14-in. B.L. Mark VII guns on Twin Mark II and Quadruple Mark III mountings, only.

4818.—Form S.134d (Small)—Introduction for Use by H.M. Ships, etc.

(N.S. 23724/42.—1.10.1942.)

With a view to effecting economy in paper, a small size demand form, to which the number "S.134d (small)" has been assigned, has been introduced for use by H.M. Ships, Establishments, etc., when demanding a single or a very few items of naval stores from dockyards and naval store depots.

2. 5,000 books of Forms S.134d (small) have been ordered, each book containing 50 sets in quintuplicate.

3. Initial supplies should be demanded from the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10.

4819.—Form S.1177a—Gyro Compass Report—Rendering

(C.D. 584/42.—1.10.1942.)

With reference to K.R. & A.I., Article 1187, Clause 1, A.F.O. 499/41, and to the instructions on Form S.1177, during the period of hostilities Form S.1177a may be rendered in manuscript provided that the performance of the gyro-compass has been satisfactory during the period covered by the report.

(*K.R. & A.I., Article 1187 (1).*)

(*A.F.O. 499/41.*)

Section 6.—SHORE ESTABLISHMENTS

4820.—Civil Service War Bonus—Non-Industrial Staff from the United Kingdom Serving Abroad

(C.E. 55500/42.—1.10.1942.)

As from 1st January, 1942, payment of the Civil Service War Bonus is extended to civilian non-industrial staff from the United Kingdom on tours of duty abroad, under similar conditions to those which apply to such staff when serving in the United Kingdom. For staff who are entitled to official quarters or an allowance in lieu as part of their official emoluments, when serving in the United Kingdom, the same amount should be taken into account in determining eligibility for and amount of war bonus as would be reckoned if they were serving at home. Otherwise allowances and benefits in kind received in respect of service abroad should be ignored in this connection.

2. The general conditions governing the payment of the Civil Service War Bonus are contained in A.F.O. 3317/42, which also gives the rates of bonus payable from 1st June, 1942; the rates payable prior to that date are as stated in A.F.O. 2711/42, which has been cancelled by the former order. The increase in bonus operative from the 1st June, 1942, should be brought into overtime calculations as from the first overtime week (or, where applicable, the first consecutive four-weekly period), commencing on or after the 28th June, 1942.

(*A.F.O. 3317/42.*)

4821.—Temporary Assistants in Supply and Accounting Departments Abroad when Appointed from United Kingdom—Overtime

(C.E. 4110/42.—1.10.1942.)

Temporary assistants who have been entered in the United Kingdom and appointed on tours of duty for service in the Supply and Accounting Departments of Overseas Establishments are eligible for overtime payment under the provisions of A.F.O. 84/42, subject to the following modifications:—

(a) War bonus payable under the conditions applicable to Home Establishments is reckonable with salary with effect from 1st January, 1942, for the purpose of determining time rate.

- (b) The limitation on salary and overtime payments to £112 10s. 0d. a quarter, or £450 per annum (vide paragraph 2 of A.F.O. 84/42), is waived to the extent of the additional payments arising from the appropriate zonal percentage addition allowed under A.F.O. 2331/41, e.g., an officer whose basic salary amounts to £105 per quarter, and whose overtime earnings bring his emoluments up to £112 10s. 0d. per quarter, will receive in addition the appropriate zonal percentage calculated on £7 10s. 0d. This modification has effect from 1st August, 1942.

(A.F.Os. 2331/41, 84/42 and 4820/42.)

4822.—Assisted Trips Home for Admiralty Industrial Employees

(L. 13580/42.—1.10.1942.)

With regard to A.F.O. 2577/42 (paragraph 14) the Minister of War Transport has recently made a general announcement concerning the necessity for the further restriction of passenger traffic on the railways during the winter of 1942-43. It has accordingly been decided to restrict the issue to any Admiralty industrial employee who may be entitled to more than two free or "assisted" travelling warrants during the coming winter under A.F.O. 2577/42, to a maximum of two in the period 1st October, 1942, to 31st March, 1943, inclusive.

2. Special consideration has been given by the Ministry of Labour to the position of workers transferred from Northern Ireland and Eire by that Department, for work of national importance, in relation to the general scheme for the grant of assisted travel facilities as detailed in A.F.O. 2577/42 (paragraphs 1-13 inclusive).

3. With reference to paragraph 6 of the Order referred to, it has now been arranged that workers from Northern Ireland and Eire may receive one assisted trip home after 15th September, 1942, provided that they have not already had more than one assisted trip during the period covered by the scheme and provided also that they can produce evidence that an exit permit has been granted to enable them to go.

4. It should be understood that the foregoing paragraphs 2 and 3 of this Order apply only to workers who have been transferred by the Ministry of Labour and National Service, and the Admiralty is only concerned to the extent to which it may have been responsible for the issue of "assisted" warrants (i.e. on payment of 7s. 6d.) under the scheme detailed in A.F.O. 2577/42 (paragraphs 1-13 inclusive). It will still be necessary for Heads of Establishments concerned to consult the local Employment Exchange as to entitlement to assisted travel facilities in each such case as it arises.

(A.F.O. 2577/42.)

4823.—Income Tax—Discharge of Salaried Officials and Weekly Paid Non-Industrial Staff at Home Establishments

(D.N.A. 11198/41.—1.10.1942.)

With reference to paragraph 6 of A.F.O. 3723/42, the procedure will be as follows:—

Where arrears of tax are due, establishments will be notified by the Chief Inspector of Taxes on the counterfoil to form 6A (D.C.B.) and one application for the payment of such arrears should be made to the taxpayer. In the event of payment not being received within a fortnight of the date of the application, a form 102 D.C.B. should be forwarded to the Chief Inspector of Taxes, who will take all further necessary action. As these charges will appear on the charge duplicate, the Chief Inspector will notify establishments when arrears of tax are recovered by him, in order that local records may be noted for subsequent notation on the charge duplicate. Amounts received from taxpayers in response to the one application referred to above should be similarly noted.

Where tax charged prior to the date of discharge is found to be excessive because no new employment is taken up (the assessment falling to be reduced to the actual year's emoluments) or for any other reason, a refund will be authorised by the Chief Inspector.

Supplies of forms 102 D.C.B. may be obtained from the Chief Inspector of Taxes, Departmental Claims Branch, The Hydro, Llandudno, North Wales.

(A.F.O. 3723/42.)

4824.—Industrial Staff Missing in the Far East—Pay Arrangements and Continuation of Allotments, etc.

(Part C.E. 1490/42.—1.10.1942.)

The following arrangements have been approved in regard to industrial staff who were serving in Admiralty establishments at Hong Kong and Singapore prior to the Japanese occupation and who are now missing or known to be prisoners of war.

- (1) Established workmen and hired workmen sent under agreement from the United Kingdom will be treated alike. They will be presumed to be alive and prisoners of war until definite evidence of their being casualties is forthcoming. It may, however, later be necessary to lay down, in the light of any further information which may be received, general principles as to the circumstances in which death is to be presumed.
- (2) So long as men are presumed to be alive and prisoners of war, they will be credited, as an *ex gratia* arrangement, with their net wages, i.e. wages less income tax, wages being calculated as for balance of civil pay purposes. To bring the treatment of hired men into line with those who are established, a deduction will be made from their emoluments as calculated above, on the basis of the income tax which those emoluments would bear were they liable to tax.
- (3) Foreign service allowance will continue up to and including the dates of capitulation, viz., 25/12/41 (Hong Kong) and 15/2/42 (Singapore).
- (4) Within the ceiling of net wages as defined above, the Admiralty will, at their discretion, make payments to dependants and make other payments such as insurance premiums on behalf of a workman if they are satisfied that such payments are in his interests. In deciding what payments shall be made to dependants the Admiralty will have regard on the one hand to the needs of the dependants, and on the other to the necessity for conserving, in the workman's interests, as much as possible of his wages against his return. In general, the Admiralty will treat existing allotments as an indication of the wishes of the workman, but allotments may be reduced if they are considered excessive in the altered circumstances. Payment of existing allotments will be continued pending settlement of the payments to be made to dependants under this scheme.
- (5) For the present, the possibility of payments being made direct to workmen in captivity either by the Japanese or through the protecting Power will be ignored, but should it be established that any such payments are being made, the net pay credited will be correspondingly lowered.
- (6) Should it at any time become known that a workman died at some earlier date, the amount of his wages credited to him since that earlier date, which has not been actually expended will be retrospectively cancelled, but as regards the allowances themselves, which would not have been made had the fact of death been known at the time, the question of recovery will be dealt with on the merits of each individual case.
- (7) In cases where dependants are in Australia or at other places abroad where special evacuation schemes have been in force, the actual cost of maintaining them in these localities will be charged against the workman's net wages. Cashiers will be notified of the amount of these deductions.
- (8) The above arrangements are not to be interpreted as an admission by the Admiralty of any contractual liability to credit wages or make other payments.
- (9) Further instructions as to accounting arrangements will be issued in due course.

4825.—Passports—Applications by Civilians Travelling Abroad

(N.L./N.I.D. 1542/42.—1.10.1942.)

Cancelled by AFO 6113/46.

As every application by a civilian for a passport requires the approval of the Ministry of Labour and National Service, the following particulars regarding Registration and Occupation must now be given on application forms in addition to those shown in paragraph 4 of A.F.O. 2360/41—

- (i) All civilian personnel who are registered for military service must state on Form "A" the number of their Certificate of Registration (N.S. 2) and the place where they registered.
- (ii) The Admiralty Department concerned must state whether the applicant is in a reserved occupation or is deferred from military service.
- (iii) Wives of naval or civilian personnel proceeding abroad to join their husbands must insert on the Exit Permit Application (Form "P" the place and date of their registration under the Employment Orders. Any wife who has failed to register under the Orders must do so before making application for a passport.

2. In no circumstances will the Passport Office issue a passport to a civilian unless complete information on these points is given. Considerable delay may occur if any of the necessary details are omitted, with the consequent risk of passages being missed.

(A.F.Os. 2360/41, 840/41 and 3096/42.)

4826.—Motor Transport Vehicles—Speed Limits

(N.S.M.T. 2873/42.—1.10.1942.)

The following amendments are to be made to A.F.O. 4573/42 :—
Paragraph 2, lines 5 and 6 :—

Delete "40 m.p.h." as maximum speed limits for Vans, shooting brakes of less than 21 h.p. and Morris 14 h.p. light-type Utility Ambulances and substitute "35 m.p.h."

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

4827.—Timber Shipments to the United Kingdom—Introduction of "Tally-out" Form

Home Dockyards and Area Store Depots

(N.S./C.P. 52715/42.—1.10.1942.)

The procedure for invoicing timber shipped to the U.K. on Admiralty account has been revised with the object of hastening settlement of the Timber Controller's claims for payment. The new procedure necessitates the prompt rendering by the local officer of the Naval Store Department at the discharging port of a "tally-out" return in the following form on each occasion of the discharge of a vessel.

SECRET

Timber discharged from S.S.
at
Contract C.P. dated

Description.	Condition on Discharge.	Truck Nos.	No. of Ends.	Bill of Lading Marking.	Sizes.	Yard or Depot to which Consigned.

Copies of the return, which should be processed locally, are to be distributed as follows: two to Director of Navy Contracts, Branch 3A (one of which will

be forwarded to Timber Controller); one each to Senior Admiralty Timber Inspector; Director of Stores, Section 9A, London, and the (S) N.S.O. of the receiving Yard or Depot.

2. Immediately upon receipt of the "tally-out" form, invoices D.55 will be forwarded by the Timber Controller to the Senior Admiralty Timber Inspector who will send them to the consignee for usual action. Attention is directed to A.F.O. 2983/41 emphasizing the necessity for prompt action on the part of consignees in dealing with Form D.55 (entry on Account of Receipt being made where this system is in force.) The Timber Controller will concurrently render a provisional claim for payment on Form D.118 to the Director of Navy Accounts.

3. The above arrangements are to be adopted forthwith.

(A.F.O. 2983/41.)

4828.—Galvanising—Economy in the Use of

(D. 11950/42.—1.10.1942.)

Procedure to be Adopted for Hot Galvanising of Wrought Iron and Steel Tubes and Tubulars: Wrought and Malleable Tube Fittings and Fabricated and Manipulated Tubes

With reference to A.F.O. 3156/42, in order that a check may be kept on the demands of galvanisers for replace spelter, it is necessary that all orders by Contractors and Sub-Contractors for hot galvanised tubes, pipes and fittings connected with such pipes or tubes, should be forwarded, in the case of :—

(i) *Hull*—Through the Principal Ship Overseer, Emergency Repair Overseer or Lloyd's or British Corporation Surveyor concerned. The original and three copies of orders are required.

All orders are to be checked as complying with the requirements of A.F.O. 3156/42 and are then to be forwarded with a certificate to this effect to the Warship Production Superintendent or Principal Emergency Repair Overseer, who will issue a covering galvanising permit and arrange for its distribution as follows :—

Original to the Contractor placing the order (who in turn will pass it on to galvanisers).

One copy to Non-Ferrous Metals Control, Grand Hotel, Rugby.

One copy to Mr. W. E. Davies, Iron and Steel Control, Ashorne Hill, Nr. Leamington Spa, Warwickshire.

One copy for record purposes in W.P.S., of (P) E.R.Os. Office.

Each Galvanising Permit is to give details of actual size and footage of tubes and number of fittings involved and the "M" form authorization is also to be indicated on the permit.

When granting the permit the symbol "AD" New Construction or Repairs is to be added.

(ii) *Engineering—Instructions to all A.E.Os.*—All orders by main and auxiliary machinery Contractors for hot galvanised tubes, pipes and fittings are to be forwarded through the Engineer Overseer.

All orders are to be checked as complying with the requirements of A.F.O. 3156/42 and are to be certified as such and signed by the Overseer, the symbol "Admiralty Machinery Contract" New Construction or Repairs being added. The Overseer will then issue a covering galvanising permit and arrange for its distribution as follows :—

Original to the Contractor placing the order (who in turn will pass it on to galvanisers).

One copy to N.F. Metals Control.

One copy to Mr. W. E. Davies, Iron and Steel Control.

One copy for record purposes in A.E.Os. office.

Each Galvanising Permit is to give details of actual size and footage of tubes and number of fittings involved, and the "M" form authorization number is to be indicated on the Permit.

Orders in connection with repairs are, where applicable, to be forwarded through (P) E.R.O. (Engineering) and dealt with as in paragraph (i). In the case of machinery of vessels built to classification Society Rules, the certification and distribution of the orders will be dealt with by the machinery surveyors concerned.

(iii) *Electrical—Instructions to District Admiralty Electrical Engineers.*—With reference to A.F.O. 3156/42 and the supply of Deck Tubes, Conduit tubes and their fittings for Shipbuilders' orders, demands for these articles are to be forwarded through the D.A.E.Es. concerned for certification that Hot Galvanising is essential, and restricted to the components mentioned therein.

Galvanising Permits will then be issued by D.A.E.E. and distributed as follows:—

Original to the Contractor placing the order (who in turn will pass it on to the galvanisers).

One copy to the Non-Ferrous Metals Control.

One copy to Mr. W. E. Davies, Iron and Steel Control, Ashorne Hill, Nr. Leamington Spa, Warwickshire.

One copy for record purposes D.A.E.Es. office.

Each Galvanising Permit is to give details of actual size and footage of tubes and number of fittings involved, and the "M" form authorization number is also to be indicated on the Permit.

When granting the Permit the symbol "Admiralty New Construction or Repairs" is to be added.

Orders in connection with repairs are, where applicable, to be forwarded through (P) E.R.O. (Electrical) and dealt with as in paragraph (i).

(iv) *Dockyards.*—Similar action, and issue of copies of orders and certificates of compliance with A.F.O. 3156/42, is to be taken by H.M. Dockyards when placing orders for hot galvanised tubes.

(A.F.O. 3156/42.)

4829.—Debecote—Cleansing Solvent for Surfaces to be Coated

(D. 9766/42.—1.10.1942.)

With reference to A.F.O. 1408/42, Messrs. Jenson & Nicholson, of Jenson House, Stratford, London, E.15, have evolved a cleansing solvent, based on the formula for Debecote Thinners, which is suitable for cleansing all surfaces preparatory to coating with Debecote.

2. Home yards and bases are to arrange to obtain supplies of this solvent by local purchase for use in cleaning surfaces preparatory to the application of Debecote, in lieu of the present use of Thinners, which is only to be used for mixing with Debecote cement.

3. The solvent is supplied in one-gallon containers and the cost is approximately half that of the Debecote Thinners.

4. The following quantities of cleansing solvent should be purchased by the S.N.S.O., Severn Area, for shipment as indicated:—

13 gallons for Alexandria.
7 gallons for Simonstown.
13 gallons for Durban.
13 gallons for Colombo.

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

4830.—Slinging Operations—Safety Precautions

(L. 9982/42.—1.10.1942.)

A fatal accident recently occurred at an Admiralty establishment, owing primarily to the lifting tackle being submitted to a strain which was considerably in excess of its safe working load; the investigation of the causes of the accident revealed also that the man who was in charge of the operation was not a fully qualified Slinger.

2. It is accordingly emphasized that men who are placed in charge of slinging work should be only those who have undertaken satisfactorily a course of training in slinging, and have been certified by an officer of one of the Professional Departments as competent to be employed in the capacity of Slinger.

3. Slingers in charge of lifting operations should, wherever possible, be supplied with information concerning the approximate weights of the lifts which they are required to carry out, and if this is not available at the time, the Slingers should take appropriate steps to ascertain the approximate weight of the lifts if they have any doubt concerning the ability of their tackle to perform the work required.

4831.—Laundry Machinery—Demands for

Home Shore Establishments

(D. 11959/42.—1.10.1942.)

A Directorate of Laundry Services has been set up by the Board of Trade with the object of securing the maintenance and apportionment of laundry output with the minimum disturbance of facilities.

2. The Directorate will be in possession of full information as to the existing capacity of, and the present and prospective demands upon, laundry machinery for both Government and Civilian needs, and, to enable preference of supply to be arranged, all demands for laundry machinery for Shore Establishments are to be referred to the Director of Laundry Services, The Board of Trade, Neville House, Page Street, London, S.W.1, *before the orders are placed* under the provisions of A.F.O. 4232/40.

3. The Directorate will notify the Authority concerned what manufacturers should, or should not, be approached having regard to the production programmes then existing.

(A.F.O. 4232/40.)

