B.R. 121(1)/1937

FOR OFFICIAL USE ONLY

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ADMIRALTY FLEET ORDER VOLUME 1937

PART I—FLEET EDITION

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1937

PART I—FLEET EDITION

ADMIRALTY, S.W.1,

31*st August*, 1938.

Admiralty Fleet Orders, other than those containing amendments to books, that have been issued in the general series up to 31st December, 1937, which it is essential to retain for general reference, are reprinted in this volume. They have not been generally revised and care should be taken to comply with any later instructions.

The Admiralty Fleet Order Volume, 1936, and Orders issued in the general series during the year 1937, are to be dealt with as directed in paragraph 20 of the instructions opposite.

By command of their Lordships,

R. H. Carter

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.

ADMIRALTY FLEET ORDERS

INSTRUCTIONS

1. **Definition.**—Admiralty Fleet Orders is the title adopted for printed orders and instructions, not in the form of books of regulations or instruction, and other communications promulgated by the Admiralty, that have general application to ships or naval establishments, or to the various Admiralty Overseers.

2. **Date of Issue.**—Admiralty Fleet Orders are issued weekly on Thursday, but an urgent communication of general interest that cannot await the next weekly issue may be promulgated in a special issue. A complete list of Admiralty Fleet Orders issued during the week that are not restricted to the separate series mentioned in paragraph 14 is printed with each weekly issue, the various orders being classified in accordance with paragraph 9.

3. **Specially Urgent Orders.**—A communication of general interest and of such urgency that it is promulgated in the first instance by letter, or by telegram, is issued also as an Admiralty Fleet Order, unless it is merely temporary and informative.

4. **Action on Receipt.**—Officers concerned are to act upon Admiralty Fleet Orders without waiting for formal directions from their Commander-in-Chief, Superintendent, or Senior Officer, unless otherwise directed, any necessary reports being forwarded through the proper channels.

5. **Publication, and Sale Copies.**—Admiralty Fleet Orders (except as mentioned below) are marked FOR OFFICIAL USE ONLY, and are not to be divulged to anyone outside H.M. Service, but the Admiralty reserves the right to communicate to the public press any order of general interest which may be published without detriment to the Service. Such orders are distinguished by an asterisk placed against the number of the order. A selection of orders thus made public is printed separately quarterly and placed on sale. Copies can be obtained through any bookseller, or direct from H.M. Stationery Office.

6. **Notice Boards Edition.**—Orders of general interest to the fleet are reprinted in poster form for display on ships' notice boards. Orders that are merely temporary and informative, such as those giving sports notices, results of competitions, and disposals of canteen funds, also are included in the Notice Boards Edition, but only the number and subject of such orders are shown in the Fleet and Fleet and Shore Establishments Editions. If any such order may be required for reference for more than three months it is printed in full in the Fleet and Fleet and Shore Establishments Editions.

7. **Confidential Orders.**—Any order that ought to be seen only by officers is marked CONFIDENTIAL and is issued separately, but the number of the order, with a note that it has been issued confidentially, is included in the non-confidential issue. The separate issues of Confidential Admiralty Fleet Orders are serially numbered. Up-to-date technical information in Confidential Admiralty Fleet Orders is to be communicated to ratings concerned, who are serving in ships not directly affected by the orders, to a sufficient extent to ensure that in the event of transfer to a ship that has been affected by the orders, they shall have an adequate knowledge of recent developments.

8. **Separate Series.**—Admiralty Fleet Orders are issued in separate series according to the subject matter, and are numbered consecutively starting at number 1 in each series at the beginning of each calendar year.

9. **General Series.**—Orders in the general series are classified in sections as follows :—

SECTION 1

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

Station Limits : Fighting Efficiency of Ships : Fleet Air Arm Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices.

SECTION 2

PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

SECTION 3

G., T., N., E., ETC., AND STORES ; HULL, EQUIPMENT AND FITTINGS

Note.—Orders in this section are arranged according to the department of ship concerned, orders concerning more than one department being included under *General*, as follows, but this arrangement is not made in the annual volume.

Gunnery

Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.

Torpedo

Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-gas, Aircraft Torpedoes, etc., and Stores.

Navigation

Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.

Engineer

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

Signals

W/T and V/S Apparatus and Stores.

Anti-Submarine

Asdics, Hydrophones and Echo Sounding and Stores.

General

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

SECTION 4

OTHER STORES—NAVAL STORES*, VICTUALLING, MEDICAL, ETC., STORES, AND CONTRACTS

(**Not included under Section 3.*)

SECTION 5

BOOKS, FORMS, RETURNS, CORRESPONDENCE

SECTION 6

SHORE ESTABLISHMENTS

Orders affecting only Shore Establishments.

10. **Editions.**—Non-confidential orders of the general series are printed in two editions :—

(*a*) Fleet Edition—containing only Sections 1 to 5—issued to H.M. ships.

(*b*) Fleet and Shore Establishments Edition—containing all sections—issued to shore establishments, Admiralty overseers, and other authorities. Copies of this edition, additional to the Fleet Edition, are supplied, for information, to all flag officers and senior officers.

11. **Diagram Issue.**—Diagrams referred to in Admiralty Fleet Orders are numbered consecutively. They are printed separately in a serially numbered diagram issue, except that diagrams referred to in Confidential Admiralty Fleet Orders are attached to the orders.

12. **Amendments to Books**—*see* paragraph 14.

13. **Index.**—An index to all Admiralty Fleet Orders extant in the general series is revised quarterly and issued as a separate publication. It consists of a general index, and of separate indexes to the orders concerning the gunnery, torpedo, signal departments, and amendments to books, respectively, together with a list of cancelled orders and the orders by which they are superseded.

14. **A., K.R., P., and S. Series.**—The following are additional to the general series of Admiralty Fleet Orders :—

A. Series.—Containing Admiralty decisions upon proposed alterations and additions to ships, and distributed only to technical officers concerned—numbered A.1, A.2, etc.

K.R. Series.—Containing formal amendments to the King's Regulations and Admiralty Instructions—numbered K.R.1, K.R.2, etc.

P. Series.—Containing formal amendments from 1st January, 1937, to books of the B.R., O.U. (other than Signal Books) and C.B. series generally, and to other books of regulations and instructions, etc.—numbered P.1, P.2, etc. These orders are printed and distributed as detailed in A.F.O. 333/37.

S. Series.—Containing orders on signalling matters and amendments to signal publications of the S.P. series, and signal books of the O.U. and B.R. series—numbered S.1, S.2, etc. Special instructions applicable to orders of the S. series are promulgated therein.

15. **References.**—Relevant orders, and books of instructions affected, are quoted in brackets at the end of an Admiralty Fleet Order. References to Admiralty Fleet Orders are made as follows :—

Admiralty Fleet Order	A.F.O. *No./Year.*
Confidential Admiralty Fleet Order ...	C.A.F.O. *No./Year.*
Admiralty Fleet Order, A. series ...	A.F.O. A. *No./Year.*
Admiralty Fleet Order, P. series ...	A.F.O. P. *No./Year.*
Admiralty Fleet Order, S. series ...	A.F.O. S. *No./Year.*
Admiralty Fleet Order, K.R. series ...	K.R. *No./Year.*

16. **Scale of Supply.**—Admiralty Fleet Orders are distributed in accordance with the scales shown below.

	*General Series** and Index.*	*C.A. F.Os.*	*Diagram Issue.*	*Notice Boards Issue.*	*K.R. Series.*	*S. Series.* ††
†Flag Officers and Staffs ...	6	6	4	6	5	3
†Commodores and Staffs ...	3	3	3	2	3	3
†Captains (D), &c., and Staffs	4	4	3	2	4	3
"Courageous"	24	16	6	8	16‡	4ø
"Furious"	24	16	7	9	14‡	6ø
Other Aircraft Carriers ...	20	12	6	8	10‡	4ø
Battleships, Battle Cruisers, Improved "Birmingham," "Kent," "Norfolk," "York," "London" and "Leander" Class Cruisers, Depôt Ships for Destroyers or Submarines, and Repair Ships	16*	8	6	8	8‡	4ø
H.M.S. "Vindictive" ...	16*	8	6	8	15‡	6
Other Cruisers	10	8	5	6	8‡	4ø
Netlayers	7	2	2	3	4‡	4ø
Monitors (Large)	4	4	2	2	3‡	4ø
"Tribal" Flotilla Leaders and Destroyers	3	3	1	2	3‡	3
Flotilla Leaders, Destroyers, Minelayers, Monitors (Small), Surveying Ships, River Gunboats, Escort and Patrol Vessels ...	2	2	1	2	3‡	2
Minesweepers	2	2	1	2	2‡	2
Escort and Patrol Vessels centrally stored	4	2	1	2	3‡	2
Submarines	1	1	1	1	1	1
§Registered R.F.A.s	2	—	—	—	—	—
Ships in Reserve :—						
Parent Ships	10	6	4	8	7‡	2
Tenders	1	1	1	1	2	1
Commissioned Trawlers, and Tugs manned by Naval crews	1	1	1	1	2	1
Hospital Ships	3	1	1	3	3‡	—

** Non-confidential orders.

* The Commanding Officer is responsible for distribution within the ship as he thinks fit, but the number approved provides one copy for each of the following :—Captain ; Commander ; G., T., N., Engineer, Medical, Accountant, and R.M. Officers ; Captain's, Ship's and Victualling Offices ; Accounting Officer for Explosives ; Regulating Office (for Divisional Officers and M.A.A.) ; also one copy for Central Store Officer (and for Central Store Office), leaving one spare copy.

† All Flag Officers and Senior Naval Officers are to be supplied with two or more copies of the Fleet and Shore Establishments Edition, for information, with the Fleet Edition (paragraph 10 (*b*)).

‡ Includes one copy for ship's library.

ø The intention is that one copy shall be available for the Visual Department, one for the W/T Office, one for the Cypher Officer, and the fourth for the Captain's Office, or such other place as the Captain may direct.

†† Not applicable to S. orders amending signal publications of the S.P. series and certain signal books in the O.U. series.

§ R.F.A. oilers and store carriers are supplied from the Admiralty direct. Other registered R.F.A.s (*i.e.*, excluding yard craft) are to be supplied from the port on which they are based.

17. **Despatch from Admiralty.**—Admiralty Fleet Orders of the various editions and series are distributed from the Admiralty to authorities at home, weekly, in one operation, so far as this is practicable (*see* paragraph 2), to facilitate local distribution, but the supplies of confidential orders for authorities abroad are despatched separately from the supplies of non-confidential orders, so that the latter may not be delayed through lack of opportunity for conveyance of the confidential orders.

18. **Any failure to receive supplies,** or the receipt of copies in excess of requirements, should be reported immediately.

19. **Annual Volume.**—All Admiralty Fleet Orders, other than those containing amendments to books, extant in the general series are reviewed annually, and those which it is essential to retain for general reference for the time being are reprinted, with their original numbers, in volume form. The annual Admiralty Fleet Order volume is in three separate parts :—

Part I—Fleet Edition.—Containing non-confidential orders issued in sections 1 to 5.

Part II—Confidential.—Containing confidential orders (all sections).

Part III—Shore Establishments Edition.—Containing non-confidential orders issued in section 6.

Part I also contains :—

(i) A numerical list of the orders in the volume showing the section in which each order appears.

(ii) A list giving the number and subject and disposal of each order not in the volume that was contained in the preceding annual volume, or was issued during the year.

Part II also contains a list of the orders included therein showing the section in which each appears.

Note.—

(*a*) Orders of limited application on which action cannot be completed in the near future may be issued with a direction that they are to be retained until complied with. Such orders are not reprinted in the volume.

(*b*) Orders not reprinted in the latest volume because they are considered to be sufficiently promulgated, although not obsolete, may be retained and referred to as necessary, but their confidential or official nature must be preserved, and the gist of the orders is to be given when they are quoted in official communications.

20. **Disposal of Superseded and Obsolete Orders.**—On receipt of the latest annual volume, orders not retained under Notes (*a*) and (*b*) of paragraph 19 are to be disposed of as follows :—

(i) The weekly issues of the previous year, other than errata issues, are to be destroyed, the confidential orders, together with the confidential part of the superseded volume, being destroyed by fire. Formal certificates of destruction are not required.

(ii) The non-confidential parts of the superseded volume are to be dealt with as laid down in paragraph 14 of Form O.U. 2A.

21. **Disposal on Paying off.**—Admiralty Fleet Orders are to be retained on board until a ship is finally paid off, when they are to be forwarded to the Commander-in-Chief at the port of paying off.

22. **Officers unemployed.**—Admiralty Fleet Orders issued in the general series will be forwarded weekly direct from the Admiralty to officers who are unemployed whilst on the active list, and who desire to be supplied with them, but confidential orders will not be supplied to officers below the rank of Captain.

An officer who desires to receive copies should forward an application to the Secretary of the Admiralty (Editor of Fleet Orders), and should give the address at which he will be. Only the officer's real address can be accepted. The orders cannot be sent abroad or forwarded to a banker's or club address. Supply will cease when an officer takes up a naval appointment or is placed on the retired list.

It must be clearly recognised that Confidential Admiralty Fleet Orders are strictly confidential and that the other copies are for official use only. An officer, when forwarding the application, must give an assurance that all copies will be kept under lock and key, that every precaution will be taken against their being mislaid, and that their confidential or official nature will be preserved by him. Further, on each 1st January he will be required to forward a certificate to the Secretary of the Admiralty (Editor of Fleet Orders) that the documents are in safe custody. When a recipient takes up a naval appointment, or proceeds abroad, or is retired, he is to forward a certificate of destruction of orders that have been supplied to him.

SECTION LIST

(Showing the Sections in which Admiralty Fleet Orders in the 1937 Volume appear.)

Numbers in italics refer to C.A.F.O.s (shown in Part II of this volume).

A.F.O.	Section.
1920.	
992	6
2157	2
3657	2
3680	2
1921.	
12	2
1307	2
1923.	
449	2
2590	5
1924.	
762	2
1295	3
1371	6
1865	2
1881	3
1990	2
3367	4
1925.	
61	5
1550	6
1558	6
1893	2
2370	3
2959	3
3536	3
1926.	
2583	3
2889	3
3038	2
3546	3
3548	3
1927.	
159	3
510	5
628	1
1328	3
1406	2
1461	2
2135	3
2168	2
2327	6
2347	3
2380	1
2910	1
1928.	
57	1
64	2
422	5
919	1
927	2
1463	2
1837	6
2232	3
2416	3
2655	1
2895	6
2944	6
1929.	
3	1
4	1
5	1
172	1
184	1
710	3
973	6
1202	2
1278	6
1308	2
1517	1
1870	1
1955	2
1967	3
2135	3
2337	1
2452	3
2797	3
3004	3
3046	1
1930.	
435	6
436	6
577	2
650	3
880	6
1026	3
1077	3
1132	2
1277	2
1366	3
1493	2
1827	4
2783	1
2809	3
2985	3
3097	6
3138	2
3277	4
1931.	
144	3
193	6
277	1
400	6
428	1
542	6
543	3
796	2
859	6
975	2
1003	3
1131	2
1183	1
1356	2
1561	2
1580	3
1610	2
1629	3
1754	4
1811	3
1831	6
1909	2
1995	6
2089	2
2100	6
2208	6
2562	6
2631	4
2737	2
2810	3
3007	2
1932.	
92	3
203	6
251	2
351	2
594	1
619	3
1003	2
1052	6
1114	6
1240	2
1337	6
1467	4
1484	6
1569	4
1664	1
1667	1
1670	2
1796	2
1815	3
1835	6
1924	1
1928	2
1935	2
1945	3
1932 (*contd.*)	
2021	2
2023	2
2048	3
2074	2
2171	2
2399	2
2401	2
2447	3
2618	6
2658	2
2846	1
2851	2
2898	3
3009	3
1933.	
5	2
140	1
150	2
161	3
186	3
196	4
236	3
258	1
267	2
381	2
396	3
412	5
432	1
442	2
448	2
473	3
501	2
592	2
617	3
620	3
630	5
634	6
637	1
688	2
700	2
831	3
920	2
933	3
944	4
955	6
981	3
983	4
1226	3
1234	3
1238	4
1383	6
1390	2
1516	3
1548	6
1564	2

A.F.O.	Section.
1933 (*contd.*)	
1661	3
1725	3
1793	1
1802	2
1816	3
1917	6
1976	1
1988	3
2017	1
2149	3
2186	3
2200	3
2201	3
2425	3
2520	1
2525	1
2761	1
2762	1
2826	3
2960	2
1934.	
6	3
69	2
112	6
121	1
325	3
330	3
331	4
397	6
421	3
550	5
568	1
619	1
670	6
674	3
697	3
746	3
855	5
906	3
990	3
1112	6
1164	1
1167	1
1181	3
1232	4
1380	5
1422	3
1496	3
1674	6
1745	3
1748	5
1829	6
1836	2
1872	4
1908	3
1915	3
1976	1
2120	6
2140	3
2171	2
2186	3
2299	2
2334	6

A.F.O.	Section.
1934 (*contd.*)	
2440	6
2500	6
2509	2
2511	2
2516	3
2539	4
2546	6
2549	6
2551	1
2644	2
2738	3
2778	2
2791	3
2795	3
1935	
18	3
31	3
78	1
83	3
87	3
100	6
101	6
105	1
133	6
156	1
252	6
265	1
268	3
296	4
298	4
352	1
353	1
393	3
475	1
482	2
509	3
515	4
527	1
561	3
574	3
647	1
694	3
708	1
735	6
794	3
795	3
798	3
800	3
820	6
942	3
950	3
953	3
971	1
973	1
984	3
1001	3
1017	6
1030	3
1056	2
1079	3
1141	2
1203	1
1212	2

A.F.O.	Section.
1935 (*contd.*)	
1230	3
1278	3
1281	3
1374	3
1471	6
1488	3
1499	3
1551	3
1565	3
1590	2
1675	1
1695	3
1750	3
1759	3
1786	2
1821	6
1855	3
1875	6
1902	2
1921	4
1922	3
1985	4
1990	4
2031	3
2032	3
2044	3
2047	3
2070	2
2122	3
2132	6
2186	1
2187	1
2211	3
2220	4
2278	2
2279	2
2288	3
2293	3
2295	3
2309	3
2364	3
2376	3
2382	4
2389	6
2394	6
2486	3
2501	6
2504	1
2510	2
2523	3
2533	3
2573	3
2589	3
2634	3
2663a	3
2745	2
2765	3
2800	2
2808	3
2872	5
2908	3
2998	2
3002	2
3025	3
3026	3
3030	4

A.F.O.	Section.
1935 (*contd.*)	
3052	2
3076	3
3080	3
3082	6
3085	3
3100	6
1936	
36	3
48	3
122	3
126	3
130	3
146	6
160	3
167	3
171	3
187	6
209	3
218	3
220	3
222	3
231	3
233	4
240	6
251	2
255	2
258	2
273	3
325	3
330	3
338	6
386	1
387	1
389	1
397	2
400	2
411	3
424	3
430	4
479	5
483	6
485	1
492	2
502	3
503	3
504	3
522	6
536	2
548	3
553	3
558	3
559	3
562	4
580	6
663	6
668	1
670	1
671	1
686	3
695	3
700	3
706	4
723	1

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
1936 (*contd.*)		**1936** (*contd.*)		**1936** (*contd.*)		**1936** (*contd.*)	
724	1	*1605*	3	*2264*	3	2996	3
733	2	*1607*	3	2275	3	2999	3
742	3	1609	3	2318	3	3014	6
752	3	1619	3	2320	3	3028	2
759	3	1690	2	2321	3	3041	3
765	3	1702	3	2354	1	*3042*	3
799	2	1720	3	2356	2	3055	3
808	3	1723	3	2358	2	3073	1
815	3	1771	3	2359	2	*3074*	1
830	6	*1772*	3	2368	3	3085	2
869	2	1779	3	2383	4	*3091*	2
879	3	1783	4	*2422*	3	3093	2
887	3	1785	4	*2425*	3	*3107*	3
894	3	*1794a*	1	2428	3	3111	3
897	3	1794b	1	2435	4	3112	3
912	2	1817	3	2486	2	3113	3
917	2	*1818*	3	2497	3	3124	3
918	2	1819	3	*2498*	3	*3128*	5
922	3	1821	3	*2501*	3	3135	5
939	1	1822	3	2508	3	3136	5
942	2	*1826*	3	2526	2	*3145*	6
961	3	*1827*	3	2564	2		
969	3	*1832*	3	*2570*	2		
995	6	*1833*	3	*2576*	3		
1010	2	*1835*	3	2578	3	**1937**	
1039	3	1837	3	2579	3	1	1
1075	2	1838	3	2586	3	16	3
1081	3	*1839*	3	2590	3	22	3
1089	3	1857	6	2601	5	23	3
1161	1	1869	2	2607	1	24	3
1171	2	*1874*	3	*2619*	2	*25*	3
1173	2	*1875*	3	2620	2	26	3
1176	2	*1884*	3	2635	3	27	3
1195	3	1885	3	2636	3	29	3
1200	3	1892	3	2642	3	39	6
1205	4	1896	3	*2670*	3	45	1
1213	6	1915	6	2672	3	51	2
1224	2	1929	3	2681	3	60	3
1228	2	1932	3	2682	3	*61*	3
1232	2	*1939*	3	2693	6	69	3
1258	3	1945	5	2744	2	74	5
1277	6	1997	2	2746	2	76	5
1285	2	2014	3	2748	2	82	4
1291	2	2039	1	*2762*	3	83	1
1294	2	2042	2	2765	3	88	2
1308	3	2058	3	2769	4	106	3
1335	6	*2059*	3	2771	4	*107*	3
1341	2	2081	5	2780	1	132	2
1357	3	*2087*	2	*2790*	2	152	3
1363	3	2091	2	2801	3	154	3
1413	2	*2111*	3	2804	3	*163*	3
1414	2	*2115*	3	*2821*	1	*164*	3
1440	3	2116	3	2822	1	*165*	3
1445	3	2119	3	2834	2	167	3
1454	5	2122	3	*2844*	3	173	4
1465	2	*2124*	3	2861	4	*180*	3
1490	3	2133	3	2873	2	*202*	3
1495	3	2134	3	2878	2	*206*	3
1499	3	2136	3	2896	3	221	6
1500	3	2138	4	*2900*	3	224	6
1501	3	2144	5	*2903*	3	228	2
1512	5	2165	2	2921	5	229	2
1530	1	*2171*	3	2983	2	230	2
1556	3	2181	3	2984	2	239	2
1578	6	2253	2	2985	2	240	2
1591	2	2256	3	*2995*	3	243	3

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
1937 (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)	
247	3	606	2	*941*	3	1311	3
257	3	607	2	*943*	3	*1325*	1
267	6	*615*	3	*944*	3	1327	2
276	1	*616*	3	*946*	3	1331	2
291	3	623	3	*947*	3	*1349*	3
298	3	624	3	951	3	1350	3
300	3	631	3	964	5	*1354*	3
301	3	633	3	*983*	1	*1356*	3
304	3	635	3	984	1	*1357*	3
306	3	651	6	*986*	2	*1359*	3
312	3	*655*	1	988	2	1360	3
314	3	662	2	999	3	1361	3
320	3	669	3	1003	3	1371	4
321	3	675	3	*1007*	3	1372	4
323	3	677	3	1010	3	1375	4
331	4	678	3	1014	3	*1381*	6
333	5	682	3	1019	3	1386	6
352	1	698	6	1029	5	1391	1
355	1	*707*	3	1036	6	1411	3
358	2	709	3	1046	1	1412	3
359	2	710	3	1048	2	1417	3
364	2	727	6	1050	2	1420	3
379	3	734	2	1051	2	*1427*	5
382	3	735	2	1053	2	1434	1
385	3	*741*	2	1054	2	1446	2
386	3	744	2	1065	3	1449	2
392	3	760	3	1066	3	*1458*	3
396	3	762	3	1069	3	1459	3
397	3	765	3	*1075*	3	1461	3
400	3	*766*	3	*1083*	3	*1462*	3
416	6	775	3	1101	5	1463	3
422	2	779	3	1116	2	1464	3
423	2	780	3	1122	2	*1465*	3
432	3	*783*	4	*1124*	2	1466	3
438	3	787	4	*1127*	2	1468	3
445	3	790	5	1129	2	1469	3
446	3	797	6	*1145*	3	*1474*	3
451	3	800	6	*1149*	3	1478	3
459	3	*804*	1	1152	3	1486	5
462	4	807	2	1170	5	*1501*	1
470	5	815	2	1190	1	1504	1
472	5	817	2	1191	1	1505	2
476	6	828	3	1195	2	1509	2
479	1	830	3	1197	2	1514	2
482	2	*832*	3	1204	3	1515	2
484	2	837	3	*1205*	3	1523	3
487	2	839	3	*1206*	3	1528	3
491	3	841	3	1208	3	*1530*	3
501	3	*844*	3	*1209*	3	1534	3
517	5	*845*	3	1217	3	1546	3
524	6	*849*	3	*1222*	5	1549	3
529	1	850	3	1226	5	1552	3
535	1	851	3	1234	6	1553	3
542	2	852	3	*1239*	1	1577	6
543	2	*854*	3	*1248*	3	1579	6
545	2	858	3	*1253*	3	1580	6
557	3	877	1	1270	6	1585	2
560	3	*878*	1	1273	1	1586	2
565	3	880	2	1284	2	1596	2
567	3	*895*	3	*1289*	3	1603	3
568	3	897	3	1293	3	*1608*	3
572	3	*898*	3	*1295*	3	*1609*	3
576	3	*902*	3	1302	3	1613	3
583	5	906	4	1303	3	*1614*	3
591	6	907	4	*1304*	3	1615	3
605	2	939	3	*1305*	3	1626	3

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
1937 (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)	
1640	1	1902	3	2129	3	2464	4
1652	2	1916	6	*2140*	6	2471	5
1656	3	*1917*	1	2149	2	2476	2
1658	3	1919	2	2155	2	*2491*	3
1661	3	1922	2	2161	3	2497	3
1662	3	*1924*	3	2166	3	*2498*	3
1664	3	*1925*	3	*2168*	3	*2499*	3
1665	3	1926	3	2169	3	2503	3
1666	3	1930	3	2171	3	2504	3
1667	3	1931	3	*2172*	3	2507	3
1672	3	1932	3	2177	3	2525	6
1676	3	1939	3	2179	3	2534	2
1677	3	1940	3	2180	3	2538	2
1692	6	*1943*	3	2181	3	2543	3
1703	2	*1946*	3	*2182*	3	2544	3
1708	3	1947	3	2183	3	2548	3
1709	3	1956	4	2185	3	*2553*	3
1711	3	1957	4	2187	3	2555	3
1715	3	1962	6	2208	1	*2556*	3
1718	3	*1969*	1	*2209*	1	2559	3
1725	3	*1970*	1	2223	2	2560	3
1728	3	1971	1	2232	3	2568	4
1745	6	1972	1	2235	3	*2571*	5
1747	6	1977	2	*2240*	3	2579	6
1748	6	1978	2	2243	3	2580	1
1752	1	1979	2	2252	1	2581	1
1753	1	*1983*	3	2258	2	2586	2
1757	2	*1984*	3	2260	2	2591	2
1765	3	*1985*	3	*2268*	2	2595	2
1769	3	*1987*	3	2274	3	2596	2
1771	3	*1990*	3	2283	3	2602	3
1774	3	*1991*	3	2294	5	*2607*	3
1788	3	*1994*	3	2303	6	2609	3
1794	5	*1995*	3	*2305*	6	*2611*	3
1797	5	1998	3	2310	1	2612	3
1800	6	2002	3	2311	1	2613	3
1807	6	2004	3	*2312*	1	2614	3
1810	1	2033	1	2314	2	*2615*	3
1812	1	*2034*	1	2322	2	*2616*	3
1818	2	2036	2	*2327*	3	2618	3
1823	2	2041	2	2328	3	*2639*	1
1825	3	*2047*	3	*2329*	3	2642	2
1832	3	*2051*	3	2354	6	2643	2
1833	3	2053	3	2355	6	2644	2
1834	3	2054	3	*2357*	1	*2648*	2
1836	3	*2058*	3	*2358*	1	2650	2
1839	3	*2064*	3	2362	2	2653	2
1841	3	*2065*	3	*2366*	2	2660	3
1844	3	2073	3	*2373*	3	*2665*	3
1846	3	2081	5	*2380*	3	2671	3
1849	4	2088	6	*2381*	3	*2673*	3
1851	4	2093	1	*2385*	3	2675	3
1861	1	2096	2	*2386*	3	2679	3
1869	2	2102	2	2396	3	2683	3
1870	2	2105	3	2401	4	2685	4
1871	2	2106	3	2402	5	2690	5
1879	2	2107	3	*2420*	1	2694	5
1881	3	*2108*	3	*2422*	1	2699	6
1884	3	2112	3	2428	2	2702	2
1885	3	2114	3	*2436*	3	2718	3
1888	3	2120	3	*2440*	3	2719	3
1890	3	2121	3	2443	3	*2722*	3
1892	3	*2122*	3	*2446*	3	*2723*	3
1897	3	*2123*	3	*2447*	3	*2724*	3
1898	3	2124	3	*2453*	3	2727	3
1899	3	*2127*	3	*2454*	3	2728	3

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
1937 (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)		**1937** (*contd.*)	
2729	3	2765	2	*2781*	3	2811	5
2731	3	*2768*	3	*2782*	3	2821	5
2734	3	2769	3	2784	3	2827	6
2735	3	2770	3	2785	3	*2828*	6
2743	5	*2772*	3	*2794*	3	2834	6
2755	2	*2773*	3	2797	3	2836	6
2759	2	2777	3	*2798*	3		
2763	2	2778	3	2804	3		
2764	2	*2780*	3	2806	4		

DISPOSAL LIST

(Showing the disposal of Orders not in the 1937 Volume that were contained in the A.F.O. Volume, 1936, or were issued during 1937.)

(*a*) = Obsolete.
(*b*) = Cancelled or superseded, and by what Admiralty Fleet Order.
(*c*) = Incorporated in other books of regulations or instruction, and where.
(*d*) = Considered sufficiently promulgated although not obsolete.

Orders marked § are formal amendments to Books of Regulations, etc. They are to be retained until they are included in Addenda to the Books or re-issued in the A.F.O. " P " Series.

A.F.O.	Subject.	Disposal.
1923		
468	Lifting Hooks, Keel Plates, Bolts, etc., of Boats of Mercantile Type—Survey	(*d*)
1927		
579	Royal Naval Benevolent Trust—Contributions from Canteen Rebate, etc.	(*b*) A.F.O. 839/38.
1286	Roster Positions of Naval Ratings—Information regarding	(*d*)
1928		
1672	Gun Mountings, 6-in., P.III, P.IIIS, P.IV, and P.V*, for A.M.C., D.E.M.S., etc.—REPORTS	(*d*)
1929		
2	British Oversea Ports—Memorandum as to the Procedure regarding the Visits of Foreign War Vessels and Service Aircraft accompanying them	(*b*) A.F.O. 2311/37.
1549	Bolts and Studs subjected to High Temperature—Examination—REPORT	(*d*)
1864	Gun Mountings, 6-in.—Particulars of Range Dial Graduations on Reconditioning and Conversion ...	(*d*)
1871	Great Britain and Northern Ireland—Regulations for Visits of Foreign War Vessels and Service Aircraft accompanying them	(*b*) A.F.O. 2310/37.
1997	Reserve Fleet—Notice of Readiness for Sea	(*a*)
2175	Army—Attachment of Naval Officers—Expenses ...	(*b*) A.F.O. 587/38.
3215	Egypt—Passports and Visas	(*b*) A.F.O. 2252/37.
1930		
345	Torpedoes for Fleet Air Arm—Temporary Nomenclature	(*a*)
366	Spare Propellers (*Battleships, Battle Cruisers, Cruisers, and Aircraft Carriers*)	(*b*) A.F.O. 934/38.
1487	Dominion and Colonial Ratings—Procedure with regard to Training	(*d*)
3200	V/S and W/T Organisation and Complements—Revision	(*d*)
1931		
2	Aircraft Modifications	(*d*)
238	Rabies and its Treatment	(*b*) A.F.O. 2223/37.
1889	Correspondence on Air Matters from and to the Fleet ...	(*d*)
2343	Cartridges, Impulse, Torpedo, 25-oz., Flashless	(*a*)
1932		
131	Gun Mountings, 2-pdr., " M," Mark V—Safety Trainer's Sight	(*d*)
777	Plain Clothes Gratuity	(*b*) A.F.O. 941/38.
944	Blank Ammunition for 3·7-in. Howitzers	(*d*)
1214	Drinking Water Supply—Precautions	(*c*) B.R. 875.
1445	Fuzes, Time, for H.E., Star, and Target Smoke Shell—Supply Arrangements	(*a*)
1624	Guns—Muzzle Velocity determined at Proof—Notation on Memorandum of Inspection...	(*c*) O.U. 6090 (A) (1).

A.F.O.	Subject.	Disposal.
1932—	(*contd.*).	
1793	Anti-gas Instruction—Officers	(*c*) O.U. 5427 (1).
1929	Organisation of Ship's Company—Ordinary Seamen ...	(*d*)
1954	Propeller Shafting—Corrosion (" *V* " *and* " *W* " *Class Destroyers*)	(*d*)
2024	Royal Marines—Promotion, etc., of Non-Commissioned Officers	(*c*) Forms S.365a and S.365b.
2138	Q.F. Cartridges fitted with No. 9 Percussion Primer—Introduction	(*d*)
2273	Victualling of Army Officers and Other Ranks in H.M. Ships and Naval Establishments—Recovery of Cost...	(*c*) K.R. & A.I.
2630	18-in. Sperry Signalling Lamps	(*d*)
2904	Smoke Floats—Delay Action Fittings—Instructions for Use	(*a*)
2947	Naval Observers—Basis of Training	(*d*)
1933		
23	Felt in Ammunition and Warhead Boxes—Treatment to Prevent Mildew	(*a*)
25	Torpedoes—Responsibility for, in T/B Flights	(*b*) A.F.O. 2114/37.
27	Ships' Searchlight Equipment—Instructions for carrying out Trials after Modernisation	(*c*) O.U. 6146.
185	Catapults for New Construction—Installation	(*b*) C.A.F.O. 1323/38.
370	H.M. Ships being prepared for Sale—Boats	(*d*)
533	Boats' Slings—Annual Tests and Replacements... ...	(*b*) A.F.O. 347/38.
725	D.S.E.A.—Provision for Additional Personnel on board Submarines during Sea Trials	(*b*) A.F.O. 283/38.
773	Pumps for Fire Service, etc.—Additional 50-ton Pump (" *Kent*," " *London*," " *York*," *and* " *Norfolk* " *Classes and Dockyards*)	(*d*)
915	Special Service Ordinary Seamen—Training	(*d*)
1094	Private Wireless Apparatus—Installation in Admiralty Buildings	(*b*) A.F.O. 1088/38.
1185	Machinery Installations—Detection of Cracks	(*d*)
1392	Bookstalls	(*b*) A.F.O. 839/38.
1457	E.A. Plants—Secondary Compressors (*Ships concerned and Dockyards*)	(*d*)
1573	Gun Mountings, 3-in., H.A.—Sight Dials to be used ...	(*d*)
1928	Carbon Monoxide Poisoning—Examination of Blood Specimens in Suspected Cases	(*d*)
3028	Gun Mountings for A.M.C.s and other Special Services—Training Index Racers and Pointers—REPORTS (*All Yards and Parkhead*)	(*d*)
2711	S O S Distress Calls	(*b*) A.F.O. 1398/38.
1934		
231	Supply Ratings—Examinations, Advancement and interchange of Duties	(*d*)
245	Cartridges, Q.F., 2-pdr., Sub-calibre, C.N.F., Plugged—Supply to 8-in. Cruisers for Low Angle Practice from 2-pdr. H.A. Sub-calibre Guns	(*c*) C.A.F.O. 1323/37.
408	Claims for Work done by Naval Ratings and Royal Marines on behalf of Private Individuals, Dominion, Colonial, Dependent or Foreign Governments—Charge for Marriage Allowance	(*b*) A.F.O. 780/38.
463	Chinese Ratings—Supplementary Allowance to meet Extra Cost of Victualling in Ships on Passage to and from England	(*b*) A.F.O. 2193/37.
690	Rangefinders—Lenses, Astigmatic (*Ships, Depôts, and Gunnery Schools*)	(*d*)
692	Bombs, Pyrotechnics, etc.—Outfits—Stowage in Ships other than Aircraft Carriers (*Dockyards*, " *Nelson*," " *Royal Sovereign*," *and* " *Queen Elizabeth* " *Classes*, " *Renown* " *and* " *Repulse*," " *Hood*," 8-*in. Cruisers*, " *Leander* " *and* " *E* " *Class Cruisers*)...	(*b*) C.A.F.O.s 1987/37 and 1991/37.
1117	Provision for Laying and Maintaining a Controlled Minefield	(*d*)

A.F.O.	Subject.	Disposal.
1934—	(*contd.*).	
1250	Plotting Instruction for Instructor Officers and Schoolmasters	(*d*)
1273	18-in., Mark VIII*, F.A.A.3 Torpedoes—Modification to Horizontal Rudder Controlling Gear	(*d*)
1356	Bands—Conditions of Loan or Acceptance of Private Engagements	(*c*) K.R. & A.I.
1409	Practice Ammunition for L.A. Fire from 4-in. H.A. Guns in 8-in. Cruisers—Type of Ammunition for Supply ...	(*d*)
1453	Electrical Installation in Ships—Responsibility of Torpedo and Engineer Officers—REPORTS	(*b*) A.F.O. 711/38.
1610	Alterations and Additions to H.M. Ships—Introduction of Forms	(*c*) K.R. & A.I.
1644	Catapults—Securing Breech Disc to Explosion Chamber	(*d*)
2161	Allowances to Civil Staff—Assessment	(*d*)
2320	Davis Submerged Escape Apparatus	(*d*)
2358	Ammunition, 4-in. and 4·7-in., Q.F., Fixed—Failures ...	(*d*)
2515	Director Firing Gear—Classification of Gyro Sights, Local Director Sights, Range, Elevation and Deflection Units, Elevation and Training Receivers, Pom-Pom Directors, H.A.C.S. Directors and Bombardment Levels (*Ships and Establishments concerned*)	(*b*) C.A.F.O. 2327/37.
2578	Provisions—Landing at Home Ports	(*b*) A.F.O. 2401/37.
2610	Rangefinder Window Cleaning Gear—Corrosion of Rangefinder and Hood	(*d*)
2649	Subscriptions to Mutual Aid Societies or Funds in H.M. Ships	(*c*) K.R. & A.I.
2659	Tubes, Vent, Electric, ·5-in.	(*c*) C.B. 1876 (*a*).
2725	Courses for Naval Observers at the R.A.F. School of Photography	(*d*)
2783	Director Firing Gear, No. 7, Mark II*, Dial Sights—Allocation and Disposal from Ships going into Reserve	(*d*)
2789	Torpedoes, 21-in., Mark V, issued to Vessels with Revolving Tubes—Removal of Gyro Angling Gear	(*d*)
2830	Empty Cartridge Cases—Packing to prevent Damage ...	(*d*)
1935		
16	·5-in. Machine Gun Ammunition in Links—Packed in Boxes, A.S.A., G.S., H.4, Mark XI	(*a*)
19	Cases, Powder, Rectangular " W "—Stowage	(*d*)
88	Method of supporting Flexible Cables on the Coned Portion of Turrets	(*d*)
124	Torpedo Tubes, 21-in., Q.R. III and III*—Re-arming with 21-in., Mark IX–IX*, Torpedoes. (*H.M. Ships " Codrington," "Acasta " Class, " Keith," " Beagle " Class, " Kempenfelt " and " Crusader " Class and Dockyards*)	(*b*) A.F.O. 208/38.
125	Demolition Stores—Introduction of T.N.T.	(*d*)
187	Mess Gear—Abolition of certain Articles—Introduction of New Patterns	(*d*)
214	Piasaba Brushes and Cleaners—Preservation	(*d*)
276	A.W. Torpedo Tubes—Modification to Cordite Impulse Firing Gear (*Vessels and Dockyards concerned*) ...	(*d*)
360	Entertainment of Officers by Naval Ratings	(*d*)
380	Gun Mountings—Swashplate Engines for Oil Pressure ...	(*d*)
383	Cases, Cartridge, Q.F., 4-in., Mark IV, of K.N. 1914, 1915, 1916, 1917, and 1918 Manufacture	(*a*)
440	Director Firing Gear—Illumination of Director Training and Elevation Receivers—Improvements to be incorporated—REPORT ("*Acasta,*" " *Beagle,*" "*Crusader,*" " *Defender* " *Class, Leaders and Destroyers,* " *Dorsetshire,*" " *Norfolk,*" " *York,*" " *Exeter* " *; Dockyards*)	(*d*)
495	Fuzes, Time, Mechanical, No. 206—Supply Arrangements for 1935	(*b*) C.A.F.O.s 1605/36 and 895/37.
560	H.P. Air Pressure Gauges—REPORTS	(*b*) A.F.O. 2008/37.

A.F.O.	Subject.	Disposal.
1935—	(*contd.*).	
671	Rangefinders, 22 ft. F.X.3, on M.G. 23 Mountings—Backlash in Elevating Drive—Elimination (" *Kent* " *and* " *London* " *Classes*)	
690	Michell Thrust Blocks	
793	Torpedo Stores—Guards, Safety, Air Levers, St. No. T.87—Modification	(*d*)
1029	Cartridges—Empty Cylinders, Q.F., 4-in., Mark V, and Q.F., 4·7-in., Mark VIII—Accumulation during Firings	
1213	Lecture Library	
1218	Fuzes, Drill, Time, No. 198, Marks I and II—Repair ...	
1222	Stabilised Chloride of Lime (Bleaching Powder) for Gas Decontamination—Storage and Test	(*b*) C.A.F.O. 745/38.
1238	Sloops—Nomenclature for all Types	(*a*)
1253	Removoil (Roftas)—Use (*Dockyards and Oil Fuel Depôts*)	
1352	R.N. and R.M. Officers attached to R.A.F. for service with Fleet Air Arm—Reporting Movements	
1367	Shells, B.L., 4·7-in., Heavy, S.A.P., Mark IVA, N.T., with Tracer Cavity Plugger—Interchangeability with Mark IIA Shell	(*d*)
1559a	H.M.A.S. " Sydney "—Recovery of Cost from the Commonwealth Government	
1564	Meteorological Offices and Pilot Balloon Shelters—Provision of	(*b*) A.F.O. 2797/37.
1608	Gun Mountings, 3·7-in., Howitzer Field Equipments—Sights	
1609	·303-in., Red Label Ammunition, Ball, Mark VII—Supply (*H.M. Ships other than Aircraft Carriers*) ...	(*d*)
1612	24½-in. Torpedoes—Blowing Heads—Re-introduction of Oil Tracks	(*c*) C.B. 1948 (4).
1694	Director Firing Gear—Henderson Gyro Firing Gear and Type " G " Gyro Director Sights—Improved form of Contact Holder (*All Ships concerned ; H.M. Dockyard, Portsmouth*)	
1703	Chlorosulphonic Acid Plants in Two-speed Destroyer Sweep—Destroyers	
1793	Gun Mountings—Maxim Tripod Mountings, Mark IV—Modifications	
1799	Gyroscopes—N.A.R.W. and N.A.R.J.W.—Modification to prevent Fouling of the Horizontal Gymbal... ...	
1828	Acting Sub-Lieutenant (E)—Promotion from the Lower Deck	
1899	Officer Observers—Liability of all Executive Officers for Selection for Qualifying Course	(*d*)
1907	O.B.L., 8-in., Mark VIII*—Damage to Chamber, Shell Drill, B.L., 8-in., Mark II*B or IIIB—Looseness of Fixing Screw securing Brass Nose	
1924	Electric Panel Fires for New Construction—Height from Deck—Modification	
1967	Supplies for 10-in. Signalling Projectors (*New Construction and all Ships fitted with Four Sets of Resistances*)...	
2004	Repayment Services executed on behalf of the Air Ministry	
2008	Wired Glass for use in Buildings	
2033	Torpedoes and Stores—Nickel-copper Alloy Coupling Screws, for use with certain 18-in., Mark VIII*, F.A.A. Type Torpedoes—Introduction	
2037	Supply of Mines to Submarines	(*c*) O.U. 5302.
2204	Respirators, Anti-gas—Issue of Type " E " Containers	(*b*) A.F.O. 2728/37.
2219	Minor Defects in Oars	(*d*)
2283	Director Firing Gear—Method of ensuring that Bearing Drives to Tilt Correctors are Assembled Correctly ...	(*b*) A.F.O. 2107/37.
2287	Gun Sighting and Director Periscopes, Telescopes, and Binoculars ; also Range and Heightfinders Light Filters or Screens—REPORT	(*d*)
2291	Flares, Aircraft—Reconnaissance (" *Leander* " *and* " *Arethusa* " *Class Cruisers*)	

A.F.O.	Subject.	Disposal.
1935—(*contd.*).		
2356	Telescopes, Pattern G.350—supply; Telescopes, Patterns G.330 and G.331—Surrender. 4-in., H.A. III, III* and IV Gun Mountings—Modification to Open Sights—REPORTS	(*d*)
2487	Asdic Loud Speaker Equipment—Abolition in Submarines	
2552	Colosyl W.X. Degreasing Agent—Use (*Dockyards and Shore Repair Establishments, etc.*)	
2651	Submarine Smoke Candles—Types in Service and Instructions for their use in Submarines...	(*b*) C.A.F.O. 2358/37.
2652	Aircraft Smoke Floats and Practice Bombs—Confusion with Submarine Smoke Candles	(*b*) C.A.F.O. 2357/37.
2665	Respirators, Anti-gas Containers, Type "E"—Issue, and Haversack Modification	(*b*) C.A.F.O. 1776/37.
2678	10-in. Signalling Projectors, Patterns 3860A and 3860 ...	(*b*) A.F.O. 874/38.
2744	Sabotage—Immediate Report to Director of Naval Intelligence	(*b*) C.A.F.O. 189/38.
2764	Protector Paravane Ropes—Issue of Left-hand Lay ...	(*d*)
2819	Anti-gas Stores—Bleach Ointment and Bleach Paste—Instructions	(*c*) O.U. 5427/38.
2824	16-ft. Skiff Dinghies—Replacement of Existing Rig by New Rig	(*d*)
2848	Gun Mountings, 15-in., Mark I—Unloading Arrangements	(*d*)
2850	Gun Mountings—Hydraulic Hoist Presses—Securing of Guards and Limit Stops...	
2853	Depth Charges—Revised Allowances	(*b*) C.A.F.O. 407/38.
2916	Bedding for Admiralty and Contractors' Personnel attending Trials—Supply, etc.	(*b*) A.F.O. 2804/37.
3029	Trial of Contract-made Boots for Royal Marines—REPORT	(*d*)
3071	Cylinders, Guncotton Dry Charges, 2¼ lb.—Defective ...	
3101	Subhead E.28—Special Reserve Sets of Naval Stores—REPORTS	
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11	Commissioned Gunners, Commissioned Gunners (T), and Commissioned Boatswains—Retention beyond age of 50	(*d*)
19	Royal Marine Signallers—Badges for Non-substantive Ratings	(*c*) R.M. Dress Regulations.
41	Contractors for Searchlight Control System, Mark V ...	(*d*)
51	History Sheets of Asdic Oscillators—Abolition	(*c*) Handbooks of Asdic sets.
68	C.B. 1791/33—Amendments	§
69	C.B. 1829—Amendments	
70	C.B. 1838 (1)—Amendment	
71	C.B. 1877—Amendment	
72	C.B. 3026—Amendments	
73	B.R. 14—Drafting Regulations	
74	B.R. 16—Engineering Manual	
75	B.R. 62—R.N.R. Regulations (Officers)	
76	B.R. 63—R.N.R. Regulations (Men)	
77	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services	
78	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
79	B.R. 672—Expense Accounts Instructions, 1904 ...	
80	B.R. 672A—Expense Accounts Instructions—Repayment Services, 1926	
81	B.R. 674—Store Duties Instructions	
82	B.R. 677—Instructions for Naval Hospitals, etc., 1927	
83	O.U. 5225—Home Dockyard Regulations	
84	O.U. 5379/35—Turret Gun Drill for 16-in., B.L., Mark I Gun on Mark I Triple Mounting	
85	O.U. 5422/34—Drill for 4·7-in., Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings	
86	O.U. 5435/31—Drill for 4·7-in., Q.F., Mark IX* Gun on C.P. (S) XVI Mounting	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
87	O.U. 5449—Regulations for Maintenance of 21-in., Mark II–V Torpedoes	
88	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc.	
89	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes	
90	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes	
91	O.U. 5461—Handbook for 21-in. Torpedoes, Mark II–V	
92	O.U. 6146—Instructions for Torpedo Trials	
93	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards at Home	§
94	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes	
95	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX–IX* Torpedoes	
96	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII*, F.A.A. Torpedoes...	
97	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad	
98	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes	
109	Travelling Concessions—Reserve Personnel and their Wives and Families	
118	Practice Ammunition for L.A. Fire from 4-in. H.A. Guns—New Type of Ammunition for Supply... ...	
123	Torpedo Tubes—21-in., T.R. IV, Q.R. VII, Q.R. VIII and P.R. I—Modification to Top Strips ("*Arethusa*," "*Galatea*," "*Ajax*," "*Apollo*," "*Amphion*," "*Sydney*," "*Grenville*," "*Greyhound*" *Class Destroyers and Dockyards concerned*)	(*d*)
128	W/T Sensefinders S.42, Pattern 1266AK—Purchase and Allocation (*Ships and authorities concerned*)	
153	Torpedo Specialist Course—Revised Syllabus	
155	Privately-owned Motor Vehicles used on Official Business by Naval and Marine Personnel—Insurance	
156	Travelling Expenses between Lodgings and Place of Duty at Newcastle	
224	Mines—Supply to Submarines—Arrangements concerning Disembarking Mines...	(*c*) O.U. 5302.
274	Smoke Candles—Types in Service—Allowances and Supply—Recovery and Examinations of Failures ...	(*a*)
279	Star Shell Deflection Calculators—Modification to Illumination Arrangements (*Battleships, Battle Cruisers, Aircraft Carriers and Cruisers of "E" and later Classes, Ships concerned and Home Yards*)	
280	Side Ready Switches—Fitting of New Type ("*Acasta*" *and* "*Beagle*" *Class Destroyers and Leaders. H.M. Dockyards*)	
283	Gyro Compass Balancers—Replacement of Worn Duralumin Side Plates of Ball Cages—REPORTS ... (*Battleships, Cruisers, and Aircraft Carriers*)	(*d*)
296	Government Telegraph Code—Appendix (1935)—Naval Correction No. 1	
317	Torpedo and Stores—Adapters, Blowing-through Bottles, Small, St. No. T.199—Modification—Introduction of Adapters, St. No. T.199A	
319	Heads, Blowing, 24½-in., Mark I—Modification to Catch for Tube-held Locking Device	
321	Mark V Minesweeping Outfits—Light Hand-worked Oropesa Sweep	(*b*) C.A.F.O. 1248/38.
322	Gyroscopes, A.R.A., A.R.A.T., A.R.P., A.R.N., A.R.P.W. Jamming of the Spring Catch in the Vertical Gymbal	(*d*)
324	Synchronous Motor Transmitter Units and Relay Boxes—Material for Relay Contacts	
340	Memorandum N.I. (S), 1932—Amendments	§
341	Memorandum N.I. (U), 1932—Amendments	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
342	C.B. 1783 (29)—Amendment	
343	C.B. 1791/33—Amendment	
344	C.B. 1814 (29)—Amendment	
345	C.B. 1917—Amendments	
346	C.B. 1919—Amendments	
347	C.B. 1935—Amendments	
348	C.B. 3000 (31)—Amendments	
349	C.B. 3000A (27)—Amendments	
350	C.B. 3015—Amendment	
351	C.B. 3019—Amendment	
352	C.B. 3020 (1)—Amendments	
353	C.B. 3028—Amendments	
354	B.R. 14—Drafting Regulations	
355	B.R. 62—R.N.R. Regulations (Officers)	
356	B.R. 63—R.N.R. Regulations (Men)	
357	B.R. 65—R.N.V.R. Regulations	
358	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
359	B.R. 670—Regulations for H.M. Naval Yards Abroad...	
360	B.R. 672A—Expense Accounts Instructions—Repayment Services, 1926	
361	B.R. 674—Store Duties Instructions	
362	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927	
363	B.R. 697—Training Service Regulations	
364	O.U. 5225—Home Dockyard Regulations, 1925 ...	
365	O.U. 5408/35—Naval Magazine and Explosives Regulations	
366	O.U. 5427—Defence Against Gas	
367	O.U. 5449—Regulations for Maintenance of 21-in., Marks II–V Torpedoes	§
368	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes	
369	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes	
370	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes	
371	O.U. 5455/1933—Torpedo Drill Book—A.W. Revolving Tubes	
372	O.U. 5461—Handbook for 21-in. Torpedoes, Marks II–V	
373	O.U. 6090 (B)—Range Tables for 4·7-in. Guns... ...	
374	O.U. 6090 (E)—Range Tables for 2-pdr. Guns	
375	O.U. 6090 (J)—Range Tables for 6-in. Guns	
376	O.U. 6090 (K)—Range Tables for 4-in. Guns	
377	O.U. 6090 (W)—Range Tables for 8-in. Guns	
378	O.U. 6178—Handbook of Signalling Equipment ...	
379	O.U. 6209—Salvage Craft, Yard Craft, etc., and Salvage Plant—Particulars	
380	O.U. 6234—Reserve of Naval Stores at Home Dockyards	
381	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes	
382	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX–IX* Torpedoes	
383	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII* Torpedoes	
384	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad	
385	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes	
405	Fuzes, Time, No. 206—Introduction of Washers, Copper and Asbestos, 2·4-in., Mark II	(*c*) C.B. 1876 (*a*).
406	B.L. and Q.F. Ammunition Stowed in Ready-use Lockers, etc.—Instructions	(*b*) C.A.F.O. 150/38.
420	Signal Flag Lockers fitted in H.M. Ships—Re-marking ...	(*d*)
421	20-lb. Bombs—Stowage (*Ships carrying Aircraft other than Aircraft Carriers*)	(*b*) C.A.F.O. 1987/37.

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
422	Fast Type Boats Manufactured by British Power Boat Co.—Hull and Electrical Fittings—Replacements—REPORT (*Commanding Officers of H.M. Ships and Yard Officers*)	(*d*)
468	Decontamination of Aircraft from Mustard Gas ...	(*c*) O.U. 5427/38.
484	Gas Attacks on Ships	(*c*) O.U. 5427/38.
491	Marriage Allowance—Stoppage on Estrangement of Husband and Wife	(*c*) Forms S.67 and S.68.
508	Gyro Compass Repeaters—Pressure-tight (*Submarines*)	(*d*)
541	H.A. Firing—Records of Control Errors—REPORT (*All Ships fitted with H.A.C.S.*)	(*b*) C.A.F.O. 2213/37.
549	Bow Protector Paravane Equipment of H.M. Ships (*Supply of Roller Cutters, etc.*)	(*c*) B.R. 366.
554	Signalling Equipment in H.M. Ships—Periodical Reports	(*b*) A.F.O. 1062/38.
572	Exception from Unemployment Insurance	(*d*)
581	C.B. 998—Amendment	§
582	C.B. 1791/33—Amendments	
583	C.B. 1814 (29)—Amendment	
584	C.B. 3020 (6)—Amendment	
585	C.B. 3026—Amendment	
586	B.R. 16—Engineering Manual	
587	B.R. 17—Field Service Pocket Book	
588	B.R. 49 (1933)—Naval Secretariat Handbook	
589	B.R. 61—R.F.R. Regulations	
590	B.R. 62—R.N.R. Regulations (Officers)	
591	B.R. 63—R.N.R. Regulations (Men)	
592	B.R. 65—R.N.V.R. Regulations	
593	B.R. 201/35—Turret Gun Drill for 15-in., Mark I Guns on Twin, Marks I, I*, and II Mountings	
594	B.R. 210/34—Drill for 4-in., Q.F., S.A. Guns on L.A. Mountings...	
595	B.R. 225—Gun Mounting Store Duties Instructions, 1932	
596	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
597	B.R. 670—Regulations for H.M. Naval Yards Abroad...	
598	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927	
599	B.R. 886—Regulations for the Supply of Residential Furniture	
600	O.U. 5225—Home Dockyard Regulations, 1925 ...	
601	O.U. 5377/35—Drill for 4·7-in., Mark VIII Gun on H.A., Mark XII Mounting	
602	O.U. 5408—Naval Magazine and Explosives Regulations, 1935	
603	O.U. 5422/34—Drill for 4·7-in., IX and IX* Guns on C.P. XIV and XVII Mountings	
604	O.U. 5428—Handbook of the Torpedo Gyroscope ...	
605	O.U. 5449—Regulations for Maintenance of 21-in., Marks II–V, Torpedoes	
606	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes	
607	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes	
608	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes	
609	O.U. 5453—Drill for 0·5-in. Guns on "M," Mark I Mountings	
610	O.U. 5463—Handbook on Ammunition	
611	O.U. 5464/35—Drill for 4-in., Mark V Gun on H.A., III and IV Mountings	
612	O.U. 6090 (B)—Range Tables for 4·7-in. Guns ...	
613	O.U. 6090 (D)—Range Tables for 15-in. Guns	
614	O.U. 6090 (J)—Range Tables for 6-in. Guns	
615	O.U. 6090 (K)—Range Tables for 4-in. Guns	
616	O.U. 6147—Handbook for Sinkers, Marks XII–XII* ...	
617	O.U. 6164—Handbook for Mine H.II, Mark II ...	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
618	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes	
619	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX–IX* Torpedoes	
620	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII* Torpedoes	§
621	O.U. 6270—Memorandum on Reserves of Naval Stores at Yards Abroad	
622	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes	
623	R.N.A.S.B.R. Regulations	
651	Main Battery Components carried in Submarine Depôt Ships—Revised Allowances	
653	Steam Cooking Plant—Safety Precautions	
665	Oars Shipped Abroad—Method of Packing—REPORTS	
669	Meteorological Organisation on the Mediterranean Station—Supply of Special Forecasts by the Meteorological Offices at Malta and Heliopolis	(*d*)
685	Gun and Director Sight Dials—6-in. Mountings (" *Queen Elizabeth* " *and* " *Royal Sovereign* " *Classes and Dockyards concerned*)	
687	Catapults—" Queen Bee " Charges, Mark I	(*b*) C.A.F.O. 1123/38.
689	Director Firing Circuits—Gyro Firing Relays, Marks IIC, IID, IIIC and IIID, and Spark Quenchers—Fitting of ("*Amazon,*" "*Ambuscade,*" "*Acasta,*" " *Beagle,*" " *Crusader,*" " *Defender,*" " *Eclipse,*" *and* " *Fearless* " *Classes ;* " *Codrington,*" " *Keith,*" " *Kempenfelt,*" " *Duncan,*" " *Exmouth,*" " *Faulknor,*" " *Enchantress,*" " *Leander,*" " *Norfolk,*" *and* "*York*" *Classes ;* "*Ajax,*" "*Amphion,*" "*Arethusa,*" "*Apollo,*" " *Sydney* " *and* " *Galatea* ")	(*b*) C.A.F.O. 1123/38.
694	Air Filtration Units—Spare Prefilters for—REPORTS (*Ships concerned*)	(*c*) O.U. 5427/38.
697	W/T—Interference between Main and Fire Control W/T Sets—Separation of Aerials (*Flotilla Leaders and Destroyers*)	
716	Form S.1246p—History Sheet for Air Gunner and Observer's Mate—Institution	
718	Civil Staff—Annual Return	(*d*)
740	Gun Mountings, 8-in., Mark II and II*, and 6-in., Mark XXI, H.P. Air Stop Valves (" *Dorsetshire,*" " *York,*" " *Leander,*" *Modified* " *Leander* " *and* "*Arethusa* " *Classes*)	
744	Torpedoes—Periodical Overhauls and Examinations—Procedure as to Landing for Repairs, or on Deposit, at Torpedo Depôt	(*b*) A.F.O. 1049/38.
748	T.S.D.S. Davits—Padlocks	
793	Pipes, Conduits, Ducts, and Cables—Identification and Marking of, in Buildings	
803	Guns, Q.F., 4-in., H.A.—Low Angle Range Strips—Graduation	
805	Gun Mountings, 4-in., H.A., Marks III and III*—D.F. Operating Gear	
812	Types 403 and 403X Warning Telephone Installations—Supply of Spare Power-amplifiers, Pattern 8761A ("*Achilles,*" " *Leander,*" " *Neptune,*" " *Orion,*" *and* " *Exeter* ")	
813	Type 404 Warning Telephone Installations—Improved Design of Power-amplifier—Purchase ("*Arethusa,*" "*Ajax,*" "*Amphion,*" "*Apollo,*" " *Galatea* " *and* " *Sydney* ")	(*d*)
814	Wa/T, Type 404—Conversion of Loudspeakers, Pattern 8888 to Pattern 8888A (*H.M. Ships* "*Ajax,*" "*Arethusa,*" " *Galatea* " *and* " *H.M.A.S. Sydney* ")	
817	Signals for Indicating Changes of Speed to the Asdic Operator—Submarines of " Oberon " and later classes, which are not provided with an Asdic operating position open to the control room	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
836	C.B. Form U.2C (1935)—Correction No. 9	
837	C.B. 878 (34)—Amendment No. 1	
838	C.B. 3028—Amendment	
839	National Anthems, Salutes, and Official Marches Book...	
840	B.R. 11—Admiralty Memorandum on Naval Court-Martial Procedure	
841	B.R. 14—Drafting Regulations	
842	B.R. 16—Engineering Manual	
843	B.R. 35—Sperry Gyro-compass Equipment—General Instructions regarding Supply	
844	B.R. 62—R.N.R. Regulations (Officers)	
845	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services	
846	B.R. 65—R.N.V.R. Regulations	
847	B.R. 209/35—Drill for 2-pdr., Q.F., Mark II and II*, Pom-Pom Guns on H.A., Mark II, Mounting	
848	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
849	B.R. 670—Regulations for H.M. Naval Yards Abroad ...	
850	B.R. 674—Naval Store Duties Instructions	
851	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927	§
852	B.R. 732—Instructions for the Disposal of Mines and Bombs washed ashore	
853	B.R. 875—R.F.A. Regulations and Instructions ...	
854	O.U. 5225—Home Dockyard Regulations	
855	O.U. 5377/35—Drill for 4·7-in., Q.F., Mark VIII, Gun on H.A., Mark XII, Mounting	
856	O.U. 5422/34—Drill for 4·7-in., Q.F., Marks IX and IX*, Guns on C.P. XIV and XVII Mountings	
857	O.U. 5425—Instructions for "Lining up" Director Towers	
858	O.U. 5463—Handbook on Ammunition	
859	O.U. 5464/35—Drill for 4-in., Q.F., Mark V, Gun on H.A., Mark III and IV Mountings	
860	O.U. 5482—Drill for 4-in., Marks XVI and XVII, Q.F., Semi-automatic Guns on H.A. Twin, Mark XIX, Mounting	
861	O.U. 6209—Salvage Craft, Yard Craft, etc., and Salvage Plant—Particulars	
862	O.U. 6234—Reserves of Naval Stores to be Maintained at H.M. Dockyards, etc., at Home	
863	O.U. 6270—Reserves of Naval Stores at Yards Abroad...	
880	Failures of Fuzes	(*d*)
889	Plugs for Small Electrical Devices—Supply	(*c*) B.R. 4.
890	Turning Wheels of Main Engines of Submarines—Securities ("*Oberon*," "*Odin*" (*ex* "*Orpheus*"), *and* "*Thames*" *Classes, and* "*Porpoise*")	(*d*)
906	Sullage Removal—Classification of Expenditure... ...	(*c*) B.R. 671/37.
923	Demolition Stores (*Destroyers attending on Aircraft Carriers*)	
953	Guns, Machine, Vickers, ·5-in., Mark III—Introduction of Mark II Springs, Side Plate and Modification of Plates, Side, to suit	(*d*)
957	Stowage of 8½-lb. Practice Bombs	(*b*) C.A.F.O. 1987/37.
962	Pistols, Type 3F, St. No. T.274—Modification	
966	Stannic Puff Apparatus—Issue to Fleet Air Arm ...	
973	Removal or Installing of Asdic Directing Gear—Docking Information (*H.M. Submarines*)	
984	Electric Torches for Diving Purposes, in lieu of Diving Lamps, Pattern 899—REPORTS	(*d*)
997	Gun Sights—Testing after Gun Trials—REPORTS ...	
1021	Fire Control Instruments—Dreyer Fire Control Tables, Marks IV* and V—Modified G.D.T. Gear—Examination of Working Parts	
1024	Bomb Loading Device for Catapult Aircraft	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
1082	Torpedoes fitted with Breech Blocks, St. No. 922—(24½-in., Mark I, 21-in., Marks VII–IX*, 18-in., Mark XI and later)—Ignition Gear—Test of Blow of Hammers	(*c*) C.B. 1876 (*d*).
1094	Asdic Directing Gear Compartment—Fitting of Radiator in Submarines with Type 120 and 120A Asdic Installations	(*d*)
1105	Eyeplates and Cleats to be secured by Welding... ...	(*b*) A.F.O. 1267/38.
1106	Cutters, Tube (R.A.F. Pattern—Allowance (*Aircraft Carriers and other Ships carrying Aircraft, and Destroyers attending on Aircraft Carriers*)	(*b*) A.F.O. 817/38.
1119	Memorandum N.I. (S), 1932—Amendments	§
1120	C.B. Form U.2C (1935)—Correction No. 10	
1121	C.B. 1791/33—Amendments	
1122	C.B. 1917—Amendment	
1123	C.B. 1925 (2)—Amendments	
1124	C.B. 1925 (5)—Amendment	
1125	C.B. 1925 (9)—Amendment	
1126	C.B. 3019—Amendment	
1127	C.B. 3033 (35)—Amendments	
1128	B.R. 4—Instructions relating to the Supply of Naval Stores to H.M. Ships, etc.	
1129	B.R. 14—Drafting Regulations	
1130	B.R. 62—R.N.R. Regulations (Officers), 1932	
1131	B.R. 63—R.N.R. Regulations (Men)	
1132	B.R. 65—R.N.V.R. Regulations	
1133	B.R. 153—Demolitions Drill Book	
1134	B.R. 153 (2)—Demolitions Drill Book, Addendum ...	
1135	B.R. 182—Drill for 7·5-in., B.L., Mark VI Gun on C.P.V. Mounting	
1136	B.R. 202/34—Drill for 6-in., B.L., and 5·5-in., B.L. Guns	
1137	B.R. 203/34—Drill for 4·7-in., B.L., and 4-in., B.L. Guns	
1138	B.R. 206/33—Drill for 3-in., Q.F. Guns on High Angle Mountings	
1139	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
1140	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad	
1141	O.U. 5225—Home Dockyard Regulations, 1925 ...	
1142	O.U. 5254—General Directions as to Pilotage of H.M. Ships	
1143	O.U. 5408/35—Naval Magazine and Explosives Regulations	
1144	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Mark VIII and VIII* on Twin II and II* Mountings.	
1145	O.U. 5427—Defence Against Gas	
1146	O.U. 5441—Maintenance of Submarine Torpedo Tubes	
1147	O.U. 5457—Maintenance of A.W. Torpedo Tubes—Q.R. I–VI and T.R. II–III	
1148	O.U. 5463—Handbook on Ammunition	
1149	O.U. 5464/35—Drill for 4-in., Q.F., Mark V Gun on H.A., Marks III and IV Mountings	
1150	O.U. 6090 (E)—Range Tables for 2-pdr. Guns ...	
1151	O.U. 6125 and O.U. 6125 (4)—The Director Firing Handbook	
1152	O.U. 6127—Addendum No. 2 to the Director Firing Handbook, 1917, the Henderson Gear, Mark II, 1918, formerly C.B. 1461A. (Affixed at back of book.) ...	
1153	O.U. 6142A and O.U. 6142B—Manual for Power-worked Mountings	
1154	O.U. 6178—Handbook of Signalling Equipment, Correction No. 49	
1155	O.U. 6192—Handbook for the Director Sight, Marks I, II, III, IV and V	
1156	O.U. 6226 and O.U. 6227—Handbook for 8-in., B.L., Mark VIII Guns on Twin, Marks II and II* Mountings	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
1157	O.U. 6234—Reserves of Naval Stores to be maintained at Dockyards, etc., at Home	§
1158	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX–IX* Torpedoes	§
1159	O.U. 6270—Reserve of Naval Stores at Naval Yards Abroad	§
1160	O.U. 6280—Equipment of Naval Stores for Armed Merchant Cruisers, etc.	§
1172	Anti-rabic Treatment—Chief Centres Abroad where it can be obtained	(*b*) A.F.O. 2223/37.
1207	Government Telegraph Code, Appendix (1935)—Naval Correction No. 2	(*d*)
1231	Petty Officers—Increased Requirements—REPORTS...	(*b*) A.F.O. 2649/37.
1235	Sailors' Homes	(*d*)
1255	Hydrogen and Air Balloons—Use of, as Anti-aircraft Targets—REPORTS (*Ships concerned, of Home and Mediterranean Fleets*)	(*d*)
1261	Supply of Messrs. Peacock and Buchan's Boot-topping Compositions	(*c*) B.R. 4.
1304	Gun Mountings, 6-in., Twin, Mark XXI—Pivoted Shell-loading Trays in Gun-house (*H.M. Ships "Leander," "Achilles," "Orion," "Neptune," "Ajax," "Arethusa," "Apollo," "Galatea," H.M.A.S. "Sydney" and Reserve Mountings*)	(*d*)
1307	Fuze, Percussion, D.A., No. 241—Introduction... ...	(*d*)
1312	"Short" Type Rubber Buoys for Aircraft—Instructions for Maintenance	(*c*) B.R. 10/1.
1318	Echo Sounding Gear in H.M. Ships—Impaired Results due to Deterioration of Paint on inside of Hull ...	(*c*) Echo Sounding Handbook.
1348	Gun Mountings, 15-in., Mark I and Mark II—Large-scale Trial of Cooper's Lubricant in Swashplate Engines—REPORT...	(*b*) A.F.O. 969/38.
1351	Cartridges, S.A., 0·5-in.—(*a*) Introduction of S.A.P. Ammunition—(*b*) Use of Existing Type of Ball Ammunition in Supply for Practice	(*b*) C.A.F.O. 478/38.
1353	Director Training Motor-starters ("*Leander*" *and* "*Arethusa*" *Classes*)	(*d*)
1370	C.B. 1869 (34)—Amendments	§
1371	C.B. 1877—Amendment	§
1372	C.B. 1907—Amendment	§
1373	C.B. 1917—Amendment	§
1374	C.B. 1926—Amendment	§
1375	C.B. 1935—Amendment	§
1376	C.B. 1937—Amendments	§
1377	C.B. 3014—Amendments	§
1378	C.B. 3025—Amendment	§
1378a	C.B. Form U2C (1935)—Correction No. 11	§
1379	National Anthems, Salutes, and Official Marches Book	§
1380	B.R. 16—Engineering Manual	§
1381	B.R. 62—R.N.R. Regulations (Officers), 1932	§
1382	B.R. 63—R.N.R. Regulations (Men)	§
1383	B.R. 65—R.N.V.R. Regulations	§
1384	B.R. 224—The Gunnery Pocket Book	§
1385	B.R. 672A—Expense Accounts Instructions, Repayment Services, 1926	§
1386	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad	§
1387	O.U. 5225—Home Dockyard Regulations, 1925 ...	§
1388	O.U. 5408—Naval Magazine and Explosives Regulations	§
1389	O.U. 5420/1936—Rate Book of Victualling and Royal Marine Stores	§
1390	O.U. 5449—Regulations for Maintenance of 21-in., Marks II–V Torpedoes	§
1391	O.U. 5450—Regulations for the Maintenance of 21-in., Marks IV* S. and S.O. Torpedoes, and 21-in., Mark II S.F.P. Torpedoes in Submarines	§

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
1392	O.U. 5454—Maintenance of Above-water Torpedo Tubes, D.R. II–IV, T.R. I	
1393	O.U. 5455/33—Torpedo Drill Book, Above-water Revolving Tubes	
1394	O.U. 5457—Maintenance of Above-water Torpedo Tubes, T.R. II–III, Q.R. I–IV, VI	
1395	O.U. 5462—Maintenance of Above-water Torpedo Tubes, T.R. IV, Q.R. V, VII–VIII, P.R. I	
1396	O.U. 5463—Handbook on Ammunition	
1397	O.U. 6090 (O)—Range Tables for 3-pdr. Guns ...	
1398	O.U. 6184/30—Instructions for the Maintenance of Naval Ordnance and Gun Mountings	§
1399	O.U. 6212 (late C.B. 1760A)—Handbook for 6-in., B.L., Mark XXII Gun on Mark XVIII Twin Mounting—Book I, 1927	
1400	O.U. 6242	
1401	O.U. 6251—Regulations for Maintenance of 21-in., Marks IX–IX* Torpedoes	
1402	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII*, F.A.A., Torpedoes	
1403	O.U. 6270—Reserves of Naval Stores at Yards Abroad	
1404	Rail Transport Instructions	
1427	Gun Mountings, 8-in., Marks I and I*, H.C.P.—Training Control Gear	
1434	Mark VIB Searchlight Lamp—Modified Negative Control Clutch—Trials—REPORTS	
1468	Advancement of Naval Ratings—Prospects in relation to the Special Re-entries	(*d*)
1471	Mechanician Courses	
1506	Towing Targets—Allowances and Accounting Arrangements	
1509	Private Telegrams—Transmission and Reception ...	(*b*) A.F.O. 2402/37.
1521	Imperial Service Medal	(*d*)
1526	Fleet Air Arm—Non-substantive Ratings of Observer's Mate and Air Gunner	(*b*) A.F.O. 1220/38.
1535	Signal and Telegraphist Ratings Re-engaged for 12 months—Qualification for V/S 3 or W/T 3 ...	(*d*)
1541	Sick Berth Ratings—Advancement	
1548	Q.F. Fixed Ammunition—New Method of Securing Shell and Case in 4·7-in. and 4-in. F.A. rounds	(*a*)
1549	" Y " Marked Cartridges—Supply to Depôt Ships ...	
1560	W/T, Types 51H/HX and 83—Listening-through Switch—Disconnection (*Flotilla Leaders and Destroyers*)	(*d*)
1572	Government Telegraph Code, Appendix (1935)—Naval Correction No. 3	
1577	Unemployment Insurance—New rates of Contributions	(*c*) B.R. 669.
1613	Extempore Transmitting and Receiving Apparatus—REPORTS	(*c*) B.R. 4.
1640	Memorandum N.I. (S) 1932—Amendment	
1641	C.B. Form U2C (1935)—Correction No. 12	
1642	C.B. 1791/33—Amendments	
1643	C.B. 1795A (1936)—Amendment	
1644	C.B. 1832 (1930)—Amendments	
1645	C.B. 1897 (1934)—Amendments	
1646	C.B. 1898 (1934)—Amendments	
1647	C.B. 1917—Amendment	
1648	C.B. 1935—Amendment	
1649	B.R. 10 (1)—Admiralty Standard Moorings	§
1650	B.R. 14—Drafting Regulations	
1651	B.R. 16—Engineering Manual	
1652	B.R. 62—R.N.R. Regulations (Officers), 1932	
1653	B.R. 63—R.N.R. Regulations (Men)	
1654	B.R. 65—R.N.V.R. Regulations	
1655	B.R. 153 (2)—Demolitions Drill Book	
1656	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
1657	B.R. 672—Expense Accounts Instructions, 1904 ...	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
1658	B.R. 672A—Dockyard Expense Accounts—Repayment Services	
1659	B.R. 674—Naval Store Duties Instructions	
1660	Form D. 621A—Instructions for the Preparation of Annual Demands at H.M. Naval Yards Abroad ...	
1661	O.U. 5225—Home Dockyard Regulations	
1662	O.U. 5225 (2)—Home Dockyard Regulations, 1925 ...	
1663	O.U. 5441—Maintenance of Submarine Torpedo Tubes	
1664	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II–V Torpedoes	
1665	O.U. 5450—Regulations for the Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes and 21-in., Mark II S.F.P. Torpedoes in Submarines	
1666	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes	
1667	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes	
1668	O.U. 5455—Torpedo Drill Book—Above Water Revolving Tubes	
1669	O.U. 6066—The Sight Manual, Vol. I, 1921	
1670	O.U. 6066A—The Sight Manual, Vol. II, 1930	
1671	O.U. 6090 (J) (W), etc.—Ballistics—List of Current Range Tables, Fuze Scales, etc.	§
1672	O.U. 6090 (J)—Range Tables for 6-in. Guns	
1673	O.U. 6090 (K)—Range Tables for 4-in. Guns	
1674	O.U. 6090 (W)—Range Tables for 8-in. Guns	
1675	O.U. 6146/1934—Instructions for Torpedo, Depth Charge, Minesweeping and Power Controller Searchlight Trials	
1676	O.U. 6191/30—Instructions concerning Ships taken up for Naval Service in War	
1677	O.U. 6190 (34)—Handbook of Hydrophones	
1678	O.U. 6234—Home Dockyard Reserve Memorandum ...	
1679	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes	
1680	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX–IX* Torpedoes	
1681	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII F.A.A. Torpedoes	
1682	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad	
1683	O.U. 6281—Regulations for Maintenance of 18-in., XI, Torpedoes	
1684	O.U. 6282 (2)—Plotting Table—A.R.L.	
1705	Torpedoes, 21-in., Marks VIII–IX*—Fitment of New Design Water Non-return Valve in Group Valve ...	(*c*) C.B. 1876 (*d*).
1710	Stowage of Demolition Stores (" *Halcyon* " *Class*) ...	
1713	18-in. Sperry Signalling Projectors—Modification to Arc Striking Arrangement of Lamp, Pattern 2550—REPORT	
1725	A/S Cabinet Doors (" *Swordfish* " *Class Submarines*) ...	(*d*)
1726	Protective Gloves for Handling Hot Fired Cartridge Cases	
1728	Searchlight Carbons—Trials—REPORTS	
1748	Re-organisation of Catapult Units in the Fleet Air Arm	
1755	Retention of Ratings beyond the Expiration of their Special Non-continuous Service Engagement—S.56X	(*b*) A.F.O. 136/38.
1769	Cartridges, Impulse, Torpedo—Fitting with No. 9 in lieu of Combined (E. and P.) Primers	(*d*)
1773	Paravane Towing Wires—New Construction—Supply for Paravane Equipment and Running Trials	(*c*) B.R. 366/37.
1792	Tucker Anti-rust Process—Use of, for Electrical Apparatus in Internal Installations of Buildings ...	(*d*)
1794d	Special (Short) Service Seamen and R.M. Recruits—Firings	(*c*) O.U. 5362 (B)
1828	Gun Mountings—Mesothorium Compound for Sights of Gun Mountings Stored Abroad (*Malta, Gibraltar, Esquimalt, Colombo, Singapore, Hong Kong, Simonstown, Devonport, New Zealand, and Sydney*)	(*d*)

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
1841	Sailing and Pulling Launches, Pinnaces and Cutters fitted with Auxiliary Motors	(*d*)
1854	Established Women Clerks, Grade IV—Leave	(*a*)
1866	Surveying Service—Volunteers required...	(*d*)
1889	Boilers—Corrosion of	(*c*) B.R. 16.
1908	Forms M.22, S.47, M.123, M.123a and M.123b—Amendment of, in Manuscript	(*d*)
1918	A.A. Control for Ships Mounting one H.A. or H.A./L.A. Gun on a Broadside	(*c*) C.B. 3028 (1)
1959	C.B. Form U.2C (1935)—Correction No. 13	§
1960	C.B. 920—Amendment	
1961	C.B. 1791/33—Amendment	
1962	C.B. 1829—Amendment	
1963	C.B. 1935—Amendment	
1964	C.B. 3028—Amendment	
1965	B.R. 16—Engineering Manual	
1966	B.R. 62—R.N.R. Regulations (Officers)	
1967	B.R. 63—R.N.R. Regulations (Men)	
1968	B.R. 65—R.N.V.R. Regulations	
1969	B.R. 669—Instructions for the conduct of Cash Duties, 1932	
1970	B.R. 672A—Expense Accounts Instructions (Repayment Services)	
1971	B.R. 732—Instructions for the disposal of Mines and Bombs washed or brought ashore	
1972	O.U. 5225—Home Dockyard Regulations	
1973	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II Torpedoes	
1974	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc.	
1975	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes	
1976	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes	
1977	O.U. 5453—Drill for 0·5-in. Guns on "M," Mark I Mounting	
1978	O.U. 5457—Maintenance of Above-water Torpedo Tubes, T.R. II–III, etc.	
1979	O.U. 5462—Maintenance of Above-water Torpedo Tubes, T.R. IV, Q.R., etc.	
1980	O.U. 6125—The Director Firing Handbook	
1981	O.U. 6127 (2)—Addendum No. 2 to Director Firing for Flotilla Leaders and Destroyers	
1982	O.U. 6190 (34)—Handbook of Hydrophones	
1983	O.U. 6234—Reserves of Naval Stores at Home Dockyards	
1984	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes	
1985	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX* Torpedoes	
1986	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII, F.A.A. Torpedoes	
1987	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards abroad	
1988	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes	
1989	Boom Defence Inventory	
1999	R.N. and R.M. Warrant Officers—Advantages of becoming Voluntary Contributors under the National Health Insurance, etc., Acts	(*b*) A.F.O. 140/38.
2001	Royal Fleet Auxiliaries Abroad—Sickness of Officers and Ratings serving in—REPORT	(*c*) B.R. 875.
2012	Torpedoes, 21-in., Marks IX–IX*, and 21-in., Marks II–II****, J.S.F.P. Air Levers—Adjustment of Height ...	(*d*)
2026	Fresh Water at Lowestoft	
2060	Mark VIII* F.A.A. Torpedoes—Test of Check Valve in the Air Lead from Disc Reducer to Servomotor during Routine "O"—REPORT	(*a*)

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
2062	Hydraulic Transmission Units—Steering Gear	(*c*) B.R. 16.
2080	British Empire Typewriters—Repair Agents	(*b*) A.F.O. 946/38.
2090	Warrant Shipwright—Roster of Candidates	(*d*)
2113	Q.R. V, VI*, VII, VIII, T.R. IV and P.R.L. Torpedo Tubes—REPORTS ("*Leander*," "*Arethusa*," "*Southampton*" *and later Cruisers*; "*Faulknor*" *and* "*Fearless*" *Class*, "*Grenville*" *and* "*Greyhound*" *Class and later Destroyers*)	(*c*) O.U. 5462.
2130	Asdic Sets—Fitting of (*Leaders and* 4·7-*in. Gun Destroyers*)	(*d*)
2158	Firearms (Amendment) Act, 1936—Prohibited Weapons	(*c*) K.R. & A.I.
2161	Warrant Rank—Candidates for Gunner, Gunner (T), Boatswain and Boatswain A/S	
2174	15-in. Turrets—Firing and Night Sight Circuits (*Battleships and Battle Cruisers*)	(*d*)
2198	Gas Meter Rentals—Charges for Periods of less than a Quarter	
2199	C.B. Form U.2C (1935)—Correction No. 14	
2200	C.B. 01800 (27)—Amendment	
2201	C.B. 1791/33—Amendments	
2202	C.B. 1801 (1931)—Amendment	
2203	C.B. 1803—Amendment	
2204	C.B. 1808—Amendment	
2205	C.B. 1809—Amendment	
2206	C.B. 1832 (1930)—Amendment	
2207	C.B. 1854—Amendment	
2208	C.B. 1864 (1932)—Amendment	
2209	C.B. 1897 (1934)—Amendment	
2210	C.B. 1898 (1934)—Amendment	
2211	C.B. 1899 (1934)—Amendment	
2212	C.B. 1900 (1932)—Amendment	
2213	C.B. 1930 (34)—Amendment	
2214	C.B. 1939 (35)—Amendment	
2215	C.B. 1941—Amendment	
2216	C.B. 1946—Amendment	
2217	Pamphlet—Instructions for the use of the Gunnery Recording Camera and Method of Analysis of Practices of Short Range H.A. Weapons—Amendment ...	
2218	B.R. 14—Drafting Regulations	
2219	B.R. 16—Engineering Manual	
2220	B.R. 61—R.F.R. Regulations	
2221	B.R. 64—Shore Signal and Shore Wireless Instructions	
2222	B.R. 65—R.N.V.R. Regulations	§
2223	B.R. 93—Manual of Victualling	
2224	B.R. 153 (2)—Demolitions Drill Book	
2225	B.R. 154—Ammunition Pocket Book, 1935	
2226	B.R. 669—Instructions for the Conduct of Cash Duties, 1932	
2227	B.R. 672A—Expense Accounts Instructions, Repayment Services, 1926	
2228	B.R. 674—Naval Store Duties Instructions	
2229	O.U. 5225—Home Dockyard Regulations, 1925 ...	
2230	O.U. 5302/35—Mining Drill Book	
2231	O.U. 5416/32—Tables showing Particulars in regard to Naval Ordnance	
2232	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks II and II* Mountings	
2233	O.U. 5426/32—Gun Drill for 2-pdr., Mark VIII Guns on "M," Mark V Mounting	
2234	O.U. 5428—Handbook of the Torpedo Gyroscope ...	
2235	O.U. 5429/31—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks I and I* Mountings	
2236	O.U. 5449—Regulations for Maintenance of 21-in., Mark II Torpedoes	
2237	O.U. 5452—Regulations for the Maintenance of 24½-in., Mark I Torpedoes	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
2238	O.U. 5463—Handbook on Ammunition	§
2239	O.U. 6066 and O.U. 6066A—The Sight Manuals, Vols. I and II	
2240	O.U. 6090 (A) (1)/1935—Notes on Ballistics	
2241	O.U. 6090 (F)—Range Tables for B.L., 13·5-in. Guns...	
2242	O.U. 6090 (J)—Ballistics, Lists of Current Range Tables, Fuze Scales, etc.	
2243	O.U. 6178—Handbook of Signalling Equipment ...	
2244	O.U. 6251—Regulations for Maintenance of 21-in., Marks IX–IX* Torpedoes	
2245	O.U. 6270—Memorandum on Reserves of Naval Stores at Yards Abroad	
2246	Dockyard Cost Accounts—Memo. on Repayment Services D.A. 1737/29 (Revised 934/33)	
2252	Advancement to Sick Berth Petty Officer—Temporary Modification of Regulations—REPORTS	(*b*) A.F.O. 2221/37.
2257	Gun Mountings, 0·5-in., "M," fitted with Training Shock Absorbers—Foul due to Incorrect Replacement of Training Worm Box Cover Bolts	(*d*)
2265	Cordite, Mark I, Size 7½—Withdrawal and Restricted Use	
2272	Throat Bricks for Oil-fired Boilers...	
2278	Battery Tanks in Submarines—Materials for Coating ...	
2279	Government Telegraph Code, Appendix (1935)—Naval Correction No. 4	
2286	Re-engagement after Completing Time for Pension—Conditions and Special Engagement Bonus	(*b*) A.F.O. 717/38.
2290	Coding of Meteorological Synoptic Messages in War—Provisional Arrangements	(*b*) C.A.F.O. 1501/37.
2299	Gunlayers Qualifying for Turret Guns—Firings	(*c*) O.U. 5362 (A).
2311	H.A.C.S. I and Ic Director Control Towers—Vibration of Instruments (*Ships and Dockyards concerned*) ...	(*d*)
2317	Fuzes, No. 198, Marks I and II—Differences in Ranging and in Times of Burning in Q.F., 4·7-in., Mark VIII, Q.F., 4-in., Mark V, and Q.F., 3-in., 20-cwt. Guns ...	(*c*) O.U. 6090.
2322	Pistols, Type 3A, 3A* and 3A**—Locking Device for Fan Blades	(*d*)
2346	The Factory and Workshop (Notification of Diseases) Order, 1936	
2364	Gun Mountings, 4·7-in., C.P., Marks XIV and XVII—Modification to Loading Tray Interlocking Gear ...	
2377	W/T—Types 33A and 34A—Conversion to Types 33HY and 34HY when Provision of H/F Attachments are Approved	(*b*) A.F.O. 2178/37.
2380	Condemnation of Provisions due to Failure of Refrigerating Plant	(*c*) B.R. 93.
2423	Valves for Superheated Steam Services—Replacement of Valve Lids—Renewable Seats and Spindles	(*d*)
2426	W/T—Transmitter 4H—Modification to Power Supply (*Leaders and Destroyers of 1st, 2nd, 3rd, 4th, 5th, 6th, and 8th Destroyer Flotillas, "Montrose," "Campbell," "Valentine," "Versatile," "Vesper," "Viscount," "Vivien," "Westminster," "Westcott," "Windsor," "Winchelsea" and "Woolston"*)	
2447	C.B. Form U.2C (1935)—Correction No. 15	§
2448	C.B. Form U.2D (1931)—Amendments	
2449	C.B. 1813/32—Amendments	
2450	C.B. 1877—Amendments	
2451	C.B. 1948 (6)—Amendment	
2452	B.R. 16—Engineering Manual—Amendments	
2453	B.R. 61—R.F.R. Regulations—Amendments	
2454	B.R. 63—R.N.R. Regulations (Men)—Amendments ...	
2455	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services—Amendments	
2456	B.R. 65—R.N.V.R. Regulations—Amendments ...	
2457	B.R. 157/33—Naval Electrical Pocket Book—Amendments	

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1936—	(*contd.*).	
2458	B.R. 161 (2)—Addendum No. 2 to R.N. Handbook of Musketry and Pistol Practices for H.M. Fleet, 1923—Amendment	
2459	B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment	
2460	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments	
2461	B.R. 697—Training Service Regulations—Amendment	
2462	O.U. 5225—Home Dockyard Regulations, 1925—Amendments	
2463	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II Torpedoes—Amendments	
2464	O.U. 5450—Regulations for the Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc.—Amendments	
2465	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes—Amendments	§
2466	O.U. 5453—Drill for 0·5-in. Guns on "M," Marks I, I* and II Mountings—Amendment	
2467	O.U. 5454—Maintenance of Above-water Torpedo Tubes (D.R. II–IV, T.R. I)	
2468	O.U. 5457—Maintenance of Above-water Torpedo Tubes (T.R. II–III, Q.R. I–IV, VI)—Amendments ...	
2469	O.U. 6090 (K)—Range Tables for 4-in. Guns—Amendments	
2470	O.U. 6146—Alteration of Title and New Chapter—Amendments	
2471	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes—Amendment	
2472	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX* Torpedoes—Amendments	
2473	O.U. 6270—Reserve of Naval Stores at Yards Aboard—Amendments	
2477	Acting Sub-Lieutenants' Courses—REPORT	(*a*)
2500	Percussion Primers, No. 5 and No. 9—not to be used in Ammunition supplied for Guns fitted with D.E.F. Mechanisms	
2503	Cartridges, Impulse, Torpedo—Withdrawal of Spare E. and P. Primers	(*d*)
2505	Combined Dynamo Switch Gear—Leakage of Butt Joint in Cases	
2506	Type "C" Air Rudder control Gear—Wind Vane Gauges	
2509	Central Control W/T System—Nomenclature	(*b*) C.A.F.O. 2058/37.
2513	Boats, Pulling and Sailing—Identification Marks ...	(*b*) A.F.O. 801/38.
2527	Fleet Air Arm—Increase in Personnel for	(*d*)
2535	6-pdr. Cartridge Cases of E.O.C. 1915 and 1917 Manufacture	(*a*)
2536	Respirators, Anti-gas—Containers, Type "E"—Damage to Cases R.5 and R.8	(*b*) C.A.F.O. 2386/37.
2539	Asdic Sets, Types 121, 124 and 128—Gauge and Template for Directing Gear Seating (*Vessels concerned*) ...	(*b*) C.A.F.O. 1193/38.
2581	Signals, Underwater, Exploding, Mark I—REPORTS...	(*a*)
2583	Clips, Cartridge, No. 25—Spares to be Supplied to Ships	(*c*) C.B. 1876 (*a*).
2641	Soldering Irons for W/T and Asdic, etc., Purposes ...	
2675	W/T—Type 151—Removal and Return of Stores ...	(*d*)
2679	"Short" Type Rubber Seaplane Buoys—REPORTS ...	
2694	C.B. Form U.2C (1935)—Correction No. 16	
2695	C.B. Form U.2D (1931)—Amendments	
2696	C.B. 1791/33—Amendments	
2697	C.B. 1877—Amendments	
2698	C.B. 1917—Amendments	
2699	C.B. 1935—Amendments	§
2700	C.B. 1948 (6)—Amendments	
2701	C.B. 3028—Amendment	
2702	B.R. 14—Drafting Regulations—Amendments ...	
2703	B.R. 62—R.N.R. Regulations (Officers), 1932—Amendments	

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2704	B.R. 63—R.N.R. Regulations (Men)—Amendments ...	
2705	B.R. 64—Shore Signal and Shore Wireless Instructions—Amendments	
2706	B.R. 65—R.N.V.R. Regulations—Amendments ...	
2707	B.R. 77—Stokers' Manual, 1927—Amendment ...	
2708	B.R. 83—Foreign Ports—Procedure in connection with notification of visits of H.M. Ships—Amendment ...	
2709	B.R. 154—Ammunition Pocket Book, 1935—Amendment	
2710	B.R. 206/1933—Drill for 3-in. Q.F. Guns on H.A. Mountings—Amendments	
2711	B.R. 214 (late O.U. 5422/34)—Drill for 4·7-in., Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings—Amendments	
2712	B.R. 224—The Gunnery Pocket Book—Amendments ...	
2713	B.R. 225—Gun Mounting Store Duties Instructions—Amendment	
2714	B.R. 669—Instructions for the conduct of Cash Duties, 1932—Amendment	
2715	B.R. 674—Naval Store Duties Instructions—Amendments	
2716	B.R. 877—Rail Transport Instructions—Amendments	
2717	O.U. 5225—Home Dockyard Regulations, 1925—Amendments	
2718	O.U. 5225 (2)—Home Dockyard Regulations—Addendum No. 2 (1934)—Amendment	
2719	O.U. 5242 (2)—Addendum No. 2—Handbook for Naval Rangefinders and Mountings—Amendment	
2720	O.U. 5420/36—Rate Book of Victualling and Royal Marine Stores—Amendments	
2721	O.U. 5427—Defence against Gas—Amendments ...	§
2722	O.U. 5435/31—Drill for 4·7-in. Q.F., Mark IX* Gun on C.P. (S) XVI Mounting—Amendments	
2723	O.U. 5439—Instructions for Guidance of Ordnance Artificers in Care and Maintenance of 8-in., Marks I and I* Mountings—Amendment	
2724	O.U. 5456/33—Turret Gun Drill for 6-in., B.L., Guns, Mark XXIII, on Twin, Mark XXI Mounting—Amendments	
2725	O.U. 5463/35—Handbook on Ammunition—Amendment	
2726	O.U. 5488/36—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII, on Triple, Mark XXII Mounting—Amendment	
2727	O.U. 6066A—Sight Manual, Vol. II—Amendments ...	
2728	O.U. 6090 (B)—Range Tables for 4·7 Guns—Amendments	
2729	O.U. 6090 (K)—Range Tables for 4-in. Guns—Amendments	
2730	O.U. 6234—Reserves of Naval Stores to be maintained at Dockyards, etc., at Home—Amendments	
2731	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII–VIII* Torpedoes—Amendment	
2732	O.U. 6252—Handbook for Mark XIV–XV Mines and Mark XIV Sinkers—Amendment	
2733	O.U. 6260—Handbook of the Mark XVI Mine Unit—Amendment	
2734	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards abroad—Amendments	
2735	O.U. 6280—Equipment of Naval Stores for Armed Merchant Cruisers, etc.—Amendment	
2739	Flying Conditions at Sea—Records of	(*c*) R.A.F. Form 915.
2743	Seaman Branch—Shortage in Non-substantive Rates—Institution of Revised Rules for making Recommendations—Abrogation of "Emergency" Measures ...	(*d*)
2757	Cartridges, Illuminating, 1½-in., and Flares, 20 seconds, Pistol-fired—Precautions to be Observed	(*b*) C.A.F.O. 1714/37.

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1936—	(*contd.*).	
2758	Cartridges, Signal, Very's, 1-in.—Precautions against Effect of Damp	(*d*)
2791	Supply of Duty-free Stores to Contract-built Ships Commissioned for Acceptance Trial and Service ...	(*c*) K.R. & A.I.
2794	Gun Mountings, 8-in., Marks I and I*, Nos. 1 and 2 Interlocks—Modification	(*d*)
2795	15-in., Mark I Mountings—Abuse of Elevation Stops ...	
2799	Torpedoes, 21-in., Mark VII—Adoption of Copper Asbestos Washer for Joints of Cylinder Heads in lieu of Permanite Washers	
2800	Heads, Blowing, 24½-in., Mark I—Modification to Catch for Tube-held Locking Device	
2807	Searchlight Projectors in Fast Motor Boats, 25–45 ft.—Wiring and Fitting of	
2808	Pressure Hull Plating in wake of Anchors (*Submarines*)	(*b*) C.A.F.O. 1325/38.
2814	B.R.s 125 and 131—Return of Copies	(*d*)
2828	Acting Sub-Lieutenants' Courses—REPORT	(*a*)
2829	Gyro-compass Courses, 1937	
2843	Guns, 4-in., H.A., Mark XVI Gun on H.A., Twin, Mark XIX Mounting	(*d*)
2846	Respirators, Anti-gas—Containers, Type "E"—Periodical Landing for Examination	
2848	Depth Charge Equipment—Revision	(*b*) C.A.F.O. 407/38.
2857	SS/T Communication between Surface Craft and Submarines	(*b*) C.A.F.O. 869/38.
2876	Meteorological Working Charts—Symbols for use in Plotting	(*d*)
2882	Re-engagement of Ratings after completing Time for Pension	
2894	Guns, 4·7-in., Q.F., Marks IX, IX*—Failures in Loading	
2897	Gunnery Equipment of Ships undergoing Long Refits ...	(*c*) O.U. 5225.
2901	Fuzes, Time, No. 206—Failures and Blinds	(*d*)
2909	Stowages for 18-in., Mark XI and XII Torpedoes and Stores appertaining to	(*b*) C.A.F.O. 61/38.
2911	Respirators, Anti-gas—R.A.F. Personnel	(*c*) O.U. 5427/38.
2934	C.B. Form U.2C (1935)—Correction No. 17	§
2935	C.B. 1791/33—Amendments	
2936	C.B. 1849 (4)—Addendum No. 4 to C.B. 1849A and B—Amendments	
2937	C.B. 1925 (1)—Amendments	
2938	C.B. 1925 (2)—Amendments	
2939	C.B. 1925 (4)—Amendments	
2940	C.B. 1925 (5)—Amendments	
2941	C.B. 1925 (6)—Amendments	
2942	C.B. 1925 (7)—Amendments	
2943	C.B. 1925 (8)—Amendments	
2944	C.B. 1925 (9)—Amendments	
2945	B.R. 10 (1)—Admiralty Standard Moorings—Amendments	
2946	B.R. 14—Drafting Regulations—Amendments ...	
2947	B.R. 61—R.F.R. Regulations—Amendments	
2948	B.R. 62—R.N.R. Regulations (Officers), Amendment...	
2949	B.R. 63—R.N.R. Regulations (Men), 1933—Amendment	
2950	B.R. 65—R.N.V.R. Regulations—Amendment ...	
2951	B.R. 154/35—Ammunition Pocket Book—Amendment	
2952	B.R. 180—Handbook of 6-in., B.L., Mark XII Gun on C.P., XIV Mountings—Amendment	
2953	B.R. 194/35 (late O.U. 5377/35)—Drill for 4·7-in., Q.F., Mark VIII Gun on H.A., Mark XII Mounting—Amendment	
2954	B.R. 205/35—Drill for 4-in., Mark XII Guns on S.I. Mountings—Amendment	
2955	B.R. 206/33—Drill for 3-in., Q.F. Guns on H.A. Mountings—Amendment	
2956	B.R. 209/35—Drill for 2-pdr., Q.F., Marks II and II* Pom-Poms on H.A., Mark II Mountings—Amendment	
2957	B.R. 210/34—Drill for 4-in., Q.F., S.A. Guns on L.A. Mountings—Amendment	

A.F.O.	Subject.	Disposal.
1936—	(*contd.*).	
2958	B.R. 213/35—Drill for 3-in., Q.F., Mark I Guns on C.P. V Mountings—Amendments	
2959	B.R. 214/34—Drill for 4·7-in., Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings—Amendment	
2960	B.R. 224/32—The Gunnery Pocket Book—Amendment	
2961	B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments	
2962	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments	
2963	O.U. 5225—Home Dockyard Regulations, 1925—Amendments	
2964	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks II and II*Mountings—Amendments	
2965	O.U. 5435/31—Drill for 4·7-in., Q.F., Mark IX* Gun on C.P. (S.), Mark XVI Mountings—Amendment. ...	
2966	O.U. 5450—Regulations for Care and Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes—Amendments	§
2967	O.U. 5463—Handbook on Ammunition, 1935—Amendments	
2968	O.U. 5464/35—Drill for 4-in., Q.F., Mark V Gun on H.A., Marks III and IV Mountings—Amendments ...	
2969	O.U. 5482—Drill for 4-in., Marks XVI and XVII, Q.F., Semi-automatic Guns on H.A. Twin, Mark XIX Mounting—Amendment	
2970	O.U. 6090 (A) (1)/1935—Notes on Ballistics—Amendments	
2971	O.U. 6090 (B)—Range Tables for 4·7-in. Guns—Amendment	
2972	O.U. 6090 (K)—Range Tables for 4-in. Guns—Amendments	
2973	O.U. 6192—Handbook for Destroyer Director Sight, Marks I, II, III, IV and V—Amendment	
2974	O.U. 6252—Handbook for Marks XIV–XV Mines and Mark XIV Sinkers—Amendment	
2975	O.U. 6270—Memorandum on Reserves of Naval Stores to be maintained at Naval Yards Abroad	
2981	Form S.380—Navigating Officers' Remark Book—Abolition	(*c*) K.R. & A.I.
3000	W/T, Types 36M and 36C—Modification to Absorber Resistance Unit (*H.M. Ships "Barham," "Berwick," "Dragon," "Exeter," "Iron Duke," "Malaya," "Nelson," "Ramillies," "Repulse," "Royal Oak," "Suffolk," and "York"*...	
3001	W/T, Types 51H, 51HX and 51L—Replacement of Dials, Scroll Type, Slow-motion, Pattern 1149, in Transmitters 4P, 5P, 5PA, and 5PX, by Dials, Slow-motion, 4-in. Diameter (Quick Wave Change), Pattern 2922—REPORTS (*Flotilla Leaders and Destroyers*)... ...	(*d*)
3003	Whalers used as Sea-boats—Hoisting Arrangements ...	
3023	Advancement to Acting Leading Stoker	(*a*)
3034	Gun Mountings, 4-in., H.A., Twin, Mark XIX—Hauling Back Gear—Precautions during Use	
3036	Director Firing Gear Gyro Sights, Type "J"—Backlaying Periscopes (*Cruisers, "Leander" and later Classes*	
3037	Upper Deck Dangerous Explosives Lockers—Supply and Fitting	(*d*)
3040	Keys, No. 89, Marks I and II—Difficulty in Use... ...	
3045	Boilers fitted with Closed Fronts and Screen Bulkheads—Lighting up under conditions of Natural Draught—REPORTS	
3051	Asdic Submarines—Fitting of 10 kc/s. Asdic Oscillators—Removal of S/T—REPORTS	(*b*) C.A.F.O. 1320/38.

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3052	Type 120 and 120A—Communication between A/S Cabinet and Directing Gear Position	(*c*) Handbook of Asdic Set, Type 120.
3059	Condemnations of Provisions Purchased from N.A.A.F.I. for General Messing	(*b*) A.F.O. 839/38.
3075	True Height Computation from Altimeter Readings ...	(*d*)
3079	Acting Sub-Lieutenants (E)—Promotion from the Lower Deck	(*d*)
3084	Warrant Ordnance Officers and Ordnance Artificers—Course of Instruction—Gunnery Schools	(*a*)
3099	Gun Mountings, 8-in., Marks I and I*—Position of Buffer Pads for Main Rammer—REPORTS	(*d*)
3101	Gun Mountings, 0·5-in.—Increase of Elevating and Training Efforts due to Shock-absorbing Gear ...	(*d*)
3105	Telescopes, Gun Sighting, Monocular, Prism—Omission of Aperture Cap	(*d*)
3114	Testing of Navigation Lights	(*d*)
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2	"Eardley Howard-Crockett" Prizes—R.N. College, Dartmouth	(*a*)
3	Nearest Relative or Friend—Record of	(*c*) Form S.585.
4	Higher Educational Test, March, 1937—Time Table ...	(*a*)
5	Artificer Diver—Shortage of Candidates...	(*a*)
6	Motor Transport Service across London for Baggage of Naval Ratings	(*c*) B.R. 878.
7	Admiralty Surgeon and Agent (London District No. 16, Holloway, etc.)	(*c*) Navy List.
8	Ships' Funds—Disposal	(*d*)
9	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
10	Sports—R.N. and R.M. Rackets and Squash Rackets Association—Minutes of Annual General Meeting ...	(*d*)
11	Guns, ·303-in. Lewis, Reg. Nos. 4977, 5299, 5410, 5844, 6595, 7237, 70684 and 72920—Disposition of	(*b*) A.F.O. 1768/37.
12	Breech Mechanism, Q.F., 4-in., XVI and XVII Guns—Conversion of Lever, Recocking, Marks I and II, to Lever, Safety, Intermediate, Mark I	(*d*)
13	Gun Mountings, 3-in. C.P. V—Voicepipe for Sightsetter—Modification—REPORTS— ("S" Class Submarines)	(*d*)
14	Bombs, Practice, 8½-lb.—Preparation for Use	(*d*)
15	Cordite—Landing—Destruction	(*d*)
17	Eyeguards, Sponge Rubber, for Monocular Telescopes—Addition to Authorised List of Naval Stores	(*d*)
18	Torpedoes, 21-in., Marks IX–IX*—Depth Gear—Modification to External Setting Clutch	(*d*)
19	Torpedo Warheads—Removal of Tar/Scotch Oil Mixture	(*d*)
20	Torpedo Stores—Addition of "Pins, Screwed, St. No. 1269," to Contents of Chests, Spare Gear, 24½-in., Mark I (*H.M. Ships "Nelson" and "Rodney"*) ...	(*c*) C.B. 1876 (*d*).
21	Submarine Torpedo Gyroscopes—Trial of Anti-Rusting Coating	(*d*)
28	W/T Tuner-Amplifier B.13—Allocation ("*Duncan*" *and* "*Defender*" *Class Destroyers*)	(*d*)
30	Gyro Compasses—Supply of New Type Balancing Levels	(*d*)
31	D.S.E.A.—Stamping of Dates of Tests on Oxygen Flasks	(*c*) B.R. 16.
32	Royal Fleet Auxiliary Freighting Tankers—Transfer to Admiralty Management	(*d*)
33	Mess Gear—Cessation of Supply of Coopers' Tools (*H.M. Ships*)	(*d*)
34	Admiralty Fleet Orders—Errata Issues, 1937	(*a*)
35	Forms S.165—Reports of Movements	(*d*)
36	Form O.6 Ammunition Labels	(*c*) Form O.6.
37	Coloured Pencils for Plotting	(*d*)
38	Chargemen—Rate of Pay on resuming Charge Duty ...	(*c*) B.R. 669.

A.F.O.	Subject.	Disposal.
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40	Annual Leave—Temporary Ungraded Drawing Office Assistants—Works Department	
41	Guns, Q.F., 2-pdr., Mark II*—Lock, Percussion, Mark I—Rounding Front End of Frame Guide Ribs	
42	Electric Current Supplied to Oil Fuel Depôts—Classification	(*d*)
43	Louvres, Directional, Air—Addition to Rate Book ...	
44	Nomenclature of Vessels previously termed Sloops ...	
46	New Zealand Division—Officers required on Loan ...	
47	Interpreters— Examination, April, 1937	(*a*)
48	Interpreters—Indication in the Navy List	(*d*)
49	Special Engagement Bonus	(*b*) A.F.O. 717/38.
50	P.R.T. Instructors—Qualifying Course	
52	Northern Ireland—Census, 1937	(*a*)
53	German Registered Marks—Method of Supply and Accounting	(*b*) A.F.O. 848/38.
54	Naval Salvage Money—Distribution	
55	Sports—the Lawn Tennis Championships, 1937—Seats in Centre Court Stand	(*a*)
56	Guns, Q.F., 4·7-in., "E" and "G," Marks IX* and IX**, Q.F., 4-in., Marks XVI and XVII, and Q.F., 4-in., "E," Mark V*—Supply of Naval Armament Stores for Testing of Firing Circuits	
57	Gun Mountings, 8-in., Marks II and II*—Pawl Operating Gear of Shell Hoists	(*d*)
58	Gun Mountings, 8-in., Marks II and II*—Speed of Cages in Cordite Hoists—REPORTS	
59	Gun Mountings, 4·7-in., in Modern Construction—Peace Time Firings on Extreme Bearings	
62	Fuzes, No. 198, Marks I and II—Differences in Ranging and in Times of Burning in Q.F., 4·7-in., Mark VIII, and Q.F., 4-in., Mark V Guns	(*c*) Range Tables.
63	Gunnery Record Cameras, Mark II—Re-allocation ...	(*b*) C.A.F.O. 1109/38.
64	Cordite-operated Catapult S.II.L—Provisional Drill—Amendment ("*Penelope*")	
65	H.A.C.S. III Tables—Registered Nos. 1 to 12—Modification to Low Limit Stop of I/R Range Transmission Gear ("*Ajax*," "*Arethusa*," "*Apollo*," "*Amphion*," "*Galatea*," "*Coventry*," "*Penelope*," "*Woolwich*" *and* "*Royal Oak*." *Dockyards*)	(*d*)
66	Measures and Strainers for Filling Hydraulic Cylinders—Allowance	
68	Torpedo Appropriations (*H.M. Ships* "*Kempenfelt*" *and* "*Keith*"	(*b*) A.F.O. 208/38.
70	Anti-Gas Respirators—Issue to R.A.F. Personnel ...	
71	Hand Bench Grinders, Pattern 3630A—Allowance to Surveying Vessels and Sloops	(*d*)
71A	Aircraft—Shark I—Not to be converted to Floatplanes	(*a*)
72	Central Storekeeping—Revised Valuation Allowances...	(*c*) B.R. 4.
73	"Novutox" Local Anæsthetic	
75	O.U. 5485—"Handbook of Depth Charges and Equipment, 1936"—Distribution	
77	Admiralty Engineer Overseer, Messrs. Cammell, Laird & Co., Ltd., Birkenhead—Change of Appointment ...	(*d*)
78	Civilian Staffs—Vacancies	
79	Inspectors of Fitters (Torpedo Depôts) and Assistant Foremen of Factory—Examinations for	
80	Examination for Established Typist—Successful Candidates—REPORTS	(*a*)
81	P.V. Equipments—Reserves of Stores	(*c*) B.R. 366.
84	Destroyer Scrapping	(*d*)
85	National Memorial to the late Admiral of the Fleet Earl Jellicoe, G.C.B., O.M., G.C.V.O., LL.D.	(*a*)
86	Director of Dockyards—Appointment	(*d*)
87	New Zealand Division—Surgeon-Commander or Surgeon Lieutenant-Commander required on Loan	
89	Examination for Rank of Paymaster Sub-Lieutenant, September, 1936—Results	(*a*)

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90	Qualifying Examination of Engine Room Ratings for Commissioned Rank—Result	(*a*)
91	Goodenough Memorial Prize—Award for 1936	
92	Yeoman of Signals and Petty Officer Telegraphist—Advancement to	(*c*) K.R. & A.I.
93	Seaman, Signal and Telegraphist Branches—Advancement to Acting Petty Officer Rating—Sea-going Qualification and Recommendation for Advancement	(*b*) A.F.O. 305/38.
94	Shortage of Leading Signalmen and Leading Telegraphists Qualified for Advancement—REPORTS	(*b*) A.F.O. 2649/37.
95	Engine-room Artificers—Acting 4th Class—Drafting ...	(*b*) A.F.O. 542/37.
96	Artificer Apprentices' Examination—April, 1937 ...	(*a*)
97	Advancement to Acting Leading Stoker—Qualifications	(*c*) K.R. & A.I.
98	Surveying Ships—Store Allowance	(*c*) K.R. & A.I.
99	Admiralty Surgeon and Agent (Brightlingsea)	(*c*) Navy List.
100	Admiralty Surgeon and Agent (Peterborough)	
101	Guns, Sub-calibre, Q.F., 2-pdr., Extractors, Cartridge, No. 5, Mark I—Modification	
102	Gun Mountings, 2-pdr., Mark II**—Sights and Pedal-operated Firing Gear—REPORTS. (*H.M. Ships and Establishments concerned*)	(*d*)
103	Gun Mountings—Mesothorium Compound for Sights of Gun Mountings Stored Abroad	
104	Torpedo Appropriation (*H.M.S.* "*Colombo*")	(*c*) C.B. 1771.
105	Torpedo Pistols, Type 3A*, St. No. T.265—Allocation ...	
108	Boiler Tubes (*H.M. Ships* "*Grafton,*" "*Gallant*" *and* "*Grenade*")	
109	Boiler Tubes (*H.M.S.* "*Enchantress*")	(*d*)
110	Omission of Zinc Slabs from Boilers—REPORTS ...	
111	Worms, Pattern 800—Abolition	
112	W/T and Wa/T Apparatus—Landing from Ships paid off ...	(*c*) B.R. 54, 696 (II) and K.R. & A.I.
113	List of Ships fitted with Electric Cables of New Type and Sealing Ends for such Cables	
114	Easy Chairs and Card Tables—Allowance for Officers of Captain's Rank in Ships of over 2,000 tons	
115	Binoculars, Pattern 1907A—Allowance (*Destroyers*) ...	(*d*)
116	Cramps, Joiners', Pattern C.529—Allowance ("*Arethusa*" *Class Cruisers*)	
117	Naval Stores—Transfers between various Subheads and Items of Vote 8, Section II	
118	Morris Motor Vehicles—Lucas Dynamotors	(*c*) B.R. 878.
119	Nosological Return (Form M.178)—Abolition of, and substitution by Medical Officers' Journal (Form M.179)	(*c*) K.R. & A.I.
120	C.B. Form U.2C (1935)—Correction No. 18	
121	B.R. 184/1936—Royal Naval Handbook of Lewis and Machine Guns—Issue	(*a*)
122	O.U. 5313—Bombardment Code—Non-issue of Revised Edition	
123	Forms S.180, S.346, S.355, and S.356—Outstanding Returns for Period ended 31st December, 1936—REPORTS	(*d*)
124	Form S.1303A—Lists of Men recommended to qualify for V/S or W/T Non-substantive Ratings—Rendering	(*b*) A.F.O. 894/38.
125	Contracts for Lighterage of Naval, Victualling, and Naval Armament Stores in the Thames and vicinity... ...	(*d*)
126	Form O.51 (Part 32)—Abolition	
127	Ballistics—Lists of Current Range Tables, Fuze Scales and Trajectory Charts, and Tables for Special Services	(*b*) A.F.O. 184/38.
128	Officiating Ministers of Religion—Church of Scotland and Presbyterian, Methodist and United Board	(*b*) A.F.O. 48/38.
129	Chief Superintendent of Armament Supply—Appointment	(*d*)
130	Acting Sub-Lieutenants' Courses—REPORT	(*a*)
131	Promotions to Acting Warrant Engineer and Acting Warrant Mechanician—1st April, 1937	
133	Supply of Money to H.M. Ships at Portland and Weymouth	(*d*)

A.F.O.	Subject.	Disposal.
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134	Engagement for Three Years' Service	(*b*) A.F.O. 1051/37.
135	Educational Tests I and II, March, 1937—Special Examinations for Home and Mediterranean Fleets only	(*a*)
136	Instructional Film Library—Addition	(*b*) A.F.O. 918/36.
137	Admiralty Surgeon and Agent (Boston)	(*c*) Navy List.
138	Admiralty Surgeon and Agent (Doncaster)	
139	Royal Tournament, 1937—Cadet Entries and Palmer Trophy Competition	(*a*)
140	Royal Tournament, 1937—Physical Training Staff Instructors' Competitions	(*d*)
141	Royal Naval Benevolent Trust—Contributions from Canteen Funds	
142	Advancements from Port Division Rosters	
143	Aden—Naval Canteen and Recreational Facilities ...	
144	Sports—R.N. and R.M. Golfing Society—Minutes of Committee Meeting	
145	Sports—R.N. and R.M. Athletic and Boxing Associations—Dates and Arrangements for Championships, 1937	(*a*)
146	Guns, Sub-Calibre, Q.F., 2-pdr. :—Q.F., 4-in., Mark XVI Gun, L.A., Mark I. Q.F., 4-in., Mark XVII Gun, L.A., Mark I. Method of Securing—Modification ...	(*d*)
147	Gun Mountings, 8-in., Marks I and I*, II and II*—Valves of Turret and Shell Room Pumps—Withdrawal ...	
148	Gun Mountings, 4-in., C.P. II—Run-out Gear—Bolts Securing Front Bracket to Cradle	
149	Fire Control—Fuze Instruments for 8-in. System—Removal (" *Kent* " *Class Cruisers and Dockyards concerned*)	
150	H.A.C.S. Tables, Mark III—Declutching Gear for Drive to Plotting Paper—REPORTS ("*Ajax*," " *Apollo*," "*Amphion*," "*Arethusa*," " *Galatea*," " *Coventry* " (2) *and* " *Woolwich* ")	
151	Slipping Back of Projectiles—Damage to B.L. Guns due to—Projectiles to be Re-rammed before Loading Charge	(*c*) Drill Books.
153	Catapults, Aircraft Chambers, Explosion (all Types)—Spare Valves, Release Valve—Allowance	(*d*)
155	Magnetic Compass Establishment — Amendment (" *Sterlet* ")	
156	Boiler Tubes (*H.M.S.* "*Arethusa* ")	
157	Boiler Tubes (*H.M.S.* " *Grenville* ")	
158	Boiler Tubes (*H.M.S.* " *Hunter* ")	
159	Tubes, Steel, Copper Bearing, Rust-resisting, for Air Pre-heaters (*H.M. Ships* "*Apollo*," "*Amphion*," "*Arethusa*," *and* " *Galatea* ")	(*c*) O.U. 6270.
160	Spares for Oil Fuel Sprayers—Allowances	(*d*)
162	W/T Set, Type 50/X—Wiring of Main Emergency Switch	
166	Alterations and Additions—Policy	(*c*) K.R. & A.I.
168	Fold-up Lavatories, Pattern 733A—Allowance (*Sloops, Sloop Minesweepers, Twin-screw Minesweepers and Surveying Vessels*)	(*d*)
169	Lamps, Electric, Pattern 3862A, for 10-in. Signalling Projectors—Return of Lamp Caps	(*b*) A.F.O. 874/38.
170	Oil Lanterns for Secondary Lighting—Allowances to Coastal Sloops	(*d*)
171	Mess Gear—New Pattern Soup Ladles for Seamen's Messes	
172	Royal Fleet Auxiliaries and Admiralty Motor Transport—Reports concerning Accidents, Collisions, etc. ...	(*c*) B.R.s 875 and 878.
174	O.U. 5415/36—Search and Patrol by Surface Craft—Issue	(*d*)
175	O.U. 6286—Equipment of Naval Stores for Vessels of the Contraband Control Service—Issue	
176	Form D.271A—Annual Report on Members of the Staff—Minor Clerical and Typing Grades	(*c*) O.U. 5225.
177	Non-Industrial Staff Paid Weekly — Abstracts of Attendance	(*c*) B.R. 669 and O.U. 5225.

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
178	Spraying Outfits for Decontamination—Reserve of certain Components to be Maintained at Yards Abroad ...	(*d*)
179	" Frysol " Soldering Flux (*Dockyards at Home and Abroad*)	
181	Plotting Exercises—Loan from H.M. Navigation School	(*b*) C.A.F.O. 245/38.
182	H.M. Training Establishment, Sheerness—Designation	(*d*)
183	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th September, 1936 ...	
184	Uniform Regulations—Wearing of Broad Ribands of Orders of Knighthood	
185	Ships' Agents—Naval Agency and Distribution Act, 1864	(*a*)
186	R.N.R. Ratings—Vaccination	(*c*) B.R. 63.
187	Royal Marines' Rifle Association Meetings, 1937... ...	(*a*)
188	Sports—R.N. and R.M. Sports Control Board—Donations	(*d*)
189	Guns, Q.F., 4-in., Marks XVI and XVII—Modifications to Breech Ring, and to Rack and Cap of Levers, Breech Mechanism	
190	Gun Mountings, 15-in., Mark I—Foul between Tilting Tray of Gun-loading Cage and Tilt-operating Lever ...	
191	Gun Mountings, 8-in., Marks I, I* and II—Strengthened Stanchions for Turret Roof Plates (" *Kent* " *and* " *London* " *Classes,* " *Dorsetshire,*" " *Norfolk,*" *and* " *York* " *and Dockyards*)	
192	Breech Mechanism, Q.F., 4·7-in., " E " and " G," Marks VIII, IX, IX* and IX** Guns, Rod, Safety, Mark I—Modification to Facilitate Functioning of Safety Latch Plunger	
193	Breech Mechanism, Q.F., 4·7-in., " E " and " G," Marks VIII, IX–IX**, 4-in., " E," Marks V*, and 4-in., Marks XVI and XVII Guns—Replacement of " Paxolin " Insulation by " Carp Tufnol," in Blocks, Needle	
194	Breech Mechanism, Q.F., 4·7-in., Marks VIII, IX, " D," Marks IX* and IX**, and " E," " F," and " G," Marks VIII to IX** Guns—Latch, Safety—Fitting New Pattern (Mark II) Pin, Retaining, Safety Latch Plunger, and Modification of Latch to Suit	
195	Cordite for which Heat-Test Results for 1936 have not been received—REPORTS	
196	Cordite—Landing—Destruction	
197	Ammunition, 2-pdr., Mark VIII—Supply to Ships ...	
198	Spares for Counterdrum Instruments—Allowances ...	
199	Fire Control—Secondary Armament Clocks—Fitting (" *Barham,*" " *Resolution,*" " *Revenge,*" *and* " *Royal Sovereign,*" *and Dockyards*)	
200	Fire Control (Low Angle) Instruments—Supply and Fitting of Straddle Lamps—REPORTS (" *Barham,*" " *Hood,*" " *Revenge,*" *and* " *Queen Elizabeth* ") ...	
201	Control Elements " A," " B," and " C "—Spares—Allowances (*H.M. Ships*)	
203	Fast Petrol-driven Motor Boats in H.M. Ships—De-fuelling Arrangements	(*b*) A.F.O. 160/38.
204	Governors of High-speed Heavy-oil Engine-driven Generators	(*d*)
205	Domestic Automatic Refrigerators—Accounting ...	
207	Signals, Underwater, Exploding—Stowage (" *Halcyon* " *Class and Dockyards*)	
208	Additional Ablution Chambers—REPORTS (*H.M. Ships of Cruiser Size and above*)	
209	Combined Chest of Drawers and Writing Table, Pattern 728—Allowance	
210	Royal Fleet Auxiliaries—Transfer of Management ...	(*d*)
211	Special Mineral Lubricating Oil	
212	Yeast for Breadmaking	(*a*)
213	Pensioners Re-engaged—Kit	(*d*)
214	Admiralty Fleet Orders—Errata Issues, February, 1937	(*a*)
215	C.B. Form U.2C (1937)—Issue	(*d*)
216	Intelligence Centres—Postal Addresses	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
217	B.R. 362 (2)—Establishment of Naval Stores for Tugs attached to H.M. Dockyards—Errata No. 2	
218	O.U. 5460 (1)—Addendum No. 1 to "Torpedo Drill Book—Fixed Above-Water, Mark II Torpedo Tubes" —Issue	(*d*)
219	Forms D.499 and Series—"Testing of Electrical Circuits"—Rendering	
220	Admiralty Gun Mounting Overseers—Official Headquarters, Addresses and Re-arranged Districts ...	(*b*) A.F.O. 896/38.
222	Civil Servants in Section A of the Army Reserve who were recalled to the Colours for Service in Palestine ...	(*a*)
223	Civilian Staffs—Vacancies	
225	Form D.1017—Dockyard Cost Accounts—Analysis of Wages—Revision	(*d*)
226	Schedule 200—Book of Drawings of Non-Ferrous Blocks —Amendment	
227	Ships' Bells for Disposal	
231	Acting Sub-Lieutenants' Course—REPORT	(*a*)
232	Qualifying Educational Examination for Rank of Acting Sub-Lieutenant—Result	
233	Paymaster Cadets—Acceleration of Promotion to Paymaster Midshipman	(*b*) A.F.O. 423/37.
234	Special Entry and Paymaster Cadetships in the Royal Navy and First Appointments in Royal Marines—Vacancies	(*a*)
235	Naval History—Annual Examination	
236	Fire Control Instruments—Award of Qualification to R.M. Band Ranks	(*c*) K.R. & A.I.
237	Lott Naval Trust Fund—Awards for Inventions ...	(*d*)
238	Lott Naval Trust Fund—Allocation of Fleet Amounts, 1937	
241	Royal Naval Sailing Association—International Naval Cup Races	(*a*)
242	Sports—R.N. and R.M. Rugby Union—Committee Meeting	
244	Gun Mountings, 4-in., H.A., Marks III, III* and IV—Modification to Open Sights (*Sloops and Dockyards*) ...	(*d*)
245	Gun Mountings, 2-pdr., "M," Mark VII, and 0·5-in., "M," Marks I, I*, II, II* and III	
246	Fuzes, Time, No. 124, Mark II, G.K., Lot 521, 4/25, Filled R.L., 7/25—Withdrawal from Service	
248	Trucks, Pattern 1543—Allowance (*Overseers of "Tribal" Class Destroyers and Dockyards concerned*)	
249	Minesweeps and Surveying, etc., Sweeps—Provision and Allocation...	(*b*) C.A.F.O. 1718/37.
250	Main Controlling Switchboard—Admiralty Type II. (*Battleships, Cruisers, Aircraft Carriers and Depôt Ships —Future Construction*)	(*d*)
251	Gun Mountings, 8-in., Twin, Marks I and II—Use of Cable, Admiralty Pattern 9375A, for Expendable Leads	
252	Magnetic Compasses—Establishments (*Ships of the 1936 New Construction Programme*)	
253	Course and Wind Calculators, Simmonds-Goudime, Mark V—Supply to Aircraft Carriers	
254	Discs, Compass Comparison, Pattern 69—Allowance (*Trawlers concerned*)	
255	Ventilation Trunks—Periodical Cleaning (*H.M. Ships*)	(*c*) B.R. 16.
256	W/T—Revised Establishment Lists of Stores	(*d*)
258	Fast Type Motor Boats fitted with Self-Bailers—Alteration and Addition, Classification "A," to be raised ...	(*d*)
259	Illuminating Circuits ("*Medway*," "*Cyclops*," "*Woolwich*," "*Resource*" *and* "*Lucia*")	(*b*) A.F.O. 690a/37.
260	Depth Charge Ready Switch and Indicator Boxes, Patterns 4895 and 4896—Introduction	(*d*)
261	Books, Amendments to—Promulgation	(*b*) A.F.O. 333/37.
262	Petrol Regulations (Poster Form)—R.F.A.s fitted for carrying Petrol in Bulk—First Supplies	(*d*)
263	O.U. 5358/35—Abolition	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
264	O.U. 6090 (B)—Star Shell Range and Fuze Table No. 215A for Q.F., 4·7-in. Guns, Marks VIII, IX, IX*, IX** and XII, and B.L., 4·7-in. Guns, Mark I—Issue	(*a*)
265	O.U. 6090 (D)—Range Tables, Nos. 381, 382, 383, 384, 385 and 386, for 15-in. B.L., Mark I Guns—Issue ...	
266	Forms M.60, M.61, M.62—Introduction	(*d*)
268	Chemist, R.N. Cordite Factory—Vacancy	(*a*)
269	Civilian Staffs—Vacancies	(*d*)
270	Official Residences—Passive Defence Measures—Shelter Room	
271	Breech Mechanisms, Q.F., 4·7-in., Marks VIII and IX, "C" and "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX, IX* and IX**—Modification to to Crank by fitting Roller to Cocking Surface already Repaired	(*d*)
272	H.M.S. "Caledonia," Boys' Training Establishment, Rosyth—Vote 8 Expenditure	
273	New Motor Tankers—Classification of Expenses ...	
274	Review of Service Conditions	
275	Foreign Men-of-War and Foreign Government Vessels in British Ports—Facilities afforded to—Reciprocal Agreement with France	(*b*) A.F.O. 1500/37.
277	A.A. Practice Firings—Additional Safety Precautions necessary when using H.E. Shell	
278	Accountant Officers, R.N.R. and R.N.V.R.—Transfer to Royal Navy	(*d*)
279	Gyro-Compass Course—Cancellation	(*a*)
280	Examination for Command of a Destroyer—Inclusion of Asdic Work	(*c*) K.R. & A.I.
281	Warrant Wardmaster, Professional Examination, January, 1937—Result	(*a*)
282	Civilian Officers under Training Afloat—Payment of Salaries	
283	Queen Alexandra's R.N. Nursing Service—Appointment of Matron-in-Chief	(*d*)
284	Marriage Allowance—Rates to be Paid during the Year, April, 1937, to March, 1938	(*a*)
285	Signal and Telegraphist Ratings—Re-acceptance for Course after Failure in Examination	(*c*) O.U. 6290/37.
286	Torpedo Improvement Fund	(*c*) K.R. & A.I.
287	Admiralty Surgeon and Agent (Goodwick)	(*c*) Navy List.
288	Officiating Minister of Religion (Deal)	(*b*) A.F.O. 48/38.
289	China Fleet Club Building Fund—Donations	(*d*)
290	Canteens—Headquarters Naval Canteen Committee—Report of Proceedings at 57th Meeting...	
292	Machine Guns and Equipment——0·5-in. Guns—Removal of Flexible Voicepiping and fitting of Standpipes with Mouthpieces and Buzzers (*Leaders and Destroyers of "E," "F," "G," "H," and "I" Classes, "Duncan," "Dainty," "Decoy," "Delight," "Duchess," "Aberdeen," "Fleetwood," "Niger," "Protector," "Salamander," and Dockyards.*)	
293	Gun Mountings, 8-in., Marks II and II*—Shearing Pins in Couplings of Turret Power Units ("*Dorsetshire*" *and* "*York*" *Classes*)	(*d*)
294	Gun Mountings, 8-in., Marks II and II*—Pins connecting Shell Room Lifting Grabs ("*Dorsetshire*" *and* "*York*" *Classes*)	
295	Blocks, Breech, for Q.F., 4-in., Marks V and V*, "A" V and V*, H.A. Guns—Increased Allowance (*Ships in Full Commission*)	
296	Gun-sighting Telescopes, Binocular and Monocular, Sight-testing Telescopes and O.L.O. Periscopes—Issue	
297	Aircraft Defence Organisation—Anti-Bomb Sights—REPORTS (*Capital Ships, Aircraft Carriers, Cruisers and Gunnery Schools*)	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
299	Torpedo Shells—Preservation	(*b*) O.U.s 5449, 5450, 5451, 5452, 6247 and 6251.
302	Defence against Gas—Decontamination of Clothing by Boiling	(*c*) O.U. 5427/38.
303	Paravanes, Mark VII—Introduction	(*b*) C.A.F.O. 107/37.
305	Load Indicators—Supply for T.S.D.S.	(*c*) B.R. 366.
307	" Gifford " Grapnels—Introduction	(*d*)
308	New Trawlers—Anchor and Chain Cable Equipment ...	
309	Boiler Tubes (*H.M.S.* " *Hardy* ")...	
310	Boiler Tubes (*H.M.S.* " *Hostile* ")	
311	Lubricating and Piston Cooling Oil System—REPORT (*H.M. Submarines* " *Swordfish,*" " *Sturgeon,*" " *Seahorse,*" " *Starfish,*" " *Shark,*" " *Snapper,*" " *Sealion,*" " *Salmon,*" " *Seawolf* ")...	
313	W/T, Type 13–34A—H/F Transmission and Reception in Second W/T Offices (" *D* " *and* " *E* " *Class Cruisers*)	
315	Asdic Transmission—Use by Submarines—Investigation of Danger of Betrayal—REPORTS	(*b*) C.A.F.O. 909/38.
316	Asdic Installations, Type 118A, 119, 121X, 121, 122—Modification to Pattern 9952 Boards, Charge–Discharge A/S 3, Serial Nos. 1–72 inclusive	(*d*)
317	Asdic and Hydrophone Charging Resistances in Submarines—Removal to a Position Outside Asdic Cabinets	
318	Asdic Domes and Cages—Reserves	(*c*) O.U.s 6234 and 6270.
319	Asdic Equipment—Half-yearly Report (*H.M. Ships*) ...	(*b*) C.A.F.O. 939/38.
322	Echo Sounding Gear—Responsibility for Inspection and Maintenance—Course for Ratings	(*b*) C.A.F.O. 2794/37.
324	Sounding Equipment in H.M. Ships other than Surveying Vessels—Revised Fitting Policy	(*b*) A.F.O. 1321/38.
325	Armour—Fitting of Protective Plating to Exposed Positions in lieu of Protective Mattresses	(*d*)
326	Spares for Fire Control Equipment—Revised Allowance (" *Tribal* " *Class Destroyers and H.M.S.* " *Bittern* " ...	
327	25-ft. Motor Boats—Supply of (*H.M. Ships* "*Acheron,*" " *Comet,*" *and Destroyers of* " *Beagle* " *Class*)	
328	Forge, Pattern 1599—Deletion from Gunnery Establishment (*Capital Ships*)	
329	Transfer of Naval Stores between H.M. Ships, Shore Establishments, etc.	(*c*) B.R. 4.
330	Models of British and Foreign Warships—Sets, Patterns 214 and 215—Additional Model Sets, Patterns 200/204 and 210/212—Obsolete Models	(*d*)
332	Contract for Margarine (C.P. 31123/36 of 22.10.36)—Amendment	(*a*)
334	Amendments to Books	(*d*)
335	B.R. 39—Merchant Shipping (W/T) Rules, 1932—Issue	
336	O.U. 5489/36—Drill for 4·7-in., Q.F., Mark IX** Gun on C.P. XVIII Mounting—Issue	(*a*)
337	O.U. 6090 (B)—Trajectory Chart O.C. 60 for Q.F., 4·7-in., Marks IX, IX*, IX** and XII Guns—Issue	
338	Return S.53—Revised Date of Rendering	(*c*) K.R. & A.I.
339	Form S.378—Revision of Establishment	(*d*)
340	Form M.87—Notification of Change of Diagnosis ...	(*c*) B.R. 677.
341	Form M.208—Medical Record Book—Institution ...	(*d*)
342	Royal Corps of Naval Constructors—Vacancies for Assistant Constructors	(*a*)
343	Foremen of Sailmakers and Inspector of Sailmakers—Joint Examination for Grades of	(*c*) O.U. 5225 (2).
344	Promotions to 2nd Class Draughtsman and Inspector, Acting and Confirmed—Increases of Pay	(*d*)
345	Inspectors (Men) under the Dangerous Drugs Acts—Vacancies	(*a*)
346	Chargemen and Recorders of Work—Broken Service ...	(*c*) O.U. 5225 and B.R. 669.
347	Breech Mechanism, Q.F., 4-in., Mark IV Guns—Blocks, Breech, Mark I—Repair by fitting Steel Studs in the Rounded Surfaces of Slots engaging Crank	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
348	Breech Mechanism, Q.F., 4-in., Mark IV Guns—Blocks, Breech, Mark I—Repair to Stop Face	(*d*)
349	Spare Electrical Gear—Accounting (*Yards*)	(*c*) B.R. 674.
350	150/200-Watt Flashtight Lighting Fittings—Modification (*Royal Naval Armament Depôts*)	(*d*)
351	Nets for Lifting Motor Vehicles	(*d*)
353	Submarine Asdic Operations—Annual Report of Progress —Incorporation in C.B. 1794	(*d*)
354	Saluting Stations—British and Foreign Ports	(*b*) A.F.O. 518/38.
355A	Coronation—Sale of Official Souvenir Programme ...	(*a*)
356	H.M. The King's Patronage (Sport)	(*d*)
357	Acting Sub-Lieutenants' Course—REPORT	(*a*)
360	Courses of Instruction for R.N. and R.M. Personnel at R.A.F. Establishments	(*a*)
361	New Zealand Division—" Interchange " Ratings—Grant of Leave by New Zealand Authority	(*b*) A.F.O. 2702/37.
362	Engine Room Artificers—Temporary Reduction of Numbers in Complements—Cruisers, Battle Cruisers and Battleships	(*c*) Mobilisation Return No. 1
363	Mechanician Candidates—Medical Fitness for Re-engagement	(*c*) K.R. & A.I.
365	Boys on Home Stations—Limitation of Advances of Pay, and Punishments for Leave-breaking	(*c*) K.R. & A.I.
366	Issue of Anti-Gas Apparatus—Notation on Service Certificates	(*c*) K.R. & A.I.
367	Admiralty Surgeon and Agent (*Torquay*)	(*c*) Navy List.
368	Navy Weeks Trust	(*b*) A.F.O. 239/37.
369	Rifle and Revolver Shooting—Port Rifle Meetings, 1937	(*d*)
370	Return of Vocational Training—1st April to 30th September, 1936	(*d*)
371	Gun Mountings, 8-in., Marks I, I* and II—Strengthened Stanchions for Turret Roof Plates	(*a*)
372	Gun Mountings, 8-in., Marks II and II*—Modification to Wash-out Gear	(*d*)
373	Gun Mountings, 4·7-in., C.P. XIV, XVII, and XVIII—" D " Sets of Spare Parts and Tools—Allocation—REPORTS	(*d*)
374	Gun Mounting, 3-in., C.P., Mark V—Sight-Testing Board	(*c*) C.B. 6066A.
375	Gun Mountings, 0·5-in., " M "—Alternative Method of Stiffening Ammunition Drums	(*d*)
376	Gun Mountings, 2-pdr., " M," Mark VI—Fitting of Safety Trainers' Sights (" *Repulse*," " *Courageous*," " *Royal Oak*," *and* " *Malaya* ")	(*d*)
377	Admiralty Fire Control Tables, Mark V—Timed Runs—REPORTS ("*Ajax*," "*Apollo*," "*Arethusa*," " *Galatea* ")	(*d*)
378	Gunnery Record Cameras—Re-allocation of Associate Gear	(*d*)
380	Pyrotechnics—Oil and Aluminum Dust Markers (*Commanders-in-Chief, Home Fleet, Mediterranean, China*)	(*b*) C.A.F.O. 1664/37.
381	Torpedoes, 18-in., Marks XI and XII—Recovery of Fittings from Rudders, Flight and Vanes	(*b*) C.A.F.O. 1354/37.
383	Two-speed Destroyer Sweep—Introduction of Snatch Block, Type " L "	(*b*) A.F.O. 69/37.
384	Mark VI and Mark VIB Searchlight Lamps—Insulators for Interrupter Switches	(*d*)
387	Steering Compasses (A/S and M/S Trawlers)—REPORTS	(*d*)
388	Motor Boats—Ready-use Petrol Stowage for (*H.M. Ships*)	(*d*)
389	W/T Equipment—Modernisation of Main W/T Transmitting Sets (*H.M. Ships* "*Adventure*," "*Argus*," " *Cornwall*," " *Courageous*," *etc.*)	(*b*) A.F.O. 2675/37.
390	W/T, Types 2 and 4—Rotary Converters...	(*b*) A.F.O. 673/37.
391	Signal and Remote Control Communications—Alterations and Additions	(*b*) A.F.O. 1361/37.
393	Asdic Directing Gear in Submarines—Provision of Spares for Types 120, 120A, 118, and 118A	(*b*) C.A.F.O. 206/37

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
394	Bombs—Incendiary	(*d*)
395	Revolving Catapults—Holding Down Gear for "Walrus" Aircraft (*Ships fitted*)	(*b*) C.A.F.O. 1110/38.
398	Electric Cable, Pattern 6410—Introduction	(*d*)
399	Chernikeef Logs—Breaking of Contact Springs in Submerged Mechanisms	
401	Canvas Neckband for use with Flexible Voicepiping and Gear	
402	Anti-Gas Respirators—Issue to R.A.F. Personnel ...	
403	Switch, 3-line, " On and Off "—Introduction—Subhead F.2B (Schedule C.710)	
404	Amendments to Books	
405	B.R. 5—Revision	
406	B.R. 227—War Office Handbook for the ·303-in. Vickers Machine Gun and Tripod Mounting, Mark IV—Obsolete for Naval Service	(*a*)
407	Form S.123—Revision	(*d*)
408	Form M.16—Revision	
409	Form O.6—Ammunition Labels	(*c*) Form O.6.
410	Form O.426—History Sheet for Depth Charge Pistols, Marks VII and VIII—Introduction	(*c*) Form O.1.
411	Admiralty Administrative Whitley Council—Composition for the Year 1936/37	(*a*)
412	Departmental Clerical Class—Salary Scale of Third Grade Clerks—REPORTS	(*d*)
413	Supervision of Typing Staffs	
414	Examination for Situation as Shorthand-Typist—REPORTS	(*a*)
415	Civilian Staffs—Vacancies	(*d*)
417	W/T Motor Alternators, Patterns 7100 and 7104—Repair—REPORTS	(*b*) A.F.O. 581/38.
418	Storing Yards—1936 Programme (" *Tribal* " *Class Destroyers*)	(*d*)
419	Stores on Charge under Subhead B, Items 2E and 3—REPORTS	(*a*)
420	A.A. Practice Firings—Additional Safety Precautions necessary when using H.E. Shell	(*d*)
421	Director of Expense Accounts—Appointment	
424	Examination for Command of a Destroyer—Inclusion of Asdic Work	(*c*) K.R. & A.I.
425	Physical and Recreational Training Courses for Officers, 1937	(*a*)
426	Engine Room Artificers, Fourth Class (Chief Petty Officers)	(*c*) K.R. & A.I.
427	Sergeant-Major (New Status) and Staff Sergeant-Major, Royal Marines—Introduction of Ranks	
428	Annual Rifle Practices—Payment of Prize Money ...	(*d*)
429	Coronation Seats—Admiralty Arrangements	(*a*)
430	Civil Employment of Regular Sailors, Soldiers and Airmen	(*d*)
431	Sports—R.N. and R.M. Rackets Challenge Cup (Singles)—Home	(*a*)
433	Gun Mountings, 0·5-in.—Use of Rubber Pads under Base Plates—REPORTS	(*d*)
434	Gun Mountings—·303-in., Vickers, Maxim and Lewis—REPORTS	
435	Director Firing Gear—4·7-in. C.P. Mounting, Mark XVII Modifications to Tilt Corrector Drive into Elevation Receiver (" *E*," " *F* " *and* " *G* " *Class Destroyers. Dockyards*)	
436	Director Firing Gear—Pom-Pom Directors, Mark I**—Spare Parts (" *Repulse*," " *Curlew* " *and* " *Coventry* ")	
437	Projectiles, 8-in.—Embarkation—Method of Increasing Rate of Supply from Lighter to Ship	
439	Stops Belt and Connecting Links for ·5-in. Gun Linked Ammunition—Introduction	(*c*) C.B. 1876 (*a*) *and* (*b*).
440	Telescopes, Gun-sighting, Pattern G.354—Use with 4-in., Marks XIX and XX Gun Mountings	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
441	Cordite—Landing—Destruction	(*d*)
442	Torpedoes and Stores—Bags, Canvas, complete with Tools, etc., for Emergency Gyro Steering Pointers—Allowance (" *Kent* " *Class and later Cruisers*)	(*c*) C.B. 1876 (*d*).
443	Internal Torpedo Tubes for Submarines—Preservative Treatment of Ferrous Parts (*Dockyards and Ships concerned*)	(*c*) O.U. 5441.
444	Torpedo Stores—Recorders, Depth and Roll—Allowances for Aircraft Carriers carrying T.S.R. Machines (*Aircraft Carriers*)	(*b*) A.F.O. 1719/37.
447	24-in. Searchlight Lamps, Marks I and II—Wire for Rewinding Resistances—Introduction	(*d*)
448	Searchlight Sight Binoculars—Cross-wires in—REPORTS (*Capital Ships, Aircraft Carriers and Cruisers*)... ...	(*a*)
449	Resistance Measuring Instruments—Supply of the New Types (*Ships in Commission*)	(*d*)
450	Horzoil Oil Fuel Service Pumps (" *Leander* " *and Class,* "*Ajax,*" "*Arethusa,*" " *Galatea,*" "*Amphion* " *and* "*Apollo* ")...	
452	Asdics in Submarines—Uses and Flotilla Problems—REPORTS	(*b*) C.A.F.O. 937/38.
453	Inspection of Hull in Way of Lead Ballast—REPORTS (*H.M. Submarines*)	(*d*)
454	Second Steaming Lights—Fitting—REPORTS (*H.M. Ships concerned*)	
455	Oil Lanterns for Secondary Lighting—Allowance (*Patrol Vessels*)	(*b*) A.F.O. 577/37.
456	Target Towing Gear—Type " A "—for F.A.A. Aircraft	(*d*)
457	Decontamination Stores—Allowance ("*Saint*" *Class Tugs with Naval Crews*)	
458	Grey Enamel and French Polish—Allowance (*Trawlers*)	
460	Accounting Procedure (*H.M. Trawlers*)	
461	Royal Fleet Auxiliaries—Transfer of Management ...	
463	Naval Store Accounts—Revision of Auditing Arrangements (*H.M. Yards Abroad*)	(*c*) B.R. 670.
464	Cooks' Tubs, 40 gallons—Covers and Measuring Rods for	(*d*)
465	Overcoats for Ratings—Alteration in Pattern	(*c*) B.R. 93.
466	Contracts for Overcoats, and Class I, Class II, Class III Uniform Clothing	(*b*) A.F.O. 1313/37.
467	Address Indicating Groups and Collective Call Signs ...	(*b*) A.F.O. 825/38.
468	C.B. 3016—Combination of 1936 and 1937 Editions ...	(*d*)
469	Form S.123—Revision	
471	Form H.224 (B)—Analysis by Admiralty Method—Amendment	
473	Form S.307—Report concerning the Loss of Whitehead Torpedoes and Gyroscope (and Depth and Roll Recorders)—Amendment	(*c*) Form S.307.
474	Cartographer, Hydrographic Department, Admiralty—Competitive Examination	(*a*)
475	Dockyard Cost Accounts—Loan Tool Store Centres—Institution of Plant Accounts—REPORT	(*d*)
477	Returns D.50E—Progress of Deliveries of Naval Stores, Vote 8/2 (*Home Yards*)	(*c*) B.R. 674, App. XXXII.
478	Flag of the New Zealand Naval Board	(*c*) K.R. & A.I.
480	R.A.F. Station, Calafrana—Change in Spelling of Name	(*d*)
481	Jewish Sacred Festivals, 1937	(*a*)
483	Admiralty Surgeon and Agent (*Sevenoaks*)	(*c*) Navy List.
485	Warrant Officers—Uniform	(*b*) A.F.O. 523/38.
486	Advancement—Notations on Conduct Sheet	(*c*) Forms S.239a and S.507.
488	Submarine Detector Ratings	(*d*)
489	Naval Canteens—Arrangements for 58th Meeting of the Headquarters Naval Canteen Committee	(*a*)
490	Breadmaking Competitions—Revised Rules	(*d*)
492	Counterdrum Instruments—New and Obsolescent Patterns	
493	Decontamination Spraying Outfits—Use of Electric Blowers—REPORTS	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
494	Igniters, Torpedo, Mark X, Lot No. R.L. 698	(*d*)
495	Torpedo Igniters, Mark X, Lot No. 766—Withdrawal ...	
496	Minesweeping, etc., Equipment—Supply of Additional Stores	(*c*) B.R. 366.
497	W/T, Type 53—Alternative Backs and Power Supplies for Transmit-Receive Unit 4S	(*b*) A.F.O. 671/38.
498	W/T, Replacement of Key, Magnetic, Pattern 7324A, by Key, Magnetic, Pattern 3685, or Key, Magnetic, Pattern 7324B	(*d*)
499	Asdic Installations, Type 118A, 119, 120A, 121X, 121, 122—Modification to Pattern 9952 Boards—Charge-Discharge A/S 3, Serial No. 1–72 (inclusive)	(*d*)
500	Communion Plate	
502	"Aldis" Signalling Lanterns, Pattern 5110D—Allowance (*Surveying Ships Abroad*)	
503	Steel Chests—Allowance (*Aircraft Carriers*)	
504	Galleys—Washing Facilities	
505	Photographic Spools—Damage	
506	Lever and Turning Bands, Pattern 1058—Allowance (*Depôt and Repair Ships*)	
507	Boot Racks—Fitting during Large Repairs (*H.M. Cruisers*)	
508	Vessels—Insurance during Refit or Repair	(*b*) A.F.O. 236/33.
509	Provision Issuing Prices—Messing, Victualling, General Mess, Provision, etc., Allowances—Half-Yearly Review	(*a*)
510	Carpets, Rugs, or Carpet Squares, Curtains and Over-cases—Allowances	(*b*) A.F.O. 82/37.
511	O.U. 5409—Rate Book of Naval Stores—Amendment to Appendix to Memorandum	(*c*) O.U. 5409.
512	Amendments to Books	(*d*)
513	H.M. Stationery Office—Stocktaking	(*a*)
514	Instructional Drawings	(*b*) A.F.O. 173/37.
515	Form O.6—Ammunition Labels	(*c*) Form O.6.
516	Form O.6—Ammunition Labels	
518	Passive Defences of Naval Establishments—Co-operation with Local Authorities	(*d*)
519	Civilian Staffs—Vacancies	
520	Committee on Drawing Office Work	
521	Sir Milsom Rees Scholarships for Sons of Civil Servants	(*a*)
522	Assistant Electrical Engineers—Vacancies	
523	Engineering and Electrical Draughtsmen—Vacancies ...	
525	Asdic Apparatus—Purchase of Special Stores	(*b*) A.F.O. 833/38.
526	Dockyard Cost Accounts—Dates of the Four-Weekly Accounting Periods in 1937–38...	(*a*)
527	Motor Transport Vehicles—Tail Board Apertures to Prevent Obscuring Red Rear Lights	(*d*)
528	Subhead F.1A, Parts I and II—Forms D.162, D.620, D.621 and D.498—Reprint	
530	Officers' Salute with the Sword and other Details of Drill—Changes in B.R. 159/34—R.N. Handbook of Field Training	(*c*) B.R. 159 (1).
531	Anti-Aircraft Co-operation Unit, Biggin Hill—Title ...	(*d*)
532	Anti-Aircraft Co-operation Unit No. 2—Formation ...	
533	Anti-Aircraft Co-operation Unit No. 3—Formation ...	
534	H.M.S. "Foyle"—Award for Salvage Work	
536	King George V—National Memorial	(*a*)
537	Board of Admiralty—Appointment	
538	Royal Cypher—Design	(*d*)
539	Gyro-Compass Course—Cancellation	(*a*)
540	Naval History Essay Competition, 1936—Results ...	
541	Engine-room Ratings for Motor Torpedo Boats ...	(*c*) B.R. 14.
544	Air Gunner—Training, in Morse, of Seaman and Signal Candidates	(*b*) A.F.O. 1220/38.
546	Plain Clothes, Wearing by Liberty Men at British Ports Abroad	(*c*) K.R. & A.I.
547	Quarter Bills (Form S.255) (*Ships concerned*)	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
548	Quarter Bills (Form S.255)—Amendments (" *Codrington,*" " *Duncan,*" " *Exmouth,*" " *Faulknor,*" " *Grenville,*" " *Hardy,*" " *Keith,*" " *Kempenfelt,*" " *A,*" " *B,*" " *C,*" " *D,*" " *E,*" " *F,*" " *G* " *and* " *H* " *Class Destroyers*)	(*d*)
549	R.N. Rifle Association Meeting and National Rifle Association Meeting at Bisley, 1937	(*a*)
550	Sports—R.N. and R.M. Boxing Dates	
551	Director Firing Gear—Seats in Director Control Tower ("*Ajax,*" "*Arethusa,*" " *Leander,*" " *Neptune* ") ...	
552	Gun Mountings, 8-in., Marks I, I*, II and II*—Cordite Hoists—Wire Ropes	
553	Gun Mountings, 6-in., Twin, Mark XXI—Belleville Washers under Trunnion Ball Races (*H.M. Ships* " *Leander,*" "*Achilles,*" " *Orion,*" " *Neptune,*" "*Ajax,*" "*Arethusa,*" "*Amphion,*" "*Apollo,*" " *Galatea,*" *H.M.A.S.* " *Sydney* " *and Reserve Mountings*) ...	
554	Gun Mountings, 4·7-in., C.P., Mark XVII—Modification to Trunnions	(*d*)
555	Guns, Q.F., 4-in., Marks XVI–XVII—Preparation for Attachment of a Clip to secure Firing Cable	
556	Close Range A.A. Weapons—Aiming Teacher	
558	Director Telescopes, Patterns G.355 and G.355*—Modification to Rubber Eyeguards	
559	Endless Chain Hoists—6-in. and 4-in.—Fitting of Rendering Device to Scuttles (" *Leander,*" *Improved* " *Leander* " *and* "*Arethusa* " *Classes* (*except* " *Penelope* " *and* "*Aurora* ")	
561	Torpedo and Stores—Chests, Tools and Spare Gear, 21-in., VIII–VIII*—Revised Allowances (*Submarine Depôt Ships,* " *Porpoise,*" " *S,*" " *Triton* " *and* " *Unity* " *Classes of Submarines*)	(*c*) C.B. 1876 (*d*).
562	Subhead F.2B—Indicating Lamp Fitting, Pattern 5543, and Accessories, Patterns 5544–8—Introduction ...	
563	Sub-Focal Shutters—Trial—REPORTS (" *Southampton,*" " *Newcastle,*" " *Repulse,*" " *London,*" *and* " *Devonshire* ")	
564	C.B. 3039—Handbook of Plotting—Issue	
566	Internal Combustion Engines—Lubricating Oil—REPORTS	(*d*)
569	Switches, Spare, for Boards, Charge-Discharge A/S 3, Pattern 9952, and Boards, Charge-Discharge A/S 16, Pattern 2811—Allowance	
570	Telescope, Pattern 373—Introduction—Allowances ...	
571	A/S Domes and Cages—Treatment, Maintenance, Supply and Precautions in connection with	(*b*) C.A.F.O. 1129/38.
573	Nomenclature of Aircraft—" Walrus "	
574	Models of British and Foreign Warships for Submarine Attack Teachers—Additional Models (*H.M. Ships* " *Dolphin,*" " *Titania* " *and* " *Medway* " ; *H.M. Dockyards Portsmouth and Chatham*)	
575	Gyro-Compass Equipment—Additional Allowances ...	
577	Oil Lanterns for Secondary Lighting—Allowance (*Patrol Vessels*)	
578	Breathing Apparatus, Pattern 230—Allowance (*Surveying and Patrol Vessels*)	(*d*)
579	Parallel Rulers and Drawing Compasses—Allowance (*Destroyers, Escort Vessels and Patrol Vessels concerned*)	
580	New 250-ton Coaling Lighters for the Naval Store Department	
581	Sick Quarters—Supply of Stores from Naval Docks (*H.M. Ships* " *Caledonia* " *and* " *Wildfire* ")	
582	List of Local Contracts—Bread	(*a*)
582A	Amendments to Books	(*d*)
584	C.B. Form U.2c (1937)—Correction No. 1	
585	King's Regulations and Admiralty Instructions—Amendments affecting	(*a*)
586	Official Wireless Messages to British Merchant Ships ...	(*b*) A.F.O. 49/38.
587	B.R. 88—Drill Signal Table, 1937—Issue	(*d*)

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
588	B.R. 159/34—R.N. Handbook of Field Training, 1934—Addendum No. 1—Issue	(*d*)
589	Department of Scientific Research and Experiment—Vacancies for Assistant II in the Mechanical Pool ...	(*a*)
590	Architectural and Civil Engineering Assistants, Grade II—Overtime	(*c*) B.R. 669.
592	Asdic Oscillators—Prompt Transport	(*b*) C.A.F.O. 767/38.
593	Passive Defence Stores—Transfers between Navy Votes	(*d*)
594	Ready-use Ammunition Lockers for R.F.A.s and A.M.C.s	
595	Slips, Senhouse, for Towing, ¾-in.—Transfer to Subhead B, Item 5	(*c*) B.R. 366.
596	Fuel Allowances for H.M. Ships, etc., 1937—REPORTS	(*d*)
597	Review of Service Conditions, 1936	
598	Their Majesties' Coronation—Order of Service	(*a*)
599	Merchant Vessels—Control of W/T in time of War ...	(*b*) A.F.O. 1203/35.
600	Bombing Exercises by Fleet Air Arm Squadrons attending Armament Training Camps in Home Waters ...	(*a*)
601	Ryder Memorial Prize—Award for 1936	
602	Promotion Examination for Rank of Surgeon-Commander—Result	(*d*)
603	Naval Cadetships at R.N. College, Dartmouth—Examination	(*a*)
604	Dental Standard for Shipwrights	(*b*) A.F.O. 1979/37.
608	Royal Navy Medical Club—Annual Dinner	(*a*)
609	Annual Breadmaking Competition—4th Cruiser Squadron, 1937—Results	(*d*)
610	Sports—R.N. and R.M. Rackets and Squash Rackets Association—Committee Meeting	(*a*)
611	Rangefinders, 23-ft., F.M.3 on M.U.4 Mountings—Fitting of Two-speed Elevating Gear—REPORTS (" *Norfolk*," " *Dorsetshire* " *and Portsmouth Dockyard*)	(*a*)
612	Gun Mountings, 8-in., Marks I and I*—Hinged Loading Tray Bell Crank Lever	(*d*)
613	Guns, Q.F., 4·7-in., VIII, IX, IX* and IX**—Adjustment of Spring Actuating Breech Block	
614	Breech Mechanism, Q.F., 4-in., Marks V and V*, and "A" Marks V and V*—Electro-Mechanical Firing Gear, Mark IV—Fitting of Mark II Cover to Releasing Rod Sleeve on Case, Electro-Magnet, Mark I	
617	Torpedo Lubricating Oil for 18-in. Torpedoes, Marks XI and XII, for Aircraft Torpedo—REPORTS	(*b*) C.A.F.O. 401/38.
618	Torpedo Stores—Reducers, Disc, 18-in., Mark VIII*, St. No. 2948—Supply of, to all Vessels carrying 18-in., Mark XI or Mark XII Torpedoes	(*c*) C.B. 1876 (*d*).
619	Compass Establishment ("*Argus* ")	(*d*)
620	Retubing of Boilers—Lengths of Tubes fitted (*H.M.S.* " *Broke* ")...	
621	W/T Transmitting Sets, Types T.W.12A and T.W.12B—Establishment List of Stores	
622	New Construction Submarines of 1935, 1936, and 1937 Programmes—Asdic Sets, Type 129, to be fitted (*Dockyards and Overseers concerned*)	
625	Oil Fuel Heating Arrangements—War-time Construction Destroyers	
626	Binoculars—Revised Allowances	
627	Sextants, Pattern 491—Additional Allowance (*Aircraft Carriers*)	
628	Chernikeef Log Tubes, etc.—Allocation of Pattern Numbers and Provision of Reserves	(*c*) O.U.s 6234 and 6270.
629	25-ft. Fast Type Motor Boats—Life-saving Capacity ...	(*d*)
630	Novox Resuscitation Apparatus (*H.M. Ships*)	
632	Bayonet Joint Type Coupling for Hoses—Standardisation of an Additional Pattern	
634	Storing Arrangements (*Reserve Twin-Screw Minesweepers and Dockyards*)	(*b*) A.F.O. 1834/37.
636	Officers' Mess Traps—Replacement Allowances for 1937 (*Sea-going Ships other than Flotilla Leaders, Destroyers, Minesweepers, etc.*)	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
637	Officers' Mess Traps—Replacement Allowances for 1937 (*Flotilla Leaders, Destroyers, Minesweepers, Patrol Boats, Fishery Protection and River Gunboats, and Submarines* (*other than* "*H*," "*L*," "*L.50*," *and* "*Swordfish*" *Classes*))	
638	Officers' Mess Traps—Replacement Allowances for 1937 (*Submarines of the* "*Swordfish*," "*H*," "*L*," *and* "*L.50*" *Classes*)	(*d*)
639	Chief Petty Officers' and Petty Officers' Mess Utensils—Replacement Allowance for 1937	
640	Admiralty Engineer Overseer, Messrs. Harland and Wolff, Ltd., Belfast—Change of Appointment... ...	
641	Form M.142—Abolition	
642	Form O.6—Ammunition Labels	(*c*) Form O.6.
643	O.U. 6262—A.R.L. Course Plotter, Type "B"—Handbook	(*d*)
644	Forms S.1156B and 1156C—Renumbering	
645	Visiting Inspector, Contract Department—Vacancy ...	(*a*)
646	Civilian Staffs—Vacancies	
647	F.A.A. Detachments Operating away from their Parent Ships—Supply and Return Notes for Stores	(*d*)
648	Protective Clothing for Yard Workmen—Modification...	
649	Coal, Coke and Oil Fuel for Dockyard Services—Financial Year, 1937	
650	Morris Motor Vehicles—Change of Oil in Engines ...	(*c*) B.R. 878.
652	Subhead D.2 of the Programme—Limits Governing Classification of Refits	(*a*)
653	Form D.22A—Fleet Fuelling Service—Instructions for Rendering...	(*d*)
654	Admiralty Pattern Rooms, Birmingham—Vacancies for Clerical Officers	
656	Bertrand Stewart Prize Essay—Subject for 1938 ...	
657	Foreign Languages—Result of Annual Examination, 1936	(*a*)
658	Cadets in the Training Cruiser—Revised Syllabus of Instruction	
659	Qualifying Course for Signal Boatswain	
660	C.P.O. Ratings Re-engaged after completing Time for Pension—Bearing Supernumerary to Requirements...	(*d*)
661	Assistant Inspecting Officers (Central Storekeeping)—Reporting of Sickness, Service Abroad, etc.	(*b*) A.F.O. 843/38.
663	Queen Alexandra's R.N. Nursing Service—Messing Contribution	(*d*)
664	Sound Films supplied by Admiralty Cinema Fund—Indication of Entertainment Value	(*b*) A.F.O. 1870/37.
665	Admiralty Surgeon and Agent (*Cowes*)	(*c*) Navy List.
666	Admiralty Surgeon and Agent (*North Uist*)	
667	Association of Retired Naval Officers—Annual Report for 1936	(*a*)
668	Inter-Port Lower Deck Hockey Tournament, 1936–37—Results	
670	Gun Mountings, 8-in., Marks II and II*—Correction of Drawings (*Ships and Yards concerned*)...	
671	Gun Mountings, 6-in., Twin, Mark XXI—Shell Hoists in Revolving Structure—Valve Operating Gear... ...	(*d*)
672	Guns, Q.F., 4·7-in., Mark XII, and Q.F., 4-in., Mark XVI–XVII—Pin, Axis, Catch Retaining Breech Block Open—Improved Method of Securing...	
673	Cordite—Landing—Destruction	
674	Fuzes, D.A., No. 44—Removal of Caps and Pins... ...	
676	Gun and Torpedo Tube Mountings, Directors, etc.—Directions for Fitting Cables, Electric, Single-core, for Firing and Illumination Circuits, etc.	(*b*) A.F.O. 675/37.
679	Paravane Towing Ropes—Nomenclature	(*d*)
680	Fixing Plate for Looping-in Bases when fitted on Wooden Structures...	
681	Boiler Tubes (*H.M.S.* "*Protector*")	

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
683	W/T—Replacement of Valves, N.T.23B, Pattern 6237B, by Valves, N.T.23D, Pattern 7419—Adaptation of Valve Mountings—Ships fitted with W/T Sets, Type 36/S/SX	(*b*) A.F.O. 1258/38.
684	W/T—Revised Establishment—Lists of Stores ...	(*d*)
685	Trial Requirements of Destroyers—Fitting Asdics in H.M. Dockyards	(*b*) C.A.F.O. 1943/37.
686	Six-inch Hand Signalling Lanterns, Pattern 5153, and Accessories—Introduction (*Submarines and "Tribal" Class Destroyers*)	(*d*)
687	Incinerators—Modifications to (*H.M. Ships concerned* ...	
688	Joint Rings for Steel Telemotor Control Panels (*H.M. Submarines*)	
689	Inlaid Cordage—Danger from Fire	(*c*) K.R. & A.I.
690	Naval Stores—Classification (*Trawlers*)	(*d*)
690A	Illuminating Circuits ("*Medway*," "*Cyclops*," "*Woolwich*," "*Resource*," *and* "*Lucia*")	(*a*)
691	Motor Tanker for Fleet Fuelling Service	(*d*)
692	Bowsprit—Disposal (*H.M.S.* "*Victory*")	(*a*)
693	Libraries, Officers' Reference—Jane's "Fighting Ships" and "All The World's Aircraft"—REPORT ...	(*d*)
694	Libraries, Officers' Reference, and Books of Reference—Alteration in Catalogues	(*d*)
695	O.U. 6090 (E)—Range Table, No. 316, for Q.F. 2-pdr. Guns, Marks I, II and VIII—Revised page 1, dated January, 1937—Issue	
696	O.U. 6090 (L)—H.A. Range Table, No. 396, and O.C. Trajectory Chart, No. 61, for 3-in., 20-cwt., Q.F. Guns	(*a*)
697	Boats' Cables—Use of Electrically Welded Steel Chain Rigging	(*d*)
699	Secrecy Regulations	(*b*) C.A.F.O. 582/38.
700	Fleet Engineer and Accountant Officers—Allowances ...	(*c*) K.R. & A.I.
701	Naval History—Annual Examination	(*a*)
702	Naval Salvage Money—Distribution	
703	Sports—R.N. and R.M. Rugby Union—Minutes of Committee Meeting held on 6th March, 1937	(*d*)
704	Rangefinders, F.Q.2—Sponge Rubber Facepieces—REPORTS	(*b*) A.F.O. 60/37.
705	H.A.C.S. Calculating Tables, Mark III—Excessive Hunting of I/R Motor—REPORTS (*H.M. Ships equipped with Mark III Tables*)	(*d*)
706	A.F.C. Tables, Mark V—Hand Training Transmission—REPORTS (*H.M. Ships* "*Ajax*," "*Amphion*," "*Apollo*," "*Galatea*" *and* "*Excellent*")	
708	Minesweeping, etc., Equipment—Supply of Additional Stores	(*c*) B.R. 366.
711	Die Nuts—Allowance—Ships, etc., fitted for Central Storekeeping	(*d*)
712	Officers' Mess Traps—Allowances of Table Cloths for 1937	
713	Mess Gear—Teaspoons for Broadside Messes	
714	Amendments to Books	
715	B.R. and O.U. Books—Prices	
716	B.R. 415—Discontinuance of Issues	
717	Alterations and Additions to H.M. Ships—Permanent adoption of Form S.1182	(*c*) K.R. & A.I.
718	Form M.9—Complete List of Establishment—Abolition	(*d*)
719	Declassification of Books of the I.D. Geographical Series	
720	Libraries, Officers' Unit	
721	Libraries, Officers' Reference—German Dictionary ...	
722	National Anthems, Salutes and Official Marches Book—Promulgation of Amendments	
723	Welsh Board of Health—Vacancies for Assistant Inspectors on Outdoor Staff	(*a*)
724	Second Class Draughtsman (Constructive, Engineering and Electrical) and Foreman of Electrical Branch—Examinations	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
725	Civil Servants in Territorial, Auxiliary, and Reserve Force Contingents participating in the Coronation Celebrations in London and in the Naval Review ...	(*a*)
726	Wireless Masts, etc., in Shore Establishments	(*c*) O-U. 5225.
728	New Construction Programme, 1936—Allocation ...	(*d*)
729	Examination for Rank of Paymaster Sub-Lieutenant, January, 1937—Results	(*a*)
730	Japanese Language—Volunteers for Study of	
731	Julian Corbett Prize	
732	Gedge Medal and Prize—Award for 1936	
733	Courses at Army Schools—Vacancies for Naval Officers and Ratings	
736	Ordinary Telegraphists, Special Service—Training at Sea	(*c*) K.R. & A.I. and O.U. 6290/37.
737	Signal and Telegraphist Branches—Examination Papers for V/S and W/T Non-substantive Rates	(*c*) O.U. 6290/37.
738	Sick Berth Attendants—Qualifications for Progressive Pay	(*d*)
739	Sick Berth Staff—Efficiency Medal	
740	Complement—Amendment. (*All Battleships, Battle Cruisers, Aircraft Carriers (except "Hermes" and "Argus") and H.M. Ships "Resource" and "Defiance")*	(*c*) Mobilisation Return No. 1.
742	Venereal Disease	(*d*)
743	R.N.R. Ratings—Meal Orders and Rail Warrants issued to, on Completion of Training	(*b*) A.F.O. 2205/37.
745	Royal Canadian Navy—Pay, etc.—Arrangements and Conditions of Service	(*b*) A.F.O. 2998/35.
746	Music—Supply to H.M. Ships, etc.	(*a*)
747	Zeebrugge-Ostend St. George's Day Dinner	
748	Navy, Army, and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet	(*d*)
749	Surgeon and Agents—Institution of Poster (Form S.582) showing Names and Addresses for Exhibition on Ships' Notice Boards	(*c*) K.R. & A.I.
750	Admiralty Surgeon and Agent (*St. Ives, Cornwall*) ...	(*c*) Navy List.
751	Officiating Minister of Religion (*Deal*)	(*b*) A.F.O. 48/38.
752	Officiating Minister of Religion (Shanghai)	
753	H.A.C.S. III Calculating Tables, Mark III—Main Drive Motor and Gearing—REPORTS (*H.M. Ships equipped with Mark III Tables*)	(*d*)
754	Gun Mountings, 6-in., Marks XXI and XXII—Shell Hoists on Fixed Structures	
755	Gun Mountings—Interval between Periodical Examinations—REPORTS (*Commanders-in-Chief, Afloat*) ...	
756	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII, Lock, Mark I—Modification to Lower Gib.	
757	Breech Mechanisms, Q.F., 4-in., Marks XVI–XVII Guns—Fitting of Latch, Lever, Breech Mechanism, and Modification to Lever, Breech Mechanism and Bracket, Stop, Lever, Breech Mechanism, to suit ...	
758	Air Defence Position Look-out Sights (*Portsmouth Dockyard, "Revenge," "Resolution," "Southampton" and "Newcastle"*)	(*a*)
759	Cartridges, Signal, 1-in., Green, Mark VIT, R.L., Lot 20, Filled R.L. 3/30—Withdrawal	(*d*)
761	Torpedo Appropriation (*H.M. Ships "Scout," "Tenedos" and "Thanet"*)	(*c*) C.B. 1771.
763	Minesweeps—Re-allocation, etc.	(*b*) C.A.F.O. 1718/37.
764	"Staybrite" Sweep for Recovery of Torpedoes—REPORTS	(*d*)
767	Cutters—Allowance	(*b*) C.A.F.O. 1297/37.
768	Jigs and Reamers for Resurfacing Brushes of 20-in., 24-in., and 44-in. Searchlight Lamps	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
769	Cable Glands on Low Power Apparatus—Stainless Steel Gland Nuts, Pattern 4950 Series	
770	Running Sinkers (*Controlled Mining Bases*)	
771	Oil Pump for H.A.C.S.III ("*Arethusa*" *Class Cruisers*)...	(*d*)
772	Internal Combustion Engines—Lubricating Oil ...	
773	Boilers and Tubes (*H.M.S.* "*Stork*")	
774	W/T—Introduction and Allocation of Wavementer G.56 and Oscillator G.33	(*b*) A.F.O. 796/38.
776	Echo-Sounding Receivers and Recorders—Positions ...	(*c*)
777	Horse Boats and Motor Landing Craft—Maintenance of—REPORTS	(*d*)
778	Pitometer Logs—Allocation of Pattern Numbers and Provision of Spares	(*c*) O.U.s 6234 and 6270.
781	Watch Bells, Patterns 8A and 10A, to be made of White Metal in future	
782	Officers' Mess Traps—Replacement Allowances for 1937 for Messes in Royal Naval Barracks, Colleges, Hospitals, Stationary Ships, and other Shore Establishments ...	(*d*)
784	Royal Fleet Auxiliaries—Transfer of Management ...	
785	Defect Report Procedure—New Types of Electrical and Wireless Apparatus—Fleet Air Arm	(*b*) A.F.O. 906/37.
786	Schermuly Pistol Rocket Apparatus—Use and Stowage of, etc. (*Shore Establishments and Royal Fleet Auxiliaries*)	(*c*) B.R. 875.
788	B.R. 323—Establishment of Naval Stores for Gunnery Purposes—D.1281—List of Particulars for—Revised Editions	(*b*) A.F.O. 912/37.
789	B.R. 369—Establishment of Naval Stores for Controlled Mining Base—Issue	(*d*)
791	Form B.86—Abolition	
792	Form S.28—Supply to Ships	(*b*) A.F.O. 913/37.
793	Purchase of Stores—Preparation of Form S.133 (Letters of Advice)	(*c*) B.R. 4 and K.R. & A.I.
794	Government Telegraph Code—Appendix (1935)—Naval Correction No. 5	(*d*)
795	A.P. 1480—Re-classification	
796	Coronation Holiday	(*a*)
798	Civilian Staffs—Vacancies	(*d*)
799	Gun Mountings—Transferable—Values for Financial Year, 1937	(*b*) A.F.O. 1016/38.
801	Electrodes—Authorized Types	(*b*) A.F.O. 1858/37.
802	Form D.143—Discharge Return—Revision	(*d*)
803	Director of Electrical Engineering—Appointment ...	
805	Interpreters—Examination, June, 1937	(*a*)
806	Specialist Gunnery Course—Officers Selected	
808	Schoolmaster Branch, R.N.—Revision of Titles ...	(*c*) K.R. & A.I.
809	"Eardley Howard-Crockett" Prizes—R.N. College, Dartmouth	(*a*)
810	Thomas Gray Memorial Trust Prizes offered in 1937 ...	
812	Personnel—Accommodation available for—REPORTS ("*London*," "*Norfolk*," "*Exeter*," "*Leander*," *and* "*Amphion*" *Classes*, "*Arethusa*" *and* "*Galatea*") ...	(*d*)
813	Advancements by Commanders-in-Chief—Notation on Service Certificate	(*c*) K.R. & A.I.
814	Advancement—Inaccuracies in Return S.507 and Conduct Sheet	(*b*) A.F.O. 464/38.
816	Cap Ribbons to Reserve Ratings when undergoing Training in H.M. Ships—Issue of	(*b*) A.F.O. 1704/37.
818	Admiralty Surgeon and Agent (*London, S.E.*)	
819	Admiralty Surgeon and Agent (*Stranraer*)	(*c*) Navy List.
820	Admiralty Surgeon and Agent (*Sudbury*)	
821	Annual Breadmaking Competition, Mediterranean Fleet, 1937	(*d*)
822	Aden Field Force, 1915–1920—Nineteenth Annual Dinner	(*a*)
823	Indian Empire and Eastern Garden Party, 1937 ...	
824	Gun Mountings, 8-in., Marks I, I*, II and II*—Cable Leading-in Gear—Replacement (*Ships concerned and Dockyards*)	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
825	Gun Mountings, 6-in., Mark XXI Mountings—Shell Loading Gear in Gun-house—Fitting of Anti-vibration Devices in Balance Weights for Intermediate Loading Trays in "Y" Turrets ("*Leander*" *and Improved* "*Leander*" *Classes*, "*Arethusa*" *and* "*Galatea*") ...	(*b*) A.F.O. 1061/37.
826	Gun Mountings, 4·7-in., C.P., Marks XIV, (S) XVI, XVII and XVIII—Tools for Lifting Marks IX, IX*, and IX** Guns	(*d*)
827	Breech Mechanisms, Q.F., 4·7-in., "E" and "G," Marks VIII, IX, IX* and IX** Guns—Removal of Recocking Gear	(*b*) A.F.O. 1348/37.
829	Torpedo Appropriation ("*London*" *and* "*Norfolk*" *Classes*)	(*c*) C.B. 1771.
831	Torpedo Stores—Instruments Measuring B.C. Adjustments, St. Nos. T.20–T.23, T.74, T.81, T.143 and T.292—Revised Method of Accounting	(*c*) C.B. 1876 (*d*).
833	Minesweeps, Mark I—Use of Standard Size Sweep Wires	(*c*) B.R. 366.
834	Bow P.V. Equipment (*Tugs* "*Brigand*" *and* "*Buccaneer*")	
835	Towing Sleeves and Roller Cutters—India Rubber Buffers	
836	Minesweeps, Mark V, carried in Capital Ships—Supply of Dan Buoy Gear	(*b*) C.A.F.O. 481/38.
838	Depth Charge Rails	(*d*)
840	Searchlight Power Control System, Mark V	
842	Control Wiring of Single Motor Power Breakers	
843	Demolition Stores—Introduction of T.N.T.—Stowage of Detonators	
846	Boilers, Admiralty Three-drum Type—Removal of Baffle Plates ("*Leander*" *and* "*Achilles*" *Class Cruisers and Destroyers*)...	
847	Boiler Tubes, etc. (*H.M.S.* "*Hyperion*")	
848	"Zedmet" Packing for Full Spray Valves (*H.M. Submarines*)	
853	Asdic Directing Gear—Types 118A and 120A—Renewal of Joint Ring and Washers	(*c*) Relevant Handbooks.
855	King's Colour—Supply	(*d*)
856	Fleet Air Arm—Stowage of Observers' and Observers' Mates Gear	
857	2,000-ton Class Oilers—Note to be Inserted on Docking Plan	
859	Resistance Boxes for L.D.M. and L.V.M., and Iris Shutter Motor for 24-in., Mark II, Searchlight Control—Introduction	
860	New Pattern Headset Telephones, Telaupads and Concentric Plug and Plug Box—Introduction	
861	Models of Aircraft for Gunnery Record Cameras ...	
862	"Gifford" Grapnels—Allowance (*Surveying Vessels*) ...	
863	Ratchet Braces—Modification	
864	Forges, Pattern 1599—Deletion of Allowance ("*Arethusa*" *and* "*Dido*" *Classes*)	
865	"Belco" Wax Polish for Spray Polished Furniture—Allowance	
866	Pilot Balloon Outfits—Empty R.A.F. Hydrogen Gas Cylinders—Return of	(*b*) A.F.O. 752/38.
867	C.B. Form U.2C (1937)—Correction No. 2	(*a*)
868	Civilian Staffs—Vacancies	(*d*)
869	Weekly-paid non-Industrial Staff—Revised Arrangement for Payment	(*a*)
870	Subhead F, Item 2B—Schedule C.708—Bells, Gongs, etc.—Increase in Reserve	(*c*) O.U. 6234.
871	Accumulators, Nickel Iron, Patterns 8117 and 1040—Storage	(*d*)
872	Catapults, Old Wires—Disposal	
873	Form D.88b—Abolition	
874	Form D.200g—Establishment	(*c*) B.R. 669.
875	Review of Service Conditions, 1936	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
876	Coronation Naval Review—Charts	
879	Promotions to Acting Warrant Engineer and Acting Warrant Mechanician, 1st July, 1937...	
881	Pensioners and Reservists entered for Temporary Service during the Coronation Review—Discipline	(*a*)
882	Pensioners and Reservists Serving during the Coronation Review—Accounting Procedure	
883	Sound Equipment and Films—Supply to the Royal Navy—Packing of Film Programmes	(*b*) A.F.O. 1870/37.
884	Royal Marine Officers—Training and Promotion of New Entries—Delay in Completion of Courses through Sickness	(*b*) A.F.O. 2042/36.
885	Shadwell Testimonial Prize, 1936...	(*a*)
886	Royal Naval Benevolent Society	
887	Railway Warrants, Baggage Vouchers and Meal Orders—Supply, Custody and Issue	(*b*) A.F.O. 815/37.
888	Navy, Army and Air Force Institutes—Lower Deck Representative for Home Fleet...	(*d*)
889	Admiralty Surgeon and Agent (*Northampton*)	(*c*) Navy List.
890	Admiralty Surgeon and Agent (*West Hartlepool*) ...	
891	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
892	Imperial Challenge Shields Rifle Competition, 1936 ...	
893	Guns—0·5 M.G.s—Burst Barrels due to Excess of Grease in the Bore	(*c*) C.B. 1912.
894	U.D.3 Heightfinders—Illumination of Rangefinder Scale—Modification—REPORTS	
896	Retention of Spare Gear Landed ("*Royal Sovereign*" *and* "*Queen Elizabeth*" *Classes*, "*Repulse*" *and* "*Renown*")	(*d*)
899	Wavemeter G.9—Motor Torpedo-boat and Motor Minesweeper Flotillas—Allocation	
900	Electric Lanterns for use in Boats	(*b*) A.F.O. 350/38.
901	Asdics—Preservation of Secrecy	(*b*) C.A.F.O. 582/38.
903	80 cms. Rangefinders—Allowances (*Escort Vessels and Minesweepers*)	
904	Signal Flags—First Outfit	
905	Officers' W.C.s and Gear for—Patterns out of Production	(*d*)
908	Royal Fleet Auxiliaries—Transfer of Management ...	
909	Officers' Mess Traps—Introduction of Funnels, Pattern 17	
910	Contract for Margarine	(*a*)
911	Amendments to Books	
912	B.R. 323—Establishment of Naval Stores for Gunnery Purposes—D.128 I—List of Particulars for—Revised Editions	
913	Form B.28—Supply to Ships	
914	Form D.117—Abolition	
915	Form M.186—Abolition	(*d*)
916	Instructional Charts—Addition	
917	Admiralty Engineer Overseer, Messrs. J. S. White & Co., Cowes—Change of Appointment	
918	Admiralty Engineer Overseer, North of England District—Change of Appointment	
919	"S" Class Clerks—Pay	
920	Storing Arrangements—Dominion, Colonial, and Indian Government Ships Attached to R.N. Squadrons, etc.	(*c*) B.R. 674.
921	Australian Brush Box Timber—Use of in lieu of Greenheart	(*d*)
922	Dockyard Generating Stations—Rates of Pay of Fitter Drivers	(*c*) B.R. 669.
923	Torpedo Running for the Year ended 30th September, 1936—Summary	(*d*)
924	Acting Sub-Lieutenant (E)—Qualifying Examination Afloat—REPORTS	(*a*)
925	Beaufort and Wharton Testimonials—Award for 1936 ...	
926	Vaccination and Re-vaccination Inoculation	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
927	Subsistence Allowance of Ratings Temporarily Ashore on the America and West Indies Station	(*b*) A.F.O. 2205/37.
928	Complement—Amendment (*H.M. Ships* "*Nelson*," "*Royal Oak*," "*Barham*," "*Hood*," "*York*," "*Norfolk*," "*London*," "*Cumberland*," "*Courageous*"	(*c*) Mobilisation Return No. 1.
929	Admiralty Surgeon and Agent (*Darlington*)	(*c*) Navy List.
930	Admiralty Surgeon and Agent (*Exeter*)	
931	Admiralty Surgeon and Agent (*Helensburgh*)	
932	Canteen Staffs—Uniform, etc.	
933	Ships' Funds—Disposal	
934	Sports—R.N. and R.M. Boxing Association—Results, 1937	(*d*)
935	Sports—R.N. and R.M. and Inter-Services Cross-Country Championships	
936	Air Defence Arrangements (8-*in. Cruisers and* 6-*in. Cruisers of* "*Leander*" *and later Classes*)	
937	Gun Mountings, Twin, 6-in., Mark XXI—Modification to Sight Port Covers	(*a*)
938	Gun Mountings, 4·7-in., C.P., Mark XVIII—Provision of Second Star Shell Spirit Level ("*Hardy*" *and* "*Hero*" *Class and Portsmouth Yard*)	(*d*)
940	Gun Mountings, 0·5-in., "M," Marks I, I* and II Mountings—Re-allocation of Marks	
942	Rangefinders—Fitting of Range Receivers from Bridge Rangefinders in the Transmitting Station ("*Ajax*," "*Amphion*," "*Arethusa*" *and* "*Galatea*")	
945	Cordite—Landing—Destruction	
948	Fitting of A/S Cursors to Log Distance Registers ("*Kempenfelt*," "*Crusader*" *and* "*Comet*")	(*b*) C.A.F.O. 938/38.
949	Starters for Turret Pump Motors ("*Kent*" *Class and later Cruisers*)	(*d*)
950	Wind Speed Indicators for fitting on Bridges ("*Glorious*," "*Courageous*," "*Eagle*" *and* "*Furious*")	
952	Automatic (High Speed) W/T Transmitting Outfit—Establishment List of Stores	
953	Engine Room Revolution Telegraphs (*H.M. Ships*) ...	
954	Binoculars, Pattern 1907A—Allowances (*Leaders and Destroyers*)	
955	Binoculars, Pattern 1949—Purchase and Allocation ...	
956	Standing Contract for Ball and Roller Bearings and Balls—Fresh Contract	(*b*) A.F.O. 1234/33.
957	Mess Gear—Notification of New Scales—Modifications to Present Scales of Implements, etc. for Small Ships ...	(*d*)
958	Sea Boots, Leather and Rubber	(*c*) B.R. 93.
959	Admiralty Fleet Orders—Coronation Week	(*a*)
960	Intelligence Centres—Postal Addresses	
961	Government Telegraph Code, Appendix (1935)—Naval Correction No. 6	(*d*)
961A	Typewriters—Revision of Establishment	
962	Meteorological Publications—Issue of Code Card (H.353) and Signal Pad for Weather Reports from H.M. Ships (Form H.355)	
963	B.R. 83—Price	
965	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks II and II* Mountings—Revision—Issue	
966	O.U. 6090 (D)—Range Table, No. 261, for B.L., 15-in. Guns—Revised page 1, dated March, 1937—Issue ...	(*a*)
967	O.U. 6090 (J)—Range Tables, Nos. 190 and 203, for B.L., 6-in. Guns, Mark XXII—Revised page 1, dated March, 1937—Issue	
968	Starting Pay on Promotion—Revised Rules—Extensions of Salary Scale	(*c*) B.R. 669.
969	Temporary Male Clerks—Pay	(*d*)
970	"S" Class Clerks—Pay on Transfer	

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
971	Surveyors of Stores, Senior Foremen, Foremen, Inspectors, etc.—Salary Scales	
972	Gun Mountings, 2-pdr., "M," Marks V and VI—Correction of Drawings (*Dockyards concerned*) ...	
973	50-volt Arc Welding Resistances—Subhead F, Item 2B—Introduction of Light Weight, Parallel Wound Type...	(*d*)
974	Shelves in Dental Surgery (*Capital Ships, Aircraft Carriers and Cruisers of New Construction*)	
975	Form O.51, Part 25—Abolition	
976	Electric Torches—Allowances to R.N. Shore Signal and Shore Wireless Stations at Home	
977	Casual Employees—Record of Service	
978	Increases of Pay on Promotion—Class to Class	(*c*) B.R. 669.
979	H.M. Tugs "Brigand" and "Buccaneer"—Warrant and Storing Yard	(*d*)
980	The Coronation Medal	(*a*)
981	Royal Corps of Naval Constructors—System of Entry and Training	(*b*) A.F.O. 629/38.
982	Clothing, Soap and Tobacco, Issuing Prices, Kit Upkeep Allowances. Clothing Gratuities and Allowances—Annual Revision	(*d*)
985	New Construction Programme, 1937—Names, etc., of Ships	
987	"Henry Leigh Carslake Prize," 1938—Subject of Essay	(*a*)
989	Seaman Branch—Non-Substantive Ratings	(*c*) Form S.583.
990	Naval Salvage Money—Distribution	(*a*)
991	Naval Salvage Money—Distribution	
992	Admiralty Surgeon and Agent (*Beer*)	
993	Admiralty Surgeon and Agent (*Coatham*)	(*c*) Navy List.
994	Admiralty Surgeon and Agent (*Lochgilphead*)	
995	Admiralty Surgeon and Agent (*London District No.* 15)	
996	Income Tax, 1937/1938—Effect of Budget Statement ...	(*a*)
997	Royal Air Force Display, 1937	
998	Sports—R.N. and R.M. Golfing Society...	
1000	Gun Mountings, 2-pdr., "M," Marks V and VI—Modifications to Link Chutes (*Ships concerned and Dockyards*)	
1001	Breech Mechanisms, B.L., 5·5-in., Mark I Guns—Assembly of Cable for Lock	
1002	Breech Mechanisms, Catapults, Aircraft, Type "D.I.H."—Modification to Lever, Breech Mechanism	(*d*)
1004	Mirrors, Examining, Bore of Guns, 6-in. to 8-in., Mark I, and 4-in. to 5·5-in., Mark I—Modification to Cable Connection	
1005	Pyrotechnics for Fleet Air Arm—Reconnaissance Flares	
1006	Torpedoes, 21-in., Marks IX–IX*—Tools operating Gyro Angling Plates, St. No. T.262—Withdrawal from Cruisers	(*c*) C.B. 1876 (*d*).
1008	Above-water Torpedo Tubes, 21-in., Q.R. VIII, 21-in. Q.R. VIII*, and 21-in. P.R. I—Vibration of Director Stands—REPORTS ("*Grenville*," "*Greyhound*" *Class*, "*Hardy*" *and* "*Hero*" *Class Vessels, and Dockyards concerned*)	(*d*)
1009	Submarine Torpedo Tubes—Bow Cap Clearances ...	(*b*) A.F.O. 405/38.
1011	Hooks, Davey, Pattern 7805—Modifications	
1012	Low Power Supply System—Introduction of Fuze, Pattern 6773, and Simplification of Supply to Gyro Compass System	
1013	Searchlight Lamps—Boxes for Spare Parts	
1015	Catapults—E.II.H. and E.III.H. Types—Wind Speed Limits when Launching "Walrus" Aircraft... ...	(*d*)
1016	Binoculars, Pattern 343, Regd. No. 4197—Loss of (*Ships, Establishments and Dockyards*)—REPORT	
1017	Navigational Lanterns for Fast Motor Boats and Barges—Introduction of New Patterns	
1018	Portable Electric Drilling Machines—Allowances (*Capital Ships and Aircraft Carriers*)—REPORTS	(*a*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1020	Fire Main and Downton Suction—Shut-off Valves (*Destroyers and Leaders concerned*)	(*d*)
1021	Centrally Stored Ships—Review of Expenditure, 1934–5 and 1935–6	
1022	Special Stores for Submarines—Revised Procedure ...	(*c*) B.R. 4.
1023	Royal Fleet Auxiliaries—Transfer of Management ...	(*d*)
1024	R.F.A. Oilers carrying Diesel Oil as Part Cargo—Discharge Arrangements	(*c*) B.R. 875.
1025	Oil Fuel Barges—Bilges to be kept Free of Oil	(*d*)
1026	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st December, 1936 ...	
1027	B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers, and D.117B—List of Particulars for Revised Editions	(*b*) A.F.O. 1096/37.
1028	Form O.5—Abolition	(*d*)
1030	O.U. 6118—War Vessels Silhouette Identification Book	
1031	Form S.134f—Abolition	
1032	Forms S.1155, Nos. 7 and 7 (*b*)—Revision	
1033	Form S.1309—Abolition	
1034	Civilian Staffs—Vacancies	
1035	Laboratory Men—Armament Supply Department—Increased Maximum Rate of Pay	(*c*) B.R. 669.
1037	Breech Mechanism, Q.F., 4·7-in., Mark V Guns, Carrier, Mark I—Repair to Slot for Breech Screw Fixing Screw	(*d*)
1038	Breech Mechanism, Q.F., 4·7-in., Mark V* Guns, Carrier, Mark I—Repair to Striker Retaining Nut Process ...	
1039	Gyro-Compass Gear—Spring, Suspension, Pattern 1110—Disposal	
1040	Storing Arrangements—Dominion, Colonial, and Indian Government Ships attached to R.N. Squadrons, etc.	(*c*) B.R. 674.
1041	Drafting of Ratings	(*d*)
1042	Review of Service Conditions, 1936	
1043	S O S Distress Calls	(*b*) A.F.O. 1398/38.
1044	Aircraft Distress Calls	(*a*)
1045	"Tribal" Destroyer Flotillas—Administration ...	(*d*)
1047	Half-yearly Recommendations for Promotion—Rendering of Reports	(*c*) K.R. & A.I.
1049	New Zealand Division—Officers required on Loan ...	(*a*)
1052	Re-engagement of Ratings—REPORT	(*d*)
1055	Admiralty Surgeon and Agent (*Emsworth*)	(*c*) Navy List.
1056	Admiralty Surgeon and Agent (*Frome*)	
1057	Admiralty Surgeon and Agent (*Rothesay*)	
1058	Civil Employment of Regular Sailors, Soldiers, and Airmen	(*d*)
1059	Sports—R.N. and R.M. Sports Control Board—Donation	
1060	Sports—R.N. and R.M. Sports Control Board—Donation	
1061	Gun Mountings, 6-in., Mark XXI Mountings—Shell Loading Gear in Gunhouse—Fitting of Anti-vibration Devices in Balance Weights for Intermediate Loading Trays in "Y" Turrets (*H.M. Ships "Leander" and Improved "Leander" Classes, "Arethusa" and "Galatea"*)	
1062	Gun Mountings, 6-in., C.P. XIV—Examination of Holding-down Bolts ("*D*" *and* "*E*" *Class Cruisers except* "*Durban*")	
1063	Gun Mountings, 4-in., H.A., Twin, Mark XIX, and 4-in., H.A. XX—Modifications to Semi-automatic Gear ...	
1064	Howitzers, 3·7-in., on Field Mounting—Stiffening and Re-arrangement of Sight Box	
1067	H.A.C.S., Marks I, Ic, II, III and IIIc, Directors—Removal of Aldis U.M. Telescopes and substitution of Open Sights (*Ships and Gunnery Schools concerned*) ...	
1068	Bombs, H.E., 20-lb.—Landing for Examination of Lugs	(*b*) A.F.O. 1931/37.
1070	Torpedoes and Stores—Adapters, Testing, Balance and Buoyancy Chamber Relief Valves, 21-in., VIII–IX*, Stamp No. T.314—Introduction	(*c*) C.B. 1876 (*d*).
1071	Torpedo Stores—Chests, Spare Gear, 18-in., Mark XI—Allowance of Pivot Shoes on Horizontal Rudder Bearers	

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
1072	Towing Sleeves and Roller Cutter—India-rubber Buffers	(*c*) B.R. 366.
1073	Diver's Telephone, Pattern 134N...	(*d*)
1074	Boiler Tubes, etc. (*H.M. Ships "Hero" and "Hereward"*)	
1076	W/T Set, Type 49—Modifications	
1077	W/T—Box, Telephone Exchange for C.R.R., Pattern 487—Introduction (*Ships concerned*)	
1078	Fixed W/T Aerial Yard ("*Leander*" *and* "*Southampton*" *Classes*)	
1079	Revised W/T Establishment List	
1080	W/T Establishment Lists—Errata	
1081	Asdic Transmission—Use by Submarines—Investigation of Danger of Betrayal	(*b*) C.A.F.O. 909/38.
1082	Passive Defence of Shore Establishments (*Naval, Marine and Civil*)—Equipment for Anti-gas and Decontamination Purposes	(*b*) C.A.F.O. 902/37.
1084	Davis Submerged Escape Apparatus—Method of Replacement of Defective Sets	(*d*)
1085	Lamps, Electric, Pattern 3862A, for 10-in. Signalling Projectors—Transfer from Consumable to Permanent Category	(*b*) A.F.O. 874/38.
1086	Telemotor Operated Housing Gear to Forward Hydroplanes—Creep Test (*Submarines*)	(*c*) B.R. 16.
1087	Whalers—Modifications to Yoke and Tiller	(*d*)
1088	Stretchers—Allowance (*Patrol Vessels*)	
1089	Central Storekeeping—Valuation Allowances for Consumable Naval Stores ("*Arethusa*" *Class*)	(*c*) B.R. 4.
1090	Ready-use Ammunition Lockers (*Royal Fleet Auxiliaries*)	(*d*)
1091	Cooks—Working Caps	(*c*) B.R. 82.
1092	Confidential Admiralty Fleet Orders—Renumbering ...	(*d*)
1093	Admiralty Fleet Orders—Amendment	(*a*)
1094	Amendments to Books	(*d*)
1095	B.R. 38—"Metallic Alloys"—Issue	
1096	B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers, and D.117B—List of Particulars for. Revised Editions	
1097	C.B. Form U.2C (1937)—Correction No. 3	(*a*)
1098	Forms of Analysing T/B Attacks—New Series S.1221–1226	(*b*) C.A.F.O. 2634/37.
1099	O.U. 5497—Torpedo Drill Book for P.R. I and I* Mountings in Destroyers—Issue—REPORTS ...	(*d*)
1100	O.U. 6090 (J)—Range Table for 6-in. Guns—Issue of Revised Pages	(*a*)
1102	Passive Defence of H.M. Dockyards and Naval Establishments—REPORTS	(*d*)
1103	Navy Weeks—Damage sustained by H.M. Ships and Vessels	(*b*) A.F.O. 1471/35.
1104	Guns, Q.F., 4-in., Marks V and V*—Repair by Bushing Lower Hinge Lug on Breech Ring—Amendment to Instructional Print N.O.D.2146/40	(*d*)
1105	Guns, Q.F., 4-in., Marks IV, V and V*, and "A," Marks V and V*—Repair with Flanged Bush to Upper Lugs for Bolt Actuating Breech Mechanism—Amendment to Instructional Print N.O.D. 2104/22	
1106	Guns, Q.F., 4-in., Mark IV—Repair by Bushing Holes for Bolt Actuating Breech Mechanism on Breech Ring—Amendment to Instructional Print R.G.F. 11320/68 ...	
1107	Gun Mountings, Transferable—Values for Financial Year, 1937	(*b*) A.F.O. 1016/38.
1108	Lanterns and Lamps, Patterns 198, 199, and 199A, and Thermometers, Pattern 61A—Verification of Sealed Patterns	(*a*)
1109	Film and Spools for Gunnery Record Cameras, Mark II—Allocation of Pattern Numbers	(*b*) A.F.O. 2375/37.
1110	Photographic Materials—Transfer from Vote 8/2E to Vote 8/2F	(*d*)
1111	Subhead F.3A and F.3B—Forms D.162, D.620, and D.621—Printing	
1112	Civilian Staff—Vacancies	

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
1113	"S" Class Clerks—Starting Pay on Promotion to a Clerical Class	(*d*)
1114	Long Range A.A. Gunnery—Effect upon Accuracy of Variation in Target Speed	(*b*) C.A.F.O. 2213/37.
1115	Flag Officers—Promotion to Rear-Admiral	(*d*)
1117	Acting Sub-Lieutenants' Courses—REPORT	(*a*)
1118	Qualifying Educational Examination for Rank of Acting Sub-Lieutenant	(*a*)
1119	Gilbert Blane Medal—Award	(*a*)
1120	Examination for Rank of Warrant Electrician, March, 1937—Results	(*a*)
1121	Mechanician Course, July, 1937—Selected Candidates—REPORT	(*d*)
1123	Boys Overdue from Leave—Notification to Parents (*Training Establishments*)	(*c*) B.R. 697.
1125	Travelling Expenses—Ratings proceeding on Leave ...	(*d*)
1126	Flying Accidents	(*d*)
1128	Illicit Commissions, etc.	(*c*) K.R. & A.I.
1130	Medical Attendance by Surgeon and Agent	(*c*) K.R. & A.I. and Form S.1293 (Feb., 1938).
1131	Sports—Royal Naval Polo Association	(*a*)
1132	Annual Breadmaking Competition, Home Fleet, 1937—Results	(*d*)
1133	Sports—R.N. and R.M. Lawn Tennis Championships, 1937	(*a*)
1134	Sports—R.N. and R.M. Football Association—Notice of Annual General Meeting	(*a*)
1135	Sports—R.N. and R.M. Rackets and Squash Rackets Association	(*a*)
1136	Gun Mountings, 8-in., Marks I, I*, II and II*—Cable Leading-in Gear—Replacement	(*a*)
1137	Flexible Tubing for 6-in., Triple, Mark XXII Gun Mountings	(*a*)
1138	Gun Mountings, 4·7-in., C.P. XIV, XVII, and XVIII—"D" Sets of Spare Parts and Tools—Allocation—REPORTS	(*a*)
1139	Breech Mechanisms, Q.F., 4·7-in., Mark VIII Guns—Increase in Allowance to H.M. Ships of Spare Levers, Extractor, Upper and Lower; and Restricted Use of Repaired Levers, Extractor, for Drill	(*d*)
1140	Gun Mountings, 2-pdr., Mark II–II** Sights, and Pedal-operated Firing Gear—REPORTS	(*d*)
1141	Ammunition Hoists—Modification to Starter Overload Contacts (*H.M. Destroyers "Beagle," "Crusader," "Defender," "Eclipse," "Fearless" and "Hero" Classes; H.M. Flotilla Leaders "Keith," "Kempenfelt," "Duncan," "Exmouth," "Faulknor" and "Hardy"*	(*d*)
1142	Fuzes, D.A., No. 44, of S. and S. Manufacture—Special Examination—REPORT	(*b*) A.F.O. 1929/37.
1143	Trucks, Pattern 1543, for Transporting Ammunition—Allowances (*Escort Vessels and Minesweepers*) ...	(*d*)
1144	Subhead F.1 B—Relays, Evershed Type—Introduction of Strip, Pattern 9580, for Ligaments	(*d*)
1144A	Cordite—Landing—Destruction	(*d*)
1146	Above-water Torpedo Tubes—Test for Blow of Striker	(*b*) A.F.O. 760/37.
1147	Torpedoes and Stores—Introduction of "Wrenches," removing Pivots of Depth Gear, St. No. T.315 (*Depôt Ships*)	(*c*) C.B. 1876 (*d*).
1148	Warheads, 24½-in., 21-in., VII, VIII–VIII* and IX–IX*, and 18-in., XI and XII—Stowage	(*b*) A.F.O. 1665/37.
1150	T.S.D.S.—Amended Allowances of Dan Buoy Gear ...	(*c*) B.R. 366.
1151	Catapult Ships fitted with Aircraft Hangars—Fitting of A.C. Wandering Leads	(*d*)
1153	W/T, Type 53—Send-Receive Switch	(*d*)
1154	W/T Receiver Outfits, C.S., C.S.A., C.S.C. and C.S.D.—Establishment Lists of Stores	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1155	A.C. Supply Outfits—Establishment Lists of Stores ...	
1156	Asdic Sets—Springs, Spare, for Connectors, Pattern 6614	
1157	Spotting Tables, Patterns 9055 and 9056	
1158	Spares for Oil Systems of A.F.C. Clocks and Tables and H.A.C.S. Tables	
1159	Fuel Allowances for H.M. Ships, etc., 1937	
1160	Rigging Shackles and Thimbles for Steel Wire and Flexible Steel Wire Ropes—Introduction of New Patterns	
1161	Decontamination Stores—Stowage (" *Inglefield* " *and* " *Intrepid* " *Class Destroyers*)	(*d*)
1162	Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers, etc.—REPORT	
1163	Towing Targets, Pattern V (*Flotilla Leaders, Senior Officers' Ships of* " *Tribal* " *Class, Dockyards and Overseers concerned*)	
1164	Boat Stretcher Pins	
1165	Lee-rails for Bed Berths and Bedsteads	
1166	Red Bunting—New Shade	
1167	Subhead E, Item 2—Obsolete Stores	
1168	Ear Protectors—Loan Issue to Ratings	(*c*) B.R. 93.
1169	Admiralty Engineer Overseer at Works of Messrs. Ailsa Shipbuilding Co., Ltd., Troon—Appointment ...	
1171	Air Publication 1384 (3rd Edition)—Unit Equipment Table for Aeroplanes embarked in Ships other than Aircraft Carriers—Revision	(*d*)
1172	C.B. 1965—Issue	
1173	Form M.171—Abolition	
1174	Form S.1473—Abolition	
1175	Admiralty Administrative Whitley Council—Composition for the Year 1936–37	(*a*)
1176	Civilian Staffs—Vacancies	(*d*)
1177	New Central Magazine Depôt (*Wales*)	
1178	Sandbags—Requirements for Passive Defence Purposes	(*b*) C.A.F.O. 1432/37.
1179	Breech Mechanisms, B.L., 8-in., Marks VIII–VIII* Guns—Repair to Carrier, Mark I, by fitting Steel Repair Piece to restore Dimension of Hole in the Sliding Block for Mark II Lock, Actuating, Hand Lever Guide Bolt	(*d*)
1180	Watches, Pattern 300—Repair	
1181	Caissons for Dock Entrances—Financial Liability for the Provision of	(*c*) O.U. 5225.
1182	Cordage—Tested Locally at Yards Abroad	
1183	Lamps, Police, Bull's Eye, Pattern 61A—Deletion from Authorised List of Naval Stores	(*d*)
1184	Ironplate Workers' Wares—Schedule 30	
1185	Form O.53 (Part 4)—Abolition	
1186	Closed Week at Dockyards, etc., August Bank Holiday Week—Deliveries of Stores	(*a*)
1187	Commander-in-Chief, Home Fleet—Transfer of Flag ...	(*b*) A.F.O. 2309/37.
1188	Commander-in-Chief, Mediterranean Station, Rear-Admiral, 1st Battle Squadron—Transfer of Flags ...	(*d*)
1189	Flagships (*H.M. Ships of* " *Dido* " *Class*)	
1192	Water Tank Vessels—Names, etc.	
1193	Meteorological Logs—Commendation	(*a*)
1194	Qualification of Gunnery Ratings—Royal Marines ...	(*b*) A.F.O. 960/38.
1196	Instruction of Men wishing to Pass Professionally for Petty Officers and Leading Seamen	(*d*)
1198	Sound Equipment and Films—Supply to the Royal Navy	(*b*) A.F.O. 1870/37.
1199	Unemployment Insurance of Reservists undergoing Training	(*a*)
1200	Admiralty Surgeon and Agent (*Dublin*)	(*c*) Navy List.
1201	Salonika Army and Black Sea Forces—Coronation Year Dinner	(*a*)
1202	Sports—R.N. and R.M. Sports Control Board—Donations	(*d*)
1203	Bisley Rifle Meeting—Posters and Entry Forms ...	
1207	Time Table for Re-armament (*Escort Vessels, Minesweepers and Patrol Vessels*)	(*b*) C.A.F.O. 398/38.

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
1210	Torpedoes, 21-in., Mark VII—Reduction of Leakage of E.A. into Tubes when Stop Valve is Opened ...	(*c*) C.B. 1876 (*d*) and O.U. 5451.
1211	Boxes, complete, Testing Set, Marks IV and IV** Pistols —Revised Allowance (*Flotilla Leaders*)	(*d*)
1212	Chain Cables of H.M. Ships—Use of Joining Shackles in lieu of Senhouse Slips	(*c*) B.R. 367.
1213	Compass Establishment for "Ark Royal"	(*d*)
1214	Compass, Magnetic—Introduction of New Pattern Compass and Azimuth Circle	(*d*)
1215	Boiler Tubes (*H.M. Ships "Fame" and "Firedrake"*)...	(*d*)
1216	Pressure Hull Plating in Way of Anchors (*H.M. Submarines*)	(*b*) C.A.F.O. 1325/38.
1218	Brows, etc., in H.M. Dockyards—Instructions	(*b*) A.F.O. 167/37.
1219	Hangars—Cyc Arc Studs (*Capital Ships and Cruisers*) ...	(*b*) A.F.O. 400/37.
1220	Mineral Sperm Oil—Stowage on Board H.M. Ships ...	(*d*)
1221	Petroleum Spirit and other Light Oils—Exclusive Purchase from Schedule Companies	(*d*)
1223	Libraries, Officers' Reference—"Brassey's Naval Annual"	(*d*)
1224	B.R. 129 (1)—8th Edition—Issues	(*d*)
1225	B.R. 311—Instructional Drawing—"Respirator, Anti-gas, Civilian Duty"—Issue	(*d*)
1227	Form S.162—Revision	(*d*)
1228	Form S.425 (9)—Report of Inspection of Fleet Air Arm Unit—Establishment	(*d*)
1229	Form T.S.155—Abolition	(*d*)
1230	Civilian Staffs—Vacancy	(*d*)
1231	Civil Staffs—Promotion Procedure—Appeals Board ...	(*c*) Office Instructions.
1232	Assistant Technical Officer for Motor Transport—Vacancy	(*a*)
1233	Lodging Allowance—Payment to Officers and Ratings serving in Dockyards, etc.	(*c*) B.R. 669.
1235	Dresses, Combination (*R.N. Shore Wireless Stations*) ...	(*d*)
1236	Form V.44—Abolition	(*d*)
1237	Change of Title of Commodore, Singapore	(*d*)
1238	Saluting Stations—British and Foreign Ports—Amendment No. 1	(*b*) A.F.O. 518/38.
1240	Henry Leigh Carslake Prize—Award for 1937	(*a*)
1241	Training of Ratings for Anti-aircraft Defence—Interim Scheme	(*b*) A.F.O. 306/38.
1242	Telegraphist Detector Ratings—Training	(*c*) K.R. & A.I.
1243	Advancement of Stokers, 1st Class	(*c*) K.R. & A.I. and Form S.443.
1244	Engine Room Ratings for Motor Torpedo Boats ...	(*c*) B.R. 14.
1245	Eyesight Tests for Gunnery Ratings	(*c*) Form S. 1303.
1246	Admiralty Surgeon and Agent (*Launceston*)	(*c*) Navy List.
1247	Tidworth Tattoo—31st July and 2nd to 7th August, 1937	(*a*)
1249	8-in. B.L. Guns—Adoption of 1-in. Tubes	(*d*)
1250	Removal of Breech Blocks of 4·7-in. Guns—Allowance of Stools (*Ships, Dockyards and Overseers concerned*) ...	(*d*)
1251	Guns, Q.F., 2-pdr., Mark VIII—Increase in Allowance to H.M. Ships of Brushes, Cleaning, and Rods, Brush, Cleaning	(*d*)
1252	High Angle Control System, Mark III—Gyro Roll Corrector Units, Marks II and II*—Supply of "M" Type Transmitters ("*Penelope*," "*Malaya*," "*Southampton*," "*Newcastle*" and "*Warspite*")	(*d*)
1254	Bombs, H.E., 20-lb.—Outfits and Foreign Station Reserves	(*d*)
1255	Cartridges, B.L.—Introduction of New Non-removable 3-ply Disc Igniter Cover for certain Types	(*b*) A.F.O. 97/38.
1256	Flares, Signal, Red, of S.P.R.A. Make, with Loose Filling—REPORTS	(*d*)
1257	Torpedoes and Stores — Heads, Blowing, 21-in., Marks VIII–VIII*—Allowances	(*c*) C.B. 1876 (*d*).
1258	Boiler Tubes, etc. (*H.M. Ships "Aberdeen" and "Fleetwood"*)	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1259	Boiler Tubes (*H.M.S.* "*Hotspur*")	
1260	Insulators, Deck and Bulkhead—Establishment Lists of Stores	
1261	Electric Kettles and Urns—REPORT (*H.M. Ships* "*Southampton*," "*Newcastle*," "*Curacoa*," "*Iron Duke*," *and Portsmouth Dockyard*)	(*d*)
1262	Identity Discs	(*c*) B.R. 93.
1263	Motor Tanker for Fleet Fuelling Service	(*d*)
1264	List of Local Contracts for Home Killed and Frozen Meat (1,001 Priced), 1.4.37 to 31.3.38...	(*a*)
1265	Curtains and Overcases—Limits of Prices for Materials	(*b*) A.F.O. 2685/37.
1266	Insecticide Powder, Pattern 20	(*d*)
1267	B.R. 32/35—King's Regulations and Admiralty Instructions, Volume II—Amendment	(*a*)
1268	Form S.421 (D)—Analysis of Dive Bombing Attack—Institution	
	Form S.421 (B)—Analysis of Level Bombing—Amendment of Establishment	(*b*) A.F.O. 443/38.
1269	Pharmaceutical Staff—Remuneration	
1271	Rail Traffic—Damageable Merchandise—Charges ...	
1272	Review of Service Conditions	(*d*)
1274	Secret and Confidential Serial Orders issued by Commanders-in-Chief, etc.	
1275	Meteorological Duties—Allowance—REPORTS ...	(*c*) K.R. & A.I.
1276	Royal Naval Scholarship Fund—Annual Report ...	
1277	Clayesmore School, Iwerne Minster, Dorset—Bursaries for Sons of Officers	(*a*)
1278	Educational Tests—Alteration of Dates	(*c*) K.R. & A.I.
1279	Photographer Ratings—Institution of Substantive Branch—REPORTS	(*b*) A.F.O. 8/38.
1280	Pistols—Sentry's Report on Safe Custody	(*d*)
1281	Life and Endowment Insurance—Special Facilities for Naval Ratings and Royal Marines (other ranks) ...	(*b*) A.F.O. 964/38.
1282	Pillion Passengers on Motor Cycles	(*b*) A.F.O. 963/38.
1283	New Zealand Naval Forces—Pay, etc., and Conditions of Service	(*b*) A.F.O. 2702/37.
1285	Forms T.S.34—Completion of	
1286	Sports—R.N. and R.M. Sports Control Board—Revenue Account to 31st March, 1937	
1287	Sports—R.N. and R.M. Sports Control Board—Donation	
1288	Gun Mountings, 6-in., Triple, Mark XXII—Shell Hoist on Revolving Structure—Operation of Shell Buckets at Bottom of Hoist (*H.M.S.* "*Southampton*" *and later Classes*)	(*d*)
1290	Gunnery Record Cameras—Safelights for	
1291	Tubes, Vent, Fuzes, and Primers—List of A.F.O.s in regard to Withdrawals, etc., from 1926 to 31st March, 1937	
1292	Cartridges, Signal, Very's 1-in.—Unreliability of Green Signals	
1294	Passive Defence of H.M. Dockyards and Naval Establishments—REPORTS	
1296	Torpedoes and Stores—Adapters for Funnels filling Generator and Crank Case through Tail, St. No. T.316—Introduction	(*c*) C.B. 1876 (*d*)
1297	Minesweeps, Mark I—Revised Allowance of Cutters and Grips	(*c*) B.R. 366.
1298	Bow Defence Gear (*Trawlers*)	
1299	24-in. Searchlight Projectors—Boxes for Lamps ...	(*d*)
1300	Junction Box, Pattern 3730—Introduction	
1301	Wind Speed and Direction Instruments—Allocation of Pattern Numbers and Provision of Yard Reserves and Ships' Spares	(*c*) O.U.s 6234 and 6270.
1306	Strengthened Fendering Positions—Extending of ("*Defender*" *and later Class Destroyers and Leaders*)...	
1307	Pressure Indicators, Dobbie McInnes', Mark V, Pattern 4949—Introduction	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1308	Avometer Testing Sets	(*d*)
1309	14-ft. Drop-keel Dinghies—Supplies of Manila Ropes and Italian Boltrope	(*b*) A.F.O. 2461/37.
1310	Oars—Method of Charging Cost in Centrally Stored Ships	(*c*) B.R. 4.
1312	Schermuly Pistol Rocket Apparatus—Amendment to Instructions (*Shore Establishments and Royal Fleet Auxiliaries*)	(*c*) B.R. 875.
1313	Contracts for Overcoats, and Class I, Class II, and Class III Uniform Clothing at Home Ports	(*d*)
1314	Submarine Comforts—Issue of Soups	
1315	C.B. Form U.2C (1937)—Correction No. 4	(*a*)
1316	Form B.324—Reprint—Mobilisation Form Q.5—Return showing the number of Army and Royal Air Force Reserve Men Employed in Naval Government Establishments	(*d*)
1317	B.R. 427—Issue of Supplementary Volume to	
1318	O.U.6178—Handbook of Signalling Equipment—Issue of Revised Sections	
1319	Awards to Workmen for Original Proposals and Suggestions of Value—Amounts available for Distribution—REPORT	(*a*)
1320	Electric Light Fittings to Official Residences—Supply—REPORTS	(*c*) B.R. 886.
1321	Driving Tests for Drivers of Admiralty Motor Vehicles	(*d*)
1322	Road Vehicles—Lighting	
1323	Ammunition—Annual Practice Allowances	(*c*) C.B. 1876 (*a*) and (*b*) and O.U. 6092 (*b*).
1324	Third Minesweeping Flotilla	(*d*)
1326	Commanders—Allowance for Observer Duties	(*c*) K.R. & A.I.
1329	Acting Sub-Lieutenants (E)—Promotions	(*a*)
1330	Paymaster Lieutenant-Commander—Examination ...	(*d*)
1332	Examination for Warrant Engineer and Warrant Mechanician, February, 1938—Return	(*a*)
1333	Recommendation for Advancement—V.G. Conduct ...	(*c*) K.R. & A.I.
1334	Educational Tests—Summaries of Results—March, 1937	(*d*)
1335	Lott Naval Trust Fund—Awards for Inventions ...	
1336	Admiralty Surgeons and Agents	(*c*) Navy List.
1337	Ledger Charges	(*b*) A.F.O. 1232/38.
1338	Royal Naval Lay Readers' Society	(*d*)
1339	National Association for Employment of Regular Sailors, Soldiers and Airmen—Annual Report	
1340	Rubber Gloves for Plumbers	
1341	China Fleet Club, Hong Kong—Donations	
1342	Canteens—Headquarters Naval Canteen Committee—Report of Proceedings at 58th Meeting	
1343	Income Tax Returns, 1937/1938	(*a*)
1344	Royal Tournament, 1937—Results	(*d*)
1345	Sports—R.N. and R.M. Boxing Association—Annual Committee Meeting	(*a*)
1346	Sports—R.N. and R.M. Rugby Union—Committee Meeting	
1347	Breech Mechanisms—B.L., 15-in., Mark I, Left Guns—Modification to Mark I Lock, actuating hand lever, left, in order to clear turret structure	(*d*)
1348	Breech Mechanisms—Q.F., 4·7-in., "E" and "G," Marks VIII, IX, IX* and IX** Guns—Retention of Re-cocking Gear	
1351	Gun Mountings, 2-pdr., "M," Marks V and VI, Sights—REPORTS	
1352	Cordite—Landing—Destruction	
1353	Canvas Wallets, Pattern 16, for Signal Flags—Modified Design	
1355	Mark V Minesweeping Outfits—Reels, Pattern 11B—Modification	(*b*) C.A.F.O. 1248/38.
1358	Ointment, Anti-gas, No. 1—Allowances and Supplies ...	(*b*) C.A.F.O. 25/37.
1362	W/T Establishment Lists	(*d*)
1363	Type 124 Asdic Installation—Revised Establishment List of Stores	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1364	Rangefinder Equipment—Care in Transport (*Ships fitted and Dockyards*)	(*c*) B.R. 696 (Part I).
1365	30-ft. and 35-ft. Fast Motor Boats and Barges—Sling Securing Arrangements	
1366	25-ft. Fast Motor Boats, built by British Power Boat Company—Reinforcing Attachments of After Sling Plates	
1367	Reels, Pattern 9, for Steel Wire Rope—Allowance (*Leaders and Destroyers*)...	
1368	Electric Hot Air Blowers—Modification and Supply (*Aircraft Carriers and Catapult Ships*)	(*d*)
1369	Overhead Fans for Officers' Apartments, Sick Bay and Recreation Spaces—Purchases	
1370	F.2B—Introduction of Cable End Insulator, Pattern 607	
1373	Officers' Mess Traps—Badging of China and Earthenware for Ward Room, Gun Room and Warrant Officers' Messes	
1374	Vegetable Contracts	(*a*)
1376	R.N. Store Depôt—Removal from W.I. Docks to Deptford	
1377	Instructional Charts—Addition	
1378	B.R. 133—Notes on Handling Fast Motor Boats of the Hard Chine Type	
1379	O.U. 5493—Torpedo Drill Book for Q.R. VII, T.R. IV and IV* Mountings—Issue	(*d*)
1380	Form O.6—Ammunition Labels	
1382	Warrant and Storing Yards—New Construction, 1936 Programme	
1383	Pharmaceutical Staff—Remuneration	
1384	Territorial Auxiliary and Reserve Forces—Revised Leave Regulations	(*c*) O.U. 5225 (2).
1385	Leave, Closed Week—Workmen re-entered as Casuals ...	
1387	Floating Docks—Accounting Arrangements for Moorings	
1388	Electrical Fittings—Samples	
1389	Clothing Allowance—R.N.V.R. Shipkeepers and Caretakers	(*d*)
1390	Coastal Minelayers—1937 Programme—Allocation (*H.M. Ships "Redstart" and "Ringdove"*)	
1392	Uniform of His Late Majesty King George V—Presentation to Royal Navy	(*a*)
1393	Acting Sub-Lieutenants' Courses—REPORT	
1394	Dental Treatment	(*b*) A.F.O. 2476/37.
1395	Stoker Ratings—High Power Electricity Courses ...	(*b*) A.F.O. 2039/37.
1396	Admiralty Surgeon and Agent (*Bookham*)	
1397	Admiralty Surgeon and Agent (*Brentwood*)	(*c*) Navy List.
1398	Admiralty Surgeon and Agent (*Framlingham*)	
1399	Naval Canteens—Arrangements for 59th Meeting of the Headquarters Naval Canteen Committee	(*a*)
1400	Navy Weeks, 1936	
1401	Trafalgar Day, Orphan Fund, 1936	
1402	Sports—R.N. and R.M. Sports Control Board—Donation	
1403	Sports—R.N. and R.M. Swimming Association—Dates of Inter-Port and Inter-Service Championships, 1937 ...	
1404	Sports—R.N. and R.M. Football Association	(*d*)
1405	Gun Mountings, 8-in., Marks I, I*, II and II*—Main Rammers, Bolts securing Buffers	
1406	Gun Mountings, 4·7-in., C.P. XIV and XVII—Loading Tray Interlocking Gear—Clearances (*Dockyards*) ...	
1407	Re-armament (*Escort Vessels, Minesweepers and Patrol Vessels*)	(*b*) C.A.F.O. 1248/37.
1408	Fire Control—Mark V A.F.C. Table—Additional Concentration Instruments—Selection of Positions—REPORTS ("*Amphion*," "*Ajax*," "*Arethusa*," "*Apollo*," "*Galatea*," "*Southampton*," "*Newcastle*," "*Penelope*," "*Sheffield*," "*Glasgow*," "*Birmingham*" and "*Aurora*"	(*d*)
1409	H.A.C.S. Calculating Tables, Mark III—Spare Parts ...	

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1937—	(*contd.*).	
1410	Nose Lines for Recovery of Torpedoes—Alternative Device for Spring Hooks, Pattern 1909	(*a*)
1413	" Phœnix " Emergency Steering Pointer, Pattern 1711—Instructions for Fitting and Use	(*d*)
1414	Revolution Telegraphs and Reply Gongs	(*b*) A.F.O. 554/38.
1415	CO_2 Machinery—Safety Discs	(*d*)
1416	W/T Sets, Types 51 and 51L—Amendments to Allowances of Stores to cover both 110 and 220-volt Services	
1418	Replace Parts of Machinery, etc., for H.M. Ships and for Yards Abroad—Invoicing	(*c*) O.U. 5225.
1419	Armour—Fitting of Protective Plating to Exposed Positions in lieu of Mattresses (*Commanders-in-Chief and Dockyards*)	(*d*)
1421	Trolleys, Pattern 46—Allowance (" *Kent* " *Class and later* 8-*in. Cruisers*)	
1422	Butter—Issue	
1423	Amendments to Books	
1424	O.U. 6294—Maintenance of Torpedo Tubes in Submarines fitted with High Pressure Firing Gear—REPORT ...	
1425	Form S.264C—Information on Family Welfare Sections—Institution	
1426	Singapore—Names for Naval Establishments	
1428	Senior Scientific Officer, Admiralty Scientific Pool—Vacancy	(*a*)
1429	Civilian Staffs—Vacancy	(*d*)
1430	Boilers—Materials demanded by Yards	
1431	Warrant Yards—New Construction, 1935 Programme...	
1432	Sandbags—Requirements for Passive Defence Purposes—REPORTS	
1433	Form D.164A, Subhead B, Item 8, Part A—Abolition ...	
1435	Secrecy Regulations, 1937—Amendment No. 1 ...	(*b*) C.A.F.O. 582/38.
1436	Control of Main A.A. Armaments, fitted with H.A.C.S., in Close Range Barrage Fire	(*a*)
1437	Form 303A—Rendering Reports	(*d*)
1438	Armament Training Records—Certificates of Inspection	
1439	King George V—National Memorial	
1440	Probationary Paymaster-Lieutenants, R.N.—Report as to Fitness for Permanent Transfer	
1441	Special Entry and Paymaster Cadetships in the R.N. and First Appointments in the R.M.—Vacancies	(*a*)
1442	Henry Leigh Carslake Prize—Award for 1937	
1443	Examination for Warrant Engineer and Warrant Mechanician, February, 1937—Results	(*d*)
1444	Higher Educational Test, November, 1937—Time Table	
1445	Examinations for Petty Officer Writer and Supply Petty Officer	(*c*) K.R. & A.I.
1447	V/S and W/T—Non-substantive Ratings—Qualifications	(*c*) K.R. & A.I. and O.U. 6290/37.
1448	Complement—Amendment	(*c*) Mobilisation Return No. 1.
1450	Nearest Relative or Friend—Record of	(*c*) K.R. & A.I.
1451	Hernia—Notation of Nature of Operation in Medical History Sheet	(*d*)
1452	Admiralty Surgeon and Agent (*West Drayton*)	(*c*) Navy List.
1453	Officiating Minister of Religion (*Deal*)	(*b*) A.F.O. 48/38.
1454	Trafalgar Day—Wreaths	(*a*)
1455	R.N. Rifle Association Meeting and National Rifle Association Meeting at Bisley, 1937	
1456	Vocational Training—Summary of Training carried out during the period 1.10.36–31.3.37	(*d*)
1457	Gun Mountings, 8-in., Marks I and I*—Swivel Connections on Trunnions for Air Blast and Oil Pressure to Breech	(*b*) A.F.O. 1599/37.
1460	Gun Mountings, 2-pdr., " M," Mark II—Modification to make Base Ball Bearings Water-tight—REPORTS (*H.M. Ships and Dockyards concerned*)...	(*b*) A.F.O. 1601/37.

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1467	Stores for use with T.N.T. Demolition Stores—Allowances (*Flotilla Leaders and Destroyers*)	
1470	6-way Portable Fuze Boards ("*Nelson*" *and* "*Rodney*" *and later Vessels fitted with Emergency Fuze Boards*) ...	
1471	Yarrow Terry Forced Draught Turbine-driven Fan Engines (*Destroyers*)	
1472	Boiler Tubes, etc. ("*Penelope*")	
1473	Fast Type of Motor Boat—Cost of Upkeep, etc—REPORTS	
1475	Engine Room Revolution Telegraphs (*H.M. Ships*) ...	
1476	Semaphores, Pattern 1387A—Allowance (*Cruisers*) ...	
1477	6-in. Hand Signalling Lanterns, Pattern 5153, and Accessories—Instructions and Allowances for fitting in Surface Craft	(*d*)
1479	Open Scale Barographs, Pattern 515—Additional Allowance to Flagships	
1480	Photographic Exposure Meters	
1481	Blow Lamps, Pattern 2910, and Pipe Vice, Pattern C.511—Allowance to Cruisers and above	
1482	Easy Chairs, Pattern 690—Allowance to Flag Officers ...	
1483	Screws, Patterns 3077 and 3078, for Paralleling Links in Low Power Junction Boxes—Introduction	
1484	Royal Fleet Auxiliaries—"Dale" Class Tankers—Lubricating Oils	
1485	B.R. 125—Lloyd's Register of Shipping—REPORT ...	(*b*) A.F.O. 1738/37.
1487	O.U. 6184 (2)—Addendum No. 2 to Instruction for the Maintenance of Naval Ordnance and Gun Mountings—Issue	(*a*)
1488	O.U. 6292—Handbook of Minelayer Equipment and Mining Accessories—Distribution	
1489	Forms S.180, S.346, S.355 and S.356—Outstanding Returns for Period ended 30.6.37—REPORTS ...	
1490	Form S.300A—Revision	(*d*)
1491	Draughtsmen (Constructive, Engineering and Electrical)—Revised Scales of Salary...	
1492	Pharmaceutical Staff—Remuneration	
1493	Civilian Staffs—Vacancy	
1494	Civilian Staffs—Vacancy	
1495	Bracket Support, etc., for Semaphores, Patterns 1386 and 1387A	(*c*) O.U. 6286.
1496	Electrodes—Approved Types	(*b*) A.F.O. 1858/37.
1497	Oak Boat Crooks—Issue	
1498	Home-grown Larch or Spruce Poles—Use in lieu of Norway Poles	(*d*)
1499	Review of Service Conditions, 1936	
1500	Foreign Men-of-War and Foreign Government Vessels in British Ports—Facilities afforded to—Reciprocal Agreement with France	(*b*) A.F.O. 1156/38.
1502	The Mountbatten Station-keeping System	(*b*) A.F.O. 1273/37.
1503	S O S Distress Calls	(*b*) A.F.O. 1398/38.
1506	Long (S) Course—Officers selected	
1507	Long A/S Course—Officers selected	
1508	Qualifying Course for Warrant Telegraphist	(*a*)
1510	Artificer Apprentices—Examination for Entry ...	
1511	Sailmaker's Mate—Eligibility for Rating	
1512	Allotments—Alterations due to Sentences of Detention	(*c*) K.R. & A.I.
1513	Vocational Training—Allocation of Admiralty Grant for Financial Year, 1937	(*a*)
1516	Admiralty Surgeon and Agent (*Buckingham*)	
1517	Admiralty Surgeons and Agents (*Caterham and Bury St. Edmunds*)	
1518	Admiralty Surgeon and Agent (*Castle Cary*)	(*c*) Navy List.
1519	Admiralty Surgeon and Agent (*Chippenham*)	
1520	Admiralty Surgeon and Agent (*Tunbridge Wells*) ...	
1521	Officiating Minister of Religion (*Guernsey*)	(*b*) A.F.O. 48/38.
1522	Sports—Motor Cycling. Auto-cycle Union Arbuthnot Trophy Trial	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1524	Gun Mountings, 4-in., C.P., Mark II—Clearances between Gun and Mounting—Examination	(*d*)
1525	Director Firing Gear—4·7-in., C.P. Mounting, Mark XIV—Modifications to Tilt Corrector Drive into Elevation Receiver (*Destroyers concerned and Dockyards*) ...	
1526	Director Firing Gear—Issue of Patterns G.355 and G.355*—Monocular Prismatic Telescopes for Layer and Trainer at Director Sights—REPORT	(*b*) A.F.O. 1825/37.
1527	Director Firing Gear—Supply of Binocular Telescopes, Pattern G.351*, fitted with Forecasting Graticules (*Ships concerned and Portsmouth Yard*)	(*d*)
1529	Breech Mechanisms—Q.F., 4-in., Marks XVI–XVII Guns—Modification to Counterbalance, Breech Block, Mark II, to allow for Increased Travel of Block ...	
1531	Fuzes, D.A., No. 230—Allowances (*8-in. Cruisers, "Leander," and later 6-in. Cruisers*)	(*c*) Armament Statements.
1532	Cordite Dredger Hoists, 6-in. ("*Queen Elizabeth*" *and* "*Royal Sovereign*" *Classes*)—REPORTS	(*d*)
1533	Cartridges, Schermuly Rocket, filled prior to 1934—Withdrawal from Service	
1535	Above-water Torpedo Tubes, 21-in. Q.R. VI, VI*, VII, and T.R. IV—Modification to Q.A.D.A. Gear (*H.M. Ships "Duncan," "Defender" Class, "Exmouth," "Eclipse" Class, "Faulknor," "Fearless," Class, "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea," and Dockyards concerned*)	(*b*) C.A.F.O. 1295/37.
1536	Gyro-compass Repeaters—Adaptor for Pattern 629M Lamps—Introduction	(*d*)
1537	24-in. Searchlight Lamps, Patterns 3968 and 3899, and 20-in. Signalling Lamp, Pattern 172	
1538	Rhodium-plated Metal Reflectors for 10-in. Signalling Projectors	(*b*) A.F.O. 1152/37.
1539	Quick-release Couplings, and Strops, for Seaplanes—Addition to the Rate Book	(*d*)
1540	Lifebuoy Alarm Circuits—Provision (*Leaders and Destroyers concerned*)	
1541	Landing Compasses, Pattern 1—Withdrawal from Establishment	
1542	"Short" Type Rubber Buoys and Moorings for Seaplanes—Supply (*Ships carrying Aircraft other than Aircraft Carriers*)	
1543	Boiler Tubes, etc. ("*Hasty*")	
1544	Boiler Tubes, etc. ("*Inglefield*")	
1545	Boiler Tubes, etc. ("*Puffin*")	
1547	Recorders A/S 3 for Asdic Installations—Allowances of Spares	
1548	Rinella W/T Station—Long Life of Valve N.T.24, Pattern 7120	
1550	27-ft. and 25-ft. Whalers—Braces and Pintles for—Introduction of Modified Designs	
1551	Fire Extinguishers—Allowance to Catapult Ships for use in Hangars (*Ships concerned*)	
1554	"Solon" Types Soldering Irons—Allowance for General Instrument Work	
1555	Royal Fleet Auxiliaries—Transfer of Management ...	
1556	Royal Fleet Auxiliaries—Oilers, etc.—Base Ports—REPORTS	(*c*) B.R. 875.
1557	Pilot Balloon Observations—General Instructions, etc.	(*b*) A.F.O. 752/38.
1558	Yeast for Breadmaking	(*a*)
1559	A.P. 958—Extension of Issue	(*d*)
1560	International Code and Naval Appendix—Diversion Recoding Tables not to be Issued for use with ...	(*b*) C.A.F.O. 885/38.
1561	War Office Security Publication—Declassification of B.161	(*b*) C.A.F.O. 3128/36.
1562	B.R. 100/37—Issue...	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1563	Form D.320B—Engineer's List of Spare Gear, etc. (*Steam and Motor Boats*)—Distribution	(*c*) O.U. 5332.
1564	Form G.65—Abolition	(*d*)
1565	Form S.1477—Report of Non-sighting of Smoke Candle	(*d*)
1566	Address Indicating Groups and Collective Call Signs ...	(*b*) A.F.O. 825/38.
1567	Principal (Ship) Overseer at Works of Henry Robb, Ltd., Leith — Correspondence concerning H.M. Ships "Mastiff," "Redstart," "Ringdove," "Scott," "Barrage" and "Barranca"	(*d*)
1568	Admiralty Engineer Overseer at Works of Messrs. Ailsa Shipbuilding Co.—Correspondence concerning H.M.S. "Linnet"	(*d*)
1569	Allowances Payable to Civil Non-Industrial Staff—Consolidation	(*d*)
1570	Appointments to the Departmental Clerical Class from Clerical Assistants, Shorthand Typists and Typists ...	(*a*)
1571	Clerical Staff employed in London Postal Area—Arbitration on Hours of Attendance	(*d*)
1572	Clercial Classes of the Civil Service—Competitive Examination	(*a*)
1573	Official Residences—Liability of Tenants for Loss or Damage by Fire, Burglary, etc....	(*b*) A.F.O. 374/38.
1574	Civilian Staffs—Vacancy	(*d*)
1575	Civilian Staffs—Vacancy	(*d*)
1576	Kelvin Submarine Sounding Machines—Disposal ...	(*d*)
1578	Forged Steel Chain Cable—Periodical Heat Treatment and Test	(*c*) B.R. 367.
1581	Form D.376—Liquid Fuels Return—Revision	(*d*)
1582	H.M. Ships of New Construction—Measured Mile Runs off Arran Island	(*d*)
1583	A/S Officers—General Service Appointments	(*d*)
1584	Staff Course, 1938—Officers Selected	(*a*)
1587	Examination in Navigation for Command of a Destroyer	(*d*)
1588	Advanced (S) Course—Syllabus	(*d*)
1589	Navigation—Syllabus of Specialist (N) and 1st Class Ship Courses	(*d*)
1590	Medical Examination of Candidates for Acting Sub-Lieutenants, R.N., and Warrant Officer	(*d*)
1591	Interpreters—Examination, October, 1937	(*a*)
1592	Educational Examinations Afloat, July, 1937—January, 1938—Dates of Commencement	(*a*)
1593	Navigation Courses for Gunners, Gunners (T), and Candidates for Boatswain—Syllabus, etc.	(*b*) A.F.O. 2425/37.
1594	Naval Cadetships at R.N. College, Dartmouth—Examination	(*a*)
1595	Admiralty Surgeon and Agent (*Cheltenham*)	(*c*) Navy List.
1597	Ships' Funds—Disposal of Balances	(*d*)
1598	Canteen Funds—Disposal ("*Queen Elizabeth*")	(*d*)
1599	Gun Mountings, 8-in., Marks I and I*—Swivel Connections on Trunnions for Air Blast and Oil Pressure to Breech	(*d*)
1600	Gun Mountings—0·5-in., "M," Marks I, I*, II and II* Mountings—Fitting Mark III Type Sights	(*d*)
1601	Gun Mountings, 2-pdr., Mark II—Modifications to make Base Ball Bearings Watertight—REPORTS	(*d*)
1602	Shell Grabs, 8-in.—Supply—REPORTS...	(*d*)
1604	Illumination of Fire Control Instruments in Spotting Tops (*Ships concerned*)—REPORTS	(*d*)
1605	Haversacks, Pattern 1901—Issue to H.M. Ships as First Aid Dressing Bags...	(*b*) A.F.O. 2171/37.
1606	Torpedoes, 21-in.—Trials of Bronze Propellers	(*a*)
1607	Stowages for 18-in., Mark XI and XII Torpedoes and Stores appertaining to	(*b*) C.A.F.O. 1934/37.
1610	Torpedo Stores—Tools measuring Travel of H.V. St. No. T.283—Allowance to Ships and Vessels carrying 18-in., Mark XI Torpedoes	(*c*) C.B. 1876 (*d*)
1611	Platinum Components for Evershed Control System—Replacement	(*c*) B.R. 4.

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1612	Catapults—Duties of Directing Officer	(*d*)
1616	Asdic Sets, Type 123—Fitting in certain Escort Vessels	(*b*) C.A.F.O. 990/38.
1617	Asdic Loud-speakers in Submarines earlier than 1935 Programme	(*d*)
1618	Arrangements for Oiling at Sea (*All Leaders and Destroyers of the "Keith" and "Beagle" and later Classes up to and including "Inglefield" and "Intrepid" Class*)	(*d*)
1619	Fleet Target Service—Allocation of Hawsers	(*d*)
1620	Shipboard Screens, Pattern 510—Allowance (*Ships concerned*)	(*d*)
1621	Ships' Funnel Covers	(*d*)
1622	Tools for Fire Control Instruments (in Box complete), Pattern 990—Deletion	(*d*)
1623	Overhead Fans for Officers' Apartments, etc. ("*Glorious*" *and Chatham Dockyard*)	(*d*)
1624	Telephone Cabinets in Engine Rooms (*Cruisers of "Kent" and later Classes*)	(*d*)
1625	Rubber Sheath, Pattern 2489—Addition to the Authorized List of Naval Stores	(*d*)
1627	Loan Protective Clothing for Flotilla Leaders and Destroyers, including "Tribal" Class—Revised Establishment	(*c*) B.R. 93.
1628	Royal Fleet Auxiliaries—Motor Tanker for Fleet Fuelling Service	(*d*)
1629	Canteens and Recreation Rooms in R.N. Shore Establishments—Furnishing—REPORTS	(*d*)
1630	Captain's Ship Book—Loss of Documents from ...	(*d*)
1631	C.B. Form U.2C (1937)—Correction No. 5	(*a*)
1632	Form O.6—Ammunition Labels	(*c*) Form O.6.
1633	Revised Scales of Pay—Application of	(*c*) B.R. 669.
1634	Visiting Inspector, Contract Department—Filling of Vacancy	(*a*)
1635	Assistant III—Admiralty Technical Pool—Vacancy ...	(*a*)
1636	Clerical Class of the Civil Service—Competitive Examination (Amendment to A.F.O. 1572/37)	(*a*)
1637	Form D.287—Abolition	(*d*)
1638	H.M. Ships (other than Submarines) Building by Contract—Responsibility for Safety during Sea Trials ...	(*b*) A.F.O. 2032/37.
1639	Nomenclature of Aeroplane—Seafox ...	(*d*)
1641	Donegal and Marlborough Piers—Renaming	(*d*)
1642	Long (S) Course—Officers Selected	(*a*)
1643	Navigating Officers' Remark Books	(*a*)
1644	Warrant Wardmaster—Professional Examination, July, 1937	(*d*)
1645	Quarter Bills (Form S.255)—Amendments (*Ships concerned*)	(*d*)
1646	Review of Service Conditions, 1936—Period of Service at Matara W/T Station	(*c*) B.R. 14.
1647	Accelerated Advancement of Boys to Ordinary Seaman, Ordinary Signalman, and Ordinary Telegraphist ...	(*c*) K.R. & A.I.
1648	Ordnance and Electrical Artificers, 5th Class—Direct Entry	(*c*) K.R. & A.I.
1649	Stewards and Leading Stewards (C.S.)—Advancement—REPORT	(*b*) A.F.O. 2322/37.
1650	Eyesight Tests for Gunnery Ratings	(*c*) Form S.1303.
1651	Admiralty Surgeons and Agents	(*c*) Navy List.
1653	S.1300—Registration for Civil (including Government) Employment—Completion	(*d*)
1654	Sports—Athletic Championships, 1937	(*d*)
1655	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
1657	A.F.C. Tables, Mark V, and H.A.C.S.III Table Equipments—Fitting of Reflex Gauge to Oil Tanks—REPORTS	(*d*)
1659	Guns, 4-in., Mark XVI, on Twin, Mark XIX Mountings—Drill—REPORTS ("*Warspite*," "*Malaya*," "*Royal Oak*," "*Southampton*," "*Newcastle*," "*Penelope*," "*Excellent*"	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1660	Anti-aircraft Armaments—Increase—REPORTS (*Ships and Dockyards concerned*)	
1663	Cordite—Landing—Destruction	
1668	Thermometers for Observation of Steam Temperatures—Introduction of Additional Patterns	
1669	Arresting Gear—Corrosion on Rams of Pumps (*Aircraft Carriers*)	(*d*)
1670	W/T Receiver Outfit CN—Establishment Lists of Naval Stores	
1671	Remote Control Outfits—Establishment List of Naval Stores	
1673	Indicating Device for Safety of Aircraft—Introduction (*Aircraft Carriers*)	(*b*) C.A.F.O. 2065/37.
1674	20-in. Signalling Projectors, Pattern 170, and Lamps, Pattern 172—Allowances of Spares	
1675	Dolphins for Admirals' Motor Barges	
1678	Firebrick, Pattern 25B—Introduction	(*d*)
1679	Conversion of Lockers into Settees (*Destroyers*)	
1680	Swivel Chairs for Wireless, D/F and Asdic Offices—Allowances	
1681	Meat Safes—Allowances	(*a*)
1682	Surveying Ships of New Construction—Classification for Storing Purposes	
1683	Strips, Steel, for Treadplates—Standardisation ...	(*d*)
1684	Monthly Intelligence Report—Basis of Distribution ...	
1685	Book S.39A—Institution	
1686	Form S.535—Renumbering	(*b*) A.F.O. 1961/37.
1687	O.U. 6270—Memorandum on Reserves of Naval Stores Abroad—Amendment No. 20	(*c*) O.U. 6270.
1688	Civilian Staffs—Vacancies	(*d*)
1689	Assistant II—Admiralty Technical Pool—Vacancy ...	(*a*)
1690	Serrated Minesweeping Ropes—Tests	(*c*) B.R. 674.
1691	4-in. Light Type Ready-use Lockers (*H.M. Dockyards and Ship Overseers*)	
1693	Review of Service Conditions, 1936	(*d*)
1694	Fleet Air Arm—Administration	
1695	Practice Firings—Trial Spotting Rules	(*a*)
1696	Administration of No. 720 (Catapult) Flight	(*d*)
1697	Acting Sub-Lieutenants—Promotions	(*a*)
1698	Admiralty Surgeon and Agent (*Grimsby, Immingham and Killingholme*)	(*c*) Navy List.
1699	Officiating Ministers of Religion (*Methodist*)	(*b*) A.F.O. 48/38.
1700	H.M. Cable Ships—Vacancy for Third Officer	(*a*)
1701	Ordinary Seaman—Advancement to Able Seaman ...	(*c*) K.R. & A.I.
1702	V/S and W/T Qualifying Courses, 1937	(*d*)
1704	Cap Ribbons to Reserve Ratings when undergoing Training in H.M. Ships—Issue of	(*a*)
1705	Naval Canteens—Navy, Army and Air Force Institutes—Balance Sheet as at 31st October, 1936...	
1706	Royal Naval Benevolent Trust—Contributions from Canteen Funds	(*d*)
1707	Director Firing Gear—Modification to Gyro Pedal Firing Gear ("*Kent*," "*London*," "*Norfolk*," "*York*," "*Leander*" *and later Class Cruisers*)	
1710	2-pdr. Sub-calibre Guns, 1-in. Aiming Rifles, and ·303-in. Aiming Rifles—Allowances	(*b*) A.F.O. 1065/37.
1712	Schermuly Rockets of 9/35 Filling—Removal of Restriction	(*d*)
1713	Depth Charge Instructional Stores Missing	(*a*)
1714	Cartridges, Illuminating, 1½-in., and Flares, 20 seconds, Pistol-fired—Precautions	(*b*) C.A.F.O. 1989/37.
1716	Depth Recorders and Towing Spans for P.V. Equipment of H.M. Ships	
1717	Paravane Roller Cutters—Transport of Cone, Pattern 7849	(*d*)
1719	Torpedo Stores—Recorders, Depth and Roll—Allowances for Aircraft Carriers carrying T.S.R. Machines (*Aircraft Carriers*)	(*c*) C.B. 1876.

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1720	Torpedoes and Stores—Balances, St. No. T.1466—Allowance to Ships and Vessels armed with Fixed A.W. Tubes	(*c*) C.B. 1876.
1721	Steam Liners—Examination of Bolts (*Destroyers of "R," "S," "V" and "W" Classes*)	
1722	Submarine Engines—Reduction of Exhaust Back Pressure (*Submarines of "Oberon" and later Classes except "Swordfish" and "Sturgeon"*)	
1723	Boiler Tubes, etc. (*H.M.S. "Imogen"*)	
1724	B.R. 20—Flags of all Nations—Amendment No. 5 ...	
1726	Asdic Installation, Type 128—Establishment List of Stores	(*d*)
1727	D.R. Thermographs, Single Pen, and Wind Speed Recorders, Pattern 549—Return of Charts and Components	
1729	Chernikeef Logs—Log Tubes—Additional Patterns ...	
1730	Chernikeef Log Tubes, etc.—Allocation of Pattern Numbers and Provision of Reserve	
1731	Signalling Stores for Use of Royal Marines—Allowances (*Home Fleet and China Station*)...	
1732	Submarine Periscopes—Spare Parts	
1733	Central Storekeeping—Valuation Allowances (*Patrol Vessels, late Coastal Sloops*)	(*c*) B.R. 4.
1734	Flying Clothing to Naval and Marine Officers (other than those of the Fleet Air Arm)—Issue of	
1735	Government Telegraph Code, Appendix (1935)—Naval Correction No. 7	(*d*)
1736	O.U. 5491 (1) (January, 1937)—Block Sketch Cards of German War Vessels	
1737	O.U. 6262—A.R.L. Course Plotter, Type "B"—Supersession of	
1738	B.R. 125—Lloyd's Register of Shipping—REPORT ...	(*a*)
1739	Forms B.18 and 19—Institution	(*d*)
1740	Civilian Staffs—Vacancies	
1741	Assistant III—Admiralty Technical Pool	(*a*)
1742	Medical Examination of Casual Workmen—REPORT ...	
1743	Ships Building by Contract under 1936 Programme—Supply of Naval Stores	(*d*)
1744	Storing Yards—New Construction, 1935 Programme ...	
1746	Wireless Masts, etc., in Shore Establishments	(*c*) O.U. 5225.
1749	Form D.51b—Amendment of and Incorporation of Form D.51d	(*c*) B.R. 669.
1750	Tracing Sheets. D.320	(*d*)
1751	Form D.363 (Oil Fuel Tank Register)—Revision ...	
1754	Board of Admiralty—Appointment	(*a*)
1755	Senior Officers' Courses and Staff Course, 1937	
1756	Promotion Examination for Rank of Surgeon-Commander—Result	(*d*)
1758	Eardley Howard-Crockett Prize—R.N. College, Dartmouth	(*a*)
1759	Mentions for Services in Palestine, April–October, 1936	
1760	Syllabuses in Force and Source of Supply	(*b*) A.F.O. 1010/36.
1761	Sports—R.N. and R.M. Rugby Union—Minutes of Committee Meeting, held on 26th July, 1937	(*d*)
1762	Sports—R.N. and R.M. Boxing Association—Minutes of Committee Meeting	
1763	Fire Control Communications—Fitting of Inter-turret Telephones ("*Barham,*" "*Hood,*" "*Ramillies,*" "*Resolution,*" "*Revenge*" *and* "*Royal Sovereign*")	
1764	Director Firing Gear and Fire Control—H.A.C.S., Marks I, II, III, III* and III** Director Sights—Modification of Drive to C.O.'s Binocular	
1766	Gun Mountings, 8-in., Marks I and I*—Limit Stop for Cordite Rammer (*Ships concerned*)	
1767	Howitzers, 3·7-in. Equipment—Lifters and Bearers—REPORTS	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1768	Guns, ·303-in., Lewis, Reg. Nos. 4977, 5299, 5410, 5844, 6595, 7237, 70684 and 72920—Location of	(*d*)
1770	Tubes, Vent, Fuzes and Primers—Withdrawals—Corrections to A.F.O. 1291/37	
1772	Form S.1404 (O.21)—Return of Inspection of B.L. and Q.F. Guns...	(*c*) Form S.1404.
1773	Torpedoes, 21-in., Mark IV*, S.O.—Use of, for Special Fleet Practice	(*c*) C.B. 1771.
1775	Torpedo Stores—Tools, St. Nos. 1029, 1030, and Keys, St. No. 2706—Transfer of, from Outfit Chests for 21-in. IX–IX* Torpedoes, to S.F.P. Chests for 21-in. IX–IX* Torpedoes	(*c*) C.B. 1876 (*d*).
1776	Respirators, Anti-gas—Containers, Type " E "—instructions for Fitting	(*c*) O.U. 5427/38.
1777	36-in., Mark VIB Searchlight Lamps Manufactured by Messrs. Clarke, Chapman and Co., Ltd.	
1778	Springs, Pattern 665, for Section Boxes—Subhead F.1C	
1779	Logs—Parts for Pattern Nos. 3330 and 3331	
1780	Canvas Wallets, Pattern 16, for Signal Flags—Modified Design	(*d*)
1781	25-ft. Fast Motor Boats (" Vosper " Type)—Framing ...	
1782	Oily Bilge Pump—Use of, as an Emergency Circulating Water Pump (*H.M. Submarines " Swordfish " and " Shark " Class (ex " Sunfish ")*)	
1783	Untarnishable Fittings—Description to be amended to " Nickel Silver "	(*b*) A.F.O. 3082/35.
1784	Cutters with Auxiliary Motors, and Motor Cutters (New Type)—Anchor and Cable Equipment...	(*d*)
1785	Anchors, Stockless—New Standard Admiralty Plan ...	(*b*) A.F.O. 1900/37.
1786	Modification of Cocks, Patterns 567–570, for Firehearths, and Introduction of Cocks, Nickel Silver, Patterns 5570–5573	
1787	Spare Knurls for Knurling Tool, Pattern 4262—REPORTS	(*d*)
1789	Paint-mixing Machines (*Capital Ships, Aircraft Carriers, Cruisers of* 9,000 *tons and above, Depôt Ships*)... ...	
1790	Royal Fleet Auxiliaries—Transfer of Management ...	
1791	Chronometer Watches—Supply of, for use in F.A.A. Aircraft (*Aircraft Carriers*)	(*b*) C.A.F.O. 883/38.
1792	Cordage for Boats' Falls—Trials Closed	(*d*)
1793	Cap Ribbons—Gratuitous Issue to Ratings taking Passage in H.M. Ships	(*c*) K.R. & A.I.
1795	Graphic Fuze Scales for Guns Firing H.E. Shell with No. 400 Fuzes—Issue	(*a*)
1796	B.R. 369—Establishment of Naval Stores for Controlled Mining Base—Errata No. 1	(*d*)
1798	Form S.421(A)—Annual Summary of Bombing—Institution of	(*d*)
1799	Form S.1303C—Institution	(*c*) K.R. & A.I.
1801	Senior Technical Officer—Admiralty Technical Pool—Vacancy	(*a*)
1802	Foremen and Assistant Foremen of Laboratory, R.N. Armament Depôts—Revised Salary Scales	
1903	Storehouse Subordinate Officers and Officers Employed on Central Storekeeping Duties—Revised Salary Scales	(*d*)
1804	Bonus Payable to Workpeole in Admiralty Establishments at Home—Increases—REPORTS	
1805	" Lauto " (Graphited) Rust-penetrating Liquid (*Home and Foreign Yards*)	
1806	Carriage of Goods by Rail—Liability for Loss or Damage (*Naval Establishments at Home*)...	(*c*) B.R. 877.
1808	Motor Transport Vehicles—Painting	(*c*) B.R. 878.
1809	Forms D.162—Annual Demand for Lubricating and Light Fuel Oils ; D.376a—Coal Return ; and D.421—Lubricating Oil Return—Revision	(*d*)
1811	Mediterranean Station—Flag Transfers	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1813	Memorial to the late Admiral of the Fleet, Earl Jellicoe, G.C.B., O.M., G.C.V.O., LL.D....	(*d*)
1814	King Edward VII Convalescent Home for Officers, Osborne	(*a*)
1815	Preliminary Professional Examination for Warrant Ordnance Officer—Results of Examination held on 1st June, 1937	
1816	Ogilvy Medal—Award for 1937	
1817	Admiralty Surgeon and Agent (*Grimsby, Immingham and Killingholme*)	(*c*) Navy List.
1819	Acting Photographers, 2nd Class—Transfer to new Substantive Branch	(*b*) A.F.O. 8/38.
1820	Long Service and Good Conduct Medal and Gratuity—Provisional Recommendation	(*c*) K.R. & A.I.
1821	Conduct Sheet—Disposal	
1822	Meal Orders	
1824	Director Firing Gear—Types "G," "H" and "J" Gyro Director Sights and Mark II Henderson Gear—Fitting Staybrite Steel Rollers and Contact Plates—REPORTS (*Ships concerned and Portsmouth Yard*) ...	(*d*)
1826	Gun Mountings—General Limitation of Arcs of Training to Prevent Damage to Ships' Structure and Protect Personnel from Blast, etc. (*Ships concerned and "Excellent"*)	(*b*) C.A.F.O. 971/38.
1827	Gun Mountings, 8-in., Marks I and I*—Slide Locking Control Valves—Securing	(*d*)
1828	Gun Mountings, 3-in. H.A.-L.A. Range Dials—REPORTS (*Ships and Yards concerned and Parkhead*)	(*a*)
1829	Gun Mountings, 2-pdr., Mark II—Modification to make Base Ball Bearings Watertight (*H.M. Ships and Dockyards concerned*)	(*b*) A.F.O. 1601/37.
1830	Gun Mountings, 0·5-in., "M," Marks I, I*, II, II* and III—Increasing Speed of Reloading Ammunition Drums—REPORTS	(*d*)
1831	Ammunition, 0·5-in.—Liability of Missfires when Exposed to Excessive Temperatures	(*c*) O.U. 5463.
1835	Fast Motor Boats—Vosper-Ford V.8. Machinery ...	(*d*)
1837	W/T—Fleet Air Arm Squadron, Signal Reports—W/T Range Results to be expected	(*b*) C.A.F.O. 342/38.
1838	Asdic Installations, Types 113a and 113c—Establishment List of Stores—Errata	(*d*)
1840	Fast Type Motor Boats—Gunwale Slings—REPORTS	(*b*) A.F.O. 609/38.
1842	Chernikeef Log Gear—Contact Blocks—Additional Pattern	(*d*)
1843	Distant Reading Thermograph, Pattern 545—Adjustment	
1845	Central Storekeeping—Value of Electric Lamps and Electrical Stores expended by Engineering Departments	
1847	Swivel Chairs for Wireless, D/F and Asdic Offices—Allowances	
1848	India-rubber Baths, Pattern 18—Allowances (*Ships and Dockyards concerned*)	
1850	Frying Oils	
1852	C.B. Form U.2C (1937)—Correction No. 6	(*a*)
1853	O.U. 6118—War Vessels' Silhouette Identification Book	(*d*)
1854	Sunday Attendance by Executive and Higher Clerical Grades	(*c*) B.R. 669.
1855	Guns, Q.F., 2-pdr., Mark II*—Case, Breech Mechanism, Mark I—Fitting Stop Knob to Front Covers Repaired to Drawing N.O.D. 2108/16—Amendment to Instructional Print N.O.D. 2108/33	(*d*)
1856	Ironplate Workers' Wares—Schedule 30	
1857	Cordage returned from Ships and Services—Test of ...	
1858	Electrodes—Authorized Types	
1859	Motor Transport Vehicles—Lighting Regulations ...	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1860	Escort Vessel of the 1936 Programme—Change of Name	(*d*)
1862	East Indies Station—Ships passing through	(*d*)
1863	H.M.S. " Vindictive "—Relieving of H.M.S. " Frobisher "	(*a*)
1864	Commissioned Rank—Promotion from the Lower Deck—Executive Branch	(*c*) K.R. & A.I.
1865	Courses at Army Schools—Vacancies for Naval Officers and Ratings	(*a*)
1866	Observer's Mate Course—Re-acceptance of Candidates after Rejection or Failure	(*b*) A.F.O. 1220/38.
1867	Sick Berth Ratings—Examination for Advancement ...	(*c*) K.R. & A.I.
1868	Photographer—Applications for transfer to	(*b*) A.F.O. 8/38.
1872	Admiralty Surgeons and Agents	(*c*) Navy List.
1873	Admiralty Surgeon and Agent (*Banbury*)	
1874	Admiralty Surgeon and Agent (*York*)	
1875	Officiating Minister of Religion (*Bermuda*)	(*b*) A.F.O. 48/38.
1876	H.M.S. " Orion "—Balance of Canteen Fund—Disposal	(*d*)
1877	Sports—R.N. and R.M. Sports Control Board—Donation	
1878	Sports—R.N. and R.M. Sports Control Board—Donation	
1880	Guns, Machine, Vickers, ·5-in., Mark III—Allowance of Brushes and Loops to H.M. Ships for use with Rods, Cleaning, Marks II* and III	
1882	Gun Mountings, 8-in., Marks II and II*—Connections of Pipes to Hydraulic Interlock Operating Cylinders—Modification (*H.M. Ships " Norfolk," " York " and " Exeter "*)	
1883	Gun Mountings, 6-in., Triple, Mark XXII Mountings—Shell Loading Gear in Gun-house—Fitting of Anti-vibration Devices in Balance Weight for Intermediate Tray (*H.M. Ships " Southampton " and " Newcastle "*)	
1886	Cordite—Landing—Destruction	
1887	Coconut Matting for Gun-house and Ammunition Lobby Decks—Provision (" *Leander,*" *Improved* " *Leander,*" "*Arethusa* " *and* " *Southampton* " *Classes*)	
1889	Protector Paravanes, B.III**, B.V, C.III**, C.IV*, C.IV**	
1891	Gyro-compass Steering Repeater, Pattern 1712—Supply and Report	
1893	Boilers fitted with Closed Fronts and Screen Bulkheads—Lighting up under conditions of Natural Draught ...	(*c*) B.R. 16.
1894	Steam Pipes—Examination of Bolts (*Destroyers of* " *R,*" " *S,*" " *V* " *and* " *W* " *Classes*)...	(*d*)
1895	Oil Fuel Sprayers, Pattern No. 13	
1896	Echo Sounding Installations, Types 752, 753, 754 and 756—Draught of Ship for which Scales are Calibrated	(*c*) Instructions for Installing.
1900	Anchors, Stockless—New Standard Admiralty Plan ...	(*d*)
1901	Electric Cables, Patterns 3683, 3684, 3694–3700—Introduction of	(*b*) A.F.O. 2067/37.
1903	Organs, Small, Portable—Allowance (*Flotilla Leaders and Dockyards concerned*)	(*d*)
1904	Vacuum Cleaners—Purchase—Subhead F.1C (" *Orion,*" " *Neptune,*" "*Achilles,*" "*Amphion,*" "*Apollo,*" "*Aurora,*" " *Southampton* " *Class and* " *Caledonia* ")	
1905	Provision Issuing Prices—Messing, Victualling, General Mess, Provision, etc., Allowances—Half-yearly Review	(*a*)
1906	R.M. Clothing, Appointments, etc.—Issuing Prices. R.F.R. (Class B), R.M.—Clothing Allowance	(*d*)
1907	Amendments to Books	
1908	Command Paper 1068, Battle of Jutland—Sale... ...	
1909	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st March, 1937	
1910	Temporary Technical Officers—Admiralty Technical Pool—Vacancies	(*a*)
1911	Temporary Assistant II—Admiralty Technical Pool—Vacancies	
1912	Deputy Armament Supply Officers—Vacancies... ...	
1913	Civilian Staffs—Vacancy	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1914	Dockyard Cost Accounts—Yard Machinery Capital Account—Rates of Depreciation	(*c*) B.R. 671/37.
1915	New Motor Boats—Provision of Electric Navigation Lanterns (*Yards and Overseers*)...	(*d*)
1918	Physical and Recreational Training Courses for Officers, 1937	(*a*)
1920	Admiralty Surgeon and Agent (*Dunmow*)	(*c*) Navy List.
1921	Admiralty Surgeon and Agent (*Fowey*)	
1923	Royal Naval Rifle Association and National Rifle Association Meetings, Bisley, 1937—Results	
1927	Guns, B.L., 6-in., Mark XXIII—Reduction in Allowance to H.M. Ships, of Wrenches, Press Obturator, No. 2 ...	(*d*)
1928	Guns, Q.F., 2-pdr., Mark II*—Modification to Mark I* Feed Boxes in order to give Clearance for the Mark IV Belt	
1929	Fuzes, D.A., No. 44, of S. and S. Manufacture—Special Examination	(*a*)
1933	Gyroscopes, N.A.R.M., for Torpedoes, 18-in., Marks XI and XII—Modification (*Aircraft Carriers, "Repulse," and Establishments with Torpedoes, 18-in., Marks XI and XII*)	(*d*)
1934	Stowages for 18-in., Marks XI and XII Torpedoes, and Stores appertaining to	(*b*) C.A.F.O. 61/38.
1935	"Short" Type Rubber Buoys for Seaplanes—Moorings for (*H.M. Ships carrying Aircraft (other than Aircraft Carriers)*)	(*d*)
1936	Payenoid and Asbestos Joints—Addition to Authorised List of Naval Stores (*Dockyards, H.M. Ships "Iron Duke," "Malaya," "Ramillies," "Revenge," "Royal Sovereign" and "Repulse"*)	
1937	W/T Receiver Outfits, CS., CSA., CSB., CSC. and CSD.—Establishment List	
1938	W/T Aerial Exchange Outfits, Groups EA., EB., EC. and ED.—Establishment List	(*b*) A.F.O. 987/38.
1941	Receiver Outfits CO., CP., CQ., and CR.—Revised Establishment Lists	(*d*)
1942	D/F Outfit F.C.1—Establishment List	
1944	Fast Motor Boats—Horns for	
1945	Pressure Gauges, Pattern 2548, for Testing Hydrogen Cylinders—Allowance (*Divisional Leaders of Destroyer Flotillas, Home and Mediterranean Fleets*)	
1948	Paint-mixing Containers and Strainers—Introduction—REPORTS (*Dockyards and Ships concerned*)	
1949	Tropical Clothing—Arrangements for Issue in Ships Commissioning or Re-commissioning at Home for Service Abroad	(*c*) B.R. 93.
1950	Identity Discs	(*c*) B.R. 93.
1951	Cap Ribbons—Gratuitous Issue to Ratings Drafted Abroad	(*c*) K.R. & A.I.
1952	Royal Marines—Wearing of Buff Leather Ammunition Pouch	(*c*) B.R. 82 and Appendix to Navy List.
1953	Special Medical Stores (*Aircraft Carriers*)...	(*d*)
1954	Mercurial Barometers—Reports of Additional Supplies to, or Returns from, Royal Fleet Auxiliaries	(*c*) B.R. 875.
1955	Chain Wrenches, "Orbell" Type, and Spares—Obsolete	(*d*)
1958	Royal Fleet Auxiliaries—Transfer of Management ...	
1959	O.U. 5496—Torpedo Drill Book—Q.R. VI*, VIII and VIII* Mountings in Destroyers—Issue	
1960	O.U. 6159 (Sources of Supply—Foreign)—New Edition, 1937	
1961	Form S.535 (D.762)—Cancellation of "S" Number ...	
1963	Supply and Accounting Departments—Revised Scales of Pay	
1964	Educational and Medical Facilities at Yards Abroad—REPORTS	
1965	National Health Insurance Act—Voluntary Contributors	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
1966	Form D.489—Claim for Payment of Carriage of Stores—Abolition	(*d*)
1967	Electrical Fittings—Samples—Amendment	
1968	Liaison at Naval Bases with Local Meteorological Services	(*b*) A.F.O. 1504/37.
1973	Short Service Medical Officers—Transfer to Permanent List	(*d*)
1974	Signal Course for Acting Sub-Lieutenants—Syllabus ...	(*c*) O.U. 6290.
1975	Examination for the Rank of Warrant Electrician, March, 1938	(*a*)
1976	Officers' Cooks—Qualification for Warrant Rank ...	(*c*) K.R. & A.I.
1980	Uniform Regulations for Officers of the Fleet—Round Jacket	(*c*) B.R. 81.
1981	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
1982	Sports—Swimming Championships, 1937	
1986	Ammunition—Annual Practice Allowances	(*c*) C.B. 1876 (*b*).
1988	Filled Bombs—Annual Expenditure—REPORTS (*Ships carrying Aircraft*)	(*c*) C.B. 1876 (*a*).
1989	Cartridges, Illuminating, 1½-in., and Flares, 20 seconds, Pistol-fired	(*d*)
1992	Binoculars (Type C.F.42), Pattern 1907A—Modification to Stowage Box	
1993	Torpedoes, 18-in., Mark XI—Introduction of Tools, etc., for use with Air Control Gear	(*c*) C.B. 1876 (*d*).
1996	T.S.D.S. Grommet Strops, Component of Span Unit, Pattern 8831A	(*d*)
1997	Shade, Pattern 9123B—Subhead F, Item 2B—Fitting ...	
1999	W/T Establishment Lists—Errata	
2000	W/T Batteries, Dry, Pattern 3773—Utilisation in lieu of Cells, Pattern 4976	
2001	Binoculars, Pattern 1900A, for use of Signalmen—Allowance (*Ships concerned*)	
2003	35-ft. Motor Barges built by Messrs. Vosper, Ltd.—Provision of Armchair Seat	
2005	Sound Insulation of Voicepipes—Use of Newall's Fire-resisting Flexible Insulation	
2006	Bolt and Nuts, Steel, Bright, for Ships fitted with Boilers of 400 lbs. per sq. in. Working Pressure ("*Queen Elizabeth*," "*Valiant*," "*King George V*," "*Prince of Wales*," "*Anson*," "*Jellicoe*," "*Beatty*," "*Dido*" and Class, "*Victorious*," "*Illustrious*," "*Formidable*" and "*Indomitable*")	
2007	Deck Clocks, Pattern 304—Allowance	
2008	H.P. Air Pressure Gauges	
2009	Binoculars, Pattern 1907A, for 15-in., G.C.T.s (*Battle Cruisers*, "*Royal Sovereign*" and "*Queen Elizabeth*" *Classes*)	
2010	Paunch Mats, Pattern 400—Increase in Allowance ...	
2011	Cap, Pattern 4434, for Long Electric Pendant Fittings—Subhead F, Item 2B—Introduction	
2012	Easy Chairs for Chief Petty Officers	
2013	Royal Fleet Auxiliaries—Freighting Oilers, Fleet Attendant Oilers and Store-carrying Vessels (N.S.)—Uniform Colour Scheme for	(*c*) B.R. 875.
2014	Protective Clothing for Decontamination Parties in H.M. Ships	(*c*) B.R. 93.
2015	Snellen Test Types	(*d*)
2016	H.M. Ships "Guardian" and "Protector"—Desingation	(*d*)
2017	B.R. 11—Admiralty Memorandum on Naval Court-Martial Procedure—New Edition	
2018	B.R. 232—Signal Card, 1937—Issue	
2019	Form S.1148 (f)—Revision of Establishment	
2020	Form S.1153—Report of Close Range A.A. Gunnery Practices—Revision	
2021	Admiralty Engineer Overseer—Messrs. A. Stephen & Sons, Ltd., Linthouse, Govan, Glasgow—New appointment	
2022	Diaries, etc., 1938—Issue	(*a*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2023	1st and 2nd Class Mechanic Examiners in the Department of the Chief Inspector of Naval Ordnance—Rates of Pay—Arbitration Awards	
2024	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII—Lock, Mark I—Omission of ·03-in. Radius on Side Levers and consequent cancellation of Modification to Levers in accordance with Instructional Print, N.O.D. 2191/99	(*d*)
2025	Rangefinders, Mountings and Accessories—Reports D.68	
2026	Motor Transport Vehicles—Contractors' Guarantee Periods	(*c*) B.R. 878.
2027	Oil Fuel and Coal—Inspection of—Classification ...	
2028	Lanterns, Masthead, Flashing, Pattern 414—Subhead F.2A—Disposal of Stocks	(*d*)
2029	Drums, etc.—Disposal of Surplus Stocks—REPORTS...	
2030	Perforated Steel Plating—Revision of Contract Schedule C.169	
2031	Waste Paper Returns	(*a*)
2032	H.M. Ships (other than Submarines) Building by Contract—Responsibility for Safety during Sea Trials	(*c*) O.U. 5332.
2035	Observers' Course, October, 1937—Officers Selected ...	(*a*)
2037	Torpedo Coxswains in Destroyers—Grant of Acting Chief Petty Officer—REPORTS	(*d*)
2038	Service in Scotland—Minimum Period for "Accepted" Volunteers	(*c*) B.R. 14.
2039	Stoker Ratings—High Power Electricity (A) and (B) Courses	(*c*) K.R. & A.I. and B.R. 91A.
2040	Review of Service Conditions, 1936—Drafting Leave ...	(*d*)
2042	Admiralty Surgeons and Agents	(*c*) Navy List.
2043	Form S.537—Reprint—New Allotment Section... ...	(*c*) K.R. & A.I.
2044	Civil Employment of Regular Sailors, Soldiers and Airmen	(*d*)
2045	Sports—R.N. and R.M. Hockey Association—Annual Committee Meeting	(*a*)
2046	High Angle Control System, Mark III—Log Height Transmission	(*d*)
2048	2-pdr. Sub-calibre Guns, 1-in. Aiming Rifles, and ·303-in. Aiming Rifles—Allowances	(*b*) A.F.O. 1065/37.
2049	Gunnery Equipment of Ships undergoing Long Refits ...	(*c*) O.U. 5225.
2050	Armament—Lewis Guns ("*Intrepid*" *Class and Dockyards*)	
2052	Bomb-loading Stretchers (*Aircraft Carriers*)	(*d*)
2055	Depth Recorders and Towing Spans for P.V. Equipment of H.M. Ships	
2056	Torpedo Gyroscopes—Spanners for Removing, etc., Top and Bottom Vertical Gymbal Centres—Introduction	(*c*) C.B. 1876 (*d*).
2057	Boiler Tubes, etc. (*H.M.S.* "*Imperial*")	(*d*)
2059	W/T—Aerial Exchange Outfits—Groups EA., EB., EC. and ED.	(*b*) A.F.O. 936/38.
2060	W/T Set, Type 36 M/C—Absorber Unit—Replacement of Resistances, Pattern No. 6716, by Resistances of an Improved Design	
2061	W/T Sets—Type 50—Keys, Magnetic, Pattern 7339—Modification	
2062	Valve and Vibrating Buzzer Outfits (for Line Signal Communications) and Buzzer, Morse, Instructional Outfits—Establishment List of Naval Stores	
2063	S/M Low Power Signalling Circuit Asdic Sets, Type 120 and 120A	(*d*)
2066	Gate, Mooring and Boom Working Vessels of 1935, 1936 and 1937 Programmes—Storing Arrangements ...	
2067	Electric Cables, Patterns 3683, 3684, 3694–3700—Introduction of	
2068	Binoculars—Allowance (*Surveying Ships, etc.*)	
2069	Signal Flags—First Outfit (*Capital Ships, Aircraft Carriers, Cruisers, Flotilla Leaders and Destroyers*) ...	
2070	Oldham's Lantern, Pattern 8115—Allowance (*Submarines of* "*Porpoise*" *Class*)	

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1937—(*contd.*).		
2071	Feeder Screws for Lamps in Anchor and Not-under-Command Lanterns—New Patterns	
2072	Welding Sets, Dual Purpose (*Capital Ships, Cruisers and a Repair Ship*)	
2074	Oil Fuel Delivery—Bronze Hose for—Allowance ("*Halcyon*" *Class Minesweepers, Escort and Patrol Vessels, Surveying Vessels, Twin Screw Minesweepers*)	
2075	Grease Guns, Tecalemit, 3B, Pattern 4927—Supply ...	(*d*)
2076	Boxes, Moulding—Revised Description	
2077	Spittoons and Rat Gins—Transfer from Vote 2 to Vote 8	
2078	Contracts for Pasteurised Milk	
2079	Fresh Pork—Supply	
2080	Admiralty Memorandum on Court-Martial Procedure—Changes in New Edition	
2082	B.R. 168—Revised Edition—Issue	
2083	Form O.6—Ammunition Labels	(*c*) Form O.6.
2084	Guns, Q.F., 4-in., Marks IV and XII—Brackets, Stop, Breech Block, Mark I—Repair to permit 4·9-in. Travel of the Breech Block—Amendment to Instructional Print, N.O.D. 2104/41	
2085	2-pdr., H.A., Mark II Mountings—Base Rings	
2086	New 100-ton Steel Dumb Lighter for the Armament Supply Department	(*d*)
2087	Fast Motor Boat, 1937 Programme—Purchase of Searchlights (*Yards and Boat Overseers*)	
2089	Motor Transport Vehicles—Fitting of Safety Glass—REPORTS	
2090	Admiralty Fleet Orders—Correction	
2091	Saluting Stations—British and Foreign Ports—Amendment No. 2	(*b*) A.F.O. 518/38.
2092	Nomenclature of Aircraft—"Skua"	(*d*)
2094	Meritorious Service in Abyssinian Emergency Period and Palestine Operations, 1935–36—List of Awards, etc.	
2095	Personnel—Accommodation available for—REPORTS (*Ships concerned*)	(*a*)
2097	Telegraphist Detector Ratings—Continuous Payment ...	
2098	Military Training Instructors, R.M.—Institution of Non-substantive Rating	(*c*) K.R. & A.I.
2099	Committee on Official Quarters	(*d*)
2100	Admiralty Surgeons and Agents	
2101	Admiralty Surgeon and Agent (*Beer, Devon*)	(*c*) Navy List.
2103	Canteens—Headquarters, Naval Canteen Committee—Report of Proceedings at 59th Meeting	
2104	Gun Mountings, 8-in., Marks I, I*, II and II*—Oil Pressure to Operate Breech—Relief Valves	
2109	Cordite-operated Catapults, D.I.H., D.II.H, D.I.L., E.II.T. and E.III.T.—Provisional Drills—Amendments	
2110	Pom-pom Directors, Marks I, I* and I**, Forward Area Sights—Fitting and Use—REPORTS (*Ships concerned and* "*Excellent*"	(*d*)
2111	Fuze-setting Machines, Marks I and II—Modification to Detent Notch in Setting Sleeve, and Description of Spring	
2113	Forms S.1148 (h)—Rendering of	
2116	A.W. Torpedo Tubes—21-in. Q.R., VI*, VII, VIII, VIII*, P.R. I, P.R .I*, T.R.IV, IV*, Fixed A.W., Mark II—Interlock for Combined Firing Gear, Mark II ...	
2117	Pistols, Depth Charge, Marks IV, IV** and V*, St. Nos. 6110, 6111 and 6112—Clamps, Bench Testing Set, St. No. 6038	(*b*) A.F.O. 1010/37.
2118	Wires, P.V., Towing, for T.S.D.S., Patterns 8833A and 8834A—Disposal	
2119	Boxes, Junction, Pattern 668—Supersession by Pattern 670	(*d*)
2125	Asdic Installation, Type 121X—Establishment List of Stores	

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1937—	(*contd.*).	
2126	Asdic Installations, Types 119A, 119B and 124—Modifications to Recorders A/S 3 and Instruments A/S 5 ...	
2128	Overhead Fans for Officers' Apartments, etc. ("*Hood*" *and Chatham and Portsmouth Dockyards*)	(*d*)
2130	Flour and Provision Rooms—Fitting of Floor Gratings and Fixing Battens (*Leaders and Destroyers of "Acasta" and later Classes*)	
2131	Official Wireless Messages to British Merchant Ships ...	
2132	B.R. 347 (1)—Establishment of Naval Stores for Steam Trawlers and Boom Working Vessels, Errata No. 1 ...	(*a*)
2133	C.B. Form U.2C (1937)—Correction No. 7	
2134	O.U. 5457—Return of Copies	(*d*)
2135	O.U. 6214 (2)—Addendum No. 2 to the Handbook for 8-in., B.L., Mark VIII* Guns on Twin, Mark I Mountings—Issue.	(*a*)
2136	Admiralty Engineer Overseer at Works of Messrs. Vickers-Armstrongs, Ltd., Barrow-in-Furness—Change of Appointment	(*d*)
2137	H.A.C.S.III Calculating Tables—"As Fitted" Drawings —(Amendment (*Dockyards*)	
2138	The Unemployment Insurance (Mixed Employment) Regulations, 1937—Application to Persons Employed by the Admiralty	(*c*) B.R. 669.
2139	Rail Traffic—Modifications to Charges	(*d*)
2141	Income Tax Circular, 1937–8	
2142	Senior Officers' Courses and Staff Course, 1938	
2143	Staff Course, 1938—Officers Selected	
2144	Staff Course, 1938—Officers Selected	(*a*)
2145	Acting Sub-Lieutenants—Promotions	
2146	Acting Sub-Lieutenants' Courses—REPORT	
2147	Navigation—Syllabus of Specialist (N) and First Class Ship Courses	(*d*)
2148	Engineer Officers, R.N.—University Candidates ...	(*a*)
2150	V/S 3 and W/T 3 Qualifying Courses for Portsmouth Ratings	(*c*) O.U. 6290/37.
2151	Supply Ratings in Destroyers—Assessment of Efficiency	(*b*) A.F.O. 2758/37.
2152	Quarter Bills (Form S.255)—Amendments ("*London*" *Class*)	(*d*)
2153	Lectures on General Subjects to Ships' Companies ...	
2154	Motor Transport Service across London for Baggage of Naval Ratings and Royal Marines	(*c*) B.R. 878.
2156	Sports—Tickets for International, University and Service Rugby Matches, 1937–38	(*a*)
2157	Advancements from Port Division Rosters	(*d*)
2158	Fire Control Communications—Fitting of Inter-turret Telephones ("*Repulse*")	(*b*) A.F.O. 1763/37.
2159	High Angle Control Systems, Marks I**, II** and III—Fitting of Predict Lamp in Calculating Position (*Ships concerned*)	
2160	Director Firing Gear—8-in., Twin, Marks I and I* Mountings—Failure of Tilt Corrector Drive to L.D.S. ("*Kent*" *and* "*London*" *Classes,* "*Australia*" *and* "*Canberra,*" *and Yards concerned*)	
2162	Gun Mountings, 8-in., Marks I and I*—Cordite Transfer Rammers, Combined Handle and Withdrawal Catch ("*Kent*" *and* "*London*" *Classes and Dockyards*) ...	
2163	Gun Mountings, 8-in., Marks I and I*—Modification to No. 15 Interlocks ("*Kent*" *and* "*London*" *Classes and Dockyards*)	(*d*)
2164	Gun Mountings, 6-in., Mark XXI—Modifications to Shell Hoists on Fixed Structure—Scuttle Operating Gear—("*Arethusa,*" "*Leander*" *and Modified* "*Leander*" *Classes*)	
2165	Breech Mechanisms—B.L., 6 in., Mark XXIII Guns—Carriers, Left and Right—Modification to Breech Mechanism Lever Arm so as to facilitate Engagement with Control Arc	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2167	Breech Mechanisms—Q.F., 4-in., Marks XVI to XVII Guns—Modification to Crank, Mark I, so as to restrict its Lateral Bearing to the end of Bronze Bush in Breech Ring	(*d*)
2170	Cordite—Landing—Destruction	
2173	Mark V Minesweeping Outfits—Light Hand-worked Oropesa Sweep	(*b*) C.A.F.O. 1248/38.
2174	Protector Paravanes—Revised Equipments for H.M. Ships	(*c*) C.B. 1771.
2175	Magnetic Compasses—Establishments (*Ships of the 1937 New Construction Programme*)	(*d*)
2176	Gyro-compass—Cleaning of Trolleys	(*c*) B.R. 9.
2178	W/T Set, Type 34MA/B—Standardisation—Supersession of W/T Sets, Type 34HY	
2184	20-in. Signalling Projectors, Pattern 170—Buffer Stops, Pattern 5075	
2186	Clips for Electric Cables—Introduction of New Patterns	
2188	Steel Wire Rope and Hawser Reels—Allowance (*Trawlers and Dockyards concerned*)	
2189	Broadside Mess Stools—Fitting of Dunlopillo Cushions (*H.M. Ships and Naval Shore Establishments*)... ...	(*d*)
2190	Stretchers, Ambulance, Neil Robertson—Allowance (*Flotilla Leaders, Destroyers and Dockyards concerned*)	
2191	Table Covers for C.P.O.s' Messes	
2192	Royal Fleet Auxiliaries—Motor Tanker for Fleet Fuelling Service	
2193	Chinese Ratings—Supplementary Allowance to meet Extra Cost of Victualling in Ships on Passage to and from England	(*b*) A.F.O. 816/38.
2194	Amendments to Books	
2195	Government Telegraph Code, Appendix (1935)—Naval Correction No. 8	
2196	Form B.324—Mobilisation Form Q.5—Number of Army and R.A.F. Reserve Men Employed in Naval Government Establishments—Return	
2197	B.R.122—7th Edition—Issue	
2198	B.R. 157 (1)—Addendum No. 1 to the "Naval Electrical Pocket Book"—Issue	
2199	Form S.1148 (*b*)—Revision	
2200	B.R. and O.U. Books—Prices	
2201	Civilian Staffs—Vacancy	
2202	Subsistence Allowance—Civil Staff	(*d*)
2203	Storing Yards—1935 and 1936 Programmes ("*Tribal*" *Class Destroyers*)	
2204	National Rat Week, 1937	
2205	Travelling and Subsistence Expenses of Naval and Royal Marine Personnel	
2206	Review of Service Conditions, 1936	
2207	Escort Vessels of New Construction—Reclassification of	
2210	R.A.F. Squadrons—Titles	
2211	Armament Training Camp, Evanton—Formation of ...	
2212	Pilotage Claims—Draught	
2213	Form S.294—Amendment	
2214	The John Crocker Memorial Fund and Prizes	(*c*) Navy List Appendix.
2215	New Zealand Division—Officer required on Loan ...	(*a*)
2216	Officiating Ministers of Religion	(*b*) A.F.O. 48/38.
2217	Commissioned Rank—Promotion from the Lower Deck—Executive Branch	(*a*)
2218	Royal Marine Police—Vacancy for Chief Inspector ...	
2219	Probationary Paymaster Lieutenants, R.N.—Report as to Fitness for Permanent Transfer	(*d*)
2220	Photographer Branch—Volunteers required	(*b*) A.F.O. 8/38.
2221	Advancement to Sick Berth Petty Officer—Reintroduction of Normal Regulations	(*d*)
2222	Sick Berth Chief Petty Officer—Qualification for ...	(*c*) K.R. & A.I.
2224	Royal Tournament—Poster Design	(*a*)
2225	Sports—R.N. and R.M. Hockey Association	(*d*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2226	Sports—R.N. and R.M. Lawn Tennis Association—Committee Meeting	(*a*)
2227	High Angle Control Systems, Marks I to II*, 15 ft. 0 in., U.D.3 Heightfinders—Modification to I/R Drive (*Ships and Dockyards concerned*)	(*d*)
2228	H.A.C.S.III Tables—Valves for Pressure Regulation of Oil Supply—Modification (*Ships concerned*)	
2229	A.F.C. Tables, Mark V—Valves for Pressure Regulation of Oil Supply (*Ships concerned*)...	
2230	Guns, Machine, Vickers, ·5-in., Mark III—Pitting on Exterior of Barrels	(*c*) C.B. 1912.
2231	Guns, Machine, Vickers, ·5-in., Mark III—Modification to Plunger, Buffer Spring, to give increased Travel of Spring	(*d*)
2233	Magazines—Forward 4-in. ("*Intrepid*" *Class*)	
2234	Tubes, Vent, Electric, "S," ·5-in.—Withdrawal and Disposal of Lot 124	
2236	Torpedo Appropriation ("*Hood*")	(*c*) C.B. 1771.
2237	Telemotor Accumulator Indicators (*Submarine Minelayers*)	(*d*)
2238	Haslam's Spiral Coil Type Condensers for CO_2 Cooling Machinery—REPORTS. ("*Arethusa*," "*Galatea*," "*Newcastle*," "*Southampton*," "*Penelope*," "*Birmingham*," "*Glasgow*," "*Sheffield*," "*Aurora*," "*Porpoise*," "*Severn*," "*Clyde*," "*Grampus*," "*Narwhal*," "*Rorqual*," "*Londonderry*," "*Deptford*," "*Speedwell*," "*Aberdeen*," "*Fleetwood*," "*Niger*," "*Salamander*," "*Stork*," "*Protector*")	
2239	Rings, Copper, Joint for Cylinder Heads ("*O*," "*P*," "*R*," "*S*," "*Porpoise*" *and* "*Thames*" *Class Submarines and Dockyards*)	
2241	General Establishment List (W/T., etc.)—List of Errata	
2242	Type 124 Asdic Installation—Modification to Contactors, Pattern 3028	
2244	"Hastie" Steering Gear—Replenishing Pipes (*Leaders and Destroyers of the 1st, 4th, 5th, 6th and 8th Destroyer Flotillas, and Destroyers of the "Acasta," "A" and "Crusader" Classes*)	
2245	Royal Fleet Auxiliaries—Motor Tanker for Fleet Fuelling Service	
2246	B.R. 366/37—Minesweeps, Surveying Sweeps, Paravane Equipment, etc.—Issue	
2247	O.U. 5128 and 5321—Abolition	
2248	O.U. 5498/37—Drill for 4·7-in., Q.F., Marks XII and XII* Guns on C.P., Twin, XIX Mounting—Issue ...	(*a*)
2249	O.U. 6090 (X)—Trajectory Chart, O.C. Diagram No. 69, for 4·5-in., Mark I Guns—Issue	
2250	Assistant III—Admiralty Technical Pool—Vacancy ...	
2251	Experimenters, Modellers, etc.—Revised Scales of Salary	(*d*)
2253	Foreign National Anniversaries and Festivals—Amendment	(*b*) C.A.F.O. 475/35.
2254	Admiral Superintendent of Contract-built Ships—Appointment	(*a*)
2255	Acting Sub-Lieutenants' Courses—REPORT	
2256	Promotions to Acting Warrant Engineer and Acting Warrant Mechanician, 1st January, 1938	
2257	The Gilbert Blane Medal for Medical Officers, 1938—REPORT	(*d*)
2259	Charge Engineer, Naval W/T Station, Singapore—Vacancy	(*a*)
2261	Fees for Marking Examination Papers	(*c*) K.R. & A.I.
2262	Educational Tests—Summaries of Results—July, 1937	(*d*)
2263	Re-engagement of Artificers and Shipwrights after completing time for Pension	(*b*) A.F.O. 717/38.
2264	Artificer Apprentices—Recommendation of Candidates with Service Claims	(*a*)

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
2265	Artificer Apprentices—Special Entry	(*d*)
2266	Eyesight Standards for Men	(*b*) A.F.O. 1924/38.
2267	City and Guilds of London Institute Examinations—Arrangements for Naval Ratings	(*d*)
2269	Admiralty Surgeons and Agents	(*c*) Navy List.
2270	Officiating Minister of Religion (*Gorleston and Gt. Yarmouth*)	(*b*) A.F.O. 48/38.
2271	Ship's Fund—Disposal of Balance	(*d*)
2272	Sports—R.N. and R.M. Squash Rackets Championship, 1937	(*a*)
2273	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
2275	Gun Mountings, 0·5-in., Mark I**—Provision of Guard above Rear Plate	
2276	Director Firing Gear—Gyro-director Sights, Types "H" and "J"—Fitting improved type Collimators and Graticules—REPORTS ("*C*," "*D*," "*E*," "*F*" *and* "*G*" *Class Destroyers*, "*Leander*," "*Neptune*," "*Orion*," "*Achilles*," "*Ajax*," "*Amphion*," "*Arethusa*," "*Apollo*," "*Galatea*," "*Sydney*," *and Dockyards*) ...	
2277	Fire Control, Mark V, A.F.C. Table—Additional Concentration Instruments—Selection of Positions—REPORTS (*Ships concerned*)	(*a*)
2278	Breech Mechanisms, Q.F., 4-in., Marks XVI to XVII—Modification to Lever, Safety, Intermediate, Mark I, by fitting a Re-cocking Extension Piece—Introduction of Wrench, Breech Mechanism, No. 327, Mark I ...	(*d*)
2279	U.D.3 Heightfinders—Illumination of Rangefinder Scale—Supply of Modified Parts	
2280	0·5-in. Machine Gun Equipments—Fitting (*Ships concerned*)	(*b*) C.A.F.O. 2494/37.
2281	Anti-Aircraft Armaments—Increase	(*d*)
2282	Ammunition—Outfits for 6-in. Guns—REPORTS ("*D*" *and* "*E*" *Class Cruisers*)	(*c*) C.B. 1876 (*a*).
2284	Torpedoes, 18-in., K.9 Type, Blowing Head—Relaxation of Routines	(*c*) O.U.s 6281 and 6259.
2285	Two-speed Destroyer Sweep—Considerations affecting the Employment of	(*b*) C.A.F.O. 1465/37.
2286	Gyro-Compass—Spare Motors for Navigational Repeaters	(*d*)
2287	A/S Specialists—Requirements	(*a*)
2288	Ammunition Whips and Tackles—Cordage for	(*b*) A.F.O. 3030/35.
2289	Sealing Pliers—New Pattern	(*d*)
2290	Additional Electric Lamps for Chart Table Fittings, etc.—Introduction of—Subhead F.2A	
2291	Clothing—Facilities for Issue	(*c*) K.R. & A.I.
2292	Officer-in-Charge, R.N. Armament Depôt, Singapore ...	(*d*)
2293	Admiralty Engineer Overseer for Machinery (*H.M. Sloops* "*Bramble*" *and* "*Britomart*")	
2295	B.R. and O.U. Books—Prices	
2296	B.R. 16—Addendum No. 1	
2297	B.R. 31/1936, B.R. 32A/1936 } King's Regulations and Admiralty Instructions, Volume I, 1936, and Index—Issue	
2298	Form O.1—Introduction of Forms O.412 and O.412A ...	(*c*) Form O.1.
2299	Forms S.1133 and S.1134—Combination in Revised Form S.1133	(*d*)
2300	Form S.1148 (8)—Analysis of H.A. Firings for Ships with Fuze-keeping Clocks	
2301	Form S.304e—Supersession by two separate Forms S.311 and S.312	
2302	Clerical Classes of the Civil Service—Competitive Examination	(*a*)
2304	Gun Mountings, 4-in., H.A., Mark XIX—Lifting and Examination—REPORTS (*Dockyards*)	(*d*)
2306	Electrodes—Approved Types	
2307	Gas Cylinders—Accounting for (Home and Foreign Yards)—REPORTS	(*d*) (*b*) A.F.O. 906/38.

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2308	Widows', Orphans' and Old Age Contributory Pensions (Voluntary Contributors) Act, 1937—Modification of provisions for Workmen Serving Abroad, etc. ...	(*d*)
2309	Commander-in-Chief, Home Fleet—Transfer of Flag ...	
2313	The Parkes Memorial Prize for 1937	
2315	"Intermediate" Examination in Navigation for Midshipmen	
2316	Special Entry and Paymaster Cadetships, Royal Navy—Vacancies	(*a*)
2317	Examinations for Second Class Certificates of Education, Royal Marines, May and June, 1937—Results ...	(*d*)
2318	Admiralty Surgeon and Agent (*Kingsbridge*)	(*c*) Navy List.
2319	Interpreters—Examinations, January, 1938	
2320	Warrant Writer—Examination Results, July, 1937 ...	
2321	Warrant Supply Officer—Examination Results, July, 1937	(*a*)
2323	New Zealand Interchange Ratings—Courses	(*b*) A.F.O. 2702/37.
2324	Air Observation Fund—Institution	(*c*) K.R. & A.I.
2325	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
2326	Sports—R.N. and R.M. Athletic Association—R.N. and R.M. Swimming Association—Committee Meetings ...	(*a*)
2330	Gun Mountings, 8-in., Marks II and II*—Slide Locking Bolts—Examination for Cracks	(*b*) A.F.O. 2660/37.
2331	Gun Mountings, 6-in., Mark XXI Turrets—Arrangements for Hand Training	
2332	Gun Mountings, 4·7-in., C.P., Mark XVIII—Modification to Catch Nets	(*d*)
2333	Rearmament (*Escort Vessels, Minesweepers and Patrol Vessels*)	(*b*) C.A.F.O. 1248/37.
2334	Clinometers, Inspectors—Transference from Vote 8/II to Vote 8/IIIG	(*d*)
2335	Gun Drill—Instructors to use "Names" instead of Numbers	(*c*) Drill Books.
2336	Ammunition Hoists between Lobbies, Shell Rooms and Handing Rooms—Communications	
2337	Cartridges, Impulse, Torpedo, Powder Filled—Extension of Life	(*d*)
2338	Cartridges, Impulse, Torpedo—Types and Services for which used	(*c*) C.B. 1876.
2339	Boiler Tubes, etc. (*H.M.S. "Apollo"*)	
2340	Boiler Tubes, etc. (*H.M.S. "Galatea"*)	
2341	Fast Type Motor Boats—Covers for	(*d*)
2342	44-in. Searchlight Lamp, Mark VII, Pattern 193—Allowance of Spares	
2343	Hammocks	(*c*) B.R. 93.
2344	Contract for Margarine	(*b*) A.F.O. 942/38.
2345	C.B. Form U.2C (1937)—Correction	(*a*)
2346	C.B. 1771/37—Extension to cover Appropriations of Paravanes	(*c*) C.B. 1771.
2347	Post Office Guide (B.R. 128)—Issue in three volumes ...	
2348	B.R. 458—"English for Technical Students"	(*d*)
2349	S.467A, S.353B—Boiler Tube History Sheets	
2350	Form S.385—Abolition	(*c*) K.R. & A.I.
2351	Civilian Staffs—Vacancies	(*d*)
2352	Consolidated Wages—Effect of Increase in Industrial Bonus	(*a*)
2353	Glass Shades, etc.—Selection of Sealed Patterns (Schedule C.1124)	(*d*)
2356	Motor Transport Vehicles—Legal Speeds—Road Traffic Act, 1934	(*c*) B.R. 878.
2359	Commander Egerton Memorial Prize—Award for 1937...	
2360	Newman Memorial Prize—Award, 1936–37	
2361	Armistice Day—Wearing of Poppies	(*a*)
2363	Jewish Faith—Naval, Military and Air Force Chanucah Service	
2364	Admiralty Surgeon and Agent	(*c*) Navy List.

A.F.O.	Subject.	Disposal.
1937—(*contd.*).		
2365	Engagement of Ratings Re-entered or Re-engaged under A.F.O.s 1357/35, 2332/35 and 2286/36—Extension of	(*b*) A.F.O. 717/38.
2367	Swimming Qualifications	(*c*) K.R. & A.I.
2368	Naval and Marine Personnel—Government Employment	(*d*)
2369	Civil Employment for P.R.T. Instructors—Board of Education Certificate	
2370	New Zealand Ratings—Advancement	(*c*) K.R. & A.I.
2371	R.N. Accountant Officers' Dining Club—Annual Dinner	(*a*)
2372	Sports—Royal Navy and Royal Marines Football Association—International Match—England *v.* Scotland ...	
2374	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII—Locks, Mark I—Modification to Striker and Trigger Sear to Increase Undercut of the Vents ...	(*d*)
2375	Gunnery Record Cameras, Mark II—Films and Spools for	
2376	Fuze-setting Machines (Method of Operation)	(*b*) C.A.F.O. 2723/37.
2377	Gunners' Fixture Lists (*Trawlers*)	(*d*)
2378	Cordite—Landing—Destruction	
2379	Secrecy Regulations	(*b*) C.A.F.O. 582/38.
2382	Searchlight Projectors, 24-in., Mark II—Modification to take Searchlight Lamp, Pattern 3899 (" *Duncan* " *and* " *D* " *Class Destroyers*)	(*d*)
2383	Searchlight Manipulators, 24-in.—Fitting Improved Type of Rod Gearing (" *Duncan* " *and* " *D* " *Class Destroyers*, " *Exmouth* " *and* " *E* " *Class Destroyers*, " *Faulknor* " *and* " *F* " *Class Destroyers*)	
2384	Searchlight Manipulators, Mark II—Fitting of Two per Vessel (" *Duncan* " *and* " *D* " *Class Destroyers*, " *Exmouth* " *and* " *E* " *Class Destroyers*, " *Faulknor* " *and* " *F* " *Class Destroyers*, " *Grenville* " *and* " *G* " *Class Destroyers*, " *Hardy* " *and* " *H* " *Class Destroyers*)	
2387	Respirators, Anti-Gas—Issue (S.S.S. and S.W.S.) ...	(*b*) C.A.F.O. 1054/38.
2388	Anti-Gas Respirator—Containers, Type " C " and " D "—Issue for Training Purposes	(*d*)
2389	Magnetic Compasses—Establishments (*Ships of the 1937 New Construction Programme*)	
2390	W/T Direction Finding—Capabilities and Limitations ...	(*b*) C.A.F.O. 2240/37.
2391	Asdic Installation, Type 126—Establishment List of Stores	(*d*)
2392	Asdic Installation, Type 124—Ventilation of Directing Gear Compartment	
2393	Fast Type Motor Boats—Electrical Equipment ...	
2394	18-in. Sperry Projectors—Armour Plate Front Glass and Rubber Rings for	
2395	Telephones, Mark VII—Covers for—Introduction ...	
2397	Royal Fleet Auxiliaries—Freighting Tankers—Messing of Supernumeraries	(*c*) B.R. 875.
2398	Novutox Local Anæsthetic	(*d*)
2399	Cutters, Tube (R.A.F. Pattern)—Allowance (*Flotilla Leaders and Destroyers*)	(*b*) A.F.O. 817/38.
2400	Clothing—Simplification of Procedure for Issue ...	(*c*) K.R. & A.I.
2403	B.R. 454—Revision of Establishment	(*d*)
2404	B.R. 607—Notes on Naval History	
2405	Form S.1246H, T.S.93, Revised, July, 1935—Wireless History Sheet—Correction	
2406	Form S.1346, T.S.97, Revised, March, 1936—Signal History Sheet—Correction	
2407	O.U. 6090 (B)—H.A. Range Table, No. 351A, and O.C., Trajectory Chart, No. 55A, for 4·7-in., Q.F., Mark VIII Guns—Issue	(*a*)
2408	O.U. 6142 (2)—Addendum, No. 2, to the Manual for Power-worked Mountings—Issue	
2409	Civil Employment Guide	(*d*)
2410	Allowances to Civil Staff—Assessment	
2411	Assistants III, Admiralty Chemical Pool—Vacancies ...	(*a*)
2412	Storehousemen and Laboratorymen—Examination—REPORT (*Naval Store, Victualling and Armament Supply Departments*)	

A.F.O.	Subject.	Disposal.
1937—	*contd.*).	
2413	Widows', Orphans', and Old Age Contributory Pensions (Voluntary Contributors) Act, 1937	(*c*) B.R. 669.
2414	Breech Mechanisms, B.L., 6-in., Mark XXIII Guns—Repairs to Vents, Axial, Mark I, by fitting Water Baffle Bush	(*d*)
2415	Royal Fleet Auxiliaries—Spare Gear held for—REPORTS	(*a*)
2416	Passive Defence of Shore Establishments—Protection of Records	(*d*)
2417	Saluting Stations—British and Foreign Ports—Amendment No. 3	(*b*) A.F.O. 518/38.
2418	Singapore—Names for Naval Establishments	(*d*)
2419	Consular Appointments	
2421	A/S Measures (New Scale of Torpedo Attack and Mean Speed of Approach of a Submarine	
2423	Qualifying Examination for Paymaster-Lieutenant Commander, June, 1937—Results	(*a*)
2424	Acting Sub-Lieutenants' Courses—REPORT	
2425	Navigation Course for Gunners, Gunners (T), and Candidate for Boatswain—Syllabus, etc.	(*b*) A.F.O. 248/38.
2426	Photographer Branch—Pay on Transfer to	(*b*) A.F.O. 8/38.
2427	Leave Granted Abroad—Advances of Pay, etc.... ...	(*c*) K.R. & A.I.
2429	Admiralty Surgeons and Agents (*Maidenhead and Lyme Regis*)	(*c*) Navy List.
2430	Sports—R.N. and R.M. Hockey Association—Amendment to Combined Services Fixtures	(*d*)
2431	Annual Royal Naval Staff College Dinner at the Royal Naval College, Greenwich	(*a*)
2432	Ships' Funds—Disposal of Balances	(*d*)
2433	Sports—R.N. and R.M. Cricket Club—Committee Meeting	(*a*)
2434	Sports—R.N. and R.M. Lawn Tennis Association—Minutes of Committee Meeting...	(*d*)
2435	Fire Control Communications—Fitting Telephones from D.C.T. to T.S. ("*C*," "*D*" *and* "*E*" *Class Destroyers and Dockyards*)	
2437	Gun Mountings, 8-in., Marks II and II*—Scuttle Operating Gear, Drum Cam Type—Clearance of Cam Roller	
2438	Guns, Q.F., 4-in., Marks XVI and XVI*—Modification by Removal of Metal from Extractor Ways	
2439	Tecalmit Grease Gun Nipples and Plugs for 6-in. Triple Mountings, Mark XXIII—Standardisation	
2441	Gun Mountings—Use of Solder (*Ships and Establishments concerned*)	
2442	Fuzes, Time, No. 124, II, Lot 520, filled R.L.—Withdrawal from Service	
2444	Torpedoes and Stores—Liners, Charging Valves, St. Nos. 1314, 1314A and 1314B—Removal of Caps	(*c*) C.B. 1876 (*d*).
2445	Bow P.V. Equipment (*Tug* "*Bandit*")	(*c*) B.R. 366.
2448	44-in., Mark VII Searchlight Lamps, Pattern 193—Positive Recarboning Tube	(*d*)
2449	Gyro-compass—Universal Balancing Weights	
2450	Wind Speed Recorders (Magslip), Pattern 3203—Fitting of Siphon Pens, Pattern 3220	
2451	De Laval Turbo-electric Generators—Care and Maintenance	
2452	Turbine-driven Auxiliary Machinery—Tests of Emergency Governors...	
2455	Asdic Installation, Type 121 and 124—Modification to Pressure—Balancing Valve	
2456	Oil-burning Navigation Lanterns, Patterns 23, 24 and 25A	
2457	"Pyrene" Fire Extinguishers—Painting of Refills—Pattern 4728	(*b*) A.F.O. 222/38.
2458	Hair Mattresses—Withdrawal of Allowance for Bed-Settees (*Ships concerned*)	(*d*)
2459	Light Steel Chests—Allowance (*Submarines*)	
2460	Smelling Bottles for Training in Detection of Gas—Supply (*Fleet Destroyer Flotillas*)	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2461	Yacht Manilla and Italian Hemp Boltrope for Service Sailing Boats	(*d*)
2462	White Drill Trousers for Ratings not dressed as Seamen—Modification in Pattern	(*c*) B.R. 82.
2463	Double-ended Eye Spuds—Pattern 607A	(*d*)
2465	Amendments to Books	
2466	Libraries, Officers' Reference	
2467	Form O.6—Ammunition Labels	(*c*) Form O.6.
2468	Form S.421 (B)—Revised Edition	(*d*)
2469	Form S.1170—Search for a Submarine—Plotting Form—Issue	
2470	O.U. 5378/1931—Addendum No. 5 to Instructions for the Inspection of Naval Armament Stores—Issue... ...	(*a*)
2472	Civilian Staffs—Vacancies	(*d*)
2473	Civil Appointments List—Extension of	
2474	Chemist, Admiralty Chemical Pool—Vacancy	(*a*)
2475	Verbatim Shorthand Reporters, Treasury Pool—Vacancies	
2477	H.M. Ships "King George V" Class—Fitting as Flagships	(*d*)
2478	Instruction of Personnel prior to Catapult Trials—Ships fitted with Athwartships Catapults or in which Cranes with Wave Compensator Purchase Barrel and Power-operated "Thomas" Grab are installed	
2479	Staff Course, 1938—Officers Selected	(*a*)
2480	The Boyle Somerville Memorial Prize	(*c*) Navy List Appendix.
2481	Royal Marine Officers—Training and Promotion of New Entries	(*b*) A.F.O. 2042/36.
2482	Mechanician Course, January, 1938—Selected Candidates—REPORT	(*a*)
2483	Advancement—Notations on Conduct Sheet	(*c*) Forms S.239A and S.507.
2484	Travelling and Subsistence Expenses of Naval and Royal Marine Personnel...	(*d*)
2485	Navy, Army and Air Force Institutes—Home Ports—Lower Deck Representative at Headquarters... ...	
2486	Sports—R.N. and R.M. Sports Control Board—Repayment of Loans by H.M. Ships	
2487	Naval Canteens—Arrangements for 60th Meeting of the Headquarters Naval Canteen Committee	(*a*)
2488	Dwina Relief Force, 1919—Up-river Reunion Dinner ...	
2489	Sports—R.N. and R.M. Sports Control Board—Donation	(*d*)
2490	Sports—Services Open Rackets Competition	(*a*)
2492	Guns, 0·5-in. Machine Gun Equipments—Fitting ("*Diana*," "*Defender*," "*Daring*" *and* "*Diamond*")	(*d*)
2493	Gunnery Record Cameras—Use for obtaining Records of Fall of Shot for Line	
2494	4-in. Endless Chain Ammunition Hoists with Loading Scuttles	
2495	Cordite Dredger Hoists, 6-in. ("*Queen Elizabeth*" *and* "*Royal Sovereign*" *Classes*)	
2496	Above-water Torpedo Tubes—Allocation of Mark Numbers (*Dockyards, Overseers and H.M. Ships concerned*)	
2500	Depth and Roll Recorders for Torpedoes—Withdrawal of Metallic Paper Banded with Narrow Blue Band	
2501	Searchlights—Branch Breaker and Iris Shutter Control Switches, Pattern 2570	
2502	Boiler Tubes, etc. (*H.M. Ships* "*Isis*" *and* "*Ivanhoe*")	
2505	Asdic Installation, Type 119—Errata No. 2 to Establishment List, No. A/S 7	
2506	Asdic Installation, Type 124—Errata to Establishment List of Naval Stores	
2508	A/S Domes and Cages—Secrecy in Transport	(*b*) C.A.F.O. 868/38.
2509	Submarines—Revised Procedure for rendering Lists of Alterations and Additions	(*d*)
2510	Fast Motor Boats—"Lancegaye" Glass (*Ships and Dockyards concerned*)	
2511	Telescopes for Signalling Projectors—Accounting ...	
2512	Fire Extinguishers for Motor Boat Engine Repair Workshops	(*a*)

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2513	Mooring Pendants and Berthing Wires (" *Codrington*," "*A*" *Class, and later Leaders and Destroyers, including* " *Tribal* " *and repeat* " *Tribal* " *Classes, and Dockyards and Overseers concerned*)	
2514	Chairs for W/T, D/F Offices (*Cruisers and above*) ...	
2515	F.2.B Washers, Pattern 5049—Transfer to Subhead E.2.C	
2516	Royal Fleet Auxiliaries—Motor Tanker for Fleet Fuelling Service	(*d*)
2517	Regulations for the Supply of Mess Traps to Naval and Marine Officers in Official Residences	
2518	O.U. 5457—Retention of	
2519	O.U. 6159—Sources of Supply, Foreign, 1937—Amendment No. 1	
2520	O.U. 6297—" Handbook for Recorder, Depth, Sweeps, Pattern 8705 "—Issue	
2521	Inspector of Explosives, Home Office—Vacancy ...	(*a*)
2522	Departmental Clerical Class—Extension of Women's Scale	(*d*)
2523	Form D.8 (i)—Abolition	
2524	Form D.136—Articles of Agreement to be Signed by Workmen appointed to Naval Establishments Abroad —Amendment	(*b*) A.F.O. 2635/37.
2526	Breech Mechanisms—Q.F., 3-in., 20 cwt., Mark I Guns—Fitting Mark II Pawl Retaining Latch—Amendment to Instructional Print N.O.D. 2145/3	(*d*)
2527	H.M.S. " Hunter "—Awards for Gallant and Distinguished Services	(*a*)
2528	Uniform Regulations for Officers of the Fleet—Amendment	(*c*) B.R. 81.
2529	Fleet Air Arm—Deck Landing Training	(*b*) A.F.O. 2658/32.
2530	Naval Cadetships at R.N. College, Dartmouth—Examination	(*a*)
2531	Officiating Minister of Religion (*Southampton*)	(*b*) A.F.O. 48/38.
2532	Admiralty Surgeons and Agents	(*c*) Navy List.
2533	R.M. Warrant Officers—Professional Examinations ...	(*b*) A.F.O. 2036/37.
2535	Physical and Recreational Training Instructor, 2nd Class —Able Seamen eligible to Qualify	(*d*)
2536	Fleet Air Arm Non-Substantive Pay—Cessation on Ceasing Duty	(*b*) A.F.O. 528/38.
2537	Foreign Service Leave in Canada—Addresses of R.C.N. Officers	(*b*) A.F.O. 2258/37.
2539	Submarine Officers—Annual Dinner, 1937	
2540	Sports—R.N. and R.M. Football Association—The Association Challenge Cup, 1937-38—Final Tie ...	(*a*)
2541	Sports—R.N. and R.M. Rackets and Squash Rackets Association—Inter-Services Matches and Annual General Meeting	
2542	Fire Control Communications—Fitting Telephones from D.C.T. to T.S. (" *C*," " *D* " *and* " *E* " *Class Destroyers and Dockyards*)	
2545	Guns, Machine, Vickers, 0·5-in., Mark III—Modification to Gibs, Marks II and III*	
2546	Guns, Machine, 0·5-in.—Raising ("*Arethusa*," " *Galatea* " *and* " *Penelope* ")...	
2547	Guns, ·303-in., Vickers and Maxim—Revised Allowances	(*d*)
2549	Small Arms Webbing Equipment—Stowage (" *Inglefield* " *and* " *Intrepid* " *Class*)	
2550	Ammunition, 4-in.—R.U. Lockers, Pattern 12 L.P.—Replacement of Clips and Fitting of Lagging... ...	
2551	Splinter Netting fitted under Armour Gratings, etc.—Use to be Discontinued	
2552	Magazine Logs—Hastening	(*a*)
2554	Torpedo Director Angle Table Boxes	
2557	Logs—Introduction of New Pattern	
2558	Power-Meadows Engines—Defective Gudgeon Pins ...	(*d*)
2561	Buoyancy Jacket for Calcium Lights attached to Lifebuoys—Modification	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2562	Lifting Blocks for "Unity" Class Submarines—Allowance	(*d*)
2563	Regatta Oars	(*c*) B.R. 4.
2564	Boots, Rubber—Introduction of New Patterns ...	
2565	Four New 60-ton Fleet Fuelling Lighters at Malta ...	
2566	Royal Fleet Auxiliaries—Transfer of Management ...	
2567	Drums, Pattern 4761—Transfer from Vote 8/II. B.10 to Vote 8/II.K	(*d*)
2569	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th June, 1937	
2570	C.B. Form U.2C (1937)—Correction No. 9	(*a*)
2572	Admiralty Administrative Whitley Council—Chairman	(*d*)
2573	Officers employed on Inspection, Research, Design and Experimental Ordnance Duties, etc.—Retiring Ages and Promotion	(*c*) Navy List.
2574	Principal Technical Officer—Admiralty Technical Pool—Vacancy	(*a*)
2575	Senior and Electrical Station Engineers—Revised Scales of Salary	(*d*)
2576	Subordinate Technical Officers (Foremen, Inspectors, etc.)—Revised Scale of Leave	(*c*) O.U. 5225.
2577	Admiralty Departmental Clerical Class—Sub-clerical Grade	(*b*) A.F.O. 1962/37.
2578	Warrant and Storing Yards—New Construction—1937 Programme	(*b*) A.F.O. 697/38.
2582	Consular Appointments	
2583	School of Naval Co-operation—Move of	
2584	Flying Training Squadron—Change of Title	(*d*)
2585	Swordfish Aircraft—Use of Rudder at High Speeds ...	
2587	Qualifying Course for Warrant Telegraphist	
2588	Dental Treatment—Revised Regulations and Scale of Fees	(*b*) A.F.O. 2476/37.
2589	Railway Warrants, etc.—Custody	
2590	Foreign and other Currencies—Precautions against the use of Naval Facilities for the purpose of Speculation on Exchange—Amendments to Regulations	(*d*)
2592	Admiralty Surgeon and Agent (*Luton*)	
2593	Admiralty Surgeon and Agent (*Newbury*)	(*c*) Navy List.
2594	Admiralty Surgeon and Agent (*Norwich*)	
2597	Royal Tournament, 1938	
2598	Sports—R.N. and R.M. Swimming Association—Minutes of Meeting	
2599	Royal Naval Benevolent Trust—Contributions from Canteen Funds	
2600	Sports—R.N. and R.M. Athletic Association—Minutes of Meeting	
2601	Sports—R.N. and R.M. Sports Control Board—Donation	
2603	Director Firing Gear—Local Director Sights, Mark II, and Range, Elevation and Deflection Units, Marks I, I*, II and II*—Cam Conversion Gear—Modification to Range Cams	
2604	Guns, 4·7-in. Q.F., Marks VIII and IX, "D" IX* and IX**, "F" VIII, IX, IX* and IX**—E.M.F. Gear—Insulation of Coils (*Ships concerned; R.N.A. Depots; Chatham, Portsmouth and Devonport Dockyards*) ...	(*d*)
2605	Gun Mountings, 4-in. H.A. Twin, Mark XIX—Fitting of Hydraulic Training Buffers and a Separate Housing Device (*All Ships fitted with the Mountings*)	
2606	Small Arms and Machine Guns—Lubrication—Introduction of Oil "A"—REPORTS	
2608	Cordite—Landing—Destruction	
2610	Tubes, Vent, Electric, S, 0·5-in., Mark VII, Lots 11, 12, 14, 15, filled R.L., 1933—Critical Inspection—REPORT	
2617	Respirators, Anti-Gas—Tubes connecting No. 2, Mark I	
2619	W/T—Remote Control Circuits	(*b*) A.F.O. 850/37.
2620	Sounding Equipment (*H.M. Ships other than Surveying Vessels*)	(*b*) A.F.O. 1321/38.

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2621	Escape Chambers (*Submarines*)	(*d*)
2622	Whistle effect in Submarines	
2623	Vickers Machine Guns for Royal Marines—Allowance of Stores	
2624	Paravane Arrangements (*R.F.A.s*)	(*b*) C.A.F.O. 1083/37.
2625	Steel Measuring Tapes, Pattern 4299—Modification ...	(*d*)
2626	H.M.S. " Impregnable "—Status and Accounts ...	
2627	B.R. 308—Artillery Manual, Volume II, 1934—Issue ...	(*a*)
2628	B.R. 697—Training Service Regulations—Revision ...	(*d*)
2629	O.U. 6090 (B)—Trajectory Chart O.C., Diagram No. 70, for 4·7-in., Q.F., Mark IX, IX*, IX**, and XII Guns with No. 206 Fuze—Issue	(*a*)
2630	O.U. 6290/37—Signal Training Instructions—Issue ...	(*d*)
2631	O.U. 6118—War Vessels Silhouette—Identifications ...	
2632	O.U. 6178—Handbook of Signalling Equipment—Issue of Revised Sections	
2633	Form S.1098—Erratum No. 1	
2634	Forms of Analysing T/B Attacks—New Series S.1221–1226	
2635	Form D.136—Articles of Agreement to be Signed by Workmen appointed to Naval Establishments Abroad —Amendment	
2636	Glasses for Water Level Indicators	
2637	The King's Colour—Draping of	(*c*) B.R. 159/34.
2638	Consular Appointments	(*d*)
2640	Officers on the Supplementary List of the R.N.—Specialisation in P. and R.T.	(*b*) A.F.O. 228/37.
2641	Engineer Officers—Instruction in Central Storekeeping	(*d*)
2645	Educational Examinations Afloat, January to July, 1938—Dates of Commencement	(*a*)
2646	Higher Educational Test, March, 1938—Time Table ...	
2647	Publications on Naval Subjects by Persons in H.M. Fleet	(*d*)
2649	Seaman, Signal and Telegraphist Branches—Recommendation for Advancement to Acting Petty Officer Rating	(*b*) A.F.O. 134/38.
2651	Re-engagement after completing Time for Pension ...	(*b*) A.F.O. 717/38.
2652	New Zealand " Interchange " Ratings—Draft No. 4 ...	(*a*)
2654	Admiralty Surgeons and Agents	(*c*) Navy List.
2655	Admiralty Surgeon and Agent (*New Romney*)	
2656	Officiating Minister of Religion (*Bermuda*)	(*b*) A.F.O. 48/38.
2657	Officiating Minister of Religion (*Gorleston and Great Yarmouth*)	
2658	Royal Tournament, 1938	
2659	Director Firing Gear—Types " G," " H " and " J " Gyro-Director Sights and Mark II Henderson Gear—Fitting Staybrite Steel Rollers and Contact Plates—REPORT	(*d*)
2661	Target Frames, Patterns 1200 and 1201	
2662	Magazines, 4-in. H.A.—Modifications to Bottle Rack Trolley Stowages (" *Glasgow*," " *Newcastle* " *and* " *Southampton* ")	
2663	Eyeguards, Rubber, for Telescopes—Addition to Authorised List of Naval Stores	
2664	Torpedo Blowing Heads, 18-in., Marks XIA and XIIA—Revised Allowance (*Aircraft Carriers*)	(*c*) C.B. 1876 (*d*).
2666	Pamphlet on A.R.C.G., Type " C," and Drum Control Gear—Amendments	(*c*) Pamphlet on A.R.C.G., Type " C."
2667	Torpedoes—Tools and Spare Gear—Additions to Contents of Chests, Spare Gear, 18-in., Marks XI and XII	(*c*) C.B. 1876 (*d*).
2668	Torpedo Stores—Adapters, removing Test and Drain Screws, St. Nos. 1395 and 1395A—Adapters, St. No. 1395, to become " O.F.M." and Adapters, St. No. 1395A, to be used in lieu	
2669	Torpedo Stores—Tools, removing Centre Tube of Afterbody, St. No. T.67A—Lengthening of, for use with 18-in., Marks XI and XII Torpedoes	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2670	Torpedo and Depth Charge Explosives Stores, etc., available on 31st December, 1937—REPORT ...	(*a*)
2672	Gyro-compass—Key, Air and Oil Valve—New Type ...	
2674	Non-retractable Soot Blowers	
2676	Echo Sounding Installations, Types 753, 754 and 756—Establishment List	
2677	Echo Sounding Recorders—Adequate Lighting for ...	
2678	A/S, Type 121, 124 and 128—Modification to Pressure Balancing Valve	
2680	Pressure-balanced Gyro-compass Repeaters—Fittings (*Dockyards, Depôt Ships and Submarines concerned*) ...	(*d*)
2681	Fitting of Keep-plates to Gland Nuts of D.S.E.A. Sparklet Type Flasks	
2682	Vice, Pattern 4332—Allowance (*Surveying Vessels*) ...	
2684	Submarines of the 1936 Programme—Classification for Storing Purposes	
2686	Admiralty Fleet Orders—Christmas, 1937	(*a*)
2687	Admiralty Engineer Overseer, London District—Change of Appointment	
2688	Admiralty Engineer Overseer—North of England District—Change of Appointment	(*d*)
2689	" Mariner's Mirror "—Return of Copies	
2691	B.R. 323—Establishment of Naval Stores for Gunnery Purposes—Errata No. 1	(*a*)
2692	B.R. 369—Establishment of Naval Stores for Controlled Mining Base	(*d*)
2693	Form M.166—Abolition	
2695	Scientific Officers (Male)—Admiralty Scientific Pool—Vacancies	
2696	Temporary Technical Officers—Admiralty Technical Pool—Vacancies	(*a*)
2697	D/F Gear—Instructions for fitting Director Operating Gear to 6-in. P.III for A.M.C.s—REPORTS	(*d*)
2698	Storing Yards—1936 Programme...	
2700	Widows', Orphans', and Old Age Contributory Pensions (Voluntary Contributors) Act (Northern Ireland), 1937	(*c*) B.R. 669.
2701	Form D.621, Sub-head E, Item 8—Abolition	(*d*)
2703	Saluting Stations—British and Foreign Ports—Amendment No. 4	(*b*) A.F.O. 518/38.
2704	Fast Minesweepers—Draft and Trim when Minesweeping	(*b*) C.A.F.O. 2209/37.
2705	Long (N) Course, commencing 4th April, 1938—Selection of Officers	
2706	Long A/S Course—Officers Selected	(*a*)
2707	Jackson-Everett Prize—Award for 1937...	
2708	Advancement of Engine-room Ratings qualified in Electrical Work	(*d*)
2709	Controlled Minefields and Kindred Devices—Conditions of Service	(*b*) A.F.O. 2260/37.
2710	Navy, Army and Air Force Institutes—Corps' Representative for Royal Marine Establishments	(*d*)
2711	Navy Week, 1938	(*a*)
2712	Admiralty Surgeon and Agent (*Hull*)	(*c*) Navy List.
2713	Quarry House	
2714	Royal Hospital School (Greenwich and Holbrook) Old Boys' Association (including Old Boreham Boys) ...	
2715	Sports—R.N. and R.M. Rackets and Squash Rackets Association	
2716	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII—Modification to Improve Lubrication ...	(*d*)
2717	Guns, Machine, Vickers, 0·5-in., Mark III—Modification by fitting Mark II Plates connecting Retaining Pawls, Left-hand and Right-hand Feed Block—Suspension of	
2720	Breech Mechanisms, Q.F., 3-in., 20-cwt., Mark I Guns—Modification to Breech Block, and Prohibition of the use of Grease round the Striker (*Submarines*)	

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2721	Rangefinders, 12-ft., F.Q.17—Defective Spring for pulling Bolt or Right Eyepiece Prism Box—REPORTS. (" *Kent* " *and* " *London* " *Class Cruisers, Home, Malta and Hong Kong Dockyards*)	(*d*)
2725	Torpedoes and Stores—Nozzles, St. No. T.125, and Adapters, St. No. T.2033—Allowance to Battleships with Fixed A.W. Tubes, and 21-in., Mark IX–IX* Torpedoes, in lieu of Nozzles, St. No. T.126, and Adapters, St. No. T.2034	(*c*) C.B. 1876 (*d*).
2726	Torpedo Stores—Additions of Washers, Leather, St. No. 1363, to Contents of Chests, Spare Gear, 21-in., Marks VIII–VIII*, and 21-in., Marks IX–IX*, and Chests, Tools and Spare Gear, 21-in., Marks VIII–VIII*, and 21-in., Marks IX–IX*	
2730	Oil Flow Indicators, Gauge Dials, Sight Feeds, etc.—Fitting for Illumination of—Introduction—Subhead F.2B	
2732	Book of Anchors for H.M. Service—Amendments ...	(*d*)
2733	Screw-down Valves—Light Patterns	
2736	Sick Bay Cot Bracket, Pattern 9111—Introduction—Schedule C.707—Subhead F, Item 2B...	
2737	Ensigns and Unions—Transfer to Consumable Cateogry	(*c*) B.R. 4.
2738	Amendments to Books	
2739	Libraries, Officers' Reference and Unit	
2740	Aircraft Silhouettes—Issue	
2741	Form M.47—Abolition	(*d*)
2742	Form M.84—Abolition	
2744	Form S.1246H, T.S.93, Revised, July, 1935—Wireless History Sheet—Correction No. 2	
2745	Warrant and Storing Yards—New Construction—1937 Programme	(*b*) A.F.O. 697/38.
2746	Warrant and Storing Yard (*H.M.S.* " *Ringdove* ") ...	
2747	W/T, Wa/T, Asdic, Echo Sounding, etc., under Subhead F.1A, Parts I and II—Revised Basis of Reserves ...	(*c*) O.U.s 6234 and 6270.
2748	Electrodes—Approved Types	
2749	Review of Service Conditions, 1936	
2750	Mess Gear—" 1937 Scales " and System of Supply ...	(*d*)
2751	"Asdic " and "Anti-submarine "—Correct use of Terms in Reports	
2752	Application of Upper Air Observation to Gunnery ...	(*b*) C.A.F.O. 2420/37.
2753	Fleet Air Arm Catapult Base—Administration of ...	(*d*)
2754	Station Headquarters, Thorney Island—Formation of	
2756	" Intermediate " Examination in Navigation for Midshipmen	(*a*)
2757	Warrant Shipwrights—Roster of Candidates	
2758	Supply Ratings in Destroyers—Assessment of Efficiency	(*d*)
2760	Pensioners Invalided—Date of Ceasing Pay	(*c*) K.R. & A.I.
2761	Royal Marine Police—Appointment of a Chief Inspector	(*a*)
2762	R.N.R. and R.N.V.R. Officers—Medical Examination ...	(*b*) A.F.O. 461/38.
2766	Fees for Marking Examination Papers	(*c*) K.R. & A.I.
2767	Sports—R.N. and R.M. Cricket Association	
2771	H.A.C.S., Marks I–II**—Modification to I/R Drive of U.D.3 Heightfinders (*Ships concerned and Dockyards*)	
2774	Ammunition, 4·7-in. Ready-use Lockers—Fitting of Type III Lockers at After Gun Position (" *Eclipse,*" " *Fearless,*" " *Greyhound,*" " *Hero* " *and* " *Intrepid* " *Classes and Dockyards*)	(*d*)
2775	Telescopes (Gun Sighting and Sight Testing), O.L.O. Periscopes, etc., for New Construction—Issue (*Dockyards and G.M.O.s concerned*)	
2776	Torpedoes, 21-in., Mark VII—Locking of Nuts on Studs, Engine Valve Box, by Washers, Spring, St. No. 6101	
2779	Torpedo Stores—Spanners, St. No. T.118—Allowance to Battleships with Fixed A.W. Tubes and 21-in., Marks IX–IX* Torpedoes, in lieu of Spanners, St. No. 29A	(*c*) C.B. 1876 (*d*).

A.F.O.	Subject.	Disposal.
1937—	(*contd.*).	
2783	Paravanes B, Mark V, and C, Mark IV**—Replacement of Screws and Nuts securing Plane Weight, Fender Bar and Displacer	(*c*) C.B.1876 (*d*).
2786	Electrical Wind Speed and Direction Instrument (Magslip Type)—Allocation of Pattern No. to Relay	(*d*)
2787	44-in. Searchlight Lamp, Mark VII, Pattern 193—Allowance of Spares	
2788	Main Engine Forced Lubricating Systems—Filters. (*Ships and Dockyards concerned*)	
2789	Special Lubricating Oil for Diesel Generators—Stowage	
2790	Micrometer Callipers, Pattern 4266—Allowance ("*Saint*" *Class Tugs*)	
2791	W/T Transmitting Sets, Types TW 12A and TW 12B—Establishment List of Stores	
2792	W/T Set, Types 48, 48C, 48Y, 49, 49C or 49Y—Supply of Heat Proof Screen to Protect Wavemeters—REPORTS	
2793	Signal and Remote Control Communications and Minor V/S Fittings—Alterations and Additions	(*b*) A.F.O. 1361/37.
2795	Fitting of A/S Cursors to Log-distance Registers ...	(*b*) C.A.F.O. 938/38.
2796	Painting of H.M. Ships in Time of Peace	(*b*) A.F.O. 561/38.
2799	Relief Valves to Periscope and Mast Presses (*Submarines*)	(*d*)
2800	"Unique" Test Indicators—Patterns 4694 and 4695 ...	
2801	14-ft. Dinghies—Supply	(*b*) A.F.O. 858/37.
2802	Distant Reading Thermographs, Pattern 545—Provision of Standard Lengths of Capillary Tubing	(*b*) A.F.O. 879/38.
2803	20-in. Signalling Projectors, Mark I, Pattern 170, and Lamps, Pattern 172—Allowance of Spares	(*d*)
2805	Royal Fleet Auxiliaries—Transfer of Management ...	
2807	B.R. 129 (1)—9th Edition—Issue	
2808	B.R. 347—Establishment of Naval Stores for Steam Trawlers and Boom Working Vessels—New Pages ...	
2809	B.R. 755—"Who's Who"—Distribution	
2810	O.U. 5362—Revision	
2812	O.U. 5429/37—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks I and I* Mountings—Issue	(*a*)
2813	Form D.200h—Establishment	(*c*) B.R. 669.
2814	Forms R.105 and R.165—Revision	(*d*)
2815	Form S.396—School Register—Revision	
2816	Form S.427 Series—Inspection of Flotilla Leaders, Destroyers and Small Craft Generally—Amendment...	
2817	Form S.1148d—Amendment of Establishment	
2818	Form S.1360—Board of Inquiry, Notice Convening—Revision	
2819	Form T.S.56A—Abstract of Boys' Monthly Small Charges	
2820	Form V.36—Revision	
2822	Maps for use of F.A.A. Aircraft—Inventory—REPORT	
2823	Mess Gear—Preparation of Return Notes for	
2824	Departmental Clerical Class—Reorganisation	
2825	Established Workpeople in H.M. Dockyards, etc., at Home—Retention beyond age of 60 years	(*c*) B.R. 669 and O.U. 5225.
2826	Handbook for Outport Staffs—REPORT	(*d*)
2829	Form D.307—Establishment	
2830	Form D.476A—Abolition	
2831	Bracket Support, etc., for Semaphores, Patterns 1386 and 1387A—Demands	(*c*) O.U.s 6280 and 6286.
2832	Private Wireless Apparatus—Installation in Naval and Marine Barracks in Great Britain and Northern Ireland	(*b*) A.F.O. 1088/38.
2833	Water Vapour Type Radiators—Supply to Naval Armament Depôts—Accounting	(*d*)
2835	Electrodes—Approved Types	

*Orders marked * have been communicated to the Press*

Section 1

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

1927

628.—C.M.B. Hulls used as Towed Targets—Distinguishing Letters—RETURNS

(M. 3843/25.—11.3.1927.)

All C.M.B. hulls issued to the Fleet as towed targets are to be assigned letters as distinguishing marks. All reports, whether by letter, telegram or signal, concerning the loss, repair or movements of towed C.M.B. targets, are to refer to them by those distinguishing letters.

2. The distinguishing letters are to be painted in white on each side of the hulls, the letters being of sufficient dimensions to be distinguishable at long distances. Hulls will have their distinguishing letters painted before issue to the Fleet.

3. No use is made of the letters F, G, Q, R and U in the system of lettering, in order to avoid confusion with other similar letters used.

The intention is that when a C.M.B. target is destroyed or lost, its letter shall lapse with it.

When the alphabet has been expended, double letters AA, BB, etc., will be commenced, and on the completion of this second series, the single letters will be recommenced.

4. A return is to be rendered to reach the Admiralty not later than 16th March each year, by dockyards and bases concerned, giving the distinguishing letters of all attached C.M.B. targets, and a general description of their condition, etc.

The return is to be in the following form :—

Distinguishing Letters.	Whether in Sea-going or Damaged Condition.	Remarks (*e.g.*, whether damaged boats are repairable, etc.) :— (*a*) By Ship's Staff. (*b*) By Dockyard.

Boats lost or destroyed since last return.

Distinguishing Letters.	Date Lost.	Remarks.

2380.—*Issued Confidentially.*

2910.—Boarding of Merchant Vessels at Naval Ports by the Officer of the Guard

(M. 1540/27.—18.11.1927.)

Attention is called to the primary object of this practice—which is to maintain liaison with the Mercantile Marine, to collect intelligence, and when the need arises to offer assistance or to supply information to the vessels visited.

2. Endeavour is to be made to prevent the practice from appearing either inquisitory or a burdensome formality. Visits are to be restricted to occasions when it is desirable to carry out the duties referred to, and need not be made for secondary objects such as enquiry as to naval personnel carried, enquiries as to mails, or in the case of ships flying the Blue Ensign, enquiries as to reservists carried, when these can be made satisfactorily in a less formal way. This is already recognised in some station Orders, which provide that British merchant ships will not be boarded unless specially ordered, and that the Senior Officer should give orders for British merchant ships to be boarded occasionally in order that liaison may be maintained between the Navy and the Merchant Service, and also when they come from places of interest so as to obtain information.

3. It is not necessary for a vessel to be visited immediately on arrival, and it will often be more convenient if the Master of the merchant vessel can be warned by signal of the intended visit.

(*K.R. and A.I., Articles 126 (3) and 1154.*)

1928

57.—Foreign Consular Officers—Enquiries by

(M. 4353/27.—13.1.1928.)

The United States Navy Department are preparing a "Port Directory" for all ports of the world, and have issued to the U.S.A. Consular authorities a questionnaire calling for detailed information on the following subjects, viz.:—

Pilotage.	Harbour Regulations.
Salutes.	Shore Drills.
W/T.	Leave.
Signal stations.	Fuelling.
Officials and courtesies.	Dock and repair facilities.
Quarantine.	Cable communications.
Anchorages.	Etc., etc.

2. The Consular Officers have, in a number of cases, applied to local officials for the information required.

3. My Lords consider that such official enquiries are to be encouraged, and information of a non-confidential character should be supplied in all cases. A precedent is thus established for requests of a similar nature being made on our behalf, when information from unofficial sources is incomplete. It is preferable that information asked for should be supplied officially, thereby encouraging official enquiries rather than unofficial investigation.

4. It is, however, undesirable that information concerning Dockyards and Government supplies (particularly oil fuel) should be given to United States Consuls.

5. Recent examples of these questionnaires which have been received in the Admiralty embody an enquiry for data for a naval air pilot. The attention of Commanders-in-Chief is drawn to the fact that the question of supplying such information is primarily a matter for the Air Ministry.

6. Commanders-in-Chief are to take steps to advise any Indian, Colonial or Dominion local authorities to whom these questionnaires may be addressed to refer them to their Government, in order that the desirability of communicating this information through diplomatic channels may be considered.

919.—*Issued Confidentially.*

2655.—Suez Canal—Taxation of Double Bottoms

(M. 3367/28.—12.10.1928.)

It is the practice of the Suez Canal officers in assessing taxation of double bottoms of ships passing through the Canal (*vide* rules of Navigation of the Canal, page 93), to regard these compartments as being full if the depth of oil exceeds 6 in., but to regard them as empty if the depth of oil fuel is 6 in. or less.

2. So far as may be possible, Commanding Officers of H.M. ships passing through the Canal should arrange to adjust oil fuel in those compartments *en route* to Port Said (outward journey) or Suez (homeward journey), as the case may be, in order to reduce the liability to Canal charges in this respect.

3. When it is not possible to adjust oil fuel in the double bottom compartments below a depth of 6 in., Commanding Officers of H.M. ships are to furnish to the Naval Liaison Officer at Port Said full particulars of the double bottom compartments which contain oil fuel in excess of 6 in. This report should be attached by the Naval Liaison Officer to the voucher for the relative payment of dues to the Suez Canal Company.

1929

3.—British Ports—Regulations for the use of Wireless Telegraphy or Telephony by Foreign Men-of-War and Service Aircraft

(M. 521/25.—4.1.1929.)

The following regulations for the use of wireless telegraphy or telephony by Foreign Men-of-War and Service Aircraft accompanying them in harbours in Great Britain and Northern Ireland and British Oversea Ports, have been made in accordance with Section 4, Clause (2) of the Wireless Telegraphy (Foreign Ships) Regulations, 1908:—

(*a*) Foreign Men-of-War and Service Aircraft accompanying them lying in a Naval Port, or in any harbour which is close to a Naval Port, shall obtain permission from the Senior Naval Officer at the Naval Port to use their wireless telegraphy or telephony apparatus, stating system, wavelengths and times of transmission proposed.

(*b*) Foreign Men-of-War and Service Aircraft accompanying them lying in any harbour which is not close to a Naval Port shall conform to the following regulations:—

(i) Transmission on 600 metres is forbidden, except for the purpose of making or answering signals of distress.

(ii) Interference with Naval, Army or Air Force signalling, or with any fixed shore station, must be avoided.

(iii) Transmission must be discontinued on request from (1) any Naval Authority, (2) the port authorities, (3) any fixed shore station.

(iv) Protracted signalling, using apparatus transmitting other than pure continuous waves, must be avoided.

(v) If there is a British or Dominion Fleet or Warship lying in the harbour, the Senior Naval Officer should be consulted.

4.—Visits of H.M. Ships to Colonial Ports—Notification to Colonial Governments

(M. 3261/25.—4.1.1929.)

The following procedure should be adopted in future as regards the notification to Colonial Authorities of visits of H.M. Ships to Ports:—

(*a*) The Commander-in-Chief of the Station is to notify the Colonial Government concerned of any intending visits, giving as long notice as is practicable.

(*b*) In cases where, owing to alteration of programme or other reasons, the Commander-in-Chief has not informed the Colonial Government of impending visits or the cancellation of previously notified visits, the Commanding Officer of the ship concerned is himself to take the necessary steps to notify local authorities.

(*c*) In cases where programmes are arranged by the Admiralty, i.e., when ships leave England for foreign stations, the Admiralty will take necessary steps to notify Colonial Office or Dominions Office of any intended visits to Colonial ports.

This procedure does not apply to Malta, Gibraltar, Colombo, Trincomalee, Singapore, Hong Kong, Simonstown or Bermuda, at which recognised naval bases exist.

5.—British Consular Officers—Precedence, Salutes

(M. 3629/26.—4.1.1929.)

The precedence to be granted to British Consuls General is that shown in Article **98** of King's Regulations and Admiralty Instructions.

2. As notified, the salute to British Consuls General has been raised to 13 guns, and this number of guns is to be fired on customary occasions in honour of British Consuls General, notwithstanding that the Table attached to Article **66** of King's Regulations and Admiralty Instructions shows these officers are entitled to 11 guns only.

3. No alteration of the Table will be made until general international agreement to the increased number of guns has been notified.

(*K.R. and A.I., Articles 66 and 98.*)

172.—Merchant Vessels—Saluting Men-of-War—REPORT

(M. 2806/28.—18.1.1929.)

There are no written regulations stating that merchant ships shall dip ensign to men-of-war, and this practice must be considered an act of custom and courtesy rather than of rule.

2. It is desired, however, that Flag and Senior Officers shall report to the Admiralty any flagrant or repeated cases of disregard of this practice, particularly by British merchant ships.

3. This Order does not apply to Royal Fleet Auxiliaries, for whom the correct procedure is to hoist their distinguishing pendants when entering a Naval port, joining the fleet, or passing H.M. ships at sea.

184.—Infectious Diseases—Control

(M. 1324/28.—18.1.1929.)

With a view to the effective control of infectious diseases in auxiliary vessels of the Royal Navy, the Admiralty have agreed to arrangements whereby officers of Port Sanitary Authorities shall visit and deal with such vessels belonging to the Admiralty, or chartered to the Admiralty, in all respects as if they were ordinary merchant vessels. Officers of Port Sanitary Authorities are to be given the necessary facilities for entry into H.M. dockyards for the purpose of access to such vessels, as well as to privately owned ships, which might be lying in the dockyard.

2. The following ships do not come within the scope of this arrangement, viz. :—

(*a*) H.M. ships in commission.
(*b*) H.M. ships with nucleus crews.
(*c*) H.M. ships laid up with caretakers.
(*d*) Yard craft in dockyards.

3. At present the authorities at the following ports have applied for, and been granted, authority to act under the arrangements outlined above :—

Falmouth and Truro.	Port of London.	Southampton.
Harwich.	Plymouth.	Swansea.
Hull and Goole.	River Tees.	Tyne.
Milford.	Rochester.	Weymouth.

*1517.—Armistice and Gallipoli (Anzac) Days—Ceremony adopted by Commonwealth of Australia

(M. 1639.—21.6.1929.)

The Commonwealth Naval Board has issued orders that H.M.A. ships are to half-mast colours on Armistice Day (11th November) from 1030 to 1103, and on Gallipoli or Anzac Day (25th April) from the time of hoisting until noon.

2. As regards Armistice Day, H.M. ships are to comply with the above procedure only when in Australian waters. Outside the Australian Station the instructions in A.F.O. 352/35 are to be rigidly followed, even in the event of an Australian ship being in company with H.M. ship(s).

3. As regards Gallipoli or Anzac Day, the procedure adopted by H.M. Australian ships is to be employed when in Australian waters, or in company with H.M.A. ship.

(*A.F.O. 352/35.*)

1870.—*Issued Confidentially.*

2337.—Kiel Canal—Passage of H.M. Ships

(M./C. (II) 3735/29.—20.9.1929.)

I.—Salutes.

A salute to the German national flag is to be fired by H.M. ships passing through the Kiel Canal.

Saluting batteries for the canal are situated at Cuxhaven and Friedricksort.

A salute is only to be fired at one end of the canal, preferably prior to entering.

II.—Agents.

In view of difficulties which have been experienced in connection with the payment of dues in respect of H.M. ships passing through the Kiel Canal, Commanding Officers are authorised to employ local agents to arrange payment of dues, etc.

Messrs. Sartori & Berger and Messrs. Zerssen & Co. have been employed as agents on various occasions by Commanding Officers of H.M. ships, and the services of these firms may be utilised when required. It is desirable that the firms should be employed in rotation so far as this may be possible.

In order to avoid loss of time, H.M. ships should be prepared to give draught (fore and aft) and net register tonnage to the agents immediately on arrival at either end of the canal, and it may then be arranged for the total charges to be presented in one account at the other end.

The agents should be directed to present with the account (made out in duplicate and signed) a statement (in duplicate) from a bank as to the current rate of exchange.

3046.—*Issued Confidentially.*

1930

2783.—*Issued Confidentially.*

1931

277.—Administration of Ships at Home Ports

(M. 699/30.—6.2.1931.)

The following is to be the division of responsibility for certain ships and vessels, other than submarines, arriving at or based on the home ports. This Order may be varied by Admiralty Order when necessary, and does not affect the general authority of the Commander-in-Chief of the port as defined in King's Regulations and Admiralty Instructions, Article **1026**, clause 1.

A. Ships to be directly under the Commander-in-Chief of the home port—

(*a*) Ships under orders to pay off and recommission, except ships under orders to recommission in Reserve, which come under Reserve Fleet organisation, as from date of arrival or date of receipt of instructions to join the Reserve Fleet, whichever is the later.

(*b*) Ships formerly belonging to Reserve Fleet, from date of recommissioning for other service.

(*c*) Ships, other than those of Reserve Fleet, paying off for large repair to be under the Commander-in-Chief until paid off, then under dockyard control.

(*d*) Vessels attached to training establishments, except as at D (*b*).

(*e*) Ships commissioned for trials, unless they belong to Reserve Fleet or are about to join Reserve Fleet on completion of trials.

(*f*) Ships in dockyard hands while in commission, except ships of Reserve Fleet and Home Fleet.

Note.—Unattached aircraft carriers in commission at home ports are to be regarded as under the administration of Commander-in-Chief, Home Fleet, for technical air matters.

B. Ships to be under dockyard control—

(*a*) All ships, whether in full or Reserve commission, paying off for large repair will be under dockyard control from date of paying off until date of commissioning for trials. This is irrespective of whether machinery is in the charge of Engineer Officers of the ship or of dockyard officers. They will revert to dockyard control on completion of trials, until commissioned for service, either in active commission or in Reserve.

(*b*) Ships under construction, unless in commission for trials (*see* A (*e*)).

(*c*) Ships for sale or disposal, as from date of paying off for preparation for sale.

C. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet—

(*a*) Ships of Reserve Fleet, whether in commission or not, except for A (*b*).

(*b*) All ships under orders to commission in Reserve, as from date of arrival at the port or date of receipt of instructions to join the Reserve Fleet, whichever is later.

D. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet, but under control of Commander-in-Chief for operations—

(*a*) Emergency destroyers.

(*b*) Ships belonging to Reserve Fleet, but attached to training establishments.

(*c*) Ships belonging to Reserve Fleet, but detailed for special duty under the Commander-in-Chief, *e.g.*, destroyers in Irish waters.

2. In all cases not covered by the foregoing instructions the Commander-in-Chief of the port will, failing any special directions from the Admiralty, give the necessary directions, consulting the Vice-Admiral Commanding, Reserve Fleet, and dockyard authorities.

428.—Emergency Communication between Aircraft and Merchant Ships

(M. 4199/30.—20.2.1931.)

In an accident involving the forced alighting and subsequent wreckage of a Fairey IIIF floatplane, a Fleet Auxiliary vessel failed for a long time to realise that another aircraft flying low round her was endeavouring to call her by V/S to the assistance of the crew of the wrecked floatplane.

The reason for the ship's failure to appreciate the situation was stated to be that " aircraft continually fly round ships " and therefore, presumably, no special look-out for signals was considered necessary.

2. When aircraft cannot communicate with merchant ships by W/T, V/S or message-dropping are the only means of attracting the attention of auxiliary or merchant ships when conditions do not admit of the aircraft alighting alongside. Message-dropping needs special apparatus, may be unreliable and may even necessitate boat work.

3. Multi-seater aircraft may therefore use V/S to communicate with merchant ships when unable to do so by W/T. Aircraft wishing to do this for some urgent reason, such as calling attention to another aircraft in distress, will circle the ship, and after firing a succession of green Very's lights, will pass the signal.

Aircraft not fitted with means for visual signalling and wishing to call attention to some other aircraft in distress, will do so by circling the ship, firing a succession of green Very's lights, and then proceeding in the direction of such aircraft.

4. Aircraft are not to fly low round auxiliaries or merchant ships except for exercising signals, in accordance with A.F.O. 984/37, or to pass an urgent message. The firing of the green Very's lights will inform the ship concerned that the communication following is a very urgent signal and not an exercise.

5. Notices to mariners and airmen have been issued to inform auxiliaries and merchant ships of the above procedure, and to prohibit British aircraft from flying low round ships except for the purpose of communicating with them.

(*A.F.O. 984/37.*)

1183.—*Issued Confidentially.*

1932

*594.—Salutes—Time of Firing

(M. 2479/31.—11.3.1932.)

The following table shows the rules in foreign navies concerning the times during which gun salutes may be fired, and is promulgated for information :—

Country.	Usual Period during which Salutes may be Fired.	Exceptions.
Albania ...	8 a.m. to sunset...	—
Argentine ...	*In port :* 8 a.m.–8 p.m. *or* sunset, whichever may first occur.	—
	At sea : sunrise to sunset	—
Bulgaria ...	8 a.m. to sunset...	—
Chili	8 a.m. to sunset...	—
Denmark ...	8 a.m. or sunrise (whichever is later) to sunset.	Royal, etc., salutes.
Estonia ...	*In port :* time of hoisting colours to sunset.	Royal, etc., salutes.
	At sea : sunrise to sunset	—
Finland ...	8 a.m. to sunset...	—
France ...	Between hours fixed for hoisting and hauling down national flag, excluding meal times of crews.	—
Germany ...	*In port :* between times of hoisting and lowering the colours.	Royal, etc., salutes; times of church service.
	At sea : sunrise to sunset.	In foreign ports when custom of country is followed.
Greece ...	8 a.m. to sunset...	—
Italy	8 a.m. to sunset...	—
Japan... ...	Sunrise to sunset	—
	At anchor : 8 a.m. (morning colours) to sunset.	
Latvia ...	*In port :* between times of hoisting and lowering the colours.	—
	At sea : sunrise to sunset	—
Netherlands ...	Sunrise to sunset	—
Norway ...	While ensign is hoisted. Colours hoisted as in British Navy. Colours lowered at sunset or 9 p.m., whichever is earlier.	Royal salutes.
Poland ...	Sunrise to sunset	—
Portugal ...	8 a.m. to sunset...	—
Rumania ...	8 a.m. to sunset...	—
Spain	Sunrise to sunset	Certain funeral honours.
Sweden ...	*In port :* while national flag is hoisted. Colours lowered at sunset or 9 p.m., whichever is earlier.	Royal salutes. Period of divine service.
	At sea : sunrise to sunset	When necessary to answer a salute.
Turkey ...	Sunrise to sunset	—
U.S.A. ...	8 a.m. to sunset (no salutes between sunset and sunrise).	Not on Sundays unless required by international courtesy.
Yugoslavia ...	*In port :* 6 a.m. to sunset	—
	At sea : sunrise to sunset	—

1664.—Dress to be worn by H.M. Representatives on Official Naval Visits

(M. 3105/32.—15.7.1932.)

The following rules as to the wearing of uniform by H.M. Representatives when visiting officers of the Royal Navy are promulgated for information :—

Levée dress (or alternatively white uniform in countries where such uniform is worn in lieu of levée dress) should be worn by His Majesty's Representatives when calling officially upon (i) Flag Officers and Commodores on their first visit when newly appointed, or when their ship or squadron is paying a formal visit ; and (ii) Captains when in command of a single ship or squadron paying a formal visit.

On receiving visits from Flag Officers or Officers Commanding His Majesty's ships, however, His Majesty's Representatives may use their discretion as to the dress to be worn, but if they do not wear uniform they should wear a frock coat or morning coat, with Star, in cases where the representative has received the 1st or 2nd class of one of the British Orders of Knighthood.

An Ambassador or Minister accompanying a Naval Commander-in-Chief on a visit to pay his respects to the Head of a State should wear levée dress, or, where circumstances render such an alternative appropriate, white diplomatic uniform.

1667.—Accidents to H.M. Ships and F.A.A. Aircraft—Information from Chance Observers

(M. 2634/32.—15.7.1932.)

Their Lordships have had under consideration the desirability of extending the present arrangements for obtaining information in the case of an accident to one of H.M. ships or Fleet Air Arm aircraft.

2. Under existing instructions, the Senior Officer on the spot reports to the Admiralty and to certain other authorities by the quickest possible route when a submarine, aircraft or surface vessel is overdue.

3. In future, the Senior Officer present is, in addition to the action referred to in paragraph 2, to inform the Admiralty by signal whether, in the circumstances, he considers that endeavours should be made to reach possible chance observers of the supposed disaster. On receipt of this report, a decision as to further action will be taken at the Admiralty.

4. The General Post Office and the British Broadcasting Corporation have agreed to co-operate with the Admiralty in order to meet the possibility that a chance observer of an incident may unknowingly have witnessed a disaster, and that he may, provided his attention is drawn to the fact (or possibility) that a disaster has occurred, be able to give valuable information.

5. In the event of one of H.M. ships being reported overdue, the Admiralty may request certain appropriate General Post Office Coast Stations to make broadcasts, with a view to reaching possible chance observers of an incident who may unknowingly have witnessed a disaster.

6. The normal procedure will be as follows :—

The Admiralty will pass direct to the appropriate coast station or stations the message it is desired to broadcast.

On receipt of the message, the coast station or stations addressed will act as follows :—

A.—The message will be broadcast immediately on receipt and will be repeated at the end of the next silence period. (If the time of receipt coincides with a silence period, the message will be broadcast once only.)

B.—If broadcasts in A (above) do not fall within a single operator period, the message will be repeated in the next single operator period at the end of the first silence period, viz., at 0818, 1218, 1618, or 2018 G.M.T., as the case may be.

C.—In addition to the foregoing, the message will be broadcast during the next 24 hours at the scheduled times for either General Navigational Warnings and/or Weather Bulletins of the stations concerned. The transmissions will precede the warnings and/or bulletins.

Transmissions will be on 500 kcs. (600 metres). The "TTT" signal will be used before transmissions.

The message from the Admiralty to the Coast Station will bear the indication of priority "Immediate," and any message sent to the Admiralty will be similarly treated.

7. The British Broadcasting Corporation have agreed to co-operate as follows on a request for such action being made by the Admiralty to the News Editor, but no request for a broadcast which might involve anxiety to relatives will be made until there is reasonable evidence that an accident has occurred :—

(i) *If during regular broadcast hours :*

(*a*) The issue of an immediate broadcast by National transmitter and the appropriate Regional and/or local transmitters—(e.g., for a supposed loss in the Channel, National, London National, London Regional, Bournemouth and Plymouth).

(*b*) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

(ii) *If during non-broadcast hours :*

(*a*) The issue of a broadcast by National transmitter and the appropriate Regional and/or local transmitters on the next occasion of commencing a programme.

(*b*) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

8. Any broadcast made will include a request that possible chance observers will communicate as follows anything that they may have seen :—

(i) *Observers in merchant ships at sea.*

If equipped with W/T transmission, communicate immediately by W/T with the Admiralty.

If not equipped with W/T transmission, communicate at the first opportunity with—

(*a*) the Duty Commander, Admiralty ; or
(*b*) the nearest local Naval Authority ; or
(*c*) any Coast Guard Station ; or
(*d*) if at a port abroad, the local British Consular Authority.

(ii) *Observers ashore in this country.*

Communicate as soon as possible with—
(*a*) the Duty Commander, Admiralty ; or
(*b*) the nearest local Naval Authority ; or
(*c*) any Coast Guard Station ; or
(*d*) any Police Station.

*1924.—Overcrowding in Local Craft visiting H.M. Ships in United Kingdom—REPORT

(M. 3103/32.—12.8.1932.)

The Board of Trade has reported that considerable overcrowding has taken place in local craft carrying visitors to H.M. ships during their visits to the various coast resorts in the United Kingdom.

2. Section 283 of the Merchant Shipping Act of 1894 and Section 22 of the Act of 1906 provide that passenger-carrying vessels shall not carry passengers in excess of the numbers allowed by their Board of Trade Certificates.

3. Attention is drawn to Section 723 of the Act of 1894, which empowers any commissioned officer on full pay, who has reason to suspect that the provisions of Section 283 of the Act of 1894 or Section 22 of the Act of 1906 are not being complied with, to require the Master to produce a list of all persons on board and to give an explanation.

4. If it is evident that the regulations have been contravened, full particulars of the occurrence should be reported direct to the Secretary of the Admiralty for the information of the Board of Trade. A copy of the report should also be sent through the normal Service channels.

5. The relevant sections of the Acts cited are as follows :—

EXTRACT FROM MERCHANT SHIPPING ACT, 1894.

283. *Penalty for Carrying Passengers in Excess.*—The owner or master of any passenger steamer shall not receive on board thereof, or on or in any part thereof, any number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, and if he does so, he shall for each offence be liable to a fine not exceeding twenty pounds, and also to an additional fine not exceeding five shillings for every passenger above the number so allowed, or if the fare of any passenger on board exceeds five shillings, not exceeding double the amount of the fares of all the passengers above the number so allowed, reckoned at the highest rate of fare payable by any passenger on board.

* * * * * * *

Powers for enforcing Compliance with Act.

723. *Powers for seeing that Act is complied with.*—(1) Where any of the following officers, namely—

any officer of the Board of Trade,
any commissioned officer of any of Her Majesty's ships on full pay,
any British consular officer,
the Registrar-General of Shipping and Seamen or his assistant,
any Chief officer of Customs in any place in Her Majesty's dominions, or
any superintendent,

has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation is not complied with, that officer may—

(*a*) require the owner, master, or any of the crew of any British ship to produce any official log-books or other documents relating to the crew or any member thereof in their respective possession or control ;

(*b*) require any such master to produce a list of all persons on board his ship, and take copies of the official log-books, or documents, or of any part thereof ;

(*c*) muster the crew of any such ship ; and

(*d*) summon the master to appear and give an explanation concerning the ship or her crew or the official log-books or documents produced or required to be produced.

(2) If any person, on being duly required by an officer authorised under this section, fails without reasonable cause to produce to that officer any such official log-book or document as he is required to produce under this section, or refuses to allow the same to be inspected or copied, or impedes any muster of the crew required under this section, or refuses or neglects to give any explanation which he is required under this section to give, or knowingly misleads or deceives any officer authorised under this section to demand any such explanation, that person shall for each offence be liable to a fine not exceeding twenty pounds.

* * * * * * *

EXTRACT FROM MERCHANT SHIPPING ACT, 1906.

22. *Overcrowding of Passenger Steamers.*—If a passenger steamer has on board at any place a number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, the owner or master of the steamer shall, for the purposes of section two hundred and eighty-three of the principal Act, be deemed to have received those passengers on board at that place.

2846.—*Issued Confidentially.*

1933

140.—Exercises between H.M. Ships and Torpedo and Smoke-making Aircraft—Arrangements for rendering Reports

(M. 3681/30.—20.1.1933.)

The procedure to be followed in rendering reports on certain of the above exercises has been under review in order that earlier information of exercises which have been carried out in other commands may be received by units at home and abroad.

2. The procedure to be followed in future is that shown in—

Section A.—For T/B and smoke-making aircraft when embarked in H.M. ships.

Section B.—For T/B and smoke-making aircraft exercising from shore bases with H.M. ships (including F.A.A. units disembarked).

The procedure is intended primarily to apply to important exercises, but may be extended to less important exercises at the discretion of the Senior Officers concerned. It is also intended to apply to those exercises in which the aircraft attacks are the principal object. When T/B attacks and smoke curtain work are carried out in fleet exercises, or in conjunction with "G" or "T" practices, the analysis and report of the work of the aircraft should accompany the main report on the exercise. In these cases, summaries of the air work analysis, and such extracts from the main report as may be considered necessary, should be forwarded by Commander-in-Chief to the Air Officer Commanding, if considered to be of sufficient interest.

3. The number of copies of records and reports transmitted from one authority to another is to be subject to arrangements made by the Senior Officers concerned.

SECTION A.

Procedure for rendering Reports on Important Exercises carried out by T/B Smoke-making Aircraft when Embarked in Carriers.

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer of the carrier.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron. The Senior Officer of the squadron will forward these reports with his remarks to the aircraft carrier concerned.

Note.—When more than one aircraft carrier has taken part in the exercise, Senior Officers of squadrons should forward records to the Senior of the aircraft carriers concerned, and unit records from the Junior aircraft carrier should also be sent to the Senior.

3. The Commanding Officer of the carrier forwards the reports, together with his covering remarks, to the officer who will analyse the exercise. (This officer may be the Commanding Officer of the carrier himself, the Senior Officer of the squadron or another officer, as detailed by Commander-in-Chief.)

4. The Analysing Officer, having analysed the exercise, forwards a final report to the Rear-Admiral (A) if on the station, otherwise to the Commander-in-Chief direct, together with the reports received from the units and ships and their covering remarks.

5. If Rear-Admiral (A) is on the station, he forwards the report to the Commander-in-Chief, with his remarks.

6. The Commander-in-Chief forwards the final report to the Admiralty, accompanied by copies of any of the unit and ship reports and covering remarks which may be considered necessary, retaining the remainder.

Commander-in-Chief also forwards a copy of the final report and his remarks to the Air Officer Commanding, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. The Air Officer Commanding forwards the final report, together with the remarks of the Commander-in-Chief, if desired, to the Air Ministry and other Air Officers Commanding at his discretion.

SECTION B.

Procedure for rendering Reports on Important Exercises carried out between Shore-based T/B and Smoke-making Aircraft (including F.A.A. Units disembarked) and H.M. Ships.

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer, R.A.F. Base.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron.

3. The Senior Officer of the squadron forwards the ship reports to the Commanding Officer, R.A.F. Base, together with his remarks on the exercise.

4. The Commanding Officer, R.A.F.Base, analyses the exercise, and forwards a final report, accompanied by the unit and ship reports and covering remarks to the Air Officer Commanding concerned, at the same time forwarding a copy of the final report and such extracts from the ship reports and covering remarks as are necessary to the Rear-Admiral (A), if on the station, or otherwise to the Commander-in-Chief.

5. Air Officer Commanding exchanges remarks with Rear-Admiral (A) if on the station, in which case Rear-Admiral (A) forwards final report, together with remarks of Air Officer Commanding to Commander-in-Chief. Otherwise, Air Officer Commanding communicates direct with Commander-in-Chief.

6. Commander-in-Chief forwards his remarks to Air Officer Commanding and forwards final report with remarks of Air Officer Commanding (and Rear-Admiral (A)) to Admiralty, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. Air Officer Commanding forwards final report with remarks of Commander-in-Chief (and Rear-Admiral (A)) to Air Ministry and to other Air Officers Commanding if the exercise is of sufficient interest.

258.—Ceremonial—Position in the Line of Royal Marine Units

(M. 5813/32.—3.2.1933.)

The question of the position in the line of Royal Marine Units on parade having been raised recently, the following information is promulgated.

2. When landed from H.M. ships or from Naval establishments, *i.e.*, when serving under the Naval Discipline Act, the Royal Marines form part of the Naval contingent, and take precedence immediately after the Royal Navy.

3. If a Royal Marine unit is furnished from a R.M. division or from a R.M. battalion, *i.e.*, while serving under the Army Act, they take precedence in accordance with paragraph 875, King's Regulations for the Army and Army Reserve, as revised by Amendment No. 29, August, 1930.

432.—Home Commands—Limits

(M. 5318/32.—24.2.1933.)

In order to ensure the correct allocation of responsibility for communicating "A" and "W" messages, and for other matters when omission to take action or duplication of action might result, approval has been given for a reversion to the practice of indicating sea boundaries between the Home Commands.

2. The shore limits of the Home Commands remain as previously notified, *i.e.*:—

Coast of Scotland ...	Scottish Border on East Coast to Bennane Head on West Coast. (Ten miles north of Loch Ryan.)
The Nore	Scottish Border on East Coast to Meridian of 0° 34′ E. on South Coast.
Portsmouth	Meridian of 0° 34′ E. on South Coast to Meridian of 3° W. on South Coast.
Devonport	Meridian of 3° W. on South Coast to Bennane Head; and Coast of Ireland. This includes the whole of the North Channel.

Sea boundaries extending from these points of division will be embodied in a new edition of Chart No. Misc. 31 and may be thus described—

(*a*) Between Nore and Portsmouth. From the South Coast of England in Long. 0° 34′ E. to Tréport (Lat. 50° 04′ N., Long. 1° 22′ E.).

(*b*) Between Portsmouth and Devonport. The meridian of 3° 00′ W.

(*c*) Between Devonport and Coast of Scotland. A line drawn from Bennane Head to a position in Lat. 55° 46′ N., Long. 8° 09′ W., and from thence along the parallel of Lat. 55° 46′ to the limit of the Home Station.

(*d*) Between Coast of Scotland and Nore. The parallel of Lat. 55° 46′.

3. *Deleted.*

4. The demarcation of sea areas is not intended to involve any change in existing responsibilities in the Home Commands, and adjacent commands must maintain the closest inter-communication so as to secure that the forces under their respective control work in complete co-operation and are employed to the best advantage in the circumstances of the moment.

637.—Naval Stations—Limits

(M. 0566/33.—17.3.1933.)

The limits of Naval Stations are as follows:—

LIMITS OF THE HOME STATION

North.—From the coast of Greenland at the meridian of 40° West Longitude and thence undefined.

East.—By the Western shores of Europe to the Southern Boundary between Portugal and Spain in 7° 25′ West Longitude (approximately) and thence by that meridian to the Southward to the African coast, thence to the Southward by the African coast to Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47′ North Latitude (approximately).

South.—From Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47′ North Latitude (approximately) along that parallel to the Westward to the meridian of 40° West Longitude.

West.—From a point in 20° 47′ North Latitude and 40° West Longitude along that meridian to the Northward to the coast of Greenland.

LIMITS OF THE MEDITERRANEAN STATION

North.—From the Southern Boundary between Portugal and Spain in 7° 25′ West Longitude (approximately) by the Southern shores of Europe, the shores of Asia Minor and Arabia (including the Black Sea and Sea of Azov) to Jebel Hasis on the Arabian coast in Latitude 12° 40′ 50″ North, Longitude 43° 31′ 40″ East.

East.—By a line drawn between the following positions :—

Latitude 12° 28′ 30″ North, Longitude 43° 19′ 45″ East, and
Latitude 12° 40′ 50″ North, Longitude 43° 31′ 40″ East

(*i.e.*, from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia).

South.—From the Southern extreme of Ras Siyan on the African coast in Latitude 12° 28′ 30″ North, Longitude 43° 19′ 45″ East by the shores of the North coast of Africa to the meridian of 7° 25′ West Longitude.

West.—Between the coast of Europe and Africa by the meridian of the Southern Boundary between Spain and Portugal in 7° 25′ West Longitude (approximately).

LIMITS OF THE AMERICA AND WEST INDIES STATION

North.—From the coast of Asia on the meridian of 180° along the shores of the North American Continent to the coast of Greenland on the meridian of 40° West Longitude.

East—Along the meridian of 40° West Longitude from the coast of Greenland to the Southward to 4° 20′ North Latitude, thence in a South-Easterly direction to a point on the Equator in 20° West Longitude, thence along that meridian to the South Pole.

South—South Pole.

West.—From the South Pole along the meridian of 120° West Longitude to the Equator, thence to the Westward along the Equator to the meridian of 150° West Longitude, thence along that meridian to the Northward to 30° North Latitude, thence to the Westward along that parallel to the meridian of 180°, and thence to the Northward along that meridian to the coast of Asia.

LIMITS OF THE AFRICA STATION

North.—From a point 40° West Longitude and in 20° 47′ North Latitude along that parallel to the Eastward to Cape Blanco, the boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro, in 20° 47′ North Latitude (approximately), thence by the Southern shores of Africa to Cape Delgado, the Northern boundary of Portuguese East Africa in 10° 40′ South Latitude (approximately) along that parallel to the eastward to 55° East Longitude, thence along that meridian to the Southward to 30° South Latitude, thence along that parallel to the Eastward to 80° East Longitude.

East.—From a point in 30° South Latitude and 80° East Longitude along that meridian to the Southward to the South Pole.

South.—The South Pole.

West.—From the South Pole along the meridian of 20° West Longitude to the Equator, thence in a North-Westerly direction to a point in 4° 20′ North Latitude and 40° West Longitude, thence along that meridian to the Northward to 20° 47′ North Latitude.

LIMITS OF THE EAST INDIES STATION

North.—By a line drawn between the following positions:—

Latitude 12° 28′ 30″ North, Longitude 43° 19′ 45″ East, and
Latitude 12° 40′ 50″ North, Longitude 43° 31′ 40″ East

(*i.e.*, from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia, thence by the South shores of Asia (including the Persian Gulf) to Lem Voalan, Salang Island).

East.—From Lem Voalan, Salang Island (Latitude 7° 46′ N., Longitude 98° 18′ E.), thence to Diamond Point, Sumatra (Latitude 5° 16′ N., Longitude 97° 30′ E.), thence Westward along the North Coast of Sumatra to Achin Head (Latitude 5° 34½′ N., Longitude 95° 13½′ E.), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude 5° 14′ N., Longitude 95° 15′ E., thence Southward along the meridian of Longitude 95° 15′ E. to 30° S. Latitude.

The island of Rondo (latitude 6° 04½′ N., longitude 95° 06¾′ E.) and all islands, islets and rocks above high water which lie to the southward and between it and the north-west coast of Sumatra, excluding however, the water which surrounds them, are to be considered as in the China Station.

South.—From a point in 95° 15′ East Longitude and 30° South Latitude along this parallel to the Westward to 55° East Longitude, thence along this meridian to the Northward to 10° 40′ South Latitude, thence along this parallel to the Westward to Cape Delgado, the Northern boundary of Portuguese East Africa in 10° 40′ South Latitude (approximately).

West.—From Cape Delgado, the Northern Boundary of Portuguese East Africa in 10° 40′ South Latitude (approximately) by the East African shore to the Southern extreme of Ras Siyan in Latitude 12° 28′ 30″ North, Longitude 43° 19′ 45″ East.

Limits of the China Station

North.—From Lem Voalan, Salang Island (Latitude 7° 46′ N., Longitude 98° 18′ E.) thence towards the East by the shores of Asia as far as the meridian of 180°.

East.—By the meridian of 180° from the point where that meridian touches the shores of Asia to the Southward to 4° North Latitude.

South.—From the meridian of 180° in 4° North Latitude, along this parallel to the Westward to the meridian of 169° East Longitude, thence along this meridian to the Southward to the Equator, thence along the Equator to the Westward to 141° East Longitude, thence along that meridian to the Southward and along the Eastern Boundary of Dutch New Guinea in about 141° East Longitude to its Southern termination in about 9° 30′ South Latitude, thence in a Westerly direction to a point in 11° South Latitude and 120° East Longitude, thence along that meridian to the Southward to 13° South Latitude, thence along that parallel to the Westward to the meridian of 95° 15′ East Longitude.

West.—From Lem Voalan, Salang Island (Latitude 7° 46′ N. Longitude 98° 18′ E.) to Diamond Point, Sumatra (Latitude 5° 16′ N., Longitude 97° 30′ E.), thence Westward along the North Coast of Sumatra to Achin Head (Latitude 5° 34½′ N., Longitude 95° 13½′ E.), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude 5° 14′ N., Longitude 95° 15′ E., thence Southward along the meridian of Longitude 95° 15′ E. to 13° S. Latitude.

In addition, the island of Rondo (latitude 6° 04½′ N., longitude 95° 06¾′ E.) and all islands, islets and rocks above high water which lie to the southward and between it and the north-west coast of Sumatra, excluding however, the water which surrounds them, are to be considered as in the China Station.

Limits of the Australia Station

North.—From a point in 95° 15′ East Longitude and 13° South Latitude along that parallel to the Eastward to the meridian of 120° East Longitude, thence along that meridian to the Northward to 11° South Latitude, thence in an Easterly direction to the Southern termination of the Eastern boundary of Dutch New Guinea in about 141° East Longitude, thence along the meridian of the boundary to the Northward to the Equator, thence along the Equator to the Eastward to 169° East Longitude.

East.—From a point on the Equator in 169° East Longitude, along that meridian to the Southward to 1° South Latitude, thence along that parallel to the Eastward to the meridian of 170° East Longitude, thence along that meridian to the Southward to 32° South Latitude, thence along that parallel to the Westward to the meridian of 160° East Longitude, thence along that meridian to the South Pole.

South.—The South Pole.

West.—From the South Pole by the meridian of 80° East Longitude to the Northward to 30° South Latitude, thence along that parallel to the Eastward to the meridian of 95° 15′ East Longitude, thence along that meridian to the Northward to 13° South Latitude.

LIMITS OF THE NEW ZEALAND STATION

North.—From a point in 169° East Longitude and 4° North Latitude along that parallel to the meridian of 180°, thence along that meridian to the Northward to the parallel of 30° North, thence along that parallel to the meridian of 150° West Longitude, thence Southward along that meridian to the Equator, thence Eastward along the Equator to the meridian of 120° West Longitude.

East.—From a point on the Equator in 120° West Longitude, along that meridian to the South Pole

South.—The South Pole.

West.—From the South Pole along the meridian of 160° East Longitude to 32° South Latitude, thence along that parallel to the Eastward to the meridian of 170° East Longitude, thence to the Northward along that meridian to 1° South Latitude, thence along that parallel to the Westward to 169° East Longitude, thence along that meridian to the Northward to 4° North Latitude.

1793.—*Issued Confidentially.*

1976.—Audit of Ships' Central Store Accounts—Status and functions of Officers of Exchequer and Audit Department

Ships and Shore Naval Establishments Centrally Stored

(N.S. 9168/33.—24.8.1933.)

The attention of Their Lordships has been drawn to the fact that considerable uncertainty exists as regards the status and functions of the Auditors who periodically visit H.M. ships to audit the store accounts, and who are occasionally confused with the Assistant Inspecting Officers of the Naval Store Department. The latter, who should not be referred to as Auditors, are subordinate officers of the Admiralty whose function it is to carry out a detailed examination of the transactions in ships' accounts, to conduct periodical stocktakings, and to advise, as required, in matters of stowage, etc. The Auditors, on the other hand, are not Admiralty officials, but officers of the Comptroller and Auditor-General's Department, whose functions are purely critical.

2. The Comptroller and Auditor-General is responsible direct to Parliament for auditing the accounts of every department of State, not only to see that the system of accounting is being carried out satisfactorily, but also to discover any irregularities which may have taken place. He can only be removed from office on an address to the Crown of both Houses of Parliament.

3. Copies of all queries raised by the Comptroller and Auditor-General's local officers, together with the replies, are forwarded to the headquarters of the Exchequer and Audit Department, by whom important questions are passed to the department concerned, *i.e.*, Admiralty, War Office, etc.; while all matters considered of sufficient importance are included in the Comptroller and Auditor-General's annual reports to the House of Commons (*i.e.*, the Reports on the Appropriation Accounts), and form the basis of enquiry by a Committee of the House of Commons known as the Public Accounts Committee in the course of their annual examination of Government accounts. The Accounting Officers of the Departments concerned, *e.g.*, in case of the Admiralty, the Secretary, appear before this Committee for examination. The Reports of the Committee, together with the evidence, are published.

4. Under the old system of storekeeping, ships' accounts were closed at the end of a commission, when it was possible to forward them to the auditors for examination at headquarters. On the introduction of central storekeeping, however, the store ledgers were made continuous, which rendered it impossible for them to be forwarded to the auditors. It therefore became necessary for these officers to visit ships in person to carry out their audit; and every facility should be accorded to them during their official visits to H.M. ships and establishments in connection with this duty.

5. All officers of the Exchequer and Audit Department are of ward room status.

2017.—Sailing Orders for H.M. Ships

(M. 4014/33.—31.8.1933.)

In future, sailing orders will not be issued from the Admiralty except in special circumstances. Both at home and abroad they are to be issued by the Commander-in-Chief or Senior Naval Officer under whose immediate orders the ship is serving at the time. When a ship leaves the United Kingdom for abroad this officer will normally be the Commander-in-Chief of the home port responsible for preparing the ship's final programme, who is to send a copy of the sailing orders to the Admiralty for information.

2. If circumstances should necessitate the issue of revised sailing orders after the departure of a ship from her original port, a copy of the revised orders is to be sent to the officer by whom sailing orders were originally issued, and to the Admiralty for a ship on passage to or from a foreign station.

3. In the case of ships building by contract, the Commander-in-Charge, Contract Built Ships, is to issue sailing orders *except* when the Commanding Officer of the ship concerned is of senior rank, when the Commanding Officer is to make out his programme of sailing, etc., forwarding a copy to the Commander-in-Chief of the home port concerned.

4. While it should continue to be the normal practice to issue sailing orders in writing, they may be issued by signal in emergency or when written orders are not considered necessary, such as for routine sailings.

2520.—Parachutes and Flotation Equipment—Wearing by Fleet Air Arm Personnel

(M. 4586/33.—19.10.1933.)

Parachutes

In all Fleet Air Arm aircraft *pilots* are to wear parachutes with quick-release harness at all times when flying. All other occupants are to wear the harness, the packs being stowed in the appropriate position in the aircraft.

2. Lap type parachutes are not to be worn by crews of aircraft during catapulting.

3. Personnel in such aircraft are to be equipped with either the fixed seat type or the detachable type of parachute. The latter must be securely stowed within the fuselage prior to catapulting.

FLOTATION EQUIPMENT

4. All occupants of aircraft are to wear standard flotation equipment when flying over the sea.

*2525.—Facilities to Film Producing Companies—Procedure

(M./N. 4964/33.—19.10.1933.)

All applications from film producing companies for facilities to take cinematograph pictures in H.M. ships or Naval establishments, or involving assistance from Naval personnel, should be referred to the Admiralty for decision.

2. Except where the request concerns the recording of events of topical or news interest, where no deviation from the normal routine is involved, it is the practice of the Admiralty to charge a fee in return for the facilities afforded, the receipts being equally divided between Naval funds and the Sports Control Board.

2761.—Combined Exercises with Army—Expenses

(E. 244/33.—23.11.1933.)

The following general rules as to the incidence of expenses are to be observed when combined exercises are carried out in conjunction with the Army.

2. If services are performed by the Fleet or a Naval establishment of a nature which the Navy might be expected to undertake in an actual operation, though they are in fact carried out for the immediate requirements of the Army, the expenses are to be charged to the Navy Votes normally bearing similar expenses for purely Naval exercises.

3. If the services performed are of a nature which would not be a Naval responsibility in an actual operation, any additional expense or the cost of dockyard services should be claimed from the local military authorities.

4. Combined exercises on a scale likely to involve expenditure beyond normal allowances should be arranged only with Admiralty approval.

5. The term " combined exercises " is not intended to cover services such as the provision and towage of targets or target ships for coast defence firings, or those rendered in connection with trials of material. The expenses of such services are normally recoverable and any cases of importance should be referred to the Admiralty for consideration on their merits.

2762.—Sleeve Targets—Method of Streaming from Aircraft

(A.M.D./N.A.D. 586/33.—23.11.1933.)

In view of the difficulties which have been experienced in the past in streaming and winding in the sleeve targets from aircraft, the following method is to be used in future in aircraft of the Fleet Air Arm. (*See also* Diagrams A and B) (E.F.O. 132/33 (1–2).)

2. The auxiliary wire attached to the sleeve target is to be replaced by a convenient length of standard Naval hemp signal halyard (Pattern C.1576) with an eye splice made at each end.

A length of 25–30 ft. is sufficient in a Fairey III.F to ensure that when the target is towed at short span it is about 10 ft. clear of the tail of the aircraft.

3. The sleeve target is made fast to one end of the hemp signal halyard by means of double kite cord (Air Min. Stores Ref. 32A/9). The other end of the length of hemp signal halyard is attached to the shackle of the main wire by a similiar double kite cord.

4. *Method of Operation.*—When at a suitable height, the observer informs the pilot who throttles back and flies on a steady course. The bomb sight door is then opened and the whole length of signal halyard is thrown down at once and *not* paid out gradually.

This is best done by carefully coiling down the signal halyard as for throwing a heaving line.

When the bight of signal halyard is free below the fuselage of the aircraft, the operator then launches the folded target through the aperture.

The target, still folded, falls down and backwards until it is brought up all standing at the end of the halyard and opens.

In order to release the sleeve target the kite cord connecting the sleeve to the signal halyard is cut by a sharp knife.

1934

121.—Entertainment Funds—Regulations and Procedure—REPORT

(M. 5736/33.—18.1.1934)

The following regulations governing the entertainment funds and rules of procedure to be observed in applying for grants therefrom are promulgated for information and guidance :—

2. Grants may be made from either the Flag Officers' Fund or the Ships' Entertainment Fund for the cost of entertainments given by Flag Officers or ships respectively, to officers or officials of the Dominions or Colonies or of foreign countries only. In this connection it must be recognised that the casual entertainment of such officers has always been regarded as the exercise of hospitality which is in accordance with the customs of the Service : these funds are only intended to be used on occasions when the hospitality exercised by fleets or ships becomes a matter of international or imperial policy involving an expenditure beyond that which an officer might properly be expected to incur.

3. Grants cannot be made from these funds towards expenses incurred in the entertainment of civil officials at Home Ports in return for hospitality which they have extended to the Fleet.

4. A Commander-in-Chief to whom definite maximum grants have been allocated from the Funds need no longer make prior application for particular grants. Instead he is to administer the Funds at his disposal himself, weighing applications and scrutinising claims with duo regard to the general necessity for economy and particularly to the calls likely to be made on his allocation during the rest of the financial year.

5. Any Naval Authority to whom no allocation has been made should make prior application to the Admiralty, should he foresee the necessity for incurring expenditure on official entertaining.

6. Whenever a grant is made for official entertaining details of the expenditure actually incurred are to be reported *as soon as possible* thereafter, to include the following particulars :—

(i) Date of entertainment.
(ii) Place of entertainment.
(iii) Nature of entertainment.
(iv) Number of guests present.
(v) Names, rank, etc., of important guests.
(vi) Expenses incurred on—
(*a*) Catering, wines, and tobacco.
(*b*) Miscellaneous charges.

7. Care is to be taken to ensure that the expenditure is brought to account in the financial year during which it was incurred.

568.—Submarine Salvage and Rescue

(M.F. 07066/33.—15.3.1934.)

The Board have recently had under review the question of the steps necessary for saving life in the event of the sinking of a submarine.

2. Experience has shown that, except in very special circumstances, salvage of a submarine in time to save life is impracticable. Even in special circumstances, such as a submarine sinking in sheltered water, escape by the Davis Submerged Escape Apparatus would probably be the most efficacious. It has been decided, therefore, that this apparatus, with which all submarines are equipped, is to be relied upon for the escape of the crew in all circumstances.

3. Local organisation should accordingly be directed to vessels proceeding with the utmost despatch to the scene of the disaster to locate the submarine and pick up any men who have made, or may be about to make, their escape, and subsequently to provide medical attention as necessary. As soon as the submarine has been located or when, in the opinion of the Senior Officer, her position is sufficiently accurately known, twelve ½-lb. charges are to be fired in the vicinity. This is a signal to any men imprisoned in the submarine that surface vessels have arrived and that escape by means of the Davis Submerged Escape Apparatus can be attempted with every prospect of rescue. The charges should be fired at least 2½ cables from the position of the submarine in case any men are making their escape at the time.

619.—Sea Fisheries Acts and Conventions—Enforcement

(M. 1023/34.—22.3.1934.)

The following particulars with regard to the enforcement of the Sea Fisheries Acts and Conventions are promulgated for information:—

2. The enforcement of the Sea Fisheries Acts and Conventions is placed in the hands of Sea Fishery Officers appointed by the Governments who have signed the Conventions.

3. All Commissioned Officers of H.M. ships on full pay are *inter alia* British Sea Fishery Officers and can exercise jurisdiction as such.

4. The duties of British Sea Fishery Officers and the offences which may be dealt with by all British Sea Fishery Officers are dealt with in Chapter II of the Sea Fisheries Manual, 1926, an extract from which is given below. Normally these duties will be carried out by vessels under the orders of the Captain F.P. & M. but action may be taken by other officers when offences come to their notice. If a fishery cruiser is in the vicinity, the attention of the Commanding Officer should be drawn to the irregularity observed as it is preferable that the action should be taken by an officer specially appointed for Fishery Protection Service duties.

5. The following is an extract from the Sea Fisheries Manual:

Chapter II.

5. Offences which may be dealt with by all British Sea Fishery Officers.—In the exercise of these duties, a British Sea Fishery Officer has authority to deal with the following offences with regard to all fishing vessels inside British Exclusive Fishery Limits and British fishing vessels anywhere:—

(1) Causing injury to any person belonging to another boat, or damaging another sea fishing boat, or damaging gear belonging to another sea fishing boat.
(2) Concealing nationality.
(3) Anchoring between sunset and sunrise among drifters.
(4) Improperly shooting nets near other vessels when drifting.
(5) Anchoring nets on a drift net fishing ground.
(6) Making fast to another boat's gear.
(7) Failure of trawlers to keep clear of drifters and long liners.
(8) Cutting entangled nets without mutual consent or necessity.
(9) Cutting entangled long lines without necessity.
(10) Neglecting to rejoin long lines cut by necessity.
(11) Lifting gear, the property of others.
(12) Using an instrument for cutting or destroying nets or having such an instrument on board.
(13) Failing to hand over gear salvaged.
(14) Failing to observe the Collision Regulations. This applies to Icelandic and Faroese waters only.

(15) In English Channel only. Fishing for oysters or carrying oyster dredgers between 16th June and 31st August. This applies also to French fishing vessels.

(16) Not conforming to the international rules for lights at sea.

(17) Discharging firearms.

(18) Throwing missiles.

(19) Using threatening language.

(20) Fighting or brawling.

And with regard to British vessels only:—

(21) Being improperly marked, or gear being improperly marked, or carrying nets of mesh under regulation size for use beyond the three mile limit.

(22) Not having Certificate of Registry on board.

And with regard to foreign vessels only:—

(23) Fishing within British exclusive fishery limits.

(24) Entering British exclusive fishery limits for a purpose not recognised by International Law.

It is also an offence in the British Isles to manufacture, sell or expose for sale, any instrument serving only or intended to damage or destroy fishing implements.

* * * * * * *

7. Powers of British Sea Fishery Officers under the Sea Fisheries Act, 1883.—A British Sea Fishery Officer may for the purpose of dealing with offences specified in paragraph 5, exercise the following powers over all fishing vessels inside British exclusive fishery limits and British fishing vessels anywhere.

He may—

(1) Board any sea fishing boat.

(2) Require the production of official papers.

(3) Muster the crew.

(4) Require information of the Master.

(5) Examine her gear.

(6) Seize illegal instruments.

(7) Hold inquiries on oath.

(8)*Take an offending boat into any convenient port and detain her.

Foreign fishing vessels observed fishing within the exclusive fishery limits may be pursued and arrested outside such limits, and taken to a British port for prosecution, provided that the pursuit is continuous and undertaken immediately on the commission of the offence.

* * * * * * *

Chapter VI.

1. *Arrest and Bringing into Port.*—A foreign vessel found fishing within British territorial waters should be seized and brought into the nearest suitable port, preferably one where there is an agent of the Solicitor to the Board of Trade.

2. *Information to Customs, etc.*—The Commander should at once inform the nearest Collector or Principal Officer of Customs and Excise, and if the Solicitor to the Board of Trade has a duly appointed agent, that officer also. (*See* list in Appendix O.) The Collector or Principal Officer will telegraph the particulars to the Board of Trade, who will give the necessary instructions to their Solicitor. The Solicitor will instruct his agent for the purpose of the proceedings.

* An opinion has been given by the Scottish Law Officers of the Crown that in cases where the seizure of fishing gear is authorised and appropriate it is competent in the exercise of this power to seize and detain the gear and to release the vessel thereafter. This opinion is being acted on in Scotland.

1164.—*Issued Confidentially.*

1167.—Salvage of Aircraft Wreckage

(A.M.D./N.A.D. 115/34.—24.5.1934.)

When Fleet Air Arm aircraft crash or maké a forced landing in the sea, care is to be taken to salve all wreckage which has not sunk. No traces of the aircraft, which may be reported by shipping, should be allowed to remain adrift.

2. This Order also applies to dummy aircraft used for experimental work, and to parts of aircraft which have to be disposed of overboard.

1976.—Visits between Officers of H.M. Fleet and H.M. Diplomatic and Consular Representatives

(M. 3980/34.—6.9.1934.)

With reference to King's Regulations and Admiralty Instructions, Articles **97** and **98**, the following is an extract from a circular despatch issued by the Foreign Office concerning questions of precedence which may arise on the occasion of visits by units of H.M. Fleet to ports at which Dominion as well as United Kingdom diplomatic and/or consular officers are stationed:—

> In the case of visits of United Kingdom ships, United Kingdom diplomatic and/or consular officers should, irrespective of their seniority in the matter of rank or of residence at their posts, take precedence of their Dominion colleagues. Conversely, in the case of visits of ships of a Dominion navy to ports at which are stationed diplomatic and/or consular officers of that Dominion, United Kingdom officers should yield precedence to them irrespective of seniority of rank or residence.
>
> Visits may be paid from time to time by His Majesty's ships belonging to one Dominion to ports at which are stationed diplomatic and/or consular officers not of that Dominion but of another; for example, the visit of one or more of His Majesty's Australian ships to the port of Yokohama, in Japan, in which country Canada, but not Australia, has separate diplomatic representation. In cases of this kind, United Kingdom officers should raise no objection if their Dominion colleagues claim precedence in virtue of seniority.

(*K.R. and A.I., Arts. 97 and 98.*)

2551.—*Issued Confidentially.*

1935

*78.—Entertainments Tax

(N.L. 3937/34.—10.1.1935.)

Payment of entertainments duty will not be required in respect of Service entertainments, provided that application is made to the Secretary, Custom House, London, E.C.3, as long as possible beforehand, and in any case not later than eight days before the entertainment, showing that the entertainment or series of entertainments complies with the following conditions:—

(i) The entertainment must be provided with the express sanction of the Naval, Military, or Air Force Authorities.

(ii) The management must be entirely in Service hands and not contracted out, *i.e.*, all the arrangements must be made directly by the Naval, Military, or Air Force officers concerned.

(iii) The net proceeds must be devoted entirely to Service objects.

(iv) The performers must not be paid.

(v) Admission must be confined to members of the Forces of the Crown in uniform, their families, and their female friends. Exception may, however, be made in favour of Canteen Attendants permanently borne in H.M. ships. Canteen Attendants are only to be admitted on the production of the Entertainments Pass, supplies of which should be demanded by Senior Naval Officers from the Naval Store Officer, Deptford.

2. If the whole of the takings of an entertainment are devoted to charitable or philanthropic purposes, without any charge for the expenses on the takings of the entertainments or the funds to which the takings are devoted, payment of duty will not be required. If the expenses are met by donations from other sources given for the express purpose, this fact will not, however, disqualify the entertainment for exemption. Application for exemption in this case should be made as described in paragraph 1, but in any case not later than fourteen days before the entertainment.

3. The Commissioners of Customs and Excise, upon receipt of applications, which must be accompanied by the requisite authority from the Commanding Officer of the ship or establishment concerned, will issue a certificate, which can be produced to any officer of Customs and Excise, to the effect that the entertainment or entertainments in question are not liable to duty. A form of application (headed "Charities Application for Exemption") is provided, copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

4. If the whole of the net proceeds are devoted to philanthropic or charitable purposes, and the whole of the expenses do not exceed 50 per cent. of the receipts, the amount of the Tax paid in respect of the entertainment is repayable to the proprietor. Application for the Repayment of Tax must be made to the Commissioners on the prescribed form (headed "Charities Claim for Repayment"), copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

5. Definition of Terms.

(i) The expression "takings of an entertainment" includes not only all money taken for admission, but also all takings from any source whatever in connection with the entertainment.

(ii) The expression "receipts" includes not only money received for admission, but also all receipts from any source whatever in connection with the entertainment.

(iii) The expression "expenses" includes expenses of all kinds in connection with the entertainment.

*105.—Salvage of Torpedoes—International Convention

(M. 5758/34.—17.1.1935.)

The following International Convention relating to the Salvage of Torpedoes, signed in Paris on 12th June, 1934, is promulgated for information :—

The Governments of Belgium, Spain, France, United Kingdom of Great Britain and Northern Ireland, Irish Free State, Italy, the Netherlands, Portugal,

Being desirous of establishing a scale of rewards to be paid for the salvage of torpedoes, have agreed upon the following articles :—

1. The nationals of a Contracting Government are entitled to receive the rewards defined in article 2 of the present Convention :—

(*a*) When they furnish to the nearest maritime authority (port or customs) information resulting in the recovery of a torpedo lost by another Contracting Government ;

(*b*) When they return to the authority designated in paragraph (*a*) a torpedo, the place of loss of which has not been previously announced in accordance with the rules and regulations in force in the country concerned, or the search for which has been definitely abandoned by the military authorities.

2. The rewards shall be paid on the basis of the following table and at the rate of exchange prevailing at the date of salvage :—

Nature of service rendered.	Torpedo fit for use.	Torpedo not fit for use.
	£	£
Information furnished under the conditions of paragraph (*a*) of article 1	2	1
Torpedo found on the coast or less than 2 miles from the coast and handed over to the local authorities ...	10	5
Torpedo salvaged more than 2 miles from the coast and returned to the local authorities	30	15

3. In the event of special arrangements being necessary for the salvage of a torpedo, a detailed report on them shall be made to the Ministry of Marine concerned and all arrangements for the recovery of the torpedo shall be subject to a contract independent of the present Convention.

4. The payment of the rewards laid down in article 2 shall be effected through the agency of the Ministry of Marine of the Contracting Government, to whom the salvaged torpedoes belong. The Ministry of Marine of the country of which the salvors are nationals, or another Ministry named by the Government of that country, shall serve as intermediary between the parties.

5. Beyond the rewards indicated in article 2 above, there shall not be due to the salvors any allowance for losses, injuries, loss of profits or other damages suffered at the time of the salvage.

6. The amounts of the rewards indicated in article 2 may be revised at the request of one of the Contracting Governments.

7. The widest publicity shall be given to the foregoing provisions, which shall more particularly be brought to the notice of the coastal population by the maritime authorities of each of the Contracting Governments.

8. Any disputes which may arise in respect of the salvage of torpedoes are within the competence of the maritime authorities of the interested Governments, and cannot form the subject of legal proceedings. If cases arise, appeal may be made to arbitration. In this case the dispute shall be submitted to the maritime authorities of a Government not concerned in the incident but signatory of the present Convention or to any other Arbitrator chosen by agreement.

In witness whereof the undersigned, duly authorised, have signed the present Convention, which shall enter into force on the date of signature and shall remain in force, subject to denunciation by one or other of the Contracting Governments, such denunciation to be notified to each of the Contracting Governments six months in advance.

Such denunciation shall only have effect as regards the Government which has notified it.

Done at Paris, the 12th June, 1934.

So far as Belgium is concerned, this Convention shall only enter into force after its publication in the legal forms prescribed by Belgian legislation.

(*K.R. and A.I. Article 906.*)

156.—The Phrases "Intend to" and "Propose to"—Use of

(M. 270/34.—24.1.1935.)

Distinction should be made between the phrase "Intend to," which is only to precede information as to action which has been decided on and consequently does not call for a reply, and the phrase "Propose to" which submits a course of action and implies that approval or concurrence is required.

2. The use of the phrase "Intend to," where possible, avoids ambiguity and helps to reduce correspondence and signal communications.

265.—Natural History Museum—Specimens required by

(M. 4768/33.—7.2.1935.)

Their Lordships have been in consultation with the Trustees of the British Museum with a view to making the fullest possible use of the opportunities afforded by cruises of H.M. ships for collecting specimens for the Natural History Museum. Much valuable work in this direction has been done by Naval personnel in the past and Their Lordships invite further active co-operation by all those interested.

The Museum authorities have kindly volunteered to assist and instruct those interested in this subject, in regard to the kind of material required and how it should be collected, if they call at the Museum at Cromwell Road, London, S.W.7. If it is not possible for them to call they should write to the Director.

NOTES BY NATURAL HISTORY MUSEUM AUTHORITIES

In general, any officer who is desirous of collecting for the National Museum is advised to write to the Director, British Museum (Natural History), London, S.W.7, stating the part of the subject in which he is interested and the extent of the collecting which he expects to do. In response, full particulars for the particular collecting would be sent as well as the collecting outfit required.

Zoology

Birds.—From any of the Pacific islands, birds may usefully be collected. Petrels, the species of which are not well known, would be especially welcome from the Chilian coast and also the West African coast.

Reptiles and Amphibians.—These animals are much desired from South America (especially Chile) and the West Indies. In the West Indies small rocks off the coast may, and often do, harbour species which are very rare or extinct on the main islands. Good series of specimens are much more valuable than solitary specimens and should be collected where possible. Except in the instance of snakes, only the smaller species are worth collecting. In general, except in out-of-the-way places, it is rarely worth while to trouble with specimens over six inches long. Reptiles are wanted especially from Little Cayman, Grand Cayman, and Grand Trunk Islands.

Marine Specimens.—As regards these it is rarely worth while attempting shore collecting unless the collector has had considerable experience. More valuable results may be expected from dredging or trawling. Jelly-fish are wanted from almost every locality provided that the difficulty of preservation can be overcome. Collecting with a small hand-net at gangway lights has proved very successful in securing surface-swimming animals of all kinds. Small cuttle-fish, which are much wanted, are often caught in this way.

Entomology

The most likely localities for interesting insects are the Pacific islands, other than Samoa and Fiji, from both of which the Museum has received large collections, and the smaller ports on the west coast of South America.

The West Indies and the African stations are unlikely to yield results of value unless visited by a trained and competent collector.

The insects least likely to be of interest are the butterflies; practically anything else would be welcome.

Petrology

Rocks of hand-specimen size and properly localised, would be of interest; but for successful collecting of rocks as well as of minerals knowledge of the subject and experience in field-work are necessary. In this branch of natural history it is particularly desirable that properly qualified officers, ready to help, should communicate direct with the Museum.

Botany

Plants from all the Pacific islands and other places visited would be welcome.

Flowering Plants, Ferns, Mosses, Lichens, Sea-weeds, and Fungi.—It is not difficult to dry specimens for the Herbarium in such a way that they retain their usefulness for centuries. Here we have plants collected in many parts of the world by the early explorers, those of Captain Cook's three voyages being of great scientific interest. Complete collections from some of the lesser known islands would certainly add much to our knowledge of plant distribution. The particulars given in the "Instructions for Collectors," published by the Museum, are sufficient to enable a beginning to be made, but various devices can often be made use of if the end in view is understood, *i.e.*, that the specimen should be ample in showing the different parts, and that it should be dried flat, the quicker the better. Sea-weeds are the most difficult to deal with, but with a little practice extremely attractive mounts can be made. Mosses and lichens call for no special methods, but fleshy fungi are not worth collecting unless accurate drawings accompany the specimens: hard fungi and parasitic microfungi are easily dealt with, the former are simply allowed to dry, the latter are pressed with the plant on which they occur.

352.—Armistice Day—Ceremonial for Observance

(M. 5865/34.—14.2.1935.)

(*This reprint embodies A.F.O. 2289/36.*)

A period of two minutes' silence commencing at 1100 is to be observed in H.M. Ships and Establishments on 11th November. As far as practicable, all work and noise in H.M. Ships, which can be stopped, is to cease; and all machinery and work in H.M. Establishments is to be stopped. Rail and water transport need not, however, be stopped. Steamboats of H.M. Ships and Establishments are to stop, if possible, and pulling boats are to lay on their oars.

2. W/T watch must continue.

3. In order to standardise procedure in H.M. Ships, the following routine is to be adopted so far as is practicable, viz. :—

As necessary. Lower deck to be cleared and guards paraded.

1058 Guard slopes arms. Remainder "off caps."
Chaplain explains procedure and gives the suggested thought for the Silence—"In remembrance of those who made the great sacrifice, O God, make us better men and give peace in our time."

1100 "Still" to be sounded, and complete silence observed for two minutes. Ship's companies standing to attention.

1102 "On caps." Guard presents arms.
"Last Post" to be sounded, officers saluting, followed by the "Reveille."

On completion. Guard orders arms. "Off caps."
Short service to be held as follows :—
Hymn—"O God our help in ages past."
One prayer—same as used at Cenotaph.
The Lord's Prayer.
Blessing.
God Save the King.
Ship's companies disperse.

When several ships are in company, the Senior officer is to arrange for a gun to be fired by one of them to mark the beginning and end of the two minutes' silence

Ships are not to half-mast colours.

4. The hands will not "make and mend" on the afternoon of Armistice day unless it falls on a normal "make and mend" afternoon.

5. When in company with ships of any nation other than France or Italy, the normal procedure as above is to be carried out.

6. When in company with French or Italian ships, the normal procedure is complicated, owing to the fact that while Great Britain celebrates Armistice day not as a day of national grief, but rather as a commemoration of a great occasion in the national history, France on the other hand emphasises the achievement of victory, and celebrates the occasion as a festival of national rejoicing. In the case of Italy the date coincides with that of the observance of the birthday of the King of Italy. The following procedure is therefore to be observed by H.M. Ships in the circumstances indicated, viz. :—

(*a*) When in company with a French ship in a port other than a British or French port :—

The procedure in paragraph 3 above is to be carried out. No special flags are to be flown and no salutes are to be fired.

(*b*) In all French ports, at home and abroad, whether a French warship is present or not :—

The ceremony observed by the French is to be carried out, *i.e.*, H.M. Ship will dress overall and fire national salutes when colours are hoisted in the morning, at noon, and at sunset. Ships may be required to illuminate ship.

(*c*) When in an Italian port or in company with an Italian ship in any port :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset, and a Royal Salute is to be fired at noon.

(*d*) When in company with French and Italian ships in ports other than French (home and abroad) :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset with the Italian flag flying, and a Royal Salute is to be fired at noon.

(*Note.*—French ships observe only one minute's silence, from 1100 to 1101.)

(*e*) In the circumstances detailed under (*b*), (*c*) and (*d*) the British ceremony is to be carried out while H.M. Ship is fully dressed.

7. The full details of the ceremonial observed by French war vessels on the anniversary of the Armistice, and also general rules followed by French war vessels when in company with foreign warships on occasions of festivals and solemn observances are given in A.F.O. 353/35.

8. The Italian Armistice day is commemorated on November 4th, *irrespective of the day of the week on which this date falls.*

The procedure carried out by Italian ships on this occasion is as follows :—

0800. Ships dress overall, Italian flag at the mast-head.
1100. Undress ship and half-mast colours. Salute of 21 guns at intervals of one minute.
12 noon. Re-hoist colours and redress ship. Salute of 21 guns at normal intervals.
Sunset. Undress ship.

When in company with an Italian ship or in an Italian port, H.M. Ships are to conform to the above procedure.

9. With a view to avoiding any misunderstanding, the British Senior Naval Officer is always to inform the Senior officers of any foreign ships in company in good time of the procedure which will be carried out by H.M. Ships, and in the case of 11th November, when French and/or Italian ships are present, explaining the reasons for so doing, as given in paragraph 6.

(*A.F.Os. 1517/29 and 353/35.*)

353.—French National Festivals (including Armistice Day)—Regulations for Ceremonial Observance

(M. 5865/34.—14.2.1935.)

The following regulations regarding the ceremonial to be observed by French war vessels on the anniversary of the Armistice, 11th November, and also general rules followed by French war vessels when in company with foreign warships on the occasion of festivals and solemn observances are promulgated for information and guidance.

2. By the Law of 24th November, 1922, the Commemoration of Victory and Peace is celebrated on 11th November, the anniversary of the Armistice; further, the Law of 22nd October, 1922, fixed 11th November as a national festival. It follows that French warships must celebrate this festival in the same way as that of 14th July, with this difference, however, that the procedure laid down for the national festival is slightly modified in order to introduce the homage due to those who fell in the Great War.

3. The ceremonial prescribed for ships of the French Navy for the celebration of the anniversary of the Armistice is as follows :—

(*a*) *In French Ports* (*Home and Abroad*) :—

0800. " Dress ship " at the same time as colours are hoisted. Salute of 21 guns.

1045 to 1101.—Homage to the Fallen.

1045. The guard will be drawn up aft facing the flag; the crew will be paraded in companies and assembled aft. Officers who are not with the companies will be drawn up near the guard.

1100. " Attention " will be sounded. The guard will present arms. Those on deck will uncover and remain perfectly still during observance of a minute's silence. (The ship will not be undressed during the ceremony.)

1101. " La Berloque " will be sounded. The companies will disperse.

1200. Salute of 21 guns.

At sunset, a salute of 21 guns will be fired when colours are lowered and the ship is undressed. Ships will be illuminated between times ordered by the Senior Naval Officer.

(*b*) *In Foreign Ports* :—

The ceremonial prescribed for " Homage to the Fallen " (1045 to 1101) only, will be carried out. French ships will not be dressed and will not fire salutes.

4. As regards the national festivals, etc., of other countries, the following general rules govern procedure on board French war vessels or in the French naval forces :—

(i) On the occasion of national festivals and solemn observances of friendly powers or allies of France, and when official notice has previously been given them, French ships take part in these celebrations by salutes and dressing ship.

(ii) In every case the senior commanding officer will conform, as far as possible, in connection with these ceremonies, to the accepted custom of the country where he is and where the celebration is being observed.

(iii) In accordance with this rule and for the special occasion of 11th November, when French warships are anchored in a harbour or a foreign roadstead of a power allied during the Great War, and if in this roadstead there is at least one war vessel of the Power to whom the roadstead belongs, the French warships will conform to the ceremonial observed by the Power, subject to the following reservations :—

(*a*) In the event of there being in the harbour or roadstead no war vessel of the country to which the roadstead or port belongs, the French warships will adopt the ceremonial laid down for the French Navy for the 11th November.

(*b*) If it is not the custom of the aforesaid Power to celebrate the anniversary of 11th November, the French warships will observe the ceremonial

laid down for the French Navy for 11th November, observing also the following rules which appear in orders :—

Whenever it is necessary abroad to celebrate national festivals and solemn occasions, the Senior French Commanding Officer will arrange with the French diplomatic or consular officer to acquaint the local authority of his intention to celebrate these festivals or solemn occasions. On the previous day he will notify directly the responsible authority of the roadstead where he is, and, if he considers it advisable, the senior commanding officers of the foreign naval forces which are in the same anchorage.

(*A.F.O. 352/35.*)

475.—*Issued Confidentially.*

527.—Instructions for Reporting Movements of H.M. Ships in Peace Time

(M. 364/35.—7.3.1935.)

(*This reprint embodies A.F.O. 706/38.*)

H.M. SHIPS.*

General Instructions.

1. (*a*) Reports of arrivals and departures are to give the names of ships, whither departing, and date.

(*b*) All reports are to state what authorities have been informed.

(*c*) Arrivals and departures are to be reported by telegram by one of the following authorities, in the order named :—

(i) At Intelligence Centres abroad, the S.O. (I).

(ii) The Commander-in-Chief or other resident naval authority at the port.

(iii) The Commander-in-Chief or Senior Naval Officer afloat, if present at the port and if there is no resident naval authority.†

(iv) The Commanding Officer of the ship concerned, if there is no authority as in (i), (ii) or (iii).

(*d*) The ships concerned are to give the necessary information to the officer responsible for reporting their arrival or departure, except when the orders for these movements have come through or from that officer.

(*e*) The officer responsible for the issue of sailing orders to ships not supplied with these instructions is to provide them with the necessary directions for reporting their movements.

(*f*) Commanders-in-Chief of adjacent stations or commands will arrange for the interchange of reports of movements of vessels and aircraft of which it is desirable they should have cognisance, such as those from one station to another, those of special interest or political importance, or those in the vicinity of the border line between stations.

2. All arrivals and departures of H.M. ships, except those of a ship or squadron proceeding to sea for exercises and returning to the same port within one or two days, are to be reported as follows :—

(i) To the Admiralty.

(ii) To the Commander-in-Chief or Senior Officer of the Command, Fleet, Squadron or Flotilla to which the ship belongs. In Fleets which are organised in separate squadrons or flotillas, it is left to the discretion of the Commander-in-Chief or Senior Officer whether movements of individual ships are reported to him as well as to the Commander of the individual squadron or flotilla.

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* All ships flying the white ensign except vessels of the Royal Yacht Squadron.

† In view of the lack of facilities for signal and W/T communication at the disposal of the King's Harbour Master at Invergordon, the responsibility for the reporting of arrivals and departures of H.M. ships in the Cromarty Firth is to be undertaken by the Senior Naval Officer afloat. All reports by the Senior Naval Officer afloat in accordance with these instructions are to be repeated to the King's Harbour Master, Invergordon.

At present the arrangements are as follows:—

Home Fleet, to Commander-in-Chief, Home Fleet, as well as to the Senior Officer of the squadron or flotilla. Home Fleet Destroyers report to the Commodore (D) as well.

Mediterranean Fleet, to Commander-in-Chief, as well as to the Senior Officer of the squadron or flotilla. Mediterranean Fleet Destroyers report to the Rear-Admiral (D) as well.

Reserve Fleet, to Vice-Admiral, Reserve Fleet, as well as to the Senior Officer of the squadron.

Submarines at Home, other than Home Fleet Submarines, to the Rear-Admiral (S) as well as to their own Senior Officer.

(iii) To the Officer-in-Charge at the port of destination and other authorities who may have to take action as a result of the movement. For example, a port authority who has to arrange for berthing, fuelling, etc.

(iv) Ships passing through or into Home Commands and foreign stations must be reported to the Commander-in-Chief. Ships leaving to join a foreign station are, in addition to other authorities concerned, to have their initial departure reported to the Commander-in-Chief of that station. For example, the departure of a ship from Portsmouth for China, via the Mediterranean, is to be reported to the Commanders-in-Chief, China and Mediterranean, through their respective Intelligence Centre, to the Rear-Admiral, Gibraltar, if the ship is calling there, and to any other authority concerned.

(v) All movements of H.M. Dominion ships operating away from their home waters are to be reported by the authorities mentioned in paragraph 1 (*c*) to the Dominion Naval Authority concerned as well as to the authorities quoted in paragraph 2.

Intelligence Centres.

3. The Intelligence Centre on a foreign station is an important factor in the reporting organisation. The most simple and economical procedure in some instances is for ships to report to the Intelligence Centre only, and for the latter to inform the Admiralty and/or other authorities concerned. In other cases, especially when ships are in direct touch by W/T, it is quicker and more economical to report to the Admiralty and/or the Commander-in-Chief without going through the Intelligence Centre. In such cases movements which are carried out in accordance with programmes already known to the Intelligence Centre need not be reported to the S.O. (I). Other than routine movements on foreign stations are, however, to be reported to Intelligence Centres in addition to other authorities.

The foregoing remarks are subject to the special instructions applicable to certain stations which are contained in the following paragraphs.

America and West Indies Station.

4. The normal method of reporting movements of H.M. and H.M.C. ships is by W/T, the W/T address indicating the authorities who are being informed.

All movements are to be reported to the Captain-in-Charge, Bermuda and to Ottawa*, in addition to the authorities mentioned in paragraph 2, the appropriate Canadian Intelligence sub-centre being also informed as necessary. The Captain-in-Charge, Bermuda, will telegraph to the Intelligence Centre at Kingston, Jamaica, any movements reported to Bermuda which are not in accordance with programme.

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* (*Note.*—Reports of movements of H.M. ships cruising in South American and West Indian areas need *not* be reported to Ottawa, provided that the appropriate cruise programme has been received by the Chief of the Naval Staff, Ottawa, before the ship proceeds to carry out the cruise and there is no departure from the programme as issued.)

Should it be necessary to report by L/T, owing to *the ship's being out of touch with all W/T stations*, or subject to W/T restrictions, the report is to be made to the Captain-in-Charge, Bermuda, or the nearest Intelligence Centre or Sub-Centre, who will inform all authorities concerned.

East Indies Station.

5. (*a*) *Persian Gulf:* Arrivals and departures of the Senior Officer's ship only are to be telegraphed to the Admiralty; others are to be reported as arranged locally. A monthly statement of all arrivals and departures is to be forwarded by post to the Admiralty by the S.O. (I), Colombo.

(*b*) *Red Sea:* Escort vessels, and any vessels temporarily employed in the Red Sea, are to report their movements in accordance with the special instructions issued by the Commander-in-Chief.

(*c*) The Admiralty will inform S.O. (I), Colombo, by telegram of all Admiralty oilers allocated for discharge of cargoes, etc., at ports on the East Indies Station, together with particulars of their subsequent movements.

(*d*) The Admiralty Inspector of Oil Fuel, Abadan, is to telegraph to the S.O. (I), Colombo, reports of arrivals and departures of all oilers employed on Admiralty service.

China Station.

6. Reports of movements of Yangtse and West River gunboats are not to be telegraphed to the Admiralty unless specially ordered. A monthly statement of all movements of these vessels is to be forwarded by post to the Admiralty by the Senior Naval Officer, Yangtse and Senior Naval Officer, Hong Kong.

(*Note*—Paragraph 6 above and clause 7 of Chapter VI of C.B. 3000 are in abeyance so far as the River Yangtse is concerned, and reports of movements of H.M. Ships on the Yangtse are, for the present, to be made in accordance with the instructions contained in China Station Intelligence Orders, paragraph 46.)

Australia Station.

7. Arrivals and departures are to be reported to the Navy Office, Melbourne, who will advise the Admiralty. Intelligence sub-Centres are to be utilised for reporting movements as defined in paragraph 3 above.

Fleet Auxiliaries, etc.

8. (*a*) Mercantile war vessels will be reported in the same manner as H.M. ships. Other Fleet Auxiliaries, which include all sea-going vessels, whether commissioned or not, employed on naval service, other than tow vessels, are to be reported in the same manner as H.M. ships, except that the Master is to be instructed that at ports where there is no naval authority he is to report only to the Intelligence Centre or sub-Centre of the Station or Command in which the movement takes place. The Centre or sub-Centre is to inform all authorities concerned, in accordance with the provisions of paragraph 2 above. This instruction applies also to yard craft attached to dockyards, victualling yards and Armament Supply Depôts.

Attention is drawn to paragraph 1 (*e*) of this Order.

(*b*) Vessels on Admiralty time charter fly the blue ensign, and are to be reported as provided in the preceding paragraph.

R.F.A. oilers when chartered to private firms, however, fly the red ensign, and their movements are not to be reported.

(*c*) Arrivals and departures of British dockyard craft are reported in the daily *D.40* return. Telegraphic reports are only required when they are proceeding from one Command to another or are engaged in long distance towage or similar service. Reports in these cases are to be made to the Admiralty and the Commander-in-Chief of the Command in which the next port of call is situated.

647.—Protector Paravanes—Use in Black Sea

(M. 790/35.—14.3.1935.)

In the Black Sea—inside depths of 150 fathoms—vessels are to continue to use their paravanes, where such use is practicable, until further orders, and irrespective of Admiralty Notice to Mariners, No. 5, of each year, regarding moored mines.

708.—Service Aircraft reported Overdue or in Distress when Flying over the Sea in the Vicinity of the British Isles

(M. 820/35.—21.3.1935.)

The undermentioned extract from instructions issued by the Air Ministry is promulgated for information. Reports of aircraft overdue or in distress received by Naval Authorities in accordance with the following arrangements should be passed by W/T to any of H.M. ships which are likely to be in the vicinity of the aircraft missing or in distress.

INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED OVERDUE WHEN FLYING OVER THE SEA

2. When aircraft engaged in flying over the sea in proximity to the coast of the British Isles are reported *overdue*, the unit concerned will originate:—

(i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see* Table A);

(ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate Naval authority (*see* Table B);

(iii) A message to the appropriate District Officer, H.M. Coastguard.

3. The messages will be passed either by *priority telephone or priority telegram* and the text will be as follows:—

" Message (or broadcast in case of (1)) begins. Keep look-out for overdue aircraft (registered markings or number) bound to (destination) from (place of departure). (Number) persons on board. Approximate position (if known) at . . . . hours (G.M.T. Ends." (The name of the unit with telephone number or telegraphic address should follow after " ends.") *The approximate position will be given in latitude and longitude.*

4. To obtain priority by telephone, the following procedure will be adopted:—

(i) Ring local exchange and after giving telephone number of *General Post Office coastal W/T station or other authority*, state " Urgent aircraft distress message."

(ii) On obtaining call, state " (Name of unit) Royal Air Force. (Name of place where unit is located) speaking. Please take down urgent message."

5. To obtain priority by telegram:—

(i) The word " Priority " will be inserted in the " Service Instructions " space of message form;

(ii) The word " Immediate " will appear as the first word of the address and also of the text.

6. If the location of the overdue aircraft is believed to be in the vicinity of the Croydon–Continental air routes, a message will also be passed to Croydon Aerodrome (telephone number " Croydon 2720," telegraphic address " Aeronautics Croydon ") for broadcast to civil aircraft on those routes.

7. When there is reason to suppose that the location of the overdue aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to the General Post Office W/T Station, " Portishead Radio " (*see* Table A), but not to the District Officer, H.M. Coastguard.

8. Any information received from ships or other sources will be forwarded by the authority concerned, by the quickest means as priority messages, to the Royal Air Force unit originating the message or broadcast.

9. When the overdue aircraft is located, the authorities to whom the messages or broadcasts were sent will be informed accordingly by the unit *by priority messages.*

9A. An aircraft in distress will indicate its position in terms of true bearing and distance from a geographical point.

INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED IN DISTRESS WHEN FLYING OVER THE SEA

10. When a unit receives a distress call from an aircraft flying over the sea, the unit concerned will originate:—

(i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see* Table A);

(ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate Naval authority (*see* Table B);

(iii) A message to the appropriate District Officer, H.M. Coastguard.

11. The messages will be passed either *by priority telephone or priority telegram,* priority facilities being obtained as laid down in paragraphs 4 and 5. The text will be as follows:—

" S.O.S. begins. Aircraft (registered markings or number) reported in distress. Approximate position . . . . at . . . . hours G.M.T. (Number) persons on board. Ends." (The name of the unit with telephone number or telegraphic address should follow after " ends.") *The approximate position will be given in latitude and longitude.*

11A. If the location of the aircraft in distress is believed to be in the vicinity of the Croydon–Continental air routes, a message will also be passed to Croydon aerodrome (telephone number " Croydon 2720," telegraphic address " Aeronautics, Croydon ") for broadcast to civil aircraft on these routes.

12. As in the case of aircraft overdue, when there is reason to suppose that the aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to General Post Office W/T Station, " Portishead Radio " (*see* Table A), but not to the District Officer, H.M. Coastguard.

TABLE A

GENERAL POST OFFICE COASTAL W/T STATIONS

13. The station to be informed is to be selected according to the approximate geographical position of the aircraft. The telegraphic address of each of these stations is:—

"O.C. (Name of Station) Radio."

G.P.O. Coastal W/T Station.	Telephone No.	Coastal Districts Served.
Wick	Wick 9	North coast of Scotland and east coast north of Montrose.
Cullercoats ...	Whitley Bay 241 ...	Angus coast, Firth of Forth, Berwick, Northumberland and Durham coasts.
Humber	Mablethorpe 40 ...	Yorkshire, Lincolnshire and Norfolk coasts.
North Foreland ...	Broadstairs 233 ...	Suffolk and Essex coasts, Thames Estuary, Kent and East Sussex coasts to Brighton.
Niton	Niton 25	West Sussex coast, Isle of Wight, Hampshire and Dorset coasts.
Land's End ...	St. Just 23 ...	Devon and Cornwall coasts, south-east of Ireland.
Burnham ...	Highbridge 53 ...	North Cornwall and north Devon coasts, Bristol Channel, St. George's Channel, Welsh coast to northern arm of Cardigan Bay.
Seaforth	Waterloo 245 ...	Irish Sea, Carnarvon Bay, Estuary of Dee and Mersey, Morecambe Bay.
Portpatrick ...	Portpatrick 30 ...	North Channel, Firth of Clyde.
Portishead ...	Highbridge 53 ...	Distances greater than 300 miles from coast of British Isles.
Malin Head ...	*Ballygorman 2 ...	North and north-west of Ireland and Donegal Bay.
Valentia	Valentia 9... ...	South-west of Ireland to Mayo coast.

TABLE B

14. List of Naval Authorities, showing the areas for which they are responsible, together with their telegraphic addresses and telephone numbers:—

Naval Authority.	Limits of Command.	Telegraphic Address.	Telephone Number.
R.A. and C.O., Coast of Scotland.	Scottish border on east coast to Bennane Head on west coast. (Ten miles north of Loch Ryan.)	Admiral, Rosyth.	Dunfermline 501.
C.-in-C., The Nore...	Scottish border on east coast to meridian of 0° 34′ E. on south coast.	Admiral, Chatham.	Chatham 3221. Ex. 203 or 344.
C.-in-C., Portsmouth	Meridian of 0° 34′ E. on south coast to meridian of 3° W. on south coast.	Admiral, Portsmouth.	Portsmouth 7068.
C.-in-C., Plymouth	Meridian of 3° W. on south coast to Bennane Head; and coast of Ireland. This includes the whole of the North Channel.	Admiral, Devonport.	Devonport 370 or Plymouth 270.

* Trunk facilities limited to Belfast and the North of Ireland. Day service only. During silent hours, telephone messages for the wireless station must be transmitted by the Carndonagh Civic Guard Station, telephone number "Carndonagh 9."

FLEET AIR ARM AIRCRAFT

15. When ship-borne aircraft of the Fleet Air Arm are missing or in distress at sea the following action may be taken by the Senior Officer concerned, in addition to any steps taken for the provision of ship-borne aircraft to assist surface vessels in the search:—

(*a*) A message may be broadcast to merchant ships by W/T on 500 kc/s. (600 metres) and 143 kc/s. (2,098 metres) by one of H.M. ships present.

(*b*) The aid of R.A.F. shore-based flying boats or seaplanes may be enlisted by signal, provided that the shore bases are within reasonable distance of the missing aircraft. The limits of a search of this nature should be left to the discretion of the Officer Commanding the shore base, who will take into consideration the radii of action of his aircraft and the conditions prevailing at the time. The following shore bases are at present available for this service:—

Felixstowe.	Lee-on-Solent.
Calshot.	Mount Batten.
Pembroke Dock.	

(*Also issued as paras. 1–15 of A.F.O. S.28/35.*)

(*Air Ministry Orders A.30/34, A.105/34, A.157/34, and A.47/35.*)

971.—Procedure to be adopted in the event of the Sinking of a Submarine in Home Waters

(M.F. 4391/35.—18.4.1935.)

(*This reprint embodies A.F.O. 1674/35.*)

In the event of the loss or sinking of a submarine in Home Waters, the Senior Officer on the spot is to report immediately the name or number of the submarine and the position in which she sank. The message should be addressed to the Admiralty, Rear-Admiral (S), Captain or Commander (S) concerned, Commanders-in-Chief, Home Fleet and Home Ports, Commanding Officer, Coast of Scotland, Captain-in-Charge, Portland, Captain, Fishery Protection and Minesweeping, Captain A/S, Senior Officer, 1st Minesweeping Flotilla, and Senior Officer, 1st A/S Flotilla. It is to be transmitted by the quickest possible route to all addressees. The depth of water should be signalled as convenient.

2. On receipt of the message of sinking, Rear-Admiral (S) will signal to all concerned, stating whether he will proceed to the scene of operations.

3. The Senior Officer on the spot will take charge of rescue operations.

4. The Captain (S) or Commander (S) concerned is to arrange for two submarines to be available on the scene of the sinking for underwater signalling purposes.

5. The following procedure is to be put into operation forthwith by the Commander-in-Chief of the Home Port or the Commanding Officer, Coast of Scotland, in whose area the sinking takes place, or Commander-in-Chief, Home Fleet, if the accident occurs during exercises with the Home Fleet, and all necessary arrangements should be made with the authorities concerned accordingly.—

(*a*) 1st Minesweeping Flotilla, Portland, is to proceed to the area in readiness to sweep.

(*b*) An A/S flotilla from Portland, or an A/S destroyer flotilla, Home Fleet, whichever is most quickly available, is to proceed to the area in readiness to search.

(*c*) (i) The Air Officer Commanding, Coastal Area, is to be requested by message to send aircraft to search for indicator buoys, oil and air bubbles. The Air Officer Commanding will thereupon detail the most suitable units in his command to carry out the search. He will also communicate with any other Royal Air Force units which, by reason of their geographical position, are able to assist in the search, but such units are usually equipped with aircraft unsuitable for prolonged search operations at a distance from land.

(ii) The Air Officer Commanding, Coastal Area, will co-ordinate the operations of shore-based aircraft from the outset. He should be requested to supply reports of the search to the officer in charge of rescue operations, and is to be informed of the call sign of the latter and the wave frequency to be employed.

(iii) If an aircraft carrier is available, the foregoing duties are to be undertaken by her aircraft, but, if necessary, the Air Officer Commanding, Coastal Area, should be asked to assist as well.

(*d*) H.M.S. " Tedworth " is to embark six divers and necessary diving stores and remain at immediate notice.

6. As soon as the submarine has been located, or when, in the opinion of the Senior Officer, her position is sufficiently accurately known, twelve Signals, Underwater, Exploding, or twelve 9-ounce G.C. discs are to be fired in the vicinity. This is a signal to any men imprisoned in the submarine that surface vessels have arrived and that escape by means of the Davis Submerged Escape Apparatus can be attempted with every prospect of rescue. The charges should be fired at least 2½ cables from the position of the submarine, in case any men are making their escape at the time.

7. The Admiralty is to be kept informed of the situation.

8. From the time that the original message reporting the sinking of a submarine has been received, too much importance cannot be attached to keeping lines of communication clear to and from Rear-Admiral (S). The correct use of the prefix " Immediate " must be rigidly adhered to.

(*A.F.Os. 1667/32, 568/34 ; C.A.F.O. 1827/36.*)

973.—Quarantine at Port Said

(M. 1419/35.—18.4.1935.)

Ships northbound through the Suez Canal can be exempted from quarantine formalities at Port Said upon application being made to the Director of Quarantine at Suez, unless they have sickness on board, intend to embark sick cases or corpses, or have touched at a port where infectious disease exists within the period of incubation of that disease.

In the case of H.M. ships entering the Canal at Suez, application for this exemption will be made automatically by H.B.M. Consul, Suez, unless he is requested by the Commanding Officer not to do so. Ships not affected by the exceptions laid down above may therefore assume exemption from quarantine formalities at Port Said unless informed to the contrary.

1203.—Merchant Vessels—Control of W/T in Time of War

(M. 03279/34.—16.5.1935.)

(*This reprint embodies A.F.O. 599/37.*)

BRITISH VESSELS.

Powers.—Clause 22 of the licence issued by the General Post Office to ships registered in Great Britain and Northern Ireland provides for the control in emergency of ship installations in all such ships. A copy of this clause is contained in Appendix I. The clause comes into force automatically on emergency arising. Similar licences are issued to Dominion and Colonial ships by the Dominions and Colonies in which they are registered.

2. The licences do not give the representatives of His Majesty's Government in the United Kingdom any control over Dominion or Colonial vessels, nor do they give a Dominion or Colony control over any vessels except those registered at its own ports.

3. The Defence Regulations, which will be issued as soon as possible after the emergency arises, are, however, expected to include a regulation which will give full control in the waters of Great Britain and Northern

Ireland over the wireless telegraphy of all vessels, and in all waters over the wireless telegraphy of ships registered in Great Britain and Northern Ireland.

4. Clause 22 of the licence does not provide for any penalties other than taking possession of the apparatus. When the Defence Regulations have been issued, the penalties provided by those Regulations will be applicable.

5. If a British vessel refuses to obey orders as regards her wireless before the issue of the Defence Regulations, and if immediate action beyond the terms of the licence is essential, then such action must be taken under the Royal Prerogative. If there should be any doubt as to the Royal Prerogative covering such action it may be necessary to indemnify such action by Act of Parliament.

6. *On the High Seas and in British Territorial Waters.*—On emergency arising, orders will be broadcast to vessels in all areas concerning the use of W/T (*vide* Appendix V). These areas will conform to those given in Admiralty Notice to Mariners, No. 3, yearly.

7. After issue of these orders Commanding Officers of H.M. ships should report to the Admiralty any instances of misuse of W/T by British merchant vessels; if opportunity occurs the Master should be warned of the risk which is being incurred.

8. Any case of a British merchant vessel using her W/T so as to cause unnecessary interference should similarly be reported and the Master should be warned. If persisted in, such conduct may justify confiscation or displacement of the apparatus, but it is generally most undesirable that a vessel should be so deprived of her W/T.

9. *In Harbours of Great Britain and Northern Ireland.*—It is not possible to *prevent* illicit messages being despatched by vessels in harbour with treasonable intent, since such messages could always be sent by concealed apparatus. Special arrangements will therefore be made to enable messages of this nature to be promptly detected and dealt with.

10. The problem is, however, simplified if steps are taken to ensure that messages will not be made in harbour by irresponsible persons without treasonable intent. For this purpose arrangements have been made by which, subsequent to the issue of the warning telegram, the Board of Customs, when requested by the Admiralty, will instruct the Customs Officials to seal the door(s) of the W/T office(s) of all vessels, when the vessels are boarded on coming into harbour. Until the vessel leaves, the door(s) will only be opened at pre-arranged times when required for maintenance of the apparatus. Assistance will, when necessary, be given by the police in enforcing this regulation.

11. *Mercantile Fleet Auxiliaries.*—In the absence of special instructions from a Naval Authority, non-commissioned Mercantile Fleet Auxiliaries will generally be subject to the same regulations as regards use of wireless as merchant vessels.

NEUTRAL OR ALLIED VESSELS.

12. *On the High Seas and in British Territorial Waters.*—Can only be interfered with if the vessel can be regarded as guilty of unneutral service. On this point the following Order was issued during the war:—

> "*Merchant Ships and Control of Information.*—On any occasion in war when the success of the operations in which the British Fleet is engaged depends upon the preservation of secrecy as to its movements or the accurate and rapid transmission of intelligence or instructions, the Senior Officer conducting the operations may take the following steps, in whole or in part as he considers necessary, in order to obviate any action, whether intentional or unintentional, which may be prejudicial to the successful issue of his movements.
>
> "2. A notification, similar to that for blockade, may be issued, informing all merchant vessels within the area concerned that naval operations are in progress, and requesting them—
>
> "(*a*) To desist from the use of their wireless apparatus until further notice.

"(*b*) To make no entries of sighting any of His Majesty's ships, or of any wireless signals which they may intercept, emanating from any of His Majesty's ships, whether in plain language or in cypher.

"(*c*) Not to make signals which may interfere with the communication of His Majesty's ships.

"3. If, after the issue of this notification, any merchant vessels continue to act in disregard of the request, the Senior Officer may take such steps as in his opinion are necessary and practicable, by ordering the ship to leave the area, by prescribing her a particular course, by confiscating or disabling her instruments, destroying her records, or by capturing the ship herself according to the gravity of the offence or its consequences.

"4. It is clearly to be understood that such action is taken without prejudice to any claims for compensation which may be laid."

13. The following Draft Regulation was drawn up in 1923 by a Conference of Jurists at the Hague:—

"In case a belligerent Commanding Officer considers that the success of the operation in which he is engaged may be prejudiced by the presence of vessels or aircraft equipped with radio installations in the immediate vicinity of his armed forces or by the use of such installations therein, he may order neutral vessels or neutral aircraft on or over the high seas:—

"(1) To alter their course to such an extent as will be necessary to prevent their approaching the armed forces operating under his command; or

"(2) Not to make use of their radio transmitting apparatus while in the immediate vicinity of such forces.

"A neutral vessel or neutral aircraft which does not conform to such direction of which it has had notice, exposes itself to the risk of being fired upon. It will also be liable to capture, and may be condemned if the Prize Court considers that the circumstances justify condemnation."

14. This regulation has not yet been adopted internationally, but is believed to represent the generally accepted views, and should be acted upon, the procedure in paragraph 12 being adopted if considered desirable. Liability to capture and confiscation thus incurred is not extinguished by the conclusion of the voyage or flight, but shall subsist during the whole course of the war.

15. In cases of interference, not so serious as to constitute unneutral action, report of the offence should be made to the Admiralty, in order that the matter may be dealt with under the W/T conventions.

16. *In the Harbours of Great Britain and Northern Ireland* the existing powers are given by the Wireless Telegraph (Foreign Ships) Regulations, 1908 (*see* Appendix II). A draft of the order which will be issued by the General Post Office is also contained in Appendix III. Penalties are limited to £10 for each offence. Where these powers are insufficient, action can only be taken as explained in paragraph 5. The Defence Regulations, when issued, will be applicable (*see* paragraphs 3 and 4).

The procedure laid down in paragraph 10 will be applied also to foreign vessels by the Admiralty Regulations contained in Appendix IV.

Enemy Ships.

17. On the outbreak of war, Customs Officers will arrange for the temporary dismantling of W/T on enemy vessels until such time as the apparatus (unless the vessel is covered by Days of Grace) can be completely dismantled by an expert from General Post Office or Admiralty.

Dominions, Colonies and India.

18. The Dominion and Colonial Governments and the Government of India have been asked to make similar arrangements.

APPENDIX I.

Licence to Establish Wireless Telegraph Ship Station.

Clause 22.

(i) If and whenever an emergency shall have arisen in which it is expedient for the public service that His Majesty's Government shall have control over the sending and receiving of messages by the station it shall be lawful for any Naval Military Customs or Police Officer or any other person authorised by the Admiralty to take possession of the station or any part thereof in the name and on behalf of His Majesty and to use the same for His Majesty's service and in that event any such officer or person so authorised may enter upon any ship on which a station is established and take possession of the station and use the same as aforesaid and subject to such use may use the same or allow it to be used for such ordinary services as may in his discretion seem fit to him or may prohibit and take steps to prevent the use of the same and issue directions which shall be obeyed by the Licensee to prevent such use.

(ii) Any such officer or person so authorised as aforesaid may in any such event as aforesaid instead of taking possession of the station as aforesaid direct and authorise such persons as he may think fit to assume the control of the sending and receiving of messages by the station either wholly or partly and in such manner as he may direct and such persons may enter upon any ship on which a station is installed accordingly or the said officer or person so authorised as aforesaid may direct the Licensee to submit to him or any person authorised by him all messages tendered for despatch or received by the station or any class or classes of such messages to stop or delay the sending of any messages or the delivery thereof or deliver the same to him or his agent and generally to obey all such directions with reference to the sending receiving or delivery of messages as the said officer or person so authorised as aforesaid may prescribe and the Licensee shall obey and conform to all such directions.

(iii) The Licensee shall obey any instructions which may be issued by the Admiralty for observance by wireless telegraph ship stations during any such emergency as aforesaid.

(iv) The Licensee shall be entitled to reasonable compensation for any damage to the station arising in consequence of the exercise of the powers conferred by Sub-Clauses (i) and (ii) of this Clause.

APPENDIX II.

The Wireless Telegraphy (Foreign Ships) Regulations, 1908, Regulation 5.

(1) If at any time in the opinion of one of His Majesty's Principal Secretaries of State an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and notice to that effect is published by the Postmaster-General, after the publication of such notice and until further notice the use of wireless telegraphy on board foreign ships whilst in territorial waters shall be subject to such rules as may be made by the Admiralty from time to time, and such rules may prohibit or regulate such use in all cases or in such cases as may be deemed desirable.

(2) Such notice as aforesaid shall be published in the "London Gazette," the "Edinburgh Gazette," and the "Belfast Gazette," and in such other manner, if any, as to the Postmaster-General may seem fit.

APPENDIX III.

In pursuance of Regulation 5 of the Wireless Telegraphy (Foreign Ships) Regulations, 1908 (*b*), I..... His Majesty's Postmaster-General, do hereby give notice that in the opinion of the..... one of His Majesty's Principal Secretaries of State, an emergency has arisen in which it is expedient for the public service that His Majesty's Government

should have control over the transmission of messages by wireless telegraphy, and that the use of wireless telegraphy on board foreign ships whilst in the territorial waters of the British Isles will be subject to such rules as may be made by the Admiralty (*c*).

Dated this

(*b*) The Regulations (1908-496) made by the Postmaster-General, 20th June, 1908, under the Wireless Telegraphy Act, 1904 (4, Edw. 7, c.24), are printed in Statutory Rules and Orders, 1908, pp. 961-963.

(*c*) *See* Admiralty Rules printed below.

APPENDIX IV.

Draft Admiralty Regulations as to the Use of Wireless Telegraphy by Merchant Vessels.

1. The use of wireless telegraphy is prohibited in the harbours of Great Britain, Northern Ireland, and Channel Islands.

2. On entering any port or harbour the wireless telegraphy office(s) will be sealed up by the Customs Officer boarding the vessel. During the stay of the vessel in harbour access to the wireless telegraphy office(s) will only be allowed under the following condition :—If the vessel will remain in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, etc., the Master of the merchant vessel will be responsible for warning the Customs Officers that such access will be required in order that the Customs Officers may arrange for the breaking of the seals. The Master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs Officers may afterwards go on board and re-seal the office(s).

3. Foreign vessels within the territorial waters of the British Isles are to restrict their use of wireless telegraphy as much as possible so as to avoid interference with British communications.

4. Any breach of these regulations renders the Masters of the offending ships liable to penalties and to the confiscation of the wireless apparatus of their ships.

APPENDIX V.

Instructions Issued by Admiralty.

(i) The following instructions will be issued to British vessels in areas where they would be exposed to risk of enemy action :—

No wireless message is to be sent or answered without direct orders from the Master or Officer on Watch. Wireless messages are to be restricted to distress messages, reports of foreign men-of-war, mines, or other dangers to navigation, essential messages to owners as to the service of the vessel and messages made in accordance with definite orders given by Naval representatives. No messages are to be sent on behalf of private persons.

Radio-telephony is prohibited except as necessary for the safe navigation of, or reports of foreign men-of-war or mines by, those vessels not fitted with wireless telegraphy apparatus.

(ii) In other areas the following instructions will be issued :—

Radio-telephony is prohibited for private messages. Masters are to censor all private messages for transmission by wireless telegraphy, and such messages are to be made in plain language.

2187.—Messages affecting Fleet Air Arm Units—Procedure for Transmission

(M. 3736/35.—12.9.1935.)

The following Air Ministry Order (A.205 of the 15th August, 1935) is promulgated for information :—

1. In order to prevent duplication of signals, the following procedure will in future be adopted in connection with the transmission to the Royal Air Force of messages originating from the Air Ministry affecting Fleet Air Arm units.

2. Messages for R.A.F. commands and Fleet Air Arm units are to be addressed to the Admiralty as well as to the A.O.C. concerned.

3. The A.O.C. concerned will be responsible for notifying disembarked units of the Fleet Air Arm whilst the Admiralty will be responsible for informing all Commanders-in-Chief, Administrative Authorities and commands affected, afloat.

4. The statement that the message is also addressed to the Admiralty will indicate to Air Officers Commanding that they have no responsibility for passing the message to embarked units.

*2504.—Fleet Exercises, Firing, etc.—Notification to Local Authorities

(M. 3573/35.—17.10.1935.)

With reference to the instructions contained in King's Regulations and Admiralty Instructions, Article 1228, the Fishery Flag will be displayed at the coastguard stations enumerated below for the purpose of warning fishermen that such stations have information concerning Naval exercises in the vicinity.

The flag will be flown " at the dip " to indicate that information in connection with Naval exercises has been received at the station, and will be hoisted " close up " while the exercises are in progress.

LIST OF STATIONS.

Swanage.	Seaton (Beer Head).
St. Albans Head.	Dawlish.
Kimmeridge	Teignmouth.
Lulworth.	Torquay.
Weymouth.	Brixham.
Fortuneswell.	Dartmouth.
Portland Bill.	Torcross.
Grove Point, Portland.	Hope Cove.
Fleet.	Looe.
Wyke.	Mevagissey.
Abbotsbury.	Exmouth.
West Bay.	Polperro.

2. The practice of broadcasting to shipping general warnings of night firing exercises has been abandoned. In the event, however, of the Commander-in-Chief, to whom notice of the operation is given, considering that the circumstances under which firing takes place are unusual or exceptional, and that it is desirable that shipping should be warned, he should give notice to the Hydrographer of the Navy, in order that a warning may be disseminated by W/T to merchant shipping and fishing vessels afloat. Such warnings will be treated as navigational warnings and promulgated as " W " messages.

3. A list of Coastguard Districts and Fishery Authorities to be notified is attached. The postal and telegraphic addresses of Coastguard Stations are " Coastguard " followed by the name of the place.

Coastguard Divisions.	*District Officers.*
North Scotland Division	Lerwick. Wick. Kyle of Lochalsh.
East Scotland Division	Banff. Peterhead. Aberdeen. Elie.
North-Eastern Division	Berwick. Blyth. Seaham Harbour.
York. and Lincs. Division ...	Saltburn-by-the-Sea. Whitby. Withernsea. Mablethorpe.
East Anglian Division	Cromer. Great Yarmouth. Walton-on-Naze.
South-Eastern Division	Ramsgate. Sandgate. Hove.
Southern Division	Ventnor. Swanage. Wyke.
South-Western Division	Torquay. Hope Cove. Fowey. Cadgwith.
Western Division	St. Ives. St. Mary's, Scilly. Bude. Croyde.
Cambrian Division	Mumbles. Tenby. Fishguard. Carnarvonshire (Porthdynllaen). Holyhead.
North-Western Division	Hoylake. Portpatrick. Ramsey. Southend (Argyllshire).
Northern Ireland Division ...	Ballycastle. Donaghadee.

FISHERY OFFICERS.

England and Wales.

London, at 43, Parliament Street, London, S.W.1.

Telegrams : Fisheries, Parl, London.
Telephone : Whitehall 3400.

Mr. J. Thomson, Chief Inspector of Fisheries.
Mr. T. E. Pryce-Tannatt (D.F.O.), in charge of Salmon and Freshwater Fisheries.
Lieut.-Commdr. C. C. Brown, R.N. (Ret.) (F.O.).

North-Eastern District, at District Office, Trinity House, Union Quay, North Shields.

Area.—Coastwise from Berwick to Hartlepool (inclusive).

Telegrams : Fishmin, North Shields.
Telephone : North Shields 161.

Hull District, at District Office, 330, Hessle Road, Hull.

Area.—Coastwise from Hartlepool (exclusive) to the Humber.

Telegrams : Fishmin, Hull.
Telephone : Hull Central 33461.

Scarborough, at Park Hall, Aislaby, Sleights, R.S.O., Yorks.

Grimsby District, at District Office, 91, Cleethorpe Road, Grimsby.

Area.—Coastwise from the Humber to Hunstanton (inclusive).

Telegrams : Fishmin, Grimsby.
Telephone : Grimsby 2184.

Eastern District, at Fisheries Office, 9, Battery Green Road, Lowestoft.

Area.—Coastwise from Hunstanton (exclusive) to Tilbury.

Telegrams : Fishmin, Lowestoft.
Telephone : Lowestoft 149.

Thames District, at District Headquarters, 43, Parliament Street, London, S.W.1.

Area.—The River Thames, west of a line drawn from Tilbury to Gravesend, and all its tributaries.

South-Eastern District, at Fisheries Office, The Quay, Poole.

Area.—Coastwise from Gravesend to Lyme Regis (inclusive).

Telegrams : Fishmin, Poole.
Telephone : Poole 97.

Ramsgate, at Fisheries Office, Fish Market, Ramsgate.

South-Western District, at District Office, Barclay's Bank Chambers, Princess Square, Plymouth.

Area.—Coastwise from Lyme Regis (exclusive) to Avonmouth (inclusive).

Telegrams : Fishmin, Plymouth.
Telephone : Plymouth 3856.

South Wales District, at District Office, Government Buildings, St. Mary's Street Swansea.

Area.—Coastwise from Avonmouth (exclusive) to Aberystwyth (inclusive).

Telegrams : Fishmin, Swansea.
Telephone : Swansea 4264.

MILFORD HAVEN, at Fisheries Office, The Fish Dock, Milford Haven.
Telephone: Milford Haven 12.

NORTH WALES DISTRICT, at Castle Bank, Conway.
Area.—Coastwise from Aberystwyth (exclusive) to Hoylake (inclusive).
Telephone: Conway 19.

NORTH-WESTERN DISTRICT, at District Office, Central Chambers, North Albert Street, Fleetwood.
Area.—Coastwise from Hoylake (exclusive) to the Scottish Border.
Telegrams: Fishmin, Fleetwood.
Telephone: Fleetwood 579.

LOCAL FISHERIES COMMITTEES.

District.	Limits.	Clerk.
Cumberland ...	Sark Foot to Haverigg Point ...	C. W. Allan Hodgson, County Offices, Carlisle.
Lancashire and Western.	Haverigg Point to Cemmaes Head	H. Baines, 16, Walton's Parade, Preston.
South Wales ...	Cemmaes Head to a line drawn through Flatholm.	A. H. Deer, Courtland Chambers, Port Talbot.
Cornwall	Northern boundary of Cornwall to Rame Head.	T. A. H. Sheers, County Hall, Truro.
Devon	Northern section :— Eastern boundary to western boundary of Devon. Southern section :— Rame Head to eastern boundary of Devon.	H. Ford, 25, Southernhay West, Exeter.
Southern	Western boundary of Dorset to Hayling Island.	H. Tattersall, LL.B., 108, Old Christchurch Road, Bournemouth.
Sussex	Hayling Island to Dungeness ...	Percy Idle, 28, 29, Grand Parade, St. Leonards-on-Sea.
Kent and Essex ...	Dungeness to Dovercourt ...	H. W. Gibson, Essex House, 26, Finsbury Square, E.C.2.
Suffolk and Essex...	Dovercourt to Covehithe ...	Cecil Oakes, County Hall, Ipswich.
Eastern	Southern boundary of Norfolk to Donna Nook Beacon.	H. W. Ward, Tuesday Market Place, King's Lynn.
North-eastern ...	Donna Nook Beacon to River Tyne.	J. R. Proctor, County Hall, Beverley.
Northumberland ...	River Tyne to the boundary between England and Scotland.	G. E. Wilkinson, 1, Mosley Street, Newcastle-upon-Tyne.

SCOTLAND

Addresses of Fishery Officers.	Extent of District.	Telephone Numbers.	Notification.
Fishery Office, Berwick-on-Tweed ...	Scottish Border to St. Abb's Head	Berwick-on-Tweed 110	
,, ,, Leith	St. Abb's Head to Buckhaven (exclusive) ...	Leith 229	Gun-firing Firth of Forth: officers at Leith and Anstruther concerned.
,, ,, Anstruther	Buckhaven to South Side of Tay	Anstruther 21	
,, ,, Montrose	North side of Tay to Bervie	Montrose 189	Gun-firing Firth of Tay: officers at Anstruther and Montrose concerned.
,, ,, Aberdeen	Bervie (exclusive) to Aberdeen	Aberdeen 865	Gun-firing in Moray Firth: officers from Aberdeen to Wick concerned. (*See note.*)
,, ,, Peterhead	Aberdeen (exclusive) to Rattray Head	Peterhead 254	
,, ,, Fraserburgh	Rattray Head to Troup Head	Fraserburgh 176	
,, ,, Macduff	Troup Head to Cullen (exclusive)	Macduff 33	
,, ,, Buckie	Cullen to River Spey	Buckie 87	
,, ,, Lossiemouth	River Spey to Kessock Ferry	Lossiemouth 43	
,, ,, Helmsdale	Kessock Ferry to Dunbeath	——	
,, ,, Wick	Dunbeath (exclusive) to Cape Wrath	Wick 81	
,, ,, Kirkwall	Orkney Isles...	——	Gun-firing in Minches: officers concerned.
,, ,, Lerwick	Shetland Isles	——	
,, ,, Stornoway	Lewis and Harris	——	
,, ,, Ullapool	Cape Wrath to Diebeg (exclusive)	——	
,, ,, Kyle	Diebeg to Loch Nevis with islands of Skye, South Rona, Rassay, Scalpa and Soay.	——	
,, ,, Oban	Loch Nevis to Oban with adjacent islands, and Outer Hebrides south of Harris.	Oban 83	
,, ,, Campbeltown	Tayinloan to Skipness Point, with Colonsay, Jura, Islay and Gigha.	——	
,, ,, Tarbert, Argyll ...	Gban to Tayinloan (both exclusive) and Skipness Point to Roseneath Point, and Bute and Arran.	——	Gun-firing Firth of Clyde: officers concerned.
Fishery Officer, 2, Oswald St., Glasgow	Roseneath Point to Ayr (exclusive)	Glasgow Cent. 4883	
Fishery Officer, Girvan	Ayr to Scottish Border	Girvan 54	

Telegrams :—Fishery Officer (place).

Note.—Gun-firing in the Moray Firth. Notification of firings in the Moray Firth will also be sent to the following by the King's Harbour Master, Invergordon :—

Name or Title.	*Telegraphic Address.*
Allan Souter	St. Combs.
Stationmaster	Cairnbulg.
Charles Sim	1, Pitullie, Sandhaven.
Forbes Ritchie	Rosehearty.
John West	38, Pennan.
George Craigen	Gardenstown.
Mrs. Alex. Findlay	Whitehills.
John Coull	Seafield Street, Portsoy.
Benjamin Smith	Sandend, Portsoy.
John Keir	Ardmarmoch, Grant St., Cullen.
Harbourmaster	Portknockie.
Harbourmaster	Findochty.
Harbourmaster	Hopeman.
Harbourmaster	Burghead.
Harbourmaster	Nairn.
John Johnstone	105, High Street, Ardersier.
Harbourmaster	Inverness.
George McLeman	11, High Street, Avoch.
D. Hossack	8, Shore Street, Cromarty.
William Hogg	Westend, Saltburn, Invergordon.
Harbourmaster	Balintore.
Harbourmaster	Portmahomack.
D. McBean	Station House, Embo.
James Wiseman	Golspie.
James Landles	Lower Brora, Brora.
Harbourmaster	Dunbeath.
James Thomson	Latheronwheel.
William Sutherland	Lybster.
Alexander Sutherland	The Square, Ulbster, Mid Clyth.

(*K.R. and A.I., Art. 1228.*)

1936

386.
387. } *Issued Confidentially.*

389.—Philippine Commonwealth—Honours, Salutes, etc.

(M. 6114/35.—13.2.1936.)

The following interpretations of the United States Navy Regulations governing honours to the Philippine Commonwealth, issued by the Secretary of the United States Navy, are promulgated for information and guidance:—

1. Philippine ports shall not be considered by United States vessels as foreign ports for the purpose of salutes and the exchange of official calls.

2. An additional salute other than the national salute shall not be fired on entering a Philippine port where the flag of the President of the Philippines is displayed.

3. The President of the Philippine Commonwealth shall be given a salute of nineteen guns, and corresponding honours, using the Philippine national anthem and displaying the Philippine flag. The President takes precedence immediately after the United States High Commissioner.

4. Pending further instructions, the following subordinate officials of the Philippine Commonwealth will be given a salute of seventeen guns, and corresponding honours, displaying the United States Ensign during the salute: The Vice-President, the Chief Justice of the Supreme Court, Cabinet Officers, and the President of the Assembly.

5. American vessels in Philippine ports shall celebrate Philippine national holidays in the same manner as United States holidays.

6. When full dressing ship, the Philippine flag should be displayed at the fore.

The Secretary of the Navy has also informed the Commander-in-Chief of the Asiatic Fleet that foreign vessels entering Manila will be expected to display the United States flag during the salute.

*485.—Caution with regard to Single Merchant Ships approaching Naval Squadrons

(N.L. 393/36.—27.2.1936.)

A caution is issued annually in "Notices to Mariners" which calls the attention of shipowners and mariners to the danger to all concerned, by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of, or through, such a squadron; and mariners are warned in such Notice that it would be in the interest of safety for single vessels to adopt early measures to avoid approaching a squadron so as to involve risk of collision, and to keep out of its way. Officers concerned must bear in mind that the Notice to Mariners in question has only a limited circulation; also that it gives advice to mariners, but is in no sense an International Regulation. In no case is it to be assumed that single vessels will adopt such measures. Officers concerned should, therefore, keep a careful watch on single vessels, and should be ready, in case they do not give early indication of their intention to avoid the squadron, to take such action in accordance with the Collision Regulations and good seamanship as may be required to avoid risk of collision.

2. The Admiralty Notice to Mariners issued annually on this subject is now in the following terms:—

ADMIRALTY NOTICE TO MARINERS.

No. 7. *Caution with regard to Single Ships approaching Squadrons or Aircraft Carriers*

Former Notice—No. 7 of 1935.

1. The attention of shipowners and mariners is called to the danger to all concerned which is caused by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of, or through, such a squadron.

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron under the above conditions which might involve risk of collision and to keep out of its way.

3. Attention is also drawn to the uncertainty of the movements of aircraft carriers which must necessarily turn into the wind when aircraft are taking off or landing.

4. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron or aircraft carrier, the " Regulations for preventing Collisions at Sea " must be the guide.

Note.—This Notice is a repetition of the former Notice quoted above.

(*Notice No. 7 of 1.1.1935.*)

Authority.—The Lords Commissioners of the Admiralty. (*H. 7956/34.*)

668.—*Issued Confidentially.*

670.—Gun-fire Practice by H.M. Ships in vicinity of Commercial Aircraft Routes

(M. 863/36.—19.3.1936.)

All ships when in the vicinity of commercial aircraft routes are to take precautions against endangering aircraft by high or low-angle gun-fire.

2. The main commercial aircraft routes between the British Isles and the Continent involve sea crossings approximately between the lines Clacton-on-Sea–North Hinder light vessel and Newhaven–Dieppe.

3. In addition the following air services involving sea crossings are regularly operated throughout the year:—

Thurso–Kirkwall.
Wick–Kirkwall.
Across Cromarty and Dornoch Firths (*i.e.*, Inverness–Wick and Aberdeen–Wick).
Aberdeen–Edinburgh.
Southend–Rochester.
London–Jersey.
Southampton–Channel Islands.
Inter-Channel Islands services.
Cardiff–Barnstaple–Lundy Island.
Bristol–Cardiff (Bristol Channel).
Liverpool–Isle of Man.
Blackpool–Isle of Man.
Renfrew–Isle of Man.
Belfast–Isle of Man.
Belfast–Renfrew.
Renfrew–Campbeltown–Islay.
Renfrew–Skye–South Uist–North Uist.

4. During the summer months the following additional air services will be in operation, involving sea crossings:—

Orkney Islands–Shetland Islands.
Amsterdam–Doncaster.
Southend–Ramsgate.
Brighton–Deauville.
Portsmouth–Paris.
Intense services across Spithead and Solent.
Bristol–Le Touquet.
Penzance–Scilly Isles.
St. Bees Head–Isle of Man (*i.e.*, Carlisle–Isle of Man).
Across North Minch to Stornoway.

5. In addition regular services may shortly be established between:—

Dublin–Liverpool.
Dublin–Bristol.

6. During the summer months seaplanes are catapulted from S.S. "Bremen" and "Europa" when on their eastbound voyages from a position approximately 500 miles westward of the Scilly Islands, and from thence the aircraft fly to Southampton.

671.—Exercises for Personnel of Royal Air Force Units—Co-operation of H.M. Ships

(M. 605/36.—19.3.1936.)

(*This reprint embodies A.F.O. 1000/36.*)

In order that the personnel of Royal Air Force Units at the Royal Air Force Bases at Gosport, Mount Batten, Pembroke Dock, and Donibristle, and pupils of the Air Navigation School at Manston, Kent, may have opportunities of estimating the courses and speeds and of reporting the positions of ships, H.M. ships on passage in waters within reach of those units are, when requested, and provided circumstances permit, to co-operate with the Officers Commanding the R.A.F. Bases at Gosport, Calshot, Mount Batten, Pembroke Dock, Donibristle, and the Air Navigation School, Manston, in carrying out such exercises.

2. The Commanders-in-Chief, Portsmouth, The Nore, and Plymouth, and the Commanding Officer, Coast of Scotland, should arrange to inform the Officers Commanding the Royal Air Force Base concerned of suitable movements of H.M. ships and when the Air Authorities desire to exercise with a particular ship, they will inform her direct, repeating the information to the Commander-in-Chief, Portsmouth, Commander-in-Chief, The Nore, Commander-in-Chief, Plymouth, or Commanding Officer, Coast of Scotland, as necessary. Provided it is convenient to meet the Air Authorities' wishes, the following procedure should be followed:—

(i) Ships are to inform the Royal Air Force Base concerned of the time they will be ready to commence the exercise, and the anticipated position, course, and speed at that time. A day's notice should be given whenever practicable. The exercises can be carried out at distances up to within 120 miles of the R.A.F. Base concerned.

(ii) The Officer Commanding the R.A.F. Base concerned is to inform the ship (*a*) the wave frequency and call signs of the aircraft taking part, (*b*) the time at which the aircraft leave for and return from the exercise, together with the number and type of aircraft taking part. The aircraft will make their reports direct to the base concerned or to each other.

(iii) Normally the duration of the exercise should not exceed 1½ hours. A searchlight should be trained on the aircraft when in sight from the ship. Alterations of course should be made every 7 to 12 minutes and, if practicable, some alterations of speed.

(iv) *Records.*—Accurate zone time is to be kept. On arrival in harbour, ships are to forward to the Officer Commanding the Royal Air Force Base concerned, the initial time, position, course and speed, and a list of subsequent alterations with times.

*723.—Toasts in Naval Messes and at Official Dinners

(M. 1349/35.—26.3.1936.)

I.—*The Loyal Toast*

The health of H.M. The King should be honoured, seated, in all Naval messes, whether on board ship or on shore, on all occasions except :—

(*a*) When the National Anthem is played : the toast should then be drunk, standing.

(*b*) When toasts to foreign heads of States are included : they and that of " The King " should be drunk, standing, whether national anthems are played or not.

II.—*Procedure when foreign officers are present*

Whenever foreign officers or officials are entertained officially on board H.M. ships or in Naval Establishments on occasions when it is customary for toasts to be exchanged, the following procedure is to be observed :—

(*a*) The British Officer acting as host will propose as the first toast the health of the Head of the State (Sovereign or President) of the country to which the visitors belong.

(*b*) After this has been honoured, the Senior Officer of the foreign guests will propose the health of His Majesty King George VI.

(*c*) When more than one nation is represented among the guests, the host will propose a collective toast of the Heads of the several States represented, naming them in the order of the rank and seniority of their respective representative officers present. In a foreign port, however, when officers of the State visited are present, the Head of that State should invariably be named first in the collective toast, the remainder being named in the order described in the preceding sentence.

(*d*) To this collective toast the senior and highest in rank of the Foreign Officers present will respond on behalf of all the foreign guests by proposing the health of His Majesty King George VI.

(*e*) This procedure should be arranged beforehand between the British Officer who is the host and his foreign guests.

(*f*) The first toast should always be proposed in English, but, if possible, it should also be repeated in French, or in the language of the visitors.

(*g*) Any subsequent toast may follow as the occasion demands.

III.—*Foreign National Anthems*

When a foreign national anthem is played in accompaniment to a toast, an abbreviated version should not be used unless it has been ascertained that this would be in accordance with the custom of the country concerned.

724.—Marching through the City of London—Procedure

(M. 5164/35.—26.3.1936.)

The following procedure is to be followed when it is desired that units of H.M. Navy or Naval Reserves shall march through the City of London :—

(*a*) When it is desired that any units of His Majesty's Navy or Naval Reserves shall march through the City of London, a formal notice of such intention is to be addressed by them to the Clerk to the Lord Mayor, who will undertake to communicate with the Commissioner of the City Police.

(*b*) If it is desired that the unit should march with fixed bayonets, the concurrence of the Lord Mayor is to be requested.

(*c*) The procedure at (*b*) does not apply to the Royal Marines, who, together with the Grenadier Guards, the Buffs (Royal East Kent Regiment), the Royal Fusiliers (City of London Regiment), the Honourable Artillery Company, and 5th Battalion the Royal Northumberland Fusiliers, have the privilege of marching through the City of London with fixed bayonets, etc., and who, instead of asking permission, will notify the Clerk to the Lord Mayor of their intention of exercising their privilege.

939.—Turkey—Wearing of Uniform by Members of Foreign Naval, Military, and Air Forces

(M. 842/36.—23.4.1936.)

The following translation of a Turkish decree, dated 20th December, 1935, regulating the wearing of uniform in Turkey by members of foreign naval, military, and air forces, is promulgated for information and guidance :—

Instructions concerning the Uniforms of Members of Foreign Land, Sea, and Air Forces who may visit Turkey

Article 1.—(i) Members of foreign forces arriving in Turkey individually or in groups ; (ii) Units visiting Turkey in a military formation, or in a foreign naval or air squadron ; (iii) Members of foreign forces invited to Turkey for sports or other similar events, who are furnished with a special permit or who have an official status, may wear uniforms corresponding to what is worn by members of the Turkish forces, as provided for by the decree governing uniforms in the Turkish Army. Moreover, they are expected to wear such uniforms on occasions of official visits and when they attend manœuvres and exercises.

Article 2.—Military, Naval, and Air Attachés of Embassies are subject to international customs as regards the wearing of uniform.

Article 3.—Delegations belonging to foreign forces crossing Turkey *en route* may travel in uniform subject to obtaining permission of the Turkish Government.

Article 4.—Members of foreign forces who may happen to be in aircraft making forced landings or crashing within Turkish frontiers will be allowed to wear their uniform in the particular locality until such time as the circumstances of *force majeure* no longer apply. If they return overland to their own country, this permission will be extended until they cross the frontier.

**Article 5.*—Crews of warships or auxiliaries taking refuge in our ports and territorial waters as a consequence of *force majeure*, or by the necessity for obtaining supplies to continue their voyage, will be permitted to land at the ports which they reach wearing their ordinary uniform, but without side arm or sword. If, in the first case, the place of refuge is not an inhabited port, they will be permitted to proceed to the nearest large town or market place, in the same uniforms.

Article 6.—Members of foreign forces who may take refuge in Turkey, whether individually or in groups, will be permitted to go about in their ordinary uniforms, within the limits of the garrison to which they are assigned.

Article 7.—Foreign officers who come to take a term or a course of instruction in the Turkish Army may be permitted to wear their uniforms when they are on duty. This permission will be subject strictly to reciprocal treatment.

Article 8.—All members of foreign forces visiting Turkey are required to wear civilian clothes in all circumstances not provided for in the above articles.

**Note.*—Under the Turkish regulations for visits of foreign warships (*see* B.R. 83), warships and auxiliaries are not permitted to enter the war ports of Izmid and Smyrna even under stress of *force majeure.*

1161.—*Issued Confidentially.*

1530.—Signalling between H.M. Ships and British Merchant Vessels

(M. 1265/36.—25.6.1936.)

In order to encourage visual signalling in the Merchant Navy, it is desirable that H.M. ships should lose no suitable opportunity of carrying out signalling exercises with British merchant ships.

2. It is important that the difficulties under which the merchant navy labour, should be appreciated by H.M. ships. In cargo vessels, the total bridge personnel usually consists of the Officer of the Watch and the helmsman only. Consequently,

the reading, writing down, answering, etc., of a signal is carried out by the Officer of the Watch single-handed, and there are many occasions, at sea, when he is not free to attend to signals.

3. *Exercises in Harbour* should only be carried out when a request has been received from a merchant vessel. In harbour, signal stations are also to make exercises, if asked to do so, provided that they can be carried out without detriment to Service signalling.

4. *Exercises at Sea* should never be carried out when the merchant vessel is in pilotage waters, as the officers are fully occupied navigating their ship.

Communication with a merchant vessel should only be attempted, for the purpose of exercising signals, when she is in the open sea and when her Officer of the Watch is unlikely to be fixing the position of his ship or occupied in observing the movements of other vessels approaching him.

5. *Rules for Signalling.*—The following rules should generally be observed when communicating with merchant ships, particularly those with a small bridge personnel :—

(*a*) *Signalling by Flags.*—Time must be allowed for the Officer of the Watch to bend on and hoist flags, himself, as well as the time required to look up the necessary signal in the code.

(*b*) *Signalling by Flashing.*—A sufficiently bright light should be used to allow the message to be read with the naked eye.

(*c*) *Signalling by Semaphore.*—A message should only be made by semaphore if it can be read with the naked eye. If the distance does not allow of this, the message should be made by flashing and the merchant ship may be requested to reply by semaphore, in order to provide the officers with practice in making semaphore.

(*d*) *Signalling by Flashing or Semaphore.*—A pause should be made after every few words of a message to enable them to be written down.

6. *Returns.*—Great interest is shown by the shipping companies in the signal exercises, and the results are published in the Press, which has undoubtedly stimulated keenness in signalling efficiency throughout the merchant navy.

7. Form S.174 (Quarterly Return of Signalling with British Merchant Ships) is to be rendered to the Admiralty through Commanders-in-Chief or senior officers. Blank returns are not required.

8. Column 7 of Form S.174 should contain the method of communication used :—

(i) by H.M. ship,
(ii) by the merchant vessel,

and it is necessary to differentiate between signalling projectors, Aldis lanterns and flashing lamps.

9. In order that the summaries published in Admiralty Fleet Orders, on which the Press notices are based, may give a true indication of the results of the signalling exercises, it is particularly important that the returns on Form S.174 should contain a careful and accurate report on the exercises carried out. The " Remarks " column is provided for this purpose.

10. *Failure to obtain an Answer.*—When any of H.M. ships fail to obtain an answer to visual signals made to a British merchant vessel, a wireless message should be sent to the vessel as follows :—

" Please note that H.M.S. ..... has been endeavouring to communicate with you by flags (flashing, etc.). No answer has been received to her signals."

A reply should *not* be asked for by W/T.

(*Also issued as A.F.O. S.112/36.*)

1794a.—*Issued Confidentially.*

1794b.—Catapult Trials Afloat—Allocation of Responsibilities

(M./N.A.D. 55/36.—23.7.1936.)

The following Departmental responsibilities during catapult trials afloat have been allocated with the concurrence of the Air Council :—

(*a*) Fitness of aircraft for catapulting	Air Ministry.
(*b*) Examination of aircraft and dummies after catapulting.	Air Ministry.
(*c*) Readiness and state of catapult	Admiralty (Engineer in Chief).
(*d*) Relative wind speed	Captain of ship.
(*e*) Effect on structure of ship	Admiralty (Director of Naval Construction).
(*f*) Provision of suitable zone and light charges. State and readiness of explosion unit and firing gear.	Admiralty (Director of Naval Ordnance).
(*g*) General responsibility for the trials ...	Admiralty (Director of Air Matériel Department).

2. The Admiralty will normally communicate details of trials to be carried out to the Authorities concerned, who will submit a programme accordingly. The nature of trials involving the testing of new designs of either catapults or aircraft will be decided in consultation between the Admiralty and the Air Ministry.

3. For catapult installation trials in which production type catapults and aircraft are used, the responsibilities under 1(*a*) and (*b*) will be delegated to the command which supplies the aircraft used for the trials.

(*Also issued as Air Ministry Order, A.176/36.*)

2039.—Trials of H.M. Ships over the Talland Measured Mile

(M. 1032/36.—20.8.1936.)

H.M. ships undergoing trials over the Talland measured mile between Looe and Polperro should, in general, keep to a course not less than 4 miles from Looe in order to provide adequate clearance from crab pot gear.

2. This rule will not, however, apply in the presence of any special circumstances (*e.g.*, poor visibility, high speed of the ship under trial) which make it necessary for the ship to approach nearer to the shore in order to carry out the trial with the requisite efficiency and accuracy.

2354.—Organisation of Fleet Meteorology—Arrangements made locally on Stations—REPORT

(H. 5279/36.—24.9.1936.)

Owing to the fact that reports on meteorological work in ships are rendered with logs which may not be received in the Meteorological Office until some time after the termination of the period covered by the report, difficulty has been experienced in keeping in touch with developments in the organisation of Fleet Meteorology on foreign stations.

2. Action is accordingly to be taken to ensure that any meteorological arrangements made locally on stations (*e.g.*, with the local shore meteorological service), or any amendments to existing arrangements, are to be reported immediately to the Hydrographer of the Navy, Admiralty, who will advise the Meteorological Office accordingly.

2607.—Turkey—Convention regarding the Régime of the Straits, 1936

(M.—29.10.1936.)

The Convention regarding the Régime of the Straits, signed at Montreux on the 20th July, 1936, is reproduced below. The ratification of the Convention by H.M. Government has been deposited.

The Convention entered into force on 9th November, 1936.

His Majesty the King of the Bulgarians, the President of the French Republic, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, His Majesty the King of the Hellenes, His Majesty the Emperor of Japan, His Majesty the King of Roumania, the President of the Turkish Republic, the Central Executive Committee of the Union of Soviet Socialist Republics, and His Majesty the King of Yugoslavia;

Desiring to regulate transit and navigation in the Straits of the Dardanelles, the Sea of Marmora and the Bosphorus comprised under the general term " Straits " in such manner as to safeguard, within the framework of Turkish security and of the security, in the Black Sea, of the riparian States, the principle enshrined in Article 23 of the Treaty of Peace signed at Lausanne on 24th July, 1923;

Have resolved to replace by the present Convention the Convention signed at Lausanne on 24th July, 1923, and have appointed as their plenipotentiaries:

* * * * * * *

Who, after having exhibited their full powers, found in good and due form, have agreed on the following provisions:—

Article 1.

The High Contracting Parties recognise and affirm the principle of freedom of transit and navigation by sea in the Straits.

The exercise of this freedom shall henceforth be regulated by the provisions of the present Convention.

Section I.—*Merchant Vessels.*

Article 2.

In time of peace, merchant vessels shall enjoy complete freedom of transit and navigation in the Straits, by day and by night, under any flag and with any kind of cargo, without any formalities, except as provided in Article 3 below. No taxes or charges other than those authorised by Annex I to the present Convention shall be levied by the Turkish authorities on these vessels when passing in transit without calling at a port in the Straits.

In order to facilitate the collection of these taxes or charges merchant vessels passing through the Straits shall communicate to the officials at the stations referred to in Article 3 their name, nationality, tonnage, destination and last port of call (provenance).

Pilotage and towage remain optional.

Article 3.

All ships entering the Straits by the Ægean Sea or by the Black Sea shall stop at a sanitary station near the entrance to the Straits for the purposes of the sanitary control prescribed by Turkish law within the framework of international sanitary regulations. This control, in the case of ships possessing a clean bill of health or presenting a declaration of health testifying that they do not fall within the scope of the provisions of the second

paragraph of the present article, shall be carried out by day and by night with all possible speed, and the vessels in question shall not be required to make any other stop during their passage through the Straits.

Vessels which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox, or which have had such cases on board during the previous seven days, and vessels which have left an infected port within less than five times twenty-four hours shall stop at the sanitary stations indicated in the preceding paragraph in order to embark such sanitary guards as the Turkish authorities may direct. No tax or charge shall be levied in respect of these sanitary guards and they shall be disembarked at a sanitary station on departure from the Straits.

ARTICLE 4.

In time of war, Turkey not being belligerent, merchant vessels, under any flag or with any kind of cargo, shall enjoy freedom of transit and navigation in the Straits subject to the provisions of Article 2 and 3.

Pilotage and towage remain optional.

ARTICLE 5.

In time of war, Turkey being belligerent, merchant vessels not belonging to a country at war with Turkey shall enjoy freedom of transit and navigation in the Straits on condition that they do not in any way assist the enemy.

Such vessels shall enter the Straits by day and their transit shall be effected by the route which shall in each case be indicated by the Turkish authorities.

ARTICLE 6.

Should Turkey consider herself to be threatened with imminent danger of war, the provisions of Article 2 shall nevertheless continue to be applied except that vessels must enter the Straits by day and that their transit must be effected by the route which shall, in each case, be indicated by the Turkish authorities.

Pilotage may, in this case, be made obligatory, but no charge shall be levied.

ARTICLE 7.

The term " merchant vessels " applies to all vessels which are not covered by Section II of the present Convention.

Section II.—*Vessels of War.*

ARTICLE 8.

For the purposes of the present Convention, the definitions of vessels of war and of their specification together with those relating to the calculation of tonnage shall be as set forth in Annex II to the present Convention.

ARTICLE 9.

Naval auxiliary vessels specifically designed for the carriage of fuel, liquid or non-liquid, shall not be subject to the provisions of Article 13 regarding notification, nor shall they be counted for the purpose of calculating the tonnage which is subject to limitation under Articles 14 and 18, on condition that they shall pass through the Straits singly. They shall, however, continue to be on the same footing as vessels of war for the purpose of the remaining provisions governing transit.

The auxiliary vessels specified in the preceding paragraph shall only be entitled to benefit by the exceptional status therein contemplated if their armament does not include: for use against floating targets, more than two guns of a maximum calibre of 105 millimetres; for use against aerial targets, more than two guns of a maximum calibre of 75 millimetres.

ARTICLE 10.

In time of peace, light surface vessels, minor war vessels and auxiliary vessels, whether belonging to Black Sea or non-Black Sea Powers, and whatever their flag, shall enjoy freedom of transit through the Straits without any taxes or charges whatever, provided that such transit is begun during daylight and subject to the conditions laid down in Article 13 and the articles following thereafter.

Vessels of war other than those which fall within the categories specified in the preceding paragraph shall only enjoy a right to transit under the special conditions provided by Articles 11 and 12.

ARTICLE 11.

Black Sea Powers may send through the Straits capital ships of a tonnage greater than that laid down in the first paragraph of Article 14, on condition that these vessels pass through the Straits singly, escorted by not more than two destroyers.

ARTICLE 12.

Black Sea Powers shall have the right to send through the Straits, for the purpose of rejoining their base, submarines constructed or purchased outside the Black Sea, provided that adequate notice of the laying down or purchase of such submarines shall have been given to Turkey.

Submarines belonging to the said Powers shall also be entitled to pass through the Straits to be repaired in dockyards outside the Black Sea on condition that detailed information on the matter is given to Turkey.

In either case, the said submarines must travel by day and on the surface, and must pass through the Straits singly.

ARTICLE 13.

The transit of vessels of war through the Straits shall be preceded by a notification given to the Turkish Government through the diplomatic channel. The normal period of notice shall be eight days; but it is desirable that in the case of non-Black Sea Powers this period should be increased to fifteen days. The notification shall specify the destination, name, type and number of the vessels, as also the date of entry for the outward passage and, if necessary, for the return journey. Any change of date shall be subject to three days' notice.

Entry into the Straits for the outward passage shall take place within a period of five days from the date given in the original notification. After the expiry of this period, a new notification shall be given under the same conditions as for the original notification.

When effecting transit, the commander of the Naval force shall, without being under any obligation to stop, communicate to a signal station at the entrance to the Dardanelles or the Bosphorus the exact composition of the force under his orders.

ARTICLE 14.

The maximum aggregate tonnage of all foreign Naval forces which may be in course of transit through the Straits shall not exceed 15,000 tons, except in the cases provided for in Article 11 and in Annex III to the present Convention.

The forces specified in the preceding paragraph shall not, however, comprise more than nine vessels.

Vessels, whether belonging to Black Sea or non-Black Sea Powers, paying visits to a port in the Straits, in accordance with the provisions of Article 17, shall not be included in this tonnage.

Neither shall vessels of war which have suffered damage during their passage through the Straits be included in this tonnage; such vessels, while undergoing repair, shall be subject to any special provisions relating to security laid down by Turkey.

ARTICLE 15.

Vessels of war in transit through the Straits shall in no circumstances make use of any aircraft which they may be carrying.

ARTICLE 16.

Vessels of war in transit through the Straits shall not, except in the event of damage or peril of the sea, remain therein longer than is necessary for them to effect the passage.

ARTICLE 17.

Nothing in the provisions of the preceding articles shall prevent a Naval force of any tonnage or composition from paying a courtesy visit of limited duration to a port in the Straits, at the invitation of the Turkish Government. Any such force must leave the Straits by the same route as that by which it entered, unless it fulfils the conditions required for passage in transit through the Straits as laid down by Articles 10, 14 and 18.

ARTICLE 18.

(1) The aggregate tonnage which non-Black Sea Powers may have in that sea in time of peace shall be limited as follows:—

(*a*) Except as provided in paragraph (*b*) below, the aggregate tonnage of the said Powers shall not exceed 30,000 tons;

(*b*) If at any time the tonnage of the strongest fleet in the Black Sea shall exceed by at least 10,000 tons the tonnage of the strongest fleet in that sea at the date of the signature of the present Convention, the aggregate tonnage of 30,000 tons mentioned in paragraph (*a*) shall be increased by the same amount, up to a maximum of 45,000 tons. For this purpose, each Black Sea Power shall, in conformity with Annex IV to the present Convention, inform the Turkish Government, on the 1st January and the 1st July of each year, of the total tonnage of its fleet in the Black Sea; and the Turkish Government shall transmit this information to the other High Contracting Parties and to the Secretary-General of the League of Nations.

(*c*) The tonnage which any one non-Black Sea Power may have in the Black Sea shall be limited to two-thirds of the aggregate tonnage provided for in paragraphs (*a*) and (*b*) above;

(*d*) In the event, however, of one or more non-Black Sea Powers desiring to send Naval forces into the Black Sea, for a humanitarian purpose, the said forces, which shall in no case exceed 8,000 tons altogether, shall be allowed to enter the Black Sea without having to give the notification provided for in Article 13 of the present Convention, provided an authorisation is obtained from the Turkish Government in the following circumstances: if the figure of the aggregate tonnage specified in paragraphs (*a*) and (*b*) above has not been reached and will not be exceeded by the despatch of the forces which it is desired to send, the Turkish Government shall grant the said authorisation within the shortest possible time after receiving the request which has been addressed to it; if the said figure has already been reached or if the despatch of the forces which it is desired to send will cause it to be exceeded, the Turkish Government will immediately inform the other Black Sea Powers of the request for authorisation, and if the said Powers make no objection within twenty-four hours of having received this information, the Turkish Government shall, within forty-eight hours at the latest, inform the interested Powers of the reply which it has decided to make to their request.

Any further entry into the Black Sea of Naval forces of non-Black Sea Powers shall only be effected within the available limits of the aggregate tonnage provided for in paragraphs (*a*) and (*b*) above.

(2) Vessels of war belonging to non-Black Sea Powers shall not remain in the Black Sea more than twenty-one days, whatever be the object of their presence there.

ARTICLE 19.

In time of war, Turkey not being belligerent, warships shall enjoy complete freedom of transit and navigation through the Straits under the same conditions as those laid down in Articles 10 to 18.

Vessels of war belonging to belligerent Powers shall not, however, pass through the Straits except in cases arising out of the application of Article 25 of the present Convention, and in cases of assistance rendered to a State victim of aggression in virtue of a treaty of mutual assistance binding Turkey, concluded within the framework of the Convenant of the League of Nations, and registered and published in accordance with the provisions of Article 18 of the Covenant.

In the exceptional cases provided for in the preceding paragraph, the limitations laid down in Articles 10 to 18 of the present Convention shall not be applicable.

Notwithstanding the prohibition of passage laid down in paragraph 2 above, vessels of war belonging to belligerent Powers, whether they are Black Sea Powers or not, which have become separated from their bases, may return thereto.

Vessels of war belonging to belligerent Powers shall not make any capture, exercise the right of visit and search, or carry out any hostile act in the Straits.

ARTICLE 20.

In time of war, Turkey being belligerent, the provisions of Articles 10 to 18 shall not be applicable; the passage of warships shall be left entirely to the discretion of the Turkish Government.

ARTICLE 21.

Should Turkey consider herself to be threatened with imminent danger of war she shall have the right to apply the provisions of Article 20 of the present Convention.

Vessels which have passed through the Straits before Turkey has made use of the powers conferred upon her by the preceding paragraph, and which thus find themselves separated from their bases, may return thereto. It is, however, understood that Turkey may deny this right to vessels of war belonging to the State whose attitude has given rise to the application of the present article.

Should the Turkish Government make use of the powers conferred by the first paragraph of the present article, a notification to that effect shall be addressed to the High Contracting Parties and to the Secretary-General of the League of Nations.

If the Council of the League of Nations decide by a majority of two-thirds that the measures thus taken by Turkey are not justified, and if such should also be the opinion of the majority of the High Contracting Parties signatories to the present Convention, the Turkish Government undertakes to discontinue the measures in question as also any measures which may have been taken under Article 6 of the present Convention.

ARTICLE 22.

Vessels of war which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox or which have had such cases on board within the last seven days and vessels of war which have left an infected port within less than five times twenty-four hours must pass through the Straits in quarantine and apply by the means on board such prophylactic measures as are necessary in order to prevent any possibility of the Straits being infected.

Section III.—*Aircraft.*

ARTICLE 23.

In order to assure the passage of civil aircraft between the Mediterranean and the Black Sea, the Turkish Government will indicate the air routes available for this purpose, outside the forbidden zones which may be established in the Straits. Civil aircraft may use these routes provided that they give the Turkish Government, as regards occasional flights, a notification of three days, and as regards flights on regular services, a general notification of the dates of passage.

The Turkish Government moreover undertake, notwithstanding any remilitarisation of the Straits, to furnish the necessary facilities for the safe passage of civil aircraft authorised under the air regulations in force in Turkey to fly across Turkish territory between Europe and Asia. The route which is to be followed in the Straits zone by aircraft which have obtained an authorisation shall be indicated from time to time.

Section IV.—*General Provisions.*

ARTICLE 24.

The functions of the International Commission set up under the Convention relating to the régime of the Straits of the 24th July, 1923, are hereby transferred to the Turkish Government.

The Turkish Government undertake to collect statistics and to furnish information concerning the application of Articles 11, 12, 14 and 18 of the present Convention.

They will supervise the execution of all the provisions of the present Convention relating to the passage of vessels of war through the Straits.

As soon as they have been notified of the intended passage through the Straits of a foreign Naval force the Turkish Government shall inform the representatives at Angora of the High Contracting Parties of the composition of that force, its tonnage, the date fixed for its entry into the Straits, and, if necessary, the probable date of its return.

The Turkish Government shall address to the Secretary-General of the League of Nations and to the High Contracting Parties an annual report giving details regarding the movements of foreign vessels of war through the Straits and furnishing all information which may be of service to commerce and navigation, both by sea and by air, for which provision is made in the present Convention.

ARTICLE 25.

Nothing in the present Convention shall prejudice the rights and obligations of Turkey, or of any of the other High Contracting Parties members of the League of Nations, arising out of the Covenant of the League of Nations.

Section V.—*Final Provisions.*

ARTICLE 26.

The present Convention shall be ratified as soon as possible.

The ratifications shall be deposited in the archives of the Government of the French Republic in Paris.

The Japanese Government shall be entitled to inform the Government of the French Republic through their diplomatic representative in Paris that the ratification has been given, and in that case they shall transmit the instrument of ratification as soon as possible.

A *procès-verbal* of the deposit of ratifications shall be drawn up as soon as six instruments of ratification, including that of Turkey, shall have been deposited. For this purpose the notification provided for in the preceding paragraph shall be taken as the equivalent of the deposit of an instrument of ratification.

The present Convention shall come into force on the date of the said *procès-verbal.*

The French Government will transmit to all the High Contracting Parties an authentic copy of the *procès-verbal* provided for in the preceding paragraph and of the *procès-verbaux* of the deposit of any subsequent ratifications.

ARTICLE 27.

The present Convention shall, as from the date of its entry into force, be open to accession by any Power signatory to the Treaty of Peace at Lausanne signed on the 24th July, 1923.

Each accession shall be notified, through the diplomatic channel, to the Government of the French Republic, and by the latter to all the High Contracting Parties.

Accessions shall come into force as from the date of notification to the French Government.

ARTICLE 28.

The present Convention shall remain in force for twenty years from the date of its entry into force.

The principle of freedom of transit and navigation affirmed in Article 1 of the present Convention shall however continue without limit of time.

If, two years prior to the expiry of the said period of twenty years, no High Contracting Party shall have given notice of denunciation to the French Government the present Convention shall continue in force until two years after such notice shall have been given. Any such notice shall be communicated by the French Government to the High Contracting Parties.

In the event of the present Convention being denounced in accordance with the provisions of the present article, the High Contracting Parties agree to be represented at a conference for the purpose of concluding a new Convention.

ARTICLE 29.

At the expiry of each period of five years from the date of the entry into force of the present Convention each of the High Contracting Parties shall be entitled to initiate a proposal for amending one or more of the provisions of the present Convention.

To be valid, any request for revision formulated by one of the High Contracting Parties must be supported, in the case of modifications to Articles 14 or 18, by one other High Contracting Party, and, in the case of modifications to any other article, by two other High Contracting Parties.

Any request for revision thus supported must be notified to all the High Contracting Parties three months prior to the expiry of the current period of five years. This notification shall contain details of the proposed amendments and the reasons which have given rise to them.

Should it be found impossible to reach an agreement on these proposals through the diplomatic channel, the High Contracting Parties agree to be represented at a conference to be summoned for this purpose.

Such a conference may only take decisions by a unanimous vote, except as regards cases of revision involving Articles 14 and 18, for which a majority of three-quarters of the High Contracting Parties shall be sufficient.

The said majority shall include three-quarters of the High Contracting Parties which are Black Sea Powers, including Turkey.

IN WITNESS WHEREOF, the above-mentioned Plenipotentiaries have signed the present Convention.

DONE at Montreux the 20th July, 1936, in eleven copies, of which the first copy, to which the seals of the Plenipotentiaries have been affixed, will be deposited in the archives of the Government of the French Republic, and of which the remaining copies have been transmitted to the signatory Powers.

* * * * *

The undersigned, Plenipotentiaries of Japan, declare, in the name of their Government, that the provisions of the present Convention do not in any sense modify the position of Japan as a State not a member of the League of Nations, whether in relation to the Covenant of the League of Nations or in regard to treaties of mutual assistance concluded within the framework of the said Covenant, and that in particular Japan reserves full liberty of interpretation as regards the provisions of Articles 19 and 25 so far as they concern that Covenant and those treaties.

* * * * *

ANNEX I.

The taxes and charges which may be levied in accordance with Article 2 of the present Convention shall be those set forth in the following table. Any reductions in these taxes or charges which the Turkish Government may grant shall be applied without any distinction based on the flag of the vessel:—

Nature of service rendered.	*Amount of tax or charge to be levied on each ton of net register tonnage.* *Francs gold*
(*a*) Sanitary Control Stations	0·075
(*b*) Lighthouses, Light and Channel Buoys—	
Up to 800 tons	0·42
Above 800 tons	0·21
(*c*) Life Saving Services, including Lifeboats, Rocket Stations, Fog Sirens, Director-finding Stations, and any Light Buoys not comprised in (*b*) above, or other similar installations	0·10

2. The taxes and charges set forth in the table attached to paragraph 1 of the present annex shall apply in respect of a return voyage through the Straits (that is to say, a voyage from the Ægean Sea to the Black Sea and return back to the Ægean Sea or else a voyage through the Straits from the Black Sea to the Ægean Sea followed by a return voyage into the Black Sea); if, however, a merchant vessel re-enters the Straits with the object of returning into the Ægean Sea or to the Black Sea, as the case may be, more than six months after the date of entry into the Straits for the outward voyage, such vessel may be called upon to pay these taxes and charges a second time, provided no distinction is made based on the flag of the vessel.

3. If, on the outward voyage, a merchant vessel declares an intention of not returning, it shall only be obliged as regards the taxes and charges provided for in paragraphs (*b*) and (*c*) of the first paragraph of the present annex, to pay half the tariff indicated.

4. The taxes and charges set forth in the table attached to the first paragraph of the present annex, which are not to be greater than is necessary to cover the cost of maintaining the services concerned and of allowing for the creation of a reasonable reserve fund or working balance, shall not be increased or added to except in accordance with the provisions of Article 29 of the present Convention. They shall be payable in gold francs or in Turkish currency at the rate of exchange prevailing on the date of payment.

5. Merchant vessels may be required to pay taxes and charges for optional services, such as pilotage and towage, when any such service shall have been duly rendered by the Turkish authorities at the request of the agent or master of any such vessel. The Turkish Government will publish from time to time the tariff of the taxes and charges to be levied for such optional services.

6. These tariffs shall not be increased in cases in the event of the said services being made obligatory by reason of the application of Article 5.

ANNEX II.

A. *Standard Displacement.*

(1) The standard displacement of a surface vessel is the displacement of the vessel, complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

(2) The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure), fully manned, engined and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

(3) The word "ton" except in the expression "metric tons" denotes the ton of 2,240 lb. (1,016 kilos.).

B. *Categories.*

(1) *Capital Ships* are surface vessels of war belonging to one of the two following sub-categories:—

(*a*) surface vessels of war, other than aircraft carriers, auxiliary vessels, or capital ships of sub-category (*b*), the standard displacement of which exceeds 10,000 tons (10,160 metric tons) or which carry a gun with a calibre exceeding 8 in. (203 mm.);

(*b*) surface vessels of war, other than aircraft-carriers, the standard displacement of which does not exceed 8,000 tons (8,128 metric tons) and which carry a gun with a calibre exceeding 8 in. (203 mm.).

(2) *Aircraft-Carriers* are surface vessels of war, whatever their displacement, designed or adapted primarily for the purpose of carrying and operating aircraft at sea. The fitting of a landing-on or flying-off deck on any vessel of war, provided such vessel has not been designed or adapted primarily for the purpose of carrying and operating aircraft at sea, shall not cause any vessel so fitted to be classified in the category of aircraft-carriers.

The category of aircraft-carriers is divided into two sub-categories as follows:—

(*a*) vessels fitted with a flight deck, from which aircraft can take off, or on which aircraft can land from the air;

(*b*) vessels not fitted with a flight deck as described in (*a*) above.

(3) *Light Surface Vessels* are surface vessels of war other than aircraft-carriers, minor war vessels or auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 10,000 tons (10,160 metric tons), and which do not carry a gun with a calibre exceeding 8 in. (203 mm.).

The category of light surface vessels is divided into three sub-categories as follows:—

(*a*) vessels which carry a gun with a calibre exceeding 6·1 in. (155 mm.);

(*b*) vessels which do not carry a gun with a calibre exceeding 6·1 in. (155 mm.) and the standard displacement of which exceeds 3,000 tons (3,048 metric tons);

(*c*) vessels which do not carry a gun with a calibre exceeding 6·1 in. (155 mm.) and the standard displacement of which does not exceed 3,000 tons (3,048 metric tons).

(4) *Submarines* are all vessels designed to operate below the surface of the sea.

(5) *Minor War Vessels* are surface vessels of war, other than auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 2,000 tons (2,032 metric tons), provided they have none of the following characteristics:—

(*a*) mount a gun with a calibre exceeding 6·1 in. (155 mm.);

(*b*) are designed or fitted to launch torpedoes;

(*c*) are designed for a speed greater than twenty knots.

(6) *Auxiliary Vessels* are Naval surface vessels the standard displacement of which exceeds 100 tons (102 metric tons), which are normally employed on fleet duties or as troop transports, or in some other way than as fighting ships, and which are not specifically built as fighting ships, provided they have none of the following characteristics:—

(*a*) mount a gun with a calibre exceeding 6·1 in. (155 mm.);

(*b*) mount more than eight guns with a calibre exceeding 3 in. (76 mm.);

(*c*) are designed or fitted to launch torpedoes;

(*d*) are designed for protection by armour plate;

(*e*) are designed for a speed greater than twenty-eight knots.

(*f*) are designed or adapted primarily for operating aircraft at sea;

(*g*) mount more than two aircraft-launching apparatus.

C. *Over-Age.*

Vessels of the following categories and sub-categories shall be deemed to be "over-age" when the undermentioned number of years have elapsed since completion:—

(*a*) Capital ships	26 years.
(*b*) Aircraft-carriers	20 years.
(*c*) Light surface vessels, sub-categories (*a*) and (*b*)—	
(i) if laid down before 1st January, 1920	16 years.
(ii) if laid down after 31st December, 1919	20 years.
(*d*) Light surface vessels, sub-category (*c*)	16 years.
(*e*) Submarines	13 years.

ANNEX III.

It is agreed that, of the three over-age training ships, as indicated below, belonging to the Japanese Fleet, two units may be allowed to visit ports in the Straits at the same time.

The aggregate tonnage of these two vessels shall in this case be considered as being equivalent to 15,000 tons.

	Date when laid down.	*Date of entry into service.*	*Standard displacement (tons).*	*Armaments.*
Asama	20–X–1896	18–III–1899	9,240	IV × 200 mm. XII × 150 mm.
Yakumo	1–IX–1898	20–VI–1900	9,010	IV × 200 mm. XII × 150 mm.
Iwate	11–XI–1898	18–III–1901	9,180	IV × 200 mm. XIV × 150 mm.

ANNEX IV.

The categories and sub-categories of vessels to be included in the calculation of the total tonnage of the Black Sea Powers provided for in Article 18 of the present Convention are the following:—

Capital Ships:
sub-category (*a*).
sub-category (*b*).
Aircraft Carriers:
sub-category (*a*).
sub-category (*b*).
Light Surface Vessels:
sub-category (*a*).
sub-category (*b*).
sub-category (*c*).
Submarines:
as defined in Annex II to the present Convention.

The displacement which is to be taken into consideration in the calculation of the total tonnage is the standard displacement as defined in Annex II. Only those vessels shall be taken into consideration which are not over-age according to the definition contained in the said Annex.

2. The notification provided for in Article 18, paragraph (*b*) shall also include the total tonnage of vessels belonging to the categories and sub-categories mentioned in paragraph 1 of the present Annex.

Protocol.

At the moment of signing the Convention bearing this day's date, the undersigned Plenipotentiaries declare for their respective Governments that they accept the following provisions:—

(1) Turkey may immediately remilitarise the zone of the Straits as defined in the Preamble to the said Convention.

(2) As from 15th August, 1936, the Turkish Government shall provisionally apply the régime specified in the said Convention.

(3) The present Protocol shall enter into force as from this day's date.

Done at Montreux, the 20th July, 1936.

* * * * *

2780.—H.M.S. "Centurion"—Information and Administration—REPORTS

(T.S.D. 142/36/G.—19.11.1936.)

Remarks on the control of the D/C target, its capabilities and limitations are contained in O.U. 6176/35, which should be consulted when framing orders for "Centurion" firings.

2. H.M. Ships "Centurion" and "Shikari" are administered by the Commander-in-Chief, Plymouth, and placed under the orders of the several Commanders-in-Chief when allocated to their commands in accordance with a programme which is drawn up at the Admiralty from time to time.

3. After each Fleet or special firing at H.M.S. "Centurion," a report is to be forwarded through the Administrative Authority, stating the damage inflicted on the ship.

The estimated cost of making good the damage is also to be reported as soon as known.

4. The reports should indicate whether the damage was due to Naval, Military, or Air Force operations.

2821.—*Issued Confidentially.*

2822.—Mediterranean and East Indies Stations—Limits

(M. 04877/36.—26.11.1936.)

Until further instructions are issued, the Red Sea and Gulf of Suez will be included in the East Indies Station. The line dividing the East Indies from the Mediterranean Station will be the latitude of 29° 52′ N.

(*A.F.O. 637/33.*)

3073.—Salutes to, and in the Presence of, a Royal Standard or Presidential Flag—Regulations of certain Countries

(M. 4153/36.—31.12.1936.)

The practice described in King's Regulations and Admiralty Instructions, Articles **46** (2), and **47**, with regard to the firing of salutes to, and in the presence of, a Royal Standard or President's Flag is not universally adopted. The regulations of such countries as are known to have a different practice in this matter are described below:—

2. *Italy.*—The Italian regulations are as follows:—

When the Royal Standard or that of a Royal Prince is flying ashore a ship on arrival should salute:—

(*a*) The country.

(*b*) The Royal Standard or that of a Royal Prince.

(*c*) The Flag of the Senior Flag Officer present, if flying in a warship.

When, on the other hand, the Royal Standard or that of a Royal Prince is flying in a warship a ship on arrival should salute:—

(*a*) The country.

(*b*) The Royal Standard or that of the Royal Prince.

3. *Argentine.*—A foreign man-of-war, on entering an Argentinian port, should salute (1) the country and (2) the Flag of the President of the Republic *if* hoisted afloat or in the Headquarters or dependencies of the Naval Regions or in a Naval Arsenal. If the President's Flag is hoisted elsewhere it should not be saluted: instead, a salute should be fired to the Flag of the Senior Officer afloat or the Flag of a Captain in command of a Naval Arsenal who is considered as commanding a Naval Force.

4. *Norway.*—The Norwegian regulations on this matter correspond to Articles **46** (2) and **47** of King's Regulations and Admiralty Instructions, but the Norwegian authorities interpret the words "hoisted in the port" in their equivalent of Article **46** (2) as meaning "hoisted on a vessel in the port". Thus a salute should not be fired to the Norwegian Royal or Crown Prince's Standards if hoisted on the Palace at Oslo or at Bygdö Kongsgård, and the restriction on salutes to other authorities would not apply in such circumstances. (*Note.*—The Flag of the Commanding Admiral at Oslo is only to be saluted if hoisted afloat.)

5. *Denmark.*—Denmark has regulations similar to those of Norway. If the Royal Standard is flying afloat in a Danish port a salute is expected on the departure as well as the arrival of a foreign man-of-war. Further, H.M. the King of Denmark, even when afloat in the Royal Yacht, may fly the Royal pendant only and not his Standard. In these circumstances the yacht is to be treated simply as an ordinary man-of-war.

The Danish salute for the Danish Sovereign is 27 guns. This is, however, to be regarded as an internal arrangement resembling the salute of 101 guns in India, which other nations are not expected to observe. H.M. ships should therefore fire a salute of only 21 guns.

3074.—*Issued Confidentially.*

1937

1.—Reserve Fleet—Ships paying off into—Instructions

(M. 5128/36.—7.1.1937.)

The following are the governing principles to be followed when a ship is to be paid off into the Reserve Fleet. Full details of the work to be carried out before a ship reduces to Reserve status are given in the Reserve Fleet Order Book.

2. As soon as directions are given for a ship to pay off into the Reserve Fleet, a copy of the Reserve Fleet Order Book will be sent direct to the ship concerned by the Vice-Admiral Commanding, Reserve Fleet, if the ship is in Home Waters, or in the Mediterranean Fleet, but a copy will be supplied to the Vice-Admiral, Malta, and Rear-Admiral, Gibraltar, for emergency use. On other foreign stations, a copy is to be obtained forthwith from the most convenient local distributing authority. Two copies of the Reserve Fleet Order Book will be supplied to shore distributing authorities abroad except those at Malta and Gibraltar. Steps will be taken by the Vice-Admiral Commanding, Reserve Fleet, to ensure that two copies are always available at the distributing centres concerned for issue as and when required.

3. As Reserve Fleet complements are only sufficient to enable the ship to be maintained in the state in which she has joined the Reserve Fleet, it will be the duty of Commanding Officers of ships about to join the Reserve Fleet to ensure that the directions laid down in the Reserve Fleet Order Book are carried out in a thorough manner. The efficiency of the ship as a fighting unit, if subsequently brought forward in a sudden emergency, may depend very largely on the manner in which she has been prepared for the Reserve Fleet.

4. The number of defects outstanding on a ship paying off into reserve must be reduced to a minimum, and a complete list of any defects that cannot be completed is to be prepared for the information of the Reserve Fleet authorities, in order that these may be dealt with at the first opportunity.

5. On arrival at the port, the Captain of the ship is to confer with the local Reserve Fleet authorities and the Commodore, R.N. Barracks, and is subsequently to report by signal to the Commander-in-Chief of the port the date by which his ship will be ready to join the Reserve Fleet.

6. The ship will not pay off until the inspection carried out in accordance with King's Regulations and Admiralty Instructions, Article **1027**, has shown that she is in a fit condition to reduce to reserve status.

45.—*Cancelled.*

(*See A.F.O. 877/37.*)

83.—Hoisting of Royal Standard—Procedure at Parades on the King's Birthday

(M. 455/35.—21.1.1937.)

In order to standardise the procedure of the three Services at ceremonial parades held on shore in honour of the King's birthday, His Majesty the King has approved of the Royal Standard, if available, being flown at such parades even though he may not be present in person. This revised procedure will apply when the units taking part are exclusively Naval and also when the units of more than one Service are participating.

2. Briefly the revised procedure is as follows:—

The Reviewing Officer inspects the parade, and units march past him; the line is then reformed and the Royal Standard broken, representing the arrival of His Majesty. A Royal Salute is then given and other appropriate honours paid. The Royal Standard is subsequently hauled down, representing the departure of His Majesty, and the parade dismissed.

3. An erratum to B.R. 159/34—R.N. Handbook of Field Training—giving particulars of the above change will be issued shortly.

276.—Status of United States Coastguard Officers

(M. 5838/36.—18.2.1937.)

The United States Coastguard constitutes a part of the military forces of the United States at all times.

2. The same honours and marks of respect are to be accorded to officers and ships of the United States Coastguard as to officers and ships of the United States Navy.

352.—*Issued Confidentially.*

355.—Weather Forecasts and Gale Warnings—Home Station

(M. 640/37.—25.2.1937.)

The following arrangements for communicating weather forecasts and gale warnings should be made use of by the Fleet on all occasions when weather information is required.

All times are G.M.T.

For further details of each message the Admiralty List of Wireless Signals, Volumes I and II should be consulted.

I. Home Fleet Synoptic Messages

These messages are transmitted by W/T twice daily from Cleethorpes (GYB3) at 0600 and 1720 on 46·9 kc/s. and retransmitted from Gibraltar (GYU) at 0620 and 1740 on the same frequency. They consist of coded observations from land stations on the West coast of Europe and ships in the Eastern North Atlantic, together with a statement of the positions of the centres of anticyclones and depressions in the Eastern North Atlantic and the directions in which they are moving.

The positions of fronts are also given.

II. Weather Shipping Bulletins

These bulletins are transmitted by W/T twice daily from Rugby (GBR) at 0910 and 2133 on 16·0 kc/s. and are retransmitted at 0948 and 2148 by—

Devil's Point (GYO3) on 270 kc/s. (I.C.W.), and
Portland Port Wave Guard (FB9) on 1364 kc/s.,

the latter on request to Captain-in-Charge, Portland.

The bulletins consist of several parts, including a general statement of the pressure distribution, coded observations from land stations, forecasts for sea areas in the vicinity of the British Isles and a further outlook.

The plain language portions of these bulletins are also transmitted by R/T from Droitwich National on 200 kc/s. at 1030 and 2100 (Sundays 2300).

III. Gale Warnings

(A) *Sent by Wireless Telegraphy.*

These warnings are promulgated from certain shore W/T stations to all ships at sea, and are issued in plain language.

Example:—

"Gale Warning. Thursday 1230 G.M.T. Secondary depression off Bristol Channel moving North-east. S.W. gale expected between Lands End and Haisboro'."

Note.—For locating depressions the use of the word Ireland or Iceland is frequent, and, in order that they shall not be confused, when Iceland is appropriate it will be repeated thus:—Iceland Iceland.

2. The messages are preceded by the safety signal (TTT) transmitted on a frequency of 500 kc/s. and repeated at short intervals about three times, at full power, *vide* International Convention on Safety of Life at Sea, 1914. The warning will be broadcast one minute later.

3. The following is a list of shore stations in the United Kingdom, from any or all of which these messages are distributed:—

Malin Head.	Niton.
Valentia.	Humber.
Land's End.	Wick.

4. The warning will be made once only, but should these warnings be received and transmitted by a shore station during a period in which ships which carry only one operator are not keeping watch, they will be repeated at the commencement of the next single operator period.

5. Gale warnings will be transmitted from Whitehall (GYB) using Group K at the routine times shown for the group in A.F.O S.1/37. Warnings transmitted by Group K at routine times between 2200–0800 will be repeated at the 0848 transmission.

6. *Fishery Protection Vessels* at sea are to display the following signals as gale warnings for the areas for which they are responsible, these signals having been chosen in order to avoid confusion with other authorised lights and signals.

By Day.

A north and south cone inferior to the Fishery flag in accordance with the following system:—

"The south cone (point downwards) is hoisted for gales from a southerly point; such gales often veer, sometimes as far as north-west. For gales commencing from east or west the south cone will be hoisted if the gale is expected to change to a southerly direction.

The north cone (point upwards) is hoisted for gales commencing from a northerly point. For gales commencing from east or west the north cone will be hoisted if the gale is expected to change to a northerly direction."

By Night.

No signal will be shown at night.

(B) *Distribution by Land Wire.*

7. Gale warnings are sent to about 240 gale warning stations throughout the British Isles, where signals similar to those described above are displayed.

8. A revised list of stations from which gale warnings are shown is given in Admiralty Notice to Mariners, No. 11, of 1937, and this list is amended from time to time as necessary.

9. Storm stations receive distinct authorisations, both in regard to hoisting and lowering the appropriate cones.

10. In addition, gale warnings are sent direct from the Meteorological Office to Staff Officers (Intelligence) and Rear-Admiral and Commanding Officer, Coast of Scotland, who will be responsible for forwarding them to to the Naval authorities ashore concerned, and to H.M. ships in port.

(C) *Issued by Wireless Telephony by B.B.C.*

11. Gale warnings are issued by R/T from Droitwich National on a frequency of 200 kc/s. at 1030, 1400, 1715, 1800, 2100 and 2330. On Sundays gale warnings are issued at 1030, 1230, 1600, 2050 and 2300. During Summer Time these issues are made one hour earlier.

12. A composite statement of the gale warnings in force on the coasts of the British Isles is appended as necessary to the Weather Shipping Bulletins issued from Droitwich.

IV. Aviation Weather Forecasts

Aviation forecasts for Great Britain and Northern Ireland are transmitted by W/T from London (Air Ministry) GFA on 73·17 kc/s., GFA2 on 4,300 kc/s. and GFA3 on 8,600 kc/s. (GFN3 on 6,975 kc/s. is used in the event of breakdown) in accordance with the following schedule:—

Times of Sending.		*Period covered by Forecast.*
In Winter.	*In Summer.*	
0001	0001	For next 8 hours.
*0825	*0615	For next 10 hours.
	(0825 Sundays)	
*1200	*1200	For next 8 hours.
*1530	*1500	Time of issue till midnight.
*1600	*1530	Following day from midnight.
*1920	*1920	Time of issue till midnight.

These messages consist of:—

(*a*) A statement of the meteorological situation existing at the time of issue.

(*b*) A series of district forecasts covering Great Britain and Northern Ireland arranged according to the meteorological situation and applicable to the period indicated. Each forecast states the probable surface wind, upper wind at the height of 2,000–3,000 ft., weather and visibility. Each forecast of the upper wind is given by a five-figure group, in which the first three figures indicate the approximate direction from which the wind will blow (in degrees from true north) and the remaining two figures indicate the approximate speed of the wind (in miles per hour). Apart from these figure groups the forecasts are in plain language.

V. Special Forecasts

When the above facilities do not provide sufficient information for some particular operation, Senior Officers may make application for a special forecast for any of the areas or districts used in connection with the Weather Shipping Bulletins or for the Bay of Biscay, Portuguese Coast or Eastern North Atlantic.

Synoptic charts are prepared in the Meteorological Office four times daily, based on observations taken at 0100, 0700, 1300 and 1800. Forecasts required in connection with special operations can be issued on these charts at the following times, 0230, 0900, 1430 and 2000. Forecasts based on the latest information will be given immediately at any time throughout the 24 hours in response to requests, but at hours intermediate to those given above the forecasts will normally be based on less complete and up-to-date information than is available at the hours named.

Applications for special forecasts are to specify the date and time at which they are required and the area and period which they should cover. They are to be addressed to the Meteorological Office, Air Ministry (telegraphic address: "Weather Telex London," Call Sign X8A), and are to be repeated to the Admiralty. Applications transmitted by W/T are to be passed via Whitehall.

2. Special forecasts requested at the above times will be transmitted by Whitehall (GYB) on 90·2 kc/s. at 0248, 0918, 1448 and 2018.

3. If a time other than one of the above is specified the forecast will be transmitted by Whitehall (GYB) on 90·2 kc/s. at that time, or as soon afterwards as possible if the station is engaged on other work.

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* These forecasts are also broadcast by R/T from Borough Hill (Northants), on 254 kc/s. at approximately the same times.

(*Also issued as A.F.O. S.28/37.*)

479.—Rame Head Radio Beacon and Devil's Point W/T Station—D/F Bearings

(M. 887/37.—11.3.1937.)

H.M. ships approaching Plymouth should only use Devil's Point W/T Station for obtaining D/F bearings in the arc 150°–185° from the W/T station.

2. Errors of ±2° may be expected in the arc at distances between 4 and 8 miles, and errors of ±4° at distances of less than 4 miles, but outside the breakwater.

3. At distances greater than 8 miles, the shore effect can be regarded as negligible within the arc 150°–185°.

4. H.M. ships making Plymouth in thick weather should apply to the Commander-in-Chief, Plymouth, for the use of Rame Head Radio Beacon Station, if desired. A charge is made for this service of £1 per hour or portion thereof, with a minimum charge of £2.

529.—*Issued Confidentially.*

535.—String Bands—Grants-in-Aid

(N. 1802/37.—18.3.1937.)

To assist the officers who maintain string bands in H.M. ships under the conditions of King's Regulations and Admiralty Instructions, Article 775, Clauses 2 and 3, quarterly grants on the following scale may be made in H.M. ships (other than ships of the New Zealand Division) :—

	£	s.	d.	
Bands of 24 musicians	7	10	0	per quarter.
„ 17 „	5	10	0	„
„ 15 „	5	0	0	„
„ 12 „	4	0	0	„

2. The number of musicians is to be based in the fixed complement and no account is to be taken of temporary additions.

3. The allowance is payable on the last day of each quarter in arrear and ships embarking bands within the quarter are entitled to a full quarter's allowance for that quarter.

4. No allowance is payable for the quarter in which a band is disembarked.

5. It is essential that credit be taken for the grant within the quarter to which it relates. Failure to do this may result in disallowance.

6. The credit voucher should indicate clearly the service, the amount being shown as a charge to Vote 11N(8).

7. The above rates will be subject to variation from time to time.

655. 804. } *Issued Confidentially.*

877.—Functions of Vessels previously termed Sloops

(A.S. 0149/37.—29.4.1937.)

The following are the functions of the vessels defined as Escort Vessels, Minesweepers and Patrol Vessels.

Escort vessels will be equipped for anti-submarine, anti-aircraft and minesweeping duties. In peace they perform sloop duties abroad and in war they may also be required to carry out minesweeping on their stations for a certain period. Their primary function in war, however, will be to form the A/S and A/A escorts for ocean convoys.

Minesweepers are intended primarily for minesweeping duties. These vessels can, however, be converted for A/S work should the need arise.

In peace, patrol vessels will be employed in units for A/S training and development: they may also be employed as fishery protection gunboats. In war the primary function will be A/S patrol in focal areas and off important harbours. They may also be used as escorts for coastal convoys or for convoys proceeding short distances.

878.
983. } *Issued Confidentially.*

984.—Signal Exercises between Service Aircraft and British Merchant Ships

(M. 907/37.—20.5.1937.)

The following orders have been issued by the Air Ministry:—

(i) Arrangements have been made with certain shipping companies having vessels fitted with daylight signalling lamps for signalling exercises to be carried out between these vessels and aircraft as and when favourable opportunities occur. A list of the shipping companies and the vessels at present fitted is appended. (*See* Appendix I.)

(ii) The exercises to be carried out will come under two headings, (*a*) visual by flashing only, and (*b*) visual and wireless. The W/T part of the exercise may be conducted on 500 kc/s. or H.F.; particulars of the latter will be found in the Berne List of Coast and Ship Stations.

(iii) The method to be adopted will be for aircraft to approach to a suitable position from the ship and call her by flashing lamp, and then carry out an exchange of short messages in plain language. Normally, if it is desired to carry out a W/T exercise, the visual portion might be confined to requesting same and arrangement for frequencies, etc.

(iv) When the proposal to exercise by W/T has been agreed to by the surface craft, the aircraft should proceed to a greater distance and, as in the case of visual, exchange a few short messages in plain language.

(v) When calling surface craft in the first instance, a careful watch is to be kept on the ship for flags being hoisted, as it has been arranged that, should it be inconvenient for vessels to flash back to the aircraft, or should an aircraft call a vessel not fitted with daylight flashing apparatus, the international code flag "N," meaning "No," or "Negative," will be hoisted.

(vi) In the event of a ship being called which is not fitted with daylight signalling apparatus, but, nevertheless, would like to take signals from aircraft, the answering pendant will be used as described in Article 75 of the International Code of Signals, Volume I, but such vessels will not be able to reply.

(vii) The signal procedure to be used for these exercises will be, for (ii) (*a*) above, the procedure as laid down in Articles 89 to 116 inclusive of the International Code of Signals, Volume I, and for (ii) (*b*) above, the procedure laid down in the "Handbook for Wireless Telegraph Operators issued by His Majesty's Postmaster-General."

(viii) In view of the limited number of ships at present fitted with daylight signalling apparatus, and the desirability of stimulating the interest of the Merchant Navy in Royal Air Force aircraft met with at sea, every opportunity for signalling exercise should be taken.

(ix) Where possible, it might be convenient for local arrangements to be made with ships' officers before sailing, as to a suitable position for aircraft to join them for the purpose of signalling exercises, but, having regard to

paragraphs (v) and (vi) above, any large vessel met with at sea may be called with a view to making signals for the purpose of the exercise. In particular, however, the ships given below should be selected, and it is suggested that the anticipated movements of these vessels should be ascertained from the shipping offices or local agents in order that, if possible, aircraft may proceed to convenient positions to intercept them and institute the signal exercises.

(x) A Board of Trade General Notice to Mariners has been issued and is appended herewith for information. (*See* Appendix II.)

2. Their Lordships consider that aircraft of the Fleet Air Arm might with advantage take part in this scheme, and they are therefore to carry out flashing exercises with mercantile vessels as and when convenient opportunities offer. Fleet Air Arm aircraft fitted with W/T equipment capable of transmitting on 500 kc/s should also take part in the W/T exercises mentioned, as and when convenient.

3. The attention of Fleet Air Arm Officers is directed to the fact that merchant vessels do not carry any signal staff, and that when a merchant vessel is in pilotage waters all the officers and ratings who can read signals are usually fully occupied navigating the ship. Communication with merchant vessels should, therefore, only be attempted for the purpose of exercising signals either in the open sea or at anchor, and in the latter case neither just after the merchant vessel has anchored nor when she is preparing to get under way.

4. Reports of exercises carried out under the above scheme should be rendered by the parent carrier on Form S.174 (Return for the quarter ending . . . .), showing signalling which has taken place with British merchant vessels.

APPENDIX I

List of the Shipping Companies and the Vessels as Fitted

Peninsular and Oriental Steam Navigation Company

"Naldera."	"Mongolia."	"Carthage."
"Narkunda."	"Moldavia."	"Chitral."
"Kaisar-i-Hind."	"Cathay."	"Rajputana."
"Mooltan."	"Comorin."	"Rawalpindi."
"Maloja."	"Corfu."	"Ranchi."
		"Ranpura."

Cunard White Star

"Queen Mary." "Laurentic."

Anchor Line

"Caledonia." "California." "Transylvania."

British Indian Steam Navigation Company

"Nevasa." "Neuralia."

Union Steam Ship Company of New Zealand

"Monowai."

Royal Mail Lines

"Asturias." "Alcantara."

Union Castle Mail Steamship Company

"Carnarvon Castle." "Dunnottar Castle." "Dunvegan Castle."

Commonwealth and Dominion Line

"Port Wellington." "Port Brisbane."

Houlder Brothers & Co.

"Hardwicke Grange." "Upwey Grange."

Canadian Pacific Steamships

"Montclare."

Lamport & Holt Line
" Voltaire."

A. Holt & Company
" Hector." "Antenor."

Blue Star Line
" Fresno Star."

Bibby Bros. & Co.
" Cheshire."* " Derbyshire."* " Shropshire."* " Worcestershire."*

Shaw, Savill & Albion Co.
"Arawa."

Aberdeen & Commonwealth Line
" Hobsons Bay." " Jervis Bay." " Largs Bay." " Moreton Bay."

Furness Lines
" Queen of Bermuda."

* Being fitted shortly.

APPENDIX II

General Notices

Signal Exercises with Aircraft

Arrangements have been made between the Air Ministry, the Board of Trade, and shipowners, for signal exercises to be carried out between certain merchant ships fitted with daylight flashing apparatus and aircraft in flight.

The exercises will be similar to those carried out between H.M. ships and merchant vessels except that, in addition to flashing, the aircraft may request a W/T exercise to be carried out.

In view of the difficulty of recognising individual ships from the air, it is possible that ships not fitted with daylight flashing apparatus may be approached and called up by aircraft.

In such cases the hoisting of flag " N," indicating " negative," will inform the aircraft that no flashing apparatus is available or that it is inconvenient to attend to the call, or, if any vessel be called and would care to receive the signal from aircraft, the answering pennant used in the ordinary manner should be hoisted.

(*Also issued as A.F.O. S.63/37.*)
(*R.A.F., C.C.O., No. 34/29.*)

*1046.—Dressing Ship

H.M. Ships " Coventry " and " Curlew "

(M./D. 3464/37.—27.5.1937.)

It has been decided that H.M. ships " Coventry " and " Curlew," and any similar ships in the future are to be regarded as not required to dress ship overall.

1190.—Foreign Navies—Ranks—Relation to Ranks in the Royal Navy

(M. 5057/36.—10.6.1937.)

The accompanying table expresses the Admiralty view of the relation between the ranks of the Royal Navy and those of the Foreign Navies mentioned.

2. The relationships shown have not necessarily been agreed with the Naval authorities of the various other countries concerned. Officers of the R.N. are accordingly authorised to disregard the table where this course is necessary to avoid causing offence ; but when such action is taken it is to be accompanied by an explanation that it is without prejudice to the view officially maintained by the Admiralty.

R.N.	French Navy.	Italian Navy.	German Navy.	Imperial Japanese Navy.	Spanish Navy.	Greek Navy.	Siamese Navy.
Admiral of the Fleet							Chom Phol Rua
Admiral	*See* K.R. and A.I. Art. **76.**	*See* K.R. and A.I., Art. **76a.**	Admiral	Taisho	—	—	Nai Phol Rua Ek
Vice-Admiral ...			Vizeadmiral	Shujo	Vice Almirante	Antinávarkos	Nai Phol Rua Tho
Rear-Admiral ...	Contre Amiral		Konteradmiral	Shosho	Contra Almirante	Iponávarkos	Nai Phol Rua Tri
Commodore ...	Capitaine de Vaisseau Chef de Division.	Capitano di Vascello Commandante Divisione.	—	—	—	—	—
Captain	Capitaine de Vaisseau	Capitano di Vascello	Kapitän zur See	Taisa	Capitan de Navio	Plíarkos	Nai Nava Ek
Commander ...	Capitaine de Fregate	Capitano di Fregata	Fregattenkapitan	Shusa	Capitan de Fragata	Antiplíarkos	Nai Nava Tho
Lieut.-Commander	Capitaine de Corvette	Capitano di Corvetta	Korvettenkapitän	Shosa	Capitan de Corbeta	Plotárkis	Nai Nava Tri
Lieutenant ...	Lieutenant de Vaisseau	Tenente di Vascello	Kapitänleutnant	Taii	Teniente de Navio	Ipoplíarkos	Nai Rua Ek
Sub-Lieutenant ...	—	—	Oberleutnant zur See.	Chni	—	Antipoplíarkos	Nai Rua Tho
Act. Sub-Lieutenant	—	—	Leutnant zur See	Shoi	—	—	Nai Rua Tri

1191.—" Walrus " Aircraft—Maintenance

(M./N.A.D. 651/36.—10.6.1937.)

The services of a Foreman Servicer, specially appointed to the staff of The Supermarine Aviation Works, Ltd., may be obtained by Commanding Officers of ships carrying " Walrus " aircraft, by application through the appropriate local Royal Air Force Authorities, a copy of the application being forwarded (or repeated, in case of signals) to the Admiralty. He will produce Form 248, duly certified on behalf of the Air Ministry by the Works Production Officer at Messrs. Supermarine Aviation Works (Vickers), Ltd.

2. Since continuation of the appointment will depend on the use made of this Foreman Servicer, and since such use will be of benefit both to the Fleet Air Arm and the firm, every opportunity to employ his services should be taken. The execution of unauthorised alterations or modifications is not to be permitted.

3. The firm is prepared, should the occasion demand, for this man to proceed to sea in H.M. ships and for him to journey to any place at home or abroad where he may be required.

4. A report is to be forwarded to the Admiralty after use is made of these facilities, stating the reason and the results obtained.

1239.—*Issued Confidentially.*

1273.—The Mountbatten Station-keeping System

(H. 2153/37.—24.6.1937.)

(*This reprint embodies A.F.O. 1502/37.*)

The " Inglefield " and " I " class destroyers have been fitted with a new system of station keeping, called " The Mountbatten System."

2. The system consists of two devices for maintaining the ship in her correct station, one by means of a distance correction and the other by a course correction. The distance Correction Device keeps the ship in the correct position along her line of advance, whether in line ahead or on a line of bearing. The course correction device, known as the Line of Bearing Keeper, maintains the ship on her correct line of bearing, whatever her position relative to the guide.

3. When on a line of bearing it is clear that the two devices must be co-ordinated so that the distance correction may be properly related to the relative bearing of the guide. An instrument, known as the " Battenberg Junior Distance Indicator," is provided for this purpose. Instructions for use are engraved on it.

4. *The Distance Correction Equipment* consists essentially of a device connected to the main engines, known as the " Station Keeping Clock," which operates indicators in the engine room and on the bridge and another larger indicator on the mainmast for the benefit of the Next Astern. Each indicator consists of a dial graduated in tens of yards on either side of a zero position. An extension from the Revolution Telegraph automatically sets the correct gear ratio on the Station Keeping Clock, and the E.R.A. of the Watch has only to adjust the speed of the engines so that the indicator pointers remain at zero. (The pointers will remain at zero only so long as the Mean Engine Revolutions are within ¼ per cent. of those ordered.)

5. If the ship is found to be, say, 50 yards astern of station, the Officer of the Watch orders " Advance 50 yards " by moving the indicator pointers to the appropriate position. The E.R.A. of the Watch then increases the speed of the engines until he has driven the pointers back to the zero position, by which time the engines will have made the extra number of revolutions needed to cause the ship to advance 50 yards with respect to her guide. Thereafter, the pointers are kept at zero until the receipt of another order. Similarly, if the ship is ahead of station by, say, 30 yards, the O.O.W. can order " Drop 30 yards."

6. *The Line of Bearing Keeper* consists of a moveable lubber's line in the steering repeater and a pointer, which lies on the compass card vertically under the prism of the azimuth circle. Both the lubber's line and the pointer can be moved, simultaneously and by an equal amount, by a small handle attached to the bowl of the Bridge Pelorus, the movement being confined to a maximum of 5° in either direction.

7. In order to enable a very small error in bearing, of the nature of ½°, instantly to affect the ship's course, an enlarged scale is used on the steering repeater, the degree divisions being five times as large as those on the normal repeater.

8. If the bearing of the Guide differs from the ordered bearing, it is only necessary to turn the handle until the pointer on the compass card lies against the correct bearing. This will move the lubber's line by an equal angle and, consequently, the course of the ship is altered by the requisite amount.

9. The Line of Bearing Keeper cannot be used when the line of bearing is within about 35° of the beam.

10. A handbook on this system has been prepared and will shortly be issued in the B.R. series. The title of this handbook is "The Mountbatten Station Keeping System," and its number is B.R. 132.

The distribution of this handbook will be made by the Naval Store Officer, Royal Victoria Yard, Deptford, S.E.8, without demand, on the following scale:—

"Inglefield" (Captain (D))	3 copies
Eight "I" Class Destroyers	2 copies each
Captains (D), 1st, 2nd, 3rd, 4th, 5th, 6th and 8th Destroyer Flotillas	1 copy each
R.A. (D)	2 copies
Commodore (D)	2 copies
C.-in-C., Mediterranean	2 copies
C.-in-C., Home Fleet	2 copies
H.M. Dockyards at Portsmouth, Devonport, Chatham, Malta and Gibraltar	6 copies each
H.M. Navigation School	15 copies
H.M.S. "Vernon"	3 copies
Royal Naval Engineering College, Keyham	2 copies
Admiralty:—	
D.T.M.	6 copies
E.-in-C., D. of N., D.C.D., D.N.E., D. of T.D., D.N.C., D.E.E., C.C.B.	1 copy each

1325.
1391. } *Issued Confidentially.*

1434.—Loading of Aeroplanes

(A.M.D./N.A.D. 662/36.—15.7.1937.)

The following Air Ministry Order, A.254, dated 29th October, 1936, is promulgated for information:—

1. It is sometimes necessary for aircraft to carry spare equipment, tools or other load, differing from that with which the aeroplane is normally flown, and in some circumstances under King's Regulations and Air Council Instructions, paragraph 706, the total weight may be greater than that given in the weight sheet summary as the "maximum permissible weight for all forms of flying."

2. With any departure from the load with which the aeroplane is usually flown, it is necessary to ensure that the distribution of the load is such that the centre of gravity is not farther aft than when a normal load is being carried. A forward movement of the centre of gravity is in general not serious in its effect except as regards liability to overturn on the ground when wheel brakes are used.

3. The effect of backward movement of the centre of gravity is—

(i) tail heaviness at normal speeds, reducing the amount of elevator control available and causing a greater readiness to stall,

(ii) fore and aft instability, giving difficulty in recovery from a dive,

(iii) greater difficulty in recovery from spins and greater probability of entering a spin from a stalled turn,

(iv) in some cases the lateral control at low speeds is less effective.

These effects are enhanced when the total weight is also increased.

4. Care is therefore to be taken when any unusual load is carried, to ensure that the distribution is such that the centre of gravity is not farther aft than when carrying the normal load.

1501.—*Issued Confidentially.*

1504.—Liaison at Naval Bases with Local Meteorological Services

(M./H. 1194/37.—22.7.1937.)

Their Lordships have had under consideration the question of liaison at naval bases with the local meteorological services and have decided that the undermentioned officers should be responsible to the Senior Naval Officer of the base for such liaison :—

Port.	*Met. Liaison Officer.*
Chatham	Assist. K.H.M.
Sheerness	Assist. K.H.M.
Portsmouth	Assist. K.H.M.
Plymouth	K.H.M.
Rosyth	Assist. K.H.M.
Portland	Assist. K.H.M.
Cromarty	K.H.M.
Pembroke Dock ...	Assist. K.H.M.
Gibraltar	K.H.M.
Malta	Supt. Chart Depôt.
Port Said	Naval Liaison Officer.
Aden	Naval Officer-in-Charge.
Colombo	Staff Officer (Operations).
Singapore	K.H.M.
Hong Kong	Supt. Chart Depôt.
Bermuda	K.H.M.
Simonstown	K.H.M.

2. At each base these officers should act as the channel of communication for official dealings with the shore meteorological service. Ships and naval establishments, who are unable for any reason to use the Fleet meteorological organisation to obtain expert assistance in meteorology, special meteorological information, weather forecasts, etc., may apply to the Liaison Officer concerned, who should arrange for these requirements to be met by the shore meteorological service.

3. The procedure indicated above has been laid down in order that ships and Naval establishments should be in no doubt as to the means by which any meteorological information required from a shore meteorological service may be obtained. It is not intended to conflict with the responsibility of the Fleet (N) Officer for the meteorological organisation of the Fleet or to disturb in any way the personal and semi-official relations which exist between ships' meteorological officers and shore meteorologists, upon which Their Lordships set great value.

4. It has also been decided that the officers detailed above shall undergo the week's meteorological course prior to taking up the appointment in order that they may become familiar with the duties involved.

1640.—*Issued Confidentially.*

1752.—Emergency Exits in New Monoplane Types of Aircraft.

(A.P.D./N.A.D. 411/37.—19.8.1937.)

The following Air Ministry Order A.250, dated 29.7.37, is promulgated for information :—

1. As far as possible, emergency exits are being provided in new types of aircraft to facilitate :—

(*a*) exit by parachute in the air,
(*b*) exit on the ground from an overturned aircraft, and
(*c*) exit on the ground from a multi-engined aircraft which has landed with undercarriage retracted.

2. In multi-engined aeroplanes where the stations of the crew are enclosed within the fuselage, and there is good communication between them, these exits are provided by hatches, opening windows or "push-out" panels or doors, and each member of the crew is to be instructed in the exit he should use in a particular emergency.

3. With single-engined and some multi-engined types this provision is made by means of sliding or hinging windows or cockpit covers, which are arranged to give exit space even when the aeroplane has overturned, and is resting on the strong point behind the pilot. Exit will only be possible, however, if the windows or covers are opened before the aeroplane overturns. In taking off and landing, therefore, these windows or covers must always be open.

1753.—*Issued Confidentially.*

1810.—The London Naval Treaty (1936)

(M. 05745/36.—26.8.1937.)

The operative provisions of the above Treaty and part of the Preamble are reproduced below.

2. The Treaty, which has now been ratified by all the signatory Powers, entered into force from 29th July, 1937.

The President of the United States of America, the President of the French Republic and His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India;

Desiring to reduce the burdens and prevent the dangers inherent in competition in naval armament;

Desiring, in view of the forthcoming expiration of the Treaty for the Limitation of Naval Armament signed at Washington on 6th February, 1922, and of the Treaty for the Limitation and Reduction of Naval Armament signed in London on 22nd April, 1930 (save for Part IV thereof), to make provision for the limitation of naval armament, and for the exchange of information concerning naval construction;

Have resolved to conclude a Treaty for these purposes.

* * * * * * *

Part I

DEFINITIONS

Article 1

For the purposes of the present Treaty, the following expressions are to be understood in the sense hereinafter defined.

A.—*Standard Displacement*

(1) The standard displacement of a surface vessel is the displacement of the vessel, complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and

fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

(2) The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure), fully manned, engined and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

(3) The word "ton," except in the expression "metric tons," denotes the ton of 2,240 lb. (1,016 kilos).

B.—*Categories*

(1) *Capital Ships* are surface vessels of war belonging to one of the two following sub-categories:—

(*a*) surface vessels of war, other than aircraft carriers, auxiliary vessels, or capital ships of sub-category (*b*), the standard displacement of which exceeds 10,000 tons (10,160 metric tons) or which carry a gun with a calibre exceeding 8 in. (203 mm.);

(*b*) surface vessels of war, other than aircraft carriers, the standard displacement of which does not exceed 8,000 tons (8,128 metric tons) and which carry a gun with a calibre exceeding 8 in. (203 mm.).

(2) *Aircraft Carriers* are surface vessels of war, whatever their displacement, designed or adapted primarily for the purpose of carrying and operating aircraft at sea. The fitting of a landing-on or flying-off deck on any vessel of war, provided such vessel has not been designed or adapted primarily for the purpose of carrying and operating aircraft at sea, shall not cause any vessel so fitted to be classified in the category of aircraft carriers.

The category of aircraft carriers is divided into two sub-categories as follows:—

(*a*) vessels fitted with a flight deck, from which aircraft can take off, or on which aircraft can land from the air;

(*b*) vessels not fitted with a flight deck as described in (*a*) above.

(3) *Light Surface Vessels* are surface vessels of war other than aircraft carriers, minor war vessels or auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 10,000 tons (10,160 metric tons), and which do not carry a gun with a calibre exceeding 8 in. (203 mm.).

The category of light surface vessels is divided into three sub-categories as follows:—

(*a*) vessels which carry a gun with a calibre exceeding 6·1 in. (155 mm.);

(*b*) vessels which do not carry a gun with a calibre exceeding 6·1 in. (155 mm.) and the standard displacement of which exceeds 3,000 tons (3,048 metric tons);

(*c*) vessels which do not carry a gun with a calibre exceeding 6·1 in. (155 mm.) and the standard displacement of which does not exceed 3,000 tons (3,048 metric tons).

(4) *Submarines* are all vessels designed to operate below the surface of the sea.

(5) *Minor War Vessels* are surface vessels of war, other than auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 2,000 tons (2,032 metric tons), provided they have none of the following characteristics:—

(*a*) mount a gun with a calibre exceeding 6·1 in. (155 mm.);

(*b*) are designed or fitted to launch torpedoes;

(*c*) are designed for a speed greater than twenty knots.

(6) *Auxiliary Vessels* are Naval surface vessels the standard displacement of which exceeds 100 tons (102 metric tons), which are normally employed on fleet duties or as troop transports, or in some other way than as fighting ships, and which are not specifically built as fighting ships, provided they have none of the following characteristics:—

(*a*) mount a gun with a calibre exceeding 6·1 in. (155 mm.);
(*b*) mount more than eight guns with a calibre exceeding 3 in. (76 mm.);
(*c*) are designed or fitted to launch torpedoes;
(*d*) are designed for protection by armour plate;
(*e*) are designed for a speed greater than twenty-eight knots;
(*f*) are designed or adapted primarily for operating aircraft at sea;
(*g*) mount more than two aircraft-launching apparatus.

(7) *Small Craft* are Naval surface vessels the standard displacement of which does not exceed 100 tons (102 metric tons).

C.—*Over Age*

Vessels of the following categories and sub-categories shall be deemed to be "over-age" when the undermentioned number of years have elapsed since completion:—

(*a*) Capital ships	26 years.
(*b*) Aircraft carriers	20 ,,
(*c*) Light surface vessels, sub-categories (*a*) and (*b*):	
(i) if laid down before 1st January, 1920 ...	16 ,,
(ii) if laid down after 31st December, 1919 ...	20 ,,
(*d*) Light surface vessels, sub-category (*c*)	16 ,,
(*e*) Submarines	13 ,,

D.—*Month*

The word "month" in the present Treaty with reference to a period of time denotes the month of thirty days.

Part II

LIMITATION

Article 2

After the date of the coming into force of the present Treaty, no vessel exceeding the limitations as to displacement or armament prescribed by this Part of the present Treaty shall be acquired by any High Contracting Party or constructed by, for or within the jurisdiction of any High Contracting Party.

Article 3

No vessel which at the date of the coming into force of the present Treaty carries guns with a calibre exceeding the limits prescribed by this Part of the present Treaty shall, if reconstructed or modernised, be re-armed with guns of a greater calibre than those previously carried by her.

Article 4

(1) No capital ship shall exceed 35,000 tons (35,560 metric tons) standard displacement.

(2) No capital ship shall carry a gun with a calibre exceeding 14 in. (356 mm.); provided, however, that if any of the Parties to the Treaty for the Limitation of Naval Armament signed at Washington on 6th February, 1922, should fail to enter into an agreement to conform to this provision prior to the date of the coming into force of the present Treaty, but in any case not later than 1st April, 1937, the maximum calibre of gun carried by capital ships shall be 16 in. (406 mm.).

(3) No capital ship of sub-category (*a*), the standard displacement of which is less than 17,500 tons (17,780 metric tons), shall be laid down or acquired prior to 1st January, 1943.

(4) No capital ship, the main armament of which consists of guns of less than 10 in. (254 mm.) calibre, shall be laid down or acquired prior to 1st January, 1943.

Article 5

(1) No aircraft carrier shall exceed 23,000 tons (23,368 metric tons) standard displacement or carry a gun with a calibre exceeding 6·1 in. (155 mm.).

(2) If the armament of any aircraft carrier includes guns exceeding 5·25 in. (134 mm.) in calibre, the total number of guns carried which exceed that calibre shall not be more than ten.

Article 6

(1) No light surface vessel of sub-category (*b*) exceeding 8,000 tons (8,128 metric tons) standard displacement, and no light surface vessel of sub-category (*a*) shall be laid down or acquired prior to 1st January, 1943.

(2) Notwithstanding the provisions of paragraph (1) above, if the requirements of the national security of any High Contracting Party are, in His opinion, materially affected by the actual or authorised amount of construction by any Power of light surface vessels of sub-category (*b*), or of light surface vessels not conforming to the restrictions of paragraph (1) above, such High Contracting Party shall, upon notifying the other High Contracting Parties of His intentions and the reasons therefor, have the right to lay down or acquire light surface vessels of sub-categories (*a*) and (*b*) of any standard displacement up to 10,000 tons (10,610 metric tons) subject to the observance of the provisions of Part III of the present Treaty. Each of the other High Contracting Parties shall thereupon be entitled to exercise the same right.

(3) It is understood that the provisions of paragraph (1) above constitute no undertaking expressed or implied to continue the restrictions therein prescribed after the year 1942.

Article 7

No submarine shall exceed 2,000 tons (2,032 metric tons) standard displacement or carry a gun exceeding 5·1 in. (130 mm.) in calibre.

Article 8

Every vessel shall be rated at its standard displacement, as defined in Article 1A of the present Treaty.

Article 9

No preparations shall be made in merchant ships in time of peace for the installation of warlike armaments for the purpose of converting such ships into vessels of war, other than the necessary stiffening of decks for the mounting of guns not exceeding 6·1 in. (155 mm.) in calibre.

Article 10

Vessels which were laid down before the date of the coming into force of the present Treaty, the standard displacement or armament of which exceeds the limitations or restrictions prescribed in this Part of the present Treaty for their category or sub-category, or vessels which before that date were converted to target use exclusively or retained exclusively for experimental or training purposes under the provisions of previous treaties, shall retain the category or designation which applied to them before the said date.

Part III

ADVANCE NOTIFICATION AND EXCHANGE OF INFORMATION

Article 11

(1) Each of the High Contracting Parties shall communicate every year to each of the other High Contracting Parties information, as hereinafter provided, regarding His annual programme for the construction and acquisition of all vessels of the categories and sub-categories mentioned in Article 12 (*a*), whether or not the vessels concerned are constructed within His own jurisdiction, and periodical information giving details of such vessels and of any alterations to vessels of the said categories or sub-categories already completed.

(2) For the purposes of this and the succeeding Parts of the present Treaty, information shall be deemed to have reached a High Contracting Party on the date upon which such information is communicated to His Diplomatic Representatives accredited to the High Contracting Party by whom the information is given.

(3) This information shall be treated as confidential until published by the High Contracting Party supplying it.

Article 12

The information to be furnished under the preceding Article in respect of vessels constructed by or for a High Contracting Party shall be given as follows; and so as to reach all the other High Contracting Parties within the periods or at the times mentioned:—

(*a*) Within the first four months of each calendar year, the Annual Programme of construction of all vessels of the following categories and sub-categories, stating the number of vessels of each category or sub-category and, for each vessel, the calibre of the largest gun. The categories and sub-categories in question are:—

Capital Ships—
sub-category (*a*).
sub-category (*b*).

Aircraft Carriers—
sub-category (*a*).
sub-category (*b*).

Light Surface Vessels—
sub-category (*a*).
sub-category (*b*).
sub-category (*c*).

Submarines.

(*b*) Not less than four months before the date of the laying of the keel, the following particulars in respect of each such vessel:—

Name or designation;
Category and sub-category;
Standard displacement in tons and metric tons;
Length at waterline at standard displacement;
Extreme beam at or below waterline at standard displacement.
Mean draught at standard displacement;
Designed horse-power;
Designed speed;
Type of machinery;
Type of fuel;
Number and calibre of all guns of 3 in. (76 mm.) calibre and above;
Approximate number of guns of less than 3 in. (76 mm.) calibre.
Number of torpedo tubes;
Whether designed to lay mines;
Approximate number of aircraft for which provision is to be made.

(*c*) As soon as possible after the laying-down of the keel of each such vessel, the date on which it was laid.

(*d*) Within one month after the date of completion of each such vessel, the date of completion together with all the particulars specified in paragraph (*b*) above relating to the vessel on completion.

(*e*) Annually during the month of January, in respect of vessels belonging to the categories and sub-categories mentioned in paragraph (*a*) above:

(i) Information as to any important alterations which it may have proved necessary to make during the preceding year in vessels under construction, in so far as these alterations affect the particulars mentioned in paragraph (*b*) above.

(ii) Information as to any important alterations made during the preceding year in vessels previously completed, in so far as these alterations affect the particulars mentioned in paragraph (*b*) above.

(iii) Information concerning vessels which may have been scrapped or otherwise disposed of during the preceding year. If such vessels are not scrapped, sufficient information shall be given to enable their new status and condition to be determined.

(*f*) Not less than four months before undertaking such alterations as would cause a completed vessel to come within one of the categories or sub-categories mentioned in paragraph (*a*) above, or such alterations as would cause a vessel to change from one to another of the said categories or sub-categories: information as to her intended characteristics as specified in paragraph (*b*) above.

Article 13

No vessel coming within the categories or sub-categories mentioned in Article 12 (*a*) shall be laid down by any High Contracting Party until after the expiration of a period of four months both from the date on which the Annual Programme in which the vessel is included, and from the date on which the particulars in respect of that vessel prescribed by Article 12 (*b*), have reached all the other High Contracting Parties.

Article 14

If a High Contracting Party intends to acquire a completed or partially completed vessel coming within the categories or sub-categories mentioned in Article 12 (*a*), that vessel shall be declared at the same time and in the same manner as the vessels included in the Annual Programme prescribed in the said Article. No such vessel shall be acquired until after the expiration of a period of four months from the date on which such declaration has reached all the other High Contracting Parties. The particulars mentioned in Article 12 (*b*), together with the date on which the keel was laid, shall be furnished in respect of such vessel so as to reach all the other High Contracting Parties within one month after the date on which the contract for the acquisition of the vessel was signed. The particulars mentioned in Article 12 (*d*), (*e*) and (*f*) shall be given as therein prescribed.

Article 15

At the time of communicating the Annual Programme prescribed by Article 12 (*a*), each High Contracting Party shall inform all the other High Contracting Parties of all vessels included in His previous Annual Programmes and declarations that have not yet been laid down or acquired, but which it is the intention to lay down or acquire during the period covered by the first mentioned Annual Programme.

Article 16

If, before the keel of any vessel coming within the categories or sub-categories mentioned in Article 12 (*a*) is laid, any important modification is made in the particulars regarding her which have been communicated under Article 12 (*b*), information concerning this modification shall be given, and the laying of the keel shall be deferred until at least four months after this information has reached all the other High Contracting Parties.

Article 17

No High Contracting Party shall lay down or acquire any vessel of the categories or sub-categories mentioned in Article 12 (*a*), which has not previously been included in His Annual Programme of construction or declaration of acquisition for the current year or in any earlier Annual Programme or declaration.

Article 18

If the construction, modernisation or reconstruction of any vessel coming within the categories or sub-categories mentioned in Article 12 (*a*), which is for the order of a Power not a party to the present Treaty, is undertaken

within the jurisdiction of any High Contracting Party, He shall promptly inform all the other High Contracting Parties of the date of the signing of the contract and shall also give as soon as possible in respect of the vessel all the information mentioned in Article 12 (*b*), (*c*) and (*d*).

Article 19

Each High Contracting Party shall give lists of all His minor war vessels and auxiliary vessels with their characteristics, as enumerated in Article 12 (*b*), and information as to the particular service for which they are intended, so as to reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty; and, so as to reach all the other High Contracting Parties within the month of January in each subsequent year, any amendments in the lists and changes in the information.

Article 20

Each of the High Contracting Parties shall communicate to each of the other High Contracting Parties, so as to reach the latter within one month after the date of the coming into force of the present Treaty, particulars, as mentioned in Article 12 (*b*), of all vessels of the categories or sub-categories mentioned in Article 12 (*a*), which are then under construction for Him, whether or not such vessels are being constructed within His own jurisdiction, together with similar particulars relating to any such vessels then under construction within His own jurisdiction for a Power not a party to the present Treaty.

Article 21

(1) At the time of communicating His initial Annual Programme of construction and declaration of acquisition, each High Contracting Party shall inform each of the other High Contracting Parties of any vessels of the categories or sub-categories mentioned in Article 12 (*a*), which have been previously authorised and which it is the intention to lay down or acquire during the period covered by the said Programme.

(2) Nothing in this Part of the present Treaty shall prevent any High Contracting Party from laying down or acquiring, at any time during the four months following the date of the coming into force of the Treaty, any vessel included, or to be included, in His initial Annual Programme of construction or declaration of acquisition, or previously authorised, provided that the information prescribed by Article 12 (*b*) concerning each vessel shall be communicated so as to reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty.

(3) If the present Treaty should not come into force before 1st May, 1937, the initial Annual Programme of construction and declaration of acquisition, to be communicated under Articles 12 (*a*) and 14 shall reach all the other High Contracting Parties within one month after the date of the coming into force of the present Treaty.

Part IV

GENERAL AND SAFEGUARDING CLAUSES

Article 22

No High Contracting Party shall, by gift, sale or any mode of transfer, dispose of any of His surface vessels of war or submarines in such a manner that such vessel may become a surface vessel of war or a submarine in any foreign navy. This provision shall not apply to auxiliary vessels.

Article 23

(1) Nothing in the present Treaty shall prejudice the right of any High Contracting Party, in the event of loss or accidental destruction of a vessel, before the vessel in question has become over-age, to replace such vessel by a vessel of the same category or sub-category as soon as the particulars of the new vessel mentioned in Article 12 (*b*) shall have reached all the other High Contracting Parties.

(2) The provisions of the preceding paragraph shall also govern the immediate replacement, in such circumstances, of a light surface vessel of sub-category (*b*) exceeding 8,000 tons (8,128 metric tons) standard displacement, or of a light surface vessel of sub-category (*a*), before the vessel in question has become over-age, by a light surface vessel of the same sub-category of any standard displacement up to 10,000 tons (10,160 metric tons).

Article 24

(1) If any High Contracting Party should become engaged in war, such High Contracting Party may, if He considers the Naval requirements of His defence are materially affected, suspend, in so far as He is concerned, any or all of the obligations of the present Treaty, provided that He shall promptly notify the other High Contracting Parties that the circumstances require such suspension, and shall specify the obligations it is considered necessary to suspend.

(2) The other High Contracting Parties shall in such case promptly consult together, and shall examine the situation thus presented with a view to agreeing as to the obligations of the present Treaty, if any, which each of the said High Contracting Parties may suspend. Should such consultation not produce agreement, any of the said High Contracting Parties may suspend, in so far as He is concerned, any or all of the obligations of the present Treaty, provided that He shall promptly give notice to the other High Contracting Parties of the obligations which it is considered necessary to suspend.

(3) On the cessation of hostilities, the High Contracting Parties shall consult together with a view to fixing a date upon which the obligations of the Treaty which have been suspended shall again become operative, and to agreeing upon any amendments in the present Treaty which may be considered necessary.

Article 25

(1) In the event of any vessel not in conformity with the limitations and restrictions as to standard displacement and armament prescribed by Articles 4, 5 and 7 of the present Treaty being authorised, constructed or acquired by a Power not a party to the present Treaty, each High Contracting Party reserves the right to depart if, and to the extent to which, He considers such departures necesssary in order to meet the requirements of His national security;

(*a*) during the remaining period of the Treaty, from the limitations and restrictions of Articles 3, 4, 5, 6 (1) and 7, and

(*b*) during the current year from His Annual Programmes of construction and declarations of acquisition.

This right shall be exercised in accordance with the following provisions:—

(2) Any High Contracting Party who considers it necessary that such right should be exercised, shall notify the other High Contracting Parties to that effect, stating precisely the nature and extent of the proposed departures and the reasons therefor.

(3) The High Contracting Parties shall thereupon consult together and endeavour to reach an agreement with a view to reducing to a minimum the extent of the departures which may be made.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart during the remaining period of the present Treaty from the limitations and restrictions prescribed in Articles 3, 4, 5, 6 (1) and 7 thereof.

(5) On the expiration of the period mentioned in the preceding paragraph, any High Contracting Party shall be at liberty, subject to any agreement which may have been reached during the consultations provided for in paragraph (3) above, and on informing all the other High Contracting Parties, to depart from His Annual Programmes of construction and declarations of acquisition and to alter the characteristics of any vessels building or which have already appeared in His Programmes or declarations.

(6) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (*b*) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

Article 26

(1) If the requirements of the national security of any High Contracting Party should, in His opinion, be materially affected by any change of circumstances, other than those provided for in Articles 6 (2), 24 and 25 of the present Treaty, such High Contracting Party shall have the right to depart for the current year from His Annual Programmes of construction and declarations of acquisition. The amount of construction by any Party to the Treaty, within the limitations and restrictions thereof, shall not, however, constitute a change of circumstances for the purposes of the present Article. The above-mentioned right shall be exercised in accordance with the following provisions:—

(2) Such High Contracting Party shall, if He desires to exercise the above-mentioned right, notify all the other High Contracting Parties to that effect, stating in what respects He proposes to depart from His Annual Programmes of construction and declarations of acquisition, giving reasons for the proposed departure.

(3) The High Contracting Parties will thereupon consult together with a view to agreement as to whether any departures are necessary in order to meet the situation.

(4) On the expiration of a period of three months from the date of the first of any notifications which may have been given under paragraph (2) above, each of the High Contracting Parties shall, subject to any agreement which may have been reached to the contrary, be entitled to depart from His Annual Programmes of construction and declarations of acquisition, provided notice is promptly given to the other High Contracting Parties stating precisely in what respects He proposes so to depart.

(5) In such event, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Treaty. The particulars mentioned in Article 12 (*b*) shall, however, be communicated to all the other High Contracting Parties before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

Part V

FINAL CLAUSES

Article 27

The present Treaty shall remain in force until 31st December, 1942.

Article 28

(1) His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland will, during the last quarter of 1940, initiate through the diplomatic channel a consultation between the Governments of the Parties to the present Treaty with a view to holding a conference in order to frame a new treaty for the reduction and limitation of Naval armament. This conference shall take place in 1941 unless the preliminary consultations should have shown that the holding of such a conference at that time would not be desirable or practicable.

(2) In the course of the consultation referred to in the preceding paragraph, views shall be exchanged in order to determine whether, in the light of the circumstances then prevailing and the experience gained in the interval in the design and construction of capital ships, it may be possible to agree upon a reduction in the standard displacement or calibre of guns of capital ships to be constructed under future annual programmes and thus, if possible, to bring about a reduction in the cost of capital ships.

Article 29

None of the provisions of the present Treaty shall constitute a precedent for any future treaty.

Article 30

(1) The present Treaty shall be ratified by the Signatory Powers in accordance with their respective constitutional methods, and the instruments of ratification shall be deposited as soon as possible with His Majesty's Government in the United Kingdom, which will transmit certified copies of all the *procès-verbaux* of the deposits of ratifications to the Governments of the said Powers and of any country on behalf of which accession has been made in accordance with the provisions of Article 31.

(2) The Treaty shall come into force on the 1st January, 1937, provided that by that date the instruments of ratification of all the said Powers shall have been deposited. If all the above-mentioned instruments of ratification have not been deposited by 1st January, 1937, the Treaty shall come into force so soon thereafter as these are all received.

Article 31

(1) The present Treaty shall, at any time after this day's date, be open to accession on behalf of any country for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on 22nd April, 1930, but for which the present Treaty has not been signed. The instrument of accession shall be deposited with His Majesty's Government in the United Kingdom, which will transmit certified copies of the *procès-verbaux* of the deposit to the Governments of the Signatory Powers and of any country on behalf of which accession has been made.

(2) Accessions, if made prior to the date of the coming into force of the Treaty, shall take effect on that date. If made afterwards, they shall take effect immediately.

(3) If accession should be made after the date of the coming into force of the Treaty, the following information shall be given by the acceding Power so as to reach all the other High Contracting parties within one month after the date of accession:—

(*a*) The initial Annual Programme of construction and declaration of acquisition, as prescribed by Articles 12 (*a*) and 14, relating to vessels already authorised, but not yet laid down or acquired, belonging to the categories or sub-categories mentioned in Article 12 (*a*).

(*b*) A list of the vessels of the above-mentioned categories or sub-categories completed or acquired after the date of the coming into force of the present Treaty, stating particulars of such vessels as specified in Article 12 (*b*), together with similar particulars relating to any such vessels which have been constructed within the jurisdiction of the acceding Power after the date of the coming into force of the present Treaty, for a Power not a party thereto.

(*c*) Particulars, as specified in Article 12 (*b*), of all vessels of the categories or sub-categories above-mentioned which are then under construction for the acceding Power, whether or not such vessels are being constructed within His own jurisdiction, together with similar particulars relating to any such vessels then under construction within His jurisdiction for a Power not a party to the present Treaty.

(*d*) Lists of all minor war vessels and auxiliary vessels with their characteristics and information concerning them, as prescribed by Article 19.

(4) Each of the High Contracting Parties shall reciprocally furnish to the Government of any country on behalf of which accession is made after the date of the coming into force of the present Treaty, the information specified in paragraph (3) above, so as to reach that Government within the period therein mentioned.

(5) Nothing in Part III of the present Treaty shall prevent an acceding Power from laying down or acquiring at any time during the four months following the date of accession, any vessel included, or to be included, in His initial Annual Programme of construction or declaration of acquisition, or previously authorised, provided that the information prescribed by Article 12 (*b*) concerning each vessel shall be communicated so as to reach all the other High Contracting Parties within one month after the date of accession.

Article 32

The present Treaty, of which the French and English texts shall both be equally authentic, shall be deposited in the Archives of His Majesty's Government in the United Kingdom of Great Britain and Northern Ireland which will transmit certified copies thereof to the Governments of the countries for which the Treaty for the Limitation and Reduction of Naval Armament was signed in London on 22nd April, 1930.

In faith whereof the above-named Plenipotentiaries have signed the present Treaty and have affixed thereto their seals.

Done in London 25th day of March, nineteen hundred and thirty-six.

1812.—Air Gunnery Training—Use of Clip, Stowage, for Lewis Guns (Part No. A.28164/1)

(N.A.D. 413/37.—26.8.1937.)

The following Air Ministry Order, A.240, dated 27th July, 1937, is promulgated for information :—

1. Instances have occurred of damage being caused to the tail unit of aircraft during air firing training, owing to the accidental discharge of the Lewis gun during the rectification of a stoppage. In each case the gun had been previously placed in the clip provided for the purpose of stowage.

2. When an attempt is made to clear a stoppage, the gun is always to be trained away from the aircraft and in such a manner that the bullet from an accidental discharge will strike directly within the authorized danger area of the air firing range concerned.

3. Stowage clips may only be used in the following circumstances :—

(i) For purposes of stowage when the gun is unloaded.

(ii) To facilitate the changing of a component part *after* the gun has been cleared.

(iii) For securing a jammed gun which cannot be cleared, *after* the successful engagement of the safety catch.

4. Where necessary, range standing orders are to be amended accordingly.

1861.
1917.
1969.
1970. } *Issued Confidentially.*

*1971.—Merchant Navy Defence Courses

(M. 04471/37.—16.9.1937.)

In view of the importance of the defence of merchant vessels in time of war, Their Lordships have decided to institute at suitable commercial ports defence courses for Merchant Navy Officers who are not members of the Royal Naval Reserve, and who consequently are unlikely to be acquainted with the measures that will be taken by the Royal Navy for the protection of trade in war, or with the steps that merchant vessels should themselves take for their own protection. Responsibility for the administrative arrangements connected with these courses is vested in the Admiral Commanding Reserves.

2. Their Lordships desire that knowledge of the institution and scope of the defence courses should be disseminated as widely as possible among Merchant Navy Officers and look to officers of the Royal Navy to assist to the best of their ability in the achievement of this object. Every opportunity should be taken, in the course of friendly conversation and otherwise as may prove possible, to draw the attention of Merchant Officers to the institution of the courses and the advantages of joining them. The following description of the courses is promulgated in order that officers of the Royal Navy may be able to furnish information on the subject.

3. The aim of Merchant Navy Defence Courses is to inform the Merchant Navy of the measures that will be taken by the Royal Navy for the protection of seaborne trade in war, and to make known to masters and officers of merchant ships the part that they must play if the maximum possible degree of safety to their ships is to be ensured.

4. The instruction given falls under two main headings:—

(i) The general organisation of trade protection, including the organisation of convoys and the way in which merchant ships should act, whether in convoy or sailing independently, so as to secure the maximum immunity from attack.

(ii) The steps needed to ensure that a merchant ship which has been equipped for self defence shall develop the maximum fighting efficiency when attacked.

5. Defence Courses are open to all Masters and Navigating Officers of British nationality, other than those in the Royal Naval Reserve. Instruction on convoy and on defence against gas may also be attended by Chief Engineers. Courses will be open to unemployed officers as well as to those serving in ships. The reason for excluding R.N.R. Officers is that they already have some training in these matters, and further that they will usually be withdrawn from merchant ships in time of war.

6. Defence Courses will be held in the first instance at London, Liverpool, Southampton, Glasgow, South Shields, Cardiff and Hull. It may be found possible to extend them subsequently to other ports.

7. At each of the above ports (except Southampton, where special arrangements will be made) there will be an instructional staff comprising a Lieutenant-Commander (known as the Merchant Navy Defence Instructional Officer—short title M.N.D.I.O.), a Gunner's Mate and a Yeoman of Signals.

8. The address of the M.N.D.I.O. and the place of instruction will be made known locally in each case.

9. At Southampton, some of the instruction will be given locally by the Admiralty Liaison Officer and some in H.M.S. "Excellent" (Gunnery School) at Portsmouth.

How the Courses are Organised

10. A complete Defence Course comprises ten three-hour sessions. With the exceptions noted in the next paragraph, each of these sessions will be included in the weekly programme. Sessions will be held from 9.30 a.m. to 12.30 p.m. and from 2 p.m. to 5 p.m. on Monday to Friday inclusive.

11. No instruction will be held during four weeks in August or during any week the working days of which include a public holiday.

12. The ten sessions will be as follows:—

A. General principles of trade protection.

B. Convoy—instruction on convoy work in general and on handling ships in convoy.

C. Signalling—visual signalling for ships in convoy and general W/T organisation and procedure for merchant ships in war.

D. Defence against submarines, including the use of smoke.

E. Low-angle gun control.

F. Low-angle gun drill and ammunition.

G. Defence against aircraft, and high-angle gun control, ammunition and drill, Part I.

H. Defence against aicraft, and high-angle gun control, ammunition and drill, Part II.

J. Defence against mines.

K. Defence against gas.

13. Participation in gun drill by Masters will be optional.

14. It will be seen from the above that an officer who is able to attend instruction continuously from 9.30 a.m. on Monday till 5 p.m. on Friday will in that time have completed the course. It is not necessary, however, for the course to be taken continuously. Sessions can be taken separately at any time convenient to the officer and in any order, with the following exceptions:—

(i) An officer should not attend B, C or D until he has attended A.

(ii) Session G must be taken before H.

(iii) It is desirable that Session B should be taken before C.

15. To allow for officers in ships on routine runs which are only in port for certain days of the week, and also for officers who can attend on forenoons only or on afternoons only, the arrangement of sessions in the week will be varied from week to week.

16. As a similar routine is being run at all ports at which instruction is held, an officer need not do the whole course at one port, but can take any session at any port convenient to him.

Method of arranging Attendance at Courses

17. At each port the Instructional Officer will issue a Monthly Programme showing the arrangement of sessions for each week during the month. These programmes will be distributed to as many ships as possible and to the local representatives of the Officers' Federation and the Mercantile Marine Service Association. They will also be posted in the officers' waiting rooms of the Mercantile Marine Offices (Board of Trade).

18. An officer wishing to attend one or more of the sessions included in the Monthly Programme, and able to obtain leave to do so, should, if time permits, apply to the Instructional Officer at the address shown on the Monthly Programme, stating which sessions he wishes to attend. These applications will provide the Instructional Officer with information of the number of officers to be expected at each session, and so enable him to organise the instruction to the best advantage.

19. Applications may be made by:—

(*a*) Postcard specially printed for this purpose, which will be distributed with the Monthly Programmes, or

(*b*) Telephone.

20. The printed application card will be answered by a card stating whether room can be found for the applicant at the sessions for which he has asked.

21. If there is not time for either of the above methods of application, an officer may attend at the place of instruction just before the time for starting the session and ask the Instructional Officer if there is room. Room will always be found for Masters and also for other officers if it is at all possible to do so, but it should be noted that officers attending without previous application are liable to cause dislocation and inconvenience to the class.

22. An officer on first attending a Defence Course will be given a combined Certificate of Attendance and Travelling Expense Certificate. In order to establish his identity, he must show to the Instructional Officer his Certificate of Competency or his Discharge Book, or, in the case of an uncertificated home-trade officer, some evidence of identity signed by his owners or a Government official.

23. To allow time for the issue of the Certificate of Attendance, an officer joining the course for the first time should attend a quarter of an hour before the session starts and half an hour beforehand if no application has been made as provided for in paragraph 19.

24. At subsequent sessions, whether taken at the same port or elsewhere, the Certificate of Attendance and Travelling Expense Certificate must be produced for the appropriate entries to be made by the Instructional Officer. As this will be sufficient proof of identity, no other certificate will be required.

Travelling Expenses

25. Repayment of travelling expenses by train, bus, tram or ferry, up to a distance of 25 miles from the place of instruction, will be made by the Admiralty. First-class on trains will be allowed to Masters and Chief Engineers and third-class to other officers.

26. To obtain repayment, an officer on first arrival each day will enter in his Travelling Expense Certificate the total expenses incurred on that day (*i.e.*, including the return journey), and this statement of expenses will be vouched for by the Instructional Officer's signature.

27. As officers attending Defence Courses may also be put to the expense of meals away from their ships or homes, the Admiralty will refund this additional expense at the standard rate of 2*s.* 6*d.* per session.

28. Travelling and meal expenses will not normally be repaid until the whole course has been completed, but it will be possible in special cases (*e.g.*, when an officer has attended several sessions and will have no opportunity of attending the remainder for a long time to come) to arrange for a refund of expenses incurred up to date.

29. Full instructions will be found on the back of the Travelling Expense Certificate.

(*C.A.F.O. 1970/37.*)

1972.—Service Sailing Boats of the German Navy—Flags flown by

(M. 4738/37.—16.9.1937.)

The following information concerning the flags to be flown by Service sailing boats of the German Navy has been notified by the German Government.

2. The Service sailing boats, which have hitherto flown the German Naval flag when cruising in home and foreign waters, will in future fly the Naval flag only in German waters. When cruising in foreign waters they will fly the German Service flag and are consequently no longer to be regarded as warships within the meaning of the regulations concerning the admittance of warships. The crews of the boats have been instructed not to wear uniform when cruising in foreign waters.

3. The Service sailing yachts "Asta" and "Orion," which hitherto appeared in the list of warships of the German Navy, have been deleted from that list and are now also regarded as Service sailing boats.

2033.—Naval Meteorological Branch—Establishment of

(M. 5279/37.—23.9.1937.)

Their Lordships have had under review the organisation of meteorological work in the Fleet, and have decided to establish a new Admiralty branch to deal with the administration of the work.

2. This branch will be known as the Naval Meteorological Branch of the Hydrographic Department and will be in charge of a Chief Superintendent under the Hydrographer of the Navy.

3. Captain L. G. Garbett, R.N. (retd.), has been appointed as Chief Superintendent of Naval Meteorology with effect from 1st August, 1937.

4. The Branch will be responsible for much of the work which has hitherto been performed by the Naval Division, Meteorological Office, Air Ministry, which division will cease to exist, but pending the provision of suitable accommodation in the Admiralty for the new branch, no change should be made in present administrative procedure.

5. Further notification will be made when the Naval Meteorological Branch has been accommodated at the Admiralty.

2034.—*Issued Confidentially.*

2093.—Fleet Air Arm Storekeeping in Catapult Ships

(M. 2470/37.—30.9.1937.)

To ease the storekeeping difficulties experienced in catapult ships on commissioning, paying off, and when the type of aircraft carried is changed, the following arrangements have been agreed upon between the Admiralty and Air Ministry :—

(1) Special forms, or lists of aeronautical stores shown in the Equipment Tables, to be printed for attachment to standard forms for use when returning stores to equipment depôts.

(2) The period of instruction in R.A.F. storekeeping given to Naval Supply ratings and R.A.F. Armourers at the Catapult Base, Lee-on-Solent, to be extended from 14 days to one month.

(3) One Naval Supply rating to be attached to each Home port to assist in Naval Store accounting work in ships drawing, returning or changing aircraft at the Home ports ; the ratings to have three months' training in R.A.F. storekeeping and to serve for two years at the depôts.

(4) An additional Sergeant Storekeeper for Fleet Air Arm work to be allocated to the establishment of the Catapult Base, Lee-on-Solent, making a total of three, of whom one will be employed as an instructor and two will be available to go on board and give physical assistance and advice when storing, de-storing or re-equipping.

(5) Air Officers Commanding abroad to be instructed to ensure that all appropriate assistance is rendered to ship's personnel in the event of the type of aircraft embarked being changed while a ship is in foreign waters.

(6) Ship's Accountant Officer to inform equipment depôts when a ship is paying off and returning R.A.F. stores to equipment depôts. Priority will then be given to the clearance of vouchers for these stores.

Further instructions will be issued as regards (2), (3) and (4) above.

2. Considerable delay and inconvenience is often experienced in awaiting routine water transport from dockyards to Deptford for Fleet Air Arm stores landed from carriers as well as catapult ships for delivery to Royal Air Force equipment depôts. In future, whenever early transport by store carrier cannot be foreseen, Fleet Air Arm stores returned from H.M. ships are to be despatched by rail direct to the equipment depôts. Air Ministry consignment notes should be used in connection with the transport of such stores by rail, the railway company claiming direct on the Air Ministry in London.

2208.—Dive Bombing Practice with certain Types of Bombs—Precautions

(A.M.D./N.A.D. 498/37.—14.10.1937.)

The following Air Ministry Order A.288, dated 9th September, 1937, is promulgated for information :—

A number of the older types of bombs which were produced before dive bombing was practised have suspension lugs which are not sufficiently strong to withstand high accelerations in rapid recovery

from dives. This applies to the types of bombs detailed below. When any of these bombs are carried during dive bombing practice, care is to be taken not to impose heavy loads in recovery with the bombs still upon the aircraft.

120-lb., 250-lb. and 500-lb. G.P., Mark I.
100-lb., 250-lb. and 500-lb. A.S., Mark I.
250-lb. and 500-lb. S.A.P., Marks I and II.
450-lb. A.P., Mark I.
H.E., 20-lb., Mark I.
R.L., 112-lb., Marks V, VI, VII and VIIC.
R.F.C., 230-lb., Marks I, II and III.
R.L., 250-lb., Marks I and II.
R.A.F., 520-lb., Mark I.
R.L., 520-lb., Mark I.
R.A.F., 550-lb., Mark I.
R.L., 550-lb., Mark I.
S.N., Mark II.

2209.—*Issued Confidentially.*

2252.—Egypt—Passports and Visas

(M. 5746/37.—21.10.1937.)

An arrangement is in force whereby military and Air Force personnel serving in Egypt have their passports endorsed "stationed in Egypt" or "on duty in Egypt," according to whether they are posted to or serving temporarily in that country. In such circumstances a visa is unnecessary.

2. This arrangement is also applicable to the personnel of the Royal Navy. Thus, in the case of officers and men (including civilian officials of British nationality*) stationed in Egypt, it will only be necessary for passports to be endorsed "stationed in Egypt," and in the case of officers and men sent to Egypt on duty, or to join H.M. Ships in Egyptian waters, for them to be endorsed "on duty in Egypt." Both types of endorsement should be followed by the number and date of the authority for proceeding to Egypt, and must be signed by an officer of Commander's rank or above, or by a senior member of the directing staff (for civilian officers only).

The wives, and children under 21 years of age, accompanying such R.N. personnel and civilian officials* are also included in this arrangement, and their passports should be treated in a similar manner.

3. In the case of personnel visiting Egypt otherwise than as in paragraph 2, visas are necessary.

* In accordance with the "Convention between H.M. Government and the Egyptian Government concerning the Immunities and Privileges to be enjoyed by the British Forces in Egypt," dated 26th August, 1936.

2310.—Great Britain and Northern Ireland—Regulations for Visits of Foreign War Vessels and Service Aircraft accompanying them

(M. 05069/37.—28.10.1937.)

(*This reprint embodies A.F.O. 519/38.*)

The following regulations for visits of foreign war vessels and service aircraft accompanying them to Great Britain and Northern Ireland are promulgated for information and guidance.

2. Copies of these regulations have been supplied to foreign governments. Use of wireless telegraphy or telephony by foreign warships and service aircraft in British waters is dealt with in A.F.O. 3/29.

GREAT BRITAIN AND NORTHERN IRELAND.—REGULATIONS FOR VISITS OF FOREIGN WAR VESSELS AND SERVICE AIRCRAFT ACCOMPANYING THEM

1. Special permission is not necessary to enable foreign war vessels (including such auxiliary vessels and transports as are commissioned or manned by naval personnel) to visit fortified or unfortified ports, harbours, roadsteads, estuaries, or navigable rivers in Great Britain and Northern Ireland (including Channel Islands), but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to :—

(*a*) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's Family, Presidents of Republics, or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.

(*b*) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.

(*c*) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.

3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Mayor, Provost, or local Police authority, and at naval ports to the Naval Commander-in-Chief in addition, in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be made through the usual diplomatic channels or at Naval ports through the Naval Commander-in-Chief.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained through the usual diplomatic channels.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. For flights by such aircraft as may be necessary on their arrival or departure with the vessels they accompany no special permission is required. The conditions stated in (*a*), (*b*), and (*c*) in paragraph 9 below must, however, be observed on such flights.

9. *Practice Flights.*—Foreign ship-borne service seaplanes accompanying foreign war vessels may, during the stay of such vessels in the ports of Great Britain and Northern Ireland, carry out practice flights to seaward provided (i) that in taking-off and returning to the ship they do not fly over land and that they follow the shortest route possible to and from the limit of territorial waters ; (ii) that they remain outside this limit during the flight except as may be necessary in order to meet the requirements made under (i) ; and (iii) that they observe conditions (*a*) and (*c*) in the last sub-paragraph of this paragraph. Prior notice of such flights should be given to the local Naval Commander-in-Chief. If, however, for any reason such as the vessel being moored in a river or basin, it is impossible to carry out the foregoing procedure, the permission of the local Naval Commander-in-Chief must be obtained.

Other Flights.—For flights other than practice flights or flights incidental to arrival or departure of the vessel (*see* paragraph 8 above), special permission is

necessary. Application for such permission should be made either through the diplomatic channel before the visit is paid or, after the arrival of the vessel, to the local Naval Commander-in-Chief, and should contain the following particulars :—

(1) The purpose of the proposed flight ;

(2) The number and type of aircraft which would undertake the flight ;

(3) The wireless call signs of the aircraft (if fitted with wireless) ;

(4) The number of officers and other ranks to be carried.

(5) The proposed route ;

(6) The names of any aerodromes or ports at which it is desired to land ; and

(7) The proposed date for the flight.

Permission for such flights will only be granted subject to the following conditions (in addition to any special conditions which may be found necessary in particular cases) :—

(*a*) The aircraft must comply with the provisions of Annex "D" of the International Convention for the Regulation of Aerial Navigation, dated 13th October, 1919, and with the safety regulations in force in Great Britain and Northern Ireland to prevent injury to the public (*see* Appendix).

(*b*) The aircraft must not land in or fly over any prohibited area as defined in the Air Navigation (Consolidation) Order, 1923, as amended by subsequent orders.

(*c*) No ammunition, bombs or photographic equipment may be carried.

(*d*) No dogs may be carried.

10. Any special local regulations must be complied with.

11. At the Nore, Portsmouth, Plymouth, Milford Haven, Portland, Rosyth, and Invergordon, the right of assigning anchorage berths to foreign ships of war, and of directing them to shift berth, should the same become necessary, is vested solely in the Commander-in-Chief or King's Harbour Master of the Port.

At all other ports, harbours, roadsteads, estuaries, and navigable rivers, where there is any constituted Harbour Authority, such right is vested in the Harbour Master acting in conjunction with the Senior Naval Officer, if there be any of His Majesty's ships present.

12. Foreign ships of war are under no obligation to take a pilot when approaching ports, harbours, roadsteads, estuaries and navigable rivers of Great Britain and Northern Ireland ; but within the zone of the defences of fortified, or limits of unfortified ports, harbours, roadsteads, estuaries, and navigable rivers they are subject to the regulations of the port, if any.

13. Should a foreign ship of war fail to comply with the regulations of the port the attention of her Commanding Officer will first be called thereto by the Harbour Master or other authority as above specified, and explicit observance of these regulations will be requested.

Should this course fail the foreign ship of war may at once be requested to leave the harbour.

14. Upon entering any of the ports mentioned in paragraph 11 or any other port or harbour, etc., where one of His Majesty's ships is present, foreign ships of war will be boarded by an officer sent by the Naval Commander-in-Chief or Senior Naval Officer, who will offer the Commanding Officer the courtesy of the port.

The officer will acquaint the Commanding Officer with the anchoring berth that has been allotted to his ship and will obtain information as to the object and the proposed duration of the visit, the name of the Commanding Officer, and the information it is usual to obtain upon such occasions.

15. Should the officer sent to welcome the foreign ship of war arrive on board after she has already anchored or made fast, the prescribed notification and enquiries will nevertheless be made and the confirmation of the anchoring berth taken up or the assignation of another will be carried out.

16. At other ports or places where there is none of His Majesty's ships present, the above duties will be carried out by the Harbour Master or his representative, or, if there is no Harbour Master, by the Customs Officer, if any.

Admiralty,
October, 1937.

APPENDIX

Safety Regulations for Aircraft in force to prevent Injury to the Public

The effect of these is as follows :—

1. An aircraft shall not fly over any city or town except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause ; provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Royal Air Force aerodrome or of an aerodrome under the control of the Secretary of State for Air.

2. A person in an aircraft shall not :—

(*a*) carry out any trick flying or exhibition flying over any city or town area or populous district ; or

(*b*) carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports except where specially arranged for in writing by the promoters of such regatta or meeting ; or

(*c*) carry out any flying which by reason of low altitude or proximity to persons or dwellings or other aircraft or for any other reason is the cause of unnecessary danger to any person or property on land or water or in the air.

3. A person shall not drop or cause or permit to be dropped from an aircraft in flight any article except ballast in the form of fine sand or water.

List of Saluting Stations in Great Britain and Northern Ireland

Dover.	Portsmouth.
Leith.	Sheerness.
Plymouth.	

Note.—Foreign warships entering the Firth of Forth and intending to anchor in Leith Roads should fire their salute off Inchkeith. This salute is returned by Edinburgh Castle.

(*A.F.O. 3/29 and A.F.O. 2311/37.*)

2311.—British Oversea Ports—Procedure regarding the Visits of Foreign War Vessels and Service Aircraft accompanying them

(M. 05069/37.—28.10.1937.)

The procedure regarding the visits of foreign war vessels and service aircraft accompanying them to British oversea ports is detailed in the following memorandum.

2. Copies of this memorandum have been supplied to foreign governments. Use of wireless telegraphy or telephony by foreign warships and service aircraft in British waters is dealt with in A.F.O. 3/29.

MEMORANDUM AS TO THE PROCEDURE REGARDING THE VISITS OF FOREIGN WAR VESSELS AND SERVICE AIRCRAFT ACCOMPANYING THEM TO BRITISH OVERSEA PORTS

Special permission is not necessary to enable foreign war vessels (including such auxiliary vessels and transports as are commissioned or manned by naval personnel) to visit British oversea ports, but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. In cases of visits to small outlying possessions, considerably longer notice than seven days is desirable. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to :—

(*a*) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's family, Presidents of Republics or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.

(*b*) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.

(*c*) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.

3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers subject to the concurrence of the Governor or other prescribed authority. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Governor or corresponding local authority in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be addressed to the Governor or other prescribed authority.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained from the Governor or other prescribed authority.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. Steps can then be taken by the local authorities to carry out any requisite legal formalities. Except, however, as may be necessary on their arrival or departure with war vessels which they accompany, no flights by foreign service aircraft over British territory or territorial waters may be made without special permission, any application for which should be made through the usual diplomatic channels or to the Governor or other prescribed authority. The carriage of ammunition, bombs or photographic films or plates over British territory or territorial waters is in no case permitted.

9. Any special local regulations must be complied with.

Admiralty,
October, 1937.

(*A.F.O. 3/29 and A.F.O. 2310/37.*)

2312.
2357.
2358. } *Issued Confidentially.*
2420.
2422.

2580.—Anglo-German Naval Agreement (1937)

(M. 6612/37.—2.12.1937.)

Instruments of ratification having been exchanged, this Agreement came into force on 4th November, 1937.

2. With the exception of Articles 4 (paragraph 2), 6, 19, 28 and 30, which are set out below, the operative clauses of this Agreement reproduce (with the same numbering) Articles 1–30 of the London Naval Treaty (1936).

3. Articles 31 and 32 of the London Naval Treaty (1936) have no place in this Agreement.

4. The operative clauses of the London Naval Treaty (1936) appear in A.F.O. 1810/37.

* * * * * * *

London, July 17, 1937.

The Government of the United Kingdom of Great Britain and Northern Ireland and the German Government

Desiring to make provision for the limitation of naval armament and for the exchange of information concerning naval construction ;

Have agreed as follows :—

* * * * * *

Part II.—LIMITATION.

* * * * * * *

ARTICLE 4

* * * * * * *

2. No capital ship shall carry a gun with a calibre exceeding 16 in. (406 mm.).

* * * * * * *

ARTICLE 6

1. It is agreed in principle, and subject to the provisions of paragraph 2 below, that no light surface vessel of sub-category (*b*) exceeding 8,000 tons (8,128 metric tons) standard displacement, and no light surface vessel of sub-category (*a*) shall be laid down or acquired prior to the 1st January, 1943.

2. Notwithstanding the provisions of paragraph 1 above, either Contracting Government shall, upon notifying the other Contracting Government of its intentions, have the right to lay down or acquire light surface vessels of sub-category (*a*) ; or to acquire such vessels by converting light surface vessels of sub-category (*b*). The other Contracting Government shall thereupon be entitled to exercise the same right. In the event of the German Government making a notification as contemplated above, the Government of the United Kingdom is authorised to transmit this decision confidentially to any Power with which it is in treaty relations similar to those of the present Agreement.

3. The provisions of Part III of the present Agreement shall be observed in respect of any vessels constructed as a result of a notification given in accordance with the provisions of the preceding paragraph ; except that the Government making the notification shall, during the year in which it is made, have the right to depart from its Annual Programmes of construction and declarations of acquisition, and to alter, for the purposes of paragraph 2 above, the characteristic of any vessels building or which have already appeared in the programmes or declarations. In the event of such departure, no delay in the acquisition, the laying of the keel, or the altering of any vessel shall be necessary by reason of any of the provisions of Part III of the present Agreement. The particulars mentioned in Article 12 (*b*) shall, however, be communicated to the other Contracting Government before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

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Part III.—*Advance Notification and Exchange of Information.*

ARTICLE 19

1. Each Contracting Government shall give lists of all its minor war vessels with their characteristics, as enumerated in Article 12 (*b*), and information as to the particular service for which they are intended, so as to reach the other Contracting Government within one month after the date of the coming into force of the present Agreement ; and, so as to reach the other Contracting Government within the month of January of each subsequent year, any amendments in the lists and changes in the information.

2. In the event of negotiations for the conclusion of a general multilateral treaty similar in character to the present Agreement, or of a general arrangement providing for the exchange of information between Naval Powers, the Contracting Governments will, notwithstanding that the present Agreement does not provide

for the exchange of information as regards auxiliary war vessels, be prepared, in conjunction with the other Powers concerned, to consider entering into an undertaking for the exchange of information in regard to these vessels with their characteristics as enumerated in Article 12 (*b*) of the present Agreement.

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Part V. *Final Clauses.*

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ARTICLE 28

1. The Contracting Governments will, during the last quarter of 1940, consult together with a view to entering into a new agreement for the reduction and limitation of naval armament.

2. In the course of the consultation referred to in the preceding paragraph, views shall be exchanged in order to determine whether, in the light of the circumstances then prevailing and the experience gained in the interval in the design and construction of capital ships, it may be possible to agree upon a reduction in the standard displacement or calibre of guns of capital ships to be constructed under future annual programmes, and thus, if possible, to bring about a reduction in the cost of capital ships.

* * * * * * *

ARTICLE 30

The present Agreement shall be ratified and the instruments of ratification shall be exchanged in London as soon as possible. It shall come into force on or after the exchange of ratifications when the Naval Treaty signed in London on the 25th March, 1936,* is in force and simultaneously with the similar Naval Agreement between the Government of the United Kingdom and the Government of the Union of Soviet Socialist Republics.† The date on which the present Agreement thus comes into force shall be immediately notified to the German Government by the Government of the United Kingdom.

In witness whereof the undersigned, duly authorised to that effect, have signed the present Agreement and have affixed thereto their seals.

Done in duplicate in London, the 17th day of July, 1937, in English and German, both texts being equally authentic.

(*A.F.O. 1810/37.*)

2581.—Anglo-Soviet Naval Agreement (1937)

(M. 6612/37.—2.12.1937.)

Instruments of ratification having been exchanged, this Agreement came into force on 4th November, 1937.

2. With the exception of Articles 2, 4 (paragraph 2), 6, 11, 19, 28 and 30, which are set out below, the operative clauses of this Agreement reproduce (with the same numbering) Articles 1–30 of the London Naval Treaty (1936).

3. Articles 31 and 32 of the London Naval Treaty (1936) have no place in this Agreement.

4. The operative clauses of the London Naval Treaty (1936) appear in A.F.O. 1810/37.

* * * * * * *

London, July 17, 1937

The Government of the United Kingdom of Great Britain and Northern Ireland and the Government of the Union of Soviet Socialist Republics ;

Desiring to make provision for the limitation of naval armament and for the exchange of information concerning naval construction ;

Have agreed as follows :—

* * * * * * *

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* Cmd. 5136. † Cmd. 5518.

Part II.—*Limitation*

ARTICLE 2

(1) After the date of the coming into force of the present Agreement, no vessel exceeding the limitations as to displacement or armament prescribed by this Part of the present Agreement shall be acquired by either Contracting Government or constructed by, for or within the jurisdiction of either Contracting Government.

(2) It is understood, however, that the Soviet Government shall not be bound by the limitations and restrictions of this Part of the present Agreement in so far as the Soviet Far Eastern naval forces are concerned, so long as there shall not be concluded a special agreement between the U.S.S.R. and Japan on this subject. Nevertheless, the Soviet Government will not construct or acquire any vessels exceeding the said limitations and restrictions, except in the event of such construction or acquisition by Japan or any other Power in the Far East.

(3) Should the Soviet Government, as the result of such construction or acquisition by Japan or any other Power in the Far East, decide to construct or acquire vessels exceeding the said limitations or restrictions, a notification to that effect shall be made to the Government of the United Kingdom, and the vessels concerned shall not be laid down or acquired until after this notification has reached the Government of the United Kingdom. The Soviet Government shall not be obliged in this case to have any recourse to the procedure set out in Article 25 of the present Agreement.

(4) The Government of the United Kingdom will treat as confidential any information received under the preceding paragraph, subject to a right to transmit it confidentially to any Power with which that Government is in treaty relations similar to those of the present Agreement.

(5) Nothing in paragraph (2) above shall entitle the Soviet Government to construct or acquire any vessel exceeding the limitations or restrictions prescribed by this Part of the present Agreement for service, or to employ such a vessel on service, elsewhere than in the Far East, wherever the vessel may be constructed or acquired. The Soviet Government shall equally not be entitled by anything in paragraph (2) above to transfer from the Soviet Far Eastern to the Soviet Baltic or Black Sea Fleet any vessel constructed or acquired in the exercise of the right conferred by that paragraph.

* * * * * * *

ARTICLE 4

* * * * * * *

(2) No capital ship shall carry a gun with a calibre exceeding 16-in. (406 mm.).

* * * * * * *

ARTICLE 6

(1) It is agreed in principle, and subject to the provisions of paragraph (2) below, that no light surface vessel of sub-category (*b*) exceeding 8,000 tons (8,128 metric tons) standard displacement, and no light surface vessel of sub-category (*a*) shall be laid down or acquired prior to the 1st January, 1943.

(2) Notwithstanding the provisions of paragraph (1) above, either Contracting Government shall, upon notifying the other Contracting Government of its intentions, have the right to lay down or acquire light surface vessels of sub-category (*a*); or to acquire such vessels by converting light surface vessels of sub-category (*b*). The other Contracting Government shall thereupon be entitled to exercise the same right. In the event of the Soviet Government making a notification as contemplated above, the Government of the United Kingdom is authorised to transmit this decision confidentially to any Power with which it is in treaty relations similar to those of the present Agreement.

(3) The provisions of Part III of the present Agreement will be observed in respect of any vessels constructed as a result of a notification given in accordance with the provisions of the preceding paragraph; except that the Government making the notification shall, during the year in which it is made, have the right to depart from its Annual Programmes of construction and declarations of acquisition, and to alter, for the purposes of paragraph (2) above, the characteristic of any vessels building or which have already appeared in the programmes or declarations.

In the event of any such departure, no delay in the acquisition, the laying of the keel, or the altering of any vessels shall be necessary by reason of any of the provisions of Part III of the present Agreement. The particulars mentioned in Article 12 (*b*) shall, however, be communicated to the other Contracting Government before the keels of any vessels are laid. In the case of acquisition, information relating to the vessel shall be given under the provisions of Article 14.

* * * * * * *

Part III.—*Advance Notification and Exchange of Information.*

ARTICLE 11

(1) (*a*) Each Contracting Government shall communicate every year to the other Contracting Government information, as hereinafter provided, regarding its annual programme for the construction and acquisition of all vessels of the categories and sub-categories mentioned in Article 12 (*a*), whether or not the vessels concerned are constructed within its own jurisdiction, and periodical information giving details of such vessels and of any alterations to vessels of the said categories or sub-categories already completed.

(*b*) It is understood, however, that the Soviet Government shall not be under any obligation to furnish the Government of the United Kingdom with any information regarding any vessels coming within the said categories or sub-categories which may be constructed in the Far Eastern territories of the Soviet Union, for service in the Far East, so long as there shall not be concluded between the Soviet Government and the Japanese Government a special agreement on this subject; and this Part of the present Agreement shall be read subject to this understanding.

(*c*) Full particulars will be furnished in regard to all vessels acquired by the Soviet Government (wherever the acquisition may take place), and in regard to all vessels constructed in the European territories of the Soviet Union, whether the vessels so acquired or constructed are for service in the Far East or elsewhere.

(*d*) Full particulars will also be furnished in regard to any vessel constructed in the Far Eastern territories of the Soviet Union (i) for service elsewhere than in the Far East, or (ii) for service in the Far East but which it is decided prior to the date of completion to employ for service elsewhere, or (iii) which at any time after being put into commission it is decided to transfer from the Soviet Far Eastern to the Soviet Baltic or Black Sea Fleet. In cases coming under (ii) and (iii), the particulars prescribed by Article 12 (*b*) of the present Agreement shall be furnished as soon as possible after the decision in question has been taken, and the vessel shall not be removed from the Far East until these particulars have reached the Government of the United Kingdom. Nothing in this paragraph shall operate so as to allow the transfer of any vessel in a case in which it would be forbidden under Article 2 (5) of the present Agreement.

(*e*) Nothing in paragraph (*b*) above shall operate so as to absolve the Soviet Government from carrying out the obligations of Article 18 of the present Agreement.

(2) For the purposes of the present Agreement, information shall be deemed to have reached the Government of the United Kingdom on the date on which it is communicated to the British Representative in Moscow, and the Soviet Government on the date on which it is communicated to the Soviet Representative in London.

(3) This information shall be treated as confidential until published by the Contracting Government supplying it.

* * * * * * *

ARTICLE 19

(1) Each Contracting Government shall give lists of all its minor war vessels with their characteristics, as enumerated in Article 12 (*b*), and information as to the particular service for which they are intended, so as to reach the other Contracting Government within one month after the date of the coming into force of the present Agreement; and, so as to reach the other Contracting Government within the month of January in each subsequent year, any amendments in the lists and changes in the information.

(2) In the event of negotiations for the conclusion of a general multilateral treaty similar in character to the present Agreement, or of a general arrangement providing for the exchange of information between naval Powers, the Contracting Governments will, notwithstanding that the present Agreement does not provide

for the exchange of information as regards auxiliary war vessels, be prepared in conjunction with the other Powers concerned, to consider entering into an undertaking for the exchange of information in regard to these vessels with their characteristics as enumerated in Article 12 (*b*) of the present Agreement.

* * * * * * *

Part V.—*Final Clauses*

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ARTICLE 28

(1) The Contracting Governments will, during the last quarter of 1940, consult together with a view to entering into a new agreement for the reduction and limitation of naval armament.

(2) In the course of the consultation referred to in the preceding paragraph, views shall be exchanged in order to determine whether, in the light of the circumstances then prevailing and the experience gained in the interval in the design and construction of capital ships, it may be possible to agree upon a reduction in the standard displacement or calibre of guns of capital ships to be constructed under future annual programmes, and thus, if possible, to bring about a reduction in the cost of capital ships.

* * * * * * *

ARTICLE 30

The present agreement shall be ratified and the instruments of ratification shall be exchanged in London as soon as possible. It shall come into force on or after the exchange of ratifications, when the Naval Treaty signed in London on the 25th March, 1936,* is in force and simultaneously with the similar naval agreement between the Government of the United Kingdom and the German Government.† The date on which the present Agreement thus comes into force shall be immediately notified to the Government of the Union of Soviet Socialist Republics by the Government of the United Kingdom.

In witness whereof the undersigned, duly authorised to that effect, have signed the present Agreement and have affixed thereto their seals.

Done in duplicate in London, the 17th day of July, 1937, in the English language. A Russian text will be drawn up as soon as possible and agreed between the Contracting Governments, and both texts will then be considered equally authentic.

(*A.F.O.1810/37.*)

2639.—*Issued Confidentially.*

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* Cmd. 5136. † Cmd. 5519.

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

1920

2157.—Naval Engineering—Method of Selection for Higher Posts —Position of Officers Specialising as Lieutenants

(C.W. 13055/20.—17.7.1920.)

In the statement of the First Lord of the Admiralty explanatory of the Naval Estimates 1920–21, it was pointed out that final separation between the Officers of the Deck and Engineering sides of the Naval Service was necessary. These words were used :—

> " There is a definite distinction both as regards knowledge and capabilities, between those who are to be trained in the science of Naval War, and strategical and tactical methods of fighting, and those who are to deal with the upkeep and maintenance of Engineering and mechanical appliances which are necessitated by the complex machinery and weapons of modern war. Each side requires a special study, and for this reason final separation of the branches is essential."

At the same time in the statement the importance of close co-operation between the Deck and Engineering Branches was emphasised.

2. Separation being accepted, the prospects of each branch should be such as to maintain high efficiency in the personnel composing the branch. So far as the Deck side is concerned, this is allowed for by the prospects of high command opened up to all who enter that side of the profession, but on the Engineering side it cannot be said that this is fully the case, and with the exception of the office of the Engineer-in-Chief, and certain technical appointments, there are comparatively few higher posts. There is a danger, therefore, that under existing conditions the Engineering side may fail to attract its due proportion of Officers of ability, and the Service will suffer in efficiency accordingly. Since the statement of the First Lord this matter has received consideration, and the steps outlined below have been taken.

3. The Engineer-in-Chief at the head of the Naval Engineering profession has up to the present been under the Third Sea Lord and Controller. His primary responsibility was design and supply, his Department being organised to meet the requirements of design and supply.

Whilst retaining his responsibility to the Controller as above, it has been decided that in future the Engineer-in-Chief shall be responsible to the Chief of the Naval Staff for advice on all matters in connection with Naval Engineering policy. He will work in close touch with the Naval Staff, being thus conversant with the trend of Naval policy and being in a position to frame his Engineering plans to meet the requirements of policy.

It has further been decided that the Engineer-in-Chief shall be the Board's principal adviser upon all questions relating to the instruction and training of Engineering personnel, he being for this work directly responsible to the Board through the Second Sea Lord.

Thus the Office of the Engineer-in-Chief as head of the Engineering side of the Naval profession will have extended scope, and the Department of the Engineer-in-Chief will offer posts of the highest administrative importance and responsibility for Senior Engineer Officers.

4. After the Engineer-in-Chief, the most important positions in the Naval Service of a technical and administrative order, are the posts of Admirals Superintendent, responsible for the administration of H.M. Dockyards.

Hitherto, only Officers from the Deck Branch have been eligible for this service, but it is intended that in the future, when Officers of the common entry or special entry systems who have joined the Engineering Branch have attained high rank, that these Officers also should be considered with Deck Officers for these positions.

Should the Admiral Superintendent be such an Officer, the principle would be adhered to that he would not be eligible to command the port, since command of the port in time of war deals with operations, the province of the Deck Officer.

5. In connection with the policy of separation referred to in paragraphs 1 and 2, the Board have also had under consideration the rule under which Lieutenants who have had one year's experience as Watchkeepers before specialising in Engineering are allowed to retain the right of military command till between 7½–9 years' seniority as Lieutenants, when they must decide to remain at Engineering or revert to deck duties. The duties of Lieutenant (E) are becoming more and more exacting and it is considered that in the future it will be impracticable to give effect to reversion to deck duties after a number of years spent on Engineering duties. It has consequently been decided that the option of reversion to deck duties should now be withdrawn altogether from Officers who volunteer for Engineering duties in the future. Officers who have already volunteered will remain under the existing rules.

3657.—Lower Deck Benefit Societies

(N.L. 1291.—22.12.1920.)

There is reason to think that it will be of assistance both to Officers and men to have some indication of the views of the Admiralty in regard to the associations known as the Lower Deck Benefit Societies.

2. These Societies were founded for the purpose of promoting thrift by securing to their members, in return for regular contributions, specified benefits for themselves or their representatives in the event of disablement or death. Some of the Societies have been in existence for many years, and they have behind them an honourable record of useful work.

3. The management of such organisations by the men of the Navy on their own behalf is in accord with the policy of the Board, who have at present under their consideration a scheme for the formation of a Royal Naval Benevolent Trust which will provide for various benevolent funds intended for the benefit of the Navy being managed by representatives of the men on behalf of the whole Service.

4. Their Lordships therefore desire it to be known that they fully recognise the great advantages that have accrued to Petty Officers and men by the formation of Benefit Societies, and that such Societies have the full support and approval of the Admiralty so long as they confine themselves to their original and legitimate objects.

5. At the same time the Admiralty think it necessary to point out that a great responsibility rests on those having the management of the Benefit Societies to see that the activities of the Societies are restricted to their proper sphere, and do not develop on lines that are inconsistent with the discipline of the Service.

6. The importance of the maintenance of discipline in any Armed Force is abundantly proved by history, and the experience of the recent war has shown conclusively that discipline is at the root of fighting efficiency. It is no less clear that discipline is essential in peace time to a Force which has always claimed, and with justice, that it is ready to meet any emergency in any part of the world.

7. Discipline, which requires the co-ordination of individual wills in order to achieve a single purpose, can only be brought to a high state of efficiency by Officers and men being in close touch with each other.

8. It is essential, therefore, that Officers should carefully look after the interests of their men in order that discipline may not be impaired by disaffection ; and that the men should have confidence in their Officers not only to direct them in action or the daily routine of the ship, but also to take a personal interest in their welfare.

9. To this end it is provided by the King's Regulations that the requests and grievances of individuals should be represented to their Officers and, in particular, to the Captain of their ship, an appeal to higher authority being in certain cases permitted. Stress has also been laid on the importance of Officers, especially Officers of Divisions, studying the well-being of those under their orders by assisting their men in preferring legitimate requests.

10. The Admiralty have been careful to preserve the same principle of the close association of Officers and men when establishing machinery for enabling general questions (or such as affect large classes of men) to be discussed between Officers and men and reported on by the former for the consideration of the Board. Experience will no doubt make it possible to improve upon this machinery, but whatever form it may take from time to time, the association of Officers with the men in formulating and preferring their requests must be maintained as being essential in a disciplined Service.

11. For this reason, and because of the expressed intention of the Admiralty to make an efficient machinery to enable them to be informed fully as to the aspirations, grievances and disabilities of the Lower Deck from time to time, their Lordships are unable to recognise such matters as coming within the proper sphere of the Lower Deck Benefit Societies. It is of course not to be supposed that when these Societies meet for their legitimate purposes, the opportunity will not be taken by members to exchange views on non-disciplinary Service matters affecting them, and the Admiralty have no wish to apply the strict wording of the King's Regulations to moderate and reasonable discussion of this kind on such occasions. But it would be a clear infringement of the Regulations for such matters to be permitted to become the main concern of the Benefit Societies. In particular, proposals that have appeared in the Press for a general amalgamation of such Societies, or for the establishment of a Periodical in connection therewith could not, in the opinion of the Board, serve any useful object connected with the legitimate purposes of the Benefit Societies, and would be regarded by the Board as contravening both the letter and the spirit of the Regulations.

12. The Admiralty have thought it right to give this clear expression of their views, because they have documentary evidence showing that outside influences which are hostile to the discipline and good order of the Service have fixed upon these Societies as a possible channel through which to work. Their Lordships are satisfied that these influences have had no success whatever, but it is obviously necessary that those connected with the Societies should be on their guard and should see that the activities of their organisations are kept within the proper limits.

3680.—Ireland—Ratings not to carry Arms or Military Stores on Railways

(N. 65605.—24.12.1920.)

Ratings sent by rail in Ireland are not to carry arms or military stores.

1921

12.—Fumigating and Disinfecting Rooms and Compartments by means of Formaldehyde Gas

(M.D.G. 10526/20.—1.1.1921.)

The attention of Medical Officers is called to the following method which may be used as an alternative for fumigating and disinfecting rooms and compartments by means of Formaldehyde Gas :—

(1) The gas can be evolved from formaldehyde solution by means of chlorinated lime without the use of any heating apparatus.

(2) The quantities required for the fumigation of every 2,000 cu. ft. of space are as follows :—

Formaldehyde solution	2 pints.
Chlorinated lime	2 lb.

(3) The compartment to be disinfected is carefully sealed, and in it are distributed a number of buckets, proportionate to the cubic capacity of the compartment, each containing two pints of formaldehyde solution.

(4) For each of these buckets 2 lb. of chlorinated lime is provided, made up into packets by means of thin paper in which a few slits have been cut to allow access of the fluid to the lime.

(5) These packets are dropped into the buckets by the operator, who must retire from the compartment as quickly as possible.

(6) The compartment should remain sealed for a minimum of eight hours, or longer in the case of specially infective diseases.

Note.—The lime must not be placed in the formaldehyde solution without previously being wrapped up in paper as described, or the reaction will be excessive and the fluid will froth out of the bucket.

The containers should be placed on trays or metal slabs, as considerable heat is generated by the reaction.

1307.—*Issued Confidentially.*

1923

449.—*Issued Confidentially.*

1924

762.—Overpayment of Pay and Allowances—Procedure to be followed

(N./N.P. (I) 4032/23.—28.3.1924.)

The following instructions are promulgated for the guidance of all concerned:—

(*a*) Overpayments made under a genuine misunderstanding due to ambiguity of Orders or Regulations and issued and received in good faith will not be recovered.

The onus of showing cause for such misunderstanding rests upon the Accountant Officer, and recovery either in whole or in part according to the merits of the case will be made if such explanation cannot be admitted.

(*b*) As the party primarily responsible for the refund of an overpayment is the recipient of the money, his own interests should make clear to such recipient the necessity for at once calling the attention of the Accountant Officer to any payments he may have received which are open to doubt. By so doing an accumulation of overpayment may be avoided, the recovery of which would cause considerable hardship.

(*c*) Overpayments due to clerical error or mistake of fact and not to any admissible misunderstanding or misinterpretation of Orders or Regulations are recoverable notwithstanding that they have been received in good faith.

(*d*) Should the recipient of such payment be excused refund in whole or in part on account of the special circumstances of the case, the Accountant Officer responsible for the over-issue will be relieved of his liability pro tanto.

(*e*) Every disallowance of an overpayment will be coupled with a direction to recover from the payee, where that is practicable. If the recipient of the overpayment be in receipt of unemployed pay at other than the full pay rate, half pay, retired pay, or pension, steps will be taken at the Admiralty to effect recovery from such unemployed, half or retired pay or pension, the Officer or man being informed. Where an overpayment by an Accountant Officer, or any portion thereof, cannot for any reason be recovered from the payee, the Accountant Officer is liable to be directed to debit himself with the amount thereof.

(*f*) In any case in which a Commanding Officer may consider that an overpayment is due to a genuine misunderstanding of Orders or Regulations, and should therefore not be recovered, he is to report the facts to the Admiralty and to cause the following information to be appended to his report:—

(i) The Accountant Officer's explanation of how the misunderstanding arose and how the overpayment was discovered.

(ii) Whether the recipient should have been aware that he was being overpaid, with reasons for the conclusion come to.

(*g*) Nothing in this Order in any way affects the power of the Board to take disciplinary action under Article 1528 of the King's Regulations and Admiralty Instructions or otherwise, in any case in which the circumstances attending an overpayment may be considered to warrant such a course.

(*h*) This Order refers to overpayment of Naval pay and allowances and in no way affects undercharges of Income Tax.

(*K.R. and A.I., Article 1528.*)

1865.—Dutiable Goods for H.M. Ships in Irish Waters—Exemption from Customs Duties

(N.L. 1993/24.—11.7.1924.)

Arrangements have been made with the Government of the Irish Free State whereby supplies and stores *officially consigned* to Ireland for the use of any of His Majesty's Forces that may from time to time be stationed within Free State territory or waters will be admitted free of Customs Duties subject to the conditions set out in the accompanying schedule.

2. Consignments of dutiable stores from the Navy, Army and Air Force Institutes for the Officers' Messes and Canteens of His Majesty's Ships will be admitted free of duty on importation for immediate re-export to or shipment on such ships on the same conditions as supplies officially consigned. For the purpose of paragraph 3 of the conditions in the Schedule the Manager of the Institute from which the stores are despatched will be regarded as the Officer responsible for the despatch of the stores.

3. Post parcels containing dutiable stores including parcels from private firms, addressed to the Officers' Messes and Canteens of His Majesty's Ships will be delivered free of duty on condition that the Commissioned Officer responsible for the receipt of the stores will acknowledge receipt on an advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise, at the port at which the parcels were imported into the Irish Free State.

4. Consignments of dutiable stores from private firms imported by ship will be delivered free of duty for immediate re-export to the ship to which they are consigned, on condition that the goods are entered on landing for trans-shipment on Sale Forms Nos. 38 and 49, and that bond is entered into, with a surety resident in the Irish Free State, for a sum equivalent to the amount of duty on the goods to cover the re-export of the goods. The receipt of the Officer responsible for the receipt of the goods on His Majesty's Ship to which they are consigned, countersigned by the Captain or Commanding Officer, will be accepted in discharge of the bond.

5. The foregoing concessions do not apply to stores for the use of British care and maintenance parties stationed in the Irish Free State under the provisions of the Annex to the Treaty.

6. Every care is to be taken to comply with the conditions laid down by the Irish Free State Customs Authorities and any failure to comply with these Customs Regulations will be dealt with under Article 914 of the King's Regulations and Admiralty Instructions.

SCHEDULE.

DUTY-FREE ADMISSION OF STORES AND SUPPLIES IMPORTED IN THE IRISH FREE STATE FOR THE USE OF MEMBERS OF HIS MAJESTY'S FORCES.

In order to secure the duty-free admission into the Irish Free State of goods imported for the use of His Majesty's Forces the following conditions should be complied with:—

(1) Each package of goods should bear a distinguishing mark and number.

(2) If the stores and supplies are conveyed in a British Government vessel, the Commander should hand to the Customs and Excise Officer at the port of landing in the Irish Free State a list, in duplicate, of the goods consigned to each military or naval unit showing the marks and numbers of the packages, and description of the goods. The goods will then be cleared out of Customs charge. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the list forwarded to him for that purpose, and return the receipt to the Collector of Customs and Excise at the port of importation.

(3) If the stores and supplies are conveyed otherwise than in a British Government vessel, an advice, in duplicate, should be furnished by the Officer despatching the stores showing that the goods have been officially consigned and giving the marks, numbers and details of the contents of each package, one copy of the list to accompany the goods, the duplicate copy being forwarded by post to the Collector of Customs and Excise at the port of importation in the Irish Free State. The agent appointed to take delivery at the port of importation must be furnished with a form of application, signed by the Commissioned Officer responsible for the despatch of the goods. (A specimen form of application is annexed.) The goods will then be cleared out of Customs charge at the port of importation. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise at the port of importation.

FORM OF APPLICATION FOR DELIVERY OF DUTIABLE STORES AND SUPPLIES IMPORTED INTO SAORSTAT EIREANN FOR THE USE OF BRITISH TROOPS OR PERSONNEL OF THE BRITISH NAVY.

To the Officer of Customs and Excise

at .....

I hereby authorise and request Mr.....

of.....to take delivery of the following goods, viz. :—

Marks and Numbers.	*Quantity and Description of Goods.*

and I hereby declare that the goods are for the sole use of

*British Troops stationed at.....

British Naval Units at.....

Signature and rank of Commissioned Officer responsible for the despatch of the goods.

Office Stamp.

* Delete the words not applicable.

1990.—*Issued Confidentially.*

1925

1893.—*Issued Confidentially.*

1926

3038.—*Issued Confidentially.*

1927

*1406.—Ireland—Restrictions on Leave

(M. 1535/27.—27.5.1927.)

Leave to Southern Ireland may not be granted to officers and other ranks of the Royal Marines except on the distinct understanding that the recipient proceeds at his own risk and in plain clothes.

2. This restriction, which does not apply to officers and ratings of the Royal Navy, is necessary in order to place the Royal Marines on the same basis as the Army with regard to leave in Southern Ireland.

1461.—Passages—Return Tickets

(C. (II) 3447/27.—3.6.1927.)

The following arrangements regarding the use of return tickets for passages booked on P. and O., British India, and Orient S.N. Companies' Steamers, which have received the concurrence of the Steamship Companies concerned, are promulgated for guidance:—

In view of the considerable saving effected by booking return tickets, attention is called to the necessity of so doing when it is definitely known that the passenger will be making a return voyage between the same ports within the period of the availability of the ticket. In cases where doubt exists, but where there is a reasonable assumption that the passenger will return within this period, the passage should also be booked on a return basis. If the return portion is not used, no loss will be incurred by Government, as arrangements have been made to obtain a refund of the difference between the cost of a "return" and a "single" ticket.

As the whole cost of a return ticket is payable on production of evidence that the passenger has actually embarked on or completed the first half of the journey, it will be necessary for the following procedure to be carried out in order that the payment may be justified and records completed or the necessary recovery made if the return journey has not been completed.

A.—Passages Commencing in U.K.

(i) The Director of Sea Transport will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to their agent at the port of destination. Before embarking the passenger will be furnished by the Director of Sea Transport with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the Superintending Transport Officer who will then arrange with the local agent of the Steamship Company for the issue to the passenger of the return portion for use on a particular sailing, and will notify the Director of Sea Transport of the arrangement on Form S.215 (T.397).

(ii) When the return portion of a ticket has not been used within the prescribed period the passenger will forward to the Director of Sea Transport the letter of authority referred to at (i) when the necessary adjustment will be made with the Company.

B.—Passages Commencing at Ports Abroad where Payment is made in London.

(i) In cases where payment is made in London, the corresponding procedure will apply, i.e., the Superintending Transport Officer will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to the P. & O. Steam Navigation Company, Cockspur Street, London, in the case of passages by P. & O. or British India S.N. Companies' Steamers, or to the Orient Steam Navigation Company, 5, Fenchurch Avenue, London, E.C., in the case of passages by Orient S.N. Company's Steamers. Before embarking the passenger will be furnished by the Superintending Transport Officer with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the

Director of Sea Transport who will then arrange with the Steamship Company concerned for the issue to the passenger of the return portion for use on a particular sailing and will notify the Superintending Transport Officer.

B (ii) as in A (ii).

C.—Passages between Ports Abroad where Payment is made Locally.

The requisitioning authority will ascertain the period of availability of return tickets and in arranging return passages will assume the responsibility taken by the Director of Sea Transport in (A) above and will make any necessary financial adjustment with the *Company's agent*, merely reporting on Form S.215 (T.397) the details of the return of the passenger.

D.—Passages between Ports Abroad where Payment is made in London.

The Superintending Transport Officer requisitioning the passage will notify the Director of Sea Transport on Form S.215 (T.397) when a return ticket is taken and on return of the passenger will notify the fact to the Director of Sea Transport. When the return half is not used the Superintending Transport Officer will obtain from the passenger the letter of authority and forward it to the Director of Sea Transport for the necessary adjustment.

*2168.—Warrant Ordnance Officers and Ordnance Artificers undergoing Instruction in Breech Mechanisms—Pay Arrangements

(N./N.P. (II) 1618/27.—26.8.1927.)

Warrant Ordnance Officers and Ordnance Artificers detailed from sea-going ships for the special course of instruction in breech mechanisms referred to in O.U. 5362A/37, Gunnery Training Manual, Vol. I, page 54, Course 67, are to remain borne for pay on the books of their ships. A nominal transfer list showing rates of pay and allotment, whether or not in debt to the Crown, and the last date victualled, is, however, to be forwarded to H.M.S. "Excellent" on the books of which establishment these officers and men are to be borne nominally (List 17) whilst undergoing the course.

2. Credits of Provision and Lodging Allowances, as laid down in Articles **1669, 1671** and **1673,** King's Regulations and Admiralty Instructions are to be made in H.M.S. "Excellent" and weekly payments in respect of pay and allowances are to be made to the ratings by the Accountant Officer of that establishment. During the Woolwich portion of the course these are to be forwarded "c/o The Inspector of Naval Ordnance, Royal Arsenal, Woolwich," to whom all communications in respect of pay, travelling, etc., should be addressed.

3. Monthly advances should be made to officers.

4. Ships and establishments will furnish travelling warrants to Woolwich, also from Woolwich to Priddy's Hard; "Excellent" will furnish those for the officers and ratings to return to their respective ships and depôts on completion of course, and will also inform the Commanding Officers of ships and establishments to which these ranks and ratings belong, of the date they are discharged to "Excellent" for course at Priddy's Hard.

1928

64.
927. } *Issued Confidentially.*
1463.

1929

1202.—*Issued Confidentially.*

1308.—Staff Colleges, Naval, Army and Air Force—Attachment of Students to other Services during Vacation—Financial Arrangements

(C.W. 504/29.—31.5.1929.)

The following financial arrangements have been agreed upon by the Admiralty, War Office and Air Ministry with regard to the attachment to other Services during vacation of Imperial and Dominion officers attending the three staff colleges:—

Imperial Naval, Army and Air Force Officers.

Fees to be waived. No charge to be made for the issue of provisions, accommodation, etc. In the case of Army and Royal Air Force officers attached to His Majesty's ships, Naval victualling allowance in lieu of rations is to be paid as a charge to Navy Votes, but the officers are to be responsible for paying the mess subscription of 2s. a day.

In the case of officers attached to Army units the military authorities provide, if available, servant, furnished accommodation as for an unmarried officer, fuel, light, rations, horse, forage, and stabling, if required to be mounted. When issues in kind are not available, Naval officers will be paid the usual Naval allowances in lieu by the Admiralty.

Dominion Officers.

(*a*) Dominion officers from the Royal Naval Staff College, attached to the Army or Royal Air Force, will normally be treated as officers of the Royal Navy. When attached to the Army, the usual Naval allowances payable in lieu of issues in kind will be an Admiralty liability, and will be regarded as covered by the inclusive fee for the staff course.

No special flights are to be made by the Dominion officers during their attachment to the Royal Air Force under this arrangement.

Dominion officers from the Royal Air Force Staff College, attached to His Majesty's ships, will be credited with Naval victualling allowance in lieu of rations, as for Imperial officers, as a charge to Navy Votes, but the officers will be responsible for paying the mess subscription of 2s. a day.

(*b*) Dominion officers from the Army Staff College attached to His Majesty's ships.—As the fees for Dominion students attending the Army Staff College do not cover personal expenses, such as rations, fuel, light, etc., victualling allowance for such officers will not be issued from Naval funds, but an equivalent amount in lieu thereof is to be paid to the mess by the officers themselves as well as mess subscription.

Note.—The arrangements for the reciprocal waiver of charges do not apply to travelling expenses.

1955.—*Issued Confidentially.*

1930

577.—Control Officers in Destroyers—Selection, Training and Reports

(C.W. 1456/30.—28.2.1930.)

The requirements for the control of torpedo and gun fire render it most desirable that officers who may be called upon to carry out the duties of T.C.O. or G.C.O. in ships of Divisional Commanders should have had previous torpedo or gunnery control experience in destroyers.

2. The selection of the officers to carry out the duties of Gunnery, Torpedo and A/S Control Officers in a destroyer is to be made by the Commanding Officer.

3. In the case of a divisional leader the names of the officers selected for Gunnery and Torpedo Control duties are to be reported to the Admiralty, in order, if possible, to avoid relieving them from their appointments during the commission of the flotilla.

4. When rendering Confidential Reports (S.206) on Executive Officers, Commanding Officers of destroyers are to insert particulars of the special duty (G.C.O., T.C.O. or A/S.C.O.) on which the officer has been employed, together with his ability in that particular duty, in addition to his general professional ability.

5. The attention of Commanding Officers of destroyers is also called to the desirability of taking advantage of the refresher course for G.C.O., T.C.O. or A/S.C.O. when opportunity offers in their home ports.

*1132.—Medical Attendance on Government Passengers by Ships' Surgeons on board Passenger Vessels

(C. (II) 6794/28.—25.4.1930.)

By arrangement between the Sea Transport Department and the shipping companies concerned, the following revised procedure in regard to payment for medical attendance on Government passengers by ships' surgeons on board passenger vessels will be brought into effect so as to apply to all Government passengers embarking on or after 1st May, 1930 :—

(a) *Individual Government passengers in health entitled to 1st or 2nd class accommodation.*—On presentation of a bill by the surgeon, payment on the ship's scale (as authorised by the Company) will be made on board to the surgeon by the Government passengers receiving treatment. A receipt will be given by the surgeon, and this receipt should accompany any claim for refund which may be preferred by passengers entitled to medical treatment at public expense. Such claim will normally be included with the claim for travelling, etc., expenses, and should indicate the number of attendances and the nature of the sickness.

(b) *Individual Government passengers in health entitled to 3rd class accommodation.*—These passengers are entitled to medical attendance by the ship's surgeon without charge, and payment will therefore *not* be made, either by the individual or by Government. This ruling applies irrespective of whether the passengers are actually provided with 3rd class accommodation or whether they are provided with superior accommodation at ordinary or reduced rates.

(c) *Individual Government passengers of all classes for whom, by reason of ill-health, arrangements for medical attention on board are made by the Sea Transport Department or by Superintending Sea Transport Officers arranging passage.*—In such cases a claim for the cost of medical attendance will be made on the Sea Transport Department by the ship's surgeon through the shipping company on Form T.403. The ordering authority (i.e. Sea Transport Department or S.S.T.O.) will furnish the ship's surgeon with a copy of Form T.403, and with a written instruction to give the necessary medical *attention* to these invalids.

It will be necessary for the naval authorities at ports abroad to ensure that passengers falling under headings (a) and (b) are instructed as to the procedure which they are to follow.

2. As regards cases under (c) it will be sufficient, for this purpose, if the naval authorities requisitioning the passages notify the superintending sea transport officer that medical attention will be required during the voyage. The latter officer will then arrange with the ship's surgeon for payment to be made as laid down in (c). At ports where there is no officer appointed as S.S.T.O. (e.g., ports in South America) the naval authorities requisitioning the passages (whether direct or through consular officers) must ensure that the necessary instructions are passed to the ship's surgeon who, in such cases, will be able to obtain a copy of Form T.403 on arrival in England. (*See also* K.R. & A.I., Article **832a**, clause 4, as to notifying ships' surgeons of medical particulars of the invalids concerned.)

It should be noted that the arrangements under (c) are designed solely for the comfort of those who, by reason of ill-health, are unfit to attend to their own affairs. They do not in any way relieve individuals who are not ordinarily entitled to medical attendance at the public expense of the liability to refund the payments made on their behalf.

3. The procedure laid down in Articles 95, 96 and 131 of the Regulations for H.M. Sea Transport Service in connection with medical charge of and medical attendance on passengers conveyed in *transports* or *freight ships* will not be affected by the above arrangements.

*1277.—Naval Trust Efficiency Fund—Institution—REPORT

(N. 3834/29.—9.5.1930.)

Through the generosity of a private donor, a fund has been established which will be known as the Naval Trust Efficiency Fund, which will enable Their Lordships to make awards to such of the personnel of the Royal Navy, Royal Marine, Royal Indian Navy, and Dominion Navies, whether on the Active or Reserve strength, as shall show marked efficiency in fighting practices, or who shall contribute in signal degree to the improvement of the fighting appliances of the Naval or Marine Forces of His Majesty.

2. Their Lordships desire that a portion of the income to be derived from this Trust shall be divided proportionately between the respective sea-going fleets and Commands and R.M. Depôts, and that from these funds the Commander-in-Chief shall be given discretion within the limits specified to make awards to units for efficiency in fighting practices.

3. It is realised that under present day conditions it is difficult to make awards to individuals who show marked efficiency in fighting practices, and that the efficiency of ships is due more to efficient team work and leadership than to the efficiency of individuals. It has accordingly been decided that this Trust Fund should be distributed on the basis of existing competitions, or annual practices and returns from which relative fighting efficiency may be deduced, and that the Commanders-in-Chief shall allot annually as they think fit, certain sums from this fund to the units showing markod efficiency in fighting practices and exercises. The Captain of the ship will have discretionary power to expend any sum thus awarded for the benefit of the ship's company, or such part of it as is especially concerned, as he thinks best.

4. The results of armament practices, of rifle practices, examination on a comparative basis of certain engineering, gunnery or torpedo returns, are examples of practices and returns which will enable Commanders-in-Chief to assess the efficiency of units and place them in order of merit.

5. With regard to the awards to be made to personnel who contribute in a signal degree to the improvement of fighting appliances, the Board are of opinion that the distribution of that portion of the Trust Fund allotted for this purpose can most conveniently be made from the Admiralty. Applications or recommendations for awards for inventions are already referred by the Admiralty to the Awards Council for examination, but under existing regulations that body is subject to limitations which would not necessarily apply to the distribution of the Fund in question.

6. Commanders-in-Chief are, therefore, requested to forward to the Admiralty as the occasion requires, recommendation for an award from this fund, for improving fighting appliances (whether or not a claim or recommendation for award by the Admiralty under the regulations has been presented in respect of it), stating particulars of the appliance and the names of the personnel responsible for their introduction. All such recommendations are to be forwarded through the usual Service channels to the Commander-in-Chief, who will exercise his discretion as to forwarding them for consideration by the Admiralty. Where forwarded, remarks as to the usefulness and merits of the appliance are requested from Flag and Senior Officers.

7. A Committee specially convened at the Admiralty will review these applications half-yearly in January and July.

1493.—Charges for Maintenance and Treatment in Naval Hospitals

(E/C. (I) 371/28.—6.6.1930.)

Officers (including Cadets) and men of the Royal Navy, Royal Marines and the Reserve Forces, when in receipt of the full pay of their rank or rating, or who, while on the Active List and borne on ship's books, are in receipt of consolidated naval rates of pay, not being civil salaries, are in all cases entitled to maintenance and treatment in a naval hospital at the expense of Navy Votes.

Cadets at the R.N. College are only to be sent to a naval hospital in exceptional circumstances ; when so admitted no charge will be made.

Officers and men of the Royal Naval Volunteer Reserve when injured or suffering from a disability due to the performance of authorised drill or divisional duty may similarly be treated in naval hospitals at the expense of Navy Votes.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties, whilst on full salary, are eligible for hospital treatment at the expense of Navy Votes, subject to a deduction for victualling (*see* para. 6.)

2. The following scales of charges for the maintenance and treatment of persons admitted to naval hospitals at home or abroad are promulgated for information :—

SCALE I.—*Naval and Marine Officers in receipt of Unemployed Pay (either at the Full Pay or Intermediate Rates), Half Pay, or Retired Pay, and Officers on the Emergency List.*

Royal Navy. Active List Rank.	Royal Marines. Active List Rank.	Daily Charge.	Recoverable from
		s. d.	
1. Flag Officers	General Officers	9 0	Patient (*see* para. 3).
2. Captains	Colonels and Lieut.-Colonels (except Quartermasters).	8 0	
3. Commanders (except Officers promoted from Warrant rank).	Lieut.-Colonels (Quartermasters) and Majors (except Officers promoted from Warrant rank).	7 0	
4. Other Ward Room Officers.	Majors promoted from Warrant rank, Captains and Lieutenants (except Lieutenants included in 5).	5 0	
5. Mates and Officers below Ward Room rank.	Lieutenants with less than four years' commissioned service (other than those promoted from Warrant rank) and 2nd-Lieutenants, Commissioned Officers from Warrant rank and Warrant Officers.	4 0	

Notes to Scale I.

(*a*) The rates of charge in the case of Retired Officers will be determined with reference to the last rank held on the Active List and without regard to any step in rank which may be granted on or after retirement.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties who have been granted the retired rank of Captain R.N. or Colonel R.M. in those posts are chargeable at the rate appropriate to retired officers whose rank last held on the Active List was that of Captain R.N., and such officers who have been granted the retired rank of Commander R.N. or Lieutenant-Colonel R.M. at the rate for officers whose last Active List rank was that of Commander R.N.

(*b*) Officers on the Active List suffering from attributable disabilities who are placed on Half Pay after the cessation of the maximum period of Full Pay sick leave allowable, are eligible for free treatment whilst retained on the Active List.

(*c*) Retired Officers in receipt of additional retired pay or disability retired pay who come within the undermentioned categories may, at the discretion of the Admiralty, be exempted from these charges at any time before the degree of their disablement has been finally assessed for the purpose of the grant of additional retired pay or disability retired pay :—

(i) Those admitted for the treatment of wounds received in action or injuries sustained on duty.

(ii) Those admitted for the treatment of disease attributable to the Service whose disability is likely to be cured by such treatment, or so materially improved as to lead to a reduction of the retired pay.

(iii) Those admitted for the treatment of disease attributable to the Service, whose percentage degree of disablement will have to be increased unless provided with such treatment as is likely to obviate altogether, or to a material extent, the necessity for the increase.

Officers whose additional retired pay or disability retired pay has been finally assessed will be subject to the charges laid down in the table above.

(*d*) The free treatment provided under (*b*) and (*c*) will include the supply, replacement, alteration, etc., of appliances so far as may be incidental to it.

SCALE II.—*Other Persons.*

6. Civil officers of Outport Establishments and civilian workpeople (including crews of Yard craft and Works Department vessels) admitted for an injury arising out of, and in the course of, their employment, except as provided under Item 13.		
7. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad admitted for a disability not due to their own default.		
8. Civil salaried staff at naval hospitals, except as provided under Item 13.		No charge.
9. Distressed British subjects or accidents arising in the vicinity of the hospital.		
10. R.F.A. personnel when eligible for free maintenance and treatment.		
11. Assistant Constructors, whilst appointed for service afloat.		
12. Inspecting and Assistant Inspecting Officers employed on Central Storekeeping duties, whilst serving afloat.		
	Daily Charge.	*Recoverable from.*
13. At Home Establishments only, civil officers whose remuneration does not exceed £350 per annum, and civilian workpeople (including Yard craft employees (*see* paragraph 7)), who have not accepted, or who have withdrawn from, the Government Scheme of Compensation framed under the Workmen's Compensation Act, and R.F.A. ratings, when admitted for an injury arising out of, and in the course of, their employment. (No charge, if admitted for diagnostic purposes or for radical cure of hernia.)	2s.	Patient.

	Daily Charge.	Recoverable from.
14. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad, admitted for a disability or injury due to own default. (*See* paragraph 7.)	5s.	Patient.
15. Non-insurable Yard craft employees, except as shown at 6, 7 and 13. (*See* paragraph 7.)		
16. R.F.A. Officers entitled to free treatment, but not to free maintenance.		
17. Patients admitted at expense of Greenwich Hospital funds.	10s.	*Greenwich Hospital.
18. Army personnel	If received as Officers, 12s.; otherwise, 10s.	Local Army Command Paymaster, except for patients on leave from abroad and all patients in hospital ships, *War Office.
19. Royal Air Force personnel		*Air Ministry.
20. Royal Indian Navy personnel		*India Office.
21. Personnel of Dominion Navies		*Dominion Government.
22. Personnel of Foreign Navies	Special rates at R.N. Sick Quarters, Wei-hai-wei.	Commanding Officer of Ship, if still within precincts of Port; otherwise, at hospitals abroad, Consul of Nation concerned, or at hospitals at home, *Government concerned.
23. Ministry of Pensions patients (other than at Yarmouth Hospital). *See* paragraph 4.)	If received as Officers, 12s.; otherwise, 10s.	*Ministry of Pensions.
24. Civil Officers of Outport Establishments, except as shown at 6 and 13.		Patient.
25. Insurable Yard craft employees, except as shown at 6, 7 and 13. (*See* paragraph 7.)		Patient.
26. R.F.A. personnel not otherwise provided for.	Special rates at R.N. Sick Quarters, Wei-hai-wei.	Patient.
27. Personnel of Mercantile Marine ...		Owner of Vessel.
28. Contractors' men		Contractor.
29. Employees of N.A.A.F.I.		*N.A.A.F.I.
30. All other persons not provided for. (*See* paragraph 8.)		Patient.

3. In cases marked * and in the case of patients admitted to Yarmouth Hospital, recovery will be effected by the Director of Navy Accounts (to whom returns on Form M.96 should be forwarded) with the exception of South African Naval Personnel admitted to the Royal Naval Hospital, Cape of Good Hope, the charges for whose maintenance and treatment should be recovered direct by the Medical Officer-in-Charge from the South African authorities. In all other cases, recovery should be effected from the person indicated, any case in which payment cannot be obtained being reported to the Admiralty.

4. Applications for admission from Pensioners of the Naval Service in receipt of pensions from the Ministry of Pensions, for whom the Ministry is unable to accept prior responsibility for maintenance, should be referred to the Director-General, Medical Department. If admission is approved, the Pensioner should be informed that he will be charged 2s. a day, to be abated from his disability pension. His written agreement to this abatement should be obtained before admission and forwarded to the Controller, Pensions Issue Office, Ministry of Pensions, Acton, W.3, who should also be notified of the first and last days of his victualling.

The pensioner will receive from the Ministry of Pensions the balance of his pension over 2s. a day, but where this balance amounts to less than 5s. a week, it may be made up to 5s. from Greenwich Hospital Funds. Any case of a man whose pension is less than 2s. a day should be reported to the Admiralty for decision as to the rate of maintenance chargeable and the money allowance payable.

This procedure should not be followed where the pensioner has also a Naval pension issued by the Admiralty, as this entitles him to Greenwich Hospital benefits under the usual rules. In any case particulars of the man's victualling should be included in the annual statements relating to patients chargeable to Greenwich Hospital Funds.

5. No action is necessary in the case of Metropolitan Police admitted to a naval hospital.

6. In the following cases, charges will be made in accordance with the pertinent Regulations, and Hospitals should report the dates of the patient's admission and discharge to the officers named, who will cause the necessary deductions to be made from the patient's pay, which in each case includes provision for the cost of victualling :—

R.M. Police (Officers and Other Ranks)	Colonel Commandant of R.M. Divisions where borne.
R.N. Shore Signal Service	Accountant Officer, Naval Reserves, R.N. Barracks, Chatham.
R.N. Shore Wireless Service	
Pensioner Petty Officer Instructors, R.N.V.R.	
R.N. and R.M. Pensioner Recruiters...	Recruiting Officer of the District to which attached (*see* Navy List).
Officers employed on Inspection, Research, Design and Experimental Ordnance Duties.	Officer paying salary.

7. Yard Craft employees serving under Agreements which provide for a lower rate of charge than those shown above are, when liable to a charge, to be charged at the rate shown in their Agreements.

8. Any case of doubt should be referred to the Admiralty for decision, the patient being regarded as liable to pay the full rates laid down in Scale II, Item 30, pending the issue of instructions to the contrary.

9. The rates now promulgated, in so far as they differ from rates already in force, should be applied from the date of this Order.

3138.—Joint Orders under Section 90A of Naval Discipline Act

(N.L. 2974/30.—5.12.1930.)

JOINT ORDERS BY ADMIRALTY AND ARMY COUNCIL.

Orders made by the Admiralty and the Army Council under Clause (i) of the Regulations (K.R. and A.I., Art. **196**, Clause 2), *defining the conditions prescribed by the Admiralty and the Army Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Army Act.*

NAVAL OFFENDERS IN MILITARY PRISONS OR DETENTION BARRACKS.

Whenever any naval prisoners or naval ratings sentenced to detention are committed to any prison or detention barrack, the governor, commandant, officers or staff of which are officers, warrant officers or non-commissioned officers of a body of H.M. military forces, then for the purposes of command and discipline and for the purposes of the provisions of the Naval Discipline Act relating to superior officers, such officers, warrant officers or non-commissioned officers of His Majesty's military forces shall, in relation to such naval prisoners or naval ratings undergoing detention as aforesaid be treated, and have all such powers (other than powers of punishment) as if they were naval officers, warrant officers or petty officers, provided that nothing herein contained shall derogate from any powers of punishment which such officers, warrant officers or non-commissioned officers may have under or by virtue of any rules made pursuant to Section 132 of the Army Act.

By command of The Lords Commissioners of the Admiralty.

(Signed) O. MURRAY.

By command of the Army Council.

(Signed) H. J. CREEDY.

Dated 22nd December, 1928.

NAVAL OR MILITARY PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer, and any body of His Majesty's Military Forces under the charge of a Commissioned Military Officer are being conveyed together on board any transport or freight-ship, or whenever any body of His Majesty's Military Forces not under the charge of a Commissioned Military Officer, and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freight-ship, Section 90A of the Naval Discipline Act, and Section 184A of the Army Act, shall apply to, and in relation to such bodies and the officers, warrant officers, and non-commissioned officers and men who are members thereof.

Signed on behalf of the Lords Commissioners of the Admiralty.

(Signed) C. FULLER.
(Signed) L. G. PRESTON.

Signed on behalf of the Army Council.

(Signed) WALTER BRAITHWAITE.
(Signed) H. J. CREEDY.

7th July, 1930.

JOINT ORDERS BY ADMIRALTY AND AIR COUNCIL.

Orders made by the Admiralty and the Air Council under Clause (i) of the Regulations (K.R. and A.I., Art. **196**, Clause 3), *defining the conditions prescribed by the Admiralty and Air Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Air Force Act.*

NAVAL PICKETS AND AIR FORCE POLICE.

Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to any Naval Picket which may be acting with any body of His Majesty's Air Force and to any body of the Air Force Police which may be acting with any body of His Majesty's Naval Forces and to the bodies of His Majesty's Air Force and Naval Forces respectively, with whom such Naval Picket or body of the Air Force Police is acting.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,
Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,
Secretary.

GENERAL.

1. The joint Order dated the 6th day of June, 1918, is hereby cancelled.

2. Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to British Naval and Air Forces operating outside the British Isles.

The said Sections shall also apply in the British Isles or elsewhere to members of the Naval Service to whom the said Sections are capable of application, and who not being subject to the Air Force Act are attached or lent to the Air Force, and to members of the Air Force, to whom the said Sections are capable of application, and who not being subject to the Naval Discipline Act are attached or lent to the Naval Service and to the bodies of the Naval Service and Air Force to which the members of the Air Force or the Naval Service above mentioned are respectively attached or lent.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,
Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,
Secretary.

25th September, 1919.

NAVAL OR AIR FORCE PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer and any body of the Royal Air Force under the charge of a Commissioned Officer of the Royal Air Force are being conveyed together on board any transport or freight-ship, or whenever any body of the Royal Air Force not under the charge of a Commissioned Officer of the Royal Air Force and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freightship, Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to and in relation to such bodies and the officers, warrant officers, non-commissioned officers and men who are members thereof.

On behalf of the Lords Commissioners of the Admiralty,

HUBERT BRAND,
JOHN D. KELLY.

On behalf of the Air Council,

P. GAME,
W. F. NICHOLSON.

10*th February*, 1927.

1931

*796.—Official Secrets Acts—Actual or Prospective Publication or Disclosure of Secret or Confidential Matter—Procedure for Dealing with Civilians in the United Kingdom

(N.L. 502/31.—2.4.1931.)

An undertaking has been given on behalf of H.M. Government that, in regard to secret or confidential matter which has already been published in the Press, the powers given by the Official Secrets Acts of 1911 and 1920 will only be exercised against printers, proprietors, publishers, or editors, with the express approval of the Attorney-General or a Secretary of State.

2. The principle underlying this undertaking applies also to other members of the community who are *prima facie* implicated in any such case, or in any case not connected with the press at all, to the following extent. If a case arises in which it is certain that the mischief has already been done beyond recall or abatement, and in the opinion of the department concerned, delay will not lead to the escape of the offender or be prejudicial to the interests of the State, the powers of search and enquiry given by Section 9 of the Act of 1911 and Section 6 of the Act of 1920, will only be exercised with the express approval of the Attorney-General or of a Secretary of State. In all other cases responsible officers will be free as hitherto to take immediate action as the circumstances of the case may require within the powers conferred by the Acts.

3. Applications in cases specified above should, in the first place, be sent to the Admiralty for consideration.

975.—*Issued Confidentially.*

*1131.—R.A.F.—Hurt Certificates while serving with

(C.W. 1758/31.—8.5.1931.)

In the event of Naval or Royal Marine personnel being injured while serving with the Royal Air Force in circumstances under which a Naval Hurt Certificate would normally be granted, arrangements have been made with the Air Ministry under which R.A.F. Form No. 551 will be issued, these forms taking the place of the usual Naval form.

2. Naval Hurt Certificates will, however, continue to be issued in accordance with Article **1419**, King's Regulations and Admiralty Instructions, to Naval or Marine personnel injured whilst serving in the Fleet Air Arm on board H.M. aircraft carriers.

3. The following extract from Air Ministry Weekly Order No. 652/29 is promulgated for information :—

* * * * * * *

"4. Arrangements have been made with the Admiralty whereby Forms 551 will be used in lieu of the Naval Hurt Certificates which are now issued (under King's Regulations and Admiralty Instructions, Article **1419**) to R.N. and R.M. personnel who sustain injury in certain circumstances while serving with the Royal Air Force. The procedure will be as follows : Units will render Form 551 (in the case of officers, to the Air Ministry ; and in the case of ratings, to the Officer i/c Records or the Air Ministry, as indicated in paras. 1 and 2) in all cases of injury, whether or not the circumstances are such as would justify issue of a Hurt Certificate under Admiralty regulations. Whenever the injury is one for which the issue of a Hurt Certificate is appropriate, copies of the Form 551 will be made in the Air Ministry or in the Record Office, as the case may be. For an officer, the original and one copy will be returned to the C.O. of the unit concerned, who will pass the original form to the officer and endorse the copy to that effect ; the copy will then be returned to the Air Ministry for transmission to the Admiralty. For a rating, the original Form 551 will be returned by the Officer i/c Records to the C.O. of the unit for attachment to the service certificate, on which an appropriate note will be made."

* * * * * * *

1356.
1561. } *Issued Confidentially.*

*1610.—Washing Linen for the Sick Bay—Payments to Naval Ratings

(N/N.P. (II) 811/31.—3.7.1931.)

Until further notice the following maximum rates may be paid to Naval Ratings employed in washing articles of sick bay linen :—

	Per doz.	
	s.	*d.*
Tablecloths	1	9
Sheets	1	9
Pillow cases	0	10
Bed covers	1	9
Towels	0	10
Coverlets	2	6
Blankets	5	3
Shirts	1	8
Gowns, operating	2	6
Coats	3	0
Curtains, long	1	9
,, scuttle	0	10

2. The work should, however, be performed by contract on shore or in the ship's laundry whenever practicable.

3. In exceptional circumstances where the Commanding Officer is satisfied that the foregoing rates do not sufficiently remunerate the rating (having regard to the labour involved and the cost of the materials used), he may authorise payment at such higher rates as he considers fair and reasonable. In every such case the Commanding Officer should furnish a suitable certificate on the pertinent voucher to the cash account.

1909.—Medical Boards on R.A.F. Officers or Airman Pilots Serving Afloat

(C.W. 6370/31.—7.8.1931.)

The procedure for holding Medical Boards on R.A.F. personnel in Royal Naval Hospitals at home and abroad is dealt with in the Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad.

The procedure set out in paragraph 2 of this Order is to be adopted for initiating medical boards on R.A.F. officers (or airman pilots) serving afloat, who are considered to be below the standard of fitness required of them:—

(*a*) Whilst on duty in a ship;

(*b*) After a period of non-effectiveness due to illness or injury; provided that, in both (*a*) and (*b*) resumption of previous medical standard is unlikely within a reasonable period.

(*c*) Prior to proceeding on duty abroad, if found to be suffering from, or to have suffered from, a condition likely to be aggravated by foreign service to the extent of becoming an invaliding disability.

2. Form 42 (card and flimsy) will be completed by the medical officer of the ship, who will state clearly his opinion as requisite; the card will be disposed of and the flimsy will be placed in Form 48, which, accompanied by a written request for a medical board, will be forwarded through the Captain of the ship to the nearest Principal Medical Officer, Royal Air Force.

On receipt of the application, the Principal Medical Officer will issue instructions as follows:—

(*a*) If a board is approved, the unit will be informed accordingly, the date and place stated, and the Form 48 forwarded to the President of the Board.

(*b*) If a board is not approved, the unit will be so informed and the medical documents returned through the usual channels.

3. A list is given below of the Principal Medical Officers to whom application for boards should be made:—

(i) Ships in home waters:—

Principal Medical Officer,
Headquarters,
Coastal Area, Royal Air Force,
33/34, Tavistock Place,
London, W.C.1.

(ii) Ships in Mediterranean:—

Principal Medical Officer,
Headquarters,
Royal Air Force,
Mediterranean,
Valletta,
Malta,

or

Principal Medical Officer,
Headquarters,
Royal Air Force,
Middle East,
Villa Victoria,
Cairo,
Egypt.

(iii) Ships in East Indies:—

Principal Medical Officer,
Headquarters,
Royal Air Force,
(*a*) Imperial Secretariat, South Block, New Delhi, India, or (*b*) Kelvin Grove, Simla, India,
dependent upon the time of year,

or

Principal Medical Officer,
Air Headquarters,
Iraq Command,
Hinaidi,
Iraq.

4. For ships in the Far East and elsewhere, where no Principal Medical Officer is available, a medical board should be held at the nearest service medical establishment, with, if possible, a Royal Air Force Medical Officer as a member of the board.

2089.—Admiralty Compass Observatory—Messing Arrangements for Naval Officers undergoing Courses

(E./C. (I) 2132/31.—28.8.1931.)

Naval officers detailed for courses at the Admiralty Compass Observatory, Slough, are to be credited on the ledger of the ship on whose books they are borne for pay with provision allowance at the special rate of 2*s.* 3*d.* a day for each day they are messed at the Observatory.

2. They will be required to settle their mess bills at the Observatory before departure: the mess charge will be 4*s.* 3*d.* a day, apart from the usual mess extras.

2737.—Private Meetings of Societies

(N.L. 3646/31.—20.11.1931.)

It has come to the knowledge of the Board of Admiralty that private meetings of one of the branches of a certain society, which were permitted to be held on board one of H.M. ships, were made use of for the purpose of concerting action in contravention of Naval discipline.

2. Their Lordships realise the value of such societies for benevolent purposes and have no wish to hinder their activities in this direction, but, in view of the improper use of the meetings referred to, they have directed that private meetings of societies are not in future to be held on board H.M. ships or in Naval or Marine establishments.

3007.—*Issued Confidentially.*

1932

251.—Acting Sub-Lieutenants (E)—Syllabus of Qualifying Examination Afloat

(C.W. 11709/31.—5.2.1932.)

The syllabus of the revised qualifying examination afloat of ratings for promotion to Acting Sub-Lieutenant (E) which will be in force for the examination in the autumn of 1932, is shown below:—

Engineering I:—

Descriptions and sketches will be asked for of the construction and arrangement of the principal parts of the main and auxiliary machinery of a warship, and of the boilers and fittings in connection therewith. A knowledge of the principles of working of the above, and of the fittings provided for their adjustment and how these are used, will also be required.

Engineering II:—

Questions will test the candidate's knowledge of the actual working on service of a warship's propelling machinery, boilers, auxiliary machinery, and engine-room equipment, and of the examinations and adjustments necessary to keep such parts efficient. Questions will also be set on the regulations ordered to be observed and the precautions necessary in carrying out the various operations incident to the working of the engine room department of a warship generally.

Heat and Steam:—

The papers set will comprise questions on the elementary principles of heat engines, with special reference to their application to steam and steam machinery, marine boilers and evaporators, air-compressing and refrigerating machinery, and to the combustion of coal and oil fuel. Also on the quantities of heat involved in the formation of steam, its expansion and condensation, the laws connecting the pressure temperature and volume of gases, and the methods of obtaining the efficiency of steam machinery, boilers or of a combined plant. The candidate's knowledge of indicators and indicator diagrams may also be tested in this paper.

Mathematics:—

The metric system: conversion of units. Elementary geometry and algebra with practical applications. Simple problems involving equations. Plotting curves and use of graphs. Elementary Trigonometry. Calculation of areas, volumes and surfaces in practical cases. Meaning of differential co-efficient: simple examples of differentiation with applications: maxima and minima. Meaning of an integral: simple examples.

Applied Mechanics:—

Elementary principles of statics and dynamics treated with reference to practical applications. Force, effect of a force in causing motion. Moment of a force about a point. Conditions of equilibrium. Finding the resultant of given forces. Centre of gravity. Friction. Simple machines. Mechanical advantage and efficiency. Velocity ratio. Instantaneous axis. Work, energy and power. Centrifugal force. Elementary notions of stress and strain. Hooke's law. Ordinary tests of materials. Properties of fluids. Hydraulic press. Equilibrium of floating bodies. Energy of fluid under pressure and in motion. Pressure exerted by a jet of fluid.

General Science, including Electricity:—

Construction and working of cells in common use in the Service; secondary batteries. Ohm's law and its applications. Electrical instruments in common use: electric bells, telephones, arc and incandescent lamps. Specific resistance, divided circuits, shunts. Continuous current dynamos and motors, including general knowledge of types, management and maintenance. Electrical power and energy. Properties of the common metals. Production and properties of cast iron, the blast furnace, wrought iron, steel. Steel manufacture, Bessemer's and Siemen's processes, hardening and tempering steel. Ship plates, boiler plates, armour plates, protection of steel from corrosion. Oxygen, hydrogen, nitrogen, production and properties. The common acids, their combination with different metals. Common materials, water, air, limestone, etc. Chemistry of combustion.

English:—

Candidates will be required to write an essay, for which at least half the total marks allotted to the paper will be awarded. The subjects will generally be of a practical nature, and there will be a choice of at least four. Candidates should try to make the subject-matter of their essays as interesting and accurate as possible, but errors of fact, unless betraying an avoidable ignorance, will not be heavily penalised, since most of the marks will be awarded for good grammar, a pleasing style, and a clear arrangement of topics. Candidates should aim at a minimum length of five hundred words for their essays.

In addition, candidates may be required to reduce a prose passage to about one-third of its length, without omitting any of its essential meaning. In making such a précis candidates may use the words of the original passage when they are suitable for reproduction, but in general should use their own words. They may also be asked to enlarge a tersely-expressed passage from some well-known author or to paraphrase a difficult prose passage.

Candidates should also be prepared for one or more of the following tests: to explain the meaning of common metaphors; to correct ungrammatical sentences; to differentiate between words of nearly similar meaning; to correct the punctuation of a given passage; to supply the correct words in a passage in which wrong ones are made use of; to explain the meanings of difficult words; and for other similar exercises.

351.—Officers of Dominion Navies and R.I.N.—Courses—REPORT

(C.W. 11285/31.—12.2.1932.)

In normal circumstances no courses of instruction are to be arranged locally for officers of Dominion Navies without the prior approval of the Admiralty. If a short course is obviously necessary in connection with an impending appointment, and time does not permit of prior reference to the Admiralty, local arrangements for the course may be made, but the fact is to be reported to the Admiralty immediately.

2. No courses of any description are, however, to be arranged for officers of the Royal Indian Navy without specific instructions from the Admiralty.

3. Local arrangements may be made for officers of Dominion Navies to undergo *portions* of the "Command of Destroyer" course when this is desirable as a measure of convenience and to enable officers to employ their time usefully. Particulars of such instruction should not be included in the Quarterly Return of Courses.

4. Dominion officers are not to undergo the full Command-of-Destroyer course without prior Admiralty approval, and details of these courses are to be included in the Return.

*1003.—Warrant Officers (Married and Widower) whose Promotion entailed Pecuniary Loss—Special Rates of Pay

(C.W./N.P. (I) 536/32.—29.4.1932.)

PART I.

Newly Promoted Officers.

Any warrant officer who, immediately before promotion, was in receipt of the benefit of marriage allowance either—

(i) as a married man, or

(ii) as a widower, with children eligible for an allowance,

and can show that his total emoluments (calculated in the manner prescribed in paragraph 3 below) as a rating on the day preceding his promotion, together with warrant officer's messing contribution of 1*s.* a day, exceeded his emoluments as a warrant officer, is to be paid at a special rate of pay determined in the manner prescribed in paragraph 4 below, not exceeding the maximum applicable to his rank on the warrant officer's scale from time to time current.

2. Warrant officers who, on promotion, are either unmarried or widowers without children, eligible for an allowance, are ineligible for the special rates of pay authorised by this Order.

3. The daily emoluments as a rating, on which the comparison between emoluments as a rating and as an officer is to be made for the purpose of this Order, are to be determined as follows:—

(*a*) *Substantive Pay.*—Calculated on rating and seniority on the day preceding that of promotion to warrant rank.

(*b*) *Non-substantive Pay.*—As payable on the day preceding that of promotion to warrant rank.

(*c*) *Badge Pay.*—Calculated on badges held on day preceding that of promotion to warrant rank.

(*d*) *Kit Upkeep Allowance.*—Calculated on a daily basis at the rate (if any) actually payable to the rating on the day preceding that of promotion to warrant rank.

(*e*) *Marriage Allowance.*—Calculated at the rate actually in course of payment on the day preceding the date of promotion.

The allowance is in all cases to be calculated in respect of the wife and children, if any, eligible by age, living on the day preceding the date of promotion, and no allowance under this heading is to be included in the comparison of emoluments as officer and as rating in the case of any officer who was not married or a widower with a child or children (eligible by age) before his promotion.

(*f*) *Allowances to be excluded.*—Allowances which are not paid continuously for qualifications, but intended as compensation for special duties, risks and circumstances, *e.g.*, hard lying money, submarine pay, lodging allowance, provision allowance, etc., are to be excluded from the comparison of daily total rates of pay, both as rating and as officer.

4. *Regulations respecting Special Rates of Pay as Warrant Officer.*

(*a*) The special rate of pay is in no case to exceed the maximum rate to which the officer would, in due course, become entitled as a warrant officer on the scale from time to time current. Subject to this maximum limit it is to be calculated at such sum as will make up a daily sum equal to the daily emoluments (calculated in the manner prescribed in paragraph 3 above) of the officer before his promotion (or when such daily sum is not a multiple of 2*d.*, a sum equal to the next multiple of 2*d.* above), plus 1*s.* for messing contribution.

(*b*) Allowances which depend upon the performance of special duties, *e.g.*:—

In lieu of a specialist;
Director Officer;
Command money;
Navigating allowance;
Machinery allowance;
Senior Engineer's allowance;
Store allowance;

may be paid concurrently with the special rate and will, therefore, not be included in the comparison of the emoluments as officer and as rating for the purpose of this Order.

(*c*) Allowances in respect of qualifications which are payable continuously with ordinary rates of full pay (*e.g.*, specialist allowance in respect of qualification in advanced gunnery) are not to be paid concurrently with the special rate.

An officer in receipt of a special rate under this Order who may hereafter qualify for such an allowance will be allowed to transfer to the normal rate of full pay according to rank and seniority, plus allowance for qualifications, if such transfer is to his advantage. Similarly, an officer already in receipt of specialist allowance in respect of qualification in advanced gunnery may transfer to a special rate of pay (without specialist allowance in respect of qualification in advanced gunnery) if, and for so long as, it is to his advantage to do so.

(*d*) An officer in receipt of a special rate of pay shall not receive any increment of pay until such time as under ordinary regulations he may become eligible by length of service as warrant officer for a higher rate on the normal scale.

(*e*) It is to be distinctly understood that, when an officer's special rate of pay has been determined in accordance with this Order it will in no case be varied on account of any change in his family or on account of any change that may be introduced thereafter in the emoluments of ratings.

5. Officers who consider that they are entitled to a re-adjustment of their rate of full pay as a result of these rules are to make application in the form prescribed below. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

6. In cases of recent promotion, where the ledgers showing emoluments on the day preceding promotion are not already at the Admiralty, the Accountant Officer is to certify on the application form the correctness of the claim as regards pay, etc., as a rating.

APPLICATION FOR PAYMENT OF SPECIAL RATE OF PAY UNDER A.F.O. 1003/32.

Name of officer..... Before promotion—

Rank ..... Rating .....

Seniority ..... Official No. .....

I hereby claim to be entitled to a special rate of pay under A.F.O. 1003/32, in accordance with appended statement.

Signature .....

Rank .....

Date .....

COMPARISON OF DAILY PAY AND ALLOWANCES.

As a Rating.	s. d.	As a Warrant Officer on the Date of Promotion.	s. d.
(*a*) Full pay of rating on day preceding promotion		Full pay of rank and specialist allowance in respect of qualification in advanced gunnery.	
(*b*) Non-substantive pay			
(*c*) Badge pay			
(*d*) Kit upkeep allowance (at the rate (if any) in force on day preceding promotion) ...			
(*e*) Marriage allowance for wife and children living on the day preceding promotion (calculated at the rate actually in course of payment on the day preceding the date of promotion)			
(*f*) Messing contribution as Warrant Officer ...			
Total ...		Total ...	

Special rate of pay claimed.....

ACCOUNTANT OFFICER'S CERTIFICATE.

Strike out if inapplicable. The ledger showing the latest rates of pay as regards (*a*), (*b*), (*c*) and (*d*) has not yet been forwarded into office. The rates as shown above are correct, and I have examined the claim, which is, to the best of my knowledge, made in accordance with A.F.O. 1003/32.

Strike out if inapplicable. The pay and allowances as a rating cannot be checked in this ship. I have examined the claim, which is, to the best of my knowledge, made out in accordance with A.F.O. 1003/32.

H.M.S. " ." *Accountant Officer.*

Forwarded *Commanding Officer.*

The Director of Navy Accounts.

PART II.

Officers who, on promotion, receive special rates of pay under Part I, who advance above those rates on the normal scale, but whose pay on that scale may subsequently be reduced below the special rate.

An officer who has been in receipt of a special rate of pay under the foregoing regulations, but has qualified by length of service for a higher rate of pay on the normal scale applicable to his rank shall be allowed, subject to the maximum prescribed in Part I, paragraph 1, to revert to the special rate of pay previously granted if his current rate of pay on the normal scale become less than such special rate.

2. Any officer who considers that he is entitled to a readjustment of his full pay under this rule may make application through his Commanding Officer to the Director of Navy Accounts for his pay to be re-assessed.

3. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

PART III.

Officers not entitled on promotion to a special rate of pay under Part I, but whose pay on the normal scale is subsequently reduced.

Where the full pay of an officer, although at the date of his promotion at least 1*s.* in excess of his daily emoluments as a rating, may cease to be so as the result of a general reduction in his scale of pay, he may submit an application, in the form prescribed in Part I, to be paid at a special rate of pay determined in the manner provided for in Part I, paragraph (3), except that as regards (*e*) of that paragraph marriage allowance shall be calculated at the rates in force at the date of such reduction, but with reference to the officer's condition as regards wife and children on the day preceding that of his promotion to Warrant rank.

1240.—Allowances for Accommodation and Victualling Payable to Ratings serving on Shore Abroad—REPORT

(N./N.P. (I) 1915/32.—27.5.1932.)

The following arrangements with regard to the payment of provision and lodging allowances apply to all ratings serving in shore billets on foreign stations at places where service victualling, or service accommodation, or both, are not available, and the ordinary rates of provision and lodging allowances are inadequate.

I. RATINGS PROVIDED WITH SERVICE ACCOMMODATION, BUT NOT SERVICE VICTUALLING.

2. If the Commander-in-Chief on the station is satisfied that the ordinary rate of provision allowance is insufficient to cover the cost of providing the men with the normal Service standard of messing, he is to submit for Admiralty approval proposals for payment of special rates of provision allowance based on the actual cost of providing this standard of messing (so far as this is practicable) at the particular places at which the men are stationed. Details of the current local retail prices of foodstuffs, including all articles comprised in the standard ration and the more important of other items, *e.g.*, bacon, cheese, fresh and dried fish, liver, sausages, butter and margarine (if obtainable) and details of any factors bearing on the cost to the men of arranging their own messing, are to accompany the proposals.

3. Commanders-in-Chief are authorised to adjust, when necessary, the special rates approved, subject to a full report of the action taken being submitted immediately to the Admiralty for covering approval. The rates of allowances should not be altered to meet trivial changes in prices.

4. The allowances should, in any case, be reviewed annually, and reports, giving selected particulars of local prices as in paragraph 2, furnished to the Admiralty showing whether any material change in prices has taken place since approval was given for the allowances in course of payment.

II. RATINGS WHO CANNOT BE PROVIDED WITH SERVICE ACCOMMODATION, BUT FOR WHOM SERVICE VICTUALLING IS AVAILABLE.

5. If the Commander-in-Chief is satisfied that suitable accommodation cannot be obtained by ratings at a cost within the amount of the ordinary lodging allowance payable, he is to authorise such accommodation to be provided (preferably at sailors' homes or similar institutions) on the most economical terms possible, and to be paid for direct from Naval funds.

6. Any reasonable travelling expenses necessarily incurred by ratings in proceeding between the place where their accommodation has been arranged and their place of duty may be refunded, but the necessity for such travelling should be avoided whenever possible by the selection of accommodation in the vicinity of the place of duty.

7. All payments in respect of accommodation should be made by the local Naval accountant officer, and receipts from the person from whom the accommodation is rented should be attached in support of the cash account voucher showing the payments of rent.

III. RATINGS WHO CANNOT BE PROVIDED WITH EITHER SERVICE ACCOMMODATION OR SERVICE VICTUALLING.

8. If the Commander-in-Chief is satisfied that suitable accommodation and food cannot be obtained by ratings at a cost within the amount of the lodging and provision allowances payable to them (taking into account the special rate of provision allowance, if any, authorised under Section I of this Order) he is to arrange for accommodation and food to be provided for the men under conditions similar to those detailed in Section II above.

9. Whenever arrangements have been made for ratings to be provided with accommodation or accommodation and food, as a direct charge to Naval funds, the Senior Naval Officer is to inform the Accountant Officer on whose books the men are borne for pay, in order that relative compensatory allowances in course of issue may be withdrawn.

10. The action taken under paragraphs 5-9 of this Order should be reported to the Admiralty by Commanders-in-Chief for covering approval, the reports to contain the following particulars :—

(i) The nature and cost of any accommodation and food provided for ratings. The statement of cost should include details of the numbers of ratings concerned, and of the amounts to be refunded in respect of travelling expenses between lodgings and place of duty.

(ii) The date from which the revised arrangements have been brought into effect.

(*K.R. & A.I., Art. 1668.*)

*1670.—Appointments of Officers—Duration

(C.W. 4174/32.—15.7.1932.)

(*This reprint embodies A.F.O. 521/38.*)

The period of service in individual appointments will be at the discretion of the Admiralty.

As a general rule, however, the appointments of officers below the rank of Captain will be approximately for the following periods :—

(i) In sea-going ships in the Home Fleet and abroad—for the period of the commission.

(ii) In other ships and establishments at home, 2 years.

(iii) In establishments abroad, 2 to 2½ years.

In the undermentioned Home appointments an extension of one year may be considered, provided satisfactory evidence is produced that—

(*a*) The extension is necessary in the interests of the Service ; or

(*b*) Personal hardship would be caused by relief at 2 years. Such extensions will be confined to :—

I.—Commanders and Lieutenant-Commanders serving as King's Harbour Masters (not Assistants), in charge of Detention Quarters, as Superintendents or Assistant Superintendents in the Hydrographic or Compass Departments.

II.—Warrant Officers and Officers promoted from Warrant rank serving in Dockyard appointments.

Applications for extension of appointment, especially as regards Warrant Officers and Officers promoted from that rank serving in Dockyard appointments, are only to be forwarded in exceptional circumstances when the Commander-in-Chief is satisfied, after consideration of the full details required under (*a*) or (*b*) above, that the application is necessary. It is not expected that applications coming under (*a*) should emanate from the individual concerned.

2. *Engineer Officers.*—The appointments of Engineer Officers will normally be for the following periods :—

(*a*) In sea-going ships at home, 2 years.

(*b*) In ships abroad, 2½ years.

(In each case irrespective of the date of commissioning).

(*c*) In establishments at Home and abroad—for 2 or 3 years, according to the nature of the appointment and the requirements of the Service.

3. *Special Cases.*—The normal duration of the following appointments will be as stated :—

I.—Ships in Irish Waters ...	Commanding Officers will generally be relieved after 12 to 18 months' service in Irish waters. Officers not in command will be relieved after 12 months' service, unless they apply to remain longer.
II.—Ships in the Red Sea and Persian Gulf.	Officers who have served for two hot seasons will be relieved not later than March or April, irrespective of the date of commissioning.
III.—Assistant Fuelling Officers...	3 years, including time required for turnover. No extension will be permitted.

IV.—Officers of W/T stations :—

(*a*) Gibraltar, Hong Kong, Malta, Bermuda, and Seletar (Singapore), 2 years.

(*b*) Aden and Matara (Ceylon), 1 year.

Officers of the W/T stations coming under categories (*a*) and (*b*) will be allowed the option of an extension of their appointments up to a maximum of 3 years and 1½ years respectively. A list of the officers requiring relief is to be sent in by the station concerned, so as to reach the Admiralty 3 months before the date they are due for relief, this date being stated.

V.—Officers serving on shore at Abadan, Aden, Bombay, Colombo, Singapore, and Trincomalee.	2 years, except as provided in IV.
VI.—Gunners, Gunners (T), Boatswains, Signal Boatswains, Warrant Telegraphists, Warrant Shipwrights, Warrant Ordnance Officers, Warrant Electricians,	and above, as laid down in paragraph 1 for Lieutenants, etc., except that appointments at the Admiralty will normally be for 3 years.

The normal duration of the appointment of Boatswain of the Yard in H.M. Dockyards is three years.

The appointments of Commanders for R.N.R. duties and for liaison duties with the Mercantile Marine will normally be of three years' duration.

*1796.—Grading of Accommodation for Naval Personnel Travelling by Sea at Government Expense

(C.W./C.E. 2205/32.—29.7.1932.)

As a result of the great improvements effected by shipping companies in the past few years in the standards of messing and the amenities in the cabins and public rooms in passenger vessels, the increase in the number of grades of accommodation within various classes, and the introduction of new classes of accommodation, *e.g.*, cabin and tourist, with a wide range of grades within those classes, it has become increasingly difficult to continue to allocate accommodation to Service personnel on the basis of the many gradings quoted by shipowners.

2. It has therefore been mutually decided by the three Service Departments to introduce the simplified schedule set out herein for the grading of Service personnel for the purposes of accommodation when travelling by sea at Government expense. This revised schedule will operate from 1st August, 1932.

3. The new standards of accommodation are in the nature of a minimum and will be operated with careful regard to all the circumstances of each particular passage to ensure that appropriate accommodation is secured to the passenger.

4. Personnel of the same or another Service, entitled by Regulations to different classes of accommodation, will not be booked in the same class in any one ship, save where arrangements exist for the carriage of third class passengers in superior accommodation in the absence of third class accommodation, or where invalids are granted superior accommodation on medical representations.

5. As a general rule first class Naval passengers will be berthed as follows :—

(*a*) Lieutenant Commanders and above—on passenger decks above saloon deck.

(*b*) Lieutenants—on saloon deck.

(*c*) Other ranks—below saloon deck.

SCHEDULE.

Grades of Accommodation Authorised for Service Personnel Travelling at Government Expense.

(This list covers accommodation in ships of all the leading British lines.)

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin, or Tourist Ships.	
	Ship's " 1st Class " or " Cabin " Accommodation.	Ship's " Tourist " Accommodation.
GROUP I. *1st Class.* *Naval.* Captains ... Commanders ... *Military.* Colonels ... Lieut.-Colonels... *Air Force.* Group Captains... Wing Commanders.	A berth in a 2-berth porthole cabin on an appropriate deck, provided that in " cabin " class ships the amenities offered are suitable having regard to the status of the passenger concerned.	" Tourist " accommodation not suitable, except by agreement with the department or officer concerned.

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin or Tourist Ship.	
	Ship's " 1st Class " or " Cabin " Accommodation.	Ship's " Tourist " Accommodation.
GROUP II. *1st Class.* *Naval.* Lieut.-Commanders Lieutenants ... Head Sisters ... *Military.* Majors ... ... Captains ... Matrons ... *Air Force.* Squadron Leaders. Flight Lieutenants. Matrons ...	A berth in a 3-berth porthole cabin on an appropriate deck and subject to the proviso shown above.	" Tourist " accommodation exists either (*a*) as a lower class in ships with 1st class or " cabin" class accommodation, or (*b*) as the only class. In category (*a*) " Tourist " accommodation is not applicable to these passengers, but in category (*b*) passages may be ordered for these passengers as follows, provided that the amenities offered are suitable, having regard to the status of the passenger concerned. Lt.-Cdrs., R.N., Majors, Sqdrn. Leaders and equivalent ranks. — A berth in a porthole cabin not more than 2 in a cabin and not below the second passenger deck counting from above. *Officers in this group below the foregoing ranks*—a berth in a porthole cabin on the third passenger deck counting from above.
GROUP III. *1st Class.* *Naval.* Sub-Lieutenants Mates ... ... Comm. Officers from Warrant Rank Midshipmen ... Superintending Sisters. Nursing Sisters... Warrant Officers *Military.* Lieutenants ... 2nd Lieutenants Nursing Sisters... Staff Nurses ... *Air Force.* Flying Officers ... Pilot Officers ... Staff Nurses ... Nursing Sisters...	A berth in any cabin other than, and not superior to, those appropriate to Groups I and II.	In category (*a*)—(*see* note against Group II for interpretation)—tourist accommodation is not applicable to these passengers, but in category (*b*) passages may be ordered, subject to the proviso above. The accommodation to be provided is to be a berth in a porthole cabin on the third passenger deck, counting from above.

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided.	
	Ship's "Second Class" Accommodation.	Ship's "Tourist" Accommodation.
GROUP IV. *2nd Class.* *Naval.* — *Military.* — *Air Force.* —	A berth in a porthole cabin.	In category (*a*)—(*see* note against Group II for interpretation)—tourist accommodation may be ordered in any porthole cabin. In category (*b*) subject to note A, the accommodation to be provided is to be a berth in a porthole cabin on the fourth or lower passenger decks, counting from above. "Tourist" accommodation may only be ordered when the cost is less than second class on another available ship. Not more than 4 adults or their equivalent may be berthed in any one cabin.
GROUP V. *2nd Class.* *Naval.* Chief Petty Officers. Colour Sergeants, R.M. *Military.* Warrant Officers Classes 10 and 11 (*i.e.*, W.O., Classes I and II). Schoolmistresses *Air Force.* Warrant Officers Classes I and II.	A berth in an inside cabin, other than middle line cabins.	In category (*a*)—(*see* note against Group II for interpretation)—tourist accommodation may be ordered in any inside cabin, except middle line cabins. In category (*b*) in any inside cabin, except middle line cabins on the fourth or lower passenger decks counting from above. Not more than four adults or their equivalent may be berthed in any one cabin.
	Ship's Third Class.	
GROUP VI. *3rd Class.* Ratings and Marines. Troops ... ... Airmen	No more than 6 passengers may be berthed in a third class cabin. Third class passages may be subject to other limitations which are specially notified in connection with particular lines.	

Note.—(i) Officers and Warrant Officers of the Royal Indian Navy follow the grading for the corresponding ranks of the Royal Navy, with the exception that Warrant Officers, R.I.N., are entitled to the same accommodation as a Chief Petty Officer, R.N.

6. A further announcement will be made in connection with civilian personnel.

*1928.—Board of Trade Certificates—Methods of Obtaining by Engineer Officers and Ratings

(N./N.P.C. 18/32.—12.8.1932.)

The following information regarding Board of Trade Engineers' Certificates is issued for general information. Although primarily intended for sea-going engineers, these certificates are also of much value to their holders in obtaining positions on shore. "Ordinary" certificates relate to steamships, "Motor" certificates to vessels driven by internal combustion engines. The latter certificates are particularly valuable at the present day. Qualified holders may have their "Motor" certificates endorsed for service in steamships, and *vice versâ*.

2. An Officer of the rank of Engineer Lieutenant, Lieutenant (E), or above, may be awarded a First Class Engineer's Certificate "of service" (*i.e.*, without examination). A Commissioned Engineer or Commissioned Mechanician may be awarded a Second Class Certificate "of service"; but a Warrant Officer can only obtain one "of competency" (*i.e.*, by passing the ordinary Board of Trade examination). Applications, either for certificates of service, or for examination for certificate of competency, should be made on a Board of Trade form, obtainable from any Mercantile Marine Office or from Commanders-in-Chief abroad, and forwarded to the Secretary of the Admiralty through the usual channels. A fee of £1 is charged for the certificate.

A certificate of service entitles the officer to go to sea, in the grade certified, as an Engineer on any ship in the British Mercantile Marine, however propelled.

3. A C.E.R.A., E.R.A., or Mechanician is entitled to be examined for a Second Class Ordinary or Motor Certificate, provided he is over 21 and can produce satisfactory testimonials as to workshop and sea service. Generally speaking, he must prove at least 4 years' workshop experience, over the age of 15, on the making or repairing of steam or internal combustion engines, and at least 18 months' sea time as a regular watchkeeper on main engines and boilers, including not less than six months on each. For an "Ordinary" certificate, at least 12 months must have been served in steamships, and for a "Motor" certificate at least 12 months in motor ships. For Second Class certificates the steam engines must be of at least 66 N.H.P., and internal combustion engines at least 373 B.H.P.; for First Class certificates they must be 99 N.H.P. and 560 B.H.P. respectively. A detailed statement as to sea service is required, and must be certified by the Engineer Officer and approved by the Captain.

4. The examinations are held by the Board of Trade at frequent intervals in Newcastle, London, Cardiff, Liverpool, and Glasgow. All examinations include practical mathematics, mechanical drawing, and general engineering knowledge. Full details of the syllabus for the different grades of certificate are given in a booklet issued by the Board of Trade, entitled "Regulations relating to the Examination of Engineers in the Mercantile Marine," published by H.M. Stationery Office, price 6d., and obtainable at any Mercantile Marine Office, or from any bookseller.

Intending candidates should apply to their Commanding Officer, who will obtain application forms from the Superintendent of the Mercantile Marine Office concerned, to whom they should be returned completed, together with the necessary certificates and the fee of £1. These documents must reach the Superintendent at least one week before the day of examination.

5. Candidates are to be given all possible facilities and encouragement to study for and attend these examinations. Considerable preparation will be necessary in most cases, but there are few ships in which the requisite instruction should not be available. The International Correspondence Schools have a special course in the subjects required, and a list of approved technical schools, which give both class and correspondence tuition, is to be found in Appendix H to the above-mentioned Board of Trade booklet.

*1935.—Invalided Men—Facilities for Vocational Training, etc.

(N./N.P.C. 18/32.—12.8.1932.)

(*This reprint embodies A.F.O. 2409/37.*)

Whenever men are invalided from the Service, arrangements are to be made for an officer to be detailed to advise them as to suitable civilian occupations and explain the various forms of assistance open to them.

2. The assistance falls under the following categories :—

I.—*Vocational Training.*

The facilities open to invalided men are set forth in Articles 19 to 22, Vocational Training Instructions. Detailed information as to the courses available at each Home Port is communicated by the Vocational Training Centre to all ships and establishments there. Men invalided through causes beyond their own control who wish to take advantage of these facilities should be directed to apply forthwith, if they have not already done so, to the Commodore, R.N. Barracks, or in the case of Royal Marines, to the Colonel Commandant, Royal Marines.

II.—*The National Association for Employment of Regular Sailors, Soldiers and Airmen.*

The procedure for placing men in touch with the National Association laid down in Article **1123**, clauses 1, 2 and 3, King's Regulations and Admiralty Instructions, is to be carefully observed. A list of branches of the association is given on page 34 of the Navy List Advertiser.

III.—*The Royal Naval Benevolent Trust.*

The objects of the Royal Naval Benevolent Trust, and the addresses of the Honorary Local Secretaries, are given on page 14 of the Navy List Advertiser. The trust has a special organisation for assisting the resettlement of invalided men.

3. The men's attention should also be drawn to the important information now contained in Form S.1300A regarding the National Association, Vocational Training, Labour Exchanges, health matters, the Royal Naval Benevolent Trust and other organisations which benefit ex-Naval ratings.

Every man receives a copy of this form before discharge.

(*K.R. and A.I., Art. 1123.*)

(*Vocational Training Instructions, Articles 19–22.*)

*2021.—Naval and Royal Marine Pilots Attached to the Royal Air Force — Flying Practice when Temporarily Appointed to General Service or Corps Duty

(*Relative Air Ministry Order, A.231/32.*)

(C.W. 6978.—26.8.1932.)

The following instructions have been agreed between the Admiralty and the Air Ministry. For the purpose of this Order, where R.N. and R.M. officers serving in all ships in home waters and in reserve, or holding appointments in shore establishments, etc., at home are concerned, the term "Commander-in-Chief" means the Commander-in-Chief, Home Fleet. In other cases it means the Commander-in-Chief of the Fleet in which the officers are serving.

2. When Naval and Royal Marine officers who have been attached to the R.A.F. are appointed to General Service or Corps Duty and are available for re-attachment, *vide* Article **335**, King's Regulations and Admiralty Instructions, the Commander-in-Chief will be responsible that they maintain the necessary standard of air training.

3. The flying practice of each officer should be spread as evenly over the year as possible. At home practice flights should be made in aircraft of "C" flight of the R.A.F. Base, Gosport. Abroad, they should be made in F.A.A. aircraft from a shore base of the R.A.F. Officers serving in ships (other than aircraft carriers), in which aircraft are embarked, may be allowed to carry out their flying practice in these aircraft at the discretion of the Senior Naval Officer of the squadron.

4. Except when flying practice is carried out in aircraft embarked in the officer's own ship (other than an aircraft carrier), arrangements for practices are to be made directly between pilots' Commanding Officers and the Commanding Officers of the R.A.F. bases concerned, as much notice as possible being given.

5. Commanding Officers of ships and R.N. or R.M. Shore Establishments are responsible that the amount of practice flying laid down (King's Regulations and Admiralty Instructions, Article 335, clause 6a) is carried out by officers under their commands, and also that officers sent to carry out flying practice are physically fit.

6. The Commanding Officer of the R.A.F. base is finally responsible for the physical fitness of any officer sent to that base for practice before ordering him into the air, and will report on his flying proficiency if it is below the average.

When officers serving in ships (other than aircraft carriers) in which aircraft are embarked, are permitted to carry out their flying practice in those aircraft, the Commanding Officers of those ships are finally responsible that such officers are qualified to fly the type of aircraft carried and that they are physically fit.

7. If examination of a log book or a practical demonstration shows that an officer's flying skill has fallen below the average, or if an officer has not flown for a period of six months, the Commanding Officer of the R.A.F. base or of the ship (other than an aircraft carrier) in which the aircraft is embarked will arrange for him to have a dual control test at a shore base. If the test is satisfactory the flying practice may proceed.

8. If the test is not satisfactory, the fact will be reported by the Commanding Officer of the R.A.F. base to the Commander-in-Chief, the pilot's Commanding Officer, and the Air Officer Commanding, Coastal Command, or other appropriate R.A.F. authority abroad, for the information of Admiralty and Air Ministry, who will consult and then decide what action should be taken. A report by signal will be made by the base Administrative Authority under whom the officer is serving, and the officer is to return to his appointment in General Service or Corps duty until the case has been considered.

9. Commanding Officers of R.A.F. bases will forward, half-yearly, to the Air Officer Commanding, Coastal Command, or other appropriate R.A.F. authority abroad, details of the flying practices which each Naval or Royal Marine pilot has completed, together with dates and types of aircraft.

10. Commanding Officers of ships and R.N. and R.M. Shore Establishments are to forward to the Commander-in-Chief on 30th June and 31st December annually, the names of all officers in their commands who are affected by this Order, with details and dates of flying practices carried out by them during the previous half year.

2023.—*Issued Confidentially.*

*2074.—Leave or Relief on Compassionate Grounds—Passages

(N. 2017/32.—2.9.1932.)

Naval ratings and Royal Marines serving abroad who may be relieved or granted leave to return to England on compassionate grounds, or for urgent private reasons, are expected to pay any passage expenses which they may incur for both the homeward and outward journeys. Similarly, men granted leave on account of private affairs prior to their ship sailing from home waters are expected to meet any passage expenses incurred in rejoining the ship abroad. (This does not apply to a man who, through his ship being unexpectedly ordered abroad while he is on leave, is unable to rejoin her before sailing.)

2. Before being granted such leave, the men concerned are to be required to acknowledge in writing that they understand the above conditions, and are in a position to meet the cost involved. If the man has sufficient funds in hand when leave is granted, a return ticket should normally be purchased before departure.

If doubt exists as to where the man will be required to rejoin on expiration of his leave, the necessary sum should be forwarded to the Commodore of the depôt, by whom arrangements will be made for purchase of return ticket, the man being informed accordingly. If the man has not sufficient funds in hand, the Commodore is to be informed as to the source from which money for the return journey is to be expected. Where men state they have funds available in the United Kingdom to meet the cost of the return passage, they are to be directed to forward the necessary sum to the Commodore of the depôt immediately on arrival in the United Kingdom (*see* paragraph 6).

3. Men proceeding on leave are not to be told that they can be spared until the next Government opportunity for a return passage ; or that they are to return in any particular ship. They are, however, to be informed that in the event of their requiring advice as to their return passage, they should apply for instructions either personally or in writing to the Commodore, R.N. Barracks, of the Port Division to which they belong.

4. It is only in rare instances that passages are available by Government opportunity (*i.e.*, by H.M. warship). If, however, at the time of granting leave an opportunity for passage in one of H.M. ships is available, without causing inconvenience to the Service or any expense to public funds, it may be sanctioned by the Commander-in-Chief for the homeward voyage, and by the Admiralty for the return journey.

5. It must be clearly understood that passage by H.M. transport or by freight ship does not constitute a Government opportunity.

6. Whenever leave to England is granted, the Commanding Officer of the ship to which the man belongs is to communicate the following particulars to the Commodore of the depôt, and a duplicate copy is to be given to the man for information and guidance, viz. :—

(*a*) A brief description of the circumstances in which leave is authorised.
(*b*) Period of leave granted.
(*c*) Route and anticipated date of arrival in England.
(*d*) Intended address of the man while on leave. (Any alteration of address is to be communicated immediately by the man concerned to the Commodore of his depôt.)
(*e*) The state of the man's ledger account at the date of the commencement of leave, including detailed particulars of any allotments in force.
(*f*) A statement of the funds in hand (including any available from private sources) to cover the cost of the return journey (*see* paragraph 2).
(*g*) An extract from the man's conduct sheet covering the previous six months.
(*h*) Any other remarks.

7. All ratings who may be granted leave under the terms of this Order, if taking passage to England or being sent abroad after leave in one of H.M. warships, are to be victualled and employed on their usual duties during the journey. If returning to England, leave is to commence from the date of arrival, and a leave ticket is to be issued by the Commanding Officer of the ship in which the man concerned is borne for the homeward passage.

8. Care is to be observed that any men who may be granted a passage in one of H.M. ships, either to England or returning abroad, provide themselves with one each of the following articles of uniform, viz. :—

No. 2 or 3 suit.
No. 5 suit.
Spare flannel.
Blue cap.

*2171.—Royal Indian Navy Officers in H.M. Ships and Establishments—Pay, Victualling and Accommodation

(C.W. 7882/32.—16.9.1932.)

The following particulars of the arrangements for R.I.N. officers serving in the Royal Navy are promulgated for information :—

2 (*a*). *Sub-Lieutenants and above undergoing Courses.*—These officers are paid direct by the India Office. Unless required to be accommodated afloat, they are to be allowed the option (i) of making their own arrangements for private lodging and subsistence, or (ii) of taking service victualling and service accommodation, if available, subject to payment by them of the appropriate charges.

In either case particulars of the officers are to be given in a special section of List 17 of the ship's ledger ; victualling is to be claimed on the ledger for those who select alternative (ii), and the cost thereof, calculated at the current rate of victualling allowance, is to be recovered from them locally. Particulars regarding refund of amounts paid locally in respect of victualling and accommodation may be obtained by R.I.N. officers on application to the India Office.

The normal charge for the accommodation of R.I.N. officers lodged in R.N. Shore Establishments is 3s. a day, but such accommodation should not ordinarily be provided if it involves the displacement of a R.N. officer. Where, however, such displacement is essential to avoid inconvenience to a R.I.N. officer in attendance on his course and entails the payment of Lodging and Provision Allowances to the displaced R.N. officer, the actual out-of-pocket expense (*i.e.*, Lodging Allowance, plus the difference between Provision and Victualling Allowances) is to be reclaimed in lieu of the normal fee for accommodation.

When these officers are accommodated afloat they are to be victualled in the mess appropriate to their rank. Victualling is to be claimed on the ship's ledger in the usual manner, but the current rate of Victualling Allowance is to be recovered from the officers direct for each day on which they are so victualled.

No charge, however, is to be made for the accommodation of officers *afloat.*

All charges, *e.g.*, for accommodation, messing, victualling, washing of bedding, etc., arising against R.I.N. officers undergoing courses in H.M. ships and establishments at home, are to be preferred direct against such officers for personal payment locally, and are not to be charged on the ledger. The amounts recovered are to be brought to account in the cash account.

(*b*) *Midshipmen undergoing Training.*—In future, pay and allowances are to be issued to R.I.N. Midshipmen undergoing training (whether afloat or ashore) at the rates and under the conditions applicable to Midshipmen of the R.N. promoted from Special Entry Cadets, ex H.M.S. " Erebus." Accounts for such R.I.N. Midshipmen are accordingly to be opened in a special list of the ship's ledger. The necessary claim on the India Office will be made by the Admiralty.

Particulars of the victualling, accommodation, etc., of Midshipmen, R.I.N., undergoing courses in R.N. establishments should be inserted in the quarterly returns of courses forwarded to the Admiralty.

(*c*) *R.I.N. Officers granted Temporary Commissions in the R.N. and appointed for duty in H.M. Ships.*—These officers are to be borne for pay and victualling at R.N. rates, and should be entered on a separate folio of the ledger. Reclaim in respect of the pay and victualling, etc., of these officers is made from the India Office by the Admiralty.

3. In certain cases the India Office may require information relating to the availability of service accommodation. A certificate in this respect is, therefore, to be furnished at the request of the India Office, or of the R.I.N. officer concerned, by the Commanding Officer of the ship or establishment in which the officer is serving.

*2399.—Confined Spaces—Investigation as to the Nature of Gases in

(D. 6819/32.—14.10.1932.)

Investigations have been made as to the cause of a fatal accident which occurred when a workman entered a bulge compartment in one of H.M. ships before the compartment had been ventilated. These investigations appear to show that death was due to suffocation, owing to lack of oxygen in the compartment.

2. It is possible that many fatalities hitherto attributed to carbon monoxide poisoning were really due to lack of oxygen, and in such cases a considerable period might elapse between collapse and actual death. It is therefore of extreme importance that artificial respiration should be persisted in even if the individual is apparently dead on removal from the compartment.

3. Further investigations which have been made as to the composition of air in confined spaces indicate the following :—

(i) That any paint composition containing linseed oil will, in a confined space, not only give rise to dangerous concentrations of carbon monoxide, but will also, through absorption of oxygen during drying, produce an atmosphere seriously, and in some cases almost completely, deficient in oxygen.

(ii) That bituminous compositions and bituminous enamel, if free from linseed oil, do not give rise to any appreciable amount of carbon monoxide, nor do they cause any deficiency in oxygen, the same being true of grease paints free from linseed oil. At the same time, care will always be necessary in opening compartments coated with bituminous solutions, owing to the possibility of the presence of residual solvent, particularly naphtha, which is both toxic and inflammable.

(iii) No carbon monoxide is evolved by mineral oil, but it is pointed out that with oil fuel and similar oils, the question of the presence of inflammable and dangerous hydrocarbon vapours in tanks, etc., would be of more practical importance than the possibility of the presence of carbon monoxide, since the precautions normally taken against these would be equally effective against any carbon monoxide which might also be present.

4. Carbon monoxide gas, besides being poisonous, may be highly explosive, when mixed with air. Care is to be taken that the regulations regarding the use of safety lamps, ventilation of compartments, etc., laid down in Article **520** of the Home Dockyard Regulations, and Article **470** of the Engineering Manual are strictly enforced. It is most important that the instructions contained in Article **470** (*b*) of Engineering Manual for the ventilation of compartments are complied with before any attempt is made to enter or carry out the safety tests. Attention is also drawn to Article **472** of Engineering Manual regarding apparatus for use in entering compartments containing carbon monoxide.

5. There are three possibilities whereby a respirable atmosphere with a dangerous amount of carbon monoxide could arise, viz. :—

(i) If only a small area of the compartment had been painted, enough oxygen might be left, and carbon monoxide evolved, to make the original atmosphere dangerous.

(ii) The compartment may have been left open sufficiently long before sealing, so as to have been partially ventilated after the paint reaction was complete, or nearly complete.

(iii) Probably the most likely way in which death or symptoms from CO poisoning might be produced is by partial ventilation of a sealed compartment after it had been opened for inspection. The original atmosphere may have been too deficient in oxygen to support life, but owing to the compartment having been open for some time, or partially ventilated before entry, the original atmosphere is diluted with normal air to an extent sufficient for respiration, but not sufficient to reduce the carbon monoxide below a dangerous concentration.

6. The contents of this order are to be brought to the notice of all dockyard workers.

*2401.—Messing in Ships Victualled on Standard Ration and Messing Allowance

(V. 488/32.—14.10.1932.)

Their Lordships have had under consideration the report of the Committee appointed to enquire into the question of messing in H.M. ships victualled on the standard ration and messing allowance system, and Their decisions on the Committee's conclusions and recommendations are promulgated in the following paragraphs for information and necessary action by Commanding Officers and Accountant Officers.

2. The special additions to the standard rates of messing and victualling allowances, recommended by the Committee for certain stations abroad, have been included in the new rates of these allowances. These special additions will be subject to review at least once a year on reports furnished by the Commanders-in-Chief or Senior Officers as to local prices and conditions.

3. The standard ration system must be continued in certain classes of vessels (*see also* paragraph 12).

4. Ships of the Training Squadron for Boys, if instituted, will be messed on the standard ration system.

5. In order that the younger ratings may be better prepared to cope with the conditions of life in a standard ration ship, and with a view to the improvement of the conditions generally, the following arrangements are to be carried out :—

(i) In general mess ships and establishments (including training establishments) a small number of young ratings should be lent for short periods to assist the cook ratings in the preparing rooms, in order that they may acquire some practical knowledge of elementary cookery.

(ii) When practicable, experienced caterers should be detailed to all broadside messes.

(iii) In ships bearing an Accountant Officer the system under which boys are messed by an experienced caterer should be extended to young seamen's and stokers' messes where such messes desire assistance or have difficulty in managing economically.

(iv) In " D " class and other cruisers, where the numbers in certain broadside messes are very small, the setting up of such messes should be reduced to a minimum as being very uneconomical. Where, owing to structural limitations, it is necessary for a small number of men to be detached and form a mess, the possibility of grouping them with another mess for the purpose of catering should be considered.

(v) Consideration is to be given to the following matters which may be of value to the men in improving their standard of messing :—

(*a*) The giving of all practicable assistance to messes in preparing meals.

(*b*) The maintenance of stock pots and issue of soup. It is impossible for a unit such as a single small standard ration mess to maintain a stock pot, and so provide soup, but, if the whole ship's company or a number of messes will " come in," it should be possible to arrange for the issue of good soups at a very small cost. Demands for any additional cooking utensils required will be favourably considered.

(*c*) Arrangements for saving of fat and dripping for use in frying. The cook staff should work in conjunction with the messes with a view to saving expense to the latter.

(*d*) Where complements admit and local conditions make it desirable, the possible utilisation of the bakery for making cakes, currant bread, etc., on a relatively large and economical scale, if sufficient messes desire them.

(vi) In all ships messed on the standard ration system (particularly destroyers and other small craft), Their Lordships consider it very desirable that an officer, preferably a volunteer, should undertake the duty of advising mess caterers on the costing of menus and of enlisting co-operation between mess caterers themselves.

6. In ships below cruisers, Commanding and Executive Officers should give special attention to—

(i) The efficiency of the Canteen on board, and the capability of the Manager.

(ii) The provision of adequate and sufficiently frequent facilities for obtaining provisions on repayment (*see also* para. 9).

(iii) The necessity for the proper regulation of rotation of issues of fresh meat to ensure that the various parts—roasts, boiling, and stewing pieces, etc.—are fairly distributed. A record of such issues should be kept.

7. The following items of provisions, at present supplied through the victualling yards to general mess ships only, will, in future, be made available also for standard ration ships for issue on repayment :—

Tinned sausages.
,, sardines.
,, herrings in tomato sauce.
,, tomatoes.
Golden syrup.
Sultanas.

Stocks of these articles for issue to standard ration ships will be available at all victualling yards about 1st November, 1932, and demands may be lodged accordingly.

8. The following provisions will be made available for issue on repayment in surveying ships employed on tropical stations (including the Red Sea) on occasions when these vessels are absent from a port for an extended period and the Commander-in-Chief or Senior Officer approves :—

Tinned fruits.
Tinned bacon.
Tinned baked beans.

9. Fresh vegetables (besides potatoes) may be issued, where available, as part of the standard ration. The possible extension of the present system of vegetable contracts abroad is under consideration, but, at ports where no contracts for vegetables other than potatoes exist, purchases of any suitable fresh vegetables that may be available may be made, either for issue as part of the ration, or on repayment, if this course seems more desirable in the men's interest. Such purchases should, as a general rule, be regulated by the articles being available at a reasonable price, having regard to local circumstances. Where fresh green vegetables are not available, or can only be obtained at prohibitive prices, messes are to be allowed to take up the standard ration of vegetables in the form of ½ lb. of potatoes and 2 oz. of haricot beans or marrowfat peas, if they so desire.

10. The question of the supply of tinned vegetables, for issue as part of the standard ration when fresh vegetables other than potatoes are not available, in ships employed as follows, will be investigated :—

(*a*) On the West Coast of Africa.
(*b*) In the Persian Gulf.
(*c*) In the Red Sea.
(*d*) On surveying duties in these and similar areas.

11. On most stations fruits of local origin are available at reasonable prices, and their introduction into the dietary as substitutes for such items as may appropriately be omitted should be considered. Under conditions of special difficulty, *e.g.*, in sloops in the Red Sea and Persian Gulf, an allowance of fresh or tinned fruits is already made by the Admiralty, and any other cases of real hardship will continue to be dealt with on similar lines.

12. The possibility of the introduction of general messing into ships of the " Queen Elizabeth " class and " D " and " Carlisle " class cruisers has received the consideration of Their Lordships. Having regard to the improvement of conditions in standard ration ships which are expected to result from the foregoing decisions, the alterations in messing rates and to the considerable cost of the necessary structural alterations, they have decided that the conversion of these ships to general messing cannot be approved at present.

(*A.F.O. 1872/34.*)

2658.—Fleet Air Arm—Deck Landing Training

(C.W. 9864/32.—18.11.1932.)

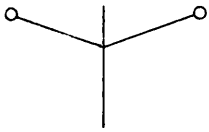
(*This reprint embodies A.F.Os. 1210/35 and 2529/37.*)

The following instructions, which have been agreed between the Admiralty and the Air Ministry, are issued regarding :—

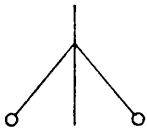
INDICATIVE SIGNALS for aerodrome dummy deck landing training and for deck landing training by day.
INITIAL deck landing training.
REFRESHER deck landing training.
CONVERSION deck landing training.
NIGHT deck landing training.

1A. (i) *INDICATIVE SIGNALS.*—The following system of Indicative Signals has been developed in order that pilots may, when necessary, be assisted during initial, refresher and conversion deck landing training. To this end all pilots are to be instructed in its use when carrying out preliminary aerodrome dummy deck landing training, and each Carrier is to nominate an experienced deck landing pilot to carry out the duties of Controlling Officer on the flight deck when required.

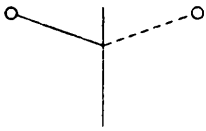
(ii) The signals employed are as shown in the following diagrams. They are made by means of discs held at arms' length by the Controlling Officer.

(1) 

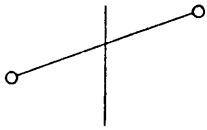
Discs held sideways and above the head—
"GO HIGHER."

(2) 

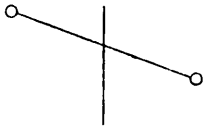
Discs held down and out from the sides—
"GO LOWER."

(3) 

Discs waved from side to side above the head—
"GO ROUND AGAIN."

(4) 

Starboard disc up, port disc down—
"RAISE YOUR PORT WING."

(5) 

Port disc up, starboard disc down—
"RAISE YOUR STARBOARD WING."

(iii) This system of indicative signals does not attempt to control actively the landings, and the signals are solely an indication to pilots with a view to assisting them to position their aircraft correctly.

2. *INITIAL Deck Landing Training.*—

(i) Training should only be carried out under good weather conditions, and in the vicinity of a shore aerodrome, so that if the Commanding Officer of the carrier is not satisfied with the accuracy shown by a pilot, he can be ordered to return to base.

(ii) A pilot is not to be allowed to attempt a solo landing until he has passed out satisfactorily in a dual control instructional aircraft, embarked for that purpose.

(iii) Before actually making a landing, a pilot should do a series of approaches, flying low over the deck, but not landing. He will continue to do this until the Commanding Officer is satisfied that he is reasonably accurate, when the affirmative flag will be shown and the pilot may then land on.

(iv) (*a*) The number of landings considered necessary to qualify a pilot in deck landing is left to the discretion of the Commanding Officer of the Carrier, but this should never be less than four and, except with "Osprey" and "Nimrod" aircraft, the first two landings should be made with arrester gear and the next two without arrester gear.

(*Note.*—If a pilot carries out the first two landings too fast, further landings should be made using the arrester gear until he is considered to be competent to attempt the landings without arrester gear.)

(*b*) In the case of "Osprey" or "Nimrod" aircraft the first two landings should be made without the use of arrester gear.

(*Note.*—Experience has shown that once a pilot has made two slow landings he seldom shows any tendency to let the aircraft tip up when landing with arrester gear.)

(v) When an officer undergoes his deck landing training afloat, and qualifies or fails as a deck landing pilot, the fact is to be reported on R.A.F. Form 424.

3. *REFRESHER Deck Landing Training.*—If for any reason a Fleet Air Arm pilot, R.A.F. or R.N. has been absent from full flying duties in the Fleet Air Arm or has been serving in a floatplane flight for a period of three months or over, or has not deck landed for six months, the following arrangements for him to receive refresher deck landing training are to be made before he deck lands on a carrier. This will also apply to an R.A.F. officer who, after completion of initial deck landing training, has remained in his parent unit for three months or over before he is selected for posting to a Fleet Air Arm flight.

(*a*) He is to be given supervised *aerodrome* dummy deck landing training. If in home waters, this will be given by "C" Flight, R.A.F. Base, Gosport. If abroad, it may be necessary to wait until a suitable Fleet Air Arm flight is disembarked.

(*b*) The Commanding Officer of the base will, in all cases of Fleet Air Arm pilots carrying out refresher deck landing training, exercise great care before reporting that a pilot is ready to attempt deck landing. Should the length of absence from the duties of deck landing, previous accident or any other cause make it appear desirable that the full *initial* deck landing training outlined in paragraph 2 above should be given, the Commanding Officer of the base should report accordingly.

(*c*) The Commanding Officer of a carrier will ensure that all pilots, on completion of their refresher deck landing training, carry out the procedure outlined in paragraph 2 (iii) above before they actually land on deck.

4. *CONVERSION Deck Landing Training.*—A pilot having converted to a new type of aircraft (*vide* paragraph 804 of K.R. and A.C.I.) will, before landing it on the deck of a carrier, receive refresher deck landing training, as in paragraph 3 above.

5. *NIGHT Deck Landing Training.*—

(*a*) Fleet Air Arm pilots will be trained in night deck landing as opportunity offers.

Pilots should not in normal circumstances be permitted to commence their night deck landing training until they have completed:—

(i) 50 day deck landings;

(ii) 20 night landings at a shore base;

(iii) 40 hours day or night flying in the type of aircraft to be night landed.

Discretion will, however, be allowed to Commanding Officers of aircraft carriers in deciding whether the above experience is essential in the case of pilots whom they consider otherwise capable of carrying out night deck landing with safety.

(*b*) The Commanding Officer of the shore base will ensure that each pilot is accurate in his night landings on the aerodrome before reporting to the Commanding Officer of the carrier that he is fit to commence night deck landing training.

(*c*) When pilots are being trained in night deck landing, the carrier should be in the vicinity of a shore aerodrome, weather conditions should be good, with an easily visible horizon.

(*d*) Commanding Officers of carriers should make the necessary arrangements to give pilots who have been off night deck landing for lengthy periods, some night landings at an R.A.F. base, prior to landing on a carrier.

(*e*) If a second destroyer is available, she should be stationed 40° on the port bow of the carrier. This will give some assistance to aircraft taking off the deck, but is of no practical value when aircraft are making their approach to land on.

(*f*) Advantage should be taken of the instrument flying courses at certain shore bases, which greatly increase the accuracy of pilots when night flying.

2851.—*Issued Confidentially.*

1933

5.—Colonial Allowance—Payment whilst in Hospital, on Leave, or on Detached Duty

(C.W. 9777/32.—6.1.1933.)

Officers who are in receipt of Colonial Allowance may be permitted to retain the allowance during short periods of absence from their normal place of duty, when admitted to hospital or on detached duty or leave, for a period not exceeding 30 days provided that, if not in occupation of official quarters, they retain and pay for their lodgings.

2. In special circumstances where an officer is absent, otherwise than on leave, for a period exceeding 30 days and the Commander-in-Chief is satisfied that the expenses incurred at his normal place of duty necessarily continue during his absence, Colonial Allowance may be paid for a further period of 2 months, *i.e.*, up to 91 days in all, either at the full rate or at a reduced rate appropriate to the circumstances at the discretion of the Commander-in-Chief.

3. Any payment of Colonial Allowance beyond 30 days is to be supported by an explanatory statement on Form S.14.

(*A.F.O. 592/33.*)

150.—*Issued Confidentially.*

267.—Regulating Branch—Transfers.

(N. 1/33.—3.2.1933.)

With reference to Appendix XVII, Part I, No. 122, King's Regulations and Admiralty Instructions, it has been decided as a temporary measure to allow Acting Petty Officers or equivalent ratings to transfer to Acting Regulating Petty Officer, if eligible in other respects.

(*K.R. and A.I., App. XVII, Part I, No. 122.*)

381.—Aircraft, Service—Passenger Flights in

(C.W. 1266/33.—17.2.1933.)

(*This reprint embodies A.F.O. 2401/34.*)

Their Lordships desire that every encouragement should be given to officers and men of all branches to obtain experience of flying, where it is clear that such experience may be of benefit to the Service, and with this object in view certain arrangements have been made with the Air Council.

2. Commanders-in-Chief and Senior Naval Officers may accordingly authorise flights in Service aircraft for any officer or rating under their command with the exception of cadets or boys in training establishments. Where the Commander-in-Chief or Senior Naval Officer has no aircraft under his control or available, arrangements for such flights may be made with the appropriate R.A.F. authority; these arrangements, however, are to be at the convenience and discretion of the latter, and no expectation is held out that such flights can be given to large numbers.

3. The Commander-in-Chief or Senior Naval Officer is to satisfy himself that the experience gained will be of benefit to the Service before authorising each flight. Any officer or rating thus authorised to fly must be on duty at the time, *i.e.*, not on leave, and the flight is not to be undertaken for amusement or convenience.

4. Officers and ratings proceeding to R.A.F. stations for such flights are to have certificates signed by their Commanding Officers, stating that they are required to fly.

5. These instructions do not apply to—

(*a*) Officers holding R.A.F. commissions.
(*b*) Observer Officers.
(*c*) Telegraphist Air Gunners.
(*d*) Naval ratings borne in lieu of airmen (A.C.H. general duties).
(*e*) Naval ratings detailed additional as aircraft crew in ships other than carriers.
(*f*) Other officers and men ordered to make casual flights under King's Regulations and Admiralty Instructions, Article **35b**.
(*g*) Shipwright Officers, Engine Room Artificers and Ordnance Artificers whilst undergoing courses of instruction in the repair and maintenance of aircraft at R.A.F. establishments.

Special authority of the Commander-in-Chief or Senior Naval Officer is not required for flying carried out by personnel in these categories.

6. In the event of Naval or Royal Marine personnel being killed or injured as a result of an accident while embarked during an authorised flight, retired pay, pensions, etc., will be awarded under the regulations governing cases of injury, etc., attributable to the Service. These awards will not be made in the event of accidents occurring during unauthorised flights.

442.—*Issued Confidentially.*

448.—Dangerous Drugs Act and Dangerous Drugs (Consolidation) Regulations, 1928

(N.L. 3711/31.—24.2.1933.)

The following orders are issued in order to observe as far as possible in H.M. ships and Naval Establishments the precautions prescribed by the Regulations made under the Dangerous Drugs Acts with regard to the provision and distribution of—

(*a*) raw opium, coca leaves and Indian hemp, and
(*b*) Morphine, cocaine, ecgonine diamorphine (heroin), acetyldihydrocodeinone (acedicone) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or ecgonine, or any proportion of acetyldihydrocodeinone.

SECTION A.

Naval Establishments at home and abroad, including Hospitals, Sick Quarters, R.M. Infirmaries, Dockyard Surgeries, and R.N. Barracks at Portsmouth, Chatham, and Devonport, and Hospital Ships.

1. Supplies of the above-named drugs are to be received by, and kept in the charge of, a fully qualified Pharmacist, or, in those Establishments where no Pharmacist is employed, in the charge of a Medical Officer. The usual records are to be kept in Accounts M.7 and M.57 of all receipts and issues.

2. Stock preparations required to be kept in a ward or special department and the supply of requisition forms (M.236) are to be retained in a locked cupboard, the key of which is to be kept in the possession of the Medical Officer, or Sister, or Sick Berth Rating, in charge of the ward, and issues are only to be made in accordance with the directions of a Medical Officer.

3. Medicines containing these drugs supplied for individual patients on prescriptions written on the Prescription Ticket (M.40 H.S.) are to be kept in a locked cupboard in the ward in a similar manner.

4. Supplies of Stock Prescriptions will only be replenished at the Dispensary by a requisition in duplicate on the special forms M.236 signed by a Medical Officer, which requisition is to be countersigned by the Pharmacist when the issue is made.

5. A record of all such supplies furnished to wards or departments is to be made by the Pharmacist on Form M.237, separate forms, or sections of a form, being used for each class of drug, and the Pharmacist is to retain and file the duplicate copies of the requisitions. Form M.237 is to be kept in the Dispensary.

6. Medicines for individual patients are to be prescribed on the Prescription Ticket (M.40 H.S.), each prescription specifying the actual quantity of the drug required. Each prescription or "repeat" is to be signed or initialled by the Medical Officer. If a Medical Officer gives a prescription for one of these drugs for his own use, the supply is always to be recorded in the proper forms.

7. The Pharmacist will initial and date each prescription and "repeat", when the medicine is issued, and will keep a record in the Dispensary, on Form M.238, of all such issues, separate forms or separate sections of one form being used for each class of drug.

8. Medicines supplied to out-patients (including residents treated in their quarters and Greenwich Hospital Pensioners) are to be entered in the respective Prescription Books and the same rules observed and records kept as if they were prescribed on a Prescription Ticket.

9. In the case both of the wards and of the out-patients' department, a fresh prescription must be issued each time a preparation is made up for the use of a patient, but for repeat orders this may be in the form of a direction (initialled by the Medical Officer) to repeat the previous prescription (*e.g.*, "Rep. Mist.").

10. Prescriptions for particular preparations may be given by reference to the name by which they are known in the establishment.

11. Preparations and prescriptions for local dental treatment requisitioned by Dental Surgeons are to be dealt with and recorded in the same way as the above.

12. The administration of these drugs by, or under the direct personal supervision of, a Medical Officer or Dental Officer shall not be deemed to be supplying the drug within the meaning of the Dangerous Drugs Acts, 1920. Such administration, however, does not obviate the necessity for complying with the existing regulation that all medicines administered to patients shall be recorded on the Prescription Ticket (Art. 147, Instructions for Naval Hospitals, Home).

13. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose, or that anyone is attempting to obtain them without proper authority.

14. The above regulations do not apply to the following preparations:—

Cereoli Iodoformi et Morphinæ, B.P.C.
Emp. Opii, B.P., 1898.
Lin. Opii, B.P.
Lin. Opii Ammon., B.P.C.
Pasta Arsenicalis, B.P.C.
Pil. Hydrarg. c. Opio, B.P.C.
Pil. Ipecac. c. Scilla, B.P.
Pil. Plumbi c. Opio, B.P.
Pil. Digitalis et Opii Co., B.P.C.
Pil. Hydrarg. c. Cret. et Opii, B.P.C.
Pulv. Cretæ Aromat. c. Opio, B.P.
Pulv. Ipecac. Co., B.P. (Dover's Powder).
Pulv. Kino Co., B.P.
Suppos. Plumbi Co., B.P.
Tablettæ Plumbi c. Opio, B.P.C.
Ung. Gallæ c. Opio, B.P.
Ung. Gallæ Co., B.P.C.

15. All Prescription Tickets and all forms containing requisitions for, or records of the use of, one of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form as the case may be.

16. It must be understood by Naval Medical and Dental Officers that in the event of their writing a prescription to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

SECTION B.

Service Afloat.

1. All supplies of (*a*) raw opium, coca leaves and Indian hemp, and (*b*) morphine, cocaine, ecgonine, diamorphine (heroin) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or ecgonine.

2. These drugs are to be kept in the poison cupboard of the usual Service pattern.

3. A record is to be kept on the form provided (M.177A) of all supplies to patients of these drugs and their preparations in which the following particulars are to be noted:—

Date of Issue.	Name of Patient.	Rank or Rating.	Ship.	Name, quantity and strength of drug.	Signature of M.O.

4. The record is to be divided into five sections devoted respectively to:—

(*a*) Cocaine and Ecgonine
(*b*) Morphine
(*c*) Diamorphine
(*d*) Medicinal Opium
(*e*) Tincture or Extract of Indian Hemp

} and substances containing these in the strengths shown in paragraph 1.

Form M.177A must invariably be rendered and should be securely attached to Form M.177 and accompany that form into office. The expenditure of dangerous drugs shown in these forms must agree. In the event of the printed forms not being available, manuscript forms are to be rendered.

5. These regulations do not prohibit a Medical Officer in an isolated position administering one of these drugs to himself for a proper medicinal purpose, but a record of such administration must be made on Form M.177A.

6. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose or that anyone is attempting to obtain them without proper authority.

7. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the old Service Afloat Scales:—

Liquor Morphinæ Hydrochlor. containing 0·75 per cent. anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0·975 per cent. anhydrous Morphine.

Opii Pulvis (Tabellæ) containing 10·00 per cent. anhydrous Morphine.

Pil. Saponis Co. containing 2·00 per cent. anhydrous Morphine.

Tinct. Opii containing 1·00 per cent. anhydrous Morphine.

Cocainæ Hydrochlor.

Hypodermic Tabellæ Cocainæ Hydrochlor.
" " Cocainæ Hydrochlor. et Adrenalin.
" " Morphinæ Sulphatis.
" " Morphinæ Sulph. c. Atropin Sulph.

Ophthalmic Tabellæ Cocainæ Hydrochlor.

The following contain Morphine, but *are not affected* by the provisions of the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinæ, B.P.1885).

Tinct. Camph. Co.

Pulv. Cretæ Aromat. c. Opio (Tab.).

Pulv. Ipecac. c. Opio (Tab.).

Pil. Plumbi c. Opio.

Unguentum Gallæ c. Opio.

8. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the new (1929) Service Afloat Scales:—

Cocaine Hydrochloride.

Hypodermic Ampoules of Morphine Sulphate.
" " " Morph. Sulph. et Atropine Sulph.

Liquor Morphinæ Hydrochlor. containing 0·75 per cent. of anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0·975 per cent. of anhydrous Morphine.

Ophthalmic Tabellæ Cocainæ Hydrochlor.

Tinct. Opii containing 1·00 per cent. of anhydrous Morphine.

Morphine Lamellæ (in vessels not carrying a Medical Officer these are to be kept in the personal charge of the Commanding Officer, *see* paragraph 9).

The following contain Morphine, but *are not affected* by the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinæ, B.P.1885).

Pulv. Ipecac. c. Opio Tabellæ.

Mist. Cretæ c. Kino Co. Tabellæ.

Mist. Pectoralis Conc.

Mist. Glycyrrhizæ Tabellæ (Cough Tablets).

9. In H.M. Ships, Royal Fleet Auxiliaries, and Merchant Ships attached to the Navy temporarily, not carrying a Medical Officer, the Officer in Command of the ship shall be deemed to be a person authorised to be in possession of these drugs, so far as it is necessary to comply with the requirements of the Naval Service or of the Merchant Shipping Acts, and it shall be lawful for him, subject to any condition prescribed by the Secretary of State to administer and supply these drugs to any member of the crew in accordance with instructions prepared and sanctioned in the Naval Service by the Board of Admiralty or in the Merchant Service by the Board of Trade.

The keeping of a record of the use of these drugs in Ship's Log shall be deemed to be in compliance with the requirements of these regulations as to the keeping of records.

10. Forms M.177 and M.177A, containing records of the receipts and issues of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form, as the case may be.

11. It must be understood by Naval Medical and Dental Officers that in the event of their writing prescriptions to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

12. *Special Authorisation.*—Cocaine in Castor Oil may be issued as part of the first-aid outfit to factories and workshops of H.M. Establishments, for treatment of injury to the eyes, the preparation consisting of not more than 1 part of Cocaine in 200 of Castor Oil, with not less than 1 part in 3,000 of mercuric chloride.

501.—Gun Mountings—Lieutenants (E) Appointed for Special Service

(C.W. 1373/33.—3.3.1933.)

In pursuance of the general policy for co-operation between the Gunnery Officer and Engineer Officer, and for provision of a body of Engineer Officers familiar with hydraulic gun machinery, as given in King's Regulations and Admiralty Instructions, Articles **1300** and **1301**, clause 4, junior Engineer Officers are appointed from time to time for duty under the Gun Mounting Engineer Overseers at Barrow and Elswick, and for special duty in "Nelson," "Rodney," and certain other ships of recent construction to obtain experience with this type of machinery under construction and under conditions of actual service.

2. Where an Engineer Officer carries out this study, the fact is to be noted under (*i*) on Form S.206 (Confidential Report on Officers), and the dates shown between which the duty was carried out. So far as practicable, officers to fill the posts of Engineer Inspectors and Gun Mounting Overseers in Naval Ordnance Department, also Assistants to Engineer Managers for charge of gun mountings and sighting gear, will be selected from Engineer Officers who have studied hydraulic gun machinery at sea in accordance with Article **1301**, clause 4. If the officer is considered suitable for appointment to one of these posts, a notation should be made under (*j*) on Form S.206.

3. It is not the intention that these Engineer Officers should in any way relieve the Warrant Ordnance Officer of the ship of his duties and responsibilities, as laid down in King's Regulations and Admiralty Instructions, Article **1508**. Their mechanical and engineering knowledge should, however, be utilised in an advisory capacity by the Gunnery Officer, and every facility should be given them to become acquainted thoroughly with the gun mounting machinery (including director and fire control installations), and the conditions under which it is operated on service.

4. These officers should also be regarded as being available for watch-keeping and general duty in the engine room department, subject to the principal object of their appointment not being prejudiced thereby.

*592.—Colonial Allowances for Officers Serving on Shore Abroad—REPORTS

(C.W. 2016/33.—10.3.1933.)

Revised rates of colonial allowances as shown below have been approved, with effect from 1st April, 1930 (except where otherwise stated), for officers serving on shore at the stations indicated who are not provided with service victualling:—

	Per annum.
2. (i) *Bermuda*—	£
Officers in quarters—	
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	220
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	180
Commissioned Officers from Warrant rank and Warrant Officers	140

Officers without quarters may receive, in addition to the foregoing, a sum equal to half the excess of their rent over their lodging allowance.

Officers accommodated and victualled in H.M.S. "Malabar."—Colonial Allowance may be paid as follows with effect from 1st April, 1932:—

	Per annum. £
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above (except the Captain in Charge)	70
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	60
Commissioned Officers from Warrant rank and Warrant Officers	50

(ii) *Colombo*—

Officers in quarters—

Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	250
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	200
Commissioned Officers from Warrant rank and Warrant Officers	160

Officers without quarters—

Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	500
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	400
Commissioned Officers from Warrant rank and Warrant Officers	320

Servant allowance is not to be paid in addition except to those officers who are entitled thereto under the provisions of Appendix V, King's Regulations and Admiralty Instructions, and any payments of servant allowance made to officers since 1st April, 1930, who are not so entitled are to be taken into account in calculating arrears of new colonial allowances. Overpayments of allowances to officers in quarters from the time of their entry into quarters are to be set off against the increase in their allowances for the period prior to entry into quarters.

(iii) *Singapore*—

	Per annum. £
Officers in quarters—	
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	400
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	300
Commissioned Officers from Warrant rank and Warrant Officers	250
Officers without quarters—	
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	600
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N.	450
Officer-in-Charge, Seletar W/T station	250

(*In this case the proviso as regards service victualling does not apply.*)

3. The rates and conditions of payment of colonial allowance at present authorised for the following stations are to be continued:—

Aden.	Hong Kong.
Abadan.	Matara.
Bombay.	Shanghai.
Hankow.	Wei-hai-Wei.

4. The following rates of Colonial Allowances have been approved for officers serving on shore on the Africa Station, with effect from 1st April, 1931:—

Rank or Equivalent Rank.	*Per annum.*
	£
Officers with Quarters.	
Captains, R.N.	20
Commanders, R.N.	20
Lieutenant-Commanders, R.N., and Captains, R.M. ...	20
Lieutenants, R.N.	15
Sub-Lieutenants, R.N.	15
Commissioned Officers from Warrant Rank and Warrant Officers, R.N.	10
Officers without Quarters.	
Captains, R.N.	60
Commanders, R.N.	50
Lieutenant-Commanders, R.N., and Captains, R.M. ...	50
Lieutenants, R.N.	45
Sub-Lieutenants, R.N.	45
Commissioned Officers from Warrant Rank and Warrant Officers	35

5. *General.*

(i) Provision allowance (*except in the case of the Officer-in-Charge, Seletar W/T station*), and, where issuable, lodging and servant allowances may be paid in addition to the new rates of colonial allowance. Local duty travelling expenses may also be granted.

(ii) The detailed reports on the cost of living called for in 1923 are no longer required, except as regards Abadan and the China Station (other than Singapore), but reports are to be forwarded to reach the Admiralty in January each year indicating changes, if any, in the local cost of living.

(iii) It is the intention that the rates of colonial allowance authorised in paragraph 2 above will remain operative until 1st April, 1934, unless any material change in local conditions occurs in the meantime.

(iv) The practice of making minor adjustments in rates of colonial allowance to compensate for fluctuations in the rate of provision allowance will cease.

(v) Reports are to be rendered to the Director of Navy Accounts as early as practicable showing details of the amounts credited to officers still serving on the station as arrears of the new rates of allowances, together with details of any sums due to officers who have left the station. Payment of the latter will be made by the Director of Navy Accounts.

(*A.F.O. 5/33.*)

688.—Fleet Air Arm—Training of Units—Responsibility and Returns of Practices

(C.W. 11217/32.—24.3.1933.)

The following arrangements have been made in regard to the training of Fleet Air Arm units:—

2. *Training.*—(i) Fleet Air Arm units will be trained in accordance with the syllabus of instruction issued from time to time by the Admiralty, after consultation with the Air Ministry.

(ii) The responsibility for the training of embarked Fleet Air Arm units rests with the Commanding Officers of H.M. ships in which the aircraft are carried, who are responsible through the Flag or Senior Officers of Squadrons (where applicable) to the Commander-in-Chief.

(iii) The responsibility for the training of disembarked units rests with the Air Officer Commanding, Coastal Command, the Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will be responsible that the type of training required by the Commander-in-Chief is carried out.

3. *Returns.*—(i) *From embarked units.*—To be rendered in duplicate by the Commanding Officer of the carrier or other H.M. ship concerned to the Commander-in-Chief or Senior Officer of the station, who will transmit one copy to the Admiralty and one to the Air Officer Commanding, Coastal Command, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority.

(ii) *From disembarked units.*—To be rendered in triplicate through Royal Air Force Channels to the Air Officer Commanding, Coastal Command, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will transmit one copy to the Commander-in-Chief or Senior Officer of the station for transmission to the Admiralty, the third copy being sent to the Commanding Officer of the carrier or other H.M. ship concerned.

4. A unit disembarking to or embarking from an Air Station is to be accompanied by a statement of exercises carried out since last return rendered, addressed to the Commanding Officer of the Air Station or carrier. When a unit disembarks, details of the training desired are to be communicated by the Commanding Officer of the ship concerned to the appropriate Air Officer Commanding as soon as possible, by signal or in writing.

700. Military Rifle Ranges—Use by Royal Navy and Royal Marines—REPORT
Naval Rifle Ranges—Use by Army, R.A.F., or other Personnel—REPORT

(E./D.N.A. 189/32.—24.3.1933.)

Where use is made by the Royal Navy or Royal Marines of Military rifle ranges, charges are made by the War Office on the basis of the cost per 100 rounds fired.

2. Payment to the War Office in respect of such user will be made annually by the Admiralty and in order that the amounts claimed may be verified, reports covering each financial year, showing in detail the units using the ranges and the daily number of rounds fired, are to be rendered to the Director of Navy Accounts (Branch 7) by Flag and Commanding Officers arranging courses on military ranges, as soon as possible after 31st March, in each year.

3. Similarly charges will be made by the Admiralty against the service concerned in the event of rifle ranges administered by the Royal Navy being used by Army, R.A.F., or other personnel. So that the necessary claims may be preferred, annual reports of such user are to be forwarded to the Director of Navy Accounts (Branch 7) as soon as possible after 31st March of each year by the officers responsible for the administration of the ranges showing:—

(*a*) The dates on which the ranges were used,
(*b*) The name or description of the unit using the ranges, and
(*c*) The number of rounds used.

Any further particulars which may be considered to be relevant to this purpose should be embodied in the reports.

*920.—Vocational Training—Revised List of Series "A" Courses

(N./D.P.S. 36/33/P.—13.4.1933.)

The following is a complete list of Series "A" courses, *i.e.*, those approved to be conducted by local Vocational Training Committees. (Series " B " comprises those held by municipal technical schools or the international correspondence schools.)

Detailed syllabi have not been included, as conditions vary at the different ports, and some courses are only available at certain centres.

Information regarding all courses available at each centre, their length, fees charged, etc., is communicated as requisite by local committees to ships and establishments concerned.

I

Handyman Course

This consists of training in subjects of a general nature which, while acceptable and attractive to men, will increase the extent of their usefulness to employers, and will, in addition, aid the men themselves in the upkeep of their own homes.

The instructions given includes painting, paperhanging, general house decorating, plumbing and tinkering, carpentry (including general house joinery), bricklaying and plastering.

On the Mediterranean Station, separate courses are available in carpentry, house decorating and painting, plumbing or bricklaying.

Men eligible ... Ratings of any Branch, but the course is primarily intended for the ordinary unskilled Naval rating or Royal Marine.

II

Central Heating Course

This includes construction and working of central heating plants, and may be given as a separate course or taken in conjunction with the Handyman Course.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

III

Bricklaying and Plastering Course

This gives the necessary training required to enable a man to enter the building trade as a bricklayer's improver.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

IV

Handyman about the Estate Course

This comprises instruction in poultry, pig and bee keeping, care of horses, dogs and other animals and birds, stable work, care of gardens, hot houses, lawns and sports grounds.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

Note.—This course is only held at Portsmouth.

V

Pig and Poultry Farming Course

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

VI

Gardening Course

This includes fruit, flower and vegetable growing, and use of glass-houses.

Its object is to help men to make the best of their own allotments and gardens and increase their usefulness to employers.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

VII

Motoring Course

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

Note.—At Portsmouth, this course is held at the Royal Naval Benevolent Trust's School of Motoring, and is under the control of the Royal Naval Benevolent Trust.

VIII

Country House Lighting Course

This includes instruction in the care and running of a country house electric lighting plant and of electrical bell and house telephone installations, and may be given as a separate course, or included in the Handyman or Motoring Courses if desired.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

IX

Cinema Operator's Course

This includes instruction in machine and electrical equipment, running films, projection, care and operation of sound film apparatus, safety arrangements in case of fire, re-winding and repairing of films.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

X

Butler and Valeting Course

This includes instruction in house and scullery work ; boots ; care and cleaning of silver and glass ; care of clothes ; pressing and cleaning ; cabin and bed-making ; packing luggage ; laying of tables ; waiting, serving of wines, folding serviettes, and general glossary of terms.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

XI

Barbering Course

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

XII

Boot Repairing Course

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

Instruction in bootmaking is also given at some centres.

XIII

Tailoring Course

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

XIV

Commercial Courses

These include instruction in book-keeping, shorthand, typewriting, etc.

Men eligible ... Ratings of any branch, preference being given to unskilled or semi-skilled ratings.

XV

Foreign Languages Courses

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

XVI

Course for Certificate of Efficiency as Lifeboatman

This is to prepare candidates for the Board of Trade examination for the certificate of efficiency as Lifeboatman, and includes instruction regarding the fittings and equipment of a Merchant Service Lifeboat as required by the Board of Trade.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

XVII

Rigger's Course

This includes all forms of rigging work, docking ships, staging, etc., to qualify a man for employment as Rigger's Labourer.

Men eligible ... Ratings of Seamen Branch and pensioners under 42.

XVIII

Elementary Cookery Course

Men eligible ... Ratings of any Branch (other than cooks), preference being given to unskilled or semi-skilled ratings.

Additional practical experience, without extra charge, can be obtained by men undergoing this course by working in galleys.

XIX

Food and Cookery Course

This qualifies a rating for the Board of Trade Certificate of competency in cooking (*see* Section 27 of the Merchant Shipping Act).

Men eligible ... All Cook ratings.

XX

Canteen Work Course

This is conducted by the Navy, Army and Air Force Institutes, and forms a good training for any retail trade, especially grocery.

Men eligible ... Primarily for members of Writer, Supply and Regulating Branches and Officers' Stewards (C.S.). Local vocational training committees may permit ratings of other Branches to undergo this Course where they are satisfied that real benefit will be conferred on the rating concerned.

XXI

Physical and Recreational Training Course

This includes instruction in teaching, organising and judging all games, athletics swimming, gymnastics, and physical drill.

Men eligible ... C.P.Os., P.Os., Leading Rates of all Branches and N.C. Officers, Royal Marines (preference being given to unskilled or semi-skilled ratings), who are medically fit to undergo the course and are recommended by their Commanding Officers. In making recommendations, Commanding Officers should bear in mind the type of man required. He should be athletically inclined, well built, physically fit, still active and not running to fat, and have good power of command and " V.G." character. It will be advantageous if he is a good football player, gymnast, swimmer, oarsman or fencer ; in particular, applicants for this course, who are not already P. and R.T. instructors, must be good at games, as otherwise they will stand little chance of employment in competition with fully qualified instructors.

Note.—This course is only held at Portsmouth.

XXII

Internal Combustion Engine Course

This may be divided into two sections, viz. :—

(*a*) "Mechanical."

(*b*) "Non-mechanical."

On the Mediterranean Station courses are available in—

(*c*) Internal Combustion Engines as applied to motor engineering (including mechanical and electrical equipment of a car).

(*d*) Heavy oil engines. (Lectures on theory, construction and maintenance).

Men eligible ... For (*a*) and (*d*), Engine-room Artificers, Electrical Artificers, Ordnance Artificers, and Mechanicians.

For (*b*) Chief Stokers, Stoker Petty Officers, Higher Torpedo ratings and other ratings with slight previous mechanical knowledge.

For (*c*) ratings of any Branch.

XXIII

Marine Engineering Course

This provides instruction in machine drawing and practical mathematics in preparation for the examination for Board of Trade Second Engineer's Certificate.

Men eligible ... Engine-room Artificers and Mechanicians.

Note.—This course is only held on the Mediterranean Station.

XXIV

Steam Wagon Driver Course (Temporarily suspended).

This provides instruction in driving and engine maintenance, including sufficient practical training at a steam wagon manufacturer's works to qualify a man for employment as driver.

Men eligible ... E.R.As., Mechanicians, Chief Stokers, and Stoker P.Os.

All arrangements regarding this course are made by Portsmouth.

XXV

Acetylene Welding Course

Men eligible ... All Artisans and Artificers.

XXVI

Electrical Installation Course

This includes practical work in connection with shore wiring, together with the necessary theory, and is intended—

(*a*) To enable a candidate, after a local examination in the Torpedo School, to obtain a vocational training certificate in this subject.

(*b*) To prepare candidates to take the City and Guilds of London Institutes examinations in electrical installation work held annually in May. A certificate from this institute is of considerably more value to an ex-Naval rating seeking employment ashore than one issued by the Port Vocational Training Committee, and E.As. and higher torpedo ratings should have very little difficulty after completing the course.

Men eligible ... Electrical Artificers and higher torpedo ratings.

Note.—At Portsmouth, ratings of any Branch are eligible for this course ; the Commanding Officer, H.M.S. "Vernon," may, however, terminate the course for any candidate if, after four weeks' experience, he considers him unsuitable for further instruction.

XXVII

Electric Power Plant Course

This is intended to equip ratings of mechanical branches with the electrical knowledge necessary to qualify them for charge of power stations.

Men eligible ... E.R.As., Mechanicians, Ordnance Artificers.

XXVIII

High Tension Electrical Jointing Course

This includes jointing large electric cables.

Men eligible ... Electrical Artificers, T.G.Ms., and L.T.Os.

XXIX

Electrical Engineering Course

This is to prepare candidates to take the annual examinations for City and Guilds Certificates in this subject.

Men eligible ... Electrical Artificers, Petty Officer Telegraphists, and Higher Torpedo ratings.

XXX

Sounder Reading Course

This is intended to train men to pass an examination in the subject, with the object of fitting them for employment in the Post Office.

It should be impressed on applicants that no guarantee of employment under the Post Office is attached to the course.

Men eligible ... Ratings of Signal and Telegraphist Branches.

XXXI

Course for Postmaster-General's Certificate of Proficiency in Wireless Telegraphy.

This is to prepare candidates for the examinations for Postmaster-General's certificates.

Full details are contained in O.U. 6290/1937, Signal Training Instructions.

Men eligible ... Ratings of Telegraphist Branch.

XXXII

Radio-Communication Course

This is to prepare candidates to take the annual examinations for City and Guilds certificates in this subject.

Men eligible ... Ratings of Telegraphist Branch.

XXXIII

Automatic Telephony Course

This includes care and management of automatic telephone exchange.

Men eligible ... Electrical Artificers, Torpedo and Wireless ratings.

XXXIV

Chemistry and Practical Pharmacy Course

This qualifies members of the Sick Berth Branch to sit for the examination for Dispensers (Assistant's Examination), Society of Apothecaries.

Men eligible ... Members of the Sick Berth Branch.

XXXV

Sanitary and Meat Inspector Course

Men eligible ... Members of the Sick Berth Branch.

1390.—Mediterranean Destroyer Flotillas Recommissioning at Home Ports—Procedure

(N. 1188/33.—15.6.1933.)

The procedure described below with regard to pay and victualling accounts, service certificates and history sheets, is to be adopted when Mediterranean destroyer flotillas return to England to be recommissioned.

2. *Pay and Victualling Accounts.*—The pay and victualling accounts of the ships of the flotilla are to be transferred from " St. Angelo II " to their respective home ports on a date ordered by Rear-Admiral (D). In the absence of instructions to the contrary, however, this date is to be the day ships sail from Malta for United Kingdom. The vessels are to remain independent commands while detached from the Fleet.

3. On the date of recommissioning, the pay and victualling accounts of the flotilla are to be transferred to " St. Angelo II."

The advance of pay due to ships' companies before sailing for service abroad, and any new, or alterations in, allotments, etc., are to be made by the home depôt prior to the discharge of the men to their ships.

4. *Flotilla Postage Account.*—The sum held by Captain (D) on account of the Flotilla Postage Account will be supplied on Form S.5A to the Accountant Officer, Division II, at the requisite home port and the balance of this account together with the necessary voucher for expenditure (Form S.24) to date of paying off is to be returned to him.

5. *Victualling Accounts.*—The destroyers' victualling accounts, including the rough Daily Issue Book, Spirit Stoppage Book and the Clothing and Implement Accounts, are to be closed at noon on the day prior to sailing from Malta inclusive, and forwarded to the Accountant Officer (S), H.M.S. " St. Angelo II," before leaving Malta.

The certificates included in Forms S.462, Part I, and S.462, Part II, of the remains shown on charge are to be signed by the officer who makes the survey in addition to the Commanding Officer.

The remains shown on charge in these accounts are to be transferred to the " top-line " of the new accounts which are opened on the day of sailing from Malta inclusive, as on charge to the Accountant Officer (S) of the home port depôt at which the ships pay off.

The Accountant Officer (S), " St. Angelo II," will transfer the remains shown on the accounts on the day prior to sailing from Malta by supply and receipt notes to the Accountant Officers (S) of the depôts.

Mess savings will be prepared in " St. Angelo II " and remitted to Commanding Officers for payment by the Accountant Officer at home depôts.

6. *Soap, Tobacco, and Cap Ribbons.*—A sufficient number of cap ribbons for recommissioning should be supplied to each destroyer by "St. Angelo II" before leaving Malta.

Cash for issues of soap, tobacco, and cap ribbons, between dates of transfer to home depôt and paying off, is to be forwarded to Accountant Officer (S) of the depôt concerned, together with detailed statement of these issues.

7. *Mess Traps.*—The Officers' Mess Traps Accounts, S.1248, are to be forwarded by the Accountant Officer (S), " St. Angelo II," to the Commanding Officers of the ships to which they belong before the flotilla leaves Malta.

The mess traps are to be mustered on paying off and on recommissioning as laid down in paragraphs 8, 9 and 10 of the instructions in Form S.1248, a new account being opened on recommissioning and the old commission account being forwarded to the Director of Victualling, signed by both outgoing and incoming officers, through the Accountant Officer (S) of the home depôt.

8. *Service Certificates and History Sheets.*—Seven days before leaving Malta, original history sheets and conduct sheets and copies of service certificates are to be completed by destroyers and forwarded to " St. Angelo II," where they will be assembled with the original service certificates and despatched to each destroyer before sailing. On arrival at the home ports they are to be sent into depôt.

9. *O.U. Books and Books of Reference.*—" O.U." Books and Books of Reference are to be dealt with as laid down in the instructions printed on Forms O.U.2A and S.123.

10. *Medical History Sheets.*—Medical history sheets are to be transferred finally to the Medical Officer, R.N. Barracks, by the Flotilla Medical Officer within a week of arrival in England, and irrespective of the date of paying off.

*1564.—Cenotaph—Arrangements for Visits of Organised Parties

(N. 2861/33.—6.7.1933.)

The following regulations in connection with the above, issued by the Home Office, are promulgated for information and guidance. Steps should be taken to notify the Admiralty in advance of all intended visits by Naval parties, etc.

"The Commissioner of Police wishes to call the attention of the public to the rules governing visits of organised bodies to the Cenotaph, which are as follows :—

(1) Except on occasions of exceptional national interest no facilities can be given for any organised procession to the Cenotaph except on Sundays and after 3 p.m. on Saturdays.

(2) Persons proposing to organise a procession should notify the Commissioner of Police beforehand, specifying the date and time at which they propose to arrive at the Cenotaph and the approximate number of persons taking part in the procession.

(3) In order to facilitate arrangements, a letter that can be produced for inspection by police on duty will be issued to the organisers.

(4) No religious service or singing or playing of instrumental music or ceremony of any kind (other than the placing of a wreath) is permitted at the Cenotaph."

1802.—Fleet Photography—Sale of Photographs—Custody and Disposal of Materials—Photographic Library

(N. 3751/28, N. 3385/33.—3.8.1933.)

Official photographs of general Fleet interest may be supplied to officers and men on repayment at the prices quoted in the schedule to this Order, which will be revised from time to time.

2. Payment for these photographs is to be made to the Accountant Officer. The amounts received are to be taken on charge in the Current Cash Account of the vessel or establishment concerned, details of the photographs sold being quoted on the supporting voucher, together with a reference to the number of this Order.

3. No payment is to be allowed the official photographers for such work.

4. Every copy so sold is to show on the margin the words "Official Photograph—not to be published or communicated to the Press without Admiralty authority," which should be written or stamped on the negative or print.

5. Cinematograph films are not to be sold under the above conditions.

6. *Private Work.*—The official photographers may be given facilities for using Service dark rooms out of working hours, as it is desirable to encourage Naval photographers to develop their individual ability by doing private work with their own apparatus and materials; but proper precautions are to be taken to ensure that no Service chemicals, plates, films, paper, etc., are expended on private work. In ships and shore establishments, the stocks of plates, films, printing paper, mounts, and the more expensive chemicals, are to be kept under lock and key in the custody of a responsible officer.

7. Service materials which are becoming stale should be returned to the Naval Store Officer at the nearest dockyard, for disposal by public auction in the usual way. Great care is to be taken when demanding supplies so to regulate stocks that wastage from materials becoming stale is reduced to a minimum.

8. *Photographic Library.*—In order that an historical photographic record of the Navy may be collected an Admiralty Photographic Library has been formed, in which photographs of Naval scenes of exceptional interest will be kept.

Officers and men are invited to forward, through their Commanding Officers, a copy of any photograph which is considered to fall into the foregoing category. Photographs should be addressed to: The Secretary of the Admiralty (Librarian), Whitehall, S.W.1. The final selection will be made at the Admiralty.

Photographs not used will not be returned and no remuneration will be granted in respect of those utilised.

SCHEDULE

Prices to be charged for copies of official photographs supplied to officers and men of the Fleet under paragraph 1 of this order.

Note.—Unmounted photographs only are to be supplied. The extra prices charged on the Mediterranean and China Stations are to cover freightage and additional wastage of plates, paper, chemicals, etc., in hot climates.

	Home Waters. *Each.*		*Mediterranean.* *Each.*		*China.* *Each.*	
	s.	*d.*	*s.*	*d.*	*s.*	*d.*
All sizes up to and including "quarter-plate" (3¼ in. by 4¼ in.).	0	2½	0	3½	0	4
All sizes above "quarter-plate" up to and including "half-plate" (4¾ in. by 6½ in.).	0	4	0	5	0	6½
All sizes above "half-plate" up to and including "whole plate" (6½ in. by 8½ in.).	0	10½	1	1	1	4
All sizes above "whole plate" up to and including 12 in. by 10 in.	2	3	2	10	3	4
All sizes above 12 in. by 10 in. up to and including 15 in. by 12 in.	3	0	3	10	4	6

(*K.R. and A.I., Chap. XXXVIa.*)

2960.—*Issued Confidentially.*

1934

*69.—Officers Loaned to the South African Naval Service

(C.W./N. 1362/33.—11.1.1934.)

Officers loaned to the South African Naval Service in future will serve under the conditions set out below. Volunteers will be called for whenever a vacancy for a loan officer arises :—

Full Pay.

Rank and Seniority.	*Full Pay per diem.*
Lieutenant-Commander	32*s.* 6*d.*
Lieutenant on promotion	23*s.* 6*d.*
,, with 3 years' seniority	26*s.*
Sub-Lieutenant on appointment	15*s.*
,, with 2 years' seniority	17*s.* 6*d.*
,, ,, 4 ,, ,, ...	20*s.*
Commissioned Officer from Warrant rank—as for Sub-Lieutenant.	
Warrant Officer	15*s.*

Allowances.

Whenever possible, free services will be granted. Allowances in each case are in accordance with times and places and economic conditions, but will be paid on the same basis and on the same scale as is given for the time being to the relative ranks of members of the South African Force.

(*a*) *Lodging Allowance.*

Warrant Officer	Married, 3*s*. 9*d*.	Single, 1*s*. 9*d*.
Sub-Lieutenant ... ... Commissioned Officer from Warrant rank.	,, 4*s*. 6*d*.	,, 2*s*.
Lieutenant	,, 5*s*. 6*d*.	,, 3*s*.
Lieutenant-Commander	,, 6*s*. 6*d*.	,, 3*s*. 6*d*.

The married rate is payable to married officers without deduction for single quarters provided on board ship.

(*b*) *Allowance for Rations.*

Warrant Officers	(If married) 3*s*. a day	with additions for children.
Others	,, 2*s*. ,,	

Payable at full rates to single officers only when borne in ships not affording reasonable accommodation.

(*c*) *Allowance for Fuel and Lights.*

Married officers	1*s*. a day.
Single ,, ...	6*d*. ,,

Not payable to single officers when borne in ships affording reasonable accommodation.

(*d*) *Allowance in lieu of Servants* ... ... 1*s*. a day.

(*e*) *Marriage Allowance.*

Sub-Lieutenants and Commissioned Officers from Warrant rank.	3*s*. a day.
Lieutenants	2*s*. ,,

Warrant Officers, if married, are eligible for 1*s*. a day family allowance (with additions for children) and 8*d*. a day furniture allowance.

(*f*) *Command Money.* When in command of sea-going ships.

Lieutenant-Commanders	5*s*. a day.
Lieutenants or Sub-Lieutenants	3*s*. ,,

Leave and Sick Leave.

Officers and Warrant Officers
Leave

Occasional Leave.	*Vacation Leave.*	*Sick Leave.*
12 days per annum.	24 days per annum.	120 days full pay, 120 days half-pay, in every cycle of 3 years.

Remarks.

Occasional Leave.

(i) This leave is non-accumulative and if not taken during the calendar year in which it falls due, it lapses.

(ii) In the first year it is calculated proportionate to service.

(iii) The 12 days are 12 working days, *i.e.*, Sundays and Public Holidays are excluded in the computation of the leave.

Vacation Leave.

(i) This leave is accumulative, but is not grantable until after the completion of one year's service.

(ii) Sundays and Public Holidays are included in the computation of this leave.

(iii) Not more than 180 days' vacation leave, or vacation and occasional leave combined, can be taken at any one time.

Sick Leave.

(i) In the first cycle of three years this leave is granted proportionate to service.

(ii) A Medical Certificate is required in respect of any period extending over three days.

General.

(i) For leave purposes, Officers and Warrant Officers come under the Regulations applicable to the Public Service and not to the S.A. Permanent Force.

(ii) They may be required at any time to take a portion or the whole of the leave due to them. (This provision, of course, is intended to be applied only in exceptional cases.)

(iii) No single period of leave without pay in excess of 15 days can be reckoned as service for leave.

(iv) All leave is reckoned as from date of secondment.

(v) Leave taken at expiration of contract :—

(*a*) In respect of this leave only substantive pay, servants' allowance and ration allowance are payable.

(*b*) Officers have the option of taking one-half of this leave in England prior to assuming duty with the R.N.

(*c*) Subject to (*a*) and (*b*) above, substantive pay and all allowances drawn are payable during all other periods of leave as prescribed in the regulations.

N.B.—Leave is a privilege and not a right. It is granted subject to the exigencies of the Public Service, and it is competent for the department to cancel at any time any occasional or vacation leave granted.

1836.—*Issued Confidentially.*

2171.—Educational Test I—Waiving in Exceptional Cases

(N. 3560/34.—27.9.1934.)

Permission has been granted in the past for Commanding Officers to recommend the waiving of Educational Test I for men of all branches who have shown outstanding fitness for higher rating and are in all other respects suitable for advancement, but who have been unsuccessful in their attempts to pass Educational Test I.

2. Their Lordships are still prepared to consider exceptional cases of this nature, but Commanding Officers should bring to the notice of such men the comparatively simple character of the examination and the desirability of passing it. No application will be considered unless evidence is produced that the man has made every effort to pass the examination.

In putting forward such cases, Commanding Officers are to be careful to explain fully the circumstances which cause them to consider that the men are markedly fitted for higher rating in spite of their failure to reach the normal educational standard.

3. The Commander-in-Chief and the Senior Officer of the Squadron, etc., will judge each case on its merits and will forward to the Admiralty for final decision only those which they consider deserving of this special treatment.

4. The exemption if allowed will only be granted for advancement to the *next* higher rating, *e.g.*, if an Able Seaman is granted exemption from passing Educational Test I, this exemption will only apply for advancement

to Leading Seaman. In the same way, however, that outstanding Able Seaman rates can be put forward for exemption, outstanding Leading rates may also be recommended for exemption from Educational Test I, but it must be realised that a higher standard will be demanded in order to merit the waiving of the Educational Test for advancement to the Petty Officer rate, and the occasions on which this exemption will be given will be more rare. If the rating has made further efforts to pass Educational Test I, this factor will count in his favour when the application is considered.

5. The rule in paragraph 4 will apply to all branches. In the case of artizan ratings, a higher standard will be required for advancement to the Chief rate than for advancement up to the 1st class rate.

6. In the cases in which exemption from Educational Test I has previously been approved, the rate for advancement to which exemption is granted has usually been stated, but where this is not the case the rule in paragraph 4 above will apply.

7. Where approval has been granted for a rating to be granted exemption from passing Educational Test I, the fact should be noted on page 3 of his Service Certificate in the following form:—

A.L., N...../....
of (date) ... ... Exempt E.T. I for advancement to Leading Cook.

and a similar notation should be made when rendering form S.507 in respect of such ratings.

2299.—*Issued Confidentially.*

2509.—Band Ranks—Instruction Afloat of Candidates for Promotion

(N. 5534/34.—15.11.1934.)

Under Article 772 (3), King's Regulations and Admiralty Instructions, apart from general musical instruction given to R.M. Band ranks afloat, the Bandmaster in each ship is required to assist candidates for promotion by instructing them in musical subjects as laid down in the Royal Marine Training Manual. Participation in the facilities thus offered is to be regarded as voluntary, but candidates for promotion who fail to take advantage of them must understand that they will have no ground for complaint should they, on account of lack of knowledge, fail in the initial test imposed on all candidates before they are allowed to join promotion classes.

2. For purposes of instructing candidates for promotion, Bandmasters and Band Corporals will be issued with the following text books:—

Rudiments of Music ..... Macpherson.
Melody and Harmony ..... Macpherson.
Instrumentation ..... Kling.

3. Bandmasters of flagships are, at the end of each quarter, and by arrangement with the Senior Officer, Royal Marines, to set written tests for Corporal and Musician candidates for promotion who have elected to undergo them; the tests should cover the instruction given during the quarter. Worked papers should be collected and marked by the Bandmaster of the flagship, any useful criticism which will assist the candidates being noted on the papers.

4. To assist Bandmasters to prepare their own test papers, specimen papers set at the commencement of the promotion course at the Royal Naval School of Music will be forwarded from time to time through the Senior Officer, Royal Marines. These will represent the standard normally required of candidates joining promotion classes, and consequently the minimum standard to which candidates afloat should be prepared to attain.

5. To facilitate the selection of N.C. Officers and men for promotion classes, test papers will also be issued annually from the Royal Naval School of Music, through the Senior Officer, Royal Marines. These papers are to be taken by all candidates for promotion; worked papers will be forwarded to the Royal Naval School of Music, for marking and criticism, and returned to the Senior Officer, Royal Marines, for information of the candidates. Royal Marine officers commanding detachments are to include in their reports on Form S.365a, details as to the musical efficiency (both theoretical and instrumental) of the N.C. Officers and candidates for promotion, R.M. Band, under their command.

6. Senior Officers, Royal Marines, are to arrange for additional instruction in military subjects to be given to R.M. Band ranks who are candidates for promotion.

7. Band Corporals and Musicians, candidates for promotion, must be in possession of a Certificate in First Aid (Form R.380) obtained within three years of the date of examination for promotion, otherwise they will be required to re-qualify. In all cases where a Certificate in First Aid is granted to band ranks, the Examining Medical Officer is to notify the award to the Royal Naval School of Music, through the recognised Service channels, the percentage of marks obtained being stated.

(*K.R. and A.I., Art. 772 (3).*)

2511.—Royal Air Force—Personnel Ledger Entries

(N.L. 1882/34.—15.11.1934.)

Whenever an officer of the Royal Air Force or airman is disembarked to a R.A.F. Station, it is necessary that the ledger should show that he has been discharged from ships' books.

2. The dates between which he is borne are to be indicated by entries in the two columns of the ledger headed " Period of full pay and allowances," and the words " To R.A.F. Base....." are to be entered in the next column.

3. The above procedure is to be followed whether the disembarkation is temporary or final and re-entries during a quarter should appear under the same account number.

2644.—Naval and Royal Marine Personnel Serving at R.A.F. Stations—Discipline, Pay Accounts, Lodging, Provision and Victualling Allowances, etc., and Supply of Clothing and Soap at R.A.F. Stations at Home.

(C.W./N. 6202/33.—6.12.1934.)

Section I.—Discipline

A.—*Naval and Royal Marine officers attached to the Royal Air Force for regular periods of service*

Except during their initial period of training (and during sick leave after the periods defined in King's Regulations and Admiralty Instructions, Article **1554**, 1 (i)), Naval and Royal Marine officers attached to the Royal Air Force for regular periods of service hold appointments to, and are borne on the books of one of H.M. ships. Nevertheless, they are subject to the Air Force Act, except when the members of the Air Force unit in which they are serving are themselves subject to the Naval Discipline Act.

The arrangements in paragraph B below do not apply to them.

B.—*Naval and Royal Marine officers and men of the Fleet detailed for service or training at a Royal Air Force Station*

(i) Officers and men detailed for service or training at a Royal Air Force station are hereby declared, for the purposes of the Air Force Act, to be lent to the Air Force.

They are lent to the Air Force and will come under the Air Force Act from the time when they leave the dockyard, boat or ship or other place under Admiralty jurisdiction. Officers and men in aircraft flying to a Royal Air Force aerodrome are lent to the Air Force and will come under the Air Force Act from the time when they first cross the coastline. Officers and men in seaplanes flying to a Royal Air Force seaplane base and not crossing the coastline are lent to the Air Force and will come under the Air Force Act from the time of alighting at the seaplane base.

They cease to be lent to the Air Force and to be subject to the Air Force Act from the time of their leaving the Royal Air Force station or base or other place under the jurisdiction of the Air Ministry. Officers and men returning in aircraft cease to be lent to the Air Force and to be subject to the Air Force Act from the time when they first cross the coastline. Officers and men returning in seaplanes from a seaplane base and not crossing the coastline cease to be lent to the Air Force and to be subject to the Air Force Act from the time of alighting alongside the ship.

Officers and men lent to the Air Force, though subject to the Air Force Act, remain on ships' books. If necessary and convenient, they may be tried and punished under the Naval Discipline Act for offences against the Naval Discipline Act committed during the period of their loan to the Air Force.

(ii) The Captain of the ship on whose books they are borne is to send a nominal list of the officers and men so lent to the Commanding Officer of the Royal Air Force station; the nominal list should include a note showing the fortnightly advance of pay which may be made.

(iii) If the ship on the books of which the officers and men lent are borne pays off or comes home from abroad to refit, the officers and men lent are to be transferred to the books of a suitable depôt, and the Commanding Officer of the depôt will be responsible for arranging for their return to Naval service. Whenever officers and men lent are transferred to the books of another ship, the transfer is to be notified to the Royal Air Force station in addition to the ordinary notifications.

(iv) *Service Certificates and Badges.*—Copies of their service certificates are to accompany men lent to the Royal Air Force: the original service certificates are to be retained in the ship. No notations are to be made in the ship's column showing the name of the R.A.F. station or the dates of entry into and discharge from such station. The Captain of the ship will continue to deal with the award of good conduct badges and the assessment of character and efficiency.

(v) *Conduct Sheets, History Sheets, etc.*—Conduct sheets are to accompany men lent to the Royal Air Force, and any punishments awarded under Air Force discipline will be noted thereon by the Commanding Officer, Royal Air Force, as and when made. Any such punishment affecting pay, allowances, good conduct medals or badges will also be immediately reported on a casualty form by the Commanding Officer of the Royal Air Force station to the Captain of H.M. ship from which they are paid. The conduct sheet will be returned to the ship or depôt from which the man is paid with any application for the award or restoration of a good conduct badge, progressive pay, etc. All history sheets, etc., will be retained in the ship, unless they are specially required at the Royal Air Force station.

(vi) *Deaths, Casualties, etc.*—In the event of death, injury, or sickness causing grave anxiety, befalling any of the personnel lent, full particulars will at once be communicated to the Captain of the ship from which the officer or man is paid, who will take the necessary action in accordance with the Naval regulations. All movements, grants of leave, etc., will be similarly reported for notation in the ship's ledger.

(vii) All casualty forms are to show the Port Divisions of the men mentioned thereon and the names of the ships from which they are lent. They will be prepared in the same manner as for Air Force personnel, but on a separate sheet, and will be forwarded in duplicate to the Captain of each ship concerned.

(viii) *Hospital Stoppages.*—The infliction of hospital stoppages on men lent to the Royal Air Force and the rates of stoppages will be governed by Naval regulations.

C.—*Royal Marines serving under the Army Act detailed for service or training at a Royal Air Force Station*

Royal Marines serving on shore under the Army Act, who are detailed for service or training at a Royal Air Force station, are subject to the Air Force Act (under Section 175 (1A) and 176 (1A) of that Act). They are to be shown in the ledger of the Royal Marine establishment as "lent .....R.A.F. station."

Company conduct sheets are to accompany the men, and punishments awarded will be noted therein by the Royal Air Force officers of the station to which they are lent. Service certificates are to be retained by the Royal Marine Division: no notations are to be made in the "ship's" column showing the name of the R.A.F. station or the dates of entry into and discharge from such station.

Section II.—Pay Accounts

(i) Where, under the arrangements indicated under A, B or C above, Naval and Royal Marine personnel remain on the ledger of the ship or establishment from which they have been detailed for service at a R.A.F. station they are to be borne for pay and not merely nominally. Thus, their pay accounts are to continue to be kept by the Naval or Marine Accountant Officer on the ledger of the ship or division from which they are so detached or to which they may subsequently be transferred.

(ii) (*a*) Except where arrangements are made for payment by cheque, as provided in (*b*) of this paragraph, actual payment is to be effected by means of Forms S.27 or S.1039, separate lists being prepared for officers and men, containing particulars of the amounts due. These lists are to be forwarded in triplicate to the Commanding Officer of the Royal Air Force station concerned, and payments will be made from the Royal Air Force Public Account. No transfer of funds is to take place between the Royal Navy and the Royal Air Force Accountant Officers, as any necessary financial adjustment with the Admiralty will be effected by the Air Ministry.

(*b*) In those ships which have official banking accounts, officers (but not ratings) may arrange with the Accountant Officers of their ships for their pay to be issued by cheque, either direct to themselves or to their banks. In the latter case the officer is to give the Accountant Officer a signed statement (1) authorising payment to the bank, and (2) agreeing that the receipt of the bank shall be regarded as a sufficient discharge for the money. The signed statements and the receipts taken in respect of all payments made by cheque should be placed in the officer's pay book and accompany the latter when sent to the Director of Navy Accounts. Where payment is made by cheque the officer's name is to be inserted in the pay list forwarded to the Air Force establishment, but no amount is to be shown, the words "paid by cheque" being inserted in the amount column.

(iii) The payments to officers are to be signed for in the space provided on the form. Ratings will not sign the pay lists but payment will be witnessed by an officer (R.N. or R.A.F.) who will sign a certificate to that effect. This certificate, together with that of the paying officer as to the total amount disbursed, is to be inserted on the pay list (original and both copies) by the ship or establishment forwarding it to the Royal Air Force Station. Any sums included in the pay lists which cannot be disbursed will be struck out in red ink by the Royal Air Force Accountant Officer and initialled by him.

(iv) The original copy of the pay list will be returned by the Royal Air Force Accountant Officer to the Naval or Marine Accountant Officer who will forward it to the Admiralty as an enclosure to the ledger. The duplicate

and triplicate copies of the pay list will be retained by the Royal Air Force Accountant Officer as supporting vouchers to his monthly cash account rendered to the Air Ministry.

(v) At home, payment to ratings is to be effected fortnightly on alternate Fridays, and to ensure payment being made early on that day arrangements are to be made by the responsible Accountant Officer of the Royal Navy for the pay lists and by the responsible Royal Air Force Accountant Officer for any necessary covering cheque to be despatched in sufficient time to ensure their receipt at the station where the men are actually serving on the preceding day (*i.e.*, the Thursday). In the event of the pay lists not being received in time for the usual fortnightly payment the men should be paid the fortnightly rates of pay noted on the nominal list referred to in paragraph B (ii).

Abroad, payments will be made monthly in accordance with Article 1748, clauses 1 and 2, King's Regulations and Admiralty Instructions.

(vi) Payment of Navy allotments and marriage allowances where issuable will continue to be authorised from the Admiralty or Royal Marine Division, and charges against pay in respect of the allotments should continue to be made. Notification of declarations, variations or stoppages of allotment should continue to be made direct to the Admiralty, Royal Marine Division or the local paying officer concerned on the usual forms by the Naval or Marine Accountant Officers to whom the allottors' wishes will be reported by the Accountant Officer of the Royal Air Force station at which they are temporarily serving.

The Certificates mentioned in (iii) above are to be in the following form :—

Certified that I have this day paid the above amounts to the ratings concerned, with the exception of the amounts struck through in red ink.

Total disbursements £ *s.* *d.* Date.

Accountant Officer.

Certified that the ratings named were duly paid this day in my presence.

Witnessing Officer.

Section III.—Lodging, Provision and Victualling Allowances, etc.

(i) Authority has been given to R.A.F. Accountant Officers to issue, without prior reference to the Naval Accountant Officers concerned, the following allowances to Naval Officers (including those "attached" to the R.A.F.) who, whilst borne on ships' books are detached for duty at R.A.F. stations, but remain in Naval payment:—

(*a*) Difference between the cost of R.A.F. messing and the regulated Naval messing contribution and

(*b*) Lodging and provision allowances.

(ii) The Naval Accountant Officer concerned will be notified immediately by the R.A.F. Accountant Officer of all such payments, and the necessary steps should be taken to ensure that double payments are avoided.

(iii) Certificates as to the non-availability of Service accommodation and/or victualling will be forwarded by the R.A.F. Accountant Officer to the Air Ministry for transmission to the Admiralty with the claim for refund of the amounts so paid.

(iv) Naval officers (including those "attached" to the R.A.F.) detached for duty at R.A.F. stations, who, for private reasons, do not avail themselves of the Service messes, and Naval ratings serving at R.A.F. stations who are unable to secure Service messing, will be paid Naval Victualling Allowance by the R.A.F. Accountant Officer. The payments to the officers will be made monthly in arrear, and those to the ratings fortnightly in arrear.

(v) The credits and relative debits will not appear on ship's ledger, and the reclaim from Naval funds will not be effected locally, but will be a matter for adjustment between the Air Ministry and the Admiralty.

Section IV.—Supply of Clothing and Soap at R.A.F. Stations at Home

The following procedure has been approved for the issue of clothing and soap on repayment to Naval Ratings and Royal Marines disembarked for duty at Royal Air Force Stations at Home:—

(*a*) Men to prefer a request to the Officer Commanding the Royal Air Force Station for the clothing, etc., they require.

(*b*) The Officer Commanding the Royal Air Force Station to forward the requests, if he concurs in them, to the Accountant Officer of the Ship or Establishment in which the men are borne for pay.

(*c*) The Accountant Officer of the Ship or Establishment to forward the articles by post or any convenient method to the Officer Commanding the Royal Air Force Station, for delivery to the men, charging the value against the men's wages on the ledger, and notifying the station for the information of the men concerned, of the prices charged.

2778.—*Issued Confidentially.*

1935

*482.—Character Assessments—Applications for Alteration

(N.L. 3860/34.—28.2.1935.)

Assessments of character can be reviewed only—

(*a*) when by reason of the length and quality of subsequent service the assessment has come to have effects which are unduly severe and could not have been foreseen at the time (*see* paragraph 2 below);

(*b*) when there is reason to believe that a character assessment which is lower than the highest assessment which could have been given under Article **605** (8), King's Regulations and Admiralty Instructions was not given advisedly (*see* paragraph 3 below);

(*c*) on the ground that the assessment was unfair or that the punishment which affected the assessment was unjust or unduly severe in itself or in its immediate effects (*see* paragraph 4 below).

2. An application for the review of a character assessment on the grounds defined in paragraph 1 (*a*) above, if considered well founded, may be forwarded only within the last year before completion of time for pension. Except in very exceptional circumstances (*e.g.*, because of recognition given for an act of personal gallantry in war), no application can be entertained when the character record during pensionable service includes an assessment below Good or more than one assessment other than V.G. (*e.g.*, one V.G.* and one Good).

3. An application for the review of a character assessment on the ground defined in paragraph 1 (*b*) above should be made as soon as possible and (except in respect of the final assessment on discharge) must be made before a man's discharge from the Service. Any such application for the review of the final assessment of character on discharge can be considered only if appeal is made on discharge or within three months after the date of discharge.

4. An application for the review of a character assessment on the grounds defined in paragraph 1 (*c*) above should follow the procedure prescribed for complaints in Article **10**, King's Regulations and Admiralty Instructions. Any such complaint should be made as soon as possible, while the facts are still ascertainable and except in respect of the final assessment on discharge must be made before a man's discharge from the Service. Any application for the review of the final assessment of character on discharge can be considered only if appeal is made within three months after the date of discharge, and any man who expresses dissatisfaction with the assessment given on his discharge should be warned that any appeal to the Admiralty must be made within that period.

(*K.R. and A.I., Arts. 10 and 605 (8).*)

*1056.—Seaman Boys—Accelerated Advancement

(N. 1068/35.—2.5.1935.)

Attention is drawn to the provision in King's Regulations and Admiralty Instructions, Appendix XVII, Part I, No. 5 (F) (3), that the selection of boys for accelerated advancement should be governed by their suitability as regards " character, service, self-reliance, physical fitness, and capacity to hold their own among the ship's company " in addition to the passing of the qualifying examinations.

2. Their Lordships have reason to believe that some Commanding Officers do not place a sufficiently strict interpretation on the first condition mentioned above. They therefore desire to emphasize that the mere passing of examinations is an inadequate criterion of a boy's worth to the Service, but that when, in addition to the professional and educational qualifications, a boy possesses the other qualities specified, he deserves every encouragement and assistance to rise in his profession.

*1141.—Navy Week

(N. 1077/35.—9.5.1935.)

The Admiralty attach great importance to the annual Navy Week.

2. Their Lordships appreciate the very great efforts which have been made by officers and men in the past to secure for Navy Week its present remarkable success, and they trust that these efforts will be continued in the future and that all those concerned in the organisation and production of Navy Week will continue to maintain that close and cordial co-operation without which success cannot be achieved.

3. The Admiralty will continue to assist by :—

(i) Avoiding, where possible, the ordering of any services that would interfere with Navy Week arrangements and by giving sympathetic consideration to any special representations by local authorities.

(ii) The loan of dockyard equipment and stores without charge, so far as permissible under existing regulations, except for expenses incurred in making good any damage. Separate instructions will be issued on this subject.

(iii) The temporary appointment of a few additional officers when available to the Depôts to assist with Navy Week arrangements.

4. The decision that the Director of Personal Services shall be the co-ordinating authority for all questions affecting Navy Week, is not intended in any way to affect the responsibility of Commanders-in-Chief for the arrangements at their respective ports. Outline programmes should continue to be submitted for Their Lordships' approval as in the past.

(*A.F.O. 1471/35.*)

*1212.—Ratings Lent to Dominion Navies—Advancement

(N. 2241/24.—16.5.1935.)

The conditions of advancement of ratings while on loan to Dominion Navies will be generally similar to those in the Royal Navy.

2. Ratings specified in Article **410** of the King's Regulations and Admiralty Instructions will be advanced as provided for in that Article, and no reversion will take place on return to the Royal Navy.

3. The name of every rating on loan to a Dominion Navy will remain on the roster at his R.N. Port Division, and if he reaches his turn for advancement on such roster during the period of loan, he will be advanced provided he is qualified and recommended, his advancement being duly notified to the Admiralty for communication to the Dominion authority concerned so that he may receive the higher pay, etc., of his new rating. (The higher pay is not, however, payable where promotion from Port Division roster involves immediate return to the Royal Navy.) No reversion will take place on return to the Royal Navy.

4. Any local rating conferred on a R.N. rating on loan to a Dominion Navy, otherwise than above, will be noted on the Certificate of Service in the column headed "Special Recommendations, etc.", at the bottom of page 2, but a man so advanced will revert to his former rating on return to the Royal Navy.

5. On every occasion of a R.N. rating being advanced while serving in a Dominion Navy, the Commanding Officer should forward to the man's home depôt a certificate, stating under which of the above paragraphs 2 or 3 the advancement was made.

6. The ratings held by men on their return to the Royal Navy after service in a Dominion Navy should continue to be scrutinised in the ship or establishment they join on return. Where an advancement has taken place inquiry should be made of the depôt as to the retention of the higher rating. In doubtful cases the depôt will refer the question to the Admiralty for decision.

(*K.R. and A.I., Art. 410.*)

1590.—Naval Observers and Observers' Mates—General Progress Book

(C.W. 2843/28.—4.7.1935.)

A general progress book is to be kept in all H.M. ships carrying Naval Observers and Observers' Mates.

2. A suitable form is S.519—Midshipmen's Journal—which will be supplied, on demand, in accordance with following establishments:—

Aircraft carriers, 2 copies annually.
Other ships carrying aircraft, 1 copy annually.

3. The form in which the record is to be kept is immaterial, but it should contain the following information:—

(*a*) The types of exercises carried out in the air by each observer, the results obtained and the dates.
(*b*) A brief narrative of all exercises carried out in the air, with the remarks of the senior observer upon them.
(*c*) Remarks and suggestions by observers themselves.
(*d*) Remarks by signal, photographic and meteorological officers on the work of their own departments.
(*e*) Any other information which the Commanding Officer of the carrier may consider desirable.

4. The book is to be signed, monthly, by the Captain and is to be produced at inspections.

*1786.—R.N.V.R. (South Africa) Officers—Pay, etc., when undergoing Training in R.N.

(C.W. 3686/35.—25.7.1935.)

When officers of the R.N.V.R. (South African Division) are appointed for training to H.M. ships and establishments other than on the Africa Station, they are to be entered on a separate list of the officers' section of the ledger for pay, etc., and victualling, at the following rates (South African currency):—

	Per diem.	
Captain	£1 10 0	With free victualling and 2*s.* a day messing allowance when embarked for training.
Commander	1 0 0	
Lieut.-Commander	15 0	
Lieutenant	0 12 6	
Sub-Lieutenant	0 10 0	
Warrant Officer	0 10 0	
Midshipman	0 6 0	

2. The necessary steps to recover the cost of pay, etc., from the Union Government of South Africa will be taken by the Director of Navy Accounts.

1902.—Anti-aircraft Look-outs—Notations on Gunnery History Sheets

(N. 2714/35.—8.8.1935.)

In order that training given to men in A.A. look-out duties may not be wasted, special notations in red are to be made under the heading " Special qualifications " on page 6 of Gunnery History Sheets, as follows :—

(i) " Trained Aircraft look-out " for men who have been trained as action look-outs.

(ii) " Trained Aircraft look-out for cruising stations " for men who have been trained as cruising station look-outs.

2. This is intended for use when stationing men in a ship on commissioning, but does not debar a man so noted from being allowed to qualify for any non-substantive rating for which he has been recommended.

2070.—Acting Sub-Lieutenants—Examination in Navigation

(C.W. 10347/34.—29.8.1935.)

The Board have decided that after April, 1937, Theoretical Navigation will cease to be taught in the Acting Sub-Lieutenants' course at the R.N. College, Greenwich.

2. For Midshipmen of seniority, 1st September, 1934, and junior, instruction in navigation which has hitherto been given at the R.N. College, Greenwich, will be given during their Midshipman's period at sea and they will be examined in this subject afloat at the same time as they are examined in seamanship.

3. The first examinations in navigation at sea will be held in November/December, 1936.

4. Those Midshipmen who fail to qualify in the navigation examination at sea will be put back 4 months and then re-examined. They will not be promoted to Acting Sub-Lieutenant until they pass. They will be liable to the loss of 1 month's time for this failure, the question of deprivation of time being considered when the complete results of the Navigation School examination are available. Officers who pass the examination at a second attempt will only be allowed to count passing marks (50 per cent.) towards the total marks awarded for navigation at the end of the Navigation School course.

5. The syllabus of instruction in navigation afloat will shortly be published in Admiralty Fleet Orders and the necessary alterations to King's Regulations and Admiralty Instructions will be issued in due course.

(*A.F.O. 1010/36.*)

2278.—*Issued Confidentially.*

*2279.—Welfare and Marriage Allowance Sections—Establishment at Home Ports

(N. 3470/35.—26.9.1935.)

In the interests of Naval ratings and their families Their Lordships have decided to establish in the R.N. Barracks at each of three home ports, a Welfare and Marriage Allowance Section.

The valuable work which is already being done by local unofficial organisations, supported by Depôt Aid Funds, etc., is well known, and Their Lordships hope that by this establishment of Welfare Sections on an official basis an even greater measure of assistance can be afforded to ratings, wherever they may be serving, or to their wives and families in any domestic troubles which may arise.

The staff of the new Welfare Sections will include the following ladies, who will take up their new duties on 1st October, 1935 :—

		At present :—
Portsmouth ...	Mrs. E. M. Langdon ...	Admiralty Inspector (Children's Welfare).
Devonport ...	Mrs. Sprott	Depôt Aid Fund Lady Worker.
Chatham ...	Miss H. Wyon ...	Deaconess.

2. The new arrangements will enable Commanding Officers to institute without delay any enquiries or arrangements for the well being of men's families on behalf of men who desire advice or assistance.

3. The Commanders-in-Chief and Commodores of the home ports have been empowered to decide upon the action to be taken in certain matters connected with the payment of marriage allowance which have hitherto been dealt with only at the Admiralty.

Apart from a saving of time this system will ensure that, wherever possible, domestic difficulties are dealt with by officers after an investigation into the particular circumstances.

4. Under these arrangements any requests or enquiries from serving ratings on domestic affairs should henceforth be made through the Commanding Officer, who will communicate as necessary with the Commodore of the Port Division concerned.

All men are advised to inform their wives or dependants that in future should they require any information or advice as regards marriage allowance or allotments, they should communicate with the Commodore of the depôt and not with the Admiralty unless they are required to answer a direct communication from the Admiralty.

5. Their Lordships wish to make it clear they do not intend any change in the regulations governing entitlement to or continuance of marriage allowance, or in the rules for compulsory allotments (King's Regulations and Admiralty Instructions, Article 1767 and Appendix III).

The issue and withdrawal of Navy order books on which payments are made will continue to be conducted at the Admiralty, and nothing in these instructions alters the necessity for rendering forms in the S.63 and S.54 series exactly as hitherto.

(C.A.F.O. 2278/35 and A.F.O. 1514/37.)

*2510.—Customs Privileges of H.M. Ships and Shore Establishments

(N.L. 3228/35.—17.10.1935.)

SECTION I.

1. Their Lordships have had under consideration, in consultation with the Commissioners of Customs and Excise, the supply of duty-free stores to H.M. vessels in Home Waters and Naval Shore Establishments in the United Kingdom.

2. In general, the existence of these privileges is of long standing, but changes in the organisation of the Navy and other causes have, over a period of many years, led to the growth of inconsistencies and anomalies in their application. Moreover, the increase in the rate of duty on many of the stores supplied, in particular, tobacco, has greatly increased the value of these privileges and it is essential to secure that they should not be open to any abuse.

3. Their Lordships have, therefore, approved the following consolidated rules governing the issue of duty-free stores.

4. These rules will come into effect on 1st December, 1935.

SECTION II.—*Entitlement of H.M. Ships to Duty-free Mess and Canteen Stores*

5. These stores may be supplied duty free to men borne on the books of sea-going ships in commission of the following fleets, squadrons or flotillas :—

(1) Home Fleet ;
(2) Ships belonging to foreign stations when in home waters ;
(3) Fishery Protection and Minesweeping Flotillas ;
(4) Fleet Air Arm ;
(5) Irish Flotilla ;
(6) Surveying Ships with full complements ;
(7) Vessels on detached duty ;
(8) Trooping vessels, while engaged on this duty ;

(9) Vessels of the Reserve Fleet at standard notice ; also—

(*a*) Ships of the Vice-Admiral Commanding, Reserve Fleet, at Portsmouth, and of the Senior Officer, Reserve Fleet, at Plymouth, and the Nore, whether at standard or extended notice ; and

(*b*) any ship of the Reserve Fleet, whether at standard or extended notice, while being used as a living ship exclusively for the crews of ships at standard notice ;

(10) Tenders to harbour ships and shore establishments, if regularly sea-going ;
(11) Submarines and submarine depôt ships, if regularly sea-going, attached to a home port ;
(12) Ships undergoing refit while remaining in full commission ;
(13) Ships commissioned for sea trials after refit ;
(14) Surveying ships with winter complements ;
(15) Anti-submarine Flotilla ; and
(16) Sea-going ships, not in reserve, with special complements.

6. When application is made for supply of duty-free stores, it should be stated on the application form (C. and E. Form 64) to which of the categories the ship belongs.

7. Men borne on the books of the following vessels are not entitled to receive mess and canteen stores duty free :—

(i) New construction vessels (whether contract or dockyard built) commissioned for trials, *i.e.*, before full commissioning for service ;
(ii) Ships on harbour service, including tenders not regularly sea-going ;
(iii) Hulks ;
(iv) Ships paid off for refit or large repair ;
(v) Ships of the Maintenance Reserve and at extended notice (with the exceptions shown in paragraph 5 (9)) ; and
(vi) All other ships not included in Classes 1–16 of paragraph 5.

8. Any point of doubt as to the classification of a ship should be submitted to the Admiralty for decision.

9. For the purpose of classification of ships in categories (10), (11) and (16) of paragraph 5 above, the official definition of sea-going is that the ship must not only be capable of going to sea but must actually go to sea from time to time, although for Service reasons she may spend most of her time in harbour.

SECTION III.—*Regulations for the Sale of Dutiable Mess and Canteen Stores*

10. Except where otherwise indicated the undermentioned regulations apply to all H.M. ships, both in home and foreign waters, entitled to ship duty-free stores :—

(i) No dutiable canteen stores may be sold to any persons other than those borne on ships' books.

(ii) No flat packings containing more than 25 cigarettes are to be sold in H.M. ships. Round tins of 50 cigarettes may continue to be sold.

(iii) In officers' messes the tobacco supply is to be under the charge of an officer. No dutiable officers' mess stores are to be sold to ratings.

(iv) The rule laid down in K.R. and A.I. **919** (6) that officers and ratings landing on one night's leave are not to carry more than 1 oz. of tobacco or 25 cigarettes, is to be most strictly enforced. Notices drawing attention to this rule are to be posted in all ships.

(v) All packets, cartons, boxes and tins of cigarettes and tobacco supplied to H.M. ships are to have the words "Duty Free : H.M. ships only" printed or stamped thereon in a manner approved by the Admiralty. All individual cigarettes will be marked "H.M. ships only."

The mess or canteen making the order will be responsible for indicating to the supplier that marked goods will be required and for ensuring that the goods supplied comply with the provisions of this Order.

This rule will not apply to ships on the China station. When ships return from the China station to Home Ports and it is desired to transfer surplus unmarked stores of cigarettes and tobacco to any other ship or to a bonded warehouse, previous notice is to be given to the Customs Authorities—*see* K.R. and A.I. **919** (2) and (2a).

Unmarked cigarettes and tobacco remaining in stock after 1st December, 1935, may continue to be sold until supplies are exhausted. Should it become necessary to transfer such stocks to another ship, or bonded warehouse, previous notice is to be given to the Customs Authorities.

(vi) When H.M. ships are visiting coastal towns in the United Kingdom, conspicuous notices are to be posted to the effect that members of the public are not permitted to purchase duty-free goods at canteens, and that the landing by civilians of duty-free tobacco and cigarettes constitutes a smuggling offence.

(vii) " Gift with order " or " Gift coupon " schemes in connection with the supply of cigarettes to H.M. ships are to be discontinued.

(viii) The regulations in this section as to the marking and sale of cigarettes and tobacco shall not apply in any vessel belonging to a Dominion Navy attached temporarily to the Royal Navy, in respect of stores supplied to the vessel from that Dominion.

SECTION IV.—*Supply of Victualling Yard Stores, Service Tobacco and Rum, to Shore Establishments*

11. The general rule as to the qualification of Naval Shore Establishments for this privilege is that they should be self-contained establishments, walled or fenced off, with exits guarded, and not occupied by civilians.

12. The list of establishments receiving these privileges is to be known as " Privilege List I."

13. If at any time it is desired to make any additions or alterations to this list, the reasons for the change and full particulars concerning the establishment are to be reported.

SECTION V.—*Supply of Service Tobacco to minor Shore Establishments*

14. By Treasury Authority granted in 1904, certain minor shore establishments and groups of naval personnel working in guarded establishments, but residing outside such establishments, were permitted to be supplied with the standard allowance of Service tobacco. Under this authority various establishments and groups of men (most of whom were on compensation) have been receiving Service tobacco.

15. The procedure laid down in paragraph 13 is to be followed in respect of any proposed changes in the future.

16. This list is to be known as " Privilege List II."

SECTION VI.—*Supply of Duty-free Wines to Officers' Messes in certain Harbour Ships*

17. This privilege is obsolescent and has been cancelled in principle. Its continuance is approved, however, in favour of the Officers' Mess in H.M.S. " Defiance."

2745.—*Issued Confidentially.*

2800.—Officers' Servants—Employment of Seamen Ratings

(N. 2970/35.—21.11.1935.)

Where, owing to the manning situation, it is found necessary to employ Ordinary Seamen and young Able Seamen as Officers' Servants (King's Regulations and Admiralty Instructions, Appendix XVII, Part 3, No. 62), or as Messmen, they should be frequently changed in order that their training in seamanship is not unduly interfered with, and, where practicable, Special Service ratings should be employed in preference to Continuous Service men.

(*K.R. and A.I., Appendix XVII, Part 3, No. 62.*)

2998.—Royal Canadian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W. 9863/35.—12.12.1935.)

(*This reprint embodies A.F.O. 306/36.*)

A.—General.

The following instructions, which are a consolidation of all existing A.F.O.s on the subject, are issued for guidance in dealing with the pay, etc., of personnel of the Royal Canadian Navy serving in H.M. Ships, etc., and of Royal Naval personnel lent for service with the Royal Canadian Navy.

The conditions of service, advancement, leave, etc., of R.C.N. personnel serving in the R.N. are given in Section B.

Those for R.N. personnel serving in the R.C.N. are given in Section C.

The rates of pay and allowances payable in the Royal Canadian Navy are shown in Section D.

B.—Royal Canadian Navy—Officers and Men serving in H.M. Ships and Establishments

PART I.—OFFICERS

1. *R.C.N. Officers sent to England for Service with Royal Navy.*

(i) Officers of the Royal Canadian Navy, who are sent to England for service with the Royal Navy, will be appointed by the Admiralty to H.M.S. " Victory " additional, as from the date of sailing from Canada, and are accordingly, immediately on arrival in England, to proceed to join the R.N. Barracks, Portsmouth, for duty pending appointment elsewhere, unless specifically directed to the contrary.

(ii) They may, however, as an alternative, ask permission of the Commodore of the Barracks, to be granted leave pending appointment, but, in this event, any leave in excess of seven days, whilst awaiting appointment, will be deducted from their foreign service leave on return to Canada.

2. *R.C.N. Officers Vacating R.N. Appointments for Reasons other than Misconduct or Own Request.*

(i) On vacating appointments in the Royal Navy, for reasons other than misconduct or own request, Officers of the Royal Canadian Navy for whom no orders to the contrary have been received, are to be discharged to R.N. Barracks, Portsmouth, to await disposal, and are to proceed to join the Barracks for duty.

(ii) On vacating appointments in the Royal Navy, Officers of the R.C.N., for whose disposal definite orders have been issued, are to be discharged as follows :—

(*a*) If vacating the appointment to take up a further appointment in the R.N., the Officer is to proceed to that appointment, or if appointment does not take effect immediately, he is to join R.N. Barracks, Portsmouth, pending taking up the appointment, and is to be placed on the books of H.M.S. " Victory " additional for the intervening period.

(*b*) If vacating an appointment to return to Canada, he is to be discharged to R.N. Barracks, Portsmouth, pending completion of arrangements for passage, and is to be placed on the books of H.M.S. " Victory " additional from the date of discharge from his last appointment to the date (inclusive) of leaving England for Canada.

The Depôt is to inform the Admiralty of his arrival in Barracks, and is to request information as to arrangements for his passage to Canada.

Whilst awaiting passage the Officer is to serve in Barracks, but should passage not be immediately available, he may be permitted to proceed on leave subject to the deduction of any period of such leave in excess of seven days from the foreign service leave due to him on arrival in Canada.

Pay documents are to be forwarded to H.M.S. " Victory " for adjustment of pay to date of sailing prior to forwarding the documents to H.M.C.S. " Stadacona " at Halifax, N.S.

3. *R.C.N. Officers Discharged from Appointment in R.N. at Own Request or for Misconduct.*

(i) As regards Officers of the R.C.N. who may be discharged from appointments at their own request or for misconduct, the circumstances will be specially considered in each instance by the Dominion Government, which will give instructions as to the Officer's disposal.

(ii) The pay documents of Officers vacating appointments at their own request or on account of misconduct are to be forwarded to the Director of Navy Accounts, pending decision as to the Officer's disposal.

4. *Report to be made when R.C.N. Officer is Discharged to Books of "Victory."*—Whenever an Officer is placed on the books of H.M.S. "Victory" under this Order, otherwise than by the Admiralty, a report is to be forwarded to the Admiralty, a duplicate being sent to the Chief of the Naval Staff, Ottawa.

5. *Leave of R.C.N. Officers whilst serving in the R.N.*

(i) *General Policy.*—(*a*) The Department of National Defence (Naval Service) of Canada has stated that the policy of the Department in availing itself of the facilities afforded by the Admiralty for service by R.C.N. Officers in H.M. Ships, is that the Officers, during their period of loan to the Royal Navy, should, in addition to receiving instruction and acquiring experience, absorb the atmosphere of the life of the Royal Navy as a means of maintaining the closest possible touch between the personnel of the Royal Canadian Navy and that of the Royal Navy.

(*b*) In pursuing this policy, it is necessary to arrange that R.C.N. Officers, during their period of service in the R.N. (which counts as foreign service in the R.C.N.) should live under R.N. conditions, for the maximum time during their absence from Canada, and should not, therefore, receive more leave than is given to Officers of the R.N. whilst on foreign service.

(*c*) The amount of foreign service leave granted to R.C.N. Officers on return to Canada, is the same as foreign service leave in the R.N., viz., 15 days for each complete period of 6 months—leave for periods of less than 6 months being reckoned at 2 days for each complete month's service. It is not desired that R.C.N. Officers should receive long periods of leave in addition to foreign service leave whilst absent in England, and it is the wish of the Department that whilst in England, they should serve continuously, either in H.M. Ships or in the R.N. Barracks.

(*d*) If, for urgent private affairs, they wish to be granted leave during their period of Foreign Service, they should not receive more than the maximum which they have earned up to date of making application, and such leave (except as provided in the following clauses) will be deducted from the Foreign Service Leave granted to them on their return to Canada :—

> Leave granted to a Subordinate Officer of the R.C.N., whilst serving with the R.N., during the regular leave periods of the ship in which serving, will not be deducted from the Foreign Service Leave due to him on his return to Canada.
>
> Leave granted to an Officer of the R.C.N. (whilst undergoing a Specialist Course in the R.N.) during the periods of leave granted to the Officers of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the Officer on his return to Canada.

(*e*) As regards leave, prior to assuming appointment or whilst awaiting passage or on vacating an appointment, *see* paragraphs 1 and 2 (ii) (*b*) above.

(ii) *Leave granted to R.C.N. Officers serving with R.N. to be reported to Admiralty and to the Chief of the Naval Staff, Ottawa.*—Any leave granted either when appointed to H.M.S. "Victory," or when appointed elsewhere, which, under these instructions has to be deducted from the foreign service leave granted on return to Canada, is to be reported to the Admiralty and to the Chief of the Naval Staff at Ottawa.

(iii) *Leave of R.C.N. Officers after two years' service with the R.N.*—R.C.N. Officers serving with the R.N. may be granted leave to visit Canada after two years' absence, subject to Admiralty approval. When such leave is granted, passage to Canada will be paid by the Canadian Government. The Officers are to be discharged (not lent) to the books of H.M.C.S. "Stadacona," Halifax, from the date of sailing for Canada. Free passage to Canada after two years' service with the R.N. will not be granted to Officers who, having taken a portion of their foreign service leave in England, have less than 28 days' leave due to them.

Officers whose homes are on the West Coast of Canada should inform Naval Service Headquarters, Ottawa, in ample time prior to their arrival in Canada, so that the question of transferring them during the period of their leave in Canada, from the books of "Stadacona" to the books of "Naden" may be considered.

Their leave will commence from the date of their arrival at their homes in Canada. Time on passage from England to Canada, and when returning, from Canada to England, will not be counted as part of their foreign service leave.

Officers proceeding to Canada for foreign service leave are to be instructed to proceed to their homes on arrival in Canada, and to report their home address and date of arrival at their home to the Chief of the Naval Staff, Ottawa, and to H.M.C.S. "Stadacona." Halifax.

Shortly prior to the completion of the number of days' foreign service leave due to them, Officers are to report to the Chief of the Naval Staff, either in writing or in person, and will then receive instructions as to their future appointments.

In normal cases they will return to England and will be instructed to report to the Admiralty for directions as to whether they are to rejoin the ship of the R.N. in which they were serving prior to leave.

(iv) *Free transportation to their homes, of Officers on returning to Canada after 12 months' foreign service, to take up an appointment in the R.C.N.*—Free transportation to and from their homes, if residents in Canada, and to and from the point on the border nearest to their homes, if residents of the United States, may be granted to Officers of the Canadian Naval Service returning from overseas to take up appointments in Canada, provided the service overseas has been continuous and has extended over 12 months, on the first occasion of their being granted leave. Free transportation includes railway fare only and does not include sleeping accommodation, subsistence or any other incidental expenses. Such additional expenses are not payable from Government funds.

(v) *Leave in England instead of in Canada after completing period of loan to the R.N.*—The Department has no objection to Officers, on completing period of loan to the R.N., taking in England the whole or a portion of the foreign service leave due to them, if they desire to do so, prior to returning to Canada.

In such cases, the Officer will be discharged to H.M.C.S. " Stadacona " for foreign service leave and for passage to Canada from date he goes on leave, and on arrival in Canada, after completing leave, will carry out the instructions which he has received from the Department as to his subsequent movements.

Officers desiring to avail themselves of this concession must forward application through the usual Service channels for permission to take their foreign service leave in England, in ample time to admit of obtaining instructions as to their movements on arrival in Canada subsequent to leave.

6. *Medical Examination of R.C.N. Officers Retired whilst serving with the R.N.*—If approval is given for the retirement of Officers of the R.C.N. whilst serving in H.M. Ships, a medical examination on discharge is to be carried out by the Medical Officer of the ship in which they are serving. The report of medical examination is to be forwarded to the Chief of the Naval Staff, Ottawa, and a copy of the report to the Medical Director General, Admiralty.

7. *Procedure when R.C.N. Officers are Recommended for Invaliding whilst serving with the R.N.*—R.C.N. Officers who, whilst serving with the R.N., are, as a result of medical survey, recommended for invaliding, are to continue on full pay until termination of their services in the R.C.N. is approved.

(ii) If, as in normal circumstances will be the case, they wish to return to Canada for final discharge, they are to be dealt with as prescribed in paragraph 2 —" R.C.N. Officers vacating R.N. appointments for reasons other than misconduct or own request."

(iii) If they are unfit to travel, Admiralty decision as to their disposal is to be obtained.

(iv) If they wish to remain in England instead of returning to Canada for invaliding, telegraphic report should be made to the Admiralty, stating (*a*) name and rank ; (*b*) nature and date of origin of the disability and whether due to service ; (*c*) summary of recommendation of Board of Survey ; (*d*) whether further medical treatment necessary. The Admiralty will inform the Chief of the Naval Staff, Ottawa, and the latter will communicate his wishes as regards further treatment, transfer of the case to the representative of the D.P. and N.H. in England, etc.

Officers who are recommended for further treatment, who elect to be discharged in Great Britain or Ireland, are to be informed prior to discharge that their unwillingness to return to Canada for treatment will be considered by the Department of National Defence and by the Board of Pension Commissioners for Canada, as a refusal to accept such treatment, and the matter of a claim for pension will be dealt with accordingly.

(v) Whether the Officer wishes to remain in England or not, the report of Medical Survey, in triplicate, is to be forwarded to the Admiralty as soon as possible for transmission to the Chief of the Naval Staff, Ottawa.

Note.—Officers falling sick—*see* paragraph 17 (iii).

8. *Service and Promotion of Subordinate Officers of the R.C.N.*—Executive and Engineer Officers of the R.C.N. will serve in H.M. Ships until they have completed their courses for promotion to Lieutenant, and Engineer Lieutenant or Lieutenant (E).

Paymaster Cadets and Paymaster Midshipmen will serve in H.M. Ships until they have been promoted to Paymaster Sub-Lieutenant or to Paymaster Lieutenant, as may be found necessary in each case, according to appointments for them which are available in Canada.

The regulations for promotion of Officers of the R.C.N. are the same as for Officers of the R.N. The Admiralty will arrange the dates of the promotion of Subordinate Officers of the Executive, Engineer and Accountant Branches of the R.C.N. according to those regulations.

Promotion from Sub-Lieutenant to Lieutenant will be made by Ottawa.

9. *Recommendations for promotion of R.C.N. Officers serving in the R.N.*—Recommendations for promotion of R.C.N. Officers are to include particulars of the position (if any) in the station order of merit in which each Officer would have been placed if he had belonged to the Royal Navy. The total number in order of merit and the total number recommended should also be shown. Recommendations for promotion are to be sent in on separate forms.

Duplicate copies of Forms S.596 and S.206 relating to R.C.N. Officers should be transmitted by the Commander-in-Chief or Senior Officer concerned, direct to the Chief of the Naval Staff, Department of National Defence, Ottawa, Canada, in sufficient time to arrive by 1st June and 1st December each year.

Service Certificates Recommendations.—The attention of Commanding Officers is called to the necessity for issuing certificates (S.450) to Officers of the R.C.N. serving in the Royal Navy. Half-yearly recommendations for promotion should be forwarded direct to the Chief of the Naval Staff, Ottawa, on Form S.206.

PART II.—MEN

Ratings of the Royal Canadian Navy Serving with the Royal Navy.

10. *Courses.*—The Admiralty provide facilities for men of the R.C.N. to undergo courses in the Technical Schools of the R.N. and, in certain cases, permit men to serve in H.M. Ships to acquire experience.

When a rating of the R.C.N. is sent to one of H.M. Ships or Establishments, the Chief of the Naval Staff, Ottawa, will inform the Admiralty as to whether, on the expiration of his course, etc., he should be sent to " Stadacona " at Halifax, or to " Naden " at Esquimalt.

11. *Reports to be rendered of Entry, Discharge, etc.*—On receipt of Royal Canadian Navy ratings from their own service and on discharge for reversion thereto, His Majesty's Ships and Establishments concerned are to render to the Admiralty (Registry of Personnel) Forms S.160 (Return of Entries, etc.) or S.161 (Return of Changes) respectively. S.161 is also to be forwarded on all occasions similar to those on which it is rendered for R.N. ratings. Form S.165 (Report of Movements) is to be completed as occasion arises.

12. *Leave.*—The period of service of men of the R.C.N. whilst in ships of the R.N., counts as foreign service and carries with it foreign service leave on the scale authorised.

Men of the R.C.N., sent to England for courses, may be granted by the Commanding Officer of H.M. Ship or Establishment in which they are serving, leave up to 14 days on completion of the course and before returning to Canada.

The leave so granted is to be noted on the man's transfer list, and will be deducted from any foreign service leave due to him on his return to Canada.

Leave granted to a rating of the R.C.N. (whilst undergoing a non-substantive course in the R.N.) during the periods of leave granted to the ratings of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the rating on his return to Canada.

13. *Passage to Canada.*—The Commanding Officer of H.M. Ship or Establishment in which a man of the R.C.N. is serving, should inform the Admiralty three weeks prior to completion of his course as to when he will be available to return to Canada (taking into account any leave which the man has requested) in order that the necessary arrangements for his passage may be made.

14. *Procedure when a Rating of the R.C.N. is Recommended for Invaliding whilst serving with the R.N.*—The procedure followed will be the same as in the case of Officers—*see* paragraph 7 above.

Note.—Men falling sick—*see* paragraph 17 (iii).

PART III.—OFFICERS AND MEN

Pay and Allowances and Instructions for Accountant Officers, etc.

15. *Pay and Allowances.*—

(i) The transfer lists of R.C.N. Officers and men lent for service with the Royal Navy, will specify their rates of pay and duty allowances in sterling. Should an Officer of the R.C.N. become entitled to an increase of pay or to a grant of any duty allowance whilst serving with the R.N., application is to be made to the Chief of the Naval Staff, Ottawa, for authority to make or commence the payment.

(ii) *Hard Lying Money and Extra Pay*—including Gunnery Proficiency and Rifle and Pistol Prize Money—is payable to ranks and ratings of the R.C.N. serving in H.M. Ships at the rates and under the conditions laid down in K.R. & A.I. Separate forms, S.9 etc., covering credits to R.C.N. personnel, should be rendered as enclosures to the ledger for transmission to Canada in support of the claim on that Government.

(iii) *Difference of Mess Subscription* is payable to Gun Room and Warrant Officers of the R.C.N. when messed in the ward room of H.M. Ships, at the rates shown hereunder :—

(*a*) To Gun Room Officers ... ... 9*d.* a day.
(*b*) To Commissioned Officers from Warrant Rank and Warrant Officers ... ... 1*s.* a day.

(iv) *Income Tax* is not chargeable on the ledger of H.M. Ships against Officers or men of the R.C.N. The Department forwards annually, to each Officer and man of the R.C.N., an Income Tax Form with instructions as to completing and rendering the form, and as to remitting the amount of his Income Tax direct to the Commissioner of Taxation, Ottawa.

(v) *Grog Money.*—Petty Officers and men who do not take up the spirit ration, should be credited with grog money in accordance with the provisions of Article **1832**, King's Regulations and Admiralty Instructions.

(vi) *Servant's Allowance* is not payable to Officers of the R.C.N. whilst serving in the R.N.

(vii) *Travelling Expenses.*—Claims for travelling expenses incurred by Officers and men in proceeding from Canada to join Ships and Establishments of the R.N. are to be forwarded to the Secretary to the High Commissioner for Canada, Canada House, Trafalgar Square, London, for transmission to the Chief of the Naval Staff, Ottawa, for authority of payment.

(viii) *Lodging, Provision, Leave, and Subsistence Allowances.*—Officers and men are to be paid lodging, provision, leave, and subsistence allowances under the conditions and at the rates applicable to officers and men of the Royal Navy, except as under :—

The following special rates of subsistence are payable to R.C.N. Officers holding the following appointments :—

Appointment.	*Rank.*		*Rate per diem*
Duty inside Admiralty ...	Commander and above	First 15 days	$10.00
		Thereafter ...	$8.00
	Lieutenant-Commander	First 15 days	$8.00
		Thereafter ...	$6.00
Imperial Defence College...	Commander and above	First 15 days	$10.00
		Thereafter ...	$8.00
R.N. College, Greenwich ...	Commander	First 15 days	$8.00
		Thereafter ...	$6.00
	Lieutenant-Commander	First 15 days	$6.00
		Thereafter ...	$4.00

Note.—One shilling equals 25 cents.

The above rates are to be credited and paid in the same manner as Lodging and Provision Allowances.

(ix) *Clothing.*—Clothing, etc., will be issued on repayment for cash.

(x) *Free issue of kit on advancement.*—Any petty officer or man of the Royal Canadian Navy promoted to a higher rating, necessitating a change of uniform, will be provided with the necessary articles of clothing gratuitously, or when only minor

alterations are necessary, will be provided with the articles such as buttons, badges, etc., required for altering existing uniforms. No cash outfit gratuity is payable. The cost of articles of uniform issued is to be reclaimed from the Canadian Government.

(xi) *Kit upkeep allowance* at the following annual rate is payable to R.C.N. ratings serving in H.M. ships and establishments :—

Chief Petty Officers	£12	0	0
Petty Officers and men dressed as seamen	8	0	0
Petty Officers and men not dressed as seamen	11	4	0

The allowances are payable while men are undergoing detention but are not payable during periods of imprisonment. They are not to be paid to ratings who are employed on services where free replacement of clothing is authorised on account of the nature of the service.

Kit upkeep allowance is to be credited on the ledger quarterly, the proper proportion being credited on the 1st day of each quarter, any balance creditor being paid at settlement on the last day of the quarter.

Any petty officer or man promoted to a higher rating who is provided with a gratuitous issue of clothing to complete his kit is to be credited with kit upkeep allowance from the date of such promotion, his account being adjusted in the current quarter's ledger by crediting the difference in rate for the unexpired portion of the quarter.

Petty officers with one year's service as such and confirmed in that rating are to be paid kit upkeep allowance at the higher rate from the date that the uniform is changed.

16. *Allotments.*—(*a*) Payment of allotments of all Canadian officers and men being made from Ottawa, all new allotments within the ordinary limits are to be executed in dollars, and invariably notified to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, for payment.

(*b*) The appropriate charges against pay in respect of these allotments are to be made at the rate of $4·86⅔ to the pound sterling.

(*c*) Alterations and stoppages of allotments are similarly to be notified to the Financial Superintendent, Department of National Defence (Naval Service), in time to reach Ottawa at the latest by the 15th of the month in which the change occurs. Where necessary, the stoppage should be notified by cablegram, the cost of which will be chargeable to Canadian funds.

17. *Ledger Accounts.*—The Ledger Accounts of officers and men of the R.C.N., whilst serving in H.M. Ships and Establishments, are to be rendered on separate lists—14 R.C.N.; 17 R.C.N.—of the ledger, and pay and victualling shown separately in the abstracts.

(ii) *Discharge involving cessation of pay to be reported.*—Particular care is to be taken that all cases of discharge involving the cessation of Naval pay are reported to the Chief of the Naval Staff, Ottawa, as they occur.

In the case of desertion, the report should be made by W/T or cable. Where it is found necessary to furnish information to Ottawa by cable, the cost of the message should be charged to the Canadian Government.

(iii) *Officers and men falling sick. Continuation of pay.*—

(*a*) Officers and men of the R.C.N. who fall sick whilst serving in H.M. Ships and Establishments, but who are not cases for invaliding, will, whether the sickness is due to causes within or beyond their control, continue in receipt of full pay until cured, or until information is received from the Chief of the Naval Staff as to the date on which they should cease pay, or, in the case of men, as to whether, and from what date, hospital charges should be charged.

(*b*) Officers and men of the R.C.N., whilst serving on loan to the R.N., may be sent on such sick leave as is recommended by the Authorities of the R.N.

(*c*) When an officer or man falls sick with a complaint which is likely to require long treatment or sick leave, the ship on whose books he is borne is to obtain from the hospital in which he is confined a report as to his sickness, and its probable duration, and is to forward the report to the Chief of the Naval Staff.

Note.—Procedure when R.C.N. Officers or men are recommended for invaliding when serving with the R.N.—*see* paragraphs 7 and 14.

C.—R.N. Personnel on Loan to R.C.N.

PART I

Officers and Men of the R.N. about to take Service in the R.C.N.

The pay accounts of officers appointed to the R.C.N. direct from full pay or unemployed pay at the full pay rate are to be closed on the date immediately preceding that of the commencement of their R.C.N. appointment, and balances are to be paid in full up to that date by the Accountant Officers of their ships prior to transfer. Transfer Lists (S.45) are then to be forwarded direct to the Financial Superintendent, Department of National Defence, Ottawa (who, after notation, will transmit them to H.M.C. Establishment concerned), and duplicates are to be sent to the Director of Navy Accounts.

2. When ratings are selected for service in the Royal Canadian Navy they should be paid by the Accountant Officer of their ship up to the date of their discharge from the Royal Navy, Transfer Lists (S.45) being forwarded without delay direct to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, and duplicates to the Director of Navy Accounts.

3. In order to provide that officers and ratings definitely transferred or on loan to the R.C.N. shall have an opportunity to revise their contributions to their dependants on being placed on R.C.N. rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of the transfer will not necessarily be discontinued, and any adjustments or stoppages should be left for arrangement between the Director of Navy Accounts and the Canadian Government.

The allotments of officers and ratings selected for service in the R.C.N. should not, therefore, be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to the Financial Superintendent, Department of National Defence, Ottawa, and Director of Navy Accounts as for transfers in the R.N.

4. Ratings selected for loan to the Royal Canadian Navy are to sign the usual agreement form in triplicate before leaving depôt. One copy thereof is to be forwarded to the Chief of the Naval Staff of Canada, Department of National Defence, Ottawa, Canada ; one copy enclosed in the man's Service certificate, and the third copy forwarded to the Director of Navy Accounts.

5. Advances of R.C.N. pay, not exceeding three months' pay for officers and one month's pay for ratings, less allotments in each case, may be made if desired. The payments should be brought to account on the ledger, on the separate lists for R.C.N. personnel and appropriately noted on their Transfer Lists.

Advances for travelling and subsistence expenses should be dealt with in accordance with the instructions issued in the Consolidated Fleet Order on Travelling and Subsistence expenses of R.N. and R.M. officers and men.

PART II

A.—Conditions of Loan of Officers

Officers of the Royal Navy are lent to the Royal Canadian Navy for such term of years (usually 2 years for sea-going appointments and 3 years for shore appointments) as may be approved by the Admiralty upon request by the Department of National Defence. The period of loan of R.N. Officers commences from 14 days prior to date of sailing for Canada.

The conditions of loan are as follows :—

1. *Leave.*—Foreign service leave, in accordance with Canadian regulations in force at the time leave becomes due, will be granted on expiration of period of loan. Long leave during the period of loan will not be granted, but periods of short leave may be granted at the discretion of the Commanding Officer. In the event of long leave being granted under special circumstances, such leave will be deducted from the amount of foreign service leave due on completion of term of loan.

2. (*a*) *Sick Leave.*—An officer who is sick at the date of the expiration of his agreement will normally be retained on Canadian pay (under Canadian sick leave regulations) until fully fit or until reported permanently unfit for further Royal Canadian Navy service.

(*b*) The foreign service leave earned (*vide* Clause (1) above) will be granted on the expiration of the full pay sick leave.

3. *Curtailment of leave by R.N. appointment.*—Should an Officer be required for service in the Royal Navy before his R.C.N. leave has expired, full pay will not be issued from R.N. funds until the expiration of the period for which R.C.N. pay has been issued, as full pay from Imperial and R.C.N. funds cannot be issued concurrently. If, however, the duration of the R.N. appointment does not exceed 91 days (exclusive of any balance of leave due in respect thereof) the officer will be entitled to an extension of leave on full pay at R.N. rates, commencing as from the date following that of the expiration of the balance of R.N. leave, for the period by which the R.C.N. leave has been curtailed.

4. *Discipline.*—Officers of the R.N. whilst lent to the R.C.N. will be subject to the acts and regulations governing the Canadian Naval Forces.

5. *Pay and Allowances.*—Will be as laid down in the "Pay and Allowance Regulations" for the Royal Canadian Navy (*see* Section D).

Note.—Officers lent to the R.C.N. will draw no pay and allowances from the Admiralty during such service or during leave in respect thereof. (*See* paragraph 12, Superannuation Acts Rules, Appendix XVI, King's Regulations and Admiralty Instructions, as regards retired pay in the event of retirement from the R.N. during Canadian service.)

6. *Time.*—All time served on loan to the R.C.N. will count for all purposes as time served in the Royal Navy.

7. *Promotion.*—(*a*) If during the period of loan the Officer is promoted by the Admiralty, his promotion will be duly notified to the Canadian authorities, and he will be paid according to his new rank.

(*b*) If no appointment in the new rank is available in the R.C.N. the Department is free to terminate the agreement of the Officer, but the Officer will draw the pay of his new rank from the date of promotion until the expiration of leave.

8. *Passage and Expenses Allowed.*—(*a*) Cost of personal passage out and home will be defrayed by the Department of National Defence. Passage for wives and families out and home will be granted only in the case of certain shore appointments in Canada.

(*b*) Freight on baggage according to the scale laid down in King's Regulations is allowed at Government expense.

(*c*) Officers of the R.N. on completion of period of loan to the R.C.N. may, if they wish to do so, and subject to the approval of the Department of National Defence, find their own way to England. In such cases they will be allowed a sum covering their normal expenses had they proceeded home in the usual manner, excepting those incurred for conveyance of the regulation quantity of luggage allowed to be carried at the public expense. Full particulars are published in the Canadian Naval Regulations.

B.—*Conditions of Loan of Men*

Men of the Royal Navy are lent to the Royal Canadian Navy for, in normal cases, a period of two years under the following conditions :—

(1) *Period of Loan—Two Years.*—This period will include foreign service leave and the time of passage out and home. The period of loan may be extended by one year, subject to approval of the Admiralty and the Chief of the Naval Staff.

(2) *Leave.*—(*a*) Foreign service leave will be granted on the usual scale of seven days for each completed period of six months' service, with one day for each completed month of service for periods of less than six months, calculated from date of commencement of loan to date of arrival in England for return to the Royal Navy.

(*b*) Except as provided below, long leave during the period of service will not be allowed, but periods of short leave will be granted from time to time at the discretion of the Commanding Officer.

(*c*) In exceptional circumstances long leave may be granted to men of the R.N. whilst serving with the R.C.N. at the discretion of the Senior Naval Officer, any such leave granted being deducted from foreign service leave.

(3) *Time.*—All time served on loan will count for all purposes as time served in the Royal Navy, except that, if the first period of R.N. engagement expires during such loan, time subsequent to such expiry shall only count in the event of re-engagement in the Royal Navy to complete time for pension.

(4) *Discipline.*—Men of the R.N. whilst lent to the R.C.N. will be subject to the acts and regulations governing the Dominion Naval Forces.

(5) *Pay and Allowances.*—Pay will be as laid down in " Pay and Allowance Regulations " of the Royal Canadian Navy—*see* Section D.

Ratings lent to the Royal Canadian Navy will draw no pay and allowances from the Admiralty during such service.

(6) *Advancement.*—The conditions of advancement of ratings on loan to the Royal Canadian Navy will be generally similar to those in the Royal Navy (*see* A.F.O. 1212/35).

(7) *Passage.*—(*a*) Cost of personal passage out and home will be defrayed by the Department of National Defence.

(*b*) Free passages for wives and families will not be granted.

(*c*) Freight on baggage according to the scale authorised by Canadian Naval Regulations is allowed at Government expense.

(*d*) Ratings of the Royal Navy serving on loan in the Royal Canadian Navy will not be granted assisted transportation when proceeding on leave in Canada.

(*e*) Royal Navy ratings who on completion of their loan period sign a Continuous Service Engagement for service in the Royal Canadian Navy will not be entitled to transportation to England.

(8) *Pensions Insurance.*—Insurable R.N. ratings continue to be liable for contributions in respect of Pensions Insurance while serving under loan agreements with the R.C.N.

PART III

Officers and Men of the Royal Navy returning from Service in the R.C.N.

1. Officers of the R.N. returning from the R.C.N. for reversion to the R.N. are to be borne nominally on the books of H.M.S. " Victory " for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.C.N. leave. During this period payment will be made to them in full from Canadian sources.

2. A transfer List will be forwarded from Canada to H.M.S. " Victory," showing the period for which such officers should be borne nominally on that depôt's books, a notation being made that payment has been effected direct from Canada for such period.

3. Men returning for reversion to the Royal Navy are to be borne nominally on the books of their respective depôts from the date of arrival in England to the date of expiration of their R.C.N. leave, and will be instructed to join their barracks on the day following termination of foreign service leave irrespective of the date upon which their two years' period of loan terminates. Men will be provided with leave tickets showing date of expiration of their leave. Transfer Lists, together with the men's Service certificates, conduct sheets, medical history sheets, etc., will be forwarded to the Commanding Officer, H.M.S. " Victory," Portsmouth, with a covering letter asking that these documents may be sent to their respective depôts with as little delay as possible. Complete settlement of pay accounts at Canadian rates of pay will be made from Canada.

4. *Allotments.*—Naval and Marine personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to R.N. and R.M. rates of pay, subject to the limits prescribed by Article **1756,** clause 3 (*a*) King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the R.N. and R.M. returning to England, whose dependants are residing abroad should, upon first appearance in depôt, be encouraged to declare new or revised allotments in their favour.

5. *Marriage Allowance.*—Where the wife and/or children have not accompanied the man to Canada or return at the same time, the necessary steps for payment of Marriage Allowance will be taken by the Director of Navy Accounts. Where, however, the wife and/or children continue to reside abroad it is necessary for a special report to be forwarded. Upon first appearance in Depôt all Naval ratings should therefore be questioned as to whether they claim to be entitled to Marriage Allowance in respect of a wife and/or children residing abroad and, if so, a report should be forwarded to the Director of Navy Accounts upon such of the following points as may be applicable :—

(i) Present address of wife.
(ii) Whether she is following him to this country and, if so, the approximate date of arrival.
(iii) If she is not proceeding to this country, the reason for remaining abroad.
(iv) Names and ages of his children under 14 years.
(v) Name and address of guardian of children, if motherless.
(vi) Amount of allotment in force in favour of wife or guardian on reversion to R.N. rates of pay.

D.—Royal Canadian Navy—Pay and Allowances.

PART I

OFFICERS' FULL PAY.	*Per diem.*
(1) *Executive Officers*	$
Cadet	·25
Midshipman	2·00
Acting Sub-Lieutenant	4·00
Sub-Lieutenant	4·00
Mate	4·75
Lieutenant—	
On promotion	5·00
After 4 years	5·50
After 6 years	6·00
Lieutenant-Commander—	
On promotion	7·50
After 3 years	8·00
After 6 years	8·50
Commander—	
On promotion	10·00
After 3 years	11·00
After 6 years	12·00
After 9 years	13·00
Captain—	
On promotion	15·00
After 3 years	16·25
After 6 years	17·50
After 9 years	18·75
(2) *Engineer Officers*	
Engineer Sub-Lieutenant or Sub-Lieutenant (acting or confirmed) qualified in (E)	4·00
Engineer Lieutenant and Lieutenant (E)—	
On promotion	5·00
After 4 years	5·75
After 6 years	6·75
Engineer Lieutenant-Commander and Lieutenant-Commander (E)—	
On promotion	8·50
After 4 years	9·00
After 6 years	9·50
Engineer Commander and Commander (E)—	
On promotion	11·25
After 3 years	12·25
After 6 years	13·25
After 9 years	14·25

(2) *Engineer Officers*—continued.

	Per diem.
	$
Engineer Captain and Captain (E)—	
On promotion	15·00
After 3 years	16·25
After 6 years	17·50
After 9 years	18·75

(3) *Accountant Officers*

Paymaster Cadet	1·50
Paymaster Midshipman	2·00
Paymaster Sub-Lieutenant	4·00
Paymaster Lieutenant—	
On promotion	5·00
After 4 years	5·50
After 6 years	6·00
Paymaster Lieutenant-Commander—	
On promotion	7·50
After 3 years	8·00
After 6 years	8·50
Paymaster Commander—	
On promotion	10·00
After 3 years	11·00
After 6 years	12·00
After 9 years	13·00
Paymaster Captain—	
On promotion	13·75
After 3 years	15·00
After 6 years	16·25
After 9 years	17·50

(4) *Medical Officers*

Surgeon Lieutenant—	
On entry	5·00
After 3 years	6·00
Surgeon Lieutenant-Commander—	
On promotion	7·50
After 4 years	8·50
Surgeon Commander—	
On promotion	10·00
After 3 years	11·00
After 6 years	12·00
After 9 years	13·00
Surgeon Captain—	
On promotion	15·00
After 3 years	16·25
After 6 years	17·50
After 9 years	18·75

(5) *Instructor Officers*

Instructor Lieutenant—	
On entry	5·00
After 3 years	6·00
Instructor Lieutenant-Commander—	
On promotion	7·50
After 3 years	8·00
After 6 years	8·50
Instructor Commander—	
On promotion	10·00
After 3 years	11·00
After 6 years	12·00
After 9 years	13·00

Instructor Officers—continued.	*Per diem.*
Instructor Captain—	$
On promotion	13·75
After 3 years	15·00
After 6 years	16·25
After 9 years	17·50

(6) *Commissioned Officers from Warrant Rank and Warrant Officers*

A.—*Mechanical Branch*

Warrant Officers—	
On promotion	4·00
After 3 years	4·25
After 6 years	4·50
After 9 years	4·75
Commissioned Officers from Warrant Rank—	
On promotion	5·00
After 3 years	5·50
After 6 years	6·00
After 9 years	6·50
Lieutenant—	
On promotion	7·00
After 3 years	7·25
After 6 years	7·50
Lieutenant-Commander—	
On promotion	8·00
After 3 years	9·00
Commander	As for Commander of Branch.

B.—*Non-Mechanical Branch*

Same Ranks—25 cents. per diem less all through except Commander to receive Commander's Pay of Branch.

Note.—Warrant Officers, married and widower, whose promotion to that rank would otherwise entail pecuniary loss are, under certain regulations, granted special rates of pay approximately equivalent to their emoluments as ratings plus marriage allowance, provided such rates do not exceed their maximum rates of pay on the Warrant Officers' scale—in the latter event they are granted the maximum rates of pay on the Warrant Officers' scale.

PART II

Allowances—Officers.

Allowances to officers generally are payable at rates approximately equivalent to those payable to R.N. officers serving in the Royal Navy, and under similar conditions.

The current rates of Lodging, Fuel and Light, Provision and Subsistence Allowances are shown in Parts VI and VII respectively.

PART III

Ratings—Pay and Allowances.

Seaman Class.	*Per diem.*
	$
Boy, 1st Class	·50
Leading Boy	·55
Petty Officer Boy	·60

Note.—Leading Boy or Petty Officer Boy is not allowed when less than 10 Boys are borne.

Ordinary Seaman—	
(i) For first six months' in man's rating	1·25
(ii) With over six months' service as such	1·50
Able Seaman	1·85
Leading Seaman	2·10
Petty Officer	2·40
After 3 years	2·50
After 6 years	2·60
Chief Petty Officer	2·80
After 3 years	2·95
After 6 years	3·10
After 9 years	3·25

	Per diem. $
Signal Branch	
Signal Boy	·60
Ordinary Signalman—	
(i) For first six months in man's rating	1·35
(ii) With over six months' service as such	1·60
Signalman	2·00
Leading Signalman	2·25
Yeoman of Signals	2·65
After 3 years	2·75
After 6 years	2·85
Chief Yeoman of Signals	3·05
After 3 years	3·20
After 6 years	3·35
After 9 years	3·50
Telegraphist Branch	
Boy Telegraphist	·60
Ordinary Telegraphist—	
(i) For first six months in man's rating	1·35
(ii) With over six months' service as such	1·60
Telegraphist	2·00
Leading Telegraphist	2·25
Petty Officer Telegraphist	2·65
After 3 years	2·75
After 6 years	2·85
Chief Petty Officer Telegraphist	3·05
After 3 years	3·20
After 6 years	3·35
After 9 years	3·50
Sailmaker Branch	
Sailmaker's Mate	2·05
Sailmaker	2·65
After 3 years	2·75
After 6 years	2·85
Chief Sailmaker	3·05
After 3 years	3·20
After 6 years	3·35
After 9 years	3·50
Stoker Branch	
Stoker—	
2nd Class—	
(i) For first six months' in man's rating	1·35
(ii) With over six months' service as such	1·60
1st Class	2·00
Acting Leading Stoker	2·25
Leading Stoker	2·25
Stoker Petty Officer	2·65
After 3 years	2·75
After 6 years	2·85
Chief Stoker	3·05
After 3 years	3·20
After 6 years	3·35
After 9 years	3·50

	Per diem. $
Mechanicians	
Mechanician	3·05
After 3 years	3·20
After 6 years	3·35
After 9 years	3·50
After 12 years	3·65
Chief Mechanician—	
2nd Class	3·80
1st Class	4·05
Engine Room Artificers, Electrical Artificers, Ordnance Artificers	
Artificer—	
5th Class	2·10
Acting 4th Class	3·05
4th Class	3·05
3rd Class	3·15
2nd Class	3·25
1st Class	3·50
Chief Artificer—	
2nd Class	3·80
1st Class	4·05
Shipwrights	
Shipwright—	
5th Class	2·10
4th Class	3·05
3rd Class	3·15
2nd Class	3·25
1st Class	3·50
Chief Shipwright—	
2nd Class	3·80
1st Class	4·05
Blacksmiths, Plumbers, Painters, Joiners, Coopers	
5th Class	2·10
4th Class	2·60
3rd Class	2·70
2nd Class	2·80
1st Class	2·90
After 3 years	3·00
Chief	3·20
After 3 years	3·30
After 6 years	3·60
Armourers	
Probationary Armourer's Crew	2·10
Armourer's Crew	2·60
Armourer's Mate	2·70
Armourer	2·80
After 3 years	2·90
Chief Armourer	3·20
After 3 years	3·30
After 6 years	3·60
Sick Berth Staff	
Sick Berth Attendant—	
(i) For first six months in man's rating	1·60
(ii) With over six months' service as such	1·95
Leading Sick Berth Attendant	2·25
Sick Berth Petty Officer	2·65
After 3 years	2·75
After 6 years	2·85

Sick Berth Staff—continued.

	Per diem. $
Sick Berth Chief Petty Officer	3·00
After 3 years	3·15
After 6 years	3·30
After 9 years	3·45

Writers

Boy Writer	0·60
Writer—	
(i) For first six months in man's rating	1·60
(ii) With over six months' service as such	1·95
Leading Writer	2·25
After 3 years	2·35
Petty Officer Writer	2·65
After 3 years	2·75
Chief Petty Officer Writer	3·00
After 3 years	3·15
After 6 years	3·30
After 9 years	3·45

Victualling Staff

Victualling Boy	0·60
Victualling Assistant—	
(i) For first six months in man's rating	1·60
(ii) With over six months' service as such	1·95
Leading Victualling Assistant	2·25
After 3 years	2·35
Victualling Petty Officer	2·65
After 3 years	2·75
Victualling Chief Petty Officer	3·00
After 3 years	3·15
After 6 years	3·30
After 9 years	3·45

Ship's Cook

Assistant Cook (S)—	
(i) For first six months in man's rating	1·35
(ii) With over six months' service as such	1·50
Cook (S)	1·95
Leading Cook (S)	2·25
After 3 years	2·35
Petty Officer Cook (S)	2·65
After 3 years	2·75
After 6 years	2·85
Chief Petty Officer Cook (S)	3·00
After 3 years	3·15
After 6 years	3·30
After 9 years	3·45

Regulating Branch

Regulating Petty Officer	2·65
After 3 years	2·75
Master-at-Arms	3·10
After 3 years	3·25
After 6 years	3·40
After 9 years	3·55

Officers' Stewards and Cooks	*Per diem.* $
Boy Steward	0·50
Steward and Cook (O)—	
(i) For first six months in man's rating	1·50
(ii) With over six months' service as such	1·85
Leading Steward and Leading Cook (O)	2·20
Petty Officer Steward and Petty Officer Cook (O)	2·50
After 3 years	2·60
After 6 years	2·70
Chief Petty Officer Steward and Chief Petty Officer Cook (O)	3·00
After 3 years	3·15
After 6 years	3·30
After 9 years	3·45

PART IV

Non-Substantive Ratings—Allowances, etc.

All non-substantive pay and allowances which are payable under R.C.N. regulations shall ordinarily be paid in accordance with King's Regulations and Admiralty Instructions, and at rates which approximate to those payable to ratings in the R.N.

Signal and Telegraphist Ratings are required to qualify in non-substantive ratings as laid down in King's Regulations and Admiralty Instructions as a condition of advancement. These non-substantive ratings will not carry any additional pay.

PART V

Marriage Allowance.

Marriage allowance is a grant made by the Government of the Dominion of Canada to ratings in the Canadian Naval Service while such ratings in respect of whom it is paid remain in the Naval Service. Marriage allowance will not, however, be paid to any rating in the Royal Canadian Navy until he has attained the age of 22 years.

2. The object of the allowance is to assist ratings whilst serving to provide and maintain a home for their wives and children.

3. Marriage allowance shall be payable in accordance with the scales, and under the conditions laid down hereunder, in respect of :—

(*a*) Wife.

(*b*) Child or children, including those in the care of a guardian.

4. For the purpose of these regulations—

(*a*) " Wife " shall mean legal wife.

(*b*) " Guardian " shall mean, in the case of ratings who are widowers or are separated from their wives, the person who has the care of the child or children.

(*c*) " Children " shall mean (i) legitimate children, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen ; (ii) legitimate step-children, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen (provided they are not in receipt of endowment from any other source) ; (iii) adopted children, at the discretion of the Minister of National Defence, in the case of boys under the age of sixteen, and in the case of girls under the age of seventeen (provided they are not in receipt of endowment from any other source).

5. Marriage allowance shall be on the following scales :—

A.—*In respect of a wife living with her husband* (*and children*)

	All ratings. Per diem. $
Wife only	0·50
Wife and 1 child	0·75
Wife and 2 children	1·00
Wife and 3 children	1·25
Wife and 4 children or more	1·50

B.—*In respect of children only*	*All ratings. Per diem.* $
1 child	0·50
2 children	0·75
3 children	1·00
4 or more children	1·25

6. (*a*) Marriage allowance shall be credited to the rating concerned and by him shall be allotted to his wife or to the guardian of his children (except as provided in clause (*f*)).

(*b*) Except as provided in clause (*f*), marriage allowance shall not be paid unless the rating himself allots, in addition to the full amount of marriage allowance, the following number of days' pay of his rating, exclusive of allowances in the cases shown :—

For wife	15 days' pay.
For one motherless child	5 days' pay.
For two motherless children	10 days' pay.
For three or more motherless children	15 days' pay.

(*c*) If a voluntary allotment is not made, compulsory allotment, at the appropriate rate as shown above, plus full amount of marriage allowance, which will be credited, may be put in force against the rating by order of the Commanding Officer, with the approval of headquarters ; if a compulsory allotment is put in force the rating concerned will be informed. Should he object and submit reasons for his objection, it will be decided by the Minister of National Defence whether the compulsory allotment shall be continued. If the compulsory allotment is discontinued, marriage allowance will also be discontinued.

(*d*) Marriage allowance shall not be paid to a rating who is not living with his wife, for reasons other than the exigencies of the Service, except for children left in his care after divorce or judicial separation as provided in clause (*e*). If any rating in receipt of marriage allowance ceases to live with his wife (for any reasons other than the exigencies of the Service) and fails to notify the fact to his Commanding Officer, he will be liable to be charged with an overpayment of marriage allowance which may in consequence occur.

(*e*) If a rating is divorced or separated from his wife by order of a court, but has the custody of a child or children as defined in clause 4 (*c*), either personally or through a guardian appointed on his behalf, marriage allowance will be payable at the rates laid down in paragraph 5 B, subject to clauses (*a*) and (*b*) above.

(*f*) If a rating who is a widower, or is divorced or separated from his wife by order of a court, has the custody of a child or children and is maintaining them in his immediate care (no legal guardian having been appointed), marriage allowance may be credited without the declaration of any allotment, provided the Commanding Officer is satisfied that a suitable home is being maintained. The Commanding Officer is to report particulars of such cases to headquarters for information, a duplicate being forwarded with the ledger to support the credit of marriage allowance.

7. All applications for marriage allowance must be supported by certificate of marriage, birth certificate in the case of children, or other unimpeachable evidence as to marriage, birth, or guardianship.

8. For the purpose of mulcts, marriage allowance is not to be considered as part of the daily rate of pay.

9. Payment of marriage allowance shall be continued for any period during which its recipient is undergoing punishment in cells, detention or imprisonment, unless he is ordered to be dismissed or discharged from His Majesty's Service at the expiration of his sentence.

10. Marriage allowance is not payable to ratings in receipt of consolidated pay.

11. The regulations governing payment of marriage allowance are to be explained to all newly entered men in order that, when necessary, allotments, effective from date of entry, may be declared.

12. Any question arising as to the interpretation of these regulations shall be decided by the Minister of National Defence.

PART VI

Allowances in lieu of Lodging, Provisions, Fuel and Light.

Allowances in lieu of lodgings, provisions, fuel and light, shall be paid on the following scale :—

——	Lodging, Fuel and Light.	Provisions.	Consolidated Allowance.
	Per diem	Per diem.	Per diem.
	$	$	$
Captains and officers of corresponding rank ...	2·25	0·85	3·10
Commanders and officers of corresponding rank	2·00	0·85	2·85
Lieutenant-Commanders and officers of corresponding rank.	1·75	0·85	2·60
Lieutenants and officers of corresponding rank	1·50	0·85	2·35
Sub-Lieutenants, commissioned officers from warrant rank and subordinate officers.	1·25	0·85	2·10
Warrant officers	1·00	0·85	1·85
All ratings	0·60	0·85	1·45

	Per diem.
	$
Allowance in lieu of provisions as per Article **1673**, King's Regulations	0·85
Fuel and light allowances to officers provided with official residences :—	
Captains, Commanders and officers of corresponding rank ...	1·00
Other commissioned officers	0·75
Commissioned officers from warrant rank and warrant officers...	0·50

(*See* Section B, Part III, paragraph 15 (viii)—When lent to R.N.)

PART VII

Subsistence Allowance.

(Subsistence when lent to Royal Navy, *see* Section B, Part III, paragraph 15 (viii).)

Subsistence Allowance.—Officers and ratings of the Royal Canadian Navy, when proceeding on duty from their ship or establishment, under Naval Orders, shall be entitled to their actual and necessary transportation and travelling allowance in addition, in accordance with these Regulations, to cover their expenses at the following daily rates :—

Rank.	For period not exceeding 15 days in one place.	After 15 days in one place and for a further period not exceeding 92 days.
	$	$
Captains and officers of corresponding rank...	8·00	5·00
Commanders, Lieut.-Commanders and officers of corresponding rank.	6·00	4·00
Other commissioned officers	5·00	4·00
Commissioned Warrant, Warrant and subordinate officers.	3·50	3·00
C.P.O.s and P.O.s	3·00	2·50
Men and boys below the rating of P.O. ...	2·75	2·25

2. The rates as laid down in paragraph 1 are intended to cover all expenses for hotel accommodation, meals, and other charges except railroad and other transportation, and, when necessarily incurred and allowed, hire of taxis, scales for which are published in Canadian Naval General Orders. Gratuities to hotel porters, servants, cabmen, etc., are not admissible. On ocean passages stewards fees will be allowed up to a maximum of $10·00 for commissioned officers ; $5·00 for commissioned warrant, warrant, and subordinate officers ; and $3·00 for chief

petty officers, petty officers, and men, and in the case of parlour and sleeping car accommodation, a reasonable fee for services rendered may be allowed, not exceeding rates to be authorised in Canadian Naval General Orders.

3. When the period of absence is less than 24 hours, only actual and reasonable expenses for meals, etc., will be allowed, not to exceed in any event the travelling allowance authorised for full period of 24 hours. The rates for meals will not exceed—

	$
Breakfast	1·00
Lunch	1·25
Dinner	1·50

4. When the period of absence exceeds 24 hours, the full daily rate for each complete period of 24 hours which has elapsed from the time the officer or rating left his ship or establishment, until his return thereto, will be paid, but any fraction of 24 hours at termination of the journey will be disregarded if less than six hours ; if between six and twelve hours, the period will count as half a day ; if twelve hours or over, as a day.

5. The time an officer or rating leaves, or returns to, his ship or establishment is to be interpreted as the actual time of departure or arrival of trains.

6. In the case of officers and ratings travelling by a steamer or otherwise, when the cost of transportation includes meals, travelling allowance is not authorised.

7. When the duration of the duty in any one place exceeds 107 days, the allowance will cease unless the case is referred to the Minister, who may authorise the continuance of the allowance or any lower rate.

8. The allowance is not authorised for officers or men travelling in a body or when drafts are being moved from one ship or establishment to another. In such cases duly authorised arrangements for their transport, maintenance, etc., will be carried out.

9. Expenses for transportation by road, except in cases in which the use of private motor cars is authorised by headquarters, are allowed only when necessarily incurred and when no Service transport is available.

10. Payment of subsistence allowance generally is governed by Article **1666**, King's Regulations and Admiralty Instructions.

11. In case of officers or ratings proceeding on duty in Canada or elsewhere, when circumstances arise where the rates of subsistence allowance are not equitable, the Minister may authorise a special allowance, either higher or lower than those provided in the foregoing regulations, but in no case to exceed $10 per diem.

12. Subsistence allowance will not be paid to officers or ratings while at Halifax or Esquimalt for temporary duty, if accommodation for them is available in R.C.N. barracks.

13. Application is to be made to R.C.N. barracks for accommodation to be provided, and if accommodation cannot be obtained, a notation to that effect is to be made on the claim for travelling expenses.

PART VIII

Kit Upkeep Allowance.

The following annual allowances are approved for the upkeep of kit :—

	$
Chief petty officers	60·00
Petty officers and men dressed as seamen	40·00
Petty officers and men not dressed as seamen	56·00
Submarine kit upkeep allowance	7·00

(*See* Section B, Part III, paragraph 15—When lent to R.N.)

Outfit Gratuity.—Petty officers and men promoted to warrant rank will be granted an outfit gratuity of $300·00 to provide themselves with the necessary uniform as follows :—

$250·00 on promotion to acting warrant rank, $50·00 on confirmation.

This gratuity is to be credited on the ledger and paid as above.

(*A.F.O. 1212/35.*)

*3002.—State Insurance

(P.M. 3313/35.—12.12.1935.)

(This reprint embodies A.F.O. 1542/36.)

In accordance with the provisions of the Widows', Orphans', and Old Age Contributory Pensions Act, 1925, increased rates of Pensions Insurance contributions become payable in respect of insured persons with effect from the week commencing with the first Monday in January, 1936. In the case of Naval ratings and Royal Marines, and of insured Reservists, including Officers of the Reserves whose insurance is continued during training, the amount of the increase is 2*d.* a week, of which 1*d.* will be borne by Navy Votes, and 1*d.* is payable by the insured persons.

On and from 6th January next, therefore, pending amendment of the Regulations, the amount 4½*d.* should be read as 5½*d.* in every instance in which it appears in relation to Pensions Insurance deduction in King's Regulations and Admiralty Instructions, Appendix XXIX, and in the Regulations for the governance of the various Naval Reserve Forces.

Quarterly Charges.—The consequent amendments to the rates of quarterly deduction shown in paragraph 14 of Appendix XXIX will be promulgated in due course. The rates for the year 1936 will be :—

	s.	*d.*
Lady Quarter, 1936	6	0
Midsummer Quarter, 1936	5	11
Michaelmas Quarter, 1936	6	0
Christmas Quarter, 1936	5	11

Stamps.—The values of stamps to be affixed to the cards of insured Reservists are :—

	s.	*d.*
National Health and Pensions	1	8
Unemployment :—		
(*a*) Insured Reservists.		
Men of the age of 21 years and upwards	1	6
Young men who have attained the age of 18, but are under the age of 21	1	4
Boys who have attained the age of 16, but are under the age of 18	0	10
Boys who have attained the age of 14, but are under the age of 16	0	4
(*b*) Exempt Reservists.		
Men of the age of 21 and upwards	0	9
Young men who have attained the age of 18, but are under the age of 21	0	8
Boys who have attained the age of 16, but are under the age of 18	0	5
Boys who have attained the age of 14, but are under the age of 16	0	2

(*c*) Irish Free State—Reservists domiciled in.—Unemployment books should not be stamped.

Deductions from Officers of Reserve Forces.—The deductions to be made from the pay of officers of the Reserves whose insurance is continued during training are :—

	s.	*d.*
National Health and Pensions	0	10
Unemployment :—		
Officers of the age of 21 and upwards	0	9
Those who have attained the age of 18, but are under the age of 21	0	8

3052.—Dental Standard, etc., for Re-engagement after Completing Time for Pension, or for Time Expired Men for a Period of Twelve Months

(M.D.G. 10102/35.—19.12.1935.)

Candidates for re-engagement are not to be rejected solely on account of dental defects unless there is good reason to expect a breakdown in health from this cause during the period of their fresh engagement.

2. In cases where dentures are required the candidate may be accepted provided he undertakes to obtain them at his own expense without delay and to maintain them in an efficient condition throughout his further period of service. Existing facilities for the provision of dentures on a repayment basis may be extended to these men provided payment can be effected at least three months before the engagement is due to expire.

3. Extensive operative treatment should not ordinarily be undertaken for ratings re-entered for temporary service of short duration.

1936

251.—*Issued Confidentially.*

255.—Promotion to Commissioned Rank in R.N. of Ratings of the New Zealand Division

(C.W. 8665/35.—30.1.1936.)

The following is a copy of a Regulation issued, with the approval of the Admiralty, by the New Zealand Naval Board:—

Ratings of the following branches of the New Zealand Division are eligible to be considered for promotion to commissioned rank in the Royal Navy:—

Seaman Branch	To Acting Sub-Lieutenant, Royal Navy.
Communications Branch	
Engine Room Artificer Branch.	To Acting Sub-Lieutenant (E), Royal Navy.

2. The qualifications required of candidates from any of these branches, and the system of selection, will be regulated by the provisions of King's Regulations and Admiralty Instructions, Appendix XII, Parts 3 and 7, and of Admiralty Fleet Orders in force for the time being.

3. As a preliminary step, New Zealand ratings who are recommended by their Commanding Officers for promotion will be required to pass a selection committee appointed by the Commodore Commanding the New Zealand Station, or, in his absence, by the Naval Board. Subject to the approval of the Naval Board, a candidate who is recommended by the committee may then be transferred on a "course" basis to the Home or Mediterranean Fleet.

4. Having regard to the fact that New Zealand ratings are serving under certain conditions which are not provided for in the King's Regulations quoted in paragraph 2, instructions will be promulgated from time to time in Navy Orders adjusting points of procedure to ensure that men who may be regarded as eligible for promotion are trained on the same lines as ratings of the Royal Navy, and to enable them to be judged strictly on their merits in competition with those ratings.

The number of candidates to be transferred for service in the Home or Mediterranean Fleet in any year will be decided by the Naval Board when the reports of the New Zealand Division Selection Committee have been considered.

5. Commanding Officers are to give any rating who is recommended by them for promotion clearly to understand that candidature for commissioned rank involves:—

(i) Competition on equal terms with ratings in the Royal Navy.

(ii) Service on a training or course basis in a ship of the Royal Navy for not less than six months before appearing before the Fleet Selection Board.

(iii) Disposal as directed by the New Zealand Naval Board and subject to the concurrence of the Lords Commissioners of the Admiralty at any time if it appears that the candidate's conduct is unsatisfactory or if there is no likelihood of his name being recommended by the Fleet or Final Selection Boards.

6. Candidates who are selected for promotion to commissioned rank in the Royal Navy will be discharged from the New Zealand Division of the Royal Navy as from the date of selection for promotion to the rank of Acting Sub-Lieutenant or Acting Sub-Lieutenant (E).

7. Subject to the provisions of clause 25, Part 3, and clause 14, Part 7, of Appendix XII of the King's Regulations and Admiralty Instructions, candidates who are selected by the Lords Commissioners of the Admiralty for promotion to commissioned rank will be granted permanent commissions in the Royal Navy. They will receive pay at Royal Navy rates from the date of selection. They will have no claim to service on the New Zealand Station, but they may volunteer as opportunity offers for such service under the conditions applicable to officers of the Royal Navy in general.

8. The amount of deferred pay which has accrued to a rating to the date of his selection will be transferred to the Lords Commissioners of the Admiralty. From that date Their Lordships will accept full liability for retired pay, gratuity, widow's pensions, etc., at the rates applicable to officers of the Royal Navy.

2. New Zealand Division ratings undergoing courses in the R.N. may be recommended by their Commanding Officers. Special arrangements will be made, subject to the concurrence of the New Zealand Naval Board, to provide for such candidates being given opportunities of appearing before Fleet Selection Boards.

(*K.R. & A.I., Appendix XII, Parts 3 & 7.*)

258.—Reserve Officers Appointed for Temporary Duty in the Fleet—Disability, etc., Compensation

(P.M. 181/36.—30.1.1936.)

Reserve Officers appointed for temporary duty in the Fleet, if invalided on account of sickness or injury certified by the competent medical authority as attributable to the Service, will be eligible for disability retired pay, as shown in the scale printed on page 64 of the current appendix to the Navy List.

In the event of any of these officers dying from wounds, injuries or disease certified as directly attributable to the conditions of Naval service, their widows and/or dependants would be eligible for the award of pensions and allowances at attributable rates, *vide* Clause 21 of the Regulations (page 88 of the current appendix to the Navy List).

*397.—Use of White and Blue Ensigns on Shore

(N.L./N.S. 16005/35.—13.2.1936.)

Enquiries are received from time to time at the Admiralty as to the use of the White and Blue Ensigns on shore. The following Memorandum, which it is customary to issue in response to such enquiries, is promulgated for general information:—

Memorandum on the use of the White and Blue Ensigns on Shore

The White and Blue Ensigns of His Majesty's Fleet are purely maritime flags, and in general their use on shore is incorrect. There has, however, been a customary extension of the use of the White Ensign from the harbour ship used as a fleet establishment to barracks and other buildings on shore serving the same purpose. There has been a parallel extension of the use of special ensigns from yachts, customs vessels and the like to their headquarters on the coast—the club house or customs office.

It is common also for the White and Blue Ensigns to be used on cenotaphs and other memorials to Naval personnel.

With these exceptions, the use of these ensigns on shore is improper. Special ensigns worn by yachts are worn under the authority of an Admiralty warrant issued to the yacht, not to the yacht owner; they are the national colours of the yacht, not the personal flag of the owner, and the owner has no shadow of right to fly the yacht's flag elsewhere than on board the yacht. Similarly, the White Ensign is nothing else but the national colours of a ship of war in commission and no past service in the Navy or other connection with the Navy can make it correct to hoist it on private buildings on shore. It is equally incorrect for either ensign to be carried in processions or marches on shore.

Admiralty, S.W.1.
9th September, 1931.

*400.—Pensioners Serving in the Fleet—Payment of Pensions

(D.N.A. 255/36.—13.2.1936.)

Pensioners re-entered for service in the Royal Navy or Royal Marines who receive their pensions in addition to their pay under Article **1996**, King's Regulations and Admiralty Instructions, should continue to draw their pensions at a Post Office in the usual manner if the conditions of their re-employment enable them to do so. If they cannot attend at a Post Office they may either:—

(*a*) Receive payment from the Accountant Officer of the ship in which they are serving;

(*b*) Request that payment may be made to their wives (or, in exceptional circumstances, other dependents); or

(*c*) Allow their pensions to accumulate until the termination of their re-employment.

2. Immediately upon the re-entry of such a pensioner, it should be ascertained how he desires his pension to be dealt with, and action should be taken as indicated hereunder.

3. For payment as at (*a*), application should be made by the pensioner, through his Commanding Officer, to the Director of Navy Accounts, who will then issue the requisite form of authority. No payment is to be made until such authority is received.

4. For payment as at (*b*), the pensioner's written authority is required in the form indicated at the end of this Order. Arrangements for payment will be made by the Director of Navy Accounts and payment will continue until the pensioner cancels his authority or his re-employment ceases.

5. If alternative (*c*) is chosen, the Director of Navy Accounts should be informed and the pensioner should apply to him for payment of the arrears at the end of the period of re-employment. (The arrears would be payable to the pensioner's legal personal representative in the event of his death.)

6. *Reports of death of pensioners re-employed.*—Attention is drawn to the necessity for quoting the man's pension number in the telegraphic report sent to the Admiralty, in accordance with Article **1135**, King's Regulations and Admiralty Instructions. (The prompt receipt of such a report is relied upon to prevent overpayments where pension is paid as at (*b*)).

Form of authority for payment under paragraph 1 (b).

H.M.S. .....

I, Naval Pensioner ....., hereby authorise the Director of Navy Accounts to pay my pension until further notice to my wife. Her full name and address are—

.....

.....

Pensioner's signature .....

Pension number .....

Date .....

Forwarded.

.....

Commanding Officer.

The Director of Navy Accounts,
(Branch 8).

*492.—Courses in Parachute Packing at the School of Technical Training, R.A.F. Station, Manston

(N. 743/36.—27.2.1936.)

(*This reprint embodies A.F.O. 2880/36.*)

It has been approved for certain Naval officers and ratings serving in aircraft carriers and other ships carrying aircraft to be sent to the School of Technical Training, R.A.F. Station, Manston, for a course in parachute operation, packing and maintenance.

2. The course will be of approximately six working days for officers and twenty-one working days for men.

The numbers approved to be trained are as follows:—

1 Officer ... ... 1 Able Seaman	Headquarters flight.
1 Officer .. .. 2 Able Seamen	Each multi-seater squadron.
1 Officer ... ... 1 Able Seaman	Each single seater squadron.
1 Officer ... ... 1 Able Seaman or Air Gunner...	Each catapult ship with one aircraft.
2 Officers ... ... 2 Able Seamen or Air Gunners	Each catapult ship with two or more aircraft.

3. In aircraft carriers, the senior R.A.F. officer is to be responsible to the Commanding Officer for the correct packing and maintenance of parachutes. In ships other than carriers, the Senior Pilot will carry these responsibilities.

4. Commander-in-Chief, Home Fleet, is to arrange direct with A.O.C.-in-C., Coastal Command, for the officers and men affected in the ships of the Home Fleet to undergo the parachute courses.

5. Commanding Officers of ships commissioning for service abroad are to communicate their requirements to A.O.C.-in-C., Coastal Command, in order that their personnel may undergo the course before departure for a foreign station. Where it is necessary to provide reliefs for parachute personnel abroad, arrangements should be made with A.O.C.-in-C., Coastal Command, for the reliefs to take the parachute course before their departure.

6. It is desirable that at least four weeks' notice should be given to the A.O.C.-in-C., Coastal Command, in order that vacancies in the courses may be allocated to the Fleet Air Arm.

536.—Good Service Badges—R.N.R. and R.N.V.R.—Wearing of, during service in R.N.

(N. 494/36.—5.3.1936.)

R.N.R. and R.N.V.R. ratings entered for temporary service in the Royal Navy under the special non-continuous service engagement S.56X, are not to be allowed to wear R.N.R. and R.N.V.R. Good Service Badges during such service.

733.—Discharge from the R.N. of Reservists Entered under the Non-continuous Service Engagement S.56X

(N. 790/36.—26.3.1936.)

All discharges of men who immediately prior to entry in the Royal Navy for temporary service under the special non-continuous service engagement S.56X. were members of the Royal Naval Reserve, Royal Naval Volunteer Reserve or Royal Naval Wireless Auxiliary Reserve are to be reported to the Admiral Commanding Reserves, Queen Anne's Chambers, Tothill Street, S.W.1.

2. The report in the case of invaliding should include a statement as to whether the man is considered fit for re-entry into the Reserve, and the final date of discharge.

(*A.F.O. 2620/36.*)

799.—*Issued Confidentially.*

869.—Royal Naval and Royal Marine Volunteer Cadet Corps

(N.S. 11341/35.—9.4.1936.)

Volunteer Cadet Corps attached to Royal Naval shore establishments in the United Kingdom, and Boys' Corps affiliated to R.N.V.R. Divisions, are eligible for assistance from naval funds to the same extent as recognised units of Sea Cadet Corps.

2. A grant of 3*s.* 6*d.* per annum in respect of each efficient cadet will accordingly be paid to the Commanding Officer of each Royal Naval shore establishment or Division of the R.N.V.R. to which such a corps is attached. This grant is to be utilised to meet the necessary expenses connected with the formation, organisation and administration of the corps, and for increasing its efficiency, but not for social, religious or other purposes.

3. No grant will be payable in any year unless the Commanding Officer of the Establishment or Division certifies that the Corps has a strength of 30 efficient cadets, exclusive of boys under 12 years of age.

4. Claims for payment of the grant are to be rendered to the Director of Navy Accounts as soon as possible after 1st January each year, and are to be accompanied by a certified statement of the number of efficient cadets (exclusive of boys under 12 years of age) borne on the strength on 31st December.

5. *The above grants are not payable to Royal Marine Volunteer Cadet Corps.*

6. Subject to conditions laid down by the Admiralty, essential items of camp equipment, *e.g.*, bedding, tents, etc., may be lent temporarily to Volunteer Cadet Corps attached to Royal Naval and Royal Marine shore establishments in the United Kingdom, or to Boys' Corps affiliated to R.N.V.R. Divisions on

application through the proper channels to the Admiralty by the Commanding Officer of the establishment or Division to which the corps is attached. Applications for camp equipment must be made at least four clear weeks before the equipment is required, and should be accompanied by information as to the proposed date of commencing camp and its duration, together with a detailed list of the articles required. The conditions under which camp equipment is lent are the same as those for similar loans to Sea Cadet Corps as regards responsibility for losses and damages, insurance where the total value of the stores lent exceeds £10, etc. (See Article 14, " Regulations Governing the Formation, Organisation, and Administration of Units of Sea Cadet Corps in the British Isles "). The insurance policies and the " Condition of Loan " form, duly completed by the Officers Commanding the units to which the stores are lent, are to be forwarded to the Admiralty through the usual channels.

7. A newly recognised unit of the Volunteer Cadet Corps may apply to the Admiralty for a free grant of stores for instructional purposes. The application should be forwarded in the same way as indicated in paragraph 6 above for loans of camp equipment, and should contain full details of the items required. This grant will be subject to the recommendation of the relative administrative authority and to conditions laid down by the Admiralty. The supply of all or any of the articles desired will also depend upon whether they are available from surplus Naval stocks. In the event of a unit subsequently being disbanded or of the official recognition being withdrawn, directions are to be sought as to the disposal of any stores supplied by the Admiralty as a free gift.

912.—C.S. Ratings Serving under Engagements S.56X—Re-engagements to Complete Time for Pension

(N. 650/36.—16.4.1936.)

Men whose first continuous service engagement has been extended and who desire to re-engage to complete time for pension, may be allowed to do so provided they fulfil the conditions laid down in Article **390**, clause 2, King's Regulations and Admiralty Instructions.

917.—R.N.R., R.N.V.R. and R.N.W.A.R. Ratings Serving in R.N. —Transfer to Continuous Service

(N. 650/36.—16.4.1936.)

(*This reprint embodies A.F.O. 1593/36.*)

Ex R.N.R., R.N.V.R. and R.N.W.A.R. ratings now serving in the R.N. under the special N.C.S. engagement S.56X, other than those entered for service in trawlers only, who are now desirous of transferring to continuous service, may apply to do so under the conditions laid down for Special Service ratings in King's Regulations and Admiralty Instructions, App. XVII, Part 2, paragraph 6 (*a*), (*b*), (*c*), (*d*), and (*e*), except that the length of service qualification (paragraph 6 (*a*)) is to be 6 months. Pay will be at 1925 rates, and applications should be forwarded to the Admiralty for approval.

918.—Instructional Films—Use—Facilities for Manufacture—Instructional Film Library

(N. 1197/36.—16.4.1936.)

(*This reprint embodies A.F.O.s 136/37 and 88/38.*)

The attention of all concerned is drawn to the facilities with regard to instructional films which exist at the R.N. Photographic School, Tipnor. One sound film (commentary—No. 11) has been completed. Further silent films will be converted, and reports issued as to their suitability. It is probable, however, that silent films could be utilised more than is now done, particularly in training establishments.

Instructional Film Library

2. A small library of instructional films on professional subjects, consisting of negatives of films made by Tipnor and other establishments, and any positives made in accordance with paragraph 3 (*b*) below, is maintained at Tipnor. A list of films available for loan is appended to this Order, those having one or more positive copies being marked with an asterisk.

3. Ships and establishments possessing facilities for showing Service films and desirous of borrowing such films for exhibition, are to observe the following rules :—

(*a*) If a positive copy exists, application to be made direct to Tipnor.

(*b*) If no positive copy exists, application to be made through the usual Service channels to the Admiralty for authority to have a print made.

It is important that films, when received, should be exhibited and returned to Tipnor without delay.

4. Each individual film in the circulating library will be given a history sheet, which will be kept in the box containing the film ; on each occasion the film is used a responsible officer is to log the date in the history sheet and, in the column provided for the purpose, any remarks he may wish to make as to the utility of the film, suggestions for improving it, condition of the film, etc.

5. Applications from a foreign station should be made by the Commander-in-Chief, who, on receipt of the film, will arrange for its use on the station as he thinks necessary and for its early return to Tipnor.

6. Where two copies of a film are provided, both copies are not to be on loan at the same time to foreign stations other than the Mediterranean, *i.e.*, at least one copy of each film will always be available for the Home and Mediterranean stations.

7. Confidential films will be so marked in the catalogue and must not be passed from one holder to another without being accompanied by supply and receipt notes and, if sent by post, must be registered.

FACILITIES FOR MAKING FILMS AT TIPNOR AND PROCEDURE FOR ADDITION OF FILMS TO LIBRARY

8. The R.N. Photographic School can make cinematograph pictures of almost any subject.

9. Diagrammatic "step by step" films can be constructed. In addition to films of tactical exercises, diagrammatic models of working parts of machinery are frequently made up and filmed in motion.

10. A slow-motion motor-driven camera, capable of being trained, is available.

11. The best time of the year for making films is from April to September.

12. Owing to the small staff at the school, the output is limited, and ample notice of any work required is therefore essential.

13. A proposal for the manufacture of instructional films to illustrate a professional subject is first to receive the approval of the local Commander-in-Chief or Senior Naval Officer. It will then be transmitted to the Commander-in-Chief, Portsmouth, who will ascertain if the requirements can be met from films already in the R.N. Photographic School or in the Specialist Schools, before authorising manufacture.

14. The Commander-in-Chief, Portsmouth, if he considers that any proposed new film would be a useful addition to the film library, will forward to the Admiralty the following information :—

(*a*) Particulars in the usual form for inclusion in the film library catalogue.

(*b*) Whether the film should be regarded as confidential.

(*c*) Sufficient descriptive notes to indicate in more detail the nature of the proposed film.

(*d*) Establishment in which it is recommended the film should be produced.

Manufacture of the films proposed should not be taken in hand without prior Admiralty approval, but Admiralty approval need not be obtained for films to be made in accordance with paragraphs 8 to 12 above, and not considered of sufficient interest for inclusion in the library.

15. Films will not be included in the library merely because they are of interest. They must have a definite instructional value and there must be a reasonable expectation that they will yield results commensurate with the cost involved and not obtainable by the lantern or other economical means.

16. All films manufactured in H.M. ships and establishments with Service material and facilities remain the property of the Crown.

APPENDIX

Catalogue of Service Films on Professional Subjects

These films are not to be shown to anyone not belonging to H.M. Service. Those marked " Confidential " are not to be shown to persons in H.M. Service below commissioned rank except as indicated in the right-hand column. Those marked * have one or more spare copies available.

		Suitable for exhibition to
	Nos. 1 to 20—Gunnery Subjects	
*No. 1.	Magazine rounds (1923) (revised 1931). Actual photographs taken in battle cruisers.	Officers and selected ratings.
No 2.	8 in. pusher hoist control and cut-off gear	Do.
No. 3.	15 in.—Running in and out arrangements (1928). Diagrammatic	Do.
No. 4.	15 in.—Safety depression control (1928). Diagrammatic ...	Do.
No. 5.	15 in.—Compensating gear (1929). Diagrammatic	Do.
No. 6.	15 in.—Chain rammer (1929). Diagrammatic	Do.
No. 7.	15 in.—Breech mechanism (1931). Diagrammatic	Do.
*No. 9.	Lewis gun mechanism (1924). (Made at S.A. School, Hythe.) Photographs and diagrams. Negative not available.	Do.
No. 10.	Assessment of inclination	Do.
No. 11.	6 in. loading drill (with commentary)	Do.
No. 12.	13·5 in. spotting instructional film (1930). (Made by Experimental Department, "Excellent.") Photographs and diagrams.	Officers and higher gunnery ratings.
No. 13.	6 in. spotting instructional film (1930). (Made by Experimental Department, " Excellent.") Photographs and diagrams.	Do.
No. 14.	Fire distribution film (1930). (Two parts.) Diagrammatic of fleet action. (Confidential.)	Officers.
No. 15.	Olympia Field Gun Competition, 1932	Officers and men of establishments training crews for Olympia Competition.
No. 16.	Portsmouth Field Gun Crew, Training, 1934. (Two parts.) ...	
No. 17.	Changing of the Guard at the R.N. Barracks, Portsmouth ...	Officers and men detailed for Guard and Ceremonial duties at shore establishments.
	Nos. 21 to 40—Torpedo Subjects.	
*No. 21.	Single flotilla torpedo attack, 4th D.F., 1933	Officers.
*No. 22.	Exercise " R.S." (1933)—Destroyer night attack	Do.
*No. 23.	Exercise " D.X.13 " (1934)—Massed flotilla attack	Do.
*No. 24.	Flotilla torpedo firing (1935). Diagrammatic	Do.
*No. 25.	Minesweeping film (1926). (Two parts.) Diagrammatic ...	Do.
*No. 26.	Mining instructional film (1926). Diagrammatic	Do.

		Suitable for exhibition to
	Nos. 41 to 50—Submarine Subjects.	
*No. 41.	Submarine "L.50" class (1926). Photographs of "L.52" diving, etc.	Officers and men.
No. 42.	Battery film. (Two parts)...	Officers.
No. 43.	A.S. boom and indicator net trials, Firth of Forth (1931). (Three parts.) (Confidential.)	(a)
	(a) Copies have been distributed to establishments directly concerned	
No. 44.	Paravane pull-over trials	Officers.
No. 45.	Exercise "M.2" and "L.52" off Gibraltar	Do.
No. 46.	H.M.S. "Porpoise." (Two parts)	Do.
No. 47.	H.M.S "Guardian." Net laying and recovery trials, 1934 ...	Do.
	Nos. 51 to 60—Physical Training Subjects.	
	Nos. 61 to 70—Fleet Air Arm.	
*No. 61.	Activities of the Fleet Air Arm (1930). Photographed chiefly in "Furious" (Two parts.) (Confidential.)	Officers and men.
*No. 62.	Wings of the Navy (1930). Visit of First Lord of Admiralty to "Furious" (taken by Paramount News, Ltd.). Negative not available.	Do.
	Nos. 101 and onwards—Miscellaneous Subjects.	
*No. 101.	Sidelights on competitive shoots (1930). Photographed in "Chrysanthemum." (Confidential)	Officers.
*No. 102.	Rendition of Wei-Hai-Wei to China (1930). Photographed by "Kent."	Officers and men.
*No 103.	A.F. Spring cruise (1929). (Three parts.) Photographed by "Snapdragon."	Do.
*No. 104.	A.F. Spring cruise (1931). (Three parts.) Photographed by "Snapdragon."	Do.
No. 105.	King's Colour Film, (1932)	Officers and men (b).

(b) Copies have been distributed to Commanders-in-Chief, Home Fleet, Mediterranean, America and West Indies, East Indies and Africa; Commodores, Devonport and Chatham; Commanding Officers, H.M.S's. "Ganges" and "St. Vincent."

Those marked * have one or more spare copies available.

942.—Candidates for Entry as Artificers—Defective Colour Vision

(N. 1757/36.—23.4.1936.)

It has been decided that in future candidates for direct entry as Artificers in the R.N., who are required to undergo a trade test before entry, are not to be rejected for defective colour vision provided the defect is not sufficient to prevent them performing their technical duties. Where a candidate is found to have defective colour vision, the examining ophthalmic surgeon should furnish the technical officer who conducts the trade test with sufficient information as to the nature of the defect to enable the latter to arrange that the trade test is also a practical test of the candidate's visual fitness.

2. Where they are relevant to the candidate's future duties, the following should be included in the practical test under working conditions :—

(1) Recognition of coloured indicator lights.

(2) Connecting up multi-coloured electric leads.

(3) Recognition of various metals, e.g., brass and copper.

(4) Interpretation of chemical tests and reactions, e.g., tests used for boiler water.

3. The examining technical officer should furnish a certificate of fitness or unfitness for each candidate.

1010.—Syllabuses in Force and Source of Supply

(C.W. 3398/36.—30.4.1936.)

(*This reprint embodies A.F.O. 1760/37*)

The following A.F.Os., though still in force, will not be reprinted in the bound Volume of A.F.Os. Spare copies may be obtained as indicated :—

A.F.O.	Subject.	Copies obtainable from
111/32 (as amended by 160/35.)	Naval Observers, Duties, Syllabus, etc.	Naval Air Division, Admiralty.
413/32 (as amended by 71/35.)	Educational Course for Acting Sub-Lieutenants (Cadet Entry)—Syllabus.	Director, Education Department, Admiralty.
1844/32 ...	Examination for Paymaster Lieutenant Commander and Paymaster Sub-Lieutenant—Syllabuses.	Paymaster Director-General, Admiralty.
1920/32 ...	Acting Sub-Lieutenants' (E) Course at R.N. College, Greenwich—Syllabus.	Director, Education Department, Admiralty.
148/33 ...	Course for Senior Masters and Schoolmasters at R.N. College, Greenwich—Syllabus and Marks.	Ditto.
212/33 ...	Anti-Submarine Specialist Course—Revised Syllabus.	Ditto.
443/33 ...	Seamanship Courses for Candidates for Boatswain—Syllabus.	Captain, H.M. Navigation School, Portsmouth.
1587/37 ...	Examination in Navigation for Command of a Destroyer.	Captain, H.M. Navigation School, Portsmouth.
1495/33 ...	Gunnery Specialist Course—Syllabus.	Director, Education Department, Admiralty.
1696/33 ...	Revisionary Navigation Course for Commissioned Officers from Warrant rank and officers promoted therefrom	Captain, H.M. Navigation School, Portsmouth.
345/34 ...	R.M. Warrant Officers—Professional Examinations.	Adjutant-General, Royal Marines, Admiralty.
454/34 ...	Command of Destroyers—Examination in the Custody of Victualling Stores.	Commission and Warrant Branch, Admiralty.
2726/34 ...	Probationary Officers, R.M.—Syllabus of Seamanship, Elementary Pilotage and Fleet Work.	Captain, H.M. Navigation School, Portsmouth.
257/35 ...	Advanced Gunnery Course—Syllabus.	Director, Education Department, Admiralty.
825/35 (as amended by 2456/35.)	Junior Officers' Training—Consolidated Order.	Director, Education Department, Admiralty.
1205/35 ...	Meteorological Courses for Naval Observers, Navigating and Surveying Officers.	Commission and Warrant Branch, Admiralty.
1593/37 ...	Navigation Course for Gunners, Gunners (T), and Candidates for Boatswain—Syllabus.	Captain, H.M. Navigation School, Portsmouth.
1303/35 ...	Paymaster Cadets—Training on Entry and Syllabus of Instruction.	Paymaster Director-General, Admiralty.
2190/35, 2341/35 ...	Navigation and Pilotage—Syllabus for Naval Cadets and Midshipmen.	Director, Education Department, Admiralty.
1589/37 ...	Navigation—Syllabus of Specialist (N) and First Class Ship Courses.	Captain, H.M. Navigation School, Portsmouth.
153/36 ...	Torpedo Specialist Course—Revised Syllabus.	Director, Education Department, Admiralty.
1588/37 ...	Advanced (S) Course—Syllabus.	Director, Education Department, Admiralty.

*1075.—Royal Fleet Reservists, Class B, Re-entered in the R.N. or R.M.—Applications for Award of R.F.R. Gratuities and R.F.R. Medals

(D.N.A. 1942/36.—7.5.1936.)

Royal Fleet Reserve gratuities becoming due to ex-Royal Fleet Reservists serving in the R.N. or R.M. under temporary non-continuous service engagement S.56X will be awarded as though the men were still in the Reserve, their formal re-enrolment therein under Article 13, clause 7, R.F.R. Regulations, being dispensed with. The necessary forms of application for gratuity, B.132, should be forwarded by the Registrars to Commanding Officers, H.M. Ships, as the time for the award of the gratuity approaches.

2. In the event of R.F.R. men being invalided when so serving, they will be eligible for the award of proportionate gratuities without re-enrolment in the Reserve. Form D.145 (Report of Medical Survey) should be rendered to the Admiralty in the usual manner as for ratings of the R.N. and an application for proportionate gratuity on Form B.132 need not be made. The R.F.R. Registrar will be notified by the Admiralty of such Reservist's discharge.

3. Ex-Reservists who wish to be awarded the R.F.R. Long Service and Good Conduct Medal should apply to their Commanding Officers, who should forward each application to the Registrar concerned, stating whether the man's conduct since re-entry has been satisfactory and whether he is considered deserving of the award.

(*R.F.R. Regulations, Arts. 109, 110, 118, 122. and 13, Cl. 7.*)

*1171.—Naval Pensions—Payment of

(P.M. 1403/36.—14.5.1936.)

In 1935, Their Lordships decided to introduce, from 1st January, 1936, a system of weekly payment of Naval pensions in gradual substitution for the system of quarterly payment in advance. The following regulations, which are applicable to personnel serving on and after 1st January, 1936, according to whether they fall under one or the other of the categories enumerated below, are promulgated for information and guidance.

2. (i) Continuous service ratings whose re-engagement to complete time for pension dates from not later than 30th September, 1935, (*); non-continuous service ratings serving on that date under an engagement which will enable them to complete 22 years' pensionable service; and all ranks of the Royal Marines who, not later than 30th September, 1935, re-engaged for a second period or completed 10 years' pensionable time by that date and declared in writing, not later than 30th September, 1935, their intention of re-engaging as soon as such re-engagement is open to them (provided, in each instance, that no break in service occurs on or after the 1st August, 1935).

(ii) All other men (including those excluded from category (i) on account of a break in service).

(*) This is to be deemed to include candidates for mechanician who have re-engaged for a second period of 12 years, and yard craft (Dockyard) ratings (who are eligible, under certain conditions, for Greenwich Hospital Age Pensions) with 10 years' pensionable service on 30th September, 1935.

A. *For personnel coming under category* (i).

For personnel in this category, weekly payment of pension will be optional. Those who elect weekly payment will receive, during a leap year, one day's extra pension for the 29th February, which is not payable under the quarterly system; the weekly amount of their pension will be rounded upwards to the nearest penny; and the following pensionary benefits allowable under the quarterly system at death

will continue, viz. : (*a*) Payment up to the end of the quarter in which the pensioner dies, and (*b*) the special grant to the widow, at Admiralty discretion, of a month's pension in advance when death occurs within two days from the end of the quarter.

For those who elect to be paid quarterly in advance, the first payment of pension will be for the period from date of pensioning until the end of the quarter, and will include any additional Good Conduct Gratuity earned to date of pensioning. Subsequently a full quarter's pension will be paid at the commencement of each quarter.

For those who elect to be paid weekly in advance, payment will be made each Wednesday of one week's pension in advance and where the pension commences on a day other than a Wednesday the first payment will include the amount due for the days between the date of discharge and the first Wednesday thereafter. Any additional Good Conduct Gratuity earned to date of pensioning will also be included in the first payment.

Where a man dies from a cause accepted as attributable to the service and is, at the time of death, in receipt of a pension paid on the quarterly basis, any pension awarded to his wife or other dependent relative may, as at present, be awarded as from the date immediately following that of death. Where, however, such a pensioner is, at the time of death, in receipt of a pension paid on the weekly basis, any pension awarded to his widow or other dependent relative will not commence before the expiry of the period covered by the last payment of the man's pension or by the special grant of a month's pension referred to under (*b*) above.

Personnel will be required to exercise their option on being pensioned. Men discharged to long service pension are to signify their choice on Form S.409 ; pending reprint of this form the choice is to appear in manuscript, duly witnessed, at the foot of the form. Men invalided with pensions will be asked to signify their choice by the Director of Navy Accounts, by whom they will be supplied with a Form of Option. The attention of seamen and marines who come within this category and are due to be discharged to long service pension, is to be drawn to the fact that the system of weekly payment of pensions is open to them under the conditions laid down in this Order.

It is to be clearly understood that the choice of the weekly system, once made, is final, and that in no circumstances will transfer from weekly to quarterly payment of pension be allowed.

B. *For personnel coming under category* (ii).

For these men payment of pension weekly in advance will be compulsory. Any fraction of a penny in the total weekly rate as assessable under the Regulations will be increased to a penny.

The pension of those who as man or boy finally entered, or re-entered, after a break in service, on or after 1st August, 1935, will cease at the end of the pension payment week in which death occurs, but for all others in this category the following pensionary benefits allowable under the quarterly system at death will continue, viz. : (*a*) payment up to the end of the quarter in which the pensioner dies, and (*b*) the special grant, at Admiralty discretion, of a month's pension in advance to the widow when death occurs within two days of the end of the quarter. Payment of any pension which may be awarded to the widow or other dependent relative of a man in this category who has been pensioned and whose death is accepted as attributable to the service will not, however, commence before the expiry of the period covered by the last payment of the man's pension or by the special grant referred to under (*b*) above.

3. The arrangements for weekly payment in advance apply to pensioners resident in the United Kingdom, the Channel Islands, and the Irish Free State. Personnel discharged to pension abroad, who do not wish, or are ineligible, to receive payment of their pensions quarterly in advance, will, generally, be paid monthly in arrear.

4. In any case of doubt of the eligibility of any rank or rating under this Order, reference should be made to the Admiralty for decision.

5. The following tables show the current commutation values of Naval Pensions.

(1) *Pensions payable quarterly in advance*

Age between	Commutation for each £1 of pension.	Age between	Commutation for each £1 of pension.
35 and 36	13·796	58 and 59	9·907
36 „ 37	13·742	59 „ 60	9·663
37 „ 38	13·683	60 „ 61	9·417
38 „ 39	13·608	61 „ 62	9·169
39 „ 40	13·516	62 „ 63	8·920
40 „ 41	13·409	63 „ 64	8·670
41 „ 42	13·288	64 „ 65	8·418
42 „ 43	13·155	65 „ 66	8·164
43 „ 44	13·011	66 „ 67	7·909
44 „ 45	12·856	67 „ 68	7·654
45 „ 46	12·692	68 „ 69	7·401
46 „ 47	12·519	69 „ 70	7·151
47 „ 48	12·337	70 „ 71	6·905
48 „ 49	12·147	71 „ 72	6·663
49 „ 50	11·949	72 „ 73	6·424
50 „ 51	11·744	73 „ 74	6·187
51 „ 52	11·532	74 „ 75	5·952
52 „ 53	11·314	75 „ 76	5·718
53 „ 54	11·090	76 „ 77	5·484
54 „ 55	10·861	77 „ 78	5·251
55 „ 56	10·627	78 „ 79	5·018
56 „ 57	10·389	79 „ 80	4·786
57 „ 58	10·149		

Note.—In the event of commutation being approved at a date less than six weeks from the first day of the quarter the above values will be reduced by ·25 (5*s*.).

(2) *Pensions payable weekly in advance*

Age between	Commutation for each £1 of pension.	Age between	Commutation for each £1 of pension.
35 and 36	13·671	58 and 59	9·782
36 „ 37	13·617	59 „ 60	9·538
37 „ 38	13·558	60 „ 61	9·292
38 „ 39	13·483	61 „ 62	9·044
39 „ 40	13·391	62 „ 63	8·795
40 „ 41	13·284	63 „ 64	8·545
41 „ 42	13·163	64 „ 65	8·293
42 „ 43	13·030	65 „ 66	8·039
43 „ 44	12·886	66 „ 67	7·784
44 „ 45	12·731	67 „ 68	7·529
45 „ 46	12·567	68 „ 69	7·276
46 „ 47	12·394	69 „ 70	7·026
47 „ 48	12·212	70 „ 71	6·780
48 „ 49	12·022	71 „ 72	6·538
49 „ 50	11·824	72 „ 73	6·299
50 „ 51	11·619	73 „ 74	6·062
51 „ 52	11·407	74 „ 75	5·827
52 „ 53	11·189	75 „ 76	5·593
53 „ 54	10·965	76 „ 77	5·359
54 „ 55	10·736	77 „ 78	5·126
55 „ 56	10·502	78 „ 79	4·893
56 „ 57	10·264	79 „ 80	4·661
57 „ 58	10·024		

Note.—For pensioners paid weekly who are entitled to payment of pension up to the end of the quarter in which death occurs, *vide* paragraph 2A above, the above values may be increased by small amounts varying with the age at which commutation is approved.

1173.—Venereal Disease

(N. 1534/36.—14.5.1936.)

During the period in which a rating, otherwise qualified for advancement, has symptoms of venereal disease which are of an infectious nature, his name is to be placed on the back of Form S.507 under the heading of " Ratings qualified but not recommended."

2. When authority for the advancement of a rating is received, he is not to be rated if at that time he is suffering from symptoms of infectious venereal disease. In this case, Form B.13 is to be returned to the depôt at once with the necessary notation and his name is to be removed from the advancement roster until he is again recommended on Form S.507.

(C.A.F.O. 2790/36.)

*1176.—Sick Berth Ratings—Membership of the Society of Radiographers

(M.D.G. 3659/36.—14.5.1936.)

Exemption in Part I of the examination for membership of the Society of Radiographers may be claimed by sick berth ratings who desire to take this examination, provided they are certified as having carried out a full course of training in radiography, and that they produce a certificate to the effect that they have passed the examination prescribed by the Admiralty.

1224.—Anti-Gas Courses for Midshipmen

(C.W. 11083/35.—21.5.1936.)

In future, no anti-gas instruction will be included in the Gunnery Course at Portsmouth for Acting Sub-Lieutenants qualifying for Lieutenant.

2. The three days' anti-gas instruction hitherto given during the Gunnery Course is to be replaced by a five days' course taken during the period of service as Midshipman.

3. At the earliest convenient opportunity after first joining their ships, Midshipmen are to undergo the full standard five-day course and Commanding Officers of ships to which Midshipmen are appointed are to make the necessary arrangement for this to be done.

4. Midshipmen serving in Home Fleet ships are to undergo the usual standard courses ; for Midshipmen appointed to foreign stations, anti-gas courses, under a selected officer, are to be arranged locally.

1228.
1232. } *Issued Confidentially.*

1285.—Naval Observers—Medical Examination

(C.W./N. 4078/35.—28.5.1936.)

Officers specialising as Naval observers will in future be required to undergo medical examination before selection for such duties and annually whilst employed thereon.

2. *Standard required.*—Freedom from any form of nasal obstruction, hernia, severe varicose veins, varicocele or hæmorrhoids, and the absence of any history of the following :—

Nervous breakdown.
Severe headaches.
Hay fever.
Asthma (within two years of examination).
Recurring or chronic bronchitis.
Organic or functional heart conditions which have necessitated prolonged rest.
Recent rheumatic fever.
Malarial attacks (within six months of examination).
Dysenteric attacks (within one year of examination).
Sunstroke or heat stroke.
Rib resection for empyema.
Train sickness or swing sickness.

Standard of Vision. Distant : 6/9, at least, with each eye tested separately. Near : Snellen, D. = 0·6, with each eye tested separately. Full fields of vision (confrontation test). Colour vision : Grade I. Corrected goggles are to be worn by men whose vision can be improved to 6/6 or better thereby.

Standard of Hearing.—Ability to hear a forced whisper at 20 ft. ; each ear to be tested separately.

3. Applications from officers desiring to specialise as observer must be accompanied by a certificate from the Medical Officer of their ship to the effect that they are medically fit in accordance with the standard in paragraph 2.

4. Officers who at the end of examination after specialising as observer are found to have hearing or vision slightly below the standard in paragraph 2, but whose efficiency in observing duties has been maintained, may continue to be employed on such duties. All such cases are, however, to be specially reported to the Admiralty.

5. The necessary amendments to King's Regulations and Admiralty Instructions will be issued.

(*K.R. and A.I., Art. 334.*)

*1291.—Continuous Service Signal and Telegraphist Ratings Re-engaged for Three Years—Qualification for Petty Officer

(N. 1852/36.—28.5.1936.)

Continuous Service Signal and Telegraphist ratings re-engaged for three years under A.F.O. 394/36, Section I, may be permitted to qualify for V/S 2 or W/T 2 without being required to re-engage to complete time for pension.

(*K.R. and A.I., Art. 427, Clause 2.*)

*1294.—Meritorious Service Medal—Abbreviated Title

(N. 2069/36.—28.5.1936.)

It has been decided that the use of the abbreviated title " M.S.M," which has hitherto been allowed by custom to Naval and Marine recipients of the Meritorious Service Medal, is to be discontinued.

2. Existing holders of the Medal are, however, authorized to continue to use the title.

*1341.—Ex-R.N.R. and R.N.V.R. Ratings Serving under Short R.N. Engagements—Advancement

(N. 1363/36.—4.6.1936.)

It has been decided that when ex-R.N.R. and R.N.V.R. ratings serving in the R.N. under short Non-C.S. engagements satisfy all the appropriate Reserve requirements for advancement to higher rating, they are to be dealt with as follows :—

Ex-R.N.V.R. Ordinary Seamen, Ordinary Signalmen and Ordinary Telegraphists.

Commanding Officers are to forward the requests for advancement (accompanied by both R.N. and R.N.V.R. Service Certificates) to the A.C.R. for decision, provided the ratings concerned appear to be fully qualified (or as fully qualified as possible in the circumstances) under the R.N.V.R. Regulations and are recommended for immediate advancement. Examinations ordered in the R.N.V.R. Regulations to be carried out at R.N.V.R. Divisions may be undertaken in the Fleet.

Other ratings.

Where the R.N. and Reserve standards for advancement differ, ratings are to be permitted to qualify for advancement under the Reserve and/or R.N. regulations. Particulars of such examinations passed are to be communicated to the A.C.R. for record. Actual advancement in the R.N. is to be confined to ratings qualifying by R.N. standards. On return to the Reserves, men will be re-enrolled in the rating for which they are then qualified under Reserve regulations, and seniority will be antedated as necessary.

(*A.F.O. 915/38.*)

*1413.—Leading Seamen Discharged to Depôts and Schools from Sea-going Ships—Recommendation on Forms S.1303 and S.1303b for Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor

(N. 2146/36.—11.6.1936.)

In order that Leading Seamen *not* passed for Petty Officer, who are suitable volunteers for Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor, may be eligible for a qualifying course for the higher non-substantive rating in the event of their passing for Petty Officer during home service, it has been decided that such ratings who are discharged to depôts and schools from sea-going ships may be recommended for G.M., T.G.M. or S/D Instructor on Forms S.1303 and S.1303b.

2. These recommendations are to be inserted *in red ink* on Forms S.1303 and S.1303b, and the notation " N.Q." is to be made in the " Remarks " column.

3. The instructions on the back of Forms S.1303 and S.1303b will be amended accordingly on reprint.

(*A.F.O. 893/38.*)

1414.—Duties of Senior Supply Rating in Ships in which no Officer of the Accountant Branch is borne

(N.L. 1197/36.—11.6.1936.)

In ships carrying more than one supply rating and in which no Accountant Officer is borne, or in which accountant duties are performed by an officer not of the Accountant Branch, the fact that the senior supply rating may be employed principally on central store or victualling duties does not exempt this rating from exercising supervision over the storekeeping and accounting procedure and the accuracy of the accounts of that section of accountant work on which he is not primarily engaged.

2. Commanding Officers of ships concerned should ensure that full use is made of the experience of the senior supply rating in this respect.

3. When responsibility for the collection of money for sales of clothing, soap, and tobacco is relegated to a supply rating, this duty is invariably to be undertaken by the senior supply rating.

*1465.—Examinations for Petty Officer and Leading Seaman

(N. 1922/36.—18.6.1936.)

As, under the revised rules Boatwork is now confined entirely to Section II of the examinations for Petty Officer and Leading Seaman, it has been decided that ratings who previously failed in Boatwork (Section I) may come within the provisions of the new rules as regards re-examination, *i.e.*, it may be regarded for this purpose as a failure in Section II.

1591.—Anti-Gas Course for Midshipmen—Notation on Form E.190

(C.W. 5511/36.—2.7.1936.)

When a Midshipman has completed his anti-gas course the fact is to be noted in his Record of Instruction—Form E.190.

Pending revision of that form a slip, prepared as below, is to be affixed to page 9.

Anti-gas Course.

This is to certify that Mr. ....., Midshipman, has completed satisfactorily the standard anti-gas course.

H.M.S. "....."

Date ....Captain.

(*A.F.O. 1224/36.*)

1690.—Chief Engine Room Artificers re-engaged after completing time for pension—Drafting in lieu of Engine Room Artificers temporarily

(P.M. 1877/36.—9.7.1936.)

Where it is found that extra commitments are not absorbing all the C.E.R.As. who re-engaged under A.F.O.s 2332/35 and 394/36, these ratings may be drafted in lieu of E.R.A.s to the following classes of ships up to the numbers shown against each :—

" Repulse " and " Renown "	2
" Queen Elizabeth " Class	1
" Glorious " Class	1
" Hermes "	1
" Resource "...	3
" Ajax," " Orion," " Neptune "	1
" Kent," " London," " Norfolk " and " York " Classes	1

*1869.—Ex-R.F.R. Ratings entered for Temporary Service—Advancement

(N. 2259/36.—30.7.1936.)

Their Lordships have decided that the advancement of ex-R.F.R. ratings entered for temporary service shall be brought into line with that of other ratings entered for three years (i.e., C.S. and S.S. men extending their active service engagements) and that they will therefore be eligible for advancement under the ordinary regulations. They will not be required to requalify professionally if they have already passed for higher rating, but Commanding Officers should satisfy themselves before recommending ratings who passed for advancement when a lower standard of qualification was in force than at present, that such ratings reach the standard now required.

*1997.—Medal of the Order of the British Empire and Meritorious Service Medal—Conditions of Award

(N. 3572/36.—13.8.1936.)

The medal of the Order of the British Empire may be awarded to Royal Naval and Royal Marine personnel (A) for gallantry and (B) for meritorious service.

A.—The Medal for Gallantry

This medal, for which all ranks and ratings are eligible, will be awarded for acts of gallantry performed in peace time, or in time of war when not in action. Where such acts are performed by officers who are eligible by rank for appointment to Classes of the British Empire Order, the question whether a recommendation should be made for the award of the Order or the medal will be considered on the merits of each case. Recommendations for the award of this medal may be submitted at any time, and officers or men awarded it are entitled to use the letters " E.G.M." (Empire Gallantry Medal) after their names.

B.—The Medal for Meritorious Service

This medal can be awarded only to Chief Petty Officers, Petty Officers, Non-Commissioned Officers and men. It is designed to reward specially distinguished or meritorious service of a high standard ; and no person should be recommended for it unless he has either performed special service of a high degree of merit, such as the discharge of special duties superior to his ordinary work ; or has discharged in a highly meritorious manner his ordinary duties, where these have entailed work of a dangerous or specially trying character. Something more than faithful or zealous performance of ordinary duties is required. Recommendations should be forwarded each year by Commanders-in-Chief, Senior Officers, and the Adjutant-General, Royal Marines, to arrive at the Admiralty not later than 31st March. When no recommendations are made, a nil return should be forwarded.

The Meritorious Service Medal

The Meritorious Service Medal is now awarded only as provided in Article **801**, clause 3, of the King's Regulations and Admiralty Instructions.

2042.—Royal Marine Officers—Training and Promotion of New Entries

(C.W. 7051/36.—20.8.1936.)

This reprint embodies A.F.Os. 884/37 and 2481/37.

In order to meet the deficiency in R.M. Officers and provide for increased Fleet requirements, it has been decided as a temporary measure that—

(*a*) The period of new-entry training will be reduced to 2 years 1 month.

(*b*) Officers trained under this scheme will undergo further courses on completion of their first period afloat.

2. The following regulations, in modification of those contained in King's Regulations and Admiralty Instructions, Article **763**, Clause 2, and Appendix XII, Part 10, Section I, will apply to officers entered on and after 1st September, 1936.

3. *Programme of Courses.*—The following courses will be carried out on entry :—

Reference and Duration.	Subject.	When carried out.		Where carried out.	Maximum Marks.
		September Entries.	January Entries.		
A 4 months.	Infantry drill ...	September to December.	January to April.	Headquarters	—
C 6 weeks.	Preliminary Naval Gunnery.	January to February.	May to June.	Headquarters	—
D 8 weeks.	Seamanship, Elementary Pilotage and Fleet Work.	March to April.	July to August.	H.M.S. " Iron Duke."	1,000
E 3 months.	Naval Gunnery	May to July.	September to November.	H.M.S. " Excellent."	1,000
H 4 weeks.	Electricity and Searchlight.	August.	December.	H.M.S. " Vernon."	600
I 3 months.	Administration and Regimental Duties.	October to December.	February to April.	Headquarters	350
F (i) 4 months.	Theoretical Military Course.	January to April.	October* to January.	Depôt, R.M., Deal.	1,650
B 3 months.	Weapon Training	May to July		R.M.S.A School, Browndown.	400
F (ii) 8 weeks.	Practical Military Training.	August to September		Corps' Collective Training Camp.	—

* To follow Course F (ii).

(Leave will be granted as necessary during these Courses.)

The syllabuses for Naval Courses and the standards will remain as laid down in King's Regulations and Admiralty Instructions, Appendix XII, Part 10, Section I, for corresponding courses. Syllabuses for modified Military Courses will be issued as necessary.

4. *Final Seniority.*—The final seniority of each batch of officers will be determined by the marks obtained in Courses " B," " D," " E," " F," " H " and " I," subject to the following adjustments :—

(*a*) Officers entered by competition and those granted Corps Commissions who fail to pass examinations in these courses, and are permitted to continue to serve, will lose one calendar month's seniority or one or more places in their batch for each failure in each subject, as the Admiralty may decide.

(*b*) Officers entered from the universities will receive an ante-date of seniority of two years on account of age; this ante-date will be increased by one month in the case of those who obtain 4,000 marks or over, or decreased by one month for every 100 marks or part thereof below 3,250. The minimum ante-date will be one year four months. The period of the ante-date will count for the purposes laid down in King's Regulations and Admiralty Instructions, Article 763, Clause 2.

5. *Promotion.*—On satisfactorily passing the courses laid down in paragraph 3, and provided two years one month have elapsed since date of entry, officers will be promoted to Probationary Lieutenant. A Probationary Second Lieutenant whose date of completion of courses is delayed on account of sickness not attributable to his own fault may, with Admiralty approval, be promoted to Probationary Lieutenant with the seniority of the remainder of his original batch. His place in the batch will be determined by the number of marks he obtains. He will receive pay as Probationary Lieutenant, however, only from the date on which he finally completes the courses.

Such officers will not be eligible for award of a sword of honour; this award will be secured to the officer who obtains the highest number of marks and completes the course with his batch.

On completion of six months afloat they will be confirmed in the rank of Lieutenant, provided they are satisfactorily reported upon.

6. *Courses after Service Afloat.*—Officers trained under the above scheme will undergo the following courses on completion of their first period of service afloat:—

Reference.	Subject.	Duration.	Remarks.	Marks Allotted.
J	Weapon Training.	4 weeks	Officers to qualify in Machine Gun.	200
K	Theoretical Military Course.	4 months	Strategy and Tactics. Military History. Military Law. Organisation and Administration (Army and R.M.). Imperial Geography.	1,000
L	Land Artillery	1½ months	As present Course "G"	400

7. The existing three-year scheme of training will be reverted to as soon as circumstances permit. King's Regulations and Admiralty Instructions will not be amended.

8. The training periods of Probationary Second Lieutenants now serving will be subject to curtailment as necessary. Separate instructions will be issued.

(*K.R. and A.I., Art. 763 (2) and App. XII, Part 10, Sects. I and II.*)

2087.—*Issued Confidentially.*

*2091.—Acting Petty Officers, G.M., T.G.M. or S./D. I—Confirmation as Petty Officer

(N. 3484/36.—27.8.1936.)

Under the provisions of King's Regulations and Admiralty Instructions, Article 407, an Acting Petty Officer of the Seaman branch is required before confirmation as Petty Officer to complete satisfactorily a probationary period of one year, of which period not less than six months must be served in a sea-going ship.

2. As a temporary measure, Their Lordships have decided that the sea service requirement may be waived, at the discretion of the Captain, for Acting Petty Officers holding the confirmed non-substantive rate of Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor.

(*K.R. and A.I., Art. 407.*)

2165.—R.F.R.—Re-enrolment and Drills after Temporary Service in the Royal Navy or Royal Marines

(N. 2032/36.—3.9.1936.)

(*This reprint embodies A.F.O. 2491/36.*)

Men desirous of re-enrolment in the Royal Fleet Reserve at the expiration of their engagements for temporary service should apply to their Commanding Officers in sufficient time to enable their re-entry into the Reserve to be effected by the date of their discharge from the Active Service. Applications, accompanied by the Service Certificates, should be forwarded to the respective Registrars, R.F.R., who will issue any necessary further instructions.

2. Men who re-enrol in the Royal Fleet Reserve at the expiration of their engagements for temporary service will not be required to perform drill in the calendar year in which they return to the Reserve, but are to perform a drill in the next year, or the next year but one, according as their Reserve numbers are odd or even, and in each alternate calendar year thereafter.

3. Men who do not re-enrol immediately on discharge from the Active Service, but re-enrol subsequently, after a break in service, will be subject to the provisions of Articles 29, 44 (clauses (*a*) and (*d*)), 99 and 109 (2) of the R.F.R. Regulations, *i.e.*, for purposes of retainer, pay and gratuity they will be treated as fresh entries.

2253.—Native Ratings—Conditions of Service, etc.

(N. 3125/36.—10.9.1936.)

The current regulations concerning the conditions of service, etc., of African and Asiatic Native ratings, except Bantus and Chinese, are promulgated for information and guidance.

General

2. *Engagements, Registration, and Records of Service.*—The engagements and re-engagements of Native ratings are to be non-continuous service and for a period of three years, if the services of the rating are so long required, except for Somalis on the East Indies Station who will be required to engage or re-engage for two years only. Somalis unwilling to re-engage for a further period may, however, be permitted, if they so desire and provided their services are required, to extend their engagements until the next occasion on which the ship visits Bombay or Colombo for docking or refit.

The services of all Native *Officers' Stewards, Officers' Cooks or Cooks* (*O.*), *and Cooks* are recorded at the Admiralty. These men should sign the ordinary non-continuous service engagement (Form S.56) which should be forwarded to the Director of Navy Accounts with Return S.52, and their services should be recorded on Form S.459 (Service Certificate). The first note on the back of Form S.56 should be altered in manuscript to limit the period of service to three years.

The registration and records of service of *other* Native ratings should be kept locally as determined by the Commander-in-Chief. The special Natives' Engagement Form and Certificate Book should be used. No record is kept of the services of Chinese ratings.

3. *Advancements* will be made in vacancies only by the Commanding Officer as provided in Appendix XVII, Part 1, King's Regulations and Admiralty Instructions.

4. *Good Conduct Badges.*—Badge pay is payable at rates laid down in Station Orders.

5. *Grog and Grog Money.*—Rum is not to be issued to Native ratings; grog money is to be paid at the rate of 1 anna a day on the East Indies Station and in other places where the rupee is current, and 1*d.* a day on other stations except where the ratings receive consolidated rates of pay which are inclusive of allowances in lieu of victualling.

6. *Lodging, Provision, and Leave Allowance.*—A consolidated allowance, covering provision allowance or leave allowance and lodging allowance, is payable to ratings on the East Indies Station, and other places where the rupee is current, at the daily rate of 1 rupee. For Natives detained on shore in India, however, the allowance is to be at the daily rate of 1 rupee 4 annas and in Ceylon at the daily rate of 1 rupee 25 cents.

On the Africa Station the rate of consolidated allowance is to be 2*s.* a day. Elsewhere Natives will receive 1*s.* 6*d.* a day.

7. *Victualling Allowance.*—The rate of Victualling Allowance payable to Somalis is the current zonal rate less 20 per cent.

8. *Natives on Passage.*—Lowest class passages are to be provided for all Native ratings.

9. *Kit and Kit Upkeep Allowance.*—Special kits for Native ratings are laid down in the Uniform Regulations, and a free issue in kind of the articles included in the appropriate special kit may be made to each man on first entry. The payment of money allowance in lieu is irregular and is not to be made. Ratings re-engaging after a period of absence of less than five consecutive years are not entitled to a second free issue of kit or gratuity in lieu, *vide* clauses 3 and 4 of Article **1868**, King's Regulations and Admiralty Instructions, which are applicable to Native ratings.

Bedding is to be supplied on loan, *vide* Article **1869** (4), King's Regulations and Admiralty Instructions.

Native ratings are entitled to kit upkeep allowance at special rates which are promulgated from time to time in Admiralty Fleet Orders with the rates of kit upkeep allowance payable in the Fleet generally. On the East Indies station and other places where the rupee is current, the allowance is to be paid in rupees at a fixed conversion rate which will be published in the same order, and the issuing prices for clothing are invariably to be converted at the same rate.

10. The *substantive pay* of Native ratings is laid down in Station Orders. The rates for Kroomen, Somalis, and, on the East Indies station and other places where the rupee is current, those for Officers' Stewards, Officers' Cooks, or Cooks (O.), and Cooks, are fixed by the Admiralty and are not to be varied without prior Admiralty sanction. The rates for other Natives are fixed by Commanders-in-Chief in accordance with Article **1592**, King's Regulations and Admiralty Instructions.

11. Instructions as to the pay of Native ratings in hospital abroad are contained in Article **1587** (2), King's Regulations and Admiralty Instructions, and local Station Orders.

PENSIONS, ETC.

12. Non-European Native ratings (British subjects) entered before 1st January, 1904, who are eligible for the award of long service pensions, and the service element of disability pension, may receive such awards at the rate of one-half of the amount ordinarily allowable to Europeans in similar circumstances, and also additions, in full, in respect of good conduct badges and medal, character, and petty time.

Similar ratings who entered on or after 1st January, 1904, may, at the discretion of the Admiralty, be awarded gratuities in respect of long service and of invaliding for disability not attributable to the Service under the scale shown in Section II, paragraph 11, and Section IIIB, paragraph 5, on pages 93 and 95 respectively of the Navy List Appendix.

All Natives invalided on account of injury or disability certified to be attributable to the Service are eligible for disablement compensation at one-half of the rate applicable to Europeans.

13. When Native ratings are invalided from the Service, whether for attributable or non-attributable disability, full particulars of their disability (on Form D.145) should be forwarded to the Admiralty accompanied by a *certified* copy of their Service Certificate or Certificate Book, as the case may be. Applications for pension or invaliding compensation must be accompanied by full particulars of the men's services.

14. The regulations for the award of the Long Service and Good Conduct Medal *without gratuity* to Non-European Native ratings (including Chinese), whether British subjects or not, who are precluded from counting time for pension purposes, are contained in Article **534**, clause 16, King's Regulations and Admiralty Instructions. Applications in respect of men recommended should be forwarded to the Admiralty, on Form S.218, accompanied by certified copies of their Service Certificates, or Certificate Books, as the case may be. Certain of the ratings (*i.e.*, Stewards' and Officers' Cooks) not so precluded are eligible for the grant of a lump sum of £10 with the award of the Good Conduct Medal and, on discharge to pension, for the additional allowance at the rate laid down in Article **534**, clause 7, King's Regulations and Admiralty Instructions.

2356.—Junior Officers—Training—Acceleration of Promotion to Sub-Lieutenant's Rank

(C.W. 6446/36.—24.9.1936.)

Approval has been given to the adoption of the following expedients to increase the numbers on the Sub-Lieutenants and Sub-Lieutenants (E) lists to meet the increased requirements of officers that will arise during the next few years.

(i) (*a*) *Special Entry and Mercantile Marine Cadets, Executive and Engineering,* are to undergo training in H.M.S. " Frobisher " for two terms only. This decision is to become effective for all such Cadets joining H.M.S. " Frobisher " in and after September, 1936.

(*b*) *Ex-Dartmouth Cadets* are to undergo training in H.M.S. " Frobisher " for one term only. This decision is to become effective for such Cadets joining H.M.S. " Frobisher " in and after September, 1936.

(*c*) *Cadets of the Executive Branch on completion of the reduced period of training in H.M.S. " Frobisher "* will be sent to sea-going ships of the Fleet as Midshipmen.

(*d*) *Cadets of the Engineering Branch on completion of the reduced period of training in H.M.S. " Frobisher "* will go to the R.N. Engineering College, Keyham, as Midshipmen.

(ii) *Time spent at Sea as Midshipman.*—Midshipmen who left H.M.S. " Frobisher " in April, 1936, and subsequently, will spend only two years at sea as Midshipmen.

(iii) *Greenwich Course for Acting Sub-Lieutenants* (*except those promoted from the Lower Deck*) is to be abolished as from September, 1937. Acting Sub-Lieutenants joining Greenwich in September, 1936, January, 1937, and April, 1937, will do one term only. Acting Sub-Lieutenants from the Lower Deck will continue to spend three terms at Greenwich.

(iv) The period of training for (E) Officers at the R.N.E. College, Keyham, will remain unaltered, but Midshipmen (E) will be promoted to Acting Sub-Lieutenant (E) on attaining two years' seniority as Midshipman (E) in order to bring them into line with their contemporaries in the Executive Branch.

2. There will be no alteration to the average age of promotion to Lieutenant or Lieutenant (E), extra time being spent as Sub-Lieutenant corresponding to the reduction in time spent under training.

3. The above measures are to be regarded as temporary, but they will require to remain in force for a number of years until the shortage of officers has been made up.

*2358.—Swimming Qualification for Advancement to Leading Rate

(N. 3849/36.—24.9.1936.)

It is not necessary for Seamen, Stokers, Signalmen, or Telegraphists to have passed a swimming test before they can be recommended for advancement to Leading Rate on Form S.507. They must, however, pass the test before they can be rated up.

(*C.A.F.O. 1561/31.*)

(*K.R. and A.I., Article 414, Clause 3, Article 403, and Appendix XVII, Part I, Nos. 3, 13, 19, and 37.*)

*2359.—Accidents to Naval Personnel whilst Travelling in Privately Owned Motor Vehicles—Admiralty Liability and Insurance Requirements

(P.M. 2299/36.—24.9.1936.)

PART I

General Conditions of Acceptance of Admiralty Liability

Accidents to Naval or Marine personnel whilst travelling in privately owned motor vehicles will, for Service purposes, be accepted as attributable to the Service only provided that :—

(*a*) The officer or man concerned is travelling on duty at the time ;

(*b*) The use of the motor vehicle is authorised by his Commanding Officer ;

(*c*) The accident is not due to his own negligence or misconduct ; and

(*d*) The vehicle is adequately insured (*see* Part II).

2. Generally, for the purposes of this Order, an officer or man will be considered as on duty only when travelling in pursuance of orders, *e.g.*, personnel are not on duty when proceeding to or from their homes or when travelling for their own convenience.

3. Naval personnel are not to be instructed to drive or test privately owned motor vehicles for unofficial purposes unless the risk of personal injury to the driver is covered by insurance, as laid down in Part II of this Order.

4. Hurt certificates for injuries sustained whilst travelling in privately owned motor vehicles are to be issued, subject to the provisions of Article **1419**, King's Regulations and Admiralty Instructions, only when the above conditions are complied with, and in case of doubt the matter is to be submitted to the Admiralty for decision.

PART II

Insurance Required as a Condition of Acceptance of Admiralty Liability

(*a*) *When the officer or man concerned is either the owner-driver or a passenger.*—Adequate insurance must be in force under a policy covering all risks normally incurred and/or insurable (subject to the exception referred to below), *e.g.*, accident to the owner, including medical expenses, bodily injury to or death of third parties, including passengers, and damage to the property of third parties.

2. Insurance against damage to or loss of the officer's vehicle is not required, but it should be clearly understood that the Admiralty cannot accept liability for damage sustained by the vehicle while it is being used on official business.

3. The usual form of " comprehensive " policy will be regarded as complying with this regulation. Care should be taken to ensure that the policy covers the use of the vehicle on official business, and, if official passengers are carried, that the reference in the policy to passengers will be regarded by the Insurance Company as covering official passengers. An undertaking that their policies do in fact give such cover has been given by a number of Insurance Companies and Underwriters—*see* list published in Admiralty Fleet Orders from time to time—but if insurance is effected with any other insurers an endorsement to the policy should be obtained to show that it covers the use of the vehicle on official business and while conveying Government passengers.

(*b*) When the officer or man concerned is the driver but not the owner, the risk of personal injury to him should be covered by an appropriate extension of the existing insurance of the vehicle, but when ratings are regularly employed as chauffeurs, the more comprehensive insurance shown at (*c*) is required.

(*c*) *Ratings employed as officers' chauffeurs.*—Except as provided under (*b*) above, an officer employing a Naval rating or Royal Marine (*e.g.*, his coxswain or servant) to drive his car will be required to indemnify the Admiralty against any death or disablement benefits payable either to the man or to his dependants under

the King's Regulations and Admiralty Instructions, if the man is killed or injured whilst so employed. He will also be required to indemnify the Admiralty against the following charges for medical treatment in such an event :—

(i) If the man is admitted to a Naval, Military or Air Force hospital—any extra expense incurred, *e.g.*, the cost of outside civilian assistance obtained in connection with the case. No charge will be made against the officer for the man's maintenance or for treatment from Naval, Military or Air Force sources.

(ii) If the man is admitted to a civil hospital—the actual cost of maintenance and treatment, including any charges (*e.g.*, surgeon's fees, ambulance, etc,) which may be payable in addition to the actual charges made by the hospital authorities. No charge will be made against the rating.

(iii) If the man is attended by a civilian medical practitioner other than an Admiralty surgeon and agent—the actual charges made by the civilian medical practitioner.

(iv) The cost of any dentures, surgical appliance or spectacles, or repairs, renewals or replacements thereof (including subsequent repairs, renewals or replacements), resulting from an injury so sustained, admissible under the Regulations.

2. The rating or marine will be regarded as on duty whenever he is ordered by the officer to drive the car, irrespective of whether it is a journey for which allowances are drawn or not.

3. The officer must effect an insurance to cover all the foregoing benefits to the man or his dependants. The necessary indemnity can probably be obtained by an appropriate endorsement to the insurance ordinarily issuable in respect of a chauffeur as an addition to a private motor car policy.

*2486.—Pensioners Serving on Non-Continuous Service Engagements—Travelling Warrants and Removal Expenses on Discharge

(N. 4145/36.—8.10.1936.)

The following procedure as regards free travelling warrants and removal expenses on discharge of re-engaged pensioners serving on Non-continuous Service engagements is promulgated for information and guidance :—

(*a*) King's Regulations and Admiralty Instructions, Article **1664**, is to apply to all pensioners re-engaged, except that Clause 4 shall only apply in cases where a free railway warrant was issued on discharge to pension.

(*b*) Removal expenses, subject to the usual conditions, will be allowed to re-engaged pensioners who have not previously benefited by the concession, provided that the removal takes place within a period of twelve months, counting all time out of the Service since discharge to pension.

(*K.R. & A.I., Arts. 1664 and 1665.*)

2526.—Lieutenant-Commanders and Lieutenants—Retirement

(C.W. 7955/36.—15.10.1936.)

In view of the present state of the lists it is anticipated that employment on the Active List will be available for Lieutenant-Commanders up to the age of compulsory retirement, viz., 45.

2. Retirement of Lieutenant-Commanders and Lieutenants under the age of 40 (under Section V, paragraph 4, on page 71 of the Appendix to the Navy List) will be allowed only in exceptional circumstances.

3. Retirement of officers over the age of 40 (under paragraph 3 of the same section) will be allowed only if the officer can be spared without inconvenience to the Service.

2564.—Low Flying Offences

(N.L. 2939/36.—22.10.1936.)

The attention of all pilots in the Fleet Air Arm is drawn to paragraph 717 of the King's Regulations and Air Council Instructions which deals with flying restrictions, and in particular to the prohibition of unauthorised aerobatics and of flying or manœuvring aircraft in any manner likely to cause accident, annoyance or damage.

2. Their Lordships regard these offences as most serious breaches of discipline and consider that ordinarily they should be dealt with by court-martial. In the absence of mitigating circumstances officers found guilty of these offences will be considered unsuitable for retention in the Fleet Air Arm.

2570.
2619. } *Issued Confidentially.*

*2620.—Ex-R.N.R. and R.N.V.R. Ratings now serving in the R.N. under Temporary Engagements—Re-entry into the R.N.R. and R.N.V.R.

(N. 4522/36.—29.10.1936.)

Commanding Officers of H.M. Ships and Establishments are to bring to the attention of the R.N.R. and R.N.V.R. ratings whose R.N. engagements will shortly expire, the advantages, as stated below, of re-joining the R.N.R. and R.N.V.R. immediately on their discharge from the R.N. Candidates for re-entry into the Reserve should apply to their Registrars, R.N.R. or Commanding Officers, R.N.V.R. Divisions. When applying for re-entry, men should produce their R.N. Service Certificates to the R.N.R. Registrar or Commanding Officer of the R.N.V.R. Division concerned, so that the amount of time allowed to reckon towards medals, etc. (see paragraphs 2 and 6) may be noted on the Reserve Certificates (R.V.2 or R.N.V.10); where the amount of "V.G." conduct time differs from the total time served both amounts (.....days) should be noted.

The time served in the R.N. will be allowed to count as time spent in the Reserve for the purposes of Reserve medals and Good Service badges and, in the case of the R.N.R., also for the purpose of qualifying for Reserve Gratuity. It will also count as mobilised service for Good Conduct Badges and progressive pay.

3. On re-entry, the Reserve engagements will be back-dated as necessary to place the men in the position they would have occupied but for re-entry into the R.N. For example, a R.N.R. rating who joined the R.N.R. on the 15th October 1932 and entered the R.N. on the 15th October 1935 will, on re-entry into the R.N.R., sign an engagement to serve until the 14th October 1937; and a R.N.V.R. rating who joined the R.N.V.R. on 15th October 1933 and entered the R.N. on 15th October 1935 will, on re-entry into the R.N.V.R., sign an engagement to serve until 14th October, 1937.

4. Men will be excused training, if they so desire, as follows :—

R.N.R.

(a) E.R.A.s—3 months in a period of 5 years.

(b) Other ratings—1 period of biennial training.

R.N.V.R.—Any uncompleted obligatory training in their first period of enrolment.

R.N.R. ratings who elect to be excused training will nevertheless be paid Embarkation Gratuity as though they had actually performed training, and the payment will be made with the last retainer payment for the training year excused.

Note :—Ratings should inform their Registrars, R.N.R. or Commanding Officers, R.N.V.R. Divisions whether they wish to be excused training or not.

5. As from 1st November, 1936, the annual bounty payable to members of the R.N.V.R. will be increased to a maximum of £5. In addition, an allowance will be paid for travelling expenses incurred in attending drills.

6. Before an ex-R.N.R. or R.N.V.R. rating is discharged from the R.N., the amount of time that can count towards Good Conduct and Good Service Badges is to be noted in the Badge space on page 4 of the R.N. Service Certificate, thus :—"Can count . . . . . days towards Good Conduct and Good Service Badges and 'V.G.' conduct from . . . . . ".

7. All discharges from the R.N. of ex R.N.V.R. ratings are to be reported to the Commanding Officers of the R.N.V.R. Divisions in addition to the Admiral Commanding Reserves.

(*A.F.Os. 733/36 and 744/37.*)

*2744.—Seaman Branch—Non-substantive Ratings—Institution of New Form (S.583) and of Revised Rules for making Recommendations

(N. 4008/36.—12.11.1936.)

It has become necessary for a greater proportion of Seaman ratings to take up rates in the various non-substantive branches than has hitherto been the case. To meet increased requirements, the following regulations have been approved and are to be brought into force immediately on receipt of this Order.

2. Selected ratings will be put through a course for non-substantive rate at the earliest opportunity after being rated Able Seaman.

3. So far as possible the non-substantive rate will still be the one chosen by the rating himself, but the requirements of the Service must be the first consideration.

4. All Able Seamen without non-substantive rating at present in the Service (with the exceptions shown in paragraph 6 of this Order) and in future all Ordinary Seamen on being rated Able Seaman, are to make their choice in order of preference as to whether they wish to qualify for a G., T., or S/D. non-substantive rate. *In addition* to expressing his order of preference for a G., T., or S/D. non-substantive rate, a man may *volunteer* for Air Gunner, if he so desires. If so, he should be required to state the degree of preference which he attaches to the Air Gunner rate.

The man's preference will be indicated on Form S.583. If no particular preference is expressed, this fact is to be stated in the Remarks column of the form, and the Commanding Officer is to indicate the branch for which he considers the man is best fitted.

5. Deleted.

6. Deleted.

7. Drafting authorities are to arrange that all suitable ratings on being rated Able Seaman are to return to their depôt as soon as they are required for a course at one of the schools. They will be guided as to which schools the ratings are to be sent by the following principles :—

(1) Rating's choice on Form S.583.

(2) Recommendation of Commanding Officer on Form S.583 and subsequently on Form S.1303 or S.1303B.

(3) Numbers required by the various non-substantive branches.

8. Forms S.1303 and S.1303B are to continue to be rendered in accordance with the present instructions.

9 to 10. *Deleted.*

(*K.R. and A.I. Art. 421, and App. XXII, Part 1—B.R. 14, Drafting Regulations.*)

2746.—Leave for Ratings entered for a limited period

(M./N. 4024/36.—12.11.1936.)

Ratings entered for one year who are serving abroad are to receive the Foreign Service Leave due to them and, in exceptional cases, where the Commander-in-Chief concerned is satisfied that there would otherwise be hardship, the balance of drafting leave, up to a total of 10 days, may be granted to men who did not receive their full drafting leave before leaving the United Kingdom.

2. All leave is to be completed before a rating's engagement expires.

3. *Ratings entered for three years* are to be granted leave as laid down in King's Regulations and Admiralty Instructions.

2748.—Sound Films—Instructions for Showing on board H.M. Ships—Precautions Against Fire

(N. 3210/36.—12.11.1936.)

In consequence of the introduction of new types of sound film apparatus, the following revised instructions relating to the showing of films on board H.M. ships are promulgated for the guidance of all concerned.

2. *New Equipment.*

(a) "*N*" *Type Portable Sound Film Equipment.*—This apparatus, which may be supplied to H.M. ships through the Admiralty Cinema Fund, is less liable to cause fire than the majority of other types of projector known to exist in the Fleet. This is due partly to the special double light cut-off fitted in the projector and partly to the general design.

(b) *Cassettes.*—A cassette is a form of spool box in which film reels can be inserted immediately after rewinding and kept therein for transport and throughout the showing of the film. They are inserted into the projector spool boxes with the film reels. Consequently, when cassettes are employed, not more than a few inches of film need ever be exposed at any time and the risk of fire should therefore be negligible except by grossly careless operation.

At present the cost of cassettes is likely to be prohibitive, but reduction in cost is possible in the future, in which case they may be used by H.M. ships.

3. *General Orders for all Performances.*

The following general orders are to be observed on all occasions of showing films:—

(i) Smoking by the film operator, by any person close to the projector or by any person handling films is strictly prohibited.

(ii) The efficiency of all film operators must be assured.

(iii) A responsible person must be in charge of the performance to see that the instructions are observed should a fire occur.

(iv) All films when not in use are to be kept in a metal locker which ordinarily is not to be kept stowed below the upper deck, and all rewinding is to take place on the upper deck or on a weather deck. In destroyers the Commanding Officer is to issue orders which comply with the spirit of these instructions.

(v) During performances film reels are to be kept in the metal locker or in metal carrying cases at least 30 feet away from the projector. No film reel is to be brought near the projector until it is actually required. Film reels withdrawn from the projector are to be removed immediately from the vicinity and placed in the metal locker or in metal carrying cases.

(vi) The Pyrene fire extinguishers provided for ships carrying a cinema are to be left in the immediate vicinity. A large tray of sand with handles and scoop is also to be readily accessible.

(vii) When showing a film the projector should stand in such a position that a film fire can burn itself out without extensive damage to its surroundings. A baseplate should be provided where necessary and inflammable articles removed from the vicinity.

(viii) Adequate exits from the auditorium must be available at the end remote from the projector. Adequate exits for the operators in case of emergency are also to be provided.

Note.—Where cassettes are used the above orders need not be followed rigidly, but should be regarded as a general guide. The actual precautions will be a matter for the discretion of the Commanding Officer.

4. *Special Orders for Performances between Decks.*

The following additional orders are to be observed when performances are given between decks:—

(i) No projector is to be used which is not fitted with:

(*a*) Shutter safety gear, which automatically excludes the light ray from the film should the machine stop.

(*b*) Gate safety gear which prevents fire penetrating the spool box should the exposed portion of film catch fire. This device is to be tested periodically.

(ii) (*a*) Except when "N" type portable equipment is used, the projector is to be screened from the audience by asbestos or asbestos blanket or other fire-proof material in order to allow the operator light for working and to assist in localising a film fire should this occur. If possible, the machine and operator should be completely housed in a fire-proof casing.

(*b*) When "N" type portable equipment is used, the provision of a fire-proof screen is optional. It is recommended, however, that some form of screen be employed to enable the operator to be provided with adequate light and to reduce the amount of machine noise reaching the audience.

5. *Positions for Showing Films.*

Subject to the general orders in paragraph 3, films may be shown in all classes of ship in a suitable covered-in space on the weather deck. Subject also to the special orders in paragraph 4, films may be shown between decks as follows:—

(*a*) In cruisers and above.

(*b*) In other classes of ship, provided "N" type portable equipment is used.

Films are not to be shown in the vicinity of compartments or areas containing explosives or readily inflammable stores or of ventilating trunks leading to dangerous areas.

6. *Notes on Film Fires.*

A film fire cannot be put out, whatever the extinguisher or method used may be. The flame can be put out by smothering it with asbesto blankets, or foam, or by plunging it in water, but combustion continues, resulting in suffocating, dense fumes, which will prove to be much more dangerous than the fire.

A loose film, such as may have been allowed to flake itself down on the deck under the cinema projector by careless operation, will, if it catches fire, burn very intensely and suddenly, but very quickly.

A film rolled up in its box with the lid of the box open will not burn quite so suddenly or so quickly, but the fire is intense while it lasts.

In both the above cases the film will burn itself out in from 3 to 5 minutes —leaving no fumes—added to which the flame would not be dangerous to anything outside the immediate vicinity.

A film rolled up in its box with the lid shut would, on catching fire, cause combustion, and fumes would leak out through cracks, etc.

In a modern cinema house the projector is operated in a fire-proof compartment entirely separated from the auditorium. This compartment is excellently lighted and has an air vent in the roof for the escape of fumes. On board H.M. ships this arrangement cannot be adopted in its entirety, but an avoidable risk is taken if the operator is working in semi-darkness.

If a film catches fire and cannot readily be taken on deck, it should be allowed to burn itself out—fire extinguishers and fire hose being used afterwards to extinguish any resultant fire.

If the film catches fire in the projector it is most important to keep the *door of the projector shut.* This should effectively localise the fire.

If fumes are escaping, the following procedure should be adopted, either—

(i) If practicable, get film up on deck and overboard.

(ii) Evacuate compartment and get rid of fumes by the ventilation.

7. *General Notes on Operation, Care and Maintenance of Film Projectors.*

The following directions are issued as a guide both for operators and for those who are responsible for their efficiency:—

(*a*) *Preparation of Film.*—Film should be gone over carefully in the winding room and all breaks or defects cut out and repaired *before* it is exhibited. If this is done conscientiously it should be impossible for a film to break during exhibition. Film jointing must be learnt and joins tested for their ability to stand an equal strain to the film itself. The film should be studied, *i.e.*, the operator should know its length and ending.

In order that this procedure shall be carried out with minimum trouble, films will be sent out by the Admiralty Film Distributor "tails first," *i.e.*, each reel wound in the reverse order to that in which it is to be shown. They will thus have to be re-wound before they can be used. Similarly, films, after being shown, are not to be re-wound, but are to be passed on "tails first."

(*b*) *Care of Spools.*—Care of spools consists of inspection only, as no spool which is bent or in any way defective should be used.

(*c*) *Care of the Machine.*—The operator should be able to produce, and must follow the instructions in the book issued by the maker of the machine. Such books can always be obtained.

The important points which can be examined by anyone in authority are:—

(i) The correct loading of a film in a projector and no slip while running.

(ii) The efficiency of the take-up in the lower spool drive.

(iii) The condition of the teeth of winding pinions.

(iv) The efficiency of the gate and safety traps. A short length of film led into an empty spool box and set alight outside should be extinguished in the closed safety trap.

(v) Spool boxes should, if possible, be fitted with an observation radial window to give the operator an idea of the amount of film remaining. Such windows are trade fittings.

(vi) Shutter operating gear. An opaque non-inflammable shutter should shut off the concentrated light from the film when the machine is stopped. This is one of the most important precautions to prevent fire, and the screening must be absolute.

(vii) The operator must be capable of dealing with a film that breaks during operation. He should be able to re-insert the film in its track and re-connect to the bottom spool in quick time without failure. A broken film is almost invariably due to failure of the operator to observe the rules for preparation of films. Old films are more liable to break and require very careful inspection. In the event of a film breaking in the projector, the operator should at once switch off the lamp, or arc, or close the hand light cut-off if provided, and also stop the driving motor immediately.

(viii) Efficient means of transport for the machine are essential

2834.—Messing—General Mess and Victualling Allowances—Application of Zonal Rates to Ships on Passage

(V. 3532/36.—26.11.1936.)

The following instructions govern changes of zonal rates for General Messing, and Messing and Victualling Allowances, in ships on passage from one zone to another.

2. (*a*) *Ships proceeding from England for service on foreign stations or returning therefrom to England.*

(*b*) *Ships employed on trooping duties both on outward and homeward voyages.*

(*c*) *Ships transferred or detached from one foreign station to another.*

(i) The rates appropriate to *each zone entered* apply from the time of arrival at the first port in the zone except as provided in Clause (iii) of this paragraph.

(ii) The change of rates is to be made on the day of arrival at the port if before noon, and on the day following if after noon.

(iii) Zone A rates will not come into force in any ship returning to England from another zone until arrival at a home port. Intermediate calls at other ports in Zone A on the voyage are to be disregarded.

3. *Ships Cruising.*—(i) The foregoing arrangements apply generally to ships of the Home Fleet proceeding to Gibraltar and other ports in Zone B during the Spring Cruise except that the *temporary* return of any ship into Zone A from Zone B is to be ignored, Zone B rates remaining in force during such periods.

(ii) When ships proceed on special cruises from England (*e.g.*, cadets' training ship and ships of the Home Fleet proceeding to ports outside Zones A and B during the Spring Cruise) enquiry should be made of the Admiralty as to the application of zonal rates during the period of the cruise.

(iii) Ships serving on foreign stations will retain their own zonal rates during any period of a cruise which may be spent outside the limits of their station.

4. *Accounts.*—Information is to be furnished on the Cash Account vouchers (Form S.73) as to the total numbers of messing and victualling allowances paid at each zonal rate, and the period covered.

In ships on general messing, particulars showing the numbers victualled at each of the general messing rates and the period for each rate are to be included in the "Abstract of Expenditure for General Messing" at the end of the Provision Account.

2873.—Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W. 10450/36.—3.12.1936.)

A.—GENERAL

The following instructions, which are a consolidation of all existing Admiralty Fleet Orders on the subject, are issued for guidance in dealing with the pay, etc., of personnel of the Royal Australian Navy serving in H.M. ships, etc., and of Royal Naval personnel serving in the Royal Australian Navy.

The conditions of service, advancement, pay, leave, medical and dental arrangements for Royal Australian Navy personnel serving in the Royal Navy, are shown in Section B.

The conditions of service, advancement, pay, etc., of Royal Navy personnel serving in the Royal Australian Navy are shown in Section C.

The rates of pay and allowances payable in the Royal Australian Navy are shown in Section D.

B.—OFFICERS AND MEN OF THE ROYAL AUSTRALIAN NAVY SERVING IN H.M. SHIPS AND ESTABLISHMENTS

PART I

Officers and Men of the Royal Australian Navy Borne on the Books of H.M. Ships and Establishments.

R.A.N. personnel who are sent to England for service or training in the Royal Navy are to be borne on the books of Portsmouth Depôt from the date of their arrival in England until their first appointment, and subsequently during the intervals between appointments until the date of embarkation for return to Australia.

Unless instructed to the contrary, they are to join the R.N. Barracks during these periods.

2. The accounts of officers and men are to be entered on separate lists of the ledger (List 14 or 17, R.A.N.). The pay and victualling are also to be shown separately in the Ledger Abstract under the heading " General Accounts " (Commonwealth of Australia).

3. Pay and allowances are to be credited at the rates applicable to the Royal Australian Navy, which will be shown on Transfer Lists. (*See also* Section D). No variation in these rates nor payment of additional allowances should be made unless specially authorised by H.M.A. London Depôt, Australia House, Strand, London, W.C.2, to whom communications relating thereto should be addressed direct.

All questions of advancement, award, or restoration of Good Conduct Badges, Long Service and Good Conduct Medals, and of allowance for non-substantive rating on qualifying for same should similarly be referred, accompanied by Service Certificates, before any payment is made in respect thereof.

4. Recommendations for promotion of R.A.N. officers are to include particulars of the position, if any, in the station order of merit in which each officer would have been placed had he belonged to the Royal Navy. The total number in order of merit and the total number recommended should also be shown. The recommendations are to be sent in on separate forms.

Duplicate copies of Forms S.596 and S.206 relating to R.A.N. officers should be transmitted by the Commander-in-Chief or Senior Officer concerned direct to the Secretary, Naval Board, Navy Office, Melbourne, in sufficient time to reach the Navy Office by 1st June and 1st December each year.

5. Forms S.63, S.63b, S.54 and S.54b, in respect of allotments should be forwarded to H.M.A. London Depôt, Australia House, Strand, W.C.2, for necessary action. Allotments payable in the United Kingdom on behalf of R.A.N. personnel serving in the Royal Navy, should not be continued after the embarkation of the allottor for Australia, except with the prior approval of the Commonwealth Naval Board.

6. On discharge of R.A.N. personnel from one ship to another, Australian rates of pay and allowances should be shown on Transfer Lists, which are to be forwarded with them, duplicate Transfer Lists being also sent to H.M.A. London Depôt, Australia House, Strand, London, W.C.2.

7. Any clothing, etc., taken up on repayment from Government Stocks is to be paid for by cash and the charges will not appear in the ledger.

8. All claims, including those for travelling expenses and subsistence, are to be forwarded direct to H.M.A. London Depôt for necessary action.

9. *Private Motor Vehicles.*—Before authority can be given for the use by R.A.N. personnel of a privately owned motor car on official duty, the policy of insurance and annual receipt for premium, under a comprehensive policy (covering the use of the vehicle on official business and third party risks) must be produced. The policy must name the Commonwealth as the insured or one of the insured. This may be done by an appropriate endorsement on an existing policy.

Claims should be supported by a certificate from the Commanding Officer or the Accountant Officer in the following terms :—

> " I certify that.....has produced an insurance policy and receipts for premium showing that his private car is insured under a comprehensive policy (covering the use of the vehicle on official business and third party risks) for the period covered by the claim, and that the Commonwealth is insured thereby."

10. Effects of deceased persons or deserters (late members of the R.A.N.) should not be disposed of until authority has been received from H.M.A. London Depôt, and it should be noted that the disposal of effects frequently necessitates reference to Australia.

11. A complete extract from the ledger showing details of accounts, etc., in respect of all R.A.N. ranks and ratings borne during the period covered by the ledger is to be forwarded to H.M.A. London Depôt as soon as possible after the ledger is closed.

On the return of an officer or rating to one of H.M.A. Ships or Establishments, the extract is to be sent immediately he is discharged and not at the end of the period covered by the ledger. The accounts thus rendered should not be included in the extract forwarded at the end of the quarter.

When officers or ratings are borne in H.M. Ships or Establishments *for victuals only,* any credit to which they may become entitled and any charges incurred therein should be communicated *in detail* as they occur to the H.M.A. Ships or London Depôt in which they are borne for pay, where the necessary adjustment of account will be made.

12. Officers of the R.A.N. serving in H.M. Ships are to be given the usual Service Certificate, a copy of which is to be forwarded by the Commanding Officer direct to the H.M.A. London Depôt. A notation that this has been done is to be made on the counterpart and the date of transmission should also be recorded.

13. It is to be noted that so far as financial matters are concerned the King's Regulations and Admiralty Instructions for the Royal Navy do not apply to ranks and ratings of the R.A.N.

PART II

Medical and Dental

1. If officers and men attached to the R.N. for loan service, training, etc., contract venereal disease, the facts should be reported as soon as possible to H.M.A. London Depôt, who will communicate the necessary instructions regarding pay, etc.

2. Officers of the R.A.N. serving under exchange conditions in the R.N. are subject to the conditions laid down in King's Regulations and Admiralty Instructions.

Dental Treatment in the United Kingdom when attached to H.M. Ships and Establishments

3. Wherever possible, Admiralty Service routine as set forth in Admiralty Fleet Orders should be followed by R.A.N. personnel serving in the United Kingdom and requiring dental treatment.

Refunds for dental treatment obtained from other than Service sources will be made in accordance with the following clauses :—

Where treatment by a naval dentist is not available and emergency treatment for the relief of pain has to be obtained from a civilian dentist, consideration will be given to a claim for refund of reasonable expenses in respect of treatment for the relief of pain only. Any such claim should be accompanied by a full statement of the circumstances.

Personnel serving at places where no Service dental facilities are available may obtain treatment from local civilian dentists. Written orders for treatment required should be obtained from the Senior Naval Officer, Admiralty Form S.31, or the form of authority set out in Consolidated Orders and Regulations being used for the purpose. Orders should be attached to claims for refunds, and should be certified as to correctness (before payment is approved) by the officer authorising the treatment.

Refunds in respect of treatment obtained under the above conditions will be made only in accordance with the scale of fees for operative dental treatment set out in Admiralty Fleet Orders.

Treatment by Private Practitioner in Case of Illness

4. When Service treatment is not available owing to a member being taken ill while on leave and at a place where there is no Naval Medical Officer or Naval Hospital, members of the R.A.N. are to seek treatment by a private practitioner or in a civil hospital if fit to be moved. Fees incurred will generally be borne by the Commonwealth of Australia up to a reasonable amount. In all cases the illness and cause should be reported forthwith to H.M.A. London Depôt, through the Commanding Officer, by the member, together with a certificate signed by the medical practitioner attending the case. The certificate must state :—

(*a*) The disease from which the member is suffering.

(*b*) That he is unfit to travel to the nearest place where he could obtain treatment from a Naval source.

(*c*) The distance between the patient's residence and the doctor's house or surgery.

(*d*) Whether attended at the man's residence or the doctor's surgery.

A similar certificate is to be furnished weekly until fit to travel or removal to a Naval Hospital.

In an emergency, where it is necessary for a surgical operation to be performed by a private practitioner, because the member's condition does not enable him to travel to a place where he could receive treatment from Naval medical sources, the sum allowed for medical expenses will be specially considered up to an amount of £30.

Checking on Ledger.—A member who reports sick while on short leave should be checked to sick leave from date of commencement of sickness, as indicated in the medical report, and should be credited with leave allowance from that date and while unfit to travel.

In the case of a member who reports sick while checked to leave, he should be re-checked to sick leave from the commencing date of sickness, as shown on medical report, and should continue to be credited with leave allowance while unfit to travel.

When the member is sent to hospital he should be checked or re-checked as necessary to hospital, the name of the hospital being inserted in the ledger. It should be noted that leave allowance is not payable while in hospital.

Medical and Dental History Sheets

5. When R.A.N. officers are first appointed, either on loan or for exchange service, in the Royal Navy, Medical History Sheets will be issued by the Medical Director-General to the Senior Medical Officer of the ship or establishment to which the officer has been appointed, and should be retained in his custody. Dental

History Sheets will be issued to the Senior Dental Officer, should one be serving in the ship or establishment, otherwise they will be issued to the Senior Medical Officer. They should be endorsed with the necessary entries recording treatment, in the same way as the Medical History Sheets and Dental Cards of Naval ratings. When an officer is discharged, his Medical and Dental History Sheets should be transmitted under registered confidential cover to the Senior Medical or Dental Officer, as the case may be, of the ship or establishment to which he has next been appointed. If no fresh appointment has been issued, they should be forwarded to the Medical Director-General. They should invariably accompany a patient to a Naval hospital in order to facilitate full consideration of his case.

6. When Medical Officers are completing the portion of the Medical History Sheet referring to general medical examinations, only the columns referring to weight and chest need be completed.

7. Medical History Sheets of officers are to be kept personally by the Senior Medical Officer, and are of a distinctive colour to aid in their being treated as highly confidential.

8. If there is no Naval Medical Officer attached to the ship or establishment to which the R.A.N. officer has been appointed, the Medical and Dental History Sheets should be retained in the custody of the Commanding Officer or Senior Naval Officer, and medical and dental treatment should be recorded by the Surgeon and Agent or civil practitioner rendering the treatment, when treatment has been arranged by the Service.

9. These arrangements do not supersede reports required under existing R.N. regulations.

PART III

Leave Regulations

1. The leave of officers and men of the Royal Australian Navy serving in H.M. Ships and Establishments is to be governed by the routine of the squadron, ship or establishment to which they are attached.

2. Foreign service leave, calculated at the rate of seven days for each completed six months, and one day for each completed month of the remaining period, will be granted on return to Australia, provided the amount of leave thus accumulated does not exceed 42 days.

3. Officers and men borne on the books of H.M. Ships or Establishments awaiting return passage to Australia on completion of service or training, may be granted leave as convenient, should they so desire, and arrangements should be made direct with H.M.A. London Depôt, Australia House, Strand, London, W.C.2, with respect to the leave so granted. Such leave will not be deducted from foreign service leave on return to Australia.

4. *Railway Concessions*—For particulars regarding concession fares available to R.A.N. personnel and their wives and families, *see* A.F.O. 2648/35 Section XVI.

C.—R.N. PERSONNEL ON EXCHANGE OR LOAN TO ROYAL AUSTRALIAN NAVY.

PART I

Officers and Men of the Royal Navy about to take Service in the Royal Australian Navy.

An officer of the Royal Navy appointed to the Royal Australian Navy direct from Full Pay or Unemployed Pay at the Full Pay rate should be paid by the Accountant Officer of his Ship or Depôt up to the date immediately preceding that of his appointment. A Transfer List is to be forwarded to H.M.A. London Depôt, Australia House, Strand, W.C.2, and also a duplicate to the Director of Navy Accounts.

2. When a rating is selected for service in the Royal Australian Navy, the date of commencement of his R.A.N. engagement will be determined by H.M.A. London Depôt, and the ship informed. Such rating should be paid by the Accountant Officer of his ship up to the date of his discharge from the Royal Navy, a Transfer List being forwarded to H.M.A. London Depôt, and a duplicate to the Director of Navy Accounts.

3. In order to provide that officers and ratings definitely transferred or on loan to the Royal Australian Navy shall have an opportunity to revise their contributions to their dependants on being placed on Australian rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of transfer will not necessarily be discontinued, and any adjustments or stoppages should be left for arrangement between the Director of Navy Accounts and the Australian Commonwealth.

The allotments of all officers and ratings selected for service in the Royal Australian Navy should not therefore be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to H.M.A. London Depôt, and Director of Navy Accounts, as in the case of transfers in the Royal Navy.

4. Form A.S. 55 (R.A.N. Engagement) and the Agreement Forms which are also signed by Active Service and R.F.R. ratings, etc., loaned to the Royal Australian Navy are to be forwarded to H.M.A. London Depôt on completion.

5. Advances of Australian pay by R.N. Depôts will be authorised where necessary by H.M.A. London Depôt only, by means of Transfer List showing rate of pay, etc.

6. Flag Officers, Commodores and Officers in command, appointed in the United Kingdom to the R.A.N. and joining their ships at ports in Australia, are allowed free conveyance to Australia of combined baggage and mess stores, as laid down in Appendix X, Part I, paragraph 4, King's Regulations and Admiralty Instructions. In all cases where Naval transport is available it must be used.

7. When R.N. officers are serving in the Royal Australian Navy, either on loan or on exchange service, the system of Medical and Dental History Sheets in force in the R.A.N. will be applicable to them for R.A.N. purposes only, and will be retained in the R.A.N.

Note.—For the distinction between loan and transfer to the R.A.N. for ratings, *see* A.F.O. 646/33.

PART II

Advancement and Pay Arrangements

1. An officer, Petty Officer, or man of the Royal Navy serving in the Royal Australian Navy on loan, who is promoted by the Admiralty, but not required in the R.A.N. in the higher rank or rating, will continue to receive pay and allowances at the rates applicable to the R.A.N. for the rank or rating held prior to Admiralty promotion until final discharge from the R.A.N. Where, however, a corresponding promotion is granted in the Royal Australian Navy, pay and allowances in the higher rank will, as regards officers, be credited from the date of reappointment to one of H.M.A. ships in the higher rank. Petty Officers and men will similarly receive pay and allowances of the higher rating from the date of advancement. The conditions of advancement of ratings while on loan will generally be similar to those in the Royal Navy. (*See* A.F.O. 1212/35.)

2. The arrangements for the payment of officers and men of the Royal Navy serving in the Royal Australian Navy in exchange appointments or on loan, are as under. The arrangements *do not apply to officers in receipt of consolidated salary.*

Officers serving in Exchange Appointments

3. These officers are to be paid at R.N. rates of pay chargeable to the Admiralty and subject to United Kingdom Income Tax, but if serving in a shore appointment, will further be liable to Australian State Tax and State Unemployment Tax.*

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* From 1st July, 1931, and until further notice, R.N. officers serving in shore appointments on exchange in the State of Victoria, are exempt from Australian State Tax and State Unemployment Tax, and in New South Wales they will be exempt from State and Unemployment Relief Tax whilst employed on a Commonwealth vessel, but if serving at Garden Island or on shore in the State, will be liable for State and Unemployment Relief Tax.

Note.—So far as financial matters are concerned, the King's Regulations and Admiralty Instructions do not apply to ranks and ratings lent for service with the Royal Australian Navy.

They will be borne for pay on the ledgers of the R.A.N. ships and establishments to which they may be appointed. The payments actually made to them in Australia will be made in Australian currency, and exchange adjustments will be made half-yearly on the basis of the average daily rate of exchange obtaining during the preceding six months. Allotments will be permitted within the limits laid down by King's Regulations and Admiralty Instructions. If payable in the United Kingdom the amounts allotted will be paid in sterling. If payable elsewhere they will be paid in local currency at the appropriate rate of exchange. Remittances (as distinct from allotments) from Australia will not be officially arranged for.

Officers serving on Loan

4. These officers will continue to be paid by the Australian Government at R.A.N. rates of pay in Australian currency and will be subject to Australian taxation. (*See also* Section D).

5. Each officer will, however, be paid periodically or at the end of loan service by the Admiralty, in addition, such round sum as may be necessary to bring his total R.A.N. emoluments (less Australian taxation thereon) approximately up to the amount (less United Kingdom income tax) that he would have received if serving in a similar appointment in the R.N., ignoring any difference in exchange (*i.e.*, for the purpose of this comparison the Australian £ will be taken at par). (*See also* paragraph 7.)

Claims to this supplementary payment are normally to be rendered by officers through the Australian Authorities at intervals of not less than three, and preferably not less than six, months, but may, if so desired, be rendered on the completion of service in the Royal Australian Navy. The claims should be related to calendar quarters, *i.e.*, they should be rendered in respect of the periods ending 31st March, 30th June, 30th September and 31st December of any year ; and claims relating to a period ending 30th June should be accompanied by a United Kingdom Income Tax Declaration completed in full in accordance with the rules for the payment of United Kingdom Income Tax.

Claims for officers who have since returned to the Royal Navy are to be rendered direct to the Director of Navy Accounts.

6. The allotments of officers serving " on loan " will be subject to the following restrictions :—

(*a*) If the officer's wife and family remain in the United Kingdom.	Allotment must not exceed three-fifths of the officer's total R.A.N. pay and allowances (excluding entertaining allowance).
(*b*) If the officer is single or wife proceeds to Australia.	Allotment must not exceed one-fifth of total R.A.N. pay and allowances (excluding entertaining allowance).

Any loss on exchange resulting from allotments within the above prescribed limits will be borne by the Australian Government.

7. These arrangements for allotment do not apply to the additional sum payable by the Admiralty in accordance with paragraph 5 above. This additional sum will be paid at the option of the officer either (*a*) to his nominee in the United Kingdom, in sterling, or (*b*) to the officer himself in Australia in Australian currency at the rate of exchange authorised at the time of payment.

Ratings serving on Loan

8. The foregoing arrangements for equalising total pay (less tax charges) will be generally applicable to ratings serving on loan, but allotments will be allowed without restriction.

PART III

Officers and Men of the Royal Navy Returning from Service in the Royal Australian Navy.

1. Officers and men of the Royal Navy returning from the Royal Australian Navy for reversion to the Royal Navy are to be borne nominally on the books of one of the R.N. Depôts for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.A.N. leave. Payment will be made to them direct by H.M.A. London Depôt.

2. For officers, a Transfer List will be forwarded by H.M.A. London Depôt to H.M.S. "Victory," showing the period for which such officers should be borne nominally on that Depôt's books, a notation being made that payment will be effected direct by H.M.A. London Depôt for such period.

3. Transfer Lists in respect of ratings will be furnished to the respective Depôts to which they will return on the expiration of their R.A.N. leave, indicating the period for which they should be borne nominally on Depôt books prior to reversion to the Royal Navy. At the expiration of leave, pay documents, Service Certificates, etc., will be forwarded by H.M.A. London Depôt to R.N. Depôt.

4. An officer on loan from the R.N. who is receiving Command Money, and relinquishes command to return to the United Kingdom, will be credited with Command Money up to and inclusive of the date of arrival in the United Kingdom, provided that if departure is delayed, or he is permitted to make his own arrangements for passage home, credit will not be continued beyond the period which would have been taken had he sailed by the first available opportunity after relinquishing command.

5. An officer who at his own request reverts to the Royal Navy before the expiration of the period of loan to the Royal Australian Navy, will be required to defray all expenses in connection with the passage to Australia of his relief and his own passage to England, unless very strong reasons are put forward why such charge should not be made.

6. Officers and men entitled to a return passage to the United Kingdom, who are permitted to remain in Australia on the termination of their engagement in the R.A.N. will be allowed to defer their passage for a period not exceeding six months, subject to the proviso that the Commonwealth Authorities will be liable only for the cost of the return passage at the rate in force at the time of discharge from the R.A.N.

7. *Allotments.*—Naval personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to Royal Naval rates of pay, subject to the limits prescribed by Article **1756**, Clause 3 (*a*), King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the Royal Navy returning to England whose dependants are residing abroad should, upon first appearance in Depôt, be encouraged to declare (with prospective effect where Australian pay is still being credited) new or revised allotments in their favour.

8. *Marriage Allowance.*—Where the wife and/or children have not accompanied the man to Australia or return at the same time, the necessary action will be taken by the Director of Navy Accounts. Where, however, the wife and/or children continue to reside abroad it is necessary for a special report to be forwarded. Upon first appearance in depôt all Naval ratings should therefore be questioned as to whether they claim to be entitled to Marriage Allowance in respect of a wife and/or children residing abroad and, if so, a report should be forwarded to the Director of Navy Accounts upon such of the following points as may be applicable :—

(i) Present address of wife.
(ii) Whether she is following the man to this country and, if so, the approximate date of arrival.
(iii) If she is not proceeding to this country, the reason for remaining abroad.
iv) Names and ages of his children under 14 years.
(v) Name and address of guardian of children, if motherless.
(vi) Amount of allotment in force in favour of wife or guardian on reversion to R.N. rates of pay.

D.—RATES OF PAY AND ALLOWANCES, ROYAL AUSTRALIAN NAVY
PART I—PAY OF OFFICERS

The daily rates of active pay and allowances set forth shall apply, where not otherwise stated, to officers of the Permanent Naval Forces (Sea-going), as from 11th September, 1936, inclusive. Rank or relative ranks specified shall be as defined in King's Regulations and Admiralty Instructions.

The following shall be the rates of Active Pay for Commissioned Officers :—

Executive Officers

Rank.	*Rate per Diem.* £	*s.*	*d.*
Midshipman	0	6	0
Sub-Lieutenant	0	11	0
Lieutenant " on promotion "	0	18	6
After 4 years	1	0	0
After 6 years	1	4	0
Lieutenant-Commander " on promotion "	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Commander " on promotion "	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Captain " on promotion "	3	0	0
After 3 years	3	5	0
After 6 years	3	10	0
After 9 years	3	15	0
Rear Admiral	5	0	0

Engineer Officers

Rank.	*Rate per Diem.* £	*s.*	*d.*
Engineer-Sub-Lieutenant and Sub-Lieutenant (E)	0	13	0
Engineer-Lieutenant and Lieutenant (E) " on promotion "	1	0	0
After 4 years	1	3	0
After 6 years	1	7	0
Engineer - Lieut. - Commander and Lieut. - Commander (E) " on promotion "	1	14	0
After 3 years	1	16	0
After 6 years	1	18	0
Engineer-Commander and Commander (E) " on promotion "	2	5	0
After 3 years	2	9	0
After 6 years	2	13	0
After 9 years	2	17	0
Engineer-Captain and Captain (E) " on promotion "	3	0	0
After 3 years	3	5	0
After 6 years	3	10	0
After 9 years	3	15	0
Engineer Rear Admiral	5	0	0

An allowance for Engineer duties is included in the scale of pay for officers of the Engineering Branch up to Commander's rank inclusive. The above rates for the Engineering Branch will be paid continuously while an officer is employed on Engineering duties. A Lieutenant (E) or Lieut.-Commander (E) who reverts to deck duties shall, whilst employed on such duties, receive pay on the scale of the Executive Branch.

A Probationary Engineer-Sub-Lieutenant shall receive pay and allowances as laid down for Engineer-Sub-Lieutenants " on promotion."

The conditions regarding the commencement of (E) pay for Sub-Lieutenant (E) and Lieutenant (E) shall be as approved by the Naval Board.

Accountant Officers

Rank.	Rate per Diem. £	s.	d.
Paymaster-Cadet	0	6	0
Paymaster-Midshipman	0	6	0
Paymaster-Sub-Lieutenant	0	11	0
Paymaster-Lieutenant " on promotion "	0	18	6
After 4 years	1	0	0
After 6 years	1	4	0
Paymaster-Lieutenant-Commander " on promotion "	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Paymaster-Commander " on promotion "	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Paymaster-Captain " on promotion "	2	15	0
After 3 years	3	0	0
After 6 years	3	5	0
After 9 years	3	10	0

*Medical Officers**

Rank.	Rate per Diem. £	s.	d.
Surgeon-Lieutenant " on entry "	1	10	0
After 3 years	1	12	0
Surgeon-Lieutenant-Commander " on promotion "	1	15	0
After 3 years	1	17	0
Surgeon-Commander " on promotion "	2	5	0
After 3 years	2	9	0
After 6 years	2	13	0
After 9 years	2	17	0
After 12 years	3	0	6
After 15 years	3	4	0
Surgeon-Captain " on promotion "	3	5	0
After 3 years	3	10	0
After 6 years	3	15	0
After 9 years	4	0	0

Dental Officers

Rank.	Rate per Diem. £	s.	d.
Surgeon-Lieutenant (D) " on entry "	1	5	0
After 3 years	1	9	0
Surgeon-Lieutenant-Commander (D) " on promotion "	1	15	0
After 3 years	2	0	0
After 6 years	2	3	0
Surgeon-Commander (D) " on promotion "	2	5	0
After 3 years	2	9	0
After 6 years	2	13	0

A Dental Surgeon who is qualified medically shall receive pay under the scale for the Medical Branch.

An officer of the Medical Branch who has his seniority as Surgeon-Commander ante-dated to the date of his attaining 6 years' seniority as Surgeon-Lieutenant-Commander shall not be eligible for increase of pay and allowances until the date of passing the qualifying examination.

*A Medical Officer whose present rate of pay exceeds the above rate appropriate to his rank and seniority may continue to be credited with the higher rate until he becomes entitled to an increased rate under the above scale.

Chaplains

	Rate per Diem. £	s.	d.
Chaplain " on entry "	1	0	0
After 3 years	1	3	0
After 6 years	1	6	0
After 9 years	1	9	0
After 12 years	1	12	0
After 15 years	1	15	0
After 18 years	1	18	0
After 21 years	2	1	0
After 24 years	2	4	0
After 27 years	2	7	0
After 30 years	2	10	0

Instructor Officers

Rank.	Rate per Diem. £	s.	d.
Instructor-Lieutenant " on entry "	1	1	0
After 3 years	1	4	0
Instructor-Lieutenant-Commander " on promotion "	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Instructor-Commander " on promotion "	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Instructor-Captain " on promotion "	2	15	0
After 3 years	3	0	0
After 6 years	3	5	0
After 9 years	3	10	0

Officers of and Promoted from Warrant Rank

The following daily rates of Active Pay shall apply to officers of and promoted from Warrant Rank ; except those referred to in (*a*) below.

—	Mechanical Branch.			Non-Mechanical Branch.		
	Rate per Diem. £	s.	d.	Rate per Diem. £	s.	d.
Warrant Officer	0	16	0	0	15	0
After 3 years	0	17	0	0	16	0
After 6 years	0	18	0	0	17	0
After 9 years	0	18	6	0	17	6
Commissioned Officer from Warrant Rank	1	1	0	1	0	0
After 3 years	1	3	0	1	2	0
After 6 years	1	4	0	1	3	0
After 9 years	1	6	0	1	5	0
Lieutenant " on promotion " ...	1	8	0	1	7	0
After 3 years	1	9	0	1	8	0
After 6 years	1	10	0	1	9	0
Lieutenant-Commander	1	12	0	1	11	0
After 3 years	1	16	0	1	15	0
Commander	As for Commander of Branch.			As for Commander of Branch.		

(*a*) The following daily rates of Active Pay shall apply to officers promoted to Mate from Warrant Rank, and to such officers promoted to Lieutenant and Lieutenant-Commander from Mate.

—	Mechanical Branch.	Non-Mechanical Branch.
	Rate per Diem. £ *s.* *d.*	*Rate per Diem.* £ *s.* *d.*
Lieutenant " on promotion "	1 5 0	1 2 6
After 4 years	1 7 0	1 4 0
After 6 years	1 9 0	1 6 0
Lieutenant-Commander " on promotion "	1 14 0	1 10 0
After 3 years	1 16 0	1 12 0
After 6 years	1 18 0	1 14 0
Commander	As for Commander of Branch.	As for Commander of Branch.

Any Warrant Officer whose total emoluments as a rating, on the date immediately preceding his promotion to Warrant Rank, exceeded the amount to which he would be entitled as a Warrant Officer, may, on the approval of the Naval Board, be paid a special rate of pay. Such cases shall be dealt with in accordance with the conditions governing similar cases in the Royal Navy.

The Mechanical Branch shall include the ranks of Warrant Engineer, Commissioned Engineer, Warrant Mechanician, Commissioned Mechanician, Warrant Shipwright, Commissioned Shipwright, Warrant Electrician, Commissioned Electrician, Warrant Ordnance Officer, Commissioned Ordnance Officer and Officers promoted to Lieutenant and Lieutenant Commander from the foregoing ranks.

The Non-Mechanical Branch shall include the ranks of Gunner, Commissioned Gunner, Gunner (T), Commissioned Gunner (T), Boatswain, Commissioned Boatswain, Signal Boatswain, Commissioned Signal Boatswain, Warrant Telegraphist, Commissioned Telegraphist, Warrant Wardmaster, Commissioned Wardmaster, Warrant Master-at-Arms, Commissioned Master-at-Arms, Warrant Writer, Commissioned Writer, Warrant Supply Officer, Commissioned Supply Officer, Warrant Cook, Commissioned Cook, Warrant Steward, Commissioned Steward, Warrant Bandmaster, Commissioned Bandmaster and Officers promoted to Lieutenant and Lieutenant-Commander from the foregoing ranks.

Schoolmasters

The following daily rates of Active Pay shall apply to officers serving in the Schoolmaster Branch :—

	Rate per Diem. £ *s.* *d.*
Schoolmaster Candidate	0 12 0
Probationary Schoolmaster	0 12 6
Schoolmaster (Warrant Officer) after 1 year from entry, or on confirmation, if later	0 13 0
After 2 years from entry	0 13 6
And thence by annual increments of 6*d.* per day to ...	1 5 0*
Senior Master—	
Officers at present serving in such rank—	
On promotion	1 3 0
And thence by annual increments of 6*d.* per day to ...	1 8 0
Head Master (Lieutenant)—	
On promotion	1 8 0
After 3 years	1 9 0
After 6 years	1 10 0
Head Master (Lieutenant-Commander)—	
On promotion	1 12 0
After 3 years	1 16 0

* Provided that increase in pay beyond 17*s.* per day shall be subject to promotion to Commissioned Officer from Warrant Rank.

PART II.—ALLOWANCES (OFFICERS)

1. *Lodging Allowance.*—Payable, subject to approval of H.M.A. London Depôt, when not provided with Service accommodation on board or quarters on shore.

	Rate per Diem. s.	d.
Captain and higher Rank... ... ... (and relative ranks.)	6	6
Commander ... ... (and relative ranks.)	5	6
Lieutenant-Commander ... ... (and relative ranks.)	5	3
Other Commissioned Officers ... ... (and relative ranks.)	4	0
Midshipman ... ... (and relative ranks.)	3	0
Commissioned Officer from Warrant Rank (and relative ranks.)	4	0
Warrant Officer ... ... (and relative ranks.)	4	0

In cases where Lodging Allowance is paid owing to quarters not being available and the officer resides at his own home, the rates of Lodging Allowance shall be the foregoing rates, less the amount of Marriage Allowance, if any, drawn.

Officers in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

Lodging Allowance—Annual Rate.—Officers (Sea-going) of the Royal Australian Navy who are appointed to positions on shore, and are not provided with accommodation, shall be paid Lodging Allowance at the following rates, provided that, where the period of service ashore does not exceed one month, officers shall be paid the difference between the daily and annual rates of Lodging Allowance prescribed in this clause :—

Rank or Relative Rank.	Rate per Annum. £	s.	d.
Captain and higher Rank	100	0	0
Commander	90	0	0
Lieutenant-Commander	80	0	0
All other Commissioned Officers and Commissioned Officers from Warrant Rank and Warrant Officers	70	0	0

Chaplains—

Under 6 years' seniority—as for Lieutenant.

Of and over 6 years' seniority—as for Lieutenant-Commander.

Of and over 14 years' seniority—as for Commander.

Payment of Lodging Allowance at the annual rate shall continue to be made when an officer proceeds on recreation leave, or on sick leave, provided the officer is not accommodated in hospital.

Payment of Lodging Allowance at the annual rate shall also continue to be made :—

(*a*) For the first seven days whilst an officer is accommodated in hospital ;

(*b*) For the first seven days only when temporarily absent from headquarters and travelling allowance is drawn ;

provided, always, that the lodgings are retained and paid for during the period.

In calculating Lodging Allowance at the annual rate, the amount payable should be ascertained by multiplying the annual rate by the number of days in the period of calculation and dividing the result by 365.

2. *Difference of Mess Subscription.*—Officers required to mess in the ward room are to be allowed difference of mess subscription as follows :—

Gun Room Officers	9*d.* per diem
Warrant Officers from 11th September, 1936 ...	1*s.* 0*d.* ,,

for the full number of days during which ward room subscription is paid.

3. *Provision Allowance.*—When rations in kind are not supplied during periods of duty, and members are required to victual themselves from other than Service sources, an allowance at the rate of 2*s.* 7*d.* per diem shall be paid.

4. *Leave Allowance.*—When rations in kind are not supplied during periods on leave exceeding 48 hours, a Leave Allowance at the rate of 2*s.* 7*d.* per diem shall be paid in lieu of rations, except in the case of Midshipmen (E) serving at R.N.E. College, Keyham, to whom the rate of 5*s.* 0*d.* per diem is payable.

5. *Victualling.*—Officers serving in H.M. ships and establishments are to be victualled in the same manner as officers of the R.N., but when not victualled, Provision or Leave Allowance is to be paid at the rates and subject to the conditions laid down above.

6. *Marriage Allowance.*—On production to H.M.A., London Depôt, of satisfactory evidence of marriage and of the birth of any children, an allowance may be paid in accordance with the scales set out hereunder :—

Scale 1.—Warrant Officers and Officers promoted therefrom (other than Schoolmasters)

Rank.	Married Members.			Widowers.	
	Wife only.	Wife and 1 Child.	Wife and 2 or more Children.	1 Child.	2 or more Children.
	s. d.	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Warrant Officers.					
Under 6 years' seniority	2 6	3 3	4 0	1 9	2 6
Of 6 years' seniority and over ...	2 6	3 3	3 3	1 9	1 9
Commissioned Officers from Warrant Rank.					
Under 3 years' seniority	2 0	2 0	2 0	Nil	Nil
Of 3 years and under 9 years' seniority	1 0	1 0	1 0	Nil	Nil

Scale 2.—Schoolmasters

	Married Members.			Widowers.	
	Wife only.	Wife and 1 Child.	Wife and 2 or more Children.	1 Child.	2 or more Children.
Schoolmaster.	*s. d.*	*s. d.*	*s. d.*	*s. d.*	*s. d.*
Under 6 years' service from entry	2 6	3 3	4 0	1 9	2 6
Of 6 and under 7 years' service...	2 6	3 3	3 6	1 9	2 0
,, 7 ,, ,, 15 ,, ,, ...	2 6	3 3	3 3	1 9	1 9
,, 15 ,, ,, 16 ,, ,, ...	2 0	2 9	2 9	1 3	1 3
,, 16 ,, ,, 17 ,, ,, ...	2 0	2 3	2 3	0 9	0 9
,, 17 ,, ,, 18 ,, ,, ...	2 0	2 0	2 0	0 6	0 6
,, 18 ,, ,, 19 ,, ,, ...	1 6	1 6	1 6	Nil	Nil
,, 19 ,, ,, 24 ,, ,, ...	1 0	1 0	1 0	Nil	Nil
,, 24 ,, ,, 25 ,, ,, ...	0 6	0 6	0 6	Nil	Nil
Senior Master.					
Under 3 years' seniority or 18 years' service from entry, whichever is earlier	2 0	2 0	2 0	Nil	Nil
Of 3 and under 4 years' seniority or 18 but under 19 years' service, whichever is earlier	1 6	1 6	1 6	Nil	Nil
Of 4 and under 9 years' seniority or 19 but under 24 years' service, whichever is earlier	1 0	1 0	1 0	Nil	Nil
Of 9 and under 10 years' seniority or 24 but under 25 years' service, whichever is earlier	0 6	0 6	0 6	Nil	Nil

The following conditions shall govern the credit of Marriage Allowance :—

(*a*) A married member must declare an allotment in favour of his wife of not less than one-third of his Active Pay (excluding allowances) plus the full amount of Marriage Allowance payable.

(*b*) A widower must declare an allotment in favour of the Guardian of his children of not less than one-quarter of his Active Pay (excluding allowances) plus the full amount of Marriage Allowance payable.

(*c*) For the purpose of Marriage Allowance, the term children shall mean children of the member (including step-children and children legally adopted) who are under the age of 16 years and are fully maintained by him.

7. Other allowances to R.A.N. officers are payable, generally, under similar conditions to those of R.N. officers, and at the same rates, as from 11th September, 1936.

PART III.—PAY OF RATINGS.

From 11th September, 1936, the daily rates of pay set forth hereunder shall apply :—

Seaman Class	*Per Diem.* *s.*	*d.*
Ordinary Seaman, 2nd Class (under 17 years)	1	9
Ordinary Seaman, 2nd Class (over 17 years)	2	6(*a*)
" " " " " "	2	0(*b*)
Ordinary Seaman	5	0(*a*)
" "	4	0(*b*)
Able Seaman	7	0
After 3 years' man's time	7	2
After 6 years' man's time	7	4
Leading Seaman	8	0
After 1 year's service as such, if passed for Petty Officer, or after 3 years in any case	8	2
Petty Officer	9	6
After 3 years' service as such	9	10
After 6 years' service as such	10	2
Chief Petty Officer	10	6
After 3 years' service as such	11	0*

Signal Branch	*Per Diem.* *s.*	*d.*
Ordinary Signalman, 2nd Class (under 17 years)	1	9
Ordinary Signalman, 2nd Class (over 17 years)	2	6(*a*)
" " " " " "	2	0(*b*)
Ordinary Signalman	5	0(*a*)
" "	4	0(*b*)
Signalman	7	3
After 3 years' man's time	7	5
After 6 years' man's time	7	7
Leading Signalman	8	6
After 1 year's service as such, if passed for Yeoman of Signals, or after 3 years in any case	8	8
Yeoman of Signals	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Yeoman of Signals	11	0
After 3 years' service as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

(*a*) Applicable to ratings entered prior to 27th September, 1935.

(*b*) " " " " subsequently to 26th September, 1935.

Telegraphist Branch	*Per Diem.* s.	d.
Ordinary Telegraphist, 2nd Class (under 17 years)	1	9
Ordinary Telegraphist, 2nd Class (over 17 years)	2	6(*a*)
,, ,, ,, ,, ,, ,, ...	2	0(*b*)
Ordinary Telegraphist	5	0(*a*)
,, ,, ...	4	0(*b*)
Telegraphist	7	3
After 3 years' man's time	7	5
After 6 years' man's time	7	7
Leading Telegraphist	8	6
After 1 year's service as such if passed for Petty Officer Telegraphist or for higher standard or after 3 years in any case	8	8
Petty Officer Telegraphist	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Petty Officer Telegraphist	11	0
After 3 years' service as such	11	6*

Stoker Branch	*Per Diem.* s.	d.
Stoker :—		
3rd Class	2	6(*a*)
,, ,, ...	2	0(*b*)
2nd Class	5	6(*a*)
,, ,, ...	4	6(*b*)
1st Class	7	6
After 3 years' man's time	7	8
After 6 years' man's time	7	10
Acting Leading Stoker	8	6
Leading Stoker	8	6
After 3 years' service as such	8	8
Stoker Petty Officer	10	0
After 3 years' service as such if in possession of stokehold certificate	10	4
After 6 years' service as such if in possession of stokehold certificate	10	8
Chief Stoker	11	0
After 3 years' service as such	11	6*

Mechanicians	*Per Diem.* s.	d.
Ratings who qualify for Mechanician after 30th June, 1932 :—		
Mechanician, 2nd Class	10	6
Mechanician, 1st Class	11	0
After 2 years' service as such	11	6
After 5 years' service as such	12	0
After 8 years' service as such	12	6
After 11 years' service as such	13	0
Ratings who qualified for Mechanician prior to 1st July, 1932 :—		
Mechanician	11	0
After 3 years' service as such	11	6
After 6 years' service as such	12	0
After 9 years' service as such	12	6
After 12 years' service as such	13	0
Chief Mechanician :—		
2nd Class	13	6
1st Class	14	6

* With subsequent triennial increments of 6*d*. per diem.

(*a*) Applicable to ratings entered prior to 27th September, 1935.
(*b*) ,, ,, ,, ,, subsequently to 26th September, 1935.

Artificer Branch	*Per Diem.*	
	s.	*d.*
Engine Room Artificer, Electrical Artificer and Ordnance Artificer :—		
5th Class	9	3
Acting, 4th Class	11	6
4th Class	11	6
3rd Class	12	0
2nd Class	12	6
1st Class	13	0
Chief :—		
2nd Class	13	6
1st Class	14	6

Shipwrights	*Per Diem.*	
Shipwright :—	*s.*	*d.*
5th Class	9	3
4th Class	11	6
3rd Class	12	0
2nd Class	12	6
1st Class	13	0
Chief Shipwright :—		
2nd Class	13	6
1st Class	14	6

Artisan Branch	*Per Diem.*	
Blacksmith :—	*s.*	*d.*
5th Class	8	3
4th Class	9	11
3rd Class	10	6
2nd Class	10	10
1st Class	11	2
After 3 years' service as such	11	6
Chief Blacksmith	12	0
After 3 years' service as such	12	6
After 6 years' service as such	13	0
Plumber, Joiner, Dental Mechanic, and Painter :—		
5th Class	8	0
4th Class	9	8
3rd Class	10	3
2nd Class	10	7
1st Class	10	11
After 3 years' service as such	11	3
Chief Plumber, Chief Joiner, Chief Dental Mechanic, and Chief Painter :—	11	9
After 3 years' service as such	12	3
After 6 years' service as such	12	9

Sailmakers	*Per Diem*	
	s.	*d.*
Sailmaker's Mate	8	6
After 3 years' service as such	8	8
Sailmaker	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Sailmaker	11	0
After 3 years' service as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

Sick-Berth Staff	*Per Diem.* s.	d.
Sick Berth Attendant Probationer, 2nd Class	2	0
Sick Berth Attendant Probationer	5	6(*a*)
,, ,, ,, ,, ...	4	0(*b*)
Sick Berth Attendant	7	3
After 3 years' service as such if passed for Leading Sick Berth Attendant	7	5
After 6 years' service as such if passed for Leading Sick Berth Attendant	7	7
Leading Sick Berth Attendant	8	6
After 3 years' service as such if passed for Sick Berth Petty Officer ...	8	8
Sick Berth Petty Officer	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Sick Berth Chief Petty Officer	11	0
After 3 years' service as such	11	6*

Writer Branch	*Per Diem.* s.	d.
Writer Probationer, 2nd Class	2	6(*a*)
,, ,, ,, ,, ...	2	0(*b*)
Writer Probationer	5	6(*a*)
,, ,, ...	4	6(*b*)
Writer	7	6
After 3 years' man's time in Writer Branch	7	8
After 6 years' man's time in Writer Branch	7	10
Leading Writer if serving in Writer Branch at 30th April, 1933 ...	9	0
Leading Writer entered or re-entered in, or transferred to, Writer Branch subsequent to 30th April, 1933	8	9
After 3 years as such if passed for Petty Officer Writer	8	11
Petty Officer Writer	10	3
After 3 years' service as such	10	7
After 6 years' service as such	10	11
Chief Petty Officer Writer	11	3
After 3 years' service as such	11	9*

Supply Branch	*Per Diem.* s.	d.
Supply Probationer, 2nd Class	2	6(*a*)
,, ,, ,, ,, ...	2	0(*b*)
Supply Probationer	5	6(*a*)
,, ,, ...	4	6(*b*)
Supply Assistant	7	6
After 3 years' man's time in Supply Branch	7	8
After 6 years' man's time in Supply Branch	7	10
Leading Supply Assistant	8	9
After 3 years' as such if passed for Supply Petty Officer	8	11
Supply Petty Officer	10	3
After 3 years' service as such	10	7
After 6 years' service as such	10	11
Supply Chief Petty Officer	11	3
After 3 years' service as such	11	9*

* With subsequent triennial increments of 6*d*. per diem.

(*a*) Applicable to ratings entered prior to 27th September, 1935.

(*b*) ,, ,, ,, ,, subsequently to 26th September, 1935.

Cooks	*Per Diem.* s.	d.
Assistant Cook, 2nd Class	2	6(*a*)
,, ,, ,, ,, ...	2	0(*b*)
Assistant Cook	5	6(*a*)
,, ,, ...	4	0(*b*)
Cook	7	6
After 3 years' man's time	7	8
After 6 years' man's time	7	10
Leading Cook	8	6
After 3 years' service as such	8	8
Petty Officer Cook	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Petty Officer Cook	11	0
After 3 years' service as such	11	6*

Butchers	*Per Diem.* s.	d.
Butcher	7	3
Leading Butcher	8	6
Petty Officer Butcher	10	0
After 3 years' service as such, if recommended	10	4
After 6 years' service as such, if recommended	10	8
Chief Petty Officer Butcher	11	0
After 3 years' service as such	11	6*

Regulating Branch	*Per Diem.* s.	d.
Regulating Petty Officer	10	6
After 3 years' service as such	10	10
After 6 years' service as such	11	2
Master-at-Arms	11	6
After 3 years' service as such	12	0†

Stewards	*Per Diem.* s.	d.
Assistant Steward, 2nd Class	2	6(*a*)
,, ,, ,, ,, ...	2	0(*b*)
Assistant Steward	5	6(*a*)
,, ,, ...	4	0(*b*)
Steward	7	3
After 3 years man's time	7	5
After 6 years' man's time	7	7
Leading Steward	8	6
After 3 years' service as such	8	8
Petty Officer Steward	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Petty Officer Steward	11	0
After 3 years' service as such	11	6*

* With subsequent triennial increments of 6*d*. per diem.

† With subsequent triennial increments of 6*d*. per diem up to 12 years inclusive.

(*a*) Applicable to ratings entered prior to 27th September, 1935.

(*b*) ,, ,, ,, ,, subsequently to 26th September, 1935.

Band	*Per Diem.* s.	d.
Bandsman, 2nd Class ...	2	0
Bandsman	7	0
After award of Efficiency Certificate	7	5
After 3 year's man's time	7	7
After 6 years' man's time	7	10
After 9 years' man's time	8	1
After 12 years' man's time	8	4
Band Corporal	8	5
After 3 years' service as such	8	7
Bandmaster	9	8
After 3 years' service as such	9	10
After 6 years' service as such	10	0
Chief Bandmaster	10	8
After 3 years' service as such	11	2
After 6 years' service as such	11	8*

Printers	*Per Diem.* s.	d.
Leading Printer	8	6
After 3 years' service as such	8	8
Petty Officer Printer	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Petty Officer Printer	11	0
After 3 years' service as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

PART IV.—NON-SUBSTANTIVE PAY AND ALLOWANCES.—RATINGS.

1. The non-substantive rates of pay and allowances of ratings are generally payable under similar conditions to those of R.N. ratings.

2. *Lodging allowance,* when not provided with accommodation :—

	Per Diem. s.	d.
Chief Petty Officer	2	6
Petty Officer	2	0
Other ratings	1	6

Men in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

3. *Provision Allowance,* when not victualled :—

	Per Diem. s.	d.
All ratings	2	7

4. *Ration Allowance,* when checked to leave for periods over 48 hours :—

	s.	d.
All ratings	2	7

5. *Victualling.*—Ratings serving in H.M. ships and establishments are to be victualled in the same manner as ratings of the R.N., but when not victualled Provision or Ration Allowance is to be paid at the rates and subject to the conditions laid down above. Grog money at R.N. rates should be credited on ledger to ratings who do not receive the spirit ration.

6. *Kit Upkeep Allowance.*—The following rates of Kit Upkeep Allowance are payable to R.A.N. ratings :—

(*a*) C.P.O.s and P.O.s wearing the special uniform of that rating, viz., Class III dress with gilt buttons and Pattern 49 cap badges	7½*d.*	per diem.
(*b*) Men dressed as Class II	6½*d.*	,,
(*c*) Men dressed as Class III	7*d.*	,,
(*d*) All Band ratings	7*d.*	,,

These rates of Kit Upkeep Allowance are subject to alteration from time to time. Half-pennies should not appear in the total amount of Kit Upkeep Allowance credited on the ledger. Where an odd number of days is involved, either on transfer to another ship, in preparation of final settlement of account, or in the case of a full quarter's credit, the rating is to be credited with an additional half-penny, no adjustment being required in the next account.

Outfit Gratuities

	£	*s.*	*d.*
7. (*a*) Petty Officers dressed as Seamen on promotion to C.P.O.	13	15	0
(*b*) Petty Officers with one year's service as such, on change of uniform from Class II to Class III...	12	0	0
(*c*) Other men or boys on transfer to ratings for which a change of uniform to Class III is required ...	11	5	0
(*d*) Men or boys on transfer to ratings for which a change of uniform to Class II is required ...	9	0	0

Marriage Allowance

8. On production to H.M.A. London Depôt of satisfactory evidence of Marriage, Allowance shall be payable to ratings as under, except that personnel who enter or re-enter on or after 27th September, 1935, shall not become eligible for Marriage Allowance until attaining the age of 23 years :—

	Per Diem. *s.*	*d.*
For wife only	2	0
Children under the age of 16 *years* :—		
For wife and 1 child	2	9
For wife and 2 children	3	6
For wife and 3 children	4	3
For wife and 4 children	5	0
For wife and 5 children	5	9
For wife and 6 children or more	6	6

The following conditions shall govern the payment of Marriage Allowance :—

(*a*) In the case of a Chief Petty Officer, Petty Officer, or man, an allotment must be declared in favour of his wife of at least one-half of his active pay (excluding allowances) plus the full amount of the Marriage Allowance.

(*b*) Marriage Allowance may be paid to widowers with children under the age of 16 years in accordance with the following scale, subject to an allotment being declared in favour of a guardian of one-quarter of active pay (excluding allowances) plus the full amount of Marriage Allowance :—

	Per Diem. *s.*	*d.*
One child	1	9
Two children	2	6
Three children	3	3
Four children	4	0
Five children	4	9
Six children or more	5	6

(*A.F.Os. 1212/35 and 1823/37.*)

(*K.R. and A.I., Article 1756 and App. X.*)

*2878.—Zones of Promotion

(C.W. 10451/36.—3.12.1936.)

The zones of promotion for the half-yearly selections will be as follows until further orders:

Executive Officers.

To Captain: 4 to 8 years seniority as Commander.

To Commander:

For promotion on 31st December, 1936.
3 to 7 years seniority as Lieutenant-Commander.

For promotion on 30th June, 1937.
3 to 7½ years seniority as Lieutenant-Commander.

For promotion on 31st December, 1937, and thereafter.
3 to 8 years seniority as Lieutenant-Commander.

Engineer Officers.

To Engineer Captain and Captain (E):

For promotion on 31st December, 1936.
8 to 11½ years seniority as Engineer-Commander or Commander (E).

For promotion on 30th June, 1937, and thereafter.
8 to 12 years seniority as Engineer-Commander or Commander (E).

To Engineer-Commander and Commander (E):
2½ years seniority and over as Engineer Lieutenant-Commander or Lieutenant-Commander (E).

Medical Officers.

To Surgeon-Captain:
8 years seniority and over as Surgeon-Commander.

Dental Officers.

To Surgeon-Captain (D):
No zone will be fixed at present.

To Surgeon-Commander (D):
From 6 years seniority as Surgeon Lieutenant-Commander (D). but no upper limit will be imposed for the time being.

Accountant Officers.

To Paymaster-Captain:
8 years seniority and over as Paymaster-Commander.

To Paymaster-Commander:
6 years seniority and over as Paymaster Lieutenant-Commander.

2. The seniorities mentioned in this Order are those attained on the dates of selection for promotion, viz., 30th June and 31st December in each year.

2983.—Watchkeeping Certificates—Award to R.N.V.R. Officers

(C.W. 9689/36.—10.12.1936.)

With reference to King's Regulations and Admiralty Instructions, Article **261**, paragraph 2 (*a*), attention is called to the fact that a Watchkeeping Certificate when awarded to a R.N.V.R. officer means nothing less than that the officer is capable of taking charge of the watch at sea in any ship of H.M. Fleet under all conditions.

A single period of less than 6 months' training does not afford sufficient opportunity to any Commanding Officer to gain the knowledge of an officer's capabilities required for the award of a Watchkeeping Certificate without having regard to his former service.

2. In future, on all occasions of rendering the report on R.N.V.R. Executive Officers—Form S.206R—remarks on the officer's capabilities as Officer of the Watch at sea should be made, and, if the Commanding Officer considers it desirable, he may recommend him thereon as "suitable for Watchkeeping Certificate." When an officer has received two of these recommendations, arrangements will be made for him to be sent, on the next occasion of training, to a ship commanded by a Captain, R.N., who will be informed that the officer may be awarded a watchkeeping certificate if found competent.

3. This Order is not applicable to R.N.V.R. officers serving as part complement in the Fleet in time of war or emergency, or for a period of 6 months' continuous training, when a watchkeeping certificate may be awarded as for an officer, R.N., provided the Captain is confident that it is merited in its full sense.

(*K.R. and A.I., Art. 601, Clause 6.*)

*2984.—Royal Naval Volunteer Supplementary Reserve

(C.W. 11605/36.—10.12.1936.)

The following particulars of the newly-formed Royal Naval Volunteer Supplementary Reserve, which is administered by the Admiral Commanding Reserves, are promulgated for information.

2. *Object.*—The object of the R.N.V.S.R. is to maintain in time of peace a list of gentlemen who are interested in yachting and similar pursuits and who, though ineligible through age, place of residence or lack of time to join the R.N.V.R., are desirous of being earmarked for training for commissions as Executive Officers in the R.N.V.R. in the event of war.

3. *Qualifications.*—Candidates for the R.N.V.S.R. must possess the following qualifications:—

(i) *Age.*—18 to 39 inclusive on enrolment.

(ii) *Birth.*—No applicant will be enrolled unless he is of pure European descent, and the son of either natural-born or naturalised British parents. In cases of doubtful nationality the burden of clear proof will rest upon the candidate (the parent or guardian of candidates under the age of 21). Candidates who possess a foreign, as well as British nationality, may, in certain cases, be regarded as ineligible for entry.

(iii) *Physical Standard.*—As for R.N.V.R. Executive Officers on entry, except that the standard of eyesight may be relaxed to 6/12, 6/18.

Candidates must not be members of any other reserve of the Royal Navy, Army or Royal Air Force.

4. *Terms of Service.*—Members of the R.N.V.S.R. will be required, in consideration of being so earmarked, to undertake, in writing, to report to the R.N.V.R. Divisions to which they are affiliated on receiving a calling up notice on or after mobilisation when, provided that they are found to be medically fit, they will be granted temporary probationary commissions as Sub-Lieutenants, R.N.V.R. (or be entered as temporary probationary Midshipmen, R.N.V.R., if under the age of 21).

They will then undergo an intensive course of training before being drafted to active service.

5. *Enrolment.*—Candidates should apply to the Commanding Officer of one of the R.N.V.R. Divisions, shown in Appendix F of the R.N.V.R. Regulations, for interview. If considered suitable after interview, they will be required to undergo a medical examination before enrolment.

6. *Travelling Expenses.*—Travelling expenses in connection with interviews of medical examination cannot be repaid.

7. *Affiliation to R.N.V.R. Divisions.*—On enrolment, members will be affiliated to one of the above R.N.V.R. Divisions according to the area in which they reside or desire.

Members will be required to keep the Commanding Officer of their Division informed of all changes of address in order that Commanding Officers may despatch calling up notices in the event of mobilisation.

8. *Pay and Allowances.*—No pay, allowances or retainers of any kind will be granted in time of peace.

On being called up, members will be granted an allowance for purchase of uniform and will receive the pay and allowances applicable to Sub-Lieutenants (or Midshipmen) of the regular R.N.V.R.

9. *Rank, Promotion, etc.*—Members will hold no rank in time of peace and will not be entitled to wear uniform, but on being called up members will be eligible for promotion and grant of acting higher rank under the same regulations as may be applicable to officers of the R.N.V.R. Seniority in the R.N.V.R. will be granted from the date of mobilisation, relative seniority between individual officers depending on date of enrolment in the R.N.V.S.R.

10. *Withdrawal from Reserve.*—Members may withdraw from the Reserve at any time except during periods of national emergency or on the outbreak of war.

Members will otherwise be removed from the Reserve on attaining the age of 50, but an extension may be granted in exceptional cases at the discretion of the Admiral Commanding Reserves on the recommendation of the Commanding Officer of the Division.

2985.—Electrical Artificers and Ordnance Artificers, 5th Class (ex-Apprentices)—Drafting of

(P.M. 3843/36.—10.12.1936.)

The shortage of both Electrical Artificers and Ordnance Artificers and the accelerated demand for these artificers consequent on expansion, have resulted in the depôts experiencing difficulty in meeting commitments.

2. In order to relieve the situation it has been decided to raise the restriction on drafting Electrical Artificers and Ordnance Artificers, 5th class (ex-apprentices), as follows :—

Electrical Artificers

In the absence of sufficient trained ratings, E.A.'s, 5th class (ex-apprentices) are to be drafted as part complement, instead of supernumerary as at present.

Ordnance Artificers

O.A.'s, 5th class (ex-apprentices) are to be restricted in complement according to the following scale :—

In ships carrying 3 or less O.A.'s ...	no O.A., 5th class.
In ships carrying 4 to 8 O.A.'s ...	not more than 1 O.A., 5th class.
In ships carrying 9 or more O.A.'s ...	not more than 2 O.A.'s, 5th class.

3. Care should be taken to avoid drafting an unduly large proportion of junior ratings to individual ships.

3028.—Royal Naval Reservists entered in the Royal Navy—Application for Award of R.N.R. Gratuities

(P.M./N. 3039.—17.12.1936.)

Royal Naval Reserve Gratuities becoming due to ex-Royal Naval Reservists serving in the R.N. under temporary non-continuous service engagement S.56X will be awarded as though the men were still in the Reserve. As the time of the

award of the gratuity approaches, Commanding Officers, H.M. ships, are to apply to the Registrar-General of Shipping and Seamen, Tower Hill, E.C.3, for the necessary form of application for gratuity (R.V.36a) to be furnished, completed in respect of details of R.N.R. service, etc.

2. In the event of R.N.R. men being invalided when so serving, they will be eligible for the award of proportionate gratuities in respect of their combined Reserve and Naval Service. Form D.145 (Report of Medical Survey) should be rendered to the Admiralty in the usual manner as for ratings of the R.N., and the Admiral Commanding Reserves notified in accordance with A.F.O. 733/1936.

(*A.F.O. 733/36.*)

3085.—Loan of Naval or Marine Personnel or Gear for Displays, etc., at Non-Service Functions—Indemnity required against Third Party and other Risks

(N.L. 1490/36.—31.12.1936.)

Whenever approval is given for Naval or Marine personnel or gear to be lent for displays or performances at, or participation in, any non-Service function, the organising body concerned is to be required, as a condition of the loan, to enter into an undertaking in writing to defray all expenses incidental to the loan, such as travelling and subsistence expenses, and to indemnify the Admiralty against possible liabilities under any of the following heads:—

(1) All third party claims which may arise out of the loan.

(2) Additional expense for retired pay or pension which may arise from the disablement of an officer or man, either during or while proceeding to or from the function. (No indemnity is required on account of retired pay or pension for which the officer or man is eligible in respect of service.)

(3) The cost of pensions to widows, children or other dependent relatives of personnel who may lose their lives as the result of accident during or while proceeding to or from the function.

(4) Any medical, hospital, funeral or other expenses which may result from the disablement or death of a member of the party. (No indemnity is required in respect of full pay sick leave.)

(5) Any loss or damage to gear or other equipment the property of the Government, and

(6) Any damage to the property of the personnel not otherwise insured, which would have to be replaced or made good at Government expense.

2. The organising body must further be required to cover the possible liabilities under heads (1) to (6) by a policy of insurance to the satisfaction of the Naval or Royal Marine authority. If rehearsals are carried out in any place other than the ordinary place of duty of the personnel concerned, the insurance effected should be made to cover rehearsals also.

3. Cover in respect of any accidents which may occur to personnel or gear during conveyance to or from shore in Service vessels will not, however, be necessary; and this Order does not apply to band engagements, which continue to be governed solely by A.F.O. 1356/34, or to the Royal Tournament, or to Navy Weeks, which are being specially regulated.

4. In the event of any question arising as to the interpretation of this Order the matter is to be referred to the Admiralty for decision.

3091.—*Issued Confidentially.*

3093.—R.N.R. Certificates (Forms R.V.2)—Non-issue to certain Ratings on Completion of Training

(N. 5869/36.—31.12.1936.)

Complaints have recently been received that certain R.N.R. ratings have not been issued with their R.N.R. Certificates (Forms R.V. 2) on discharge from training, as directed in these particular cases by the R.N.R. Regulations (Men), Appendix D, Column 7. This omission renders payment of retainers to the men difficult, and jeopardises their chances of obtaining employment.

2. The R.N.R. Certificates (Forms R.V. 2) of men who have been serving in the Royal Navy under the Special Non-continuous Service Engagement, S.56X, should first be forwarded to the Registrar-General of Shipping and Seamen, Tower Hill, E.C.3.

1937

51.—Young Ratings—Practical Instruction in Elementary Cookery

(V. 4151/36.—14.1.1937.)

In view of the increase in the number of inexperienced ratings who may be required to serve in small ships where the standard ration system of messing is in operation, attention is called to the necessity of giving the maximum effect to the instructions in A.F.O. 2401/32, paragraph 5 (i), and Drafting Regulations, Article 121, paragraph 2 (i).

(*A.F.O. 2401/32.*)

*88.—Acting Sub-Lieutenants' Courses—Accelerated Promotion to Lieutenant

(C.W. 11628/36.—21.1.1937.)

It has been approved for Sub-Lieutenants who took the course at the R.N. College, Greenwich, which commenced in September, 1935, and who were awarded marks for Science and Non-Science, to be promoted to the rank of Lieutenant, at Their Lordships' discretion, in accordance with the following arrangements:—

I. *Marks awarded as follows :—*

Greenwich ...	Science ...	1st class certificate ...	2 marks.
		2nd ,, ,, ...	1 mark.
	Non-Science ...	3rd ,, ,, ...	Nil.

A possible total of 4 marks for Greenwich courses.

Seamanship, Navigation, Gunnery, and Torpedo.	1st class certificate ...	4 marks.
	2nd ,, ,, ...	2 ,,
	3rd ,, ,, ...	Nil.

II. *Time to be served as Sub-Lieutenant :—*

Marks.	*Promotion to Lieutenant.*
20	13 months from date of seniority as Sub-Lieutenant.
19	14 ,, ,, ,, ,,
18	15 ,, ,, ,, ,,
17	16 ,, ,, ,, ,,
16	17 ,, ,, ,, ,,
15	18 ,, ,, ,, ,,
14	19 ,, ,, ,, ,,
13	20 ,, ,, ,, ,,
12	21 ,, ,, ,, ,,
11	23 ,, ,, ,, ,,
10	24 ,, ,, ,, ,,
9	25 ,, ,, ,, ,,
8	26 ,, ,, ,, ,,
7	27 ,, ,, ,, ,,
6	28 ,, ,, ,, ,,
5	29 ,, ,, ,, ,,
4	30 ,, ,, ,, ,,
3	31 ,, ,, ,, ,,
2	33 ,, ,, ,, ,,
1	34 ,, ,, ,, ,,
0	36 ,, ,, ,, ,,

2. The scale for accelerated promotion for Sub-Lieutenants who took the Greenwich Courses commencing January, 1936, and later, and who were also awarded marks for the Signal Course at Portsmouth, will be issued subsequently.

(*K.R. and A.I., Art. 261.*)

*132.—Equipment Allowances

(C.W. 312/37.—28.1.1937.)

The following are the rates of Equipment Allowances payable to officers whose promotion to, or confirmation in, the ranks stated below, is promulgated by daily lists of appointments, etc., issued on and after 1st April, 1937:—

Rank.	When Payable.	Amount. £ *s.* *d.*	Remarks.
Midshipman (E) ...	On appointment to the Royal Naval Engineering College, Keyham.	10 0 0	For the purchase of technical books and instruments.
Acting Signal Boatswain	On promotion ...	2 11 9	For the purchase of a suitable telescope, under the conditions laid down in Articles **1251a** and **1582** (4), K.R. and A.I.
Probationary Lieutenant, R.M., entered direct, or granted a commission under Appendix XII, Part 10, Section II (A), para. 2, K.R. and A.I., Lieutenant, R.M. (from R.M. Gunner).	On promotion ...	10 7 0	For the purchase of suitable prismatic compass and graticulated prismatic binoculars, under the conditions laid down in Articles **768a** and **1582**, K.R. and A.I. (*See also* below.)

2. It has been decided that, pending a decision as to whether the ·38-in. revolver introduced into the Army shall be adopted for the Royal Marines instead of the ·455-in. revolver, R.M. Officers referred to in King's Regulations and Admiralty Instructions, Article **768a**, are not required to equip themselves with the latter type.

3. The Equipment Allowance of £14 19*s.*, is accordingly reduced to £10 7*s.*

4. Officers will be required to provide themselves with a revolver of the appropriate calibre, when decided on, and will then receive a grant towards the cost thereof, the total equipment allowance paid being restricted to that obtaining at the date of purchase of the new type revolver.

(*K.R. and A.I., Arts. 768a and 1582.*)

*228.—R.N.R. Officers—Transfer to Supplementary List of the Royal Navy

(C.W. 1193.—11.2.1937.)

In order to meet the increased requirements of Executive Officers, commissions on a Supplementary List of the Royal Navy are offered to officers of the R.N.R. under the following conditions :—

I.—*Qualification for Transfer.*

Candidates must be on the Active List of the R.N.R. in the rank of Lieutenant, Sub-Lieutenant, or Acting Sub-Lieutenant.

Candidates must also have attained the age of 21 and be less than 30 on the last day of the quarter in which they apply for transfer, *i.e.*, officers applying between 1st January and 31st March, 1937, must have been born on or between 1st April, 1907 and 31st March, 1916.

A medical examination by a Board of Naval Medical Officers will be required in all cases. Candidates will be required to appear before a Selection Board.

II.—*Pay and Allowances.*

(i) Officers will be paid full pay as follows :—

		£	*s.*	*d.*
Probationary Sub-Lieutenants, Sub-Lieutenants		0	9	0
Probationary Lieutenants ... Acting Lieutenants ... ... Lieutenants on promotion ...	Under 28	0	13	6
	28 and under 30	0	15	4
	30 and over	0	18	2
Lieutenants	4 years from date of becoming Lieutenant, R.N., or at age of 28, whichever is earlier.	0	15	4
Lieutenants	6 years from date of becoming Lieutenant, R.N., or at age of 30, whichever is earlier.	0	18	2
Lieutenant-Commanders ...	On promotion (*see* Section IV)	1	7	2
,, ...	After 3 years	1	9	0
,, ...	After 6 years	1	10	10

(ii) Specialist and other allowances will be paid in accordance with the regulations for officers in the general list of the Royal Navy. The more important rates of allowances are set out in King's Regulations and Admiralty Instructions, Appendix I.

(iii) Officers on the Supplementary List will be continued on full pay between appointments. They will, however, be liable to be placed on half-pay (on the R.N. scale) for misconduct, at their own request, or on the termination of full pay sick leave if not invalided or fit for duty.

III.—*Rank and Training on Transfer.*

A.—*Officers who have performed their long (9 months) training as laid down in Article 97 of the R.N.R. (Officers) Regulations.*—These officers will be appointed to sea-going ships immediately on transfer :—

(i) Lieutenants who have obtained their Naval Watchkeeping Certificates will be transferred as Lieutenants, R.N.

(ii) Lieutenants who have not obtained their Naval Watchkeeping Certificates will be transferred as Acting-Lieutenants, R.N., and, as soon as they obtain their Watchkeeping Certificates, will be confirmed as Lieutenants, R.N.

(iii) Sub-Lieutenants will be transferred as Sub-Lieutenants, R.N., and provided they have obtained their Naval Watchkeeping Certificate will be promoted to Lieutenant, R.N., after one year's service from the date of transfer. If they have not then obtained their Watchkeeping Certificates, they will be given the Acting rank of Lieutenant when due, until they obtain their Watchkeeping Certificate, when they will be confirmed in their promotion.

B.—*Officers who have not undergone their long R.N.R. training as at A.*—Such officers will be required to serve on probation for a period of 9 months as Probationary Lieutenants, R.N., or Probationary Sub-Lieutenants, R.N., according to their rank in the R.N.R. The greater part of this period will be spent ashore undergoing courses of instruction. At the termination of this period, if recommended, they will be eligible for promotion as follows :—

(i) Probationary Lieutenants will be rated Acting-Lieutenant, R.N., until they obtain their Watchkeeping Certificates, when they will be confirmed as Lieutenant, R.N.

(ii) Probationary Sub-Lieutenants, R.N., will be confirmed as Sub-Lieutenant, R.N., and be eligible for promotion to Lieutenant, R.N., at the end of a further year of service with the R.N. provided that, if they have not been granted Naval Watchkeeping Certificates by that date they will only be rated Acting-Lieutenant until they obtain them.

Note.—Watchkeeping Certificates in the R.N. may be issued to officers on the Supplementary List at the Captain's discretion, but not before the officer has served afloat in the R.N. for three months.

C.—*Seniority as Lieutenant, R.N.*—Officers who have attained the age of 24 before transfer in the rank of Lieutenant or before promotion to that rank under the foregoing rules will, on such transfer or promotion, have their seniority as Lieutenant, R.N., antedated to their 24th birthday.

IV.—*Promotion beyond Lieutenant, R.N.*

All officers will be promoted to Lieutenant-Commander, R.N., after 8 years from date of becoming Lieutenant, R.N., or at the age of 32, whichever is earlier. They will also be eligible, in exceptional instances and at the discretion of the Admiralty, to promotion to the rank of Commander on the general list of the Royal Navy.

V.—*Specialisation.*

Officers on the Supplementary List will be eligible to specialise only in the branches mentioned below. Specialists will be selected from volunteers according to numbers required :—

(i) *Submarines.*—Officers who have done their long R.N.R. training in submarines will be eligible to specialise in this branch immediately on transfer, provided they are then under 27 years of age. Other officers transferred under IIIA may volunteer for the submarine service immediately on transfer, provided they are then under 24. Officers under IIIB may volunteer at the termination of their 9 months' probation, provided they are then under 24.

(ii) *Fleet Air Arm.*—Officers will be eligible to specialise as Pilot or Observer immediately they have obtained their Naval Watchkeeping Certificates, provided they are then under 24 years of age.

(iii) *Anti-submarine* } Officers will be eligible to specialise as soon as they have
(iv) *Surveying* } obtained their Watchkeeping Certificates.

(v) *P. and R.T.*—Officers will be eligible to volunteer to specialise at any time after confirmation in, or promotion to, the rank of Lieutenant, and will be subject to the conditions laid down in Article 328 (i), King's Regulations and Admiralty Instructions.

VI.—*Sick Leave.*

Officers on the Supplementary List will be eligible for sick leave under the same conditions as those applicable to officers on the General List of the Royal Navy.

VII.—*Uniform Allowance.*

Officers transferred will be granted an outfit allowance of £30. In the case of officers transferred in a confirmed capacity (*vide* III A above) this will be payable immediately on transfer. In the case of officers transferred in a probationary capacity, *vide* III B above, £15 will be payable on transfer and £15 on confirmation. In all cases, officers who fail to serve 4 years from the date of transfer for reasons within their own control will be liable, at Admiralty discretion, to refund one fourth of the outfit allowance paid to them for every year or portion of the year by which their service falls short of 4 years.

VIII.—*Retirement.*

Officers on the Supplementary List, unless specially promoted to Commander in exceptional cases, will be retired at the age of 45. They will, however, be eligible to retire voluntarily at earlier ages at Admiralty discretion but will only be permitted to retire under 40 if the state of the list permits.

Retired Pay or Retiring gratuities will be as shown in XI.

IX.—Pensions for Widows and Compassionate Allowances for Children will be at the same rates and under the same conditions as those applicable to officers on the General List of the Royal Navy.

X.—Rates of pay, etc., are liable to alteration in accordance with any general changes for the Naval Service.

XI.—*Retired Pay and Retiring Gratuities.*

Note.—" Service " will be calculated in accordance with the provisions of King's Regulations and Admiralty Instructions.

(i) *Officers retiring at the age of 45.*—Retired Pay at the rate of £250 a year with additions or deductions of £12 a year for each year in excess or short of 15 years' service in the Royal Navy.

(ii) *Officers retiring voluntarily under the age of 45.*—(*a*) Officers over 40 may be permitted to retire voluntarily, at Admiralty discretion, on the scale laid down in (i) above.

(*b*) Officers between 35 and 40, who have 15 years' service in the Royal Navy may be permitted to retire, at Admiralty discretion, and provided the state of the list permits, with retired pay of £200 a year.

(*c*) Officers who have served at least 10 years with the Royal Navy and are not eligible for retired pay as above, may be permitted to retire, at Admiralty discretion, with a gratuity of £1,200 with £100 for each year's service in excess of 10.

(iii) *Officers invalided on account of disabilities not attributable to the Service.*—

(*a*) Officers with less than 5 years' service in the Royal Navy will receive a gratuity of £125 for each year of service.

(*b*) Officers with more than 5 years' service will receive retired pay at the following rates, or as at (i) above whichever is greater :—

£136 a year for 5 years' service with additions of £9 a year for each additional year of service.

(iv) *Officers invalided on account of disability attributable to the Service.*—(*a*) Officers with less than 5 years' service in the Royal Navy will be eligible for retired pay while the disability lasts on the following scale :—

Percentage Degree of Disablement.	*Disability Lieuts.* £	s.	d.	*Retired Pay. Sub-Lieuts.* £	s.	d.
100 per cent.	190	10	0	154	10	0
Less than 100 per cent., but not less than 90 per cent. ...	180	10	0	144	10	0
,, ,, 90 ,, ,, ,, 80 ,, ...	170	10	0	134	10	0
,, ,, 80 ,, ,, ,, 70 ,, ...	160	10	0	124	10	0
,, ,, 70 ,, ,, ,, 60 ,, ...	150	10	0	114	10	0
,, ,, 60 ,, ,, ,, 50 ,, ...	140	10	0	104	10	0
,, ,, 50 ,, ,, ,, 40 ,, ...	130	10	0	94	10	0
,, ,, 40 ,, ,, ,, 30 ,, ...	120	10	0	84	10	0
,, ,, 30 ,, ,, ,, 20 ,, ...	110	10	0	74	10	0

with an additional £9 for each year of service, while the disability lasts, and thereafter to a gratuity of £125 for each year's service.

(*b*) Officers with over 5 years' service will receive retired pay as at (iii) (*b*), with an addition while the attributable disability lasts, upon the following scale :—

Percentage Degree of Disablement.	*Additional Retired Pay.*		
	£	*s.*	*d.*
100 per cent.	100	0	0
Less than 100 per cent., but not less than 90 per cent. ...	90	0	0
,, ,, 90 ,, ,, ,, 80 ,, ...	80	0	0
,, ,, 80 ,, ,, ,, 70 ,, ...	70	0	0
,, ,, 70 ,, ,, ,, 60 ,, ...	60	0	0
,, ,, 60 ,, ,, ,, 50 ,, ...	50	0	0
,, ,, 50 ,, ,, ,, 40 ,, ...	40	0	0
,, ,, 40 ,, ,, ,, 30 ,, ...	30	0	0
,, ,, 30 ,, ,, ,, 20 ,, ...	20	0	0

(v) Officers discharged for misconduct or otherwise deemed by the Admiralty to be unworthy of further employment, may be granted retired pay or retiring gratuities at reduced rates, at Admiralty discretion.

XII.—*Application for Transfer.*

Officers serving in H.M. ships should apply through their Commanding Officers. Other officers should apply direct to the Admiral Commanding Reserves.

Officers who have completed 9 months' training will, if selected, be available for immediate entry ; interviews may be waived at Admiralty discretion.

Officers who have not completed 9 months' training will be entered in batches. The first batch will be entered on 1st April, 1937, and officers concerned will be required to be available on that date.

Applications for the first batch must reach the Admiral Commanding Reserves not later than 15th March, 1937. Closing dates for each subsequent batch will be promulgated later.

229.—Fleet Air Arm—R.N. and R.M. Officers Permanently Reverted to General Service from Flying Duties—Flying Practice

(C.W. 9598/36.—11.2.1937.)

Officers of the R.N. and R.M. who were attached to the R.A.F. for service with the F.A.A. prior to May, 1933, and who have permanently reverted to general service or corps duty may, until they attain the age of 35 or are promoted to the rank of Commander, volunteer to keep in flying practice, on the understanding that, if required, they will be employed in the F.A.A. in time of emergency. Such officers will not be re-attached to the R.A.F. for this training, but will otherwise carry it out under the conditions laid down in paragraphs 3–10 of A.F.O. 2021/32.

2. Officers of the R.N. and R.M. who were attached to the F.A.A. subsequently to May, 1933, and who are therefore available for F.A.A. duties in an emergency until they attain the age of 35 or are promoted to the rank of Commander, *vide* King's Regulations and Admiralty Instructions, Article **335**, paragraph 9 (ii), will also be required to undergo flying practice in future under similar circumstances.

3. R.A.F. Forms 48 (Medical History Documents) of officers affected by this Order will be dealt with as laid down in A.F.O. 230/37.

(*A.F.O. 2021/32 and A.F.O. 230/37.*)

230.—Fleet Air Arm—R.N. and R.M. Pilots Temporarily or Permanently Appointed to General Service or Corps Duty—Medical History Documents

(C.W. 9598/36.—11.2.1937.)

In order to facilitate compliance with the Orders regarding physical fitness for flying, it has been agreed with the Air Ministry that R.A.F. Forms 48 containing the medical history documents of attached officers shall accompany them, not only while serving in Fleet Air Arm appointments, but

during periods of general Naval service or corps duty. King's Regulations and Air Council Instructions, paragraph 2336, provides that when such officers revert temporarily to general service or corps duty, R.A.F. Forms 48 shall be sent to the ships or establishments to which they are appointed, addressed "Confidential. Commanding Officer for Medical Officer-in-Charge."

2. When officers are re-attached to the F.A.A., R.A.F. Forms 48 are to be forwarded to the appropriate A.O.C. (normally the A.O.C.-in-C., Coastal Command) for transmission to the new units.

3. In the event of retirement or death of any officer affected by paragraph 1 of this Order, the R.A.F. Forms 48 are to be returned to the Air Ministry for transmission to the Medical Director General, Admiralty.

4. R.A.F. Forms 48 of officers permanently reverted to general service, *but who have received approval* to keep in flying practice under the conditions laid down in A.F.O. 229/37, will be sent to the ships or establishments to which they are appointed, addressed " Confidential. Commanding Officer for Medical Officer-in-Charge." King's Regulations and Air Council Instructions are therefore being amended to provide for this procedure.

5. When officers affected by paragraph 4 of this Order reach the age of 35 or attain the rank of Commander, or in the event of retirement or death, the R.A.F. Forms 48 are to be sent to the Air Ministry for transmission to the Medical Director General, Admiralty.

6. Whenever the Commanding Officer of a ship or establishment arranges for an officer to carry out flying practice on shore under A.F.O. 2021/32, he is at the same time to arrange for the documents in question to be produced to the authority responsible for seeing that the officer is physically fit for such practice (*vide* paragraph 6 of that Order). This is to be done in reasonable time (normally not less than one week) beforehand.

7. R.A.F. Forms 48 of officers permanently reverted to general service, *but who have not received approval* to keep in flying practice under the conditions laid down in A.F.O. 229/37, are to be forwarded to the Air Ministry for transmission to the Medical Director General, Admiralty.

8. The documents are to be kept personally and under lock and key by medical officers-in-charge, being transmitted as necessary on change of appointment through the respective Commanding Officers.

9. The documents are invariably to be treated as confidential. Officers will not in any circumstances be allowed access to the contents of their own envelopes.

(*A.F.O. 2021/32 and A.F.O. 229/37.*)

*239.—Navy Weeks Trust

(P.M./D.P.S. 301/36/P.—11.2.1937.)

(*This reprint embodies A.F.O. 368/37.*)

The Navy Weeks at the Home Ports have now been held continuously for nine years, and it is intended that, subject to the exigencies of the Naval Service, they should continue to be held annually.

2. In these circumstances, charitable institutions which have benefited in these years from the substantial sums raised and distributed have naturally come to regard Navy Week as a standing source of income, while a permanent salaried staff has become a necessity owing to the growing extent and complexity of Navy Week (reflected in the increased profits earned). It was clearly desirable therefore that provision should be made against the possibility that Navy Week might not be held in any particular year, and receipts would therefore be nil.

With this object, and in order also to provide for the substantial production expenses of Navy Week which must be incurred in advance, it has been found necessary to build up a reserve fund from the profits earned each year.

The existence of this permanent reserve fund consisting of money subscribed by the public for naval charities, and also certain requirements regarding the non-payment of Entertainments Duty, have made it highly desirable to set up a permanent charitable institution, in the form of a Trust Fund, responsible for the disposal of all moneys paid by the public for Navy Week.

3. Accordingly, by a Trust Deed dated 11th July, 1936, a Trust entitled " The Navy Weeks Trust " has been set up.

The Trustees are as follows :—

Managing Trustees :

The Commander-in-Chief, Portsmouth, for the time being.
The Commander-in-Chief, the Nore, for the time being.
The Commander-in-Chief, Plymouth, for the time being.
The Director of Personal Services, Admiralty, for the time being.

Custodian Trustee :

The United Services Trustee, 123, Pall Mall, S.W.1.

Paymaster Rear-Admiral M. G. Bennett, O.B.E. (Retd.), has been appointed Honorary Treasurer of the Trust, and his address will be Navy Week Office, Commander-in-Chief's Office, Portsmouth.

4. By the terms of the Trust Deed, the Managing Trustees are bound to receive all moneys paid by the public for Navy Week, and to expend them only upon the following purposes :—

(*a*) Grants to charities connected with or beneficial to the Naval Service.
(*b*) The production expenses of Navy Week.
(*c*) The expenses of administering the Trust.

In order to finance (*b*), the Managing Trustees will enter into an annual agreement with the local Navy Week Committees at the Home Ports, providing for the payment of the necessary production expenses, and for all receipts to be paid to the Trust Fund.

The duties of the Custodian Trustee are to hold the invested Funds of the Trust.

5. Consequent on the institution of the Navy Weeks Trust, all property which has been or may be acquired for the purposes of Navy Week is in future to be treated and described as the property of the Navy Weeks Trust.

*240.—Royal Naval Sailing Association

(C.W. 809/37.—11.2.1937.)

The Royal Naval Sailing Association, formed 16 months ago, now has a membership of nearly 800, and its members own 200 yachts.

2. It has been granted the privilege of applying for Warrants to fly the Blue Ensign of His Majesty's Fleet in yachts belonging to its members.

3. It has nine branches in various parts of the world, and its objects are :—

(*a*) To encourage sailing and cruising throughout the Service.
(*b*) To promote the formation of one design classes and to organise races in these classes at various centres.
(*c*) To organise opportunities for members to take part in yacht cruising and ocean racing, and to furnish officers who are interested in sailing with any advice or information they may require.
(*d*) To arrange with local Naval authorities to provide, if practicable, mooring and berthing facilities in Naval ports.
(*e*) To encourage and promote a liaison between members of the Association and members of Yacht Clubs at home and abroad.

4. The Flag Officers are :—

Commodore ...	The Right Honourable the Viscount Monsell, G.B.E.
Vice-Commodore ...	Vice-Admiral Geoffrey Blake, C.B., D.S.O.
Rear-Commodores ...	Rear-Admiral James F. Sommerville, C.B., D.S.O.
	Rear-Admiral F. Burges Watson, D.S.O.

5. The address of the Hon. Secretary is :—

Fort Blockhouse,
Gosport, Hants.

6. All Naval authorities are requested to give facilities where possible.

358.—Probationary Officers, Royal Marines—Syllabus of Seamanship, Elementary Pilotage and Fleet Work

(H. 8112/36.—25.2.1937.)

The following revised syllabus for the Seamanship, Elementary Pilotage and Fleet Work Course has been approved:—

Course D

Duration: 2 months.

Object:—To fit Royal Marine Officers for duties as Officer of the Watch in harbour.

This course will be carried out if possible on board a sea-going ship.

Section I.

Handling of boats under steam, sail and oars; lowering and hoisting boats; landing from boats under various conditions; anchoring boats; names and uses of all boats, fittings and gear; towing boats.

Section II.

A knowledge of the International Regulations for Preventing Collisions at Sea sufficient for carrying out boat work.

Section III.

Knowledge of tackles, blocks, hawsers, purchases and boat's falls; advantage gained by tackles, bends, hitches and splices.

Section IV.

Elementary knowledge of anchor work; amount of cable required under varying conditions; responsibility of Officer of the Watch with regard to dragging or parting cable; letting go a second anchor.

Section V.

Writing up the log in harbour; duty and responsibility of the Officer of the Watch in harbour.

Section VI.

To read and understand a chart. Description of mercator and gnomonic projections, with their uses. Arrangement of charts. Brief description of contents of Sailing Directions and Light Lists, and A.L.W.S.

Section VII.

British uniform system of lighting, buoyage and fog signals.

Section VIII.

A simple explanation of the causes of tides. Spring and neap tides. Use of A.T.T., Part I, omitting Tables II to VIII. Necessary definitions. To find time and height of H.W. and L.W. at secondary ports, using difference and ratio. To be able to use tidal stream tables printed on charts, neglecting velocity on intermediate days.

Section IX.

Gyro-compass. The properties of a free gyro. Brief description of how these properties are utilised to make the compass north-seeking. Fittings on the pelorus. How to line up a repeater.

Magnetic compass. Definition and description of variation and its secular change. The magnetic compass in a ship. Deviation and why it changes with the ship's head. Description of compass and binnacle. The correctors and their functions.

How to use a boat's compass and choose a position for it.

Section X.

How to take a bearing. Fixing a ship by simultaneous compass bearings. Use of compass in conjunction with station pointer when compass error is unknown. To steer a course allowing for a tidal stream. Use of leading and clearing marks. Brief explanation of all the common ways by which a ship is fixed, including mention of astronomical sights and D/F.

Section XI.

Importance of meteorology in the Fleet. Causes of wind, rain and fog. Weather associated with depressions and anti-cyclones, including direction of wind circulation. Brief description of synoptic meteorology.

Section XII.

The normal formation and dispositions used in the Fleet. Methods of altering course. Description of the typical cruising dispositions. The functions of each type of ship before and during action. A brief outline of the plot; its object, and the necessity for lettered and reference positions. A description of enemy reporting.

Scheme of Instruction and Examination

Section.	Subject.	No. of Days' Instruction.	Examination.	Marks.
I	Boat work	33	Practical Boat work.	100
			Viva voce	50
II	Rule of the road		Paper—1 hour	100
III	Blocks, tackles, etc.		*Viva voce*	100
IV	Anchor work		*Viva voce*	100
V	O.O.W. duties		*Viva voce*	100
				550
VI	Chart work	1	*See* below.	
VII	Buoyage	½		
VIII	Tides	1½		
IX	Compass	1		
X	Fixing	3		
XI	Meteorology	1		
XII	Fleet work	½		
	Revision	1½		
	Examinations—	1		
	General, in Sections VI to XII inclusive.		Paper, 2½ hours.	250
	Section X (Fixing)		Paper, ¾ hour.	150
	Section X (Practical) ...		¾ hour.	50
	Total	44		450
			Grand total	1,000

First class	85 per cent.
Second class	70 ,, ,,
To qualify	50 ,, ,,

(*K.R. and A.I., Appendix XII, Part 10, Section 1, para. 5.*)

(*Copies of this Order may be obtained from The Captain, H.M. Navigation School, Portsmouth.*)

*359.—Commissioned Gunners, Commissioned Gunners (T), and Commissioned Boatswains—Re-employment after Retirement

(C.W. 11723/36.—25.2.1937.)

Owing to the shortage of officers in the Gunner, Gunner (T) and Boatswain branches, it has been decided to offer employment beyond the age of 50 to Commissioned officers from Warrant rank in these branches.

2. Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains will be placed on the Retired List on reaching the age of 50, but may volunteer for re-employment, on retirement, under the following conditions :—

(*a*) Full pay to be on the ordinary scale, *i.e.*, without extension beyond the increment allowed " after nine years."

(*b*) Retired pay to be suspended during re-employment.

(*c*) A bonus of 15 per cent. to be paid on full pay (exclusive of any allowances) in lieu of counting the period of re-employment for increased pension.

(*d*) Promotion to Lieutenant on the Retired List to be suspended during re-employment.

(*e*) The period of retention to be subject to the requirements of the Service and at the discretion of the Admiralty up to a maximum of five years, with a minimum of one year.

(*f*) Officers who are re-employed will be liable for service in any ship or establishment as requisite.

3. The names of any Commissioned Gunners, Commissioned Gunners (T) and Commissioned Boatswains who wish to volunteer for further service under the above conditions, who are medically fit for general service and who can be recommended as in all respects suitable for continued employment, should be forwarded to the Admiralty from time to time through the usual channels.

4. The above scheme will commence on 1st April, 1937.

5. Officers of the branches in question who reach the rank of Lieutenant on the Active List are not eligible for this scheme.

6. Commissioned Officers from Warrant rank who were re-employed under the terms of A.F.Os. 11/36, and are still serving, may apply to retire and transfer to the conditions set out above. Any such retirements and transfers will have effect from 1st April, 1937.

364.—Signal and Telegraphist Branches—Temporary Provision of Ratings required for Training

(N. 6121/36.—25.2.1937.)

Owing to the underbearing of the non-substantive rates in the Signal and Telegraphist branches and to meet future requirements caused by the increase in Vote A, it is necessary that a large number of Signal and Telegraphist ratings shall undergo qualifying courses for the non-substantive rates during the next few years.

2. No reduction of complement will be made to meet this demand, but a scheme is being introduced by which a certain number of trained men and higher non-substantive rates may be withdrawn from ships to undergo courses, Ordinary Telegraphists, Ordinary Signalmen and Signal Boys being drafted in lieu.

3. Table 1 shows the maximum number of trained men who may be replaced by junior ratings in any individual ship. This number will be spread evenly amongst the various non-substantive rates borne as shown in detail in the Authorised Temporary Minimum Complements, which are being issued to the depôts and Commander-in-Chief, Mediterranean, only.

The maximum number will only be enforced by depôts in cases of urgency, every endeavour being made to spread the dilution evenly throughout the Fleet.

In this way the loss of efficiency in the communications of the Fleet will be reduced to a minimum and it will be possible for the instruction of junior ratings afloat to be maintained.

4. On all stations, with the exception of the Mediterranean Station for which special instructions are being issued, the ratings will be withdrawn by the depôts as required for courses at the Signal Schools, the vacancies caused being filled by the drafting of ordinary ratings or boys up to the maximum allowed in accordance with Table 1.

If it is necessary to remove a rating, the withdrawal of whom would reduce a ship below the authorised Temporary Minimum Complement, then that rating will only be withdrawn provided he is replaced by a rating of equivalent rank, *e.g.*, if it is desired to withdraw a Leading Signalman from a destroyer to undergo a qualifying course for V/S 2, this particular rating can only be withdrawn provided that a Leading Signalman is drafted in lieu.

The depôts will be informed annually by the Captain, H.M. Signal School, Portsmouth, of the training requirements for the current year.

5. Ratings on foreign stations (other than Mediterranean) will be replaced as in paragraph 4 above, using freight if necessary, and will not return to their ships on completion of the course.

6. Ratings from the Home Fleet will return to their ships on completion of the course or be replaced by an equivalent rating.

7. When a vacancy in complement for a Chief Petty Officer, Petty Officer or Leading rate is caused by the withdrawal of a Signal or Telegraphist rating for a course in accordance with the foregoing arrangements, the Commanding Officer may select the rating who is most suitable for substantive advancement for the grant of difference of pay under King's Regulations and Admiralty Instructions, Article **1591**, *i.e.*, from the 29th day of continuous performance of the duty. If this rating does not hold the lowest obligatory non-substantive rate applicable to the vacancy in complement he is called to fill, he may also be granted this acting non-substantive rate with pay from the 29th day of carrying out the higher duties, provided his general conduct and performance are satisfactory, and subject to King's Regulations and Admiralty Instructions, Article **429**.

8. The shortage of non-substantive rates and the opportunity for rapid advancement are to be brought to the notice of the ratings concerned and all suitable ratings are to be recommended for higher non-substantive rate.

9. Their Lordships recognise that the withdrawal of ratings from sea for these courses will affect the efficiency of communications in the Fleet, but the training requirements must be given precedence and in this connection every effort must be made to continue the training of the junior rating afloat.

TABLE I

Ship.	Maximum number of trained men who may be replaced by junior ratings.	
Home Fleet	V/S.	W/T.
" Nelson " (as Fleet Flagship)	3	3
" Rodney "	3	2
" Royal Oak " (as Flagship)	3	2
" Royal Sovereign "	1	1
" Ramillies "	3	2
" Resolution "	3	2
" Orion " (as Flagship)	2	2
" Leander "	1	1
" Neptune "	1	1
" Courageous " (as Flagship)	2	2
" Furious "	1	1
" Cairo " (as Flagship)	2	1
Flotilla Leaders	2	1
Divisional Leaders	1	1
Destroyers	1	0
" Lucia "	2	1
" Guardian "	1	0
" Frobisher "	1	0
" Iron Duke "	1	1
Submarines	0	0
" Mackay "	1	0

Ship.	Maximum number of trained men who may be replaced by junior ratings.	
Mediterranean Fleet	V/S.	W/T.
" Queen Elizabeth " (as Fleet Flagship)	3	3
" Barham " (as Flagship)	3	2
" Valiant "	3	2
" Hood " (as Flagship)	3	3
" Repulse "	3	2
" Glorious "	1	1
" London " (as Flagship)	2	2
" Sussex "	1	1
" Shropshire	1	1
" Devonshire "	1	1
" Arethusa " (as Flagship)	2	2
" Despatch "	1	1
" Delhi "	1	1
" Penelope "	1	1
" Galatea " (as Flagship)	2	1
Flotilla Leader	2	1
Divisional Commander	1	1
Destroyer	1	0
" Cyclops "	2	2
" Douglas "	1	0
" Woolwich "	1	1
" Resource "	1	1
Submarines	0	0
China Fleet		
" Cumberland " (as Flagship)	2	2
" Berwick "	1	1
" Dorsetshire "	1	1
" Danae "	1	1
" Capetown "	1	1
" Adventure "	1	1
" Eagle "	1	1
Flotilla Leader	2	1
Divisional Commander	1	1
Destroyer	1	0
" Medway "	1	1
" Bruce "	2	1
Submarines	0	0
East Indies Squadron		
" Norfolk " (as Flagship)	2	2
" Enterprise "	1	1
" Emerald "	1	1
America and West Indies Squadron		
" Apollo " (as Flagship)	2	2
" York "	1	1
" Dragon "	1	1
" Exeter "	1	1
" Ajax "	1	1
Africa Squadron		
" Amphion " (as Flagship)	2	2
" Carlisle "	1	1

Note.—(1) A Chief Petty Officer and a Petty Officer of the same branch may not be so replaced in any individual ship at the same time.

(2) Ratings withdrawn from Submarines will be replaced by an equivalent rating.

422.—Promotion to Lieutenant (E)—Reports on Officers

(C.W. 2195/37.—4.3.1937.)

The granting of an Engine Room Watchkeeping Certificate and recommendation for promotion to Lieutenant (E) on Form S.1235, in accordance with King's Regulations and Admiralty Instructions, Article **276**, Clause 2, and Article **277**, Clause 3, is in future also to be reported by telegram direct to the Admiralty.

(*K.R. and A.I.; Art. 276, cl. 2, and Art. 277, cl. 3.*)

423.—Junior Accountant Officers—Training—Acceleration of Promotion to Paymaster Sub-Lieutenant

(C.W. 1683/37.—4.3.1937.)

In order to meet the increased requirements of Accountant Officers that will arise during the next few years, Paymaster Cadets will be promoted to Paymaster Midshipmen on completion of 8 months' training in the training cruiser, and will then be sent to sea-going ships of the Fleet in that rank.

2. Paymaster Midshipmen so promoted, will continue to serve 2 years as such, as at present, and will then be advanced to Acting Paymaster Sub-Lieutenant after 2 years and 8 months from entry.

3. The rate of full pay for these Acting Paymaster Sub-Lieutenants will be 7*s.* 8*d.* a day.

4. Full pay at the rate of 9*s.* a day will be issuable on completion of 3 years' total service, as at present, that being the latest possible date of adjusted confirmed seniority as Paymaster Sub-Lieutenant.

5. Promotion to Paymaster Lieutenant will continue to be made in accordance with Article **300**, King's Regulations and Admiralty Instructions.

6. The above measures are to be regarded as temporary, and will become effective for Paymaster Cadets joining the training cruiser on and after September, 1936. They will remain in force for a number of years until the shortage of officers has been overcome.

*482.—Officiating Ministers of Religion and other Part-time Employees—Allowances

(C.E. 1922/37.—11.3.1937.)

The temporary increase in the pre-war scales of remuneration of certain Officiating Ministers of Religion, Organists at certain Establishments, and other part-time employees, which was raised to 20 per cent. as from 1st July, 1935, will continue at that rate until further notice.

2. This also applies to the allowances payable under Article **1575**, King's Regulations and Admiralty Instructions, to the fees of officers conducting promotion examinations and entrance examinations at H.M. dockyards, and to the fees of certain part-time lecturers at Naval Colleges.

*484.—Officers on the Supplementary List of the R.N.—Specialisation as Observer

(C.W. 2532/37.—11.3.1937.)

With reference to V (ii) of A.F.O. 228/37, officers on the Supplementary List of the Royal Navy in possession of naval watchkeeping certificates, will be eligible, until further notice, to specialise as observers provided they are under 28 years of age. The age limit for officers specialising as Pilot in the Fleet Air Arm will remain at 24 as previously stated.

(*A.F.O. 228/37.*)

*487.—V/S 2 and W/T 2 Courses—Acceptance of Leading Signalmen and Leading Telegraphists nearing Completion of Time for Pension

(N. 508/37.—11.3.1937.)

The following temporary modification of King's Regulations and Admiralty Instructions, Article **427**, Clause 3, and Drafting Regulations, Article 111, Clause 15, has been approved :—

Leading Signalmen and Leading Telegraphists who are within 3 years, but not less than 2 years of completing time for pension, may be accepted for a V/S 2 or W/T 2 course, provided that—

(*a*) they are likely to be reasonably certain of qualifying for the non-substantive rate, and

(*b*) they give an undertaking in writing that on completing time for pension they will re-engage for not less than 3 years' further service, if they are then recommended and their services are required.

(*K.R. and A.I., Art. 427, Clause 3, and B.R. 14—Drafting Regulations, Art. 111, Clause 15.*)

542.—Engine Room Artificers, Acting, 4th Class—Drafting

(P.M. 876/37.—18.3.1937.)

As a temporary measure, the restrictions imposed by Drafting Regulations, Article 57, on the drafting of Acting Engine-Room Artificers, 4th Class, have been removed for battleships, battle cruisers, aircraft carriers and cruisers. The following tables show the maximum number of these ratings to be drafted to each class of ship :—

For Battleships, Battle Cruisers and Cruisers.

No. of E.R.A.s, excluding Chief E.R.A.s and Mechanicians actually allowed by authorised complement as modified by A.F.O. 362/37.	No. of E.R.A.s, Acting, 4th Class, to count part complement.
12–15	4 (2 to be either (*a*) ex-M.T.E., or (*b*) Direct Entry with 6 months' sea experience and certified efficient by the Engineer Officer of Ship.)
16–18	5 (2 do. do. .)
19–21	6 (3 do. do. .)
22–25	7 (4 do. do. .)
26 and above	8 (5 do. do. .)

For Aircraft Carriers.

No. of E.R.A.s, excluding Chief E.R.A.s and Mechanicians actually allowed by authorised complement.	No. of E.R.A.s, Acting, 4th Class, to count part complement.
13 and under	2.
14–16	3 (1 to be either (*a*) ex-M.T.E., or (*b*) direct entry with 6 months' sea experience and certified efficient by the Engineer Officer of Ship.)
17–19	4 (1 do. do. .)
20–22	5 (2 do. do. .)
23 and above	6 (3 do. do. .)

2. The drafting of E.R.A.s, Acting, 4th Class, to all other ships is to be governed by the Drafting Regulations, Article 57.

(*B.R. 14—Drafting Regulations.*)

*543.—Leading Cooks (S)—Devonport Port Division—Advancement

(N. 1147/37.—18.3.1937.)

The following temporary modification of the regulations governing advancement to Petty Officer Cook (S) applies only to Leading Cooks (S) of the Devonport Port Division.

2. Leading Cooks (S) will be examined for Petty Officer Cook (S) after a six weeks' course in a Cookery School whenever possible under the existing regulations, but Leading Cooks (S) of the Devonport Port Division serving away from their Home Ports who have attained one year's seniority as Leading Cook (S) and have not undergone the course for advancement may be examined provisionally for Petty Officer Cook (S) by two experienced Accountant Officers, and if they pass they may be recommended for advancement.

3. Ratings who have passed only provisionally when their turn for advancement comes, and satisfy the other conditions for advancement, will be eligible to be rated Acting Petty Officer Cook (S) with pay.

4. Ratings thus advanced will be given the course at the Cookery School at the first opportunity and for this purpose may be withheld from draft. They will be confirmed in the rating of Petty Officer Cook (S) if they pass the examination at the end of the course, but failure will entail reversion to Leading Cook (S) from the date of failure.

(*K.R. and A.I., App. XVII, Part 1, No. 124.*)

*545.—Trade Tests—Artificer and Artisan Candidates Unsuccessful in—Payment during Period of Test

(N. 1495/37.—18.3.1937.)

In order to encourage recruiting in the artisan and artificer grades in the Royal Navy, it has been decided that candidates who are unsuccessful in the trade test are to be paid at a flat rate of 2*s.* a day for the time necessarily spent away from their home for the purpose of undergoing the test.

605.—Spectacle Frames for use with Respirators, Anti-Gas

(M.D.G. 10385/36.—25.3.1937.)

For ratings who require to use spectacles when respirators, anti-gas, are worn, frames with a sufficient length of the sides flattened (ribbon type) to prevent leakage are to be prescribed. The fit of these frames is to be tested in a gas chamber. The cost of alterations to existing frames supplied at the public expense may be defrayed from the public funds.

2. Officers who require to wear spectacles with respirators should obtain similar frames.

*606.—Admission of Royal Air Force Personnel to Naval Hospitals and Sick Bays—Procedure and Medical Records

(C.W. 757/37.—25.3.1937.)

The following procedure will be adopted in regard to medical examinations and the completion and disposal of medical records when Royal Air Force personnel are admitted to Naval hospitals and sick bays.

(1) R.A.F. Form 48 is the Medical History Envelope which contains, among others, the flimsy copies of Forms 39, 42, and 46. On the envelope are spaces provided for entering the enclosure numbers of the various flimsies, also for entering medical category, inoculations, vaccinations, dental treatment, the issue of surgical appliances and of spectacles. Prescriptions for spectacles should be enclosed in the envelope.

When an officer or airman is brought before a medical board, Form 48 will always be made available for the members of the board. When an officer or airman is admitted to hospital, Form 48 will be forwarded to the hospital and, on his discharge to duty, returned to his unit.

Form 48 is a confidential document and will on no account be entrusted to the person concerned, nor will the contents be disclosed to him. When medical personnel are not available to take charge of the Form in transit, it will be forwarded by registered post.

(2) R.A.F. Form 41 is the case sheet comparable with Naval Form 40, and will be completed for each patient in the same manner as that form for all cases of over 48 hours duration admitted to sick bays, and for all cases admitted or transferred to Naval hospitals. On discharge to duty or transfer to another hospital, the particulars on Form 41 will be copied on to Form 39, and Form 41 retained at the hospital or sick bay.

(3) (*a*) R.A.F. Form 39 consists of a card and flimsy which will be prepared for each case from the relevant Form 41 on discharge from the hospital or sick bay. The flimsy copy will be inserted in Form 48, and the card copy forwarded with the flimsy of R.A.F. Form 38, as detailed in paragraph 4 below. The number of Forms 39 forwarded each week must always agree with the number entered in Section IV, line 4, of the Form 38 for the week concerned.

(*b*) Compilation.—Forms 39 and 41 will be completed in detail and the clinical notes will be as full as possible. Diagnosis will be in accordance with the Nomenclature of Diseases and in the event of any alteration, the disease or injury previously entered will be ruled through in such a way as to remain legible, the new diagnosis being entered above. Any new disease supervening will be entered under the appropriate heading, with the date of the diagnosis.

(*c*) At the end of the year a Form 39 will be completed up to 31st December for all cases remaining on that date, and will show in the "Date of discharge to duty" line, the words "Remaining 31.12.19....." The "Number of days under treatment" line, will show the number of days up to 31st December only. In addition the card will be prominently marked at the top "Remaining 31.12.19.....". A second form for each of these cases will be completed for the period of disability in the new year. The serial number (taken from Form 38) will be retained, prefixed by the letter R, but the date of admission will be completed as "Re-admitted 1.1.19.....". This card will be marked at the top "Remaining from 31.12.19.....".

(4) (*a*) R.A.F. Form 38 is the weekly list of cases admitted to hospitals or sick bays and will be completed up to midnight Friday–Saturday when the flimsy copy will be detached and forwarded together with the relevant Forms 39 referred to in paragraph 3 (*a*) above as follows :—

By aircraft carriers and ships other than aircraft carriers in which R.A.F. personnel are borne.

(i) In Home waters to :—

The Principal Medical Officer,
Coastal Command,
Royal Air Force,
Lee-on-Solent, Hants.

(ii) Abroad to :—

The Secretary,
Air Ministry (M.A.3),
Kingsway, W.C.2.

(*b*) Sections I and IV of the form will be completed in full detail. Only fresh admissions will be entered in Section I, and each case will be given a serial number which will be entered on the relevant Form 39. Cases remaining from the previous week will not be entered in Section I, but will appear under Section IV.

(*c*) The " How disposed of " column of the flimsy will be completed at the end of the week as follows :—

(i) Cases returned to duty—" Light Duty " or " Duty."
(ii) Cases admitted during the week and still remaining. " Remaining."
(iii) Cases admitted during the week and transferred to another medical establishment. " Transferred." (The name of the establishment and the date of the transfer will also be entered.)
(iv) Cases of death. " Died." (The date of death will be entered.)

(*d*) At the end of the year all cases are regarded as nominally discharged on 31st December and re-admitted on 1st January. When 31st December does not fall on a Friday, the Form 38 due to be completed on the last Friday of the year will be extended to include all cases up to midnight on 31st December. Only actual discharges will be shown in Section IV of the form. Similarly the first Form 38 rendered in the new year will include the period (if any) subsequent to 31st December and additional to the first complete week of the new year.

(*e*) For the purpose of (*d*) above, Section I of the form will be divided into two distinct parts :—

(i) Cases remaining from 31st December and re-admitted in accordance with the procedure detailed above, in which the original serial number will be retained, prefixed by the letter R., and the date of admission shown as the 1st January.
(ii) Entirely new admissions since the 1st January, of which the first will bear the serial number 1.

Section IV of Form 38 will show only actual admissions.

(5) R.A.F. Form 42 consists of a card and flimsy compiled from rough notes made on Form 43 and will be completed for :—

(*a*) Officers and airman pilots recommended for a medical board by the medical officer of the ship.
(*b*) All officers and airman pilots at the annual medical examination.

Officers and airman pilots serving in ships which are not supplied with the necessary special medical apparatus should if practicable, be examined in aircraft carriers, but if this is impossible certain tests will have to be omitted. In the case of officers the findings of this examination are to be entered on their annual confidential reports. The method of carrying out the various special tests is laid down in " The medical examination for fitness for flying " (Air Publication 130, 4th Edition). The annual medical examination may be carried out at any time during the months of May, June or July, but should be completed in time to allow the card copy of Form 42 to reach the authority concerned as defined in paragraph 4 (*a*) (i) and (ii) before 31st July. Cards should be sent weekly with Form 38 as they are completed.

(6) R.A.F. Forms 46 (card and flimsy) and 47 will be completed for medical boards on officers and airman pilots which will normally be held on their discharge from a service hospital. If the medical officer of an aircraft carrier considers that a medical board is required for an officer or airman pilot in circumstances not necessitating admission to hospital, he will (if practicable), before convening the board, request the P.M.O., of the Royal Air Force Command concerned to detail a Royal Air Force medical officer as a member of the board.

The proceedings will be forwarded on Form 46 (card and flimsy) and Form 47 (4 copies) together with Form 48 to the P.M.O. for approval and disposal of the forms.

(7) The above procedure will become effective as from the date of receipt.

607.—Accidents to Personnel in Public Thoroughfares, etc., resulting in the Loss of their Services—REPORT

(N. 5184/36.—25.3.1937.)

Whenever an officer or man of the Royal Navy or Royal Marines is *absent from duty* as the result of an injury sustained in a motor or other accident, for which some other person (or any authority outside the Naval Service) may conceivably be held responsible, the Commanding Officer of the ship or establishment in which the officer or man is borne for pay, is to

forward a report of the occurrence to the Secretary of the Admiralty. In preparing the report, the medical authorities in charge of the case should be communicated with as necessary, but where civilian hospital authorities or civilian medical practitioners are concerned, they should not be required to complete the form of report but only to furnish essential information which is not available in the ship or establishment, care being taken not to invite lengthy reports likely to form the basis of a charge against public funds.

2. The report, which in the case of Naval ratings and non-commissioned officers and men, Royal Marines, should be completed by a member of the hospital, ship or headquarters staff, and not by the injured man, should be in the following form:—

(*a*) Name and particulars of person injured.

(*b*) Nature of injuries sustained and estimated duration of absence from duty from date of this report.

(*c*) Date and time of accident.

(*d*) Place of accident (giving names of streets, etc.).

(*e*) Whether injured person was on leave or duty (if on leave, state time and date leave was due to expire; if on duty, nature of same).

(*f*) Details of accident (giving rough plan in collision cases, and also estimated speeds of vehicles involved, condition of roads, state of weather, etc.), to be furnished, if practicable, in a separate statement signed by the injured person, and duly witnessed and dated.

(*g*) Particulars (including addresses) of—

(i) The person or persons considered to be responsible for the accident.

(ii) Any other persons involved.

(iii) Any witnesses, especially those of the actual occurrence. Details of any statements made by such persons should be forwarded if available.

(iv) Was any witness a passenger in a vehicle involved in the accident (Yes or No). If so, state particulars.

(*h*) Disposal of injured person immediately after accident and subsequently, with date and time of any changes in disposal.

(*i*) Whether injured person is preferring a claim for personal damages or expenses against a third party (Yes or No); if so, state—

(*a*) Name and address of any solicitor employed.

(*b*) Against whom the claim is being made.

(*c*) Details of claim if available.
(General heads of claim should be stated, if details not available).

(*d*) Whether injured person has been warned in accordance with paragraph 5 of this Order.

(*j*) If no claim being preferred, reason to be stated.

3. A statement (or statements), on Form B.607, of the injured person's pay account is to accompany the report. This should cover the period of illness up to the date of rendering, giving full details of pay and allowances, allotments in force, and of disposal as shown in the victualling columns of the ledger. The statement (except for officers) should indicate whether the individual was in receipt of grog money or not, even though the credit of grog money for the period may have been made in another ship.

4. These reports are required with a view to consideration of the question of the preferment of a claim by the Admiralty against the person responsible for the occurrence, for the loss of the services of the injured officer or man, and for hospital, etc., expenses incurred by the Admiralty owing to the accident. To enable the Admiralty to give early notice of such claims Commanding Officers are to ensure that reports are forwarded as soon as the necessary particulars can be obtained.

5. As claims for loss of services preferred by the Admiralty are generally based on the pay and allowances issued, any officer or man who may decide to prefer a personal claim against the " third party " under paragraph 2 (i) in respect of loss of pay, etc., should be warned that such claim must be strictly limited to emoluments actually lost by reason of the accident, e.g., by the loss during sickness of submarine allowance, or instructional or duty allowances. The exact details of the loss must be specified in the personal claim.

6. The result of the personal claim should be notified in due course.

7. In the event of the injured person contracting some other disease (not due to the accident) while in hospital, particulars are to be specially reported with reference to this Order.

8. Accidents should be reported under this Order when any expenses to Naval funds is incurred, e.g., for doctor's or hospital fees for first aid treatment, even though no actual absence from duty is involved (*which should be stated*), provided the occurrence would otherwise have been reported. Accidents which involve attending list treatment only, without absence from duty, should not be reported under this Order, unless some direct expense to the Admiralty is incurred.

9. Hurt certificates are not to be issued unless the circumstances connected with the accident conform to the conditions laid down in King's Regulations and Admiralty Instructions, Article **1419.**

662.—Civilians employed on Fleet Services—RETURNS

(P.M. 1015/37.—1.4.1937.)

The attention of Cashiers and other paying officers of H.M. ships and Naval establishments, at home and abroad, in which civilians whose pay is chargeable to Vote 1, Subheads G and H, are employed, is directed to Article 122A of the Instructions for the Conduct of Cash Duties, 1932, which contains instructions for the rendering of quarterly returns of alterations in the complements of such civilians, including " nil " returns when applicable.

2. Proposals for alterations in the status of posts for civilians and pensioner civilians whose pay is chargeable to Vote 1, Subhead H (*e.g.*, where it is proposed to regrade a post hitherto carrying the normal basic rate of pay (33*s.* at present) as a post for a pensioner civilian (special duties) carrying the basic rate of 35*s.*, or again where it is considered that a post in a lower category should be one for a leading hand of pensioner civilians with the rate of 37*s.*), should invariably be submitted to the Admiralty for approval, full reasons for the alteration proposed being furnished.

3. For the convenience of any officers to whom the above-mentioned instructions are not readily available, Article 122A is reproduced hereunder:—

ARTICLE 122A

QUARTERLY RETURN OF VARIATIONS IN NUMBERS BORNE, ETC.

Returns are to be forwarded to the Accountant-General* by the Cashier on the first days of January, April, July, and October, showing any alterations which have occurred during the previous quarter in the complement of civilians employed on fleet services whose pay is chargeable to Vote 1, Subheads G and H.

2. These returns are to contain particulars of the rates of pay of the individuals concerned, the duties on which they are, or were, employed, and the authority under which the alterations reported have taken place. The financial effect of such alterations for the remainder of the financial year should also be stated.

3. Temporary changes caused by retirement or supersesssion need not be included in the return, unless there is a possibility of any consequent vacancy not being filled for a period long enough to affect the expenditure in the aggregate to the extent of more than £10.

4. When no changes have occurred during the quarter a "nil" return is to be rendered.

* *Note.*—The returns should now be forwarded to the Secretary of the Admiralty (P.M. Branch).

(*B.R. 669—Instructions for the Conduct of Cash Duties, Article 122a.*)

734.—Seamanship Course for Candidates for Boatswain—Syllabus

(H. 429/37.—15.4.1937.)

The following comprises the syllabus of the course in Seamanship which candidates for the rank of Boatswain are required to undergo before promotion. The object of the course is to instruct candidates in those subjects of seamanship which are beyond their previous experience and so fit them for their subsequent duties at sea.

A.—Seamanship

1. *Anchors, Cables and Permanent Moorings, etc.*—A practical knowledge of the use of all anchors, cables, capstans, etc., in use in H.M. ships. Mooring and unmooring; securing to buoys; weighing by hand; clearing hawse; laying out anchors; putting spring on cable. Surveying and testing anchors and cables, etc. (½ day to be spent in cable test house).

Laying out, weighing and examining permanent moorings and buoys. Laying mark buoys. (4 days.)

2. *Rigging.*—Thorough knowledge of all hawsers and tackles used in the Service. Strength and materials and calculation of stresses as applied to rigging. Fitting of all standing and running rigging in modern ships. Rigging of sheers and derricks afloat. Main derrick. Rigs of all sailing ships. Construction and management of all Service boats. Theory of sailing. Landing in surf and boarding. Towing boats. Awnings and canvas. Paravanes (omitting construction). The above to include visits to Rigging House, Blockmill, and Sail Loft. (2 days.)

Making of sounding lead lines and floating beacons. Gear required for shore marks. Use of Somerville sounding gear. Surveying sweep.

Advantage should also be taken of watching any large operations in the seamanship line which may be going on in or near the dockyard, such as docking damaged ships, unshipping rudders, masting ships, shipping or moving heavy weights or guns, etc.

Eastney Course. (11 days.)—To learn the methods of rigging, raising, and using large sheers and derricks ashore. Erecting such jetties and landing stages, etc., as the Navy might be called upon to carry out in time of war. (19 days.)

3. *Organisation.*—Principles of storekeeping (central and non-central): stowage of store and provision rooms. Methods of storing ship. Oiling in harbour and at sea. Docking and undocking in graving and floating docks. Rigging stages. Towing and being towed. Principles of fire and collision stations; fire on shore. Slinging of heavy war materials and methods of stowage in merchant ships. Seamanship Manual, Vol. II, Ch. 1. (6 days.)

4. *Target Work.*—Types of targets in use; their construction and handling. Ocean towage of battle practice target. Towing more than one B.P. target. Methods employed by "Tiger" and "Repulse." (1 day.)

5. *Hull Structure.*—Elementary theory of construction; change of trim. Watertight doors and hatches; ventilation. To read ships' drawings. (2½ days.) (To include ½ day in drawing office.)

6. *Salvage.*—The essential principles of first aid salvage. Salvage appliances; patches; pumps and other plant. Description of and method of using rocket apparatus. Examples of recent salvage work.

Salving and towing aircraft. (2 days.)

B.—Modern Appliances of War

1. *Minesweeping.*—Description of, and method of handling, "A" sweep and Oropesa sweep. Advantages and disadvantages of each type. Bottom sweep. Brief description of other types of sweep. Various formations used for clearing and searching sweeps.

To include one day in "Vernon"; to see minesweeping film, visit pattern room, etc. (4 days.)

2. *Boom Defences, Indicator Nets, Blocking Channels.*—Construction and laying out of modern boom defences and indicator nets. The closing of channels by means of sunken ships. (At the Boom Defence School, Rosyth.) (17 days.)

Scheme of Instruction and Examination

Section.	Subject.	Days.	Examination.	Marks.
A.1	Anchors, cables and permanent moorings.	4	*Viva voce*	100
A 2	Rigging	8	2½ hours paper	200
	Eastney Course	11	By Col.-Comdt.	100
A 3	Organisation	6	2½ hours paper	150
A 4	Target work	1	*Viva voce*	40
A 5	Hull structure	2½	2 hours paper	50
A 6	Salvage	2		60
B 1	Minesweeping...	4	1½ hour paper	100
B 2	Boom Defence Course ...	14½	At Rosyth	150
	Indicator nets, etc	2½		50
	Examination and résumé ...	5		
	Total	60½		1,000

Standard required to pass—80 per cent.

(*K.R. and A.I., App. XII, Part 15.*)

(*Copies of this syllabus may be obtained from the Captain, H.M. Navigation School, Portsmouth.*)

*735.—Transfers to Acting E.R.A., 4th Class

(N. 6219/36.—15.4.1937.)

With reference to Article **419,** Clause 4, of King's Regulations and Admiralty Instructions, it has been decided that eligible applicants for transfer to Acting E.R.A., 4th Class, may be examined in the trade for which *bona fide* qualifications are possessed and, if successful, their names placed on the roster.

2. Ratings who apply for transfer while at sea may be permitted to take a provisional test, conducted by the Fleet Engineer Officer. Their position on the roster will be ante-dated to the date of such test provided they are successful in the final examination held at a home port.

741.—*Issued Confidentially.*

744.—Clothing Allowance and Clothing Gratuity to R.N.R. Ratings under Training after Temporary Service in R.N.

(N. 5961/36.—15.4.1937.)

Ratings who re-join the R.N.R. immediately upon the expiration of their engagements for temporary service in the Royal Navy under the special non-continuous service engagement S.56X and whose re-enrolments in the R.N.R. have been back-dated as provided in A.F.O. 2620/36 are, on their first appearance for training after rejoining the R.N.R., to be credited with clothing allowance calculated from the day following that of their discharge from the Royal Navy.

2. Clothing *gratuity* (*see* Article 146, Clause 4, R.N.R. Regulations) to men who have completed 5 years' service in the R.N.R. and R.N. combined is not to be credited in full, but is to be reduced by 1/60th of the full amount for every complete month of service in the Royal Navy subsequent to the normal expiration of the R.N.R. enrolment current immediately prior to entry in the R.N. (For example—a man who joined the R.N.R. on 15th October, 1931, and re-joined the R.N.R. on 15th December, 1936, for service until 14th October, 1941, would receive 58/60ths of the full amount.)

(*A.F.O. 2620/36.*)

(*R.N.R. Regulations, Article 146.*)

*807.—Midshipmen—Training in Navigation Afloat

(C.W. 6526/36.—22.4.1937.)

Practical instruction of Midshipmen in sight-taking and pilotage is to be given priority when ships are at sea, and is to include a " day's work " which is to consist of forenoon sights, noon sights, and star sights at morning or evening twilight, and an azimuth of a heavenly body to check the compass error. The dead reckoning of the ship is to be worked throughout the period of the " day's work." At least two such " days' work " are to be done each year and entered in the Midshipmen's navigation work-books.

2. An examination in Navigation and Pilotage, which Midshipmen will take towards the end of their first year at sea, will shortly be instituted. Papers are to be set locally, and copies of the examination papers and the results forwarded to the Admiralty. Specimen papers will be prepared at the Admiralty and issued in Admiralty Fleet Orders for guidance in setting the papers. The examination should normally be held three times a year in each Fleet.

(*K.R. and A.I., Appendix XII, Part I.*)

815.—Railway Warrants, Baggage Vouchers and Meal Orders—Supply, Custody, and Issue

(D.N.A. 1856/37.—22.4.1937.)

(*This reprint embodies A.F.O. 887/37.*)

The following instructions regarding railway warrants, baggage vouchers and meal orders are promulgated for information and guidance. It is important that these instructions should be strictly observed.

Description of Forms

2. *Number and Colour of Form.*	*Purpose for which each Form is to be used.*	*Size of Books.*
Railway Warrants :—		
D.N.A. 800 (blue) (Duty).	For Naval officers and ratings travelling on duty.	In books of 25 and 50 forms.
D.N.A. 833 (white) (Duty).	For civilian officials and workmen travelling on duty.	
D.N.A. 844 (blue) (Repayment).	For issue to Naval officers and ratings when the cost is recoverable from the bearer.	In books of 25 forms.
Baggage Vouchers :—		
D.N.A. 818 (cream)	For Naval officers and ratings travelling on duty.	At present in books of 50 forms. Reprint will be books of 25 forms.
Meal Orders :—		
D.N.A. 899 (buff)	For ratings other than Chief Petty officers travelling on duty.	In books of 25 and 50 forms.

Demands

3. Demands should be made on the Director of Navy Accounts and should be restricted as far as practicable to not more than two years' requirements.

4. First applications from ships acting as tenders should be sent through the Commanding Officers of the parent ships, who should certify that it is necessary for a separate supply to be made.

5. Demands from officers, other than Commanding Officers of ships and heads of establishments, for books of warrants for personal use, should be countersigned by a superior officer. If the officer is asking for a book for the first time, the demand should be accompanied by a statement of the reasons which necessitate the issue of a separate book, showing definitely why it is not possible for warrants to be obtained as necessary from the Commanding Officer of the ship or establishment to which the officer in question is attached.

Custody

6. It is essential that the books shall be kept under lock and key, and that a responsible officer (a Commissioned Officer in Ships and Naval Establishments) shall be deputed to take them into custody and to supervise their issue.

7. Special care is to be taken to prevent unauthorized persons from obtaining access to the books.

8. Officers holding personal books of warrants should bear in mind that they are personally responsible for the safe custody and use of the forms in their possession.

9. A record is to be kept in ships and establishments of the dates of receipt of books of forms, and of the return to the Admiralty of unused forms or counterfoils.

10. The Commanding Officer of the ship or establishment or a responsible officer deputed by him, is to satisfy himself by periodical inspections, that this record is properly kept and that the forms actually in hand are as shown in the record. This inspection should be made at least once a month, and should include such detailed examination of the book or books as will ensure the detection of the abstraction of any unused forms.

11. Should any forms be lost, an immediate report with full particulars of the circumstances, and the steps taken with a view to their recovery, should be sent to the Director of Navy Accounts.

Disposal of Books

12. Subject to the rule laid down in the next paragraph, the books of counterfoils may be retained for reference for a period not exceeding six months and should then be returned to the Director of Navy Accounts. Counterfoils should not be detached from the book.

13. No book is to be kept in a ship or establishment or by an individual officer without special authority for longer than two years. At the expiration of that period, if the book is still required and unused forms remain in it, the serial numbers and the unused forms should be reported to the Director of Navy Accounts with the request that the book may be retained for a further period not exceeding two years.

14. Commanding Officers of ships paying off, and officers holding books of warrants for personal use, should take particular care to see that books are returned to the Admiralty when no longer required. The Secretary of a Committee holding books of warrants for the use of members of a Committee should ensure that all books are returned when the Committee ceases to function.

15. In no circumstances should books be transferred to another ship or establishment, even on occasions when the whole of a ship's complement transfers to another ship, or (where officers hold books for their personal use) to any other officer without the approval of the Director of Navy Accounts.

Issues—General

16. Instructions for the correct use of the various forms appear in the following:—

Rail Warrants, Naval.—K.R. & A.I., Art. **1648**, and the current A.F.O. on Naval Travelling.

Rail Warrants, Civil.—O.U. 5225—H.D.R., Art. 1160.

Baggage Vouchers.—K.R. & A.I., Art. **1659**, and the current A.F.O. on Naval Travelling.

Meal Orders.—The current A.F.O. on Naval Travelling.

Responsible officers are to exercise strict supervision over the issue of all forms, as failure to observe the various instructions causes unnecessary correspondence with the Admiralty, and gives rise to difficulties with the Railway Companies and with Caterers. Care is to be taken that all details required to be shown on the forms and counterfoils are duly filled in.

Issues—Rail Warrants

17. All warrants are to be made out in ink and signed in manuscript by the issuing officer. It should be particularly noted that, except for those which have been specially issued to officers on detached duty for their personal use, warrants must be signed, not by the bearer, but by a responsible officer deputed by the Commanding Officer of the ship or establishment concerned.

18. In filling in the warrants special attention is to be given to the following points:—

(*a*) The date of issue must always be inserted.

(*b*) The number of days for which the warrant is available for presentation at railway booking offices must be inserted in the space provided at the top of the form. The period shown should not usually exceed seven days, as warrants should ordinarily be exchanged for tickets within a day or two of the date of issue; the period must never exceed 30 days, as there is a standing arrangement with the Railway Companies that no warrant is to be recognised by booking clerks unless it is presented within that time.

(*c*) As a rule warrants should be made out to cover both the outward and return journey if the latter is expected to be made within the ordinary period of availability of a return ticket. If it should happen that the return portion of the ticket cannot be used, it should be forwarded immediately to the Director of Navy Accounts, and a reference given to the number of the warrant against which it was issued.

(*d*) Sufficient details must be shown of the duty for which a warrant is issued to enable the warrant to be passed at the Admiralty without difficulty. Vague general descriptions such as "Duty" or "Admiralty Service" are insufficient, and lead to unnecessary correspondence. In the case of "Duty at Admiralty" or "Visit to Admiralty," the name of the Department of the Admiralty concerned should be noted on the warrant. For "Overseeing" the name of the firm visited should be shown.

(*e*) The rank of the bearer of the warrant must be clearly defined. Particular attention to this rule is necessary for Overseers who should not be described generally as "Overseer" or "Assistant Overseer," but under their proper ranks, *e.g.*, "Engineer Commander," "Inspector of Fitters," etc.

19. The fares chargeable on the Civilian Warrants, D.N.A. 833, are those applicable to the general public, and full advantage should be taken of any cheap fare facilities available; thus "Monthly" Return tickets should normally be taken for periods of not more than one month unless cheaper facilities, *e.g.*, Excursion, Day Return, or Workmen's tickets can be utilised, while Tourist tickets can sometimes be obtained for periods of over one month.

The description of ticket required should be indicated on the warrant and where the grant of a reduced fare depends on the date of return the warrant should also be marked "Returning same day" or "Returning on . . . . (date)," as the case may be.

20. The "Government rate" fares applicable to the Naval Warrants, D.N.A. 800 and D.N.A. 844, are as follow:—

Single journey—half the ordinary single fare.
Return journey—the ordinary single fare.

Usually it will be found that these "Government rate" fares are cheaper than the facilities available to the general public, but should there be any such facilities available at a cheaper rate, advantage should be taken of them where practicable.

In deciding whether advantage is to be taken of the ordinary Government or reduced fare arrangements, it will be necessary to take into account any extra payment of subsistence allowance which might be due if the cheap fare arrangements are restricted to certain trains.

21. The "Government rate" fare is applicable to Retired Officers of the Royal Navy and Royal Marines travelling on duty while serving in grades which are recruited *only* from Active Service and Retired Officers of the Royal Navy and/or Royal Marines, even where they are paid on a civilian basis. The Naval warrant, Form D.N.A. 800, should consequently be used for these officers.

Where, however, such officers are employed in grades of a purely civilian nature, recruitment to which may be made from civilians equally with Retired Officers, the "Government rate" does not apply, and the civil warrant, Form D.N.A. 833, should be used.

22. Railway warrants contain a printed instruction that tickets must be issued *via* the recognised direct and cheapest route. Consequently, if it is impracticable for Service reasons that the direct route be followed, the printed instruction should be overruled by a specific manuscript instruction written on the warrant itself, in order that the appropriate ticket may be issued.

23. For personnel travelling to or from the continent, travelling warrants are to be issued only in respect of that part of the journey which is in England.

24. Railway warrants issued to civilian personnel on the occasion of transfer from one home establishment to another should, if the removal of their furniture is being undertaken by a railway company or by a removal contractor who is arranging for the goods to be consigned by rail, be clearly endorsed to that effect in order that advantage may be taken of the reduced fares allowed by railway companies in connection with removals.

25. Where deserters or absentees, other than Marines on shore strength, are conveyed by an escort, the conveyance of the deserter or absentee only is to be provided for on Form D.N.A. 844, a separate warrant, Form D.N.A. 800, being issued for the escort. For Marines on shore strength, Form D.N.A. 800 should be used for both deserter and escort.

*817.—Royal Australian Navy—Transfer of R.N. Ratings

(N. 5241/36.—22.4.1937.)

The following conditions are to apply to permanent transfers of Royal Naval ratings to the Royal Australian Navy, unless special instructions are given to the contrary :—

(i) No expense for passage will be accepted either by the Admiralty or by the Australian Government.

(ii) Service passages to Australia, or to a ship of the R.A.N. may be granted, if available, subject to the approval of the Admiralty. Passages in H.M. transports are not to be regarded as service passages.

(iii) If passage is taken by merchant ship, the rating will be liable for the full cost thereof. In the event of an indulgence passage being granted in a hired transport, the rating will be liable for the cost of messing for the number of days he is on board.

(iv) Ratings will not be borne in the R.A.N. for pay until they actually join a ship or establishment of the R.A.N.

(v) When service passage in H.M. ship is granted, ratings will continue to be borne in the Royal Navy for all purposes, including pay, until discharged from the ship in which they are borne.

(vi) If, however, passage is taken by merchant ship or hired transport, ratings must be discharged from the Royal Navy as from the date of taking passage, subject to adjustments of pay and leave allowance for any leave that may be due at the date of taking passage. Accordingly, in addition to paying for their own passage they will not be entitled to pay for the period of passage.

(*A.F.Os. 1823/37 and 2595/37.*)

*880.—Electrical Artificers—Instruction in Fire Control

(N. 1502/37.—29.4.1937.)

With a view to providing more advanced training in fire control for Chief Electrical Artificers and Electrical Artificers requalifying, a special fire control course will be instituted to be taken by numbers not exceeding 30 per cent. of the total requalifying who have been employed on low power electricity at sea and have shown special aptitude for fire control work.

2. To avoid the lengthening of the requalification course, a reduction will be made in the time spent on Whitehead and H.P. subjects.

3. The restriction of numbers is, however, temporary only, and as soon as drafting requirements permit, a further revision of the requalifying course to allow the more advanced training in fire control to be given to all Chief Electrical Artificers and Electrical Artificers requalifying, with a consequent increase in the length of the course, will be required.

4. The new course will be as follows :—

Subject and Reference Letter of Syllabus.	*Length of Course. Days.*	*Marks.*
High Power Electrical (C.18)	15	100
Low Power Electrical and Special Fire Control Instruction	25	200
Gyro Compass (G.3)	5	50
Gunnery School	5	50
Whitehead	7	70
Mining	2	30
Examination	1	—
Total	60	500

65 per cent. required to qualify.

50 per cent. required to qualify in each subject, except at Low Power, where 75 per cent. is required.

986.—*Issued Confidentially.*

*988.—Engineer Officers, R.N.—University Candidates

(C.W. 3862/37.—20.5.1937.)

Commencing in September, 1937, commissions in the engineering branch of the Royal Navy will be granted twice a year (in February and September) to duly qualified candidates selected from the following Universities in Great Britain and Northern Ireland:—

Birmingham.	Oxford.
Bristol.	Sheffield.
Cambridge.	Aberdeen.
Durham.	Edinburgh.
Leeds.	Glasgow.
Liverpool.	St. Andrews.
London.	Wales.
Manchester.	Belfast.

2. The number of commissions awarded each year will vary with the requirements of the Service. The number of commissions available for the first entry will be 20; numbers available for future entries will be announced from time to time.

3. Candidates, including post graduates, should apply on the proper form (supplies of which can be obtained from the Secretary of the Admiralty) to the competent authority of their University. Applications for appointment in September, 1937, must reach the University authorities by 10th June, 1937.

4. From the lists of candidates recommended by the Universities the Admiralty will select such as are considered suitable for interview before a Selection Board at the Admiralty.

5. The candidates finally selected will be appointed Sub-Lieutenants (E) under the conditions specified below. The antedates of seniority permissible under paragraphs 12 and 14 are designed to enable University entrants, as far as possible, eventually to take their places in the Navy at an age and seniority corresponding to that of other officers of approximately equal merit entered from other sources.

6. To be eligible for recommendation by a University a candidate must possess the following qualifications:—

General Qualifications.

A candidate must—

(*a*) have attained the age of 21 years and not have attained the age of 25 years on 1st January for appointment in the following February, or on 1st July for appointment in the following September;

(*b*) be unmarried;

(*c*) conform to the regulations as to nationality as contained in the general entry regulations (published in Navy List Appendix);

(*d*) be recommended as of good conduct and character by a competent authority of his University, or a college thereof;

(*e*) have undergone a course of not less than three academic years as an internal student. In certain circumstances (*e.g.*, Rhodes Scholars) the first year at a recognised Dominion University will be allowed to count;

(*f*) produce satisfactory evidence that he has been regularly trained in mechanical engineering and has sufficient practical experience. As a general guide a total of 18 months may be considered to be a minimum, but the Admiralty reserves absolute discretion in this matter.

7. *Academic Qualifications.*—Candidates must be in possession of an Engineering degree (Mechanical or Electrical) which is accepted by the Institute of Mechanical Engineers as exempting from Parts (A) and (B) of the examination for Associate Membership candidates. Candidates whose academic qualifications have not been determined by the date of forwarding the lists by the University authorities may be recommended provisionally and their qualifications subsequently confirmed or otherwise.

8. *Physical Requirements.*—The physical standard is as given in the special regulations.

9. *Rank, Training and Advancement.*—On selection, successful candidates will receive commissions as Sub-Lieutenants (E) and be appointed to a Naval Depôt for a two months' course in Naval discipline, routine customs, etc. They will then receive appointment to capital ships and cruisers of the Home and Mediterranean Fleets for a period of nine months, during which they will be required to obtain a watchkeeping certificate.

10. At the expiration of this period officers will be required to pass a technical proficiency examination, partly written and partly *viva voce*, on the results of which they will be promoted to the rank of Lieutenant (E).

11. The seniority as Lieutenant (E) of officers who do not obtain antedates, as indicated in paragraph 13, will be eleven months from date of entry.

12. Antedates of seniority as Lieutenant (E) may be awarded by the Admiralty up to a maximum of six months on the result of the examination referred to in paragraph 10.

13. Failure to pass this examination or to obtain the watchkeeping certificate referred to in paragraph 9 will involve delay in promotion, and such officers will be required to present themselves at the next six-monthly examination. Failure to pass at the second attempt will involve the question of the removal of the officer from the list.

14. Officers in possession of University Honours Degrees or the equivalent, and who pass the examination for rank of Lieutenant (E) with credit may, at the discretion of the Admiralty, be selected to undergo an advanced course of two years' instruction in marine engineering at the R.N. College, Greenwich. The result of the examination at the end of this course will carry a maximum further antedate of six months' seniority as Lieutenant (E).

15. After promotion to Lieutenant (E), officers will be subject to the same regulations as those relating to officers of the Engineering Branch, ex-Cadet entry. Officers will be promoted to Lieutenant-Commander (E) on attaining eight years' seniority as Lieutenant (E); advancement to Commander (E) and higher ranks will be by selection.

16. Antedates of seniority will count towards increments in pay and for promotion, but the time so gained will not count for retired pay or for other financial purposes. Antedates will not carry back pay on the scale of the higher rank.

17. The regulations for full pay and allowances, half pay, unemployed pay, retired pay and retirements are as laid down for Engineer Officers, ex-Cadet entry.

1048.—Officers for Specialist Branches—Seniority

(C.W. 4070/37.—27.5.1937.)

Their Lordships have had under review the number of officers applying to specialise in the various technical branches. It is very desirable that officers selected to specialise should be within the seniorities laid down in

Article 328, King's Regulations and Admiralty Instructions, but at present there are insufficient applicants of these seniorities. The requirements for specialist officers are, moreover, increasing, rather than the reverse.

2. Commanding Officers are to call the attention of all officers to this matter, pointing out the advantages of specialisation and the possibility of officers having to be detailed if sufficient volunteers are not forthcoming.

*1050.—Prize Essay on Imperial Defence

(C.W. 4899/37.—27.5.1937.)

A donor, who wishes to remain anonymous, has offered prizes for an essay on a subject relating to Imperial Defence.

2. The Essay is open to—

(*a*) Ex-students of the Imperial Defence College (including members of the Forces and of the Civil Service of any part of the British Empire) who completed a course at the Imperial Defence College between 1st June, 1932, and 1st June, 1936—Prize £100.

(*b*) Ex-students of the Staff Colleges (including members of the Forces of any part of the British Empire) who completed a course at the undermentioned Staff Colleges between 1st June, 1932, and 1st June, 1936—

Royal Naval Staff College, Greenwich.
Staff College, Camberley.
Staff College, Quetta.
Royal Air Force Staff College, Andover—Prize £100.

Ex-students of the Staff College will not be eligible under Category (*b*) above while attending a course at the Imperial Defence College.

3. The following conditions will apply:—

(*a*) The object of the competition being to obtain original ideas which may prove of value, the opinions of the author will be strictly privileged. Competitors need have no hesitation in expressing their views frankly. The names of the winners only will be published.

(*b*) Essays must be strictly anonymous, and each must have a motto to be accompanied by a sealed envelope with the motto written on the outside and the name of the competitor inside.

(*c*) The subject of the essay will be "A Paper on Imperial Defence, its Strategical Basis and its Imperial Organisation." Intending competitors should apply direct to the Secretary, Committee of Imperial Defence, 2, Whitehall Gardens, London, S.W.1, not later than 1st November, 1937.

(*d*) The essays will become the property of the Committee of Imperial Defence.

(*e*) Essays, which must be in quadruplicate, must be forwarded under secret cover so as to reach the Secretary, Committee of Imperial Defence, not later than 1st April, 1938. Competitors must ensure that all existing regulations regarding the production (typing) and the transmission of secret and confidential documents are observed.

4. The essays will be submitted for decision to four Referees, who may award the whole of the prize money to one competitor or divide it in such proportions as they may decide between two or more competitors.

5. The competition will be open for one year only, subject to the possibility of renewal in subsequent years up to a maximum of five years should the results of the first year justify such a course. Competitors will, however, only be allowed to compete once.

1051.—Engagement, Re-engagement, or Re-entry for Three Years—Conditions

(N. 2607/37.—27.5.1937.)

Service in the Royal Navy under a three years' engagement is open to—

(*a*) Members of Class " B " of the Royal Fleet Reserve.

(*b*) Members of the Royal Naval Reserve who have completed at least one period of sea training.

(*c*) Members of the Royal Naval Volunteer Reserve who have completed at least one period of sea training.

(*d*) Members of the Royal Naval Wireless Auxiliary Reserve graded as Operator, 2nd Class, or above.

(*e*) Members of the Royal Naval Auxiliary Sick Berth Reserve under the age of 40.

2. The conditions of service are as follows:—

(i) Applicants will undertake a special non-continuous service engagement (S56X) for a period of 3 years, and will be required to serve at home and abroad as may be necessary.

(ii) Men will be entered in the rating they hold in the Reserve (members of the R.N.W.A.R. being graded as Telegraphists) if not higher than A.B. or its equivalent. Men holding a higher equivalent rating than A.B. will be entered as A.B. or equivalent rating and will be advanced on the following day to the rating they hold in the Reserve. In branches where there is no equivalent to A.B., men will be entered in the lowest rating and, if necessary, advanced on the following day to the rating they hold in the Reserve.

Men will be granted the non-substantive rating they hold in the Reserve.

(iii) Men will receive the continuous service pay of their rating on the scale that would be applicable to them if mobilised as Reservists.

(iv) Men will receive kit upkeep allowance at the current active service rate appropriate to the class of uniform they are required to wear.

(v) The time will count towards progressive pay and good conduct badges.

(vi) Time served under the special engagement (S56X) will count as time spent in the Reserve for the purpose of qualifying for discharge gratuity in the case of the R.F.R. and the R.N.R., and long service and good conduct medal; but R.F.R. and R.N.R. retainer, and R.N.V.R. and R.N.A.S.B.R. bounty will not be paid in respect of it.

3. Members of the R.F.R (except those who joined the Reserve after the promulgation of A.F.O. 2333/35, viz., 26th September, 1935, and will not be entitled to any free issue—*vide* King's Regulations and Admiralty Instructions, Article **1868**, Clauses 3 and 4), the R.N.R. or the R.N.V.R. entered under this Order will be granted a special gratuitous issue of kit confined to articles which do not form part of their reservist kit but are necessary to complete it to the full initial free kit of their rating; they will also be given a gratuitous issue of bedding. They will be required to complete their reservist kits at their own expense.

Members of the R.N.W.A.R. or R.N.A.S.B.R. will be supplied gratuitously with the full initial free kit of their rating and a set of bedding.

To enable them to complete their reservist kits, members of the Royal Fleet Reserve and Royal Naval Reserve will on entry receive peace clothing allowance (and, in the case of the R.N.R., clothing gratuity, if eligible), their entry into the Royal Navy being regarded, for this purpose, as appearance for normal Reserve training. Peace clothing allowance will not be payable during service in the R.N.

4. In the event of the Reserves being mobilised by Royal Proclamation, ex-Reservists serving under the special non-continuous service engagement S56X will, if they so desire, be treated as mobilised Reservists as from the date of the Royal Proclamation.

5. Entry under this Order will entail discharge from the Reserve, and Reservists so entered will resume their Reserve obligations on discharge from the Royal Navy only if they voluntarily re-enrol. For the purpose of the engagement to be executed on re-enrolment, the time served in the R.N. will be treated as time spent in the Reserve.

6. Entries under this Order will be sanctioned by the Commodores of the Home Depôts; subject in the case of the R.N.R., R.N.V.R., and R.N.W.A.R. to the concurrence of the Admiral Commanding Reserves, and in the case of the R.N.A.S.B.R. to the concurrence of the Medical Director-General.

7. Reservists entered under previous orders who have already served for 12 months under the special non-continuous service engagement S56X may be re-entered for three years under the conditions of this Order, except as regards kit. On re-entry, they should be given a set of personal bedding but no other articles of kit.

8. Reservists still serving under 12 months' engagements (S56X) may, on the expiration of those engagements, be allowed to execute fresh engagements (S56X) for three years under this Order. On re-engagment for three years they are to be given a gratuitous issue of bedding and the loan bedding with which they were supplied on executing their 12 months' engagements should be withdrawn, and the notation on their Service Certificates regarding the loan issue should be cancelled.

9. Pensioners are to be re-entered for General Service only under the conditions of A.F.O. 717/38.

(A.F.Os. 717/38 and 915/38.)

1053.—Passages, Free or Assisted—Officers' Wives and Families

(C.W. 1591/37.—27.5.1937.)

PART I.

The following is a list of Establishment appointments abroad which carry the privilege of free or assisted passages for wives and families of the holders, under Article **840**, King's Regulations and Admiralty Instructions. Prior Admiralty approval should be sought whenever an officer desires this concession, and the application should contain full particulars of those for whom passage is required, sex and dates of birth of any children being given.

GIBRALTAR.

1. Dockyard	Admiral Superintendent. Commander of Yard, Deputy Superintendent, and King's Harbour Master. Assistant to Commander of Yard and King's Harbour Master and for Boom Defence. Chief Engineer. Medical Officer.
2. Torpedo Depôt ...	Engineer Officer.
3. Dockyard School ...	Senior Master.

MALTA.

1. Dockyard	Admiral Superintendent. Captain of Dockyard, Deputy Superintendent, and King's Harbour Master. Master Rigger. Commissioned Boatswain or Boatswain for duty with Captain of Dockyard. Engineer Manager. Two First Assistants to Engineer Manager. One Second Assistant to Engineer Manager. Two Assistants to Engineer Manager for Gun Mountings. Medical Officer. Chaplain.

2. Torpedo Depôt	...	Engineer Officer.
3. Hospital ...	...	Surgeon Rear-Admiral.
		Surgeon Captain.
		Six Surgeon Commanders, Surgeon Lieutenant-Commanders or Surgeon Lieutenants.
		Surgeon Commander (D).
		Surgeon Lieutenant-Commander (D).
		Chaplain.
		Paymaster Commander.
		Commissioned or Warrant Wardmaster.
4. Dockyard School	...	Headmaster.
		Two Schoolmasters.

SIMONSTOWN AND CAPE OF GOOD HOPE.

1. Dockyard ...	...	Boatswain of Yard.
		Chief Engineer.
		Chaplain.
2. Hospital ...	...	Medical Officer-in-Charge.
		Surgeon Lieutenant-Commander or Surgeon Lieutenant.
		Surgeon Lieutenant-Commander (D) or Surgeon Lieutenant (D).
		Commissioned or Warrant Wardmaster.

ABADAN.

Oil Fuel Depôt ...	...	Assistant to Admiralty Fuel Inspecting Officer.

COLOMBO.

Torpedo Depôt ...	...	Engineer Officer.
		Engineer Officer on staff of C.-in-C., East Indies, for duty on shore.

SINGAPORE.

Dockyard ...	...	Three Medical Officers.
		Chief Engineer.
		Master Rigger.

HONG KONG.

1. Dockyard ...	...	Commodore in Charge.
		Commander (Acting as Master Attendant).
		Chief Engineer.
		First Assistant to Chief Engineer.
		Assistant to Chief Engineer for Charge of Gun Mountings.
		Boatswain of Yard.
		Medical Officer.
		Chaplain.
2. Torpedo Depôt	...	Engineer Officer.
3. Hospital ...	...	Medical Officer-in-Charge.
		Three Surgeon Lieutenant-Commanders or Surgeon Lieutenants.
		Surgeon Commander (D).
		Commissioned or Warrant Wardmaster.

BERMUDA.

1. Dockyard ...	...	Captain in Charge.
		Lieutenant-Commander as Master Attendant and King's Harbour Master and for Chronometer Depôt.
		Chief Engineer.
		Lieutenant or Commissioned Gunner.
		Assistant to Master Attendant.
		Medical Officer.
		Chaplain.
2. Hospital ...	...	Medical Officer-in-Charge.
		Surgeon Lieutenant-Commander or Surgeon Lieutenant.
		Surgeon Lieutenant-Commander (D) or Surgeon Lieutenant (D).
		Commissioned or Warrant Wardmaster.
3. Dockyard School	...	Senior Master.

PART II.

The following is a list of appointments other than Establishment appointments which also carry the privilege of free or assisted passages for wives and families under Article **840,** King's Regulations and Admiralty Instructions. Prior Admiralty approval should be sought whenever an officer desires this concession, and the application should contain full particulars of those for whom passage is required, sex and dates of birth of any children being given.

This list contains only those appointments in respect of which the above-mentioned privilege has actually been sanctioned, and does not preclude its extension to officers holding other appointments abroad of a similar nature, *i.e.*, for a term of years for service on shore and not for fleet or harbour duties.

The fact of officers serving abroad being accommodated or carrying out their duties in a hulk does not in itself debar them from being granted the privilege, provided that the appointments are in all other respects analagous to purely shore appointments, and are for a definite term of years, and that the officers are not liable to go to sea. Any applications for the grant of the privilege from officers holding appointments of this nature should be accompanied by full particulars of the conditions of appointment in these respects.

Gibraltar ... ... Staff of Senior Naval Officer.
Staff of Wireless Stations.
Assistant to Port W/T Officer and for survey of W/T Stores.
Staff of Signal Stations.
Coding Staff.
Assistant King's Harbour Master and Superintendent of Chart and Chronometer Depôt.
Commander in Command, R.N. Depôt.
Paymaster Commander H.M.S. " Cormorant."
Commissioned or Warrant Writer, H.M.S. "Cormorant."
Commissioned Gunner or Gunner for H.M.S. " Cormorant " and Gunnery duties.
Commissioned Gunner or Gunner for Instructional duties, H.M.S. " Cormorant."
Commissioned Boatswain or Boatswain for Instructional duties, H.M.S. " Cormorant."
Liaison Medical Officer with the Assistant Director of Medical Services, Military Hospital, and Senior Naval Medical Officer.
Mail Officer.

Malta ... ... Staff of Senior Naval Officer.
Coding Staff.
Officer in Charge of Rifle Range.
Mail Officer.
Officer for R.M. Clothing Depôt.
Staff of Wireless Stations.
Staff of Signal Stations.
Staff of Fleet Education Centre.
Assistant King's Harbour Master.
Superintendent of Chart and Chronometer Depôt.
Lieutenant-Commander or Lieutenant for general duty with Captain, H.M. Dockyard.
Lieutenant-Commander or Lieutenant, H.M.S. " St. Angelo," as Naval Liaison Officer, Port Said.
Lieutenant-Commander, H.M.S. " St. Angelo," for P.D. duties.
Paymaster Lieutenant - Commander, H.M.S. " St. Angelo," as assistant to Naval Liaison Officer, Port Said.
Engineer Officer, H.M.S. " St. Angelo," and for duty with Captain, H.M. Dockyard.
Commissioned or Warrant Engineer as Assistant to Engineer Officer, H.M.S. " St. Angelo," and for duty with Captain, H.M. Dockyard.

Malta—*continued*	Assistant to Port W/T Officer and for duty at Castille W/T Station.
	Assistant to Port W/T Officer and for W/T and ship fitting duties.
	Naval Health Officer, Mediterranean Station.
	Second Medical Officer, H.M. Dockyard.
	Instructor of Small Arms.
	Commanding Officer of R.M. Detachment.
	Captain or Lieutenant, R.M., for duty with R.M. Detachment.
	Chaplain to Presbyterians, Baptists, Congregationalists, and Methodists.
	Commissioned Boatswain or Boatswain for Fleet Target Service.
	Barrackmaster, Fort St. Angelo.
	Commanding Officer, H.M.S. " St. Angelo."
	Executive Officer, H.M.S. " St. Angelo."
	Lieutenant-Commander or Lieutenant, H.M.S. " St. Angelo."
	Commissioned Gunner or Gunner, H.M.S. " St. Angelo."
	Three Commissioned Officers from Warrant Rank or Warrant Officers (Gunners and/or Boatswains) for Instructional Duties, H.M.S. " St. Angelo."
	Surgeon Commander, H.M.S. " St. Angelo."
	Lieutenant-Commander or Lieutenant and Commissioned Signal Boatswain or Signal Boatswain for Signal Training Centre.
	Paymaster Commander, H.M.S. " St. Angelo."
	Two Paymaster Lieutenant-Commanders or Paymaster Lieutenants, H.M.S. " St. Angelo."
	Paymaster Captain or Paymaster Commander, H.M.S. " St. Angelo II."
	Paymaster Commander, H.M.S. " St. Angelo II."
	Two Paymaster Lieutenant-Commanders or Paymaster Lieutenants, H.M.S. " St. Angelo II."
	Two Commissioned or Warrant Writers, H.M.S. " St. Angelo II."
	Two Commissioned or Warrant Supply Officers, H.M.S. " St. Angelo II."
	Staff Officer (Intelligence).
	Staff Officer (Operations).
Aden	†Wireless Station Staff.
Simonstown and Cape of Good Hope.	Captain in Charge.
	Paymaster Lieutenant-Commander or Paymaster Lieutenant for duty with Captain in Charge.
	Commander (N) of Dockyard and Chart and Chronometer Depôt.
	Paymaster Commander or Paymaster Lieutenant-Commander, H.M.S. " Afrikander."
	Staff Officer (Intelligence).
Ceylon	Captain-in-Charge and Staff.
	Secretary to Captain in Charge and Secretariat.
Colombo	Naval Accountant Officer.
	Staff Officer (Intelligence).
	Surgeon Lieutenant-Commander (D) or Surgeon-Lieutenant (D).
Matara	†Wireless Station Staff.
Shanghai	Resident Naval Officer.
	Paymaster Lieutenant-Commander or Paymaster-Lieutenant (Assistant to Resident Naval Officer).
	Engineer Officer for duty with Yangtse Gunboats.
	Staff Officer (Intelligence).

Singapore	Commodore-in-Charge. Secretary to Commodore in Charge and Secretariat. Commander (N) and as King's Harbour Master. Commander (Retd.) or Lieutenant-Commander (T) on staff of Commodore for underwater defences. Gunner (T) or Commissioned Gunner (T) for underwater defences. Wireless and Signal Station Staffs. Assistant to Port W/T Officer and for survey of W/T Stores. Staff Officer (Intelligence). Staff Officer (Operations).
Hong Kong	Commodore's Staff. Secretary to Commodore and Secretariat. Captain on the Staff. Executive Officer, H.M.S. "Tamar." Lieutenant-Commander or Lieutenant, H.M.S. "Tamar." Lieutenant-Commander or Lieutenant, H.M.S. "Tamar," as Anti-Piracy Officer and in charge D.S.E.A. Tank, Hong Kong. Officer in Charge, P.O.s' Disciplinary Course, Kowloon. Commander (Retd.) or Lieutenant-Commander (T) on Staff of Commodore for underwater defences. Gunner (T) or Commissioned Gunner (T) for underwater defences. Paymaster Commander, H.M.S. "Tamar." Paymaster Lieutenant-Commander or Paymaster Lieutenant, H.M.S. "Tamar." Medical Officer, H.M.S. "Tamar" (Ophthalmic Specialist). Additional Medical Officer, H.M.S. "Tamar," for Ship's duties and duties of Dockyard. Lieutenant, Commissioned Gunner (T) or Gunner (T), for Minesweeping or other duties. Commissioned Gunner or Gunner, H.M.S. "Tamar." Paymaster Commander, H.M.S. "Tamar II." Paymaster Lieutenant-Commander or Paymaster Lieutenant, H.M.S. "Tamar II." Warrant Engineer (Assistant to Fleet Engineer Officer). Signal Boatswain, H.M.S. "Tamar" (for instruction of V/S and W/T ratings). Warrant Writer, H.M.S. "Tamar II." Warrant Supply Officer, H.M.S. "Tamar II." Commanding Officer of R.M. Detachment. Engineer Officer for Charge of Stores and Fleet duties. Commissioned or Warrant Telegraphist for Survey of W/T Stores and general W/T duties. Two Commissioned Boatswains or Boatswains, H.M.S. "Tamar." Mail Officer. Wireless Station Staff. Commissioned or Warrant Shipwright, H.M. Dockyard. Assistant Commander of Dockyard and Superintendent of Chart and Chronometer Depôt. Instructor of Small Arms. Staff Officer (Operations). Staff Officer (Intelligence).
Hankow	Accountant Officer, Yangtse Flotilla. Assistant to Accountant Officer, Yangtse Flotilla.
Wei-hai-Wei	Medical Officer-in-Charge.
Bermuda	Assistant to Captain in Charge and Executive Officer, R.N. Barracks.

Bermuda—*continued* ...	Paymaster Lieutenant-Commander or Paymaster Lieutenant for duty with Captain in Charge and as Fleet Distributing Officer. Wireless Station Staff. Commissioned Gunner or Gunner for charge of Rifle Range. Warrant Engineer, " H.M.S. " Malabar " (Assistant to Fleet Engineer Officer). Paymaster Lieutenant-Commander or Paymaster Lieutenant, R.N. Barracks. Staff Officer (Intelligence).
St. Helena...	Officer Commanding, H.M. Troops.

Note.—The grant of the privilege for appointments marked † is dependent on the officer forthwith agreeing to remain for the maximum period of 1½ years, and these two appointments are exempted from the general rule limiting the grant of assisted passages for wives and families to the holders of prescribed appointments which are of not less than two years' duration.

General

1. Claims preferred by officers holding the appointments mentioned in this Order in respect of the passage, etc., expenses of their families should be submitted to the Admiralty prior to settlement.

2. Attention is drawn to the fact that where the outward or homeward passages of the families of Naval and Marine officers are deferred under the provisions of Article **840,** Clause 6, King's Regulations and Admiralty Instructions, the increased cost thereby arising chargeable to the individual concerned may be considerable. Among other causes there is in some cases loss of family rebate which is allowed by certain steamship companies and which depends on a certain number of the family travelling together.

An estimate of any increased cost involved may, if desired, be obtained on application to the Director of Navy Accounts, Admiralty. Any such applications should be accompanied by a list of the persons for whom passage is required, showing the dates of birth and the sex of any children ; also the probable date of the passages. Every effort will be made to ensure that the estimate furnished shall be as accurate as possible, but no charge to public funds will be admitted on the ground that the actual extra expense has exceeded the estimate.

(*K.R. and A.I., Art. 840.*)

1054.—Life Assurance Scheme for Officers of the R.N. and R.M.

(C.W. 1952/37.—27.5.1937.)

PART I

DETAILS OF FACILITIES

In order to encourage officers of the R.N. and R.M. to make effective provision for family responsibilities by means of life assurance, Their Lordships have made the following arrangements with a panel of three leading life offices, viz. :—

The Equitable Life Assurance Society.
The North British and Mercantile Insurance Co., Ltd.
The Phœnix Assurance Co., Ltd.

(1) The grant of special facilities beneficial both to the company and to the officer :—

(*a*) Deductions of premiums from pay (including unemployed, half, and retired pay).

(*b*) Medical examination (where required) by a Naval Medical Officer.

In view of these facilities, the companies allow reductions in the premiums charged on any policy arranged under this scheme, whether of the standard types described below or not.

(2) The arrangement of a set of standard policies at reduced rates peculiarly suited to the needs of officers of the R.N. and R.M. These can be arranged by a simplified procedure. A special feature is that all risks in peace and war, including foreign service, flying and submarine risks, are covered without any extra premiums whatever, with the exception of officers who, at the time of making their proposal, are actively serving in, or definitely appointed to, the Fleet Air Arm (including Fleet Air Arm officers in general service appointments), or who are engaged in, or have the intention of engaging in, civil aviation in a private capacity other than as fare-paying or official passengers ; such officers will be charged additional premiums.

Alternatively, such officers can have a policy at the same rates as other officers of the R.N. and R.M., covering all risks in peace and war, subject to the proviso that in the event of death occurring as a result of aviation (except as a passenger in a recognised air liner or in any capacity in war-like operations against an enemy) there will be a return of all premiums in place of the full sum assured.

2. The terms and conditions for standard policies for all three offices are identical, and details are contained in a folder (Form S.1045), supplies of which will be made to all ships, without demand, on the following scale :—

Number of column in Form S.1a.	2	3	4	5	6	7	8	9	R.N. Barracks.
Number of Forms S.1045 to be supplied.	150	75	25	10	10	10	25	10	500

Further supplies may be obtained, on demand, from the R.N. Store Depôt, Deptford.

3. The companies may revise their rates for new policies at any time without notice and reserve the right to reject a proposal.

4. *Method of Collecting Premiums.*—(i) The general practice of insurance offices is to require payment of premiums in advance annually. Under this scheme premiums are payable in advance in quarterly instalments ; the first instalment is paid direct to the office by the officer and subsequent instalments are met by deductions from pay. On death, the balance of quarterly payments due to make up the annual premium will be deducted from the payment made by the office.

(ii) The initial direct payment is always for a full quarter whenever it is made. *A full quarterly premium* is also deducted from pay in the quarter in which assurance commences, being paid to the insurance office at the end of that quarter and regarded as the instalment due to cover the following quarter. It will thus be to an officer's advantage to effect assurance early in the quarter, so that the quarterly premium charge can be spread over the quarter by adjustment of monthly pay.

(iii) Where insurance is effected towards the end of the quarter the insurance office will (owing to the first (direct) payment being for a full quarter) have a sum in hand in addition to the quarterly payment ; this will be adjusted when payment becomes due at death, or on termination of premiums if earlier.

(iv) Extra premiums for Fleet Air Arm officers should not be included in the first (direct) payment to the office by the officer. A full quarterly deduction of such extra premiums will be made for any quarter in which flying or observer's allowance is credited to the officer for the first day of that quarter. The period of years for which extra premiums are required will be an aggregate period, excluding any quarters in which no extra premium is paid owing to no allowance being credited on the first day.

5. *Rebate of Income Tax* (varying with the scale of taxation from time to time in force) is allowed on premiums paid, for assurances effected by a person on his own life, up to one-sixth of his income within the limit of 7 per cent. of the capital sum assured on death. This does not, however, apply to deferred assurances during the period of deferment.

6. *Warrant Officers.*—While the advantages of voluntary contribution to the National Health and Pensions Insurance schemes should not be overlooked by Naval Ratings and Royal Marines on promotion to Warrant rank, attention is drawn to the additional and more substantial provision which can be made for family responsibilities by taking advantage of the special facilities for Life Assurance set out above.

These facilities are available to all Warrant Officers immediately on promotion and to all officers promoted from Warrant rank and, without prejudice to voluntary contribution to the National schemes, the Board are anxious that all possible advantage should be taken of the special Life Assurance scheme.

PART II

Cadets and Midshipmen

Arrangements have been made by which payment of Midshipmen's premiums may be effected either by deductions from their own pay or by their parents or guardians by means of a banker's order, according to the wishes of the persons concerned.

2. The arrangements as regards junior officers' premiums are therefore as follows :—

(*a*) Cadets' premiums must be paid direct to the Life Office concerned, by the parent or guardian by means of a banker's order, except where the parent or guardian is a serving Naval officer, when he may authorize deduction of the son's or ward's premium from his own pay.

(*b*) Midshipmen's premiums may, at the discretion of the persons concerned, either be deducted from the officers' pay or paid direct to the Life Office concerned, by the parent or guardian by means of a banker's order. If the father or guardian is a serving Naval officer he may authorize deduction of the son's or ward's premium from his own pay.

(*c*) On promotion to Acting Sub-Lieutenant, payment of all officers' premiums will be effected by deductions from their pay.

3. Enquiries and correspondence concerning details of the arrangements for payment by banker's order should be addressed direct to the Life Office concerned.

PART III

Instructions for Accountant Officers

A.—*Policies of " Standard " Type.*

(i) The proposal form (Parts A and B of Form S.1045) will be completed by the officer and forwarded direct to the selected Company, together with a cheque for the first premium. Before despatch, this form should be endorsed by the Accountant Officer in the space provided in Part B.

(ii) Particulars of assurance premiums should be noted each quarter in the " Remarks " column of the Ledger in the following form :—

Life Assurance.

Quarterly Premium .....

Extra flying Premium .....

(iii) The quarterly charges for premiums should be dealt with in the same manner as Income Tax, *i.e.*, the monthly advances to an insured officer should be adjusted so that the charge is spread over the quarter : the full quarterly premium should be charged, in the " Other charges " column, on the ledger of the ship in which the officer is borne for pay on the *last* day of each quarter, and classified as Private Individuals " Life Assurance."

The first quarterly premium (after the initial payment made by the officer) should be charged on the Ledger on the last day in the quarter in which the proposal form is dated.

The extra premium for flying risks should only be charged when Flying or Observer's Allowance is credited for the first day of the quarter.

(iv) When an officer assured under this scheme is transferred or discharged a notation should be made on his pay document (Forms S.43, S.45 or S.48) showing (*a*) Ordinary quarterly premium, (*b*) date of last charge on ledger, (*c*) extra (flying risk) quarterly premium, (*d*) whether Flying or Observer's Allowance has been

credited on the first day of the current quarter. When it is found that, owing to an officer having been on passage at the end of a quarter, two instalments of a premium will become chargeable at the end of the next quarter, the Accountant Officer of the ship to which the officer has transferred is to notify the Director of Navy Accounts of the fact immediately the pay document is received and adjust payments accordingly (*see* clauses (iii) and (v)).

The quarterly assurance premium is to be regarded as an outstanding liability for the purpose of Article **1752**, King's Regulations and Admiralty Instructions.

(v) At the end of each quarter Accountant Officers are to forward to the Director of Navy Accounts lists of officers insured under this scheme, showing (*a*) the ordinary premium, and (*b*) the extra (flying risk) premium charged on the last day of the quarter. At the same time, or on closing the Ledger, if earlier (*e.g.*, on paying off), lists should be forwarded of insured officers discharged during the quarter showing their disposal.

B.—*Policies of " Non-Standard " types.*

As the rates of premium for non-standard policies are not always known locally, officers will forward their proposals (on the usual form) direct to the company. On receipt of a communication from the Company accepting the proposal and stating the quarterly premium, the officer will forward one quarter's premium direct. Subsequent action will be as shown above for policies of " Standard " types.

C.—*Officers at Admiralty Civil Establishments.*

The foregoing instructions apply generally to officers of the R.N. and R.M. borne for pay on the books of a Dockyard or other Admiralty Civil Establishment. Recovery in such cases will be made on the same lines as those applicable to Civilian Officers, except that the quarterly premium will be classified as Private Individuals, " Life Assurance," instead of Private Individuals " Voluntary Deductions from Pay," and the remittance to the Companies will be made by the Director of Navy Accounts instead of by the Cashier (or other Paying Officer).

1116.—Allowances—Authorisation to Officers

(D.N.A. 2701/37.—3.6.1937.)

With reference to Article **1559**, Clause 3, King's Regulations and Admiralty Instructions, it is notified that when H.M. ships reduce to special complements, or where their status has changed and it is not clear whether they come into the normal category of a sea-going or reserve, etc., commission, it is usually impracticable for revised Schedules of Allowances to Officers to be issued within seven days.

2. The attention of Accountant Officers is, however, drawn to the fact that, under the Regulations, certain duty and entertaining allowances may be subject to reduction or cessation in the changed circumstances and the continued issue of allowances at the rates authorised on the last Schedules may result in overpayments which would have to be recovered.

3. Pending the issue of a revised Schedule, the Accountant Officer should review all allowances and make such provisional adjustments as appear to him to be required or if necessary suspend the issue of the allowance, referring to the Director of Navy Accounts on any question of doubt.

1122.—Seaman Boys Trained in Sea-going Training Ships—Employment in the Fleet

(N. 309/37.—3.6.1937.)

With reference to A.F.O. 2298/36, the attention of Commanding Officers is called to the necessity for ensuring that the instruction required to be given to the large number of untrained boys necessarily borne in H.M. ships in future does not result in the boys trained in sea-going training ships being employed for an undue proportion of their time on routine duties, such as call boy or messenger, on being drafted to the Fleet.

2. While boys trained in sea-going training ships on being drafted to the Fleet will continue to require supervision, particularly as regards kits and messing, as young trained seamen they will derive the most suitable further training from work requiring initiative and knowledge. It will be advantageous, therefore, that they should be treated for general duties more as ordinary seamen than as boys, provided they continue to show themselves equal to the required standard.

3. It is desired to emphasise the importance of paying special attention to the training, instruction and welfare of the boys, as well as to employing them suitably.

1124.
1127. } *Issued Confidentially.*

*1129.—Travelling Concessions—Wives and Families of Reserve Personnel

(C.W. 1588/37.—3.6.1937.)

The railway companies concerned have now withdrawn the concessions to wives and families of Reserve Personnel promulgated in paragraph 2 of Admiralty Fleet Order 109 of 9th January, 1936.

1195.—High Power Electrical Course for Engineer Officers—Abeyance

(C.W. 1372/37.—10.6.1937.)

As the present and anticipated requirements of Engineer Officers precludes the provision of sufficient officers to undergo the Engineer Officers' High Power Electrical Course, it has been decided that this course is to be placed temporarily in abeyance.

2. The re-institution of this course will be considered in 1939, in the light of the circumstances then obtaining.

1197.—Service Documents and Casualty Reports relative to Airmen serving in H.M. Ships other than Aircraft Carriers

(N. 4018/37.—10.6.1937.)

The following instructions relative to service documents, casualty reports, etc., apply to airman personnel who are detailed for service in H.M. ships other than aircraft carriers.

Certificate of service (Form 280) and other service documents (unless otherwise stated).	To be retained and maintained by headquarters or unit on whose strength airmen are borne. Form 200 (in lieu of Form 280) to accompany airmen to H.M. ships.
Conduct sheets (Form 120 and Form 121).	To accompany airmen to H.M. ships. Punishments awarded under naval discipline to be noted thereon. Punishments affecting pay, allowances, Long Service and Good Conduct Medals and Good Conduct Badges to be notified by captain of ship to R.A.F. headquarters or unit on whose strength airmen are borne.
Medical documents (Form 48 and enclosures).	To accompany airmen to H.M. ships. (*Note.*—King's Regulations and Admiralty Instructions, Art. **1412**, clause 10, requires that medical documents of R.A.F. personnel in H.M. ships be kept on board.)

Deaths, casualties, etc.	The instructions contained in Article **1135**, clause 5 of the King's Regulations and Admiralty Instructions will be followed.
Long Service and Good Conduct Medals and Good Conduct Badge awards and restorations, assessment of character and trade proficiency, progressive pay and recommendations for promotion.	To be dealt with by R.A.F. headquarters or unit concerned who will communicate as necessary with the C.Os. of H.M. ships.
Movements, admission to hospital, leave, etc.	To be notified by captain of ship to R.A.F. headquarters or unit concerned.
Pay documents	Instructions regarding pay accounts and documents are contained in para. 2849, clause 1 (*b*), King's Regulations and Air Council Instructions.
Casualty forms (Form 739) ...	Will be prepared in accordance with the instructions contained in para. 867, King's Regulations and Air Council Instructions, by the R.A.F. headquarters or unit on whose strength the airmen are borne.

(*Air Ministry Order A.299/34*)

1284.—Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W. 5609/37.—24.6.1937.)

The following amendments are to be made to A.F.O. 2873/36 :—

SECTION D, PART I.—PAY OF OFFICERS

To operate from 2nd December, 1936

*Dental Officers**

Rank	*Rate per diem.* £	*s.*	*d.*
Surgeon Lieutenant (D) " on entry "	1	8	0
After 3 years	1	10	0
Surgeon Lieutenant-Commander (D) " on promotion " ...	1	13	0
After 3 years	1	15	0
After 6 years	1	18	0
After 9 years	2	1	0
Surgeon Commander (D) " on promotion "	2	4	0
After 3 years	2	8	0
After 6 years	2	12	0
After 9 years	2	16	0

To operate from 11th September, 1936

Schoolmasters

Rank	*Rate per diem.* £	*s.*	*d.*
* * * * * *		*	
Senior Master—			
Officers serving in such rank prior to 28th May, 1936—			
On promotion	1	3	0
And thence by annual increments of 6*d.* per day to	1	8	0
Officers promoted to such rank on or after 28th May, 1936—			
Such rate to which he would be entitled as a Schoolmaster, according to time served from date of entry, with an addition of	0	3	0
* * * * * *		*	

* A Dental Officer whose present rate of pay exceeds the above rate appropriate to his rank and seniority, may continue to be credited with the higher rate until he becomes entitled to an increased rate under the above scale.

PART III.—PAY OF RATINGS

Writer Branch

	Per diem. s.	d.
Writer Probationer, 2nd Class	2	6 (*a*)
	2	0 (*b*)
Writer Probationer	5	6 (*a*)
	4	6 (*b*)
Writer	7	6
After 3 years' man's time in Writer Branch	7	8
After 6 years' man's time in Writer Branch	7	10
Leading Writer	8	9
After 3 years' service as such if passed for Petty Officer Writer	8	11
Petty Officer Writer	10	3
After 3 years' service as such	10	7
After 6 years' service as such	10	11
Chief Petty Officer Writer	11	3
After 3 years' service as such	11	9 *

Cooks

	Per diem. s.	d.
Assistant Cook, 2nd Class	2	6 (*a*)
	2	0 (*b*)
Assistant Cook	5	6 (*a*)
	4	0 (*b*)
Cook	7	6
After 3 years' man's time	7	8
After 6 years' man's time	7	10
Leading Cook or Officers' Cook, 2nd Class	8	6
After 3 years' service as such	8	8
Petty Officer Cook or Officers' Cook, 1st Class	10	0
After 3 years' service as such	10	4
After 6 years' service as such	10	8
Chief Petty Officer Cook or Officers' Chief Cook	11	0
After 3 years' service as such	11	6 *

Band

	Per diem. s.	d.
Bandsman, 2nd Class	2	0
Bandsman	7	0
After award of efficiency certificate	7	5
After 3 years' man's time	7	7
After 6 years' man's time	7	10
After 9 years' man's time	8	1
After 12 years' man's time	8	4
Band Corporal	8	5
After 3 years' service as such	8	7
Bandmaster	9	8
After 3 years' service as such	9	10
After 6 years' service as such	10	0
Chief Bandmaster	10	8
After 3 years' service as such	11	2
After 6 years' service as such	11	8

* With subsequent triennial increments of 6*d*. per diem.

(*a*) Applicable to ratings entered prior to 27th September, 1935.

(*b*) Applicable to ratings entered subsequently to 26th September, 1935.

(*A.F.O. 2873/36.*)

*1327.—Sub-Lieutenants—Seniority on Promotion to Lieutenant

(C.W. 10783/36.—1.7.1937.)

Their Lordships have decided that the arrangements for calculating the seniority of Lieutenants for those officers who commenced courses as Acting Sub-Lieutenants from January, 1936, onwards, will be as follows :—

(i) *Marks to be awarded at follows :—*

(*a*) Greenwich { Science / Non-Science } ... { 1st class certificate, 2 marks. / 2nd class certificate, 1 mark. / 3rd class certificate, nil. }

A possible total of 4 marks.

(*b*) Seamanship, Navigation, Gunnery, Torpedo, Signals — 1st class certificate, 4 marks. / 2nd class certificate, 2 marks. / 3rd class certificate, nil.

(ii) *Time to serve as Sub-Lieutenant.*

Marks.		*Promotion to Lieutenant.*
24	16	months from date of seniority as Sub-Lieutenant.
23	16½	
22	17	
21	17½	
20	18	
19	18½	
18	19	
17	19½	
16	20	
15	20½	
14	21	
13	21½	
12	22	
11	22½	
10	23	
9	23½	
8	24	
7	24½	
6	25	
5	25½	
4	26	
3	26½	
2	27	
1	27½	
0	28	

Notes.—(*a*) For officers who undergo the reduced periods of training laid down in A.F.O. 2356/36, seniority as Lieutenant will be calculated as if the full periods had been served, i.e., the shortened training will not result in earlier seniority as Lieutenant.

(*b*) Officers who commenced the single-term Greenwich Course in September, 1936, January, 1937, and May, 1937, are awarded marks as for the full Greenwich Course.

2. Officers who commence courses at Portsmouth from September, 1937, onwards, and who do not undergo a course at Greenwich, will be awarded certificates for the Junior Officers' War Course in lieu of the Greenwich Certificates mentioned in paragraph 1. All certificates will carry the following promotion marks :—

1st class	4 marks.
2nd class	2 marks.
3rd class	Nil.

3. During the period in which both officers commencing Courses as Acting Sub-Lieutenant in September, 1935, and earlier, become due for promotion under the scales laid down in Article **261,** King's Regulations and Admiralty Instructions and A.F.O. 88/37, and those commencing courses in January, 1936, and later, become due for promotion under the scale laid down in paragraph 1 above, adjustments in seniority will be made as necessary with a view to retaining the *relative* seniority of these officers the same as it would have been had no alteration taken place in the scale of acceleration.

(*A.F.Os. 2356/36 and 88/37.*)

*1331.—Service in Submarines—Revised Conditions for Warrant Engineers

(C.W. 6727/37.—1.7.1937.)

The regulation in Article **348a,** Clause 4, King's Regulations and Admiralty Instructions, which restricts the appointment of Warrant Engineers for service in submarines until they have served for at least one commission as an officer in the general service will be waived until further notice.

2. Acting Warrant Engineers will accordingly be considered eligible for such service on completion of the Divisional Course referred to in Article **356,** King's Regulations and Admiralty Instructions.

3. The names of any volunteers should be forwarded, through the usual Service channels, without delay.

*1446.—Writer Ratings (New System)—Advancement

(N. 4874/37.—15.7.1937.)

To mitigate stagnation in advancement in the Writer branch, the following special arrangements have been approved :—

2. *Writer to Leading Writer.*—When the Writers in any of the three Port Divisions reach 4½ years' service before being advanced in vacancies, one advancement to Leading Writer of a Writer with 4½ years' service or upwards, who is recommended as fit for advancement, is to be made every two months, irrespective of vacancies, in each Port Division where these conditions exist. The 4½ years' service is to be reckoned in the same way as for position on the advancement roster, i.e., any time gained through recommendation for accelerated advancement is to be included. If there are no Writers eligible for advancement under these conditions at one Port, the post may be filled by the senior qualified rating at one of the other Ports, subject to a total of not more than three Writers being promoted every second month. This arrangement, which dates from 1st May, 1930, is to continue until it becomes possible to rate up a Writer in a vacancy after not more than 4½ years' service.

3. *Leading Writer to Petty Officer Writer.*—When Leading Writers in any of the three Port Divisions reach 4½ years' service as such before being advanced in vacancies, one advancement to Petty Officer Writer of a Leading Writer with 4½ years' service as such or upwards, who is recommended and qualified for advancement, is to be made every two months, irrespective of vacancies, in each Port Division where these conditions exist. The 4½ years' service is to be reckoned in the same way as for position on the advancement roster, i.e., any time gained through recommendation for accelerated advancement is to be included. If there are no Leading Writers eligible for advancement under these conditions at one Port, the post may be filled by the senior qualified rating at one of the other Ports, subject to a total of not more than three Leading Writers being promoted every second month. Advancements commence from 1st October, 1933, and will continue on the first day of every second month afterwards until it becomes possible to rate up a Leading Writer in a vacancy after not more than 4½ years' service.

4. *Petty Officer Writer to Chief Petty Officer Writer.*—Petty Officer Writers of any of the three Port Divisions who are recommended and fit for advancement and who reach 4 years' service in their rating, are to be advanced to Chief Petty Officer Writer at the rate of one at each Port Division every 2 months, irrespective of vacancies. The 4 years' service is to be reckoned in the same way as for position

on the advancement roster, i.e., any time gained through recommendation for accelerated advancement is to be included. If there are no Petty Officer Writers eligible for advancement under these conditions at one Port, the post may be filled by the senior qualified rating at one of the other Ports, subject to a total of not more than three Petty Officer Writers being promoted every second month. This arrangement, which dates from 1st October, 1936, will continue until the number of Chief Petty Officer Writers ceases to be overborne.

(*K.R. and A.I., Art. 413, and Appendix XVII, Part 1, No. 112.*)

1449.—Submarines—Length of Service in, for Volunteers

(N. 1523/37.—15.7.1937.)

Volunteer ratings, if found suitable, will in the first instance be required to serve in submarines for five years, at the end of which period they will normally be discharged to general service, but if willing to continue serving they may be retained at the discretion of the Rear-Admiral (S) to complete a total of eight years served continuously in submarines.

2. This variation of the normal periods of service of volunteer ratings in submarines has been approved as a temporary measure to meet present manning requirements. The normal arrangements will be resumed when conditions allow.

(*K.R. and A.I., App. XVII, Part 4, paras. 6 and 7.*)

1505.—" Over Zone " Executive Lieutenant-Commanders—Retired Pay

(C.W./P.M. 2300/37.—22.7.1937.)

When the rate of retired pay for " Over Zone " Executive Lieutenant-Commanders, permitted to retire voluntarily while under the age of 40, was instituted (*vide* footnote on page 47 of Navy List Appendix) an instruction was issued by A.F.O. 775/35 that officers would not be allowed to retire under this extended scheme unless their services could be spared without detriment to the Service.

In view of the present state of the lists the grant of retired pay in such cases is discontinued from now on.

(*A.F.O. 2526/36.*)

*1509.—Naval Cadets—Training

(C.W. 3874/37.—22.7.1937.)

Their Lordships have decided to reinstitute the normal period of training for Special Entry (Public School) and Direct Entry (Mercantile Marine) Cadets before joining the Fleet as Midshipmen. For the present, however, the first term will be spent in H.M.S. " Excellent," where the Cadets will be accommodated in H.M.S. " Erebus " and instructed on similar lines to the batches sent to that ship in January and May, 1937. The second and third terms will be spent in H.M.S. " Vindictive," the normal cruises being undertaken. Officers will continue to spend two years at sea as Midshipmen.

2. The additional period spent under training as Cadets will delay the promotion of the Officers concerned to Midshipmen, Acting Sub-Lieutenant and Sub-Lieutenant. As, however, the reduced periods under training do not affect the date of promotion to Lieutenant (*vide* A.F.O. 2356/36) this promotion will not be affected by the additional period as Cadet.

3. The foregoing instructions apply to Executive and Engineering Cadets. Paymaster Cadets will spend their first two terms after entry in the seagoing Training Cruiser as hitherto and then proceed to ships of the Fleet in that rank, their promotion to Paymaster Midshipmen being deferred until the end of a year from entry as formerly.

The instructions in A.F.O. 423/37 will therefore be applicable only to the Paymaster Cadets entered on 1st September, 1936.

(*A.F.Os. 2356/36 and 423/37.*)

*1514.—Family Welfare Section—Malta—Institution

(N./C.E. 5117/37.—22.7.1937.)

Their Lordships have approved of the establishment of a Family Welfare Section at Malta, on the lines of those set up at the Home Ports under the authority of A.F.O. 2279/35.

2. The organisation at Malta will be on a smaller scale than at the Home Ports, having regard to the smaller number of men to be dealt with, but it will have the full-time services of a lady welfare worker, who will work under the direction of the Commanding Officer, H.M.S. " St. Angelo " (Chief Staff Officer to Rear-Admiral-in-Charge, Malta).

3. It is not the intention at present that there should be any further decentralisation of Marriage Allowance administration beyond that authorised in paragraph 3 of A.F.O. 2279/35.

4. Applications for the services of the Family Welfare Section should be made to the Rear-Admiral-in-Charge, Malta.

5. The Office of the Family Welfare Section will be at the Naval Picket House, Valletta.

6. Miss N. L. Smyth has been appointed as Lady Welfare Worker at Malta.

(*C.A.F.O. 2278/35 and A.F.O. 2279/35.*)

1515.—Admiralty Surgeon and Agents—Use of, by Officers who require Medical Treatment

(C.W. 2122/37.—22.7.1937.)

The following instructions are supplementary to those contained in Article **1439,** King's Regulations and Admiralty Instructions.

2. Whenever an officer falls sick or meets with an accident and service treatment is not available (e.g. while on leave or on detached duty), he should inform the Medical Director General, Admiralty, or his Commanding Officer as soon as possible and, if practicable, before treatment, as provided for in the Article quoted above.

3. Should, however, such an officer require prior medical treatment, he should always consult a Surgeon and Agent if one resides within two miles of his place of residence.

4. The list of Surgeons and Agents is published in the Navy List.

5. The services of a Surgeon and Agent, in addition to being available to render medical treatment up to a distance of two miles from his residence, are also available for the purpose of visiting, reporting on, and arranging the transport to hospital of an officer who resides up to five miles from his residence.

6. If a Surgeon and Agent is not available to render treatment owing to the distance involved (*vide* paragraph 3) and, owing to urgency it is necessary to consult a private practitioner before reporting the illness or accident, the nearest Surgeon and Agent within five miles should be requested to visit as provided for in paragraph 5. Officers should bear in mind that once a private practitioner has rendered treatment, his consent should first be obtained before the Surgeon and Agent is asked to take over the case.

7. Whenever the services of a Surgeon and Agent are so utilised, the officer may request him to communicate with the Medical Director General or the Commanding Officer for the purpose of reporting the illness and arranging for transport (by ambulance or train), if considered necessary.

8. The fees of Surgeon and Agents are settled direct by the Admiralty on an authorised scale and officers should not make any payment to a Surgeon and Agent in respect of any services rendered by him in this capacity.

9. It should be clearly understood that the refund of medical expenses privately incurred by officers while on leave is made only in exceptional circumstances which are judged on their merits, and the fact that the services of a Surgeon and Agent are not available will not in itself be regarded as conferring an over-riding claim for a refund of expenses incurred.

1585.—Preliminary Study by Candidates for the Royal Naval Staff Course

(C.W. 7720/37.—29.7.1937.)

It is desirable that all officers on joining the Staff Course should have a sound elementary knowledge of Naval Strategy, Tactics and Staff work.

2. Candidates for the Staff Course are therefore expected to make a study of the following books :—

Naval Tactical Notes, Vol. I (O.U. 6183) and Vol. II (C.B. Series).

Naval Staff Monograph (Historical)—

The Naval Staff of the Admiralty—Its Work and Development (C.B. Series).

Maritime Strategy—Corbett.

Naval Warfare—Richmond.

Most of these books are obtainable in H.M. ships and port libraries, but copies will be issued on loan, if necessary, on application to the Royal Naval Staff College.

3. Amongst other books which Officers having time for further preliminary study are recommended to read are the following :—

Staff Work

The writing of English—G. T. Warner.
Naval Staff Notes—(C.B. Series).

Naval Strategy and History

Naval Warfare—Commander Creswell.
History of the Great War—Cruttwell.
British and German Official Histories of the Great War.
England in the Seven Years War—Corbett.

Combined Operations

Maritime Operations in the Russo-Japanese War.
Gallipoli (2 Vols.), Brig.-Gen. C. F. Aspinall Oglander.

Military Strategy and History

Liaison—Brig.-Gen. E. L. Spears.
Soldiers and Statesmen—Sir W. Robertson.
British Strategy—Sir F. Maurice.
Imperial Military Geography—Captain D. H. Cole.
(Latest Edition).

1586.—Seaman Boys Trained in Sea-going Training Ships—Continuation of Training in the Fleet

(N. 4892/37.—29.7.1937.)

During their period of three months' training in sea-going training ships Seaman Boys undergo a practical course of training in all duties of a Seaman, and are passed for Able Seaman in Seamanship, Gunnery and Torpedo. They are not given an examination in Seamanship or Gunnery but are assessed weekly and passed finally on the results of their work during the cruise. The Torpedo course is concentrated, and percentage marks are awarded in the normal manner. These boys, having passed their training classes for Able Seaman early in their career, are to be exempt from the instructions contained in King's Regulations and Admiralty Instructions, Article **402**, Clause 1 (except as regards school instruction which should be as laid down in A.F.O. 1536/36), but the instructions in Clause 5 of this Article are to be carefully applied.

(*A.F.O. 1122/37.*)

(*K.R. and A.I., Art. 402.*)

*1596.—Royal Marine Police Force—Recruitment of ex Royal Naval Ratings and ex Royal Marines

(L./N. 622/37.—29.7.1937.)

Long Service Pensioners of the Royal Navy (Seaman, Sailmaker, Signal, Telegraphist, Stoker and Regulating ratings) and of the Royal Marines (but not Band ranks) who are in possession of the Long Service and Good Conduct Medal, and are under 45 years of age, are required for enlistment in the Royal Marine Police for duty in H.M. Dockyards and other Admiralty Establishments at home.

2. Attention is specially drawn to the fact that recruitment is open to single men. The small number of applications made by single men would appear to indicate that this is not sufficiently known.

3. Serving personnel should apply through their Commanding Officers not more than three months before the date of completing time for pension. These applications are to be forwarded, as laid down in King's Regulations and Admiralty Instructions, Article **1123**, to the National Association for Employment of Regular Sailors, Soldiers and Airmen, 62, Victoria Street, London, S.W.1, where a central roster will be maintained. Eligible pensioners should apply personally at or forward their applications, together with their Service Certificates and satisfactory references covering the period since their discharge, to the branch of the National Association nearest their place of residence.

4. Only men who comply with the following medical standard should apply :—

The standard required is that for the Royal Fleet Reserve, Class B.

The standard of vision on entry should not be less than 6/12 in both eyes.

Candidates below the dental standard may be accepted, provided they are prepared to receive the necessary surgical dental treatment on entry, and to give a written undertaking to obtain the necessary dentures at their own expense within six months of date of entry.

Candidates must not be under 5 ft. 6 in. in height.

5. On a vacancy arising, the Chief Constable, Royal Marine Police, will obtain particulars of suitable candidates from the head office of the National Association, and he will be responsible for arranging for them to be medically examined and interviewed by the Commissioned Police Officer, or Recruiting Staff Officer, R.N. and R.M., nearest to their place of residence.

6. Expenses in connection with the interview and medical examination must be borne by the candidate.

7. Details of conditions of service can be obtained by applying to the Chief Constable, Royal Marine Police, Admiralty, London, S.W.1.

8. Men who from time to time are on the roster of the National Association for the Royal Marine Police will remain liable to mobilization for the Fleet until they are actually enlisted in the Royal Marine Police.

9. The Commodore, R.N. Barracks, or the Commandant, R.M. Barracks, as the case may be, will be notified as each individual man is enlisted in the police.

*1652.—National Health and Pensions and Unemployment Insurance—Position of Men taking up Residence outside United Kingdom (Great Britain and Northern Ireland) on Discharge

(P.M./N. 1616/37.—5.8.1937.)

HEALTH AND PENSIONS INSURANCE

Ratings or ranks compulsorily insured for Health and Pensions during their service in the Royal Navy and Royal Marines are regarded for this purpose as resident in the United Kingdom throughout such service whether originally domiciled in the United Kingdom or not and their insurance is dealt with by a United Kingdom Approved Society or, if they have not joined one, by the Navy, Army and Air Force

Insurance Fund. They are eligible during such insurance for maternity benefit for their wives, and their wives and children are eligible for State pensions in the event of their death from causes not attributable to the service.

2. If on discharge, a man leaves (or takes his discharge outside) the United Kingdom (Great Britain and Northern Ireland) in order to take up permanent residence elsewhere in the British Empire, his position will be as follows :—

I.—Health Insurance

A. *Irish Free State.*—1. A person who was *not* a member of an Approved Society during service and becomes resident in the Irish Free State within six months after his discharge, is treated for the purpose of his insurance in the Irish Free State as if his insurance during service in the Navy had been insurance under the Irish Free State Acts. On becoming resident in the Irish Free State he should at once apply for admission to the National Health Insurance Society, 11–13, Upper O'Connell Street, Dublin.

2. A person who is a member of a United Kingdom Approved Society and on discharge becomes resident and employed in the Irish Free State, continues to be insured as though resident and employed in the United Kingdom and remains entitled to benefits from his British Society until the expiration of the half-year next after the second half-year of employment in the Free State unless in the interval he has joined the National Health Insurance Society, Dublin.

3. In either event a transfer of insurance to the Irish Free State Society is arranged and on transfer a man's previous insurance under the Acts in Great Britain is treated for health insurance purposes as though it had been insurance under the Irish Free State Acts.

4. A member of a United Kingdom Society who goes to reside permanently in the Free State but does not take up employment there ceases to be entitled to all Health Insurance benefits forthwith.

B. *Elsewhere in British Empire.*—A person leaving the United Kingdom to take up permanent residence in another part of the British Empire (not the Irish Free State) ceases to have any title to Health Insurance Benefits from United Kingdom sources.

II.—Pensions Insurance

Dominions generally (*i.e.*, anywhere in the British Empire outside Great Britain and Northern Ireland).

1. A man leaving, or taking his discharge outside, Great Britain or Northern Ireland, in order to reside elsewhere in the British Dominions, remains insured under the Widows', Orphans' and Old Age Contributory Pensions Act for a free period varying between 18 months and 2 years after termination of service.

2. He can maintain insurance under the Act beyond that period by becoming an oversea voluntary contributor. The contribution at present payable is 11*d.* a week.

3. The qualifying conditions for oversea voluntary insurance are explained in Memorandum 319/X, which may be obtained from the Ministry of Health, Insurance Department, Whitehall, London, S.W.1, together with the appropriate form of application, X.710. This application should be made during the free period explained in paragraph 1.

UNEMPLOYMENT INSURANCE

An insured contributor under the Unemployment Insurance Act is disqualified for receiving benefit while he is resident, whether temporarily or permanently, outside Great Britain or Northern Ireland.

1703.—Standards of Form Vision for Sick Berth Staff, Writers, Supply Assistants, Stewards and Cooks

(M.D.G. 4702/37.—12.8.1937.)

The standards of form vision for the above branches have been revised as follows :—

Entry standard—

Distant	6/12 both eyes together. Worse eye not less than 6/24 (without glasses).
Near	Snellen D = 0·6 in each eye separately (with glasses if required).

Standard at Subsequent Periods of Service—

Distant	6/60, 6/60.
With glasses	6/12 : 6/12 at least.
Near	Snellen D = 0·6 using both eyes together (with glasses if necessary).

The standards of colour vision remain unaltered.

1757.—Midshipmen—Reduction in Engine-room Training

(C.W. 7156/37.—19.8.1937.)

Consequent upon the temporary reduction in the training period of junior officers (*vide* A.F.O. 2356/36), the engine-room training of Midshipmen is to be reduced from two months to one month. This measure is to be regarded as temporary, but will remain in force until the full training period is re-instituted.

(*A.F.O. 2356/36.*)

*1818.—Acceptance of Business Appointments by Officers of the Crown Services

(C.E. 5750/37.—26.8.1937.)

The attention of all Naval and Civil Officers, whether serving at home or abroad, is directed to Command Paper 5517, a copy of which is given below.

A further announcement will be issued concerning the posts referred to in the second part of paragraph 6.

Command Paper 5517

MEMORANDUM ON THE SUBJECT OF THE ACCEPTANCE OF BUSINESS APPOINTMENTS BY OFFICERS OF THE CROWN SERVICES.

As stated at the end of paragraph 15 of Cmd. 5451 (" Statement relating to Report of the Royal Commission on the Private Manufacture of and Trading in Arms, 1935–36 "), the question of the acceptance of business appointments by officers of the Crown Services is one which " calls for careful study, and is not being overlooked."

After close examination of this question, His Majesty's Government have reached the conclusions set out in the following paragraphs :—

2. The surest guide for the conduct of Officers of the four Crown Services must always be the existence and maintenance of great traditions and high standards in those Services ; no rules, however elaborate, can be a substitute for this all-important condition. The Appendix* to this paper contains an extract from the Report of a Board of Enquiry published in 1928 (Cmd. 3037) enunciating certain general principles by which the conduct of Civil Servants should be regulated ; these received governmental approval, and are, of course, equally applicable to the Royal Navy, the Army, and the Royal Air Force.

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* Not reproduced. The provisions are contained in Appendix Vc, Home Dockyard Regulations.

3. At the same time, His Majesty's Government recognise that it is in the interest of the Services themselves, as well as of the country, that public confidence in the disinterestedness and integrity of the Crown Services should be maintained at the highest point, and that there should be no possibility of a suggestion—however unjustified—in the public mind that members of those Services might be influenced in the course of their official relations with business concerns by hopes or offers of future employment in any of those concerns.

4. In emphasising the importance of preserving public confidence, His Majesty's Government in no sense imply that there is anything intrinsically improper or undesirable in Officers, on retirement at the end of their Service career, accepting business appointments. But they realise that there are types of case which might lend themselves to misunderstanding, and they have decided to require Government assent to the acceptance of appointments within these types.

5. These would include businesses and other bodies—

(*a*) which are in contractual relationship with the Government ;
(*b*) which are in receipt of subsidies or their equivalent from the Government ;
(*c*) in which the Government is a shareholder ;
(*d*) which are in receipt from the Government of loans, guarantees or other forms of capital assistance ;
(*e*) with which Services or Departments or Branches of Government are, as a matter of course, in a special relationship ;

and semi-public organisations brought into being by the Government and/or by Parliament.

6. In such cases all Officers of the rank of Assistant Under-Secretary of State (or Principal Assistant Secretary or, in Missions abroad, Ministers), Rear-Admiral, Major-General, Air Vice-Marshal—and above—will be required to obtain the assent of the Government before accepting an offer of employment.

In addition, in each of the four Services there are posts of a special or technical character not covered by the preceding sentence to which a similar requirement will apply. Lists of such posts will be prepared in the respective Departments, in conjunction with the Treasury, to ensure parity of treatment.

7. The prior assent of the Government will take the form of approval by the Minister concerned after consultation with the Treasury ; but, after the lapse of two years from the date of retirement, such assent will no longer be required.

8. The like principles will apply in the case of Officers who, in exceptional circumstances, may wish to resign from the Services to take up outside occupations.

*1823.—Dominion Navies—Distinction between Transfer and Loan

(N. 4927/37.—26.8.1937.)

Applications are received from time to time from ratings who desire to serve in the Royal Australian Navy or other Dominion Forces.

2. It should be understood that such service may take two forms :—

(i) *Loan.*—The rating being lent to the Dominion Force for a certain fixed period. At the end of this time he returns to the Royal Navy to complete his normal engagement, and his service with the Dominion counts as Naval Service in all respects.

(ii) *Transfer.*—When the rating definitely severs all connection with the Royal Navy, and enters into a new engagement under the Dominion. A rating who transfers forfeits all service for Imperial pension purposes.

3. When ratings are required for loan, the home ports are informed and ratings are chosen who are immediately available at the ports. Requests from ratings to be lent are to be forwarded to the depôts and not to the Admiralty. The depôts are to compile a list of such ratings in order that their requests may be considered if they happen to be available when volunteers are called for.

4. Applications for permanent transfer may be forwarded to the Admiralty, when they will be referred for consideration by the Dominion authorities concerned, provided that the applicants can be spared from the Royal Navy and have good reasons for desiring to be transferred.

5. In referring to ratings who have been discharged from the Royal Navy to Dominion Navies, and in the preparation of reports of such discharges (*e.g.*, Forms S.161) care is to be taken to ensure the correct use of the terms "lent" and "transferred."

6. As from the date of this Order, all candidates for permanent transfer to Dominion Navies are to be required to sign a document to the effect that they fully understand the conditions governing transfer as set forth in this Order, and for candidates for the R.A.N. those in A.F.O. 817/37 also.

(*A.F.Os. 817/37 and 2595/37.*)

1869.—Customs Privileges of Naval Shore Establishments and Royal Marine Establishments

(N.L. 2968/37.—2.9.1937.)

With reference to Sections IV and V of Admiralty Fleet Order 2510/35, the following lists are promulgated for information and any necessary action :—

(*a*) Privilege List I of Naval Shore Establishments privileged to be supplied with Victualling yard stores, Service tobacco and, in certain cases, rum.

(*b*) Privilege List II of groups of Naval personnel borne on ships' books and working in guarded establishments but residing outside such establishments usually on compensation, privileged to receive the standard allowance of Service tobacco.

(*c*) Privilege List III of Royal Marine Establishments privileged to receive duty free supplies of groceries from the Victualling yards.

The general rule as to the qualification of Naval Shore Establishments for inclusion on Privilege List I is that they should be self-contained establishments, walled or fenced off, with exits guarded, and not occupied by civilians.

Establishments and groups of Naval personnel not already in receipt of these privileges but which are included in these lists, should proceed forthwith to obtain the supplies to which they are entitled.

If at any time it is desired to make any additions or alterations to these lists, the reasons for the change and full particulars concerning the establishment or group of Naval personnel are to be reported.

Privilege List I

Naval Shore Establishments privileged to receive from the Naval Victualling yards duty-free supplies of Service tobacco, groceries and rum.

Rosyth.

Boom Defence Depôt and Training School.

Devonport.

R.N. Barracks.
Mechanical Training Establishment.
Stokers' Training Establishment.
Trevol Rifle Range.
*R.N. Hospital.
St. Budeaux Barracks.
*R.N. College, Keyham.
*R.N. College, Dartmouth.

Nore.

R.N. Barracks (including Artificer Apprentices' Quarters).
"Pembroke III" (Sheerness).
Range Accommodation Buildings, Sheerness.
H.M. Training Establishment, Sheerness.
*R.N. Hospital, Chatham.
"Ganges" (Shotley).
*R.N. Hospital, Yarmouth.

Portsmouth.

R.N. Barracks.
Anti-Gas School, Tipnor.
Horsea W/T Station.
H.M.S. " Excellent " (Gunnery School, Whale Island).
H.M.S. " Vernon " (Torpedo School and Experimental Establishment).
H.M.S. " St. Vincent " (Boys' Training Establishment, Forton).
*H.M.S. " Dryad " (Navigation School).
Stokes Bay Experimental Station.
H.M.S. " Dolphin " (Depôt Ship for Submarines, Fort Blockhouse).
*R.N. Hospital, Haslar.

Portland.

H.M.S. " Osprey "—A/S School.
H.M.S. " Boscawen "—Naval Base.
*R.N. Hospital.

* Duty-free supplies of rum are not issued to these Establishments.

Privilege List II

Groups of Naval personnel borne on ships' books and working inside guarded establishments but residing elsewhere, privileged to receive duty-free supplies of Service tobacco.

Devonport.

Commander-in-Chief's Staff.
Admiral Superintendent's retinue.
Chief of Staff's Boat's crew.
Captain of Dockyard's Staff and Boat's crew.
Port W.T. Officer and Staff.
Maintenance Commander's Department.
Engineer R.A. Staff and Boat's crew.
Naval Patrol.
King's Harbour Master (P) Department.
Rectory Ground.
Officers on Flagstaffs Steps Duty, H.M. Dockyard.

Nore.

Commander-in-Chief's Staff.
Engineer R.A. Staff.
Admiral Superintendent's Retinue.
Captain's Retinue, Shotley.
Staff of Captain of Dockyard, Chatham.
Staff of Captain Superintendent, Sheerness.

Portsmouth.

Commander-in-Chief's Staff.
Maintenance Commander's Staff.
Engineer R.A. Staff.
Central Signal Station.
Commodore's House Staff.
Admiral Superintendent's Staff.
Squadron Engineer Officer (D).
Detention Quarter's Staff.

Weymouth.

Whitehead Experimental Party.

Portland.

Staff of Captain Fishery Protection and Minesweeping Flotilla (when disembarked during absence of H.M.S. " Hastings ").
Captain-in-Charge and Staff, H.M.S. " Boscawen."
Naval Staff, H.M.S. " Boscawen."
Naval Signal Station.

PRIVILEGE LIST III

Royal Marine Establishments privileged to receive from the Naval Victualling yards duty free supplies of groceries.

Devonport.

Royal Marine Infirmary.
Royal Marine Barracks.

Nore.

Royal Marine Infirmary, Chatham.
Royal Marine Barracks, Chatham.
Royal Marine Depôt, Deal.
Royal Marine Infirmary, Deal.

Portsmouth.

Royal Marine Barracks.
Royal Marine Infirmary.
Royal Marine Small Arms School, Browndown.
Royal Marine School of Artillery, Fort Cumberland.

(*A.F.O. 2510/35.*)

1870.—Sound Equipment and Films—Supply to the Navy

(N. 5333/37.—2.9.1937.)

An organisation entitled the Admiralty Cinema Fund has been set up for the purpose of co-ordinating the purchase and supply of sound film equipment and sound films to the Navy.

I.—*Supply of Equipment to Ships*

2. Arrangements have been made with Gaumont British Equipments, Ltd., to supply 35 mm. sound film equipment to Admiralty specification suitable for use in any ship of the size of a destroyer and upwards. This equipment is called " N Type Portable " and is the only type supplied to ships.

3. Equipment will be hired to units desiring it, but will remain the property of the Admiralty Cinema Fund. Ships wishing to hire equipment should communicate with the Secretary, Admiralty Cinema Fund, c/o The Admiralty, Whitehall, London, S.W.1, who will forward particulars of the " N " Type equipment and accessories and two copies of a Survey Report Form.

4. The charge for hire (*see* Appendix I) is based on the estimated life of the equipment, *i.e.*, from 5 to 6 years, and is such that it should be within the compass of relatively small units, even when the cost of film hire is taken into consideration.

5. Equipment on hire is to be taken on central storekeeping charge and accounted for in the same manner as other stores. A reasonable supply of spares will be included in the first outfit. Upkeep charges and the cost of any fresh spares required will be defrayed by the hiring unit (*see* Section III—*Maintenance of Spare Valves*). All requirements for replacements should be communicated in duplicate to the Secretary, Admiralty Cinema Fund, who will arrange for despatch by the makers and will inform the unit of the cost. *On no account should the units deal with Gaumont British Equipments, Ltd., direct.*

6. While an insurance to cover normal risks is undertaken by the Admiralty Cinema Fund, it is in the interests of all to keep insurance rates as low as possible. The utmost care should, therefore, be taken to ensure the efficient maintenance of the equipment, its careful stowage when not in use, careful handling when in transit from ship to ship, and protection from damage during operation (*see* paragraph 27.) The instructions provided by the makers should be rigidly adhered to. (An Instruction Manual is provided with each equipment.)

7. Ships re-commissioning in Home Ports will land their equipment for despatch to the makers for overhaul, the hire charge ceasing from the date on which equipment is landed and commencing again when equipment is re-embarked. The cost of overhaul will be borne by the Admiralty Cinema Fund. Ships are to inform the Secretary, Admiralty Cinema Fund, of the date on which equipment can be landed, in order that he may make the necessary arrangements for collection. Instructions for the disposal of the equipment will then be issued.

8. Units will normally be expected to hire equipment for the period of the commission (or such part of it as may remain when hiring is commenced). The hiring charge for cruise periods only will be proportionately increased, since the regular charge is based on continuous hiring (except for overhaul periods) during the estimated life of the equipment.

9. When a ship is supplied with an equipment, an advice note in duplicate will accompany it. A carefully detailed check should then be made of all the gear received, and one copy of the advice note, showing differences (if any) from the items actually supplied, is to be forwarded to the Secretary, Admiralty Cinema Fund. This will be the accepted certificate on which the hire charge will be based.

II.—*Supply of Equipment to Shore Establishments*

10. The application of the Admiralty Cinema Fund scheme to Shore Establishments necessarily differs somewhat from the arrangements governing the supply of equipments to ships. For the latter, a hire system is necessary on the basis of provision of equipments for a commission, but for the former this basis is not justifiable. The supply of equipments on a hire basis is, therefore, restricted to ships, but arrangements can be made to supply establishments on favourable purchase terms for payment in cash or by instalments.

11. Equipments hired to ships remain the property of the Admiralty Cinema Fund, while those supplied to establishments become the property of the establishments, and they are responsible for upkeep.

12. Establishments buying equipments by instalments will be expected to insure such equipments for their full value until the Admiralty Cinema Fund has been re-imbursed in full. Insurance can be effected, if desired, through the Fund.

13. A pamphlet describing suitable equipments for Shore Establishments can be obtained on application to the Secretary, Admiralty Cinema Fund.

III.—*Maintenance of Spare Valves*

14. Ships having " N " type equipment on hire from the Admiralty Cinema Fund are responsible for maintaining intact the spare set of valves supplied with the equipment, *i.e.*, an UNUSED set of spare valves should be maintained. If, on the surrender of an equipment, there should be a deficiency, particulars should be forwarded to the Secretary, Admiralty Cinema Fund, who will arrange for a claim to be raised on the ship for the cost of completing the set.

IV.—*Transport and Installation Charges*

15. The Admiralty Cinema Fund will be responsible for transport charges arising from the initial supply of equipments to ships and establishments in the United Kingdom.

16. Should ships and establishments decide to have the equipment installed by the manufacturer's engineers a charge of £3 3*s*. 0*d*. is payable by them for the " N " type portable. The installation charges for other types of equipment will be supplied on application to the Secretary, Admiralty Cinema Fund. A ship or establishment applying for equipment should, therefore, state if this service is required, or if installation will be effected by its own staff.

V.—*Supply of Films to Ships*

17. A contract has been made for the supply of films under the following conditions. Charges for hire (*see* Appendix I) are payable on a consolidated scale according to complement.

18. Charges for film hire have been calculated on a " per capita " basis, with slight variations, according to complement. This is in order that the same high class standard of films may be available at about the same cost per head whether the ship is large or small. *Thus, since no individual officer or man usually spends the whole of his service in one particular type of vessel or on one particular station, this arrangement ensures, so far as is practicable, that the largest possible number of the whole personnel of the Navy have the opportunity to receive the full benefit of the scheme at the same rate throughout the world.*

19. At a later date the Fund hopes to be able to make special arrangements for ships with very small complements who may wish to take part in the scheme.

20. Any ship desirous of participating in the Admiralty film distribution, whether or not it is hiring an Admiralty equipment, should inform the Secretary, Admiralty Cinema Fund, when the necessary arrangements will be made.

21. Film programmes supplied through the Admiralty Cinema Fund are sent out " tails first," *i.e.*, each reel wound in the reverse order to that in which it is to be shown. Programmes are to be passed on in a similar manner.

22. While rewinding films in preparation for exhibition, operators should take the opportunity to examine them carefully, noting their condition on the history cards.

23. The names of the leading players in the " feature pictures " of programmes will be shown on the history cards.

24. Films will be despatched by the Distributor of Cinema Films to the Royal Navy, 184, Wardour Street, London, W.1 (short title " Film Distributor "). Used films are to be returned to him *direct*, without delay, addressed as above, service opportunities being utilised whenever possible. If mercantile transport has to be used the necessary charges will be refunded by the Secretary, Admiralty Cinema Fund, on application, but such transport is only to be used when absolutely necessary.

25. The Secretary, Admiralty Cinema Fund, is to be advised by telegram of any films consigned to the United Kingdom, the method of despatch being stated. The Film Distributor will then be informed and will make the necessary arrangements for collection.

26. In each unit the custody, exhibition and return of films should be in the hands of a responsible officer. In squadrons or fleets it may be found more convenient for an officer such as the Fleet Cinema Officer to co-ordinate the arrangements.

27. Particular care should be taken to see that films are not subjected to rough handling while being shown : that they are properly stowed and accounted for, and that in the process of transfer from one ship to another the cases of film reels are packed and securely fastened. If a can does not contain sufficient film tins to fill it completely, the remaining space should be packed to prevent damage to the contents in transit. Losses have occurred through defective fastening.

28. With each film programme two cards are included which should be filled up as directed on the card. Any complaints as to the type or entertainment value of films should not be written on the cards. When a film is returned to the Film Distributor one card should accompany it, *and the other should be sent to the Secretary, Admiralty Cinema Fund.*

29. *Hire of Special Films.*—On application to the Secretary, Admiralty Cinema Fund, special arrangements can be made with individual units to supply pictures of events such as the Coronation celebrations, the Derby, the Grand National, and so on, *at the time of first release*, provided that the units concerned are willing to pay the current market rates, which are high. Special children's shows can also be arranged.

30. *Charges for Hire of Films.*—Charges for hire are for one programme per week, and each programme may be shown at as many performances in a week as are required to enable it to be seen by the whole of the ship's company.

31. Film programmes being transported to or from the United Kingdom by H.M. ships may be shown by them, if desired, at the appropriate charges, and under the arrangements set out above.

32. Films are to be exhibited to Naval personnel only, though casual visitors to the ship are not debarred from attending cinema performances.

33. *Insurance of Films.*—The charges for the hire of films will include insurance against all loss or damage, including risk in transit by any mode of conveyance, but excluding damage caused by scratching, tearing and perforation. Each unit receiving a film should therefore satisfy itself as to its condition on receipt. The loss of a film, or any damage rendering a film unfit for exhibition, should be reported immediately by telegram to the Secretary, Admiralty Cinema Fund.

34. As stated in paragraph 6 dealing with insurance of equipment, it is in the interests of all to keep insurance rates as low as possible in order that hire charges may be kept to a minimum.

35. *Ships' companies should therefore be enjoined to use the utmost care when using or transporting films.* (*See* paragraph 27.)

VI.—*Payment for Hire of Equipment and Films supplied to Ships*

36. Payment for hire of equipment and films should be made monthly (on the last day of each month) by the Accountant Officer by means of remittance lists made out in favour of the Admiralty Cinema Fund. Each remittance, which should cover complete weeks, should be accompanied by a statement as follows :—

(*a*) Name of Ship.

(*b*) Total amount of remittance.

(*c*) Sum remitted for equipment and period covered.

(*d*) Sum remitted for films, giving list of films shown to which the remittance relates indicating the titles of the films in each programme and the Fleet Programme Numbers ; dates of exhibition ; with their entertainment value assessed in accordance with paragraph 41.

37. Ships on foreign stations are to inform the Secretary, Admiralty Cinema Fund, by telegram, when each remittance is despatched, giving the full details required by the preceding paragraph, except that the title mentioned in (*d*) may be omitted. This is NOT intended to take the place of the statement asked for in paragraph 36.

38. While Their Lordships realise that at present a certain amount of money may have to be found by the Admiralty Cinema Fund, the intention is to make the scheme self-supporting.

VII.—*Supply of Films to Shore Establishments*

39. Films can be supplied to Establishments on favourable hire terms to suit an Establishment's particular requirements. When enquiries are forwarded to the Admiralty Cinema Fund information should be given on the following points :—

(i) The number of spectators likely to attend each performance.

(ii) The period for which films would be required, *i.e.*, one, two or three days or for longer periods.

(iii) Whether performances would be required throughout the year or for a few months during the year.

40. Arrangements can usually be made for the Film Distributor to the Royal Navy, Commander J. L. F. Hunt, R.N. (Retired), to visit an Establishment wishing to join the scheme in order to give full information regarding the film service the Admiralty Cinema Fund can offer.

VIII.—*Indication of Entertainment Value*

41. In order that information may be available of the entertainment value of film programmes supplied, the degree of popularity of " short " and " feature picture" in each programme should be assessed as Very Good, Good, Average, Fair, or Poor, and this information is to be included under (*d*) in the statements called for in paragraphs 36 and 37.

42. Ships on foreign stations are to use the following alphabetical code in their telegraphed reports :—

(A) Very Good.
(B) Good.
(C) Average.
(D) Fair.
(E) Poor.

The assessment for the " short " is to precede that for the " feature picture." For example, a telegraphed report on a Fleet Programme No. 403 might read as follows :—

403 6/5 (C) (A)

Signification—

Programme No.	*Date of Showing.*	*Assessment of " Short."*	*Assessment of " Feature Picture."*
403.	6th May.	Average.	Very Good.

IX.—*Training of Operators*

43. When ships are equipped in Home Waters, arrangements will be made when required for a suitable rating (or ratings) to receive a short course of instruction in London (two days) in the working and maintenance of the equipment. Application for the rating or ratings to take the course should be made to the Secretary, Admiralty Cinema Fund. In their own interests all ships hiring the Admiralty equipment should do their utmost to put through the course such rating(s) as are likely to be required as operators. No charge for instruction will be made, but the ships concerned will be responsible for the cost of the ratings' lodging and subsistence. Equipment sent abroad will be accompanied by precise instructions for its manipulation, but if it is sent out by H.M. ship it may be possible to arrange for a rating in that ship, if necessary, to undergo the course referred to above, in order that he may pass on this knowledge to an operator in the hiring ship.

44. *Their Lordships wish to impress on all concerned that in order to make the scheme a success, the whole-hearted interest, enthusiasm, support and co-operation of the personnel of the Navy are essential.*

APPENDIX I

SCALE OF CHARGES FOR HIRE OF STANDARD EQUIPMENT AND FILMS TO SHIPS

Category.	*Complement.*	*Equipment. Per week.*			*Film Hire. Per week.*		
		£	*s.*	*d.*	£	*s.*	*d.*
A	Under 450	1	0	0	2	5	0
B	450 – 600	1	5	0	2	15	0
C	601 – 750	1	5	0	4	0	0
D	Over 750	1	7	6	5	10	0

Notes.—(1) The price of the standard equipment is approximately £327.

(2) As an indication to ships who require more expensive attachments over and above the standard equipment, the extra cost will be charged at 1*s.* per week for each additional £5 or part of £5 above the standard charge. (This charge applies only on the basis of hire for a commission. Special charges for extras will be made to ships hiring equipment for shorter periods or on a " cruise " basis.)

(3) Charges for hire of films will be subject to review from time to time in the light of experience gained as the scheme progresses and there will probably be slight variations of charge to meet local conditions on certain foreign stations.

(4) The above hire charges do not apply to shore establishments, for whom special arrangements will be made.

1871.—Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W./D.N.A. 4837/37.—2.9.1937.)

The following amendments are to be made to A.F.O. 2873/36, with effect from 1st August, 1937 :—

Part IV.—Non-substantive Pay and Allowances.—Ratings

* * * * * * *

6. *Kit Upkeep Allowance.*—The following rates of Kit Upkeep Allowance are payable to R.A.N. ratings :—

(*a*) C.P.O.s and P.O.s wearing the special uniform of that rating, viz., Class III dress with gilt buttons and Pattern 49 cap badges	8*d.* per diem
(*b*) Men dressed as Class II	7*d.* ,,
(*c*) Men dressed as Class III	7½*d.* ,,
(*d*) All Band ratings	7½*d.* ,,

* * * * * * *

Outfit Gratuities

	£	s.	d.
7. (*a*) Petty Officers dressed as Seamen on promotion to C.P.O.	14	12	6
(*b*) Petty Officers with one year's service as such, on change of uniform from Class II to Class III ...	12	10	0
(*c*) Other men or boys on transfer to ratings for which a change of uniform to Class III is required ...	11	12	6
(*d*) Men or boys on transfer to ratings for which a change of uniform to Class II is required ...	9	15	0

* * * * * * *

*1879.—Royal Naval Flying Club—Extension of Membership and Particulars of Facilities offered

(C.W. 9123/37.—2.9.1937.)

The Club was formed in 1931, to encourage private flying among Naval Officers.

2. Membership of the Club is open to all officers who hold or have held permanent commissions in the Royal Navy, Royal Marines, Dominion Navies, Royal Indian Navy, Royal Naval Reserve, Royal Naval Volunteer Reserve and Subordinate officers on their active lists.

3. The entrance fee is 15*s*., and the annual subscription is 30*s*. Subordinate officers, which term includes Acting Sub-Lieutenants, Probationary Second Lieutenants, Royal Marines, Midshipmen and Naval Cadets, do not pay the entrance fee.

4. If an officer serves abroad for more than six months in any club-year on stations for which no special facilities are provided for members, he is entitled to a refund of a proportion of his annual subscription provided application is made in writing to the Secretary before 31st December of the year for which the claim is made.

The proportion refunded is :—

If absent for the whole year	The whole annual subscription.
If absent for less than 12 months but more than six months	One-half the annual subscription.

5. By joining the Royal Naval Flying Club a member automatically becomes a member of the following Flying Clubs where facilities for learning to fly under most experienced instructors are provided :—

London	The London Air Park Flying Club, London Air Park, Hanworth, Middlesex.
Chatham	Malling Aviation Club, West Malling, near Maidstone, Kent.
Portsmouth ...	The Portsmouth Aero Club, City Airport, Portsmouth.
Eastleigh	The Hampshire Aeroplane Club, Southampton Airport, Southampton.
Plymouth	The Plymouth and District Aero Club, Plymouth Airport, Roborough Aerodrome, Plymouth.
New Zealand ...	The Auckland Aero Club, Auckland, New Zealand.

6. The best method of learning to fly or for a qualified pilot, other than a private owner, to do private flying is to join a flying club and one of the advantages in joining the Royal Naval Flying Club is that for one annual subscription a member becomes a member of several flying clubs.

7. The total cost, to a member of the R.N.F.C. for learning to fly, including cost of necessary equipment, is estimated to be about £18 to £20. This allows for 8 hours' dual instruction, and 4 hours' solo, which is a liberal allowance.

8. The Club is governed by a Chairman and a Committee elected by the members.

Secretary : Commander E. W. Woodruff, R.N. (Ret.).

The headquarters of the Club are :—

c/o Royal Aeronautical Society,
7, Albemarle Street,
London, W.1.

All enquiries should be addressed to the Secretary, Royal Naval Flying Club, at that address, and he will be pleased to furnish any further information that may be required.

*1919.—Engineer Officers, R.N.—University Candidates

(C.W. 8976/37.—9.9.1937.)

The following amendment has been approved in the regulations for the entry of University Graduates as Engineer Officers, R.N., particulars of which were published in A.F.O. 988/37:—

Academic Qualifications.—Candidates must be in possession of an Engineering Degree (Mechanical or Electrical) of one of the Universities mentioned in paragraph 1. Candidates whose academic qualifications have not been determined by the date of forwarding the lists by University Authorities may be recommended provisionally and their qualifications subsequently confirmed or otherwise.

(*A.F.O. 988/37.*)

*1922.—Naval Pensions—Commutation of

(P.M. 3017/37.—9.9.1937.)

The following tables show the commutation rates now authorised, with effect from 27th July, 1937, and applicable to Pensioners whose Port Divisions are situated in the United Kingdom :—

(1) *Pensions payable quarterly in advance*

Age between	Commutation for each £1 of Pension.	Age between	Commutation for each £1 of Pension.
35 and 36	15·700	58 and 59	10·190
36 ,, 37	15·523	59 ,, 60	9·888
37 ,, 38	15·340	60 ,, 61	9·582
38 ,, 39	15·151	61 ,, 62	9·273
39 ,, 40	14·957	62 ,, 63	8·962
40 ,, 41	14·756	63 ,, 64	8·650
41 ,, 42	14·549	64 ,, 65	8·339
42 ,, 43	14·336	65 ,, 66	8·029
43 ,, 44	14·118	66 ,, 67	7·721
44 ,, 45	13·895	67 ,, 68	7·415
45 ,, 46	13·666	68 ,, 69	7·113
46 ,, 47	13·433	69 ,, 70	6·815
47 ,, 48	13·194	70 ,, 71	6·522
48 ,, 49	12·950	71 ,, 72	6·235
49 ,, 50	12·700	72 ,, 73	5·953
50 ,, 51	12·444	73 ,, 74	5·679
51 ,, 52	12·182	74 ,, 75	5·412
52 ,, 53	11·913	75 ,, 76	5·155
53 ,, 54	11·639	76 ,, 77	4·907
54 ,, 55	11·359	77 ,, 78	4·668
55 ,, 56	11·074	78 ,, 79	4·439
56 ,, 57	10·784	79 ,, 80	4·219
57 ,, 58	10·489		

Note.—In the event of commutation being approved at a date less than six weeks from the first day of the quarter, the above values will be reduced by ·25 (5*s.*).

(2) *Pensions payable weekly to the end of the* quarter *in which death occurs*

Age between	Commutation for each £1 of yearly pension commuted.	Age between	Commutation for each £1 of yearly pension commuted.
35 and 36	15·604	58 and 59	10·127
36 ,, 37	15·428	59 ,, 60	9·827
37 ,, 38	15·246	60 ,, 61	9·522
38 ,, 39	15·059	61 ,, 62	9·215
39 ,, 40	14·866	62 ,, 63	8·906
40 ,, 41	14·666	63 ,, 64	8·596
41 ,, 42	14·460	64 ,, 65	8·287
42 ,, 43	14·249	65 ,, 66	7·979
43 ,, 44	14·032	66 ,, 67	7·672
44 ,, 45	13·810	67 ,, 68	7·369
45 ,, 46	13·583	68 ,, 69	7·068
46 ,, 47	13·351	69 ,, 70	6·772
47 ,, 48	13·113	70 ,, 71	6·481
48 ,, 49	12·871	71 ,, 72	6·195
49 ,, 50	12·622	72 ,, 73	5·916
50 ,, 51	12·368	73 ,, 74	5·643
51 ,, 52	12·107	74 ,, 75	5·378
52 ,, 53	11·840	75 ,, 76	5·122
53 ,, 54	11·567	76 ,, 77	4·875
54 ,, 55	11·289	77 ,, 78	4·638
55 ,, 56	11·006	78 ,, 79	4·410
56 ,, 57	10·717	79 ,, 80	4·191
57 ,, 58	10·424		

Important.—It should be noted that these rates do not apply to pensioners who finally entered or re-entered, after a break in service, on or after 1st August, 1935, whose pensions cease at the end of the pension week in which death occurs. (*See* Table (3).)

(3) *Pensions payable weekly in advance to the end of the* week *in which death occurs*

Age between	Commutation for each £1 of Pension.	Age between	Commutation for each £1 of Pension.
35 and 36	15·575	58 and 59	10·065
36 ,, 37	15·398	59 ,, 60	9·763
37 ,, 38	15·215	60 ,, 61	9·457
38 ,, 39	15·026	61 ,, 62	9·148
39 ,, 40	14·832	62 ,, 63	8·837
40 ,, 41	14·631	63 ,, 64	8·525
41 ,, 42	14·424	64 ,, 65	8·214
42 ,, 43	14·211	65 ,, 66	7·904
43 ,, 44	13·993	66 ,, 67	7·596
44 ,, 45	13·770	67 ,, 68	7·290
45 ,, 46	13·541	68 ,, 69	6·988
46 ,, 47	13·308	69 ,, 70	6·690
47 ,, 48	13·069	70 ,, 71	6·397
48 ,, 49	12·825	71 ,, 72	6·110
49 ,, 50	12·575	72 ,, 73	5·828
50 ,, 51	12·319	73 ,, 74	5·554
51 ,, 52	12·057	74 ,, 75	5·287
52 ,, 53	11·788	75 ,, 76	5·030
53 ,, 54	11·514	76 ,, 77	4·782
54 ,, 55	11·234	77 ,, 78	4·543
55 ,, 56	10·949	78 ,, 79	4·314
56 ,, 57	10·659	79 ,, 80	4·094
57 ,, 58	10·364		

(4) Applications for commutation from pensioners who do not belong to Port Divisions in the United Kingdom will continue to be dealt with in accordance with the tables set out in A.F.O. 1171/36.

(*A.F.O. 1171/36.*)

1977.—Engine Room, Ordnance and Electrical Artificers and Shipwrights—Dental Standard

(N. 5853/37.—16.9.1937.)

Candidates for direct entry as Artificers or Shipwrights should not be rejected for dental reasons, provided they are fit and suitable in all other respects, can be rendered dentally fit for general service by treatment, and are willing to receive such treatment on entry.

2. Dentures will be supplied at the public expense if required.

1978.—Glasses for Artificers and Shipwrights—Supply of

(N. 5853/37.—16.9.1937.)

When a Naval ophthalmic specialist advises that to relieve symptoms or to preserve eyesight, an Engine-Room, Electrical, Ordnance, or Shipwright Apprentice, should be permitted to wear glasses on duty, spectacles may be supplied at the public expense provided that:—

(*a*) The Apprentice's eyesight is up to, or above, the minimum standard current for serving personnel of his branch; and

(*b*) He is recommended by the Commanding Officer for retention in the Service.

Every accepted candidate for *direct* entry as E.R.A., E.A., O.A., or Shipwright whose vision in either eye is below Snellen $\frac{6}{12}$, is to be given spectacles at the cost of the public funds.

1979.—Ordinary Seamen (Special Service)—Dental Standard

(N. 5853/37.—16.9.1937.)

If fit and suitable in all other respects, candidates for entry as Ordinary Seamen (Special Service) who are below the normal dental standard may be accepted, provided (*a*) they are wearing well fitting permanent dentures to remedy deficiency of natural teeth, and that any remaining natural teeth are in sound condition or are readily conservable; or (*b*) that they have not fallen below the normal standard to a greater extent than the loss of one pair of opposing molars, and are willing to obtain necessary dentures at their own expense on entry.

2. A written undertaking is to be given by candidates entered under the conditions shown at (*a*) and (*b*) above, expressing their willingness to obtain at their own expense, after entry, any dentures which may be necessary, and to maintain their dentures in an efficient condition at their own expense during their service. It should also be explained to such candidates that, after entry, dentures may be obtained through Service channels on repayment of the cost, either in a lump sum or by weekly instalments deducted from pay.

2036.—R.M. Warrant Officers—Professional Examinations

(C.W. 6502/37.—23.9.1937.)

(*This reprint embodies A.F.O. 2533/37.*)

The syllabus and instructions for professional examinations for Warrant Officers, etc., R.M. and R.M. Band, commencing with the examinations to be held in March, 1938, are as follows:—

PART I.—PRACTICAL AND ORAL

Subject O.—Duties in the Field

The examination consists of a simple exercise in the field without troops. Candidates will be expected to have a thorough knowledge of the tactical handling of rifle and machine gun platoons, and to understand the characteristics of other arms. Questions will also be asked dealing with the organisation and handling of Battalion Headquarters, map reading, message-writing and the administration of infantry units in the field.

The Field Service Pocket Book may be used unless otherwise directed by the Examining Board.

Marks allowed, 200.

Subject P.—Infantry Training

Candidates are expected to have a thorough knowledge of Infantry Training, Vol. I, of the Manual of Elementary Drill and of the Manual of Ceremonial so far as it affects infantry units. They will also be required to have sufficient knowledge of physical exercises and bayonet training to enable them to exercise trained men.

The examination will be practical and oral and special attention will be paid to appearance, manner, ability to instruct and power of command.

Marks allowed, 400.

Subject Q.—Administration

The examination will be oral and questions will be asked on matters of Law and Administration such as are likely to confront a Warrant Officer in the course of his duty as Sergeant-Major or Staff Sergeant-Major at a R.M. Division or the Depôt, R.M. Questions will be asked on subjects such as:—

Guards, picquets, police.
Arrest and preliminary investigation of charges.
Orderly Room duties.
Precautions against fire.
Administration of Sergeants' Messes.

Marks allowed, 200.

Subject R.—Infantry Drill (R.M. Band)

Candidates will be examined in Infantry Training, Vol. I, Manual of Elementary Drill and Manual of Ceremonial in so far as drill, position and movements of bands are concerned. Knowledge is required of definitions, methods of formation, movements and handling of instruments of ceremonial bands; the aim, guiding principles, programme, spirit and leadership in training; squad drill (without arms); saluting (including with sword, but excluding other arms); platoon drill and company drill (without arms); march discipline; the battalion on the march; compliments, sanitation and distances on the march; company and battalion ceremonial drill—so far as the movements of a band are affected only; sword drill (dismounted); physical exercises.

Candidates taking this subject will not be examined in Bayonet Training.

Marks allowed, 200.

Subject S.—Infantry Drill (R.M. Band)

Candidates will be examined in Infantry Training, Vol. I, Manuals of Elementary Drill and Ceremonial; on the definitions as affecting the position and movements of bands; the methods of formation; movements and handling of instruments of ceremonial bands; march discipline; the battalion on the march; compliments, sanitation and distances on the march; ceremonial drill—company and battalion—so far as the movements of a band are affected only.

Questions will also be asked to test the candidates' knowledge of King's Regulations and Admiralty Instructions, General Standing Orders, R.M., Instructions for Royal Marine Divisions and Royal Marine Training Manual in so far as these concern R.M. Bands.

Marks allowed, 200.

Subject T.—Office Work

Practical questions will be given to test the knowledge of work in, and regulations governing the Commandant's Office, Pay Office and First Quartermaster's Department; candidates will also be required to write a precis, or to make an abstract report on a subject selected by the Board.

Marks allowed, 200.

Subject U.—Musical

	Marks allowed.
(i) Art of teaching (practical demonstration with class) ...	50
(ii) Aural teaching (practical demonstration with class) ...	25
(iii) Knowledge of set scores. Technique of instruments in military band and orchestra	50
(iv) Art of conducting, practical instruction to band and conductor	50
(v) General fitness	50
Total	225

PART II.—WRITTEN

Subject V.—Military Law

Candidates should have sufficient knowledge of the arrangement of the Manual of Military Law (including the Army Act and Rules of Procedure), and the King's Regulations for the Army and Army Reserve to solve problems likely to arise in the course of their duties as subordinate officers.

Questions may be asked on the following subjects:—

Enlistment.
Offences, arrest, investigation of charges and disposal by Company Commander.
Punishments; power of Commanding Officers.
Courts-martial.—Applications for, evidence, promulgation
Penal deductions from pay; redress of wrongs.
Courts of enquiry.
Billeting.
Duties in aid of civil power.
Definitions.
Application and jurisdiction of military law in regard to Royal Marines.

Marks allowed, 100. Time allowed, 2 hours. Books allowed—The King's Regulations for the Army and Army Reserve and the Manual of Military Law.

These books are not to contain any addition whatever other than amendments made by Army Orders or notified in Army Council Instructions.

Subject W.—Administration

A detailed knowledge will be required of the administration and organisation of Royal Marine Divisions. Questions may be asked on the following subjects:—

Enlistment, attestation, transfers, re-engagement, extensions of service, discharges, promotion, Good Conduct Badges, pensions*, gratuities*, allowances*, pay (in barracks and in the field*) and messing, clothing and equipment*, stores* and accommodation, drafting, service certificates, official correspondence and Royal Fleet Reserve*.

The paper will be set to test the candidate's working knowledge of King's Regulations and Admiralty Instructions as affecting Royal Marines, Instructions for Royal Marine Divisions and Store Instructions, Royal Marines.

Marks allowed, 200. Time allowed, 2 hours. No books allowed.

Subject X.—Administration

Questions will be asked on the duties of the Paymaster, Barrackmaster, First Quartermaster and Second Quartermaster, as laid down in Instructions for Royal Marine Divisions, General Standing Orders for the Royal Marine Forces and Store Instructions, Royal Marines.

Two papers will be set on this subject. Paper I dealing with the administrative duties carried out at a R.M. Division, e.g., allotments and marriage allowance, office organisation, accommodation, clothing, messing, etc. Paper II dealing with store duties, *e.g.*, accounting, estimates, manufacture of clothing, surveys, etc.

Two hours will be allowed for each paper and each will carry 200 marks. No books allowed.

Subject Y.—Musical

		Marks allowed.
(i)	Harmony up to and including five parts	20
(ii)	Advanced figured, bass	20
(iii)	Harmonising melody for string or wind instruments ...	30
(iv)	Free accompaniment for pianoforte or strings or wind to a given melody	30
(v)	Musical form	25
(vi)	General history	25
(vii)	Counterpoint, in two free parts to be worked in double counterpoint	50
	Total	200

Time allowed, 10 hours.

* Not for Band ranks.

SUBJECT Z.—INSTRUMENTATION	*Marks allowed.*
(i) Advanced military band	50
(ii) Orchestral band	50
Total	100

Time allowed, 2 hours.

2. Subjects taken.—The subjects taken by the several candidates will be as follows:—

For Sergeant-Major, R.M.—Subjects O, P and Q.

For Superintending Clerk, R.M., and for appointment as Superintending Clerk, R.N. School of Music.—Subjects T, V and W.

For Bandmaster (W.O.), R.M. Band.—Subject S.

For appointment as Sergeant-Major, R.N. School of Music.—Subjects Q and R.

For Musical Director or Assistant Musical Director, R.N. School of Music.—Subjects U, V, Y and Z.

For appointment as Company Officer, R.N. School of Music.—Subjects R, V and W.

For appointment as Quartermaster, R.M.—Subject X.

For appointment as Quartermaster, R.N. School of Music.—Subject X.

3. Eligibility.—Before taking the examination, candidates must hold not less than the following substantive ranks:—

For Sergeant-Major, R.M., and Superintending Clerk, R.M.—Sergeant, R.M.

For Bandmaster (W.O.), R.M. Band.—Bandmaster, 2nd Class, R.M. Band.

For appointment as Sergeant-Major or Superintending Clerk, R.N. School of Music.—Bandmaster (W.O.), R.M. Band.

For Musical Director or Assistant Musical Director, R.N. School of Music.—Bandmaster (W.O.), R.M. Band, and have passed the preliminary test, *vide* paragraph 4 (*f*).

For appointment as Company Officer, R.N. School of Music.—Bandmaster (W.O.), R.M. Band.

For appointment as Quartermaster, R.M.—Sergeant-Major or Superintending Clerk, R.M.

For appointment as Quartermaster, R.N. School of Music.—Bandmaster (W.O.), R.M. Band, but must have qualified previously for Sergeant-Major or Superintending Clerk, R.N. School of Music.

On the 1st of February preceding the date of the examination, Commandants, R.M., and the Superintendent, R.N. School of Music, are to forward to the Adjutant-General, Royal Marines, a certificate to the effect that candidates are thoroughly recommended for employment and that the officer recommending would select the candidate for his own staff. Unless this certificate is furnished, the candidate will not be permitted to attend the examination.

Copies of the Order may be obtained from the Adjutant-General, Royal Marines, Admiralty.

4. Examination—

(*a*) Candidates must take the whole examination together and failure in more than one subject will entail taking the whole examination again. Failure in one subject will entail taking that one subject at a subsequent examination, the whole to be completed within three years.

(*b*) Standard to pass.—70 per cent. in subjects O, P and Q; 60 per cent. in all other subjects.

(*c*) Special certificates will only be granted to candidates who pass the whole examination at one time and obtain 80 per cent. in the aggregate (excluding L.R.A.M. examination for Bandmaster (W.O.), R.M. Band).

(*d*) Examinations will be held at one or more R.M. Divisions. Band ranks will normally be examined at Deal, except that candidates for Musical Director or Assistant Musical Director will be examined at a R.M. Division. The examinations will be conducted by a Board of Officers.

(*e*) Subject to the provision of paragraph 4 (*a*), written papers may be taken by candidates serving afloat.

The examinations will be held on or about 15th March. A list of candidates, showing whether they have previously passed part of the examination and quoting the R.M. authority, is to be forwarded to the Adjutant-General, R.M., on 1st December of the preceding year.

(*f*) Preliminary examination of candidates for examination for Musical Director and Assistant Musical Director.—Candidates will be required to pass a preliminary test in Subject Y under the supervision of the Musical Director, R.N. School of Music, for candidates available to attend Headquarters, or when serving in H.M. ships, under the Senior Royal Marine Officer of the candidate's ship.

The examination paper will be set by the Musical Director, R.N. School of Music, and the number of candidates desirous of taking the preliminary examination is to be forwarded direct to the Superintendent, R.N. School of Music, by 1st June, who will arrange the examination in sufficient time to allow of results being promulgated prior to the final examination in March.

Examination papers will be despatched direct to H.M. ships as necessary.

Worked examination papers of candidates serving afloat are to be returned direct to the Superintendent, R.N. School of Music, for marking and notification of results.

There is no limit to the number of tests a Warrant Officer may attend.

(*g*) Written examinations ashore will be conducted in accordance with K.R.A. and A.R., Appendix XI, Section III. The composition of the Boards for both the written and practical examinations will be as laid down in Appendix XIII, Instructions for Royal Marine Divisions.

(*h*) Examinations in H.M. ships will be conducted in accordance with King's Regulations and Admiralty Instructions, Appendix XII, Part 10, Section III (2), so far as these regulations apply. Worked papers are to be returned direct to the Adjutant-General, Royal Marines.

5. Staff Sergeant-Majors, Sergeant-Majors and Superintending Clerks, promoted to that rank on or after 1st May, 1937, will be required to qualify at the examination in order to be eligible for promotion to the rank of Quartermaster. This applies also to Bandmasters (W.O.), R.M.B., with regard to the rank of Quartermaster, R.M.B.

(*Copies of this Order may be obtained from the Adjutant-General, Royal Marines, Admiralty.*)

*2041.—Naval Personnel Serving Abroad—Facilities for Passages of Wives and Families

(P.M. 3032/37.—23.9.1937.)

The following particulars are promulgated for the information of Naval personnel who are contemplating taking their wives and families abroad under conditions in which the wives and families are not entitled to passage wholly or partly at Government expense.

A.—*Special Facilities on Packet Vessels*

2. Certain Shipping Companies have agreed to grant special concessions from their tariff rates for return and, in some cases, single voyages for wives and families of Naval personnel. These concessions apply to the Mediterranean, China, Africa, America and West Indies, and New Zealand Stations and information will in future be furnished on appointment to officers detailing the concessions applicable to the particular Station. Information as to these concessions will be furnished to the Commanding Officers of the R.N. Barracks and Colonels Commandant of the Royal Marine Divisions, and R.M. Depôts, Deal, who are to arrange for it to be supplied to ratings and other ranks, R.M., on application. Similar information will be recorded in the relative Station Order Books.

3. As regards other Stations, Cabin and Tourist accommodation at rates considerably less than the normal 1st Class tariff rates is provided by certain Shipping Companies, and in the circumstances no special concessions are available for wives and families of Naval personnel. In order, however, to assist Naval Officers and ratings, information as to these tariff rates will be issued in the same way as the special concession rates referred to above.

4. These concessions will only be granted by the Shipping Companies on production, at the time of booking the passage, of a certificate to the effect that the officer, rating or other rank, R.M., is serving on, or has been appointed to, the particular station. Application for these certificates should be made as follows :—

(i) Officers, R.N. and R.M. : The Secretary of the Admiralty (C.W. Branch) ;

(ii) R.N. ratings : Commanding Officers of ships or Commanding Officers of the R.N. Barracks ;

(iii) R.M. (other ranks) : Commanding Officers of ships or Commandants of the Royal Marine Divisions.

B.—*Indulgence Passages*

5. Indulgence passages are granted only in transports, and are allocated by the Board of Trade in London for passages from the United Kingdom, and by the Superintending Sea Transport Officer for passages between ports abroad or homeward to the United Kingdom. The claims of the wives and families of Naval Officers and ratings are considered in conjunction with those of the wives and families of Army and Royal Air Force personnel. Opportunities for indulgence passages are, however, very rare, as the accommodation in transports is almost invariably fully occupied by passengers entitled to passage at Government expense or earmarked for entitled passengers due to proceed from subsequent ports of call.

6. A condition of the grant of indulgence passages is that no expense shall fall on public funds. Consequently, such passages can only be allowed when there is spare accommodation in a transport which cannot be filled by passengers entitled to conveyance at Government expense and on payment by the passengers, prior to embarkation, of the cost of their messing. Further, 1st Class indulgence passengers will be liable to be disembarked at intermediate ports to make room for " entitled " passengers. Each 1st Class indulgence passenger will therefore be required to sign a statement to the effect that, in the event of the berth being required at an intermediate port for the embarkation of an " entitled " passenger, he will be prepared either to vacate his berth or to pay the cost of a packet passage for the " entitled " passenger in question, plus any hotel or rail expenses involved in the latter's detention and onward voyage.

7. In accordance with Articles 98 and 99 of the Regulations for H.M. Sea Transport Service, it is essential that there should be a formal application for the indulgence passage and this application must be approved by the Admiralty

for voyages from the United Kingdom and by the Senior Naval Officer for a voyage between ports abroad or homeward to the United Kingdom. The application is then forwarded to the Director of Sea Transport or the Superintending Sea Transport Officer respectively.

*2096.—Gunners and Gunners (T)—Separation of Lists of

(C.W. 2473/37.—30.9.1937.)

As from 1st October, 1937, *i.e.*, the next date for promotion to Acting Gunner and Acting Gunner (T) separate lists will be instituted for Gunners and Gunners (T).

2. Officers now serving, however, will continue to be shown on the combined lists of Gunners and Commissioned Gunners, and promotions to the rank of Lieutenant will continue to be made from the present combined list of Commissioned Gunners until it becomes exhausted.

3. Candidates promoted on or after 1st October, 1937, will be shown on separate lists and on promotion to Commissioned Officer from Warrant Rank will continue to be so shown, promotions to the rank of Lieutenant being made from the separate lists of Commissioned Gunners and Commissioned Gunners (T).

*2102.—Air Travel—Concession

(C.W. 6472/37.—30.9.1937.)

The North Eastern Airways, Ltd., operating a service between London and Aberdeen, give special terms to serving members of H.M. Forces.

2. To obtain these special terms the Railway Concession Voucher—Army Form O.1798—amended as necessary, may be used.

2149.—Interpreters—Supplementary List Officers Qualifying as

(C.W. 8624/37.—7.10.1937.)

R.N. Supplementary List Officers who have been transferred from the Royal Naval Reserve under the provisions of A.F.O. 228/37, Section III, B, and who receive permission from the Admiralty to sit for examinations for the grade of Interpreter or Acting Interpreter, will not receive any gratuities payable under King's Regulations and Admiralty Instructions, Article **368** (8), until they have completed their period of probation and are confirmed in their R.N. rank.

(*A.F.O. 228/37 and K.R. and A.I., Art. 368 (8).*)

2155.—Royal Naval Wireless Auxiliary Reserve—Visits to W/T Offices of Ships

(N. 6037/37.—7.10.1937.)

The Royal Naval Wireless Auxiliary Reserve is a reserve of wireless operators, trained in Naval procedure, for service in the Royal Navy as telegraphist ratings (hostilities only) on mobilisation.

2. Members of this Reserve are permitted to perform 14 days' training annually in H.M. ships or at H.M. Signal School, Portsmouth. Training is performed in plain clothes.

3. They are also permitted to visit the W/T offices of any of H.M. ships in harbour (excepting submarines) at any time, subject to the restrictions laid down in the Secrecy Regulations, provided that they are wearing the R.N.W.A.R. badge, a sketch of which is shown below. Their attention is to be drawn to the orders in Article **925** of the King's Regulations and

Admiralty Instructions against taking notes from confidential or secret documents, and to the relevant orders in the Secrecy Regulations against making sketches of secret apparatus.

4. No prior notification of visits by members is necessary, but the permission of the Commanding Officer is to be obtained in the usual manner on their arrival on board.

(*A.F.O. Diagram 138/37.*)

2223.—Anti-rabic Treatment—Chief Centres Abroad where it can be obtained

(M.D.G. 7147/37.—14.10.1937.)

The following list contains details of the chief centres where anti-rabic treatment can be obtained abroad :—

List of Centres where Anti-Rabies Treatment can be obtained.
(*Supplied by Health Section, League of Nations, June, 1937.*)

Algeria

Dr. Edmond Sergent, Directeur de l'Institut Pasteur d'Algerie, Alger.

Argentine

Dr. Carlos Ramos Mejia, Director del Institute Pasteur, Gaona 321, Buenos Aires.
Instituto Bacteriologico del Departmento Nacional de Higiene, Buenos Aires.
Dr. J. M. Pavcovich, Medico Profilaxis Rabica, Consejo Provincial de Higiene, Cordoba.
Dr. Pedro Lengi, Director del Instituto Bacteriological de la Direccion de Higiene, La Plata (Provincia de Buenos Aires).

Austria

Dr. Fritz Schweinburg, Leiter der Bundesstaatlichen Schutzimpfungsanstalt gegen Wut, IX., Wahrungerstrasse 25a, Vienne.

Belgium

Dr. Jules Bordet, Directeur de l'Institut Pasteur de Bruxelles, 28, rue du Remorqueur, Bruxelles.

Bolivia

Instituto Nacional de Bacteriologia, Seccion de Vacuna antirrabica, La Paz.

Brazil

Institut Pasteur de Bahia.
Institut Pasteur de Bello Horizonte.
Instituto Pasteur do Ceara, Praca Jose de Alencar, Ceara. (Director: Dr. Carlos Ribeiro.)
Institut Pasteur de Juiz de Fora.
Institut Pasteur de Porto Alegre.
Dr. J. da Costa Carvalho, Director Geral do Departamento de Saude Publica do Estado de Pernambuco, Chefe do Instituto Pasteur, Recife.
Institut Pasteur de Rio de Janeiro.
Dr. Eduardo Vaz, Director do Instituto Pinheiros, Sao Paulo.

Bulgaria

Instituts antirabiques a Sofia, Tirnovo, Varna.
Centres de traitment antirabique a Plovdiv, Rousse, Haskovo, Bourgas, Stara Zagora, Viddin, Pleven, Petritch, Nevrokop, Razlog.
S'adresser a M. le Dr. R. Radkoff, Directeur General de la Sante publique et President du Conseil Medical Superieur, Plochtad Sveta Nedelia, Sofia.

Canada

R. D. Defries, M.D., Associate Director, Connaught Laboratories and School of Hygiene, Toronto 5.

Ceylon

Director of Medical and Sanitary Services, P.O. Box No. 500, Colombo.

Chile

Profesor Dr. Eugenio Suarez, Director del Instituto Bacteriologico de Chile, Casilla 48, Santiago de Chile.

China

Director of Medical and Sanitary Services (Bacteriological Institute), Hong Kong.

Anti-Rabic Institute of the Public Health Department, Shanghai Municipal Council, International Settlement, Shanghai.

Colombia

Laboratorio Samper-Martinez, Calle 57 No. 1A, Bogota.

Cuba

Dr. Ramon Lorenzo, Director del Instituto Provincial Antirrabico, Apartado Num. 192, Santa Clara.

Czecho-Slovakia

Dr. Vaclav Strimpl, Director Statua Nemocnica Kosiciach. (Pasteurova osetrovna proti besnote), Kosice.

Dr. B. Vacek, Director State Institute of Hygiene, Korunni tr. 162, Prague–XII.

Dominican Republic

Sr. Dr. Tomas E. Perez, Secretario de Estado de Sanidad y Beneficencia y Obras publicas, Ciudad Trujillo.

Egypt

Dr. S. G. Moftah, Director, Cairo Antirabic Institute and Hospital, Public Health Ministry, Cairo.

Anglo-Egyptian Sudan. Sudan Medical Service, P.O. Box 303, Khartum.

Estonia

M. le Professeur K. Schlossmann, Chef de la Station Pasteur (Pasteuri jaam), Tartu.

Federated Malay States

Dr. A. Neave Kingsbury, Director, Institute for Medical Research, F.M.S., Kuala Lumpur.

Finland

Dr. J. A. Murto, Director, Valtion Serumlaboratorio, Konstantininkatu 3, Helsinki.

France

Dr. Dubreuil, Directeur de l'Institut antirabique municiap, 83, rue de Saint-Genes, Bordeaux.

Professeur Marmier, Directeur de l'Institut Pasteur de Lille, Lille (Nord).

Institut bacteriologique de Lyon, 61, rue Pasteur, Lyon.

Dr. J. Livon, Directeur de l'Institut Pasteur de Marseille, Avenue Pasteur-Boulevard Charles-Livon, Marseille.

Dr. Galavielle, Chef du Service antirabique, Institut Bouisson-Bertrand, Montpellier (Herault).

Institut Pasteur (Service des vaccinations antirabiques), 25, rue du Docteur-Roux, Paris 15e.

French Colonies, Protectorates, Mandated Territories, etc.

French East Africa.—Institut Pasteur de l'Afrique occidentale francaise, Dakar.

French Equatorial Africa.—Institut Pasteur de Brazzaville (A.E.F.).

French West Africa.—Institut Pasteur de L'Afrique occidentale francaise Dakar (A.O.F.).

Indo-China.—Institut Pasteur de Hanoi (Tonkin). Institut Antirabique de Hue (Annan). Institut Antirabique de Pnom Penh (Cambodia). Institut Pasteur, rue Pellerin, Saigon (Cochinchine). Laboratoire de Bacteriologie, Ventiane (Laos).

French Colonies, Protectorates, Mandated Territories, etc.—contd.

Lebanon.—Institut antirabique, Faculte francaise de Medecine de Beyrough (Republique Libanaise).

Madagascar.—Institut Pasteur de Tananarive.

Morocco.—Institut Pasteur, 1 rue Francois Magendie, Casablanca. Institut Pasteur du Maroc, Tanger.

Tunis.—Institut Pasteur, Tunis.

Germany

Stadrisches Krankenhause, Bayreuth.
Preussisches Institut fur Infektionskrankheiton Robert Koch, Fohrerstrasse 2, Berlin N.39.
Hygienisches Institut (Wutschutzabteilung), Maxstrasse 4, Breslau.
Staatliche Lymphanstalt, Dresden.
Pasteur Institut, Freiburg i. Brisgau.
Stadtisches Krankenhaus (II Med. Abteilung), Munchen-Schwabing.
Wutschutzstelle des stadtischen Krankenhauses, Nurnberg.
Stadtisches Krankenhaus, Passau.
Katholisches Krankenhause, Regensburg.
Krankenhaus der Barmherzigen Bruder, Straubing.
Krankenhaus Arlburg der Elisabethinerinnen, Straubing.
Wurttembergisches medizinisches Landesuntersuchungsamt, Azenberg-str. 14, Stuttgart.
Medizinische Klinik, Wurzburg.

Gold Coast

Dr. P. S. Selwyn Clarke, Ag. Director, Medical and Sanitary Services, P.O. Box 138, Accra.

Great Britain. (British Colonies, Dominions, Mandated Territories, etc.)

Canada.—Connaught Laboratories and School of Hygiene, Toronto 5.

Ceylon.—Medical and Sanitary Services, P.O. Box No. 500, Colombo.

India.—Haffkine Institute, Parel, Bombay No. 12. Pasteur Institute, Ballygunge, 2, Store Road, Calcutta. Pasteur Institute of Southern India, Coonoor (Madras Pres.). Pasteur Institute of India, Kasauli. Pasteur Institute of Burma, Rangoon. Pasteur Institute and Medical Research Institute, Shillong (Assam).

Kenya.—Medical Research Laboratory, Section of Bacteriology and Immunology, P.O. Box 141, Nairobi. (Local treatment centres at Kericho and Kisii.)

Nigeria.—Medical and Sanitary Service, Lagos.

Palestine.—Department of Health, Government of Palestine, Jerusalem.

Shanghai.—Anti-Rabic Institute (Public Health Department), Shanghai.

Sierra-Leone.—Medical and Sanitary Services, Freetown.

Union of South Africa.—Department of Public Health, P.O. Box 386, Pretoria.

Greece

Dr. B. Georgantas, Directeur de l'Institut antirabique et vaccinogene de l'Etat, Iera Odos, Athenes.
Institut antirabique municipal, Salonique.

Haiti

M. le Dr. Rulx Leon, Directeur General du Service National d'Hygiene publique, Port-au-Prince.

Holland

Professeur Dr. W. Aeg. Timmerman, Directeur du Rijks Instituut voor de Volksgezondheid, Sterrenbosch 1, Utrecht.

Hungary

Dr. E. I. Ajtos, Directeur-Medecin en Chef, Budapesti Pasteur Intezet es Korhaz, IX., Hogyes Engre-u. Budapest.

India, British

Lt.-Col. S. S. Sokhey, I.M.S., Director, Haffkine Institute, Parel, Bombay No. 12.
Dr. M. J. Nicholas, I.M.D., Superintendent, Pasteur Institute, Ballygunge P.O., Calcutta.
Major K. R. K. Iyengar, I.M.S., Director, Pasteur Institute of Southern India, Coonoor (Madras).
Dr. R. O. A. Smith, D.T.M., I.M.D., Director, Pasteur Institute of India, Kasauli.
Major G. C. Maitra, I.M.S., Director, Burma Pasteur Institute and Bacteriological Laboratory, Rangoon (Burma).
Lt.-Col. L. A. P. Anderson, M.A., M.D., B.Chir., D.P.H., D.T.M. & H., I.M.S., Director, Pasteur Institute and Medical Research Institute, Shillong (Assam).
Lieut.-Colonel A. J. H. Russell, C.B.E., V.H.S., I.M.S., Public Health Commissioner with the Government of India, Simla.

Indies, East—Netherlands

Institut Pasteur, Bandoeng (Java).

Indo-China

Dr. Genevray, Directeur de l'Institut Pasteur de Hanoi (Tonkin).
Institut antirabique de Hue (Annam).
Institut antirabique du Cambodge, Phnom Penh (Cambodge).
Dr. J. Mesnard, Directeur de l'Institut Pasteur de Saigon, rue Pellerin, Saigon (Cochinchine).
Laboratoire de Bacteriologie, Vientiane (Laos).

Iran (Perse)

Institut Pasteur, Teheran.

Iraq

The Director General of Health, Ministry of Interior, Baghdad.

Italy

Dr. S. Angiolani, Direttore dell'Istituto Antirabico, Via Fanti 14, Ancona.
Dr. G. Volpe, Direttore dell'Istituto Antirabico, Ospedale Consorziale, Bari.
Prof. Ivo Novi, Direttore dell'Istituto Antirabico di Bologna, Viale Filopanti 18, Bologna.
Istituto Antirabico, Catania.
Istituto Antirabico, Faenza.
Istituto Antirabico di Firenze Pietro Grocco, Florence.
Dr. G. Tanda, Direttore dell'Istituto Antirabico municipale, Genoa.
R. Istituto d'Igiene, Messina.
Dr. Ronzani, Direttore dell'Istituto Antirabico presso l'Ospedale Maggiore di Milano, Via Ospedale 5, Milano.
R. Istituto Anatomia Patologica, Napoli.
Istituto Antirabico " Achille de Giovanni," Padova.
Dr. E. Virgo, Direttore dell'Istituto Antirabbico, Piazza degli Aragonesi, Palermo.
Direttore dell'Istituto Antirabico, " Eusebio Valli," Pisa.
Prof. V. Puntoni, Direttore dell'Istituto antirabico di Roma (Citta Universitaria, Edificio Igiene), Roma.
Prof. Claudio Fermi, Direttore dell'Istituto Antirabico, Sassari.
Dr. Visconti, Direttore dell'Istituto antirabico municipale, Servizi d'Igiene e di Sanita della Citta di Torino, Via Santa Chiara 11, Torino.
Sig. Ufficiale Sanitario Dr. Dante Pollara, Dispensario antirabico communale, Trapani.

Se mettre en rapports avec le
Dr. Petragnani,
Direttore Generale della Sanita,
Ministerio dell'Interno, Palazzo Viminale, Roma.

Japan

Dr. S. Nishiki, Government General of Chosen, Keijo (Chosen).
Director of the Bureau of Public Health, Local Government of Hyogo, Kobe.
Director of the Bureau of Public Health, Local Government of Osaka, Osaka.
Kitasato Institute for Infectious Diseases, Sankocho Shiba-ku, Tokyo.
Government Institute for Infectious Diseases, Shiba-ku, Tokyo.

Se mettre en rapports avec le
Director, Central Sanitary Bureau,
Home Department, Tokyo.

Latvia

Professeur R. Adelheim, Directeur de l'Institut Pasteur Municipal Valdemar iela 34, Riga.

Lebanon (Republique)

Institut antirabique des Etats du Levant, Faculte francaise de Medecine, Beyrouth.

Madagascar

Dr. G. Girard, Directeur de l'Institut Pasteur de Tananarive.

Manchukuo

Dr. M. Chigasa, Chief, Sanitation Office, Local Administration Department, Dairen.

Mexico

Instituto Antirrabico, Mexico.
S'adresser a M. le Dr. Baltasar Izaguirre Rojo. Jefe de la Seccion de Intercambio, Departmento de Salubridad publica, Mexico.

Morocco

Institut Pasteur, 1, rue Francois Magendie, Casablanca.
Professeur P. Remlinger, Institut Pasteur du Maroc, Tanger.

Netherlands

Rijks-Instituut voor de Volksgezondheid, Sterrenbosch 1, Utrecht.

Nigeria

Dr. W. B. Johnson, Director, Medical and Sanitary Service, Lagos.

Palestine

Department of Health, Government of Palestine, Jerusalem.

Centres de traitement a :—

Jerusalem.	Ness-Tziona.
Bethlehem.	Petah Tiova.
Hebron.	Kfar Sava.
Ramallah.	Herzelia.
Beersheba.	Ra'anana.
Jaffa.	Tel-Mond.
Tel-Aviv, Kupat Cholim.	Haifa.
Ramle.	Haifa, Kupat Cholim.
Gaza.	Acre.
Rehovot, Kupat Cholim.	Binyamina, Kupat Cholim.
Rishon-le-Tzion, Kupat Cholim.	Hedera, Kupat Cholim.
Affula.	Nahalal.
Nazareth.	Nablus.
Tulkarm.	Jenin.
Tiberias.	Safad.
Nathania.	

Peru

Instituto de Vacuna y Seroterapia, Lima.

Philippines

Senora doctora Mendoza Guason, Rabies Department, Bureau of Science, Manila.

Poland

Institut antirabique du Professeur Dr. Odo Bujwid, Ulica Lubicz 34, Cracovie.
Prof. Dr. N. Gasiorwski, Directeur, Institut d'hygiene d'Etat, Piekarska 56, Lwow.
Dr. J. Celarek, Directeur du Service des Serums et des Vaccins, Institut d'Hygiene de l'Etat, Chocimska 24, Warsaw.
Zaklad Pasteur'owski D-ra W. Orlowskiego, Ul, Sadowa 21, Wilno.

Portugal

Dr. N. de Bettencourt, Directeur de l'Institut Camara Pestana, Lisbonne.
Chef du Service de la Rage : E. Pereira da Silva.

Centres de traitment a :—

Abrantes.	Estremoz.	Santarem.
Benavente.	Figueira da Foz.	Tavira.
Braga.	Guarda.	Tondela.
Braganca.	Melgaco.	Valpacos.
Castelo Branco.	Olhao.	Viana do Castelo.
Elvas.	Portalegre.	Vizeu.

Roumania

Dr. G. Proga, Directeur de l'Institut Dr. Victor Babes, Sectiunea antirabica, Splaitul Independentei 99, Bucarest VI.
Dr. Morareanu, Directeur de l'Institutul Antirabic, Cernauti.
Dr. C. Teodorascu, Directeur de l'Institutul Antirabic, Chisinau.
Prof. Dr. M. A. Botez, Directeur de l'Institut de Pathologie generale et experimentale, Universite de Cluj.
Directeur du Laboratorul de Igiena, Sectia Antirabica, Galatz.
Dr. I. Balteanu, Directeur de l'Institut antorabique de Iasi.

Siam

Dr. Phra Charan, Directeur de l'Institut Pasteur, Bangkok.

Sierra Leone

Dr. P. D. Oakley, Director of Medical Services, Freetown.

Spain

Dr. M. Roig I Roig, Jefe del Departament Antirabic, Laboratori Municipal de Barcelona, Mallorca 284, Barcelona.
Dr. Luis Ramon, Jefe del Servicio Antirabico, Instituto Nacional de Sanidad, Calle Recoletos 19, hotel, Madrid.

Sudan

The Director, Sudan Medical Service, P.O. Box 303, Khartum.

Switzerland

Schweizerisches Serum & Impfinstitut, Berne. (Direktor : Prof. Dr. P. Hallauer.)

Tanganyika Territory

Director of Medical Services, Dar es Salaam (Tanganyika Territory).

Tunis

Dr. Et. Burnet, Directeur de L'Institut Pasteur, Tunis.

Turkey

Dr. Asim Arar, Directeur general de l'Hygiene publique, Ministere de l'Hygiene et de l'Assistance sociale, Ankara.

Centres de traitement a :—

Ankara.	Instanbul.
Diyarbekir.	Sivas.

Union of South Africa

The Secretary for Public Health and Chief Health Officer, Department of Public Health, P.O. Box 386, Pretoria.

United States of America

Dr. Rigney d'Aunoy, in charge of Anti-Rabies Treatment, Charity Hospital, New Orleans (Louisiana).

William H. Best, M.D., Deputy Commissioner of Health, Department of Health, New York.

St. Louis Pasteur Institute, St. Louis (Missouri).

Uruguay

S'adresser a M. Javier Gomensoro, Director del Departaments de Sanidad Internacional, Ministero de Salud Publica, Montevideo.

Jefe del Servisio Antirrabico : Dr. Juan J. Lussich Siri.

U.S.S.R.

S'adresser au Prof. W. Bronner, Directeur du Bureau d'Information sanitaire pour L'etranger, Ilinka, 10, Moscow.

There are in the U.S.S.R. some 70 anti-rabies institutes and more than 300 treatment centres. The following is a list of centres for which data is available.

Ashkhabad.	Krasnodar.	Perm.	Tachkent.
Astrakhan.	Krasnoyarsk.	Piatigorsk.	Tiflis.
Blagovechtchensk.	Kzil Orda.	Poltava.	Tomsk.
Engels.	Leningrad.	Pskov.	Oufa.
Gomel.	Mariupol.	Rostov (Don).	Vinnitza.
Gorky.	Moscow.	Saratov.	Vitebsk.
Irkutsk.	Novotcherkask.	Semipalatinsk.	Vologda.
Kazan.	Odessa.	Simferopol.	Voronege.
Kharkov.	Omsk.	Stalinegrad.	Yaroslavl.
Kiev.	Ordionikitze.	Stavropol.	
Kirov (Ukraine).	Orel.	Sverdlovsk.	
Koursk.	Penza.	Tambov.	

Yugoslavia

Dr. M. Rankov, Directeur de l'Institut Pasteur de Novi Sad.

Institut d'Hygiene, Section antirabique, Belgrade.

Institut d'Hygiene, Section antirabique, Nish.

Institut d'Hygiene, Sarajevo.

Institut d'Hygiene, Section antirabique, 4 Mirogojska cests, Sagree.

2258.—Foreign Service Leave in Canada—Addresses of R.C.N. Officers

(C.W. 10526/37.—21.10.1937.)

(*This reprint embodies A.F.O. 2537/37.*)

R.C.N. officers returning to Canada on Foreign Service Leave should be instructed before sailing to report their address on leave, the date of arrival home, and the tentative date of departure for the return journey, to the Commanding Officer, H.M.C.S. "Stadacona," Halifax, and to Naval Service Headquarters, Ottawa.

2260.—Controlled Minefields and Kindred Devices—Conditions of Service

(N. 4881/37.—21.10.1937.)

(*This reprint embodies A.F.O. 2709/37.*)

The conditions of service of men engaged on the special duties of preparation and maintenance of controlled minefields and kindred devices will, in future, be as follows.

2. Engagement will be open to :—

(*a*) All men now employed on controlled mining.

(*b*) (i) Long Service Pensioners of the Seaman Branch who have been discharged to pension not more than 5 years, and can complete the further engagement by the time they reach the age of 50.

(ii) Long Service Pensioners of the Electrical Artificer branch who have been discharged to pension not more than 5 years, and can complete the further engagement by the time they reach the age of 56.

(*c*) Men serving in the Royal Fleet Reserve, Class " B " in seaman ratings.

(*d*) Men serving under the Special Non-Continuous Service engagement, S.56X, for 3 years.

3. It is intended that controlled mining parties, etc., should in the future be composed mainly of Long Service Pensioners. Consideration of applications from men of categories (*c*) and (*d*) above should therefore be deferred until it can reasonably be assumed that sufficient pensioners will not be forthcoming to satisfy immediate requirements.

4. Accepted candidates will be required to sign a Non-Continuous Service engagement (S.56) " for controlled mining or kindred duties (shore service only) " for either 3 years or 5 years at their option. Service abroad will be limited to one period of 2 years on the station, exclusive of time on passage.

5. Special consolidated rates of pay will be issued as follows :—

		s.	*d.*	
For men employed as	C.P.O.	10	6	a day.
,, ,,	P.O.	8	7	,,
,, ,,	A.B.	5	2	,,
,, ,,	E.A.	11	3	,,

These rates are inclusive of non-substantive pay, progressive pay and pay for good conduct badges. Marriage allowance will be payable under the ordinary rules.

6. Men will wear the uniform of the rating in which they are employed. Long Service Pensioners and Royal Fleet Reservists will be required, on joining, to provide themselves at their own expense with the following reduced kit, but will receive kit upkeep allowance at the full rates.

2 blue serge suits.
1 overall suit.
2 blue jean collars (for A.B.s only).
2 flannels (for A.B.s only).
2 shirts (for C.P.O.s and P.O.s).
1 duck cap.
1 blue cap (for A.B.s only).
2 caps and badges (for C.P.O.s and P.O.s).
1 pair black boots.
2 duck suits.
1 oilskin coat.

Before proceeding abroad they must also provide themselves with the necessary white uniform. Sun helmets and tropical clothing will be provided under the same conditions and on the same scale as for active service ratings.

No. 1 dress will not be compulsory.

7. Men will be allowed to wear, as honorary good conduct badges, any good conduct badges already in their possession, and to qualify for further badges, on an honorary basis, under the ordinary regulations. These honorary badges will be subject to deprivation for misconduct in the normal way, and their restoration will be governed by the normal rules.

8. Long Service Pensioners entered under this Order will receive their pensions, in addition to pay, and in the event of their discharge for unsuitability or misconduct their pensions will be safeguarded to them under the provisions of King's Regulations and Admiralty Instructions, Article **1995,** clause 3. Their further service will not, however, qualify for increase of pension, nor will they receive Special Engagement Bonus. Royal Fleet Reservists will be discharged from the Reserve and will cease to be eligible for retainers.

9. Continuous Service ratings already employed in controlled mining parties who transfer to the new conditions of service will continue to count their service towards pension and long service and good conduct medal and gratuity as if their

previous engagements had remained undisturbed. Special Service ratings and Reservists will count the service as reserve time for the purpose of qualifying for the reserve long service and good conduct medal, and also for discharge gratuity in the case of the R.F.R. and R.N.R. ; men who re-enrol in the reserve immediately on completion of engagement under this Order will be allowed to do so without such engagement being regarded as constituting a break in service. Men entered for this service whose first continuous service engagement has expired or is due to expire, will count the time as continuous service time for pension and long service and good conduct medal and gratuity as if they had re-engaged for further continuous service.

10. Men already employed in controlled mining parties, etc., are to be given the following options :—

(*a*) of completing their present term of service under the conditions already obtaining,

(*b*) of transferring to the new conditions promulgated by this Order, or

(*c*) of reverting to the general service if they are eligible for a general service engagement.

11. Men of the categories referred to in para. 2 (*b*) (*c*) and (*d*) above will be entered on probation for one month, and if at the end of that period they are considered unfit for the duty, their engagements will be terminated.

12. The numbers immediately required are :—

C.P.O.	1
P.O.	12
A.B.	61
E.A.	4

It is expected that further requirements after 1st April, 1938, will be :—

P.O.	8
A.B.	36
E.A.	4

Pensioners and Royal Fleet reservists holding ratings in which there are no vacancies in the controlled mining parties, etc., may be entered in lower, but not higher, ratings.

13. Entries under this Order are to be made by the Commodore R.N. Barracks, Portsmouth, in consultation with the Captain, H.M.S. "Vernon," and/or the Captain A/S, H.M.S. "Osprey," except in respect of men already serving in the Controlled Mining Party at Hong Kong, who should be entered by the Commodore, Hong Kong.

14. In drafting these ratings, the Commodore, R.N. Barracks, Portsmouth, should consult the Captain, H.M.S. "Vernon," or the Captain A/S, H.M.S. "Osprey," regarding the suitability of the men for the vacancies to be filled.

15. The notation of the engagement on the men's service certificate should indicate clearly that it was executed under this Order.

16. The men should be borne on List 13 (Permanent Supernumeraries) of the Ledgers of their Establishments.

2268.—*Issued Confidentially.*

2314.—Navigation Syllabus for Junior Officers

(C.W. 8619/37.—28.10.1937.)

In consequence of the modification of the syllabus in Navigation for Cadets in the Training Cruiser (A.F.O. 658/37 and A.F.O. 1509/37) and the introduction of an "intermediate" examination for Midshipmen afloat (A.F.O. 807/37), the "Navigation and Pilotage syllabus for Naval Cadets and Midshipmen" contained in A.F.O. 2190/35 has been revised and is to be replaced by the syllabus shown below.

2. The syllabus for the Acting Sub-Lieutenants' course at H.M. Navigation School is not included, and will be published as a separate Admiralty Fleet Order.

3. A specimen paper for the "intermediate" examination is published in A.F.O. 2315/37.

4. The requisite amendments to King's Regulations and Admiralty Instructions Appendix XII, Part I, Section III, will be made in due course.

PART A.—FOR CADETS AT DARTMOUTH AND FOR SPECIAL ENTRY CADETS IN TRAINING CRUISER

Elementary ideas of the sphere. Definitions.
General explanation of the terms used in navigation.
Brief description of Mercator's and gnomonic charts.
Gyro and magnetic compasses. Compass error, deviation, variation. Finding the deviation by terrestrial objects. Conversion of courses and bearings.
Practical chart work and coastal navigation.
Systems of lighting and buoyage in use in the British Isles. Signs and abbreviations used on Admiralty charts.
Approximate formulæ for rhumb line sailing and their applications. Traverse table. Plotting charts.
The sextant, omitting errors (other than index error) and adjustments.
Elementary spherical trigonometry. The standard formulæ, without proofs.
Astronomical navigation, leading to the fixing of a ship by observations of the sun (including meridian altitude) and plotting the position lines. Calculation of time of meridian altitude of the sun.
Fix by an observation of the sun and the bearing of a shore object.
Error of compass by time-azimuth of the sun.

PART B.—FOR CADETS (DARTMOUTH AND SPECIAL ENTRY) IN TRAINING CRUISER

Fixing ship by observations of stars, planets and moon. Use of azimuth tables.
Time-azimuth by star or planet.
Use of Pole Star tables.
Identification of stars. The star globe. Choice of heavenly bodies for fixing the ship's position.
Practical adjustment of the sextant.
Navigation in pilotage waters. Precautions when navigating in a fog.
General knowledge of instruments and publications supplied for navigation.
Handling ships.

PART C.—MIDSHIPMEN, FIRST YEAR

Weir's azimuth diagram. Approximate time of meridian-passage of a heavenly body. Approximate altitudes and bearings of bodies suitable for observation at a given time.
Approximate times of sunrise and sunset.
Effect of small errors of observation on the accuracy of position lines and fixes.
Thorough practice in the practical application of the preceding parts of the syllabus, and exercises in practical navigation at sea. (King's Regulations and Admiralty Instructions, Appx. XII, Part I, Section III, 6 (IV).)

5. The " intermediate " examination will consist of the calculations and plotting necessary for part of a normal " day's work " at sea. It will be confined to Parts A, B and C of the syllabus, as shown above.

PART D.—MIDSHIPMEN, SECOND YEAR

(Portions of what follows may be done in the first or second year as convenient. Instruction in section (*a*) should normally be given by the Instructor Officer and in section (*b*) by the Navigating Officer.)

(*a*) *Astronomical Navigation*

Further exercises in practical navigation at sea. (King's Regulations and Admiralty Instructions, Appendix XII, Part I, Section III, 6 (IV).)
Meridional parts. Accurate formulæ for rhumb line sailing.
General principle of the construction of a gnomonic chart. Practical methods used in sailing along a great circle or a composite track.
Convergency of the meridians. Difference between great circle and Mercatorial bearings. Fixing ship by W/T bearings.
Distinction between maximum and meridian altitudes.
Finding approximate times of " true " and " visible " sunrise, sunset, moonrise, moonset and of periods of twilight.
Calculation of a running fix from astronomical position lines as an alternative to plotting.

Gyro-Compass

Elementary principles.

Speed Problems

Elementary relative velocity problems (sea and air). Action plotting.

Tides

Elementary theory.
Non-harmonic methods of prediction. Combination of M. and S. waves.
Use of Admiralty Tide Tables, Part I (omitting Table II).
Tidal differences and ratios of ranges or rises.
Tidal peculiarities.
Tidal streams. Use of Atlas of Tidal Streams.
Use of tidal information given on Admiralty charts.

Elementary Meteorology

The atmosphere.
General pressure distribution over earth's surface.
Interchange of heat.
Cause of wind.
Cyclonic and anti-cyclonic circulation. Gradient and surface wind. Buys Ballott's Law. Permanent and periodical winds.
Water vapour. Absolute and relative humidity.
Dew point. Hygrometer.
Causes of fog, mist and haze.
Formation and principal types of clouds.
Forms of precipitation.
Elementary principles of weather forecasting from synoptic charts (without actual forecasting).
Tropical storms. Warnings and rules for avoiding tropical storms.
Drift and stream currents.
Use of mercurial barometers, and meteorological instruments supplied to destroyers.

(*b*) *Magnetic Compass*

Terrestrial magnetism. Permanent, induced, and sub-permanent magnetism of ships, and their effect on the compass.
To find the approximate coefficients A, B, C, and D.
Mechanical correction of deviation.
Swinging ships by reciprocal bearings, bearings of a distant object and azimuths of heavenly bodies. Precautions before swinging.
Deviation of between-decks compass (Admiralty Manual of Navigation, Vol. I, Chap. XXIV).
Explanation of heeling error and its correction at sea.
Compasses. Use, care and maintenance of standard compasses and boat's compasses.

Chronometer.

Supply, establishment, moving, stowage and safe distances from electrical instruments. Winding, transferring. When unfit for use. Returning, packing and transmission. Unpacking. Starting. Comparing. Obtaining errors. Comparison of deck watch and chronometers. Rating chronometers. Time Zone System. (Admiralty Manual of Navigation, Vol. I, Chap. XXII.)

Ship and Fleet Work (*vide* " Remarks on Handling Ships ").

The behaviour of a ship when turning.
Effects of rudder, propeller, and other factors on turning. Gaining and losing speed. Turning trials. Keeping the dead reckoning on a large scale.
Handling a ship, when entering and leaving harbour and when in company with a fleet.
Distance apart of ships in column. Definitions of manœuvring distance and conform.
Handling of destroyers.
The Battenberg Course Indicator. Anchoring and mooring on a given ship. Changing station. Elementary relative speed problems.

General Navigation.

Supply, arrangement, use and correction of charts and publications. Hydrographic notes.
System of lights, buoyage and fog signals.
Rule of the road.
King's Regulations and Admiralty Instructions regarding navigational responsibilities of the Officer of the Watch.
All methods of fixing by terrestrial objects.
Use of W/T bearings.
Laying off courses. Allowance for tidal streams.
The track of the ship and avoidance of dangers in pilotage waters. Navigation in a fog.
Anchoring and mooring in a predetermined spot.
Conning the ship.
Use of navigational instruments supplied to H.M. ships.

6. The papers for the second year examination will be based on Parts A to D, and will consist largely of practical questions on parts A, B and C.

(*A.F.Os. 807/37 and 1509/37.*)

*2322.—Stewards and Leading Stewards (C.S.)—Advancement—REPORT

(N. 6102/37.—28.10.1937.)

The following temporary modifications of the regulations governing advancement to the continuous service ratings of Leading Steward and Petty Officer Steward have been approved.

2. The requirement of one year's service in a ship is suspended from 31st May, 1937, inclusive.

3. Stewards with two years' man's service and Leading Stewards may be examined provisionally for next higher rating by an Executive officer and an Accountant officer, one holding at least the relative rank of Commander and one at least the relative rank of Lieutenant-Commander or Lieutenant, as follows :—

(i) Ratings serving in ships abroad may be so examined without further authority

(ii) Ratings serving in home waters but away from their home port may be examined with the approval of the Commander-in-Chief of the man's home port, provided that both of the following conditions are fulfilled :—

(*a*) the applicant for examination has not had reasonable opportunity for taking the examination at his depôt ;

(*b*) the applicant would be penalised if he did not take the examination before the normal date of his relief.

4. Ratings who have passed only provisionally when their turn for advancement comes, and satisfy the other conditions for advancement, will be eligible to be rated Acting Leading Steward or Acting Petty Officer Steward, with pay.

5. Ratings thus advanced will be required to pass a final examination by Depôt officers before confirmation in rating. Failure will entail relinquishment of the acting rate from the date of failure.

6. Commanders-in-Chief, Home Ports, are to report when the foregoing arrangements are no longer required.

(*K.R. & A.I., App. XVII, Part 1, Nos. 134, 135.*)

2362.—Royal Naval Sailing Association—Mooring Facilities—Leave to Officers taking part in International Regattas

(C.W. 9284/36.—4.11.1937.)

In view of the value of sailing as a training for Naval officers, it has been decided that the vessels of the Royal Naval Sailing Association should be allowed facilities for mooring, free of charge, at Naval moorings whenever this can be arranged without inconvenience to H.M. ships and vessels.

2. Leave may be granted to officers belonging to the Association to take part in International Regattas.

2366.—*Issued Confidentially.*

2428.—Controlled Minefields Personnel—Marriage Allowance Scale

(N. 6848/37.—11.11.1937.)

Men signing engagements and becoming entitled to the consolidated rates of pay under A.F.O. 2260/37 are eligible for Marriage Allowance under the usual conditions on the scale applicable to ratings receiving pay on the 1925 scale.

2. In order to ensure that this higher scale of Marriage Allowance is issued to wives at the earliest opportunity, reports of all engagements, quoting name, rating, official number and effective date, should be forwarded direct to the Director of Navy Accounts (Branch 9), Cornwall House, Stamford Street, London, S.E.1, as soon as possible after signing of the engagement.

3. Any instances of reversion to the general service should also be reported to the Director of Navy Accounts (Branch 9) in order that any necessary re-assessment of the rate of Marriage Allowance may be made.

(*A.F.O. 2260/37.*)

*2476.—Dental Treatment—Revised Regulations and Scale of Fees

(M.D.G. 6725/37.—18.11.1937.)

(*This reprint embodies A.F.O. 2588/37.*)

SECTION I.—GENERAL INSTRUCTIONS.

1. Necessary operative dental treatment is allowable at the public expense to all Royal Naval and Royal Marine officers, men and boys, while serving in H.M. Navy, to officers on full salary (whether on the Active List or Retired List of the Royal Navy or Royal Marines) who are employed on Inspection, Research, Design, Experimental Ordnance and Passive Defence duties, etc., to officers and men of the Naval Reserve Forces while under training in H.M. ships or Naval establishments, the R.N. Shore Signal and Wireless Services, members of the Royal Marine Police Force, Pensioner Recruiters and other pensioners serving under non-continuous Service engagements or Royal Marine Enlistments, and the permanent staff of the Royal Naval Volunteer Reserve Force. Members of Queen Alexandra's Royal Naval Nursing Service are eligible to receive necessary operative treatment without charge, provided such treatment can be given by a Naval Dental Officer. Personnel serving in Royal Fleet Auxiliaries are not entitled to dental treatment at the public expense except in case of emergency, when treatment urgently necessary for the relief of pain may be undertaken at a cost not exceeding the scale of fees shown in Section V. Wives and families of Naval personnel are not entitled to treatment at the public expense.

2. The regulations governing the treatment of officers on leave are shown in the King's Regulations and Admiralty Instructions, Article **1439.** Officers on the Retired List (except those referred to in paragraph 1) and officers on half-pay or unemployed pay, are not eligible to receive dental treatment at the public expense. The conditions governing emergency dental treatment undertaken by civilian dental surgeons when Service facilities are not available are shown below.

3. Persons not borne on the books of H.M. ships, *e.g.*, civilians employed under the Admiralty, pensioners serving in a civilian capacity, etc., are not entitled to treatment at the expense of Naval funds unless they have had their teeth or jaws injured on duty as the result of an accident attributable to the Service. In such cases, provided the injury was reported at the time of its occurrence, and there is satisfactory evidence that the accident was attributable to the Service, necessary operative treatment may be undertaken and the Crown will bear the cost of treatment necessitated by the injury. Where in addition to the treatment actually necessitated by the injury it is desired to remedy pre-existing dental defects, the patient will be liable for the additional expense involved.

4. Naval Service dental facilities should be utilised whenever possible. Treatment should generally be obtained from the Naval Dental Officer appointed for duty with the ship, squadron or base to which the officer or man is attached, or at a Naval Hospital, but where more than one Naval Dental Officer is borne in a fleet, the Senior Dental Officer present should arrange for the dental work to be apportioned to the best advantage.

Reciprocal Dental Arrangements between the Navy, Army and Royal Air Force.

5. (i) In exceptional circumstances where dental treatment by a Military or Royal Air Force Dental Officer is not available, dental treatment may be rendered to military and air personnel by Naval Dental Officers, provided that Naval requirements are not interfered with and that the employment of additional staff is not entailed. Similarly, where no Naval Dental Officer is available, Naval personnel may be accorded necessary treatment at Army or Air Force Dental Centres under the same conditions.

(ii) No financial adjustment will be made between the Admiralty, War Office, and Air Ministry in respect of treatment afforded by the Dental Officers of one Service to personnel of either of the two other Services, provided the patient is entitled under existing regulations to receive the treatment at the public expense.

(iii) (*a*) *Naval Personnel.*—Naval Personnel (other than those seconded, lent or attached to the Army or Royal Air Force) should, when applying for treatment at any Army or Air Force Dental Centre, be accompanied by a requisition on Form S.31, signed by the Commanding Officer on the recommendation of the Naval Medical Officer (if one is borne). This form, showing details of the treatment, and indicating the centre at which it was given, will be returned to the Commanding Officer of the ship or establishment to which the patient belongs, for transmission by him to the Medical Director-General of the Navy.

In cases where denture work is required, Form M.234 should be sent with the patient. This form will be completed by the Army or Air Force Dental Officer, and returned to the patient's Commanding Officer for approval, in accordance with the conditions shown in Section II below, before the work is commenced.

(*b*) *Military Personnel.*—Military personnel (other than those seconded, or lent to the Royal Navy) will, when applying for treatment by a Naval Dental Officer, be accompanied by a written request in the case of officers, or, in the case of warrant officers, non-commissioned officers and men, by Army Form B.256, signed by the patient's Commanding Officer. Treatment may also be given to personnel absent from a unit on leave, etc., on production of sufficient evidence of identity.

On completion of the treatment, particulars should be sent by the Naval Dental Officer on Form M.228 to the patient's Commanding Officer.

In cases where denture work is required, Form M.234 should be completed by the Naval Dental Officer, and forwarded to the patient's Commanding Officer for approval before the work is commenced.

(*c*) *Air Force Personnel.*—Air Force personnel (other than those seconded or lent to the Royal Navy) will, when applying for treatment by a Naval Dental Officer, be accompanied by Air Ministry Form 632, signed by the Medical Officer or Commanding Officer of the station. This form, showing particulars of the treatment given, should be returned by the Naval Dental Officer to the patient's Commanding Officer.

In cases where denture work is required, Air Ministry Form 632 will be received in duplicate. This form should be completed in duplicate by the Naval Dental Officer, and forwarded to the patient's Commanding Officer for approval before treatment is commenced. On completion of the work, the Naval Dental Officer should obtain the signature of the patient in Section 5, complete Section 6, and forward one copy to the patient's Commanding Officer, the other copy being transmitted with the next Statistical Return (M.235) to the Medical Director-General of the Navy.

Dominion Naval Personnel.

6. Dominion personnel serving with the Royal Navy on an "interchange" basis are entitled to dental treatment at the expense of Admiralty funds to the same extent as Royal Naval personnel, but the cost of all dental treatment (other than casual dressings by Naval Medical or Dental Officers for the relief of pain) given to other personnel of the Dominion Naval Forces serving with or under instruction in the Royal Navy is recoverable from the Government concerned. Reports (Form M.228), showing details of treatment afforded from Service sources in such cases, and the appropriate charges for such services calculated according to the Scale of Fees shown in Section V of this Order, should be forwarded to the Medical Director-General of the Navy.

Members of Naval Canteen Service, Native Servants, etc.

7. While actually serving afloat these employees may be accorded the privilege of emergency dental treatment without charge, provided such treatment can be given by a Naval Dental Officer serving in H.M. ships afloat. They are not eligible to receive dental treatment at Naval Dental Centres ashore, either at home or abroad, but they may be permitted to participate in any local Admiralty Contract with a civilian dental surgeon on repayment by the individual concerned of the full cost of treatment, etc., afforded, and provided such individual deposits the estimated cost before the treatment is undertaken. In the event of failure to recover the full cost of treatment, a report stating the facts, should be made to the Admiralty.

Treatment by Civilian Dental Surgeons.

8. (i) Payment will not be made from public funds for treatment obtained from civilian dental surgeons who have been consulted without the prior sanction in writing (Form S.31) of the responsible Naval authority. In cases where treatment by a Naval, Military, or Air Force Dental Officer is not available and emergency treatment for the relief of pain has to be obtained from a civilian dental surgeon in anticipation of authority, the Admiralty will be prepared to consider a claim for repayment of reasonable expenses in respect of treatment necessary for the relief of pain only, provided the circumstances are satisfactory. Repayment will normally be restricted to the Scale of Fees shown in Section V of this Order.

(ii) When Naval service dental facilities are not available, and it is not possible to obtain treatment at an Army or Air Force Dental Centre, officers and men may be sent to civilian dental surgeons for necessary treatment who may be paid at the rates specified below. Subject to these limits, local contracts with dental surgeons may be made whenever necessary by the Senior Naval Officer at the Bases, and the particulars at once reported to the Director of Navy Accounts, Admiralty. The arrangements made should also be communicated to the local surgeon and agent or Naval agent, if there is one in the vicinity. As regards places abroad, attention is drawn to paragraphs 5 and 6 of Section II (C) of this Order.

(iii) Before authorising dental treatment by civilian dental surgeons, the nature and extent of the proposed work should be ascertained, and consideration should be given as to the probable time that will elapse before treatment can be obtained at a Naval, Army or Air Force Dental Centre. Conservative treatment may be given. If it is considered that the teeth cannot be usefully conserved and their extraction will necessitate the provision of dentures, only such extractions as are urgently necessary should be undertaken, and a report, accompanied by a chart (Form S.31), showing the nature and extent of the treatment recommended, and an estimate of the cost, should be forwarded to the Medical Director-General of the Navy (or, if abroad, to the Senior Medical Officer of the Station), who will decide the action to be taken.

(iv) Form S.31 is to be used in all cases where dental work of any kind is undertaken by dental practitioners other than Naval Dental Officers, care being taken that all of the required information is correctly entered on both portions of the form which is to remain intact. The dental surgeon's attention should be drawn to the general instructions governing treatment at the expense of Naval funds (Form S.31A) and he should be informed that payment for appliance work of any description will not be made from Naval funds unless the responsible Naval authority has previously sanctioned the supply, or repair, etc., and the expenditure involved.

(v) In all cases requiring special treatment for which provision is not made in the schedule, or involving expenditure beyond the rates specified, *prior* approval of the responsible Naval authority is required.

SECTION II.—DENTURES.

(A) *Eligibility for the Supply, etc., at the Public Expense.*

1. All persons who have sustained an injury to their teeth or jaws as the result of an accident clearly attributable to the Service, and of such nature as to merit the award of a Hurt Note or Certificate, or have lost or broken their dentures by a casualty of the Service for which compensation can fairly be claimed under the King's Regulations and Admiralty Instructions, Article **1697** (1), or, in the case of civilian employees, Home Dockyard Regulations, Article 455, are eligible for the supply, etc., of such dental appliances as may be necessary to remedy the direct effects of such injury or loss. In such cases the supply will be effected at the public expense, provided the injury or loss and the circumstances in which it was sustained are reported to a responsible Naval authority at the time of its occurrence. A recommendation for the retention of their services is not required, but the application for the supply, etc., must be accompanied by a statement that a Hurt Certificate or its equivalent has been granted, or other corroborative evidence of the injury or loss, together with full particulars of the extent of the dental defects caused thereby.

In cases where it is desired to replace teeth lost as the result of disease, in addition to those lost as a result of the injury, the extent of the additional requirements should be clearly defined. The Admiralty will bear the cost of appliances necessary to remedy the defect caused by the injury, and the patient should be warned that he will be liable to pay the cost of the additional work involved.

Subject to the prior approval of the Admiralty, dentures supplied under foregoing conditions to replace natural teeth lost as the result of an injury, may be repaired (or renewed if irreparable) at the public expense, provided they have become unserviceable by fair wear and tear, or circumstances clearly beyond the man's control, *e.g.*, marked alveolar absorption or the subsequent eruption of natural teeth. Application for such repair (or renewal) should be accompanied by the certificate of a dental surgeon (a Naval Dental Officer if one is available) to the effect that the denture has become unserviceable through fair wear and tear or causes entirely beyond the man's control. This does not, however, apply to the repair, etc., of dentures supplied to replace existing dentures privately obtained.

2. Active Service ratings who have not less than one year to serve and whose services it is desirable to retain are eligible to receive an *initial* supply of dentures at the public expense *if necessary to prevent their discharge as invalids.* The free supply will, however, be restricted to cases in which the man is clearly dentally unfit for the Service and a fit subject to be brought before a Medical Board of Survey for invaliding, and the provision of dentures is the only means of rendering him efficient for retention. The supply of dentures may be also effected at the public expense in cases where the extraction of the teeth has undoubtedly formed part of medical treatment which would otherwise be ineffective, and the supply is necessary to restore efficiency.

In the event of dentures supplied under these conditions becoming unserviceable through fair wear and tear, or through circumstances beyond the man's control, they may be remodelled (or replaced if remodelling would not be satisfactory) or repaired at the public expense, provided the Dental Officer is satisfied that such renewal is necessary to maintain the man's fitness to complete the normal period of his Active Service engagement. In such cases the work may be proceeded with by the Naval Dental Officer in anticipation of formal approval.

If, on examination of records, it is discovered that a rating has received a second issue of dentures at the public expense without divulging the fact that he has already received an initial supply, the facts are to be reported to the Medical Director-General and the rating may be required to refund the whole of the cost of the original or duplicate dentures, whichever is the greater.

3. Dentures which have not been supplied gratuitously to prevent invaliding, should not be repaired or remodelled at the public expense unless they have been broken as the result of an accident attributable to the Service.

4. Officers are not eligible for the supply, repair or replacement of dentures at the public expense except when necessitated by a casualty of the Service.

(B) *Application for the Supply, Repair, or Replacement of Dentures at the Public Expense.—Procedure.*

1. Form M.234—Dental Report—which can be obtained on demand from Royal Naval Hospital at Haslar, Plymouth, Chatham, Malta, Hong Kong, Bermuda, and Cape of Good Hope, and the Flagship on the East Indies Station, is to be used in connection with all applications, care being taken that all required information is accurately furnished.

Except as indicated herein, the supply, etc., is not to be effected at Crown expense until the appropriate certificates on the Form have been completed and the supply has been authorised by the Medical Director-General.

2. Applications for the supply, etc., of dentures at the public expense in the case of persons eligible under the foregoing regulations, will ordinarily be made by the Naval Dental Officer. In the case of dockyard employees, the application will be initiated by the Medical Officer in charge of the case. In other circumstances, if a Naval Dental Officer is not available, the application may be made by the nearest Naval Medical Officer, but the dental surgeon who will undertake the work, if approved, should be consulted, and the form made out in conjunction with him.

3. In the case of dockyard employees, applications (whether under Home Dockyard Regulations, Article 455 or otherwise) for the supply, repair, or replacement at the public expense of dentures required to remedy the effects of accidents sustained on duty, should be submitted to the Admiralty through the Superintendent of the Dockyard. The patient should be sent to the Naval Dental Officer, if one is employed in the vicinity, for examination, and the report should show the extent of the damage sustained and the estimated cost of the work necessary to remedy the defect, and of any additional work it may be desired to carry out at the patient's expense. If the whole of the work is to be undertaken at a Naval Dental Centre, the scale of charges in respect of appliance work will be four-fifths of the rates shown in Section V of this Order, but in other circumstances the full cost of necessary treatment and appliance work is to be indicated.

If the local authorities are satisfied that the accident was attributable to the Service the work may be proceeded with in anticipation of Admiralty approval provided it can be undertaken at a Naval Dental Centre and the man signs an undertaking to bear the expense involved in the event of the Admiralty not accepting liability. Whenever appliance work is carried out at Crown expense at a Naval Dental Centre for dockyard officers or workpeople, the cost of the work is to be furnished to the Expense Account Officer at H.M. Dockyard concerned.

4. If the patient is employed by the Admiralty and it is impracticable to obtain prior Admiralty sanction, *e.g.*, when serving abroad, the application should be referred through the usual Service channels to the Senior Naval Officer who may, on the recommendation of the Senior Medical Officer, authorise the repair (or renewal) at the public expense. If the person preferring the claim has been discharged from the Naval Service, and the jaw injury for which the original supply was effected was sustained prior or subsequent to the Great War, the application for necessary repair (or renewal) should be made to the Admiralty and prior approval obtained. When, owing to peculiar circumstances this procedure is not practicable, the Admiralty will be prepared to consider a claim for refund of reasonable cost of repair (or renewal) provided such claim is supported by the certificate of a dental surgeon that the repair (or renewal) was necessitated by fair wear and tear or circumstances entirely beyond the patient's control. Such claims must be accompanied by the receipted account of the dental surgeon consulted (preferably a dental surgeon holding a contract for the treatment of Naval personnel), and the Admiralty will only consent to refund the reasonable expenses provided they are satisfied as to the circumstances.

5. On foreign stations the applications are to be referred through the usual Service channels to the Senior Naval Officer who may authorise the supply, repair or replacement at the public expense, provided the man is eligible under the foregoing conditions, and the supply, etc., is certified by the Dental or Medical Officer as being necessary to prevent the man's discharge from the Station as an invalid and, in the case of repairs, etc., to existing dentures, that the need for the repair, etc., is not due to the man's carelessness or neglect.

6. Whenever the supply, repair or replacement of dentures has to be effected at the public expense, the fact is to be recorded on the Medical History Sheet of the man concerned. If the work has been undertaken by a Naval Dental Officer, he is to transmit the necessary information to the Medical Officer of the ship or establishment in which the man is serving, to enable the necessary notation to be made.

(C) *Arrangements for the Construction and Repair of Dentures and Dental Appliances at the Public Expense.*

At Home.

1. When dental appliance work is to be undertaken for ratings serving at Home Establishments or in H.M. ships in home waters, the patient should, when practicable, be dealt with by a Naval Dental Officer who will send the authority for the supply, together with the necessary models, etc., to the Dental Officer, R.N. Barracks, Chatham, where the constructional work will be undertaken under his direction.

If the foregoing arrangements are impracticable, and it is necessary to send the patient to a civilian dental surgeon for the work to be effected, rates not exceeding those shown in the schedule appended hereto, are allowable. Local contacts with civilian dental surgeons should, whenever possible, include provision for the supply, etc., of artificial dentures.

2. Denture work (including repairs or remakes), or treatment with a view to the provision of dentures at the public expense, is not to be undertaken by civilian dental surgeons without the prior approval of the Medical Director-General of the Navy, and in no case is the construction of dentures to be commenced until alveolar absorption appears complete, unless the facts have been fully reported and special authority obtained.

Abroad.

3. Arrangements exist at Malta for the construction and repair, etc., of dentures required for ratings serving in the Mediterranean. If the supply, etc., has been approved in accordance with the foregoing conditions, the Dental Officer treating the case should send the authority for the supply (Form M.234), and the necessary models, etc., to the Dental Officer, Royal Naval Hospital, Malta.

4. Where there is no Naval Dental Officer available, or it is impracticable for the construction or repair of dentures to be undertaken at a Naval Dental Laboratory, arrangements for dental treatment and/or dental appliance work should be made locally with civilian dental surgeons on the most economical terms, unless there is an Army or Air Force Dental Officer in the vicinity who can undertake the work.

5. In making arrangements for dental treatment or denture supply to be undertaken by civilian dental surgeons abroad, Senior Naval Officers are to use the scale of charges allowable at home as a general guide, and by comparing the relative purchasing value of the pound sterling at the place where the work is to be carried out, should thereby be able to arrive at a comparative estimate of the sum to be allowed.

6. Local contracts should be made where necessary, the particulars of such contracts, including professional qualifications held by the contractor, being reported to the Director of Navy Accounts, Admiralty.

SECTION III.—ARRANGEMENTS FOR THE SUPPLY, REPAIR OR REPLACEMENT OF DENTURES TO ACTIVE SERVICE RATINGS ON REPAYMENT OF COST.

1. Where the Dental Officer (or Medical Officer, if a Dental Officer is not available) considers the provision of dentures is desirable in the interest of general health and the rating is not eligible under the foregoing conditions for the work to be undertaken at the public expense, the supply, etc., may be effected through the usual Service channels upon repayment of the cost involved, provided the retention of the man's services is desired. In such cases medical examination may be dispensed with, and in cases where the immediate repayment of the cost would cause hardship, the Commanding Officer may sanction recovery of the amount, or any unpaid balance, by instalments spread over a period not exceeding six months, provided that the instalments shall in no case be less than 2*s.* 6*d.* per week. The full amount to be repaid should be charged in one sum on the ledger, and recovery effected by abatements from fortnightly or monthly advances.

These facilities are available to ratings who, as a condition of entry, signed an undertaking to obtain dentures at their own expense and maintain them in an efficient state of repair throughout their period of service. They may also be accorded to ratings who desire to re-engage on completion of their first period (*vide* C.A.F.O. 3038/26) and to candidates for enrolment in the Royal Fleet Reserve, provided the man is in all respects fit and suitable for enrolment and that the work can be completed and paid for before the termination of his period of Active Service.

Ratings who have obtained dentures on repayment of the cost during their service will not thereby be rendered ineligible for an initial supply at the public expense at a future date under the conditions shown in Section II (A) of this Order.

2. Applications for the supply, etc., on repayment of the cost must be voluntary and should be made ordinarily through the Naval Dental Officer.

3. The application (Form M.234) is to be submitted to the Commanding Officer of the ship or establishment in which the man is serving, who may approve the supply on repayment of the cost, provided the retention of the man's services is desired and the proposed terms of repayment are regarded as reasonable.

4. Provided that all of the work in connection with the manufacture and fitting of vulcanite dentures supplied to ratings under this scheme has been undertaken by Naval Dental Officers and dental mechanics employed for duty in Naval establishments, the cost to be recovered from the rating will be *four-fifths* of the rates allowed to civilian dental surgeons for similar work (*see* Section V of this Order), but in the event of it being necessary to use precious metals other than for clasps, in the construction of the denture, the man should be informed that the additional cost involved will be charged against him.

5. Should the services of a civilian practitioner be employed in connection with the construction, fitting or adjustment of dentures issued to ratings under this scheme, any sums paid by the Naval authorities in connection therewith will be recoverable from the man.

The supply of new dentures will not ordinarily be effected through Army and Air Force Dental Centres, except when necessary to prevent invaliding, and under, the conditions shown in Section II (A) of this Order.

6. When the remake or repair of a denture supplied under this scheme is certified by a Naval Dental Officer to be necessary within a period of six months of the date of the original supply, and the need for it is due to causes clearly beyond the man's control, *e.g.*, undue strain while being worn, the circumstances should be reported to the Medical Director-General of the Navy, with a view to the defect being remedied at the public expense.

7. When the supply is to be effected by a Naval Dental Officer, and the construction or repair is to be undertaken at a Naval Dental Laboratory (*i.e.*, at R.N. Barracks, Chatham, or R.N. Hospital, Malta), the authority for the supply is to be forwarded with the necessary models, etc., to the Dental Officer in charge of the laboratory. The authority will be returned with the completed work, and the Dental Officer who fits the denture will, after satisfying himself that it is satisfactory in all respects, obtain the man's receipt on the form. The Commanding Officer of the ship or establishment in which the man is serving is to be informed immediately the supply has been effected, and the exact amount to be recovered from the man is to be stated. The financial arrangements originally approved are to be stated in order that the necessary recovery may be effected on the ship's ledger.

8. All financial transactions in connection with the provision or repair of dentures under this scheme are to be shown in the ship's ledgers, or, in the case of recoveries from civilian employees under Section II (A) (i) of this Order, in the Cash Account of the establishment, and recoveries are to be credited to Vote 3L, the authority for the charge being indicated by quoting the number of this Order.

Section IV.—Claims for Civilian Dental Surgeons.—Method of Payment.

1. Claims for payment to civilian dental surgeons in respect of advice or treatment undertaken at the expense of Naval funds are to be rendered on Form S.31, which can be obtained on demand. A separate copy of the form is to be used for each patient (*see* Section I, paragraph 9 (iv)).

2. The dental surgeon should retain the form so long as the patient is under his care, and should insert, in the appropriate sections of the form, the dates of attendance, brief details of the treatment given, and the fees claimed. The position and extent of all operations performed and charged for in the account should also be shown on the "chart." On completion, the form should be forwarded to the Commanding Officer of the ship or establishment in which the patient is serving.

3. When denture work has been undertaken, Form M.234, showing the authority for the supply, etc., to be effected at the public expense, or on repayment of cost, is to accompany the Form S.31, and if anæsthetics have been administered by a civilian anæsthetist, his receipted account should be attached to the claim. When denture work has been undertaken on repayment of the cost, the arrangements made for the recovery of the actual cost of the appliance work are to be indicated.

4. If the Medical Officer is satisfied that the conditions regarding treatment are fulfilled, he should complete the appropriate certificates on the forms, and providing the charges are in accordance with this Order, and within the prescribed limits, Commanding Officers may authorise payment direct to the dental surgeon. Any claims, however, which are not strictly in accordance with this Order are to be referred to the Admiralty for approval prior to payment.

5. The dental surgeon's receipt and any certificates furnished in connection with treatment requiring special authority (*e.g.*, Form M.234, authorising the supply, etc., of dentures, special authority for radiographic examination, etc.), are to be attached to the Form S.31, which should be forwarded intact to the Admiralty as a voucher to the Cash Account.

Section V.—Schedule of Fees.

Pending a reprint of Forms S.31 and S.31A, the attention of civilian dental surgeons undertaking dental treatment at the expense of Naval funds should be drawn to the revised Scale of Fees.

The following is the maximum scale of fees that will be allowed to civilian dental surgeons at home:—

		£	s.	d.
1. Examination and report (Forms S.31 and M.234):— Payable only when the patient does not return for treatment		0	2	6
2. Scaling and treatment of the gums, per individual	5*s.* 0*d.*, but not chargeable in respect of a jaw in which a denture of ten or more teeth is supplied.			
3. Fillings, per filling	7*s.* 6*d.*, with a maximum charge of 12*s.* 6*d.* for any one tooth.			
4. Root treatment, per tooth	7*s.* 6*d.*, with a maximum charge of 17*s.* 6*d.* for fillings and root treatment in any one tooth.			
		£	s.	d.
5. (*a*) Extractions	One tooth	0	2	6
	Two teeth	0	5	0
	Three or four teeth ...	0	7	6
	Five or six teeth	0	10	0
	Seven or eight teeth ...	0	12	6
	Nine or ten teeth	0	15	0
	Eleven or twelve teeth ...	0	17	6
	Thirteen or fourteen teeth	1	0	0
	Fifteen or sixteen teeth ...	1	2	6
	Seventeen or more teeth...	1	5	0
(*b*) Administration of General Anæsthetics: Fee per case in connection with the extraction of	One to four teeth	0	5	0
	Five to eight teeth ...	0	7	6
	Nine to twelve teeth ...	0	12	6
	Thirteen to sixteen teeth	0	17	6
	Seventeen or more teeth...	1	1	0

Provided that no fee in excess of 7*s.* 6*d.* shall be payable for the administration of a general anæsthetic unless a doctor or dentist (other than the dentist performing the extractions) administers the anæsthetic.

6. New dentures:—			
1 tooth...	1	1	0
2 teeth...	1	1	0
3 ,, ...	1	6	0
4 ,, ...	1	11	0
5 ,, ...	1	16	0
6 ,, ...	2	1	0
7 ,, ...	2	6	0
8 ,, ...	2	11	0
9 ,, ...	2	15	0
10 ,, and over	2	15	0
Maximum fee for upper or lower	2	15	0
Maximum fee for upper and lower	5	10	0
7. Re-making dentures:—			
1 tooth...	0	14	0
2 teeth...	0	14	0
3 ,, ...	0	17	4
4 ,, ...	1	0	8
5 ,, ...	1	4	0
6 ,, ...	1	7	4
7 ,, ...	1	10	8
8 ,, ...	1	14	0
9 ,, ...	1	16	8
10 ,, and more	1	16	8
Maximum (including any necessary additions at 5s. per tooth) per denture	2	0	0

8. Repairs	7*s.* 6*d.* for the first, 5*s.* for each subsequent item, on a denture as stated below, with a maximum for each denture of 12*s.* 6*d.* in respect of Items 1, 2 and 4, and of £1 in respect of all items. (1) Cracks, fissures, or fractures of dentures. (2) The replacing of a loosened tooth, or loosened band or wire. (3) The adding of one new tooth or one band or one wire. (4) An extension of the plate, even when that extension embraces part of a natural tooth.

CONDITIONS.

Conditions with respect to Items of the Scale of Fees.

The amount payable in respect of dental treatment (including anæsthetist's fee and necessary appliance work) for any single patient will not exceed £8, even if the detailed charges at the foregoing rates exceed this amount, unless the circumstances are exceptional and the estimated expenditure has received the prior sanction of the Medical Director-General of the Navy.

Item 1.—Scaling and Treatment of the Gums.

The scale fee covers the removal of calculus and other deposits from the teeth, and the provision of necessary treatment for all ordinary or simple disorders of the gums, even though more than one visit by the patient for treatment may be required. Special estimates for treatment of the gums are not to be submitted unless the conditions are very exceptional.

Any scaling and treatment of the gums which is necessary in a jaw in which a denture of eight or more teeth is supplied, is to be carried out without charge.

Item 2.—Fillings.

Fillings to which this fee applies must be permanent in character.

The fee of 7*s.* 6*d.* is payable when only one filling is necessary to restore the tooth to a sound condition.

The maximum fee of 12*s.* 6*d.* is to include all the fillings in any given tooth which are necessary to restore the tooth to a sound condition.

Item 3.—Root Treatment.

Root treatment includes the filling of each root of the tooth, but does not include the insertion of any filling in the tooth itself.

Root treatment means either of the following:—

(1) The devitalisation of the pulp of a tooth, and the subsequent removal of the pulp, followed by the necessary treatment and filling of each root of the tooth.

(2) The treatment of septic root canals, and the subsequent filling of each root canal,

and does not include any dressing or treatment of the pulp of a conservative nature.

Item 4.—Extractions.

The maximum fee for extractions from the upper or lower jaw applies although extractions from both jaws may be involved. The maximum fee of £1 2*s.* 6*d.* for extractions from both jaws comes into operation only when not less than five teeth are extracted in one jaw and not less than four in the other jaw.

Local anæsthetic should be used in all cases unless definitely contra-indicated.

Item 5.—Extractions with General Anæsthetics.

For the administration of anæsthetics, the Medical Officer of the ship or establishment to which the patient belongs, should attend. In the event of a Naval Medical Officer not being available, a civilian medical practitioner, or skilled dental anæsthetist may be called in. The written consent of the patient, or the patient's parent or guardian, is to be obtained in these cases. (King's Regulations and Admiralty Instructions, Art. **1441**.)

Except in cases of emergency, the administration of prolonged anæsthesia other than nitrous oxide gas should receive prior approval of the Medical Director-General of the Navy. In all cases where this is not possible, the circumstances are to be reported.

The civilian anæsthetist's account for the administration of dental anæsthetics should accompany the dental surgeon's account, the name and rank or rating of the patient to whom the anæsthetic was administered, and the nature of the anæsthetic being indicated.

If a Naval Medical Officer administers the anæsthetic, the civilian dental surgeon may be paid an additional allowance of 5*s*. if the nitrous oxide and the gas apparatus used are provided by him.

Item 6.—Dentures.

The charge for a denture is to be based on the number of teeth actually and necessarily supplied on the denture.

No charge is to be made for placing a third molar (wisdom tooth) on any denture or re-make.

All necessary bands, wires and fastenings are to be supplied without extra charge.

All necessary adjustments or alterations of dentures (except breakages) within twelve months after completion are to be made without additional charge by the Dental Surgeon effecting the supply.

SPECIFICATION OF MATERIALS.

1. All filling materials shall be of first grade quality and suitable for each individual cavity. Cements, other than translucent silicate cements for the restoration of anterior teeth, gutta-percha and copper amalgam shall not be regarded as permanent filling materials except in very special circumstances.

2. In vulcanite work where pin teeth are used, all pins shall be of platinum or nickel, cased with gold or other precious metal, or nickel alloy cased with gold or other precious metal. Pins sheathed with gold or platinum anchored within the porcelain are within this specification. The teeth shall be of first grade quality.

3. Diatorics are not to be used for the six upper anterior teeth. They may be used for the lower six anterior teeth only when artificial gum is necessary.

4. Metal strengtheners shall be compatible with vulcanite and not liable to corrode in the mouth.

5. All rubbers used in vulcanite dentures shall be of first grade quality. Plastic base materials other than vulcanite are not to be used.

6. Bands, wires and fastenings shall be of 16 carat gold. Bands shall not be less than No. 7 gauge in thickness.

Stainless steel may be used for strengtheners, bars for lower dentures, bolts, swivels and spiral springs (where necessary), and the cusps of posterior teeth in close bites.

(C.A.F.O. 3028/26.)

2534.—Stokers, 2nd Class, and Assistant Cooks—Dental Standard on Entry

(N. 6277/37.—25.11.1937.)

It has been decided as a temporary measure to accept for entry in the above branches candidates who have fallen below the existing dental standard only to the extent of the loss of one pair of opposing molars and who are prepared to obtain dentures on repayment through Service channels after entry. Candidates for Assistant Cook should not be accepted, however, if by the time they are drafted to sea they will be liable to abnormal periods of absence from duty for dental treatment.

2. Candidates entered under the above conditions should be required to give a written undertaking to obtain at their own expense, after entry, any dentures which may be necessary, and to maintain their dentures in an efficient condition at their own expense during their service.

2538.—Canteen Staffs—Accounting Arrangements when Messed in General Messes

(V. 4111/37.—25.11.1937.)

When Canteen staffs are victualled in General Messes, the amount recovered from the Canteen Manager for their victualling is not in future to be deducted from the total General Mess expenditure in the Abstract at the end of Form S.83, Pt. 1A, as provided in the present form, but the number of Canteen personnel victualled is to be added to the " number victualled " for the purpose of calculating the average daily cost per head and the authorised expenditure.

2. The number of Canteen staff victualled should be shown separately below " Number victualled " in the Abstract, and the Cash Vouchers on which the recoveries in respect of the cost of their victualling have been made should be quoted.

3. The amounts to be recovered from the Canteen Manager should continue to be calculated on the basis of the zonal rate of Victualling Allowance and not of General Mess Allowance.

(*K.R. and A.I., Article 630, Clause 13.*)

2586.—Executive Officers—Selection of Specialists—REPORT

(C.W. 7878/37.—2.12.1937.)

With reference to A.F.O. 1048/37, and in view of the large number of officers now required to specialise, Their Lordships have decided after further consideration that, while the present method of meeting specialist requirements, whereby officers volunteer, will remain the basic method, it will be supplemented where necessary by detailing selected officers to make up the deficit.

2. In making this selection the choice of the officers concerned will be considered and, to enable this to be done, all executive officers under five years' seniority as Lieutenant, who have completed their courses for Lieutenant and who have not already specialised, are to be called upon to state which form of specialisation they prefer, giving a second and third choice. In order that officers preferring General Service may be omitted if sufficient volunteers are forthcoming, General Service may be given as a choice.

3. Acting Sub-Lieutenants who complete their courses subsequent to the date of this Order are to be called upon to make their choices six months after the end of the final course ; but in the case of officers desiring to specialise in the Fleet Air Arm or in Submarines, applications should be made before completing their courses.

4. Officers will be permitted to vary their choice at any time prior to their selection for specialisation.

5. Reports in accordance with paragraph 2 are to reach the Admiralty by, or as soon as possible after, 1st January, 1938.

6. Article 328, King's Regulations and Admiralty Instructions will be amended.

(*A.F.O. 1048/37.*)

2591.—National Savings Certificates—System of Supply and Accounting

(N. 1482/37.—2.12.1937.)

Terms of Issue.

(1) National Savings Certificates, unlike Stocks and Shares, do not go up and down in money value. The only change is upwards. The least that is repaid is the original purchase price, viz., 15s. per unit certificate. The certificates bear interest as follows: At the end of the first year a unit certificate will become worth 15*s.* 3*d.* Thereafter interest will be added at the rate of ½*d.* at the end of each completed period of two months during the second year, and from the third to the tenth years at the rate of ½*d.* per month. In addition a bonus of 3*d.* will be given at the end of the fifth and tenth years, making 20*s.* in all.

(2) The interest on National Savings Certificates is free of Income Tax, and is not required to be included in any Income Tax Return.

(3) It is important that Savings Certificates purchased should be kept in a safe place, and also that a list of the serial numbers should be kept in some place separate from that in which the certificates themselves are stored.

(4) No individual may buy more than 500 certificates in his own name. He may, however, buy up to that limit for each member of his family.

(5) Certificates are issued in the following denominations :—

	£	*s.*	*d.*
1 unit, purchase price		15	0
5 units, ,, ,, ...	3	15	0
10 ,, ,, ,, ...	7	10	0
25 ,, ,, ,, ...	18	15	0
50 ,, ,, ,, ...	37	10	0
100 ,, ,, ,, ...	75	0	0

Purchase by Remittance.

(6) Remittances for the purchase of National Savings Certificates should be made through the Accountant Officer and the Admiralty in the same way as remittances to relatives, etc.

(6a) On a station where payment in Foreign, Dominion or Colonial currency is made at rates of exchange fixed from time to time by His Majesty's Government, payment for purchase of National Savings Certificates by remittance may be accepted in local currency from an individual during one month within a limit of the gross amount of his full pay and allowances for the month ; but if a purchaser of National Savings Certificates should also make an ordinary remittance or deposit any sum in the Post Office Savings Bank within the same month, the aggregate sum accepted from him in local currency must not exceed the limit mentioned above. Any sum in excess must be tendered in sterling money or by means of a banker's draft made payable in sterling in London to the Director of Navy Accounts. (*See also* King's Regulations and Admiralty Instructions, Article **1778,** clause 10a, Article **1782,** Article **1787,** clause 1a, Article **1784,** and Appendix XXXIII, Section C, clause 11a).

(7) The date of the Remittance List in which the payment appears will be taken as the date of purchase in each case. Special care should, therefore, be taken to note the exact date (and not the month only) in the certificate on each Remittance List.

(8) Until further notice, National Savings Certificates purchased under this Order will be retained in the custody of the Postmaster-General unless an application for their disposal otherwise is received from the purchaser.

(9) In the event of the death of the purchaser, the certificates will be sent to his legal representative on application to the Postmaster-General. Steps will be taken in due course to effect a settlement in any such case in which an application has not been received.

(10) All amounts remitted under this Order will be paid over to the General Post Office immediately on receipt of the Remittance Lists at the Admiralty. Any enquiries or communications which may be necessary with regard to the remittance

from this point onwards should be addressed to the General Post Office and not to the Admiralty; that is, questions as to the acknowledgment of Remittance Lists should be addressed to—

The Controller,
Money Order Department,
General Post Office,
Manor Gardens,
Holloway,
London, N.7,

and enquiries or instructions as to individual investments *made* by *Remittance or Allotment* should be addressed likewise. Such correspondence is to be forwarded through the Commanding Officer, and care is to be taken that full particulars of the identity of the officer or man concerned, and of the transaction referred to, are clearly stated.

(11) It is important that correspondence shall be restricted to what is really necessary.

(12) Individual remittances will not be acknowledged otherwise than by the remittance receipt given by the Paymaster, but the Post Office will forward to the Ship or Establishment in respect of each Remittance List a notification of the receipt for investment of the total amount of the list.

(13) All remittances must be made in amounts of 15*s*. or a multiple thereof. Purchase cannot be made by the remittance of instalments.

(14) As indicated in paragraph 5, single documents representing a number of unit certificates are available. These are called multiple certificates.

The smallest number of documents covered by a remittance will be issued unless the purchaser expresses a contrary desire on the Remittance List, *e.g.*, if a remittance of £12 15*s*. is made, the following Certificates would be issued :—

	£	*s.*	*d.*
1 Multiple Certificate (10 units)	7	10	0
1 ,, ,, (5 ,,)	3	15	0
2 unit Certificates at 15*s*. each	1	10	0
	£12	15	0

Preparation of Remittance Lists.

(15) Remittance receipts are to be given and Remittance Lists (S.66) to be signed as usual.

(16) Men's full Christian names and Official Numbers together with Registered Holder's No. (if known) are to be stated in addition to the particulars ordinarily noted.

(17) It is essential that the remitter's own signature shall appear on the Remittance List; otherwise the remittance will be rejected.

(18) " National Savings Certificates " is to be substituted on the forms for the name and address of a remittee.

(19) In the case of these remittances sums exceeding £10 may be included in the same lists as sums of £10 and under.

(20) Remittances to " National Savings Certificates " are not in any circumstances to appear on the same list as ordinary remittances.

(21) The special Remittance Lists are to be plainly marked on the front " National Savings."

Purchase by Monthly Allotment.

(22) Allotment declarations should in all cases be signed by the allotter in duplicate on Form S.63B, whatever the branch of the service to which the officer or rating may belong.

(23) Allotments must be at the rate of 15*s*. per month or a multiple thereof. Instalments of less than 15*s*. cannot be accepted.

(24) Permission to declare Allotments for the purchase of National Savings Certificates may be granted to Civilians employed in Naval Establishments abroad. On receipt of the Allotment forms in duplicate at the Admiralty, one copy will be transmitted to the Postmaster-General as his authority for purchase.

(25) An acknowledgment that he is an investor, showing the monthly amount allotted, will be furnished to each allotter by the Postmaster-General as soon as possible after receipt of the first payment.

(26) Purchases will be effected as on the first day of the month following that for which the allotment commences, and monthly thereafter until notice of stoppage on the usual Form S.54B is received. Interest will accrue as from the date of purchase.

(27) Other arrangements in connection with this method of purchase will correspond with those indicated above under the heading "Purchase by Remittance."

Repayment.

(28) As a special concession to men serving in the Royal Navy it has been arranged that repayment of Savings Certificates may be made by the Accountant Officer without reference to the Money Order Department, London. Any man desiring repayment should fill in a Form No. 576 and surrender the certificates which he wishes to be repaid. The Accountant Officer must satisfy himself that the certificates are date-stamped as duly issued, and that the applicant is the person named on the certificates (or the cover of the Certificate Book) as the registered holder, and may then pay the value of the certificates, including any interest which has accrued. Tables showing the interest due at date of repayment may be obtained on application to—

The Comptroller and Accountant-General
(A.G.D. 1318),
General Post Office,
London, E.C.1.

A receipt should be taken on the back of the Form No. 576 in the following terms :—

Received the sum of being the value, including interest, of the Savings Certificates described on the other side, which are hereby surrendered.

Signature .....

Date.....

(28a) On a station where payment in Foreign, Dominion or Colonial currency is made at rates of exchange fixed from time to time by His Majesty's Government, repayment of National Savings Certificates may be made in local currency within a limit of the gross amount of the holder's full pay and allowances for the month, provided that the aggregate sum paid to an individual in local currency during any one month on account of National Savings Certificates, withdrawals from the Post Office Savings Bank, and any remittance, does not exceed the limit mentioned above. Amounts in excess of this limit are to be paid by Navy Bill to be issued by the Accountant Officer. The Accountant Officer is to debit himself with the amount of the Bill, and take credit under the heading "National Savings Certificates repaid", or as appropriate. (*See also* King's Regulations and Admiralty Instructions, Article **1778**, clause 24, Article **1782**, Article **1787**, clause 1a, and Appendix XXXIII, Section D, clause 18a).

(29) These arrangements for repayment by Accountant Officers do not apply to certificates purchased by remittance or allotment and held in the custody of the Postmaster-General.

(30) The partial repayment of a multiple certificate is not permissible.

(31) When the value of National Savings Certificates has been repaid the certificates should be securely attached to the relative receipted Forms No. 576, and forwarded as early as possible to the Controller, Money Order Department, G.P.O., Manor Gardens, Holloway, London, N.7, with a covering notation in the following form—

The Controller,
Money Order Department.

Attached are National Savings Certificates repaid on H.M.S.
" ..... " Total amount repaid £

.....
Accountant Officer.
Date.....

(32) The form of notification can be obtained from the Comptroller and Accountant-General (A.G.D. 1318), G.P.O., London, E.C.1.

(33) The cash voucher for the money refunded should contain a list of the certificates which have been repaid, showing the full serial numbers of the certificates, the names of the payees, the amount repaid to each person, and the respective dates of repayment.

(34) This Order applies to shore establishments abroad with the exception of Malta and Gibraltar Dockyards where special arrangements are in operation for the direct sale, etc., of National Savings Certificates.

*2595.—Transfers to Dominion Navies—Temporary Suspension

(N. 7074/37.—2.12.1937.)

Their Lordships have decided that, in view of the present need for trained men in the Royal Navy, applications by ratings for permanent transfer to Dominion Navies are to be suspended for the present.

2. Such an application should only be transmitted if the Commanding Officer is satisfied that it is based on compassionate grounds of an exceptional character.

3. This Order does not affect existing arrangements for the loan of ratings for service in Dominion Navies.

(*A.F.O.s 817/37 and 1823/37.*)

*2596.—Royal Canadian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W. 12364/37.—2.12.1937.)

Commissioned Officers from Warrant Rank and Warrant Officers of the Royal Canadian Navy serving in H.M. Ships or Establishments, who are not in receipt of Lodging and Provision Allowances are to be paid Difference of Mess Subscription of $1 a day with effect from 17th November, 1937.

2. A.F.O. 2998/35 will be amended.

(*A.F.O. 2998/35.*)

*2642.—Sub-Lieutenants (E)—Seniority on Promotion to Lieutenants (E)

(C.W. 8807/37.—9.12.1937.)

Their Lordships have decided that calculation of the seniority of Lieutenants (E) is to follow on the lines approved for Executive Officers and promulgated in A.F.O. 1327/37.

2. The scale laid down in paragraph 4 below has been approved and will apply to all officers who completed their training as Midshipmen (E) from December, 1935, inclusive, and to Acting Sub-Lieutenants (E) (not Cadet Entry) of seniority of July, 1936.

3. The necessary adjustments will be made in due course to retain the correct relative seniority between officers directly affected by this Order and those officers whose promotion is governed by the earlier regulations.

4. Time to serve as Sub-Lieutenant (E) :—

Promotion Marks Gained.	*Date of Promotion to Lieutenant (E).*
10	16 months from date of seniority as Sub-Lieutenant (E).
9	17 ,, ,, ,, ,,
8	18 ,, ,, ,, ,,
7	19 ,, ,, ,, ,,
6	20 ,, ,, ,, ,,
5	22 ,, ,, ,, ,,
4	23 ,, ,, ,, ,,
3	24 ,, ,, ,, ,,
2	25 ,, ,, ,, ,,
1	26 ,, ,, ,, ,,
0	28 ,, ,, ,, ,,

(*A.F.O. 1327/37.*)

2643.—Warrant Ordnance Officers and Ordnance Artificers—Course of Instruction

Gunnery Schools

(G. 5896/37.—9.12.1937.)

The following arrangements have been made for the advanced classes to attend at Priddy's Hard and Woolwich during 1938 for instruction in breech mechanisms in accordance with O.U. 5362/1931, Course 69, viz. :—

Class	*Where Joining.*	*Dates.*
1	Priddy's Hard	17. 1.38
	Royal Arsenal	20. 1.38
	Complete	11. 3.38
2	Priddy's Hard	21. 3.38
	Royal Arsenal	24. 3.38
	Complete	17. 5.38
3	Priddy's Hard	23. 5.38
	Royal Arsenal	26. 5.38
	Complete	15. 7.38
4	Priddy's Hard	29. 8.38
	Royal Arsenal	1. 9.38
	Complete	21.10.38
5	Priddy's Hard	24.10.38
	Royal Arsenal	27.10.38
	Complete	16.12.38

2. The first, second and fourth classes will be detailed from the Gunnery Schools and the third and fifth from the Home Fleet.

3. Attention is called to A.F.O. 2168/27 as regards arrangements for pay, etc.

4. " *Excellent* " *only*.—Proposals for the year 1939 should reach the Admiralty by 1st December, 1938.

(*A.F.O. 2168/27.*)

2644.—Examination in Torpedo for Command of a Destroyer—Syllabus

(C.W. 8223/37.—9.12.1937.)

The following revised syllabus of the Examination in Torpedo for Command of a Destroyer is promulgated for information. Alterations are not to be regarded as retrospective.

(A) *Whitehead*—

(1) *General knowledge of the component parts of the torpedo and their uses.

(2) Capabilities of the latest type of torpedoes.

(3) General knowledge of the regulations for practice running.

(4) A knowledge of the more likely causes of failures of torpedoes (*vide* C.B. 3019, Add. No. 1).

* Candidates to be examined on Mark of torpedo carried in their squadron or flotilla.

(B) *Torpedo Control*—

(1) Knowledge of sights and instruments fitted in destroyers.

(2) Effect of errors. Chances of hitting. Best position for firing torpedoes.

(3) Destroyer Torpedo Attacks. (C.B. 1878. Chapters III and IV.)

(4) General knowledge of the instructions laid down in Station Destroyer Command Orders for control of torpedo fire by day and by night.

(C) *Depth Charges*—

(1) Functioning of Depth Charges, Pistols, and Release Gear.
(2) Speeds when firing Depth Charges.
(3) States of readiness.
(4) Methods of carrying out Depth Charge attacks.

(D) *Paravanes*—

Knowledge of method of handling the Two-Speed Destroyer Sweep Manœuvring of Sweeping Units. Appropriate Screening Diagrams.

(E) *Demolitions*—

(1) Demolition stores carried in destroyers.
(2) General knowledge of simple demolition operations.

(F) *Smoke-laying*—

Knowledge of the various methods of making smoke and their respective capabilities. Principles of laying smoke screens.

(G) *Tactics*—

Knowledge of Destroyer Attack Instructions.

Total Marks	700
Minimum in any one subject to pass	50 per cent.
Required to pass	65 per cent. of total.

Marks are awarded on the following basis in Oral examination :—

Whitehead	75	350
Torpedo Control	100	
Depth Charges, Paravanes	50	
Demolitions, Smoke-laying	25	
Tactics	100	
Paper		350

A summary of the existing torpedo control instructions will be included in the revised text book of Torpedo Control. Pending the issue of the revised text-book, arrangements will be made to supply Commanders-in-Chief of other Stations with instructions in force in the Home Fleet.

2648.—*Issued Confidentially.*

*2650.—V/S and W/T Qualifying Courses, 1938

(S.D.—9.12.1937.)

The following qualifying courses will be held at the Signal Schools, Portsmouth, Devonport and Chatham, during 1938.

2. Qualifying courses for the No. 1 and No. 2 rates will be held at Portsmouth Signal School only; qualifying courses for the No. 3 rate will be held at the Portsmouth, Devonport and Chatham Signal Schools.

3. *Qualifying Courses at H.M. Signal School, Portsmouth.*

Course.	*Commences.*	*Examination Commences.*	*Completes.*
V/S 1	3rd January ...	—	25th March.
	2nd May	—	26th July.
	5th September ...	—	25th November.
V/S 2	24th January ...	—	8th April.
	13th June	—	7th September.
	26th September ...	—	9th December.
V/S 3	3rd January ...	16th February	18th February.
	21st February ...	6th April ...	8th April.
	25th April	10th June ...	14th June.
	15th August ...	28th September	30th September.
	3rd October ...	16th November	18th November.
W/T 1	29th December, 1937	—	15th April.
	25th April	—	24th August.
	29th August ...	—	16th December.
W/T 2	3rd January ...	—	1st April.
	21st March ...	—	23rd June.
	13th June	—	21st September.
	26th September ...	—	23rd December.
W/T 3	3rd January ...	3rd March ...	4th March.
	7th March	10th May ...	11th May.
	23rd May	25th July ...	26th July.
	15th August ...	13th October ...	14th October.
	17th October ...	15th December	16th December.

4. *Qualifying Courses at H.M. Signal Schools, Devonport and Chatham.*

Course.	*Commences.*	*Completes.*
V/S 3	3rd January	18th February.
	21st February ...	8th April.
	25th April	14th June.
	15th August	30th September.
	3rd October	18th November.
W/T 3	3rd January	4th March.
	7th March	11th May.
	23rd May	26th July.
	15th August	14th October.
	17th October	16th December.

5. *Basic dates* will be as follows :—

No. 2 Rates—15th March, 15th June, 15th September, 15th December.
No. 3 Rates—1st March, 1st May, 1st July, 1st October, 1st December.

*2653.—Graves, War—Copyright of Design of Headstone

(N.L. 3097/37.—9.12.1937.)

The Imperial War Graves Commission have reported an instance in which an exact replica of the Commission's official war headstone has been erected privately over the grave of a naval rating killed since the war.

2. The Commission desire it to be known that, in accordance with the wishes of the relatives of those who died in the Great War, the use of these designs has been reserved exclusively for those graves which are War Graves and which they are intended to honour in this distinctive manner.

3. The design of headstone used for Great War Graves is copyright to the Imperial War Graves Commission. The use on other than war graves of any design so resembling it as to create the possibility of confusion constitutes an infringement of copyright.

4. An illustration of the design is published in A.F.O. Diagram 137/37.

*2702.—New Zealand Naval Forces—Pay, etc., Arrangements and Conditions of Service

(N. 5022/37.—16.12.1937.)

A.—GENERAL

The following instructions, which are a consolidation of all existing A.F.Os. on the subject, are issued for guidance in dealing with the pay, etc., of personnel of the New Zealand Naval Forces serving in H.M. ships, etc., and of Royal Naval personnel lent for service with the New Zealand Division, R.N.

2. The rates of pay and allowances payable in the New Zealand Division are shown in Section D, and the arrangements for New Zealand ratings serving in R.N. on an " Interchange " basis in Section E.

Unemployment Levy and Emergency Charge

3. Under the Unemployment Amendment Act (New Zealand), Naval or Royal Marine personnel belonging to, or lent under agreement to, the New Zealand Naval Forces are subject to a levy and a deduction from pay and allowances, as shown hereunder.

4. The levy is at the rate of 20*s*. per annum, payable in quarterly instalments of 5*s*. each on 1st February, 1st May, 1st August, and 1st November.

5. In addition to the levy, all pay and allowances earned by the personnel referred to above, with the exception of kit upkeep allowance, but including the value of victualling, are subject to a deduction (Emergency Charge) of 1*d*. for every 2*s*. 6*d*. or part thereof contained in such pay and allowances.

The value of victualling of officers and men during periods of passage in a merchant vessel is *not* subject to the emergency charge.

6. All officers and ratings (New Zealand or loan) whose pay, etc., is chargeable to New Zealand funds, are liable for this levy and deduction from pay and allowances, with the exception that men undergoing sentences of imprisonment or detention on any levy instalment date, and whose actual period in prison will extend for at least one month from such instalment date, are exempt from payment of that particular instalment of levy.

7. *Accounting Procedure.*—Every officer and man borne for pay on an instalment date is to be charged the sum of 5*s*. in the " Insurance Deductions " column of the ledger. In addition, on the last day of each quarter a charge is to be made at the rate of 1*d*. for every 2*s*. 6*d*. or part thereof contained in the total pay and allowances (excluding kit upkeep allowance) earned during the quarter. For the purpose of this calculation, when officers and men are victualled, the value of victualling is to be regarded as a sum equal to the current victualling allowance. When officers and men are not victualled the actual allowance paid is to be included. This charge is also to be shown in the " Insurance Deductions " column of the ledger.

8. The charges in respect of the levy and deductions from pay and allowances are to be inserted in red ink, and totalled and abstracted separately from other insurance deductions, under the letters " N.Z.U."

9. Pay documents of officers and men transferred are to show the date of the last charge of the levy of 5*s*. and sufficient information as to pay and allowances earned and value of victualling, to enable the quarterly deductions to be correctly made.

10. N.Z. " Interchange " ratings serving in R.N. are not liable for these charges.

B.—PERSONNEL OF THE NEW ZEALAND NAVAL FORCES SERVING IN H.M. SHIPS AND ESTABLISHMENTS

(*See* Section E as regards ratings serving on " Interchange " basis.)

Notwithstanding any difference between the rates of pay and allowances authorised in the Regulations for the Government and payment of the New Zealand Division of the Royal Navy, and those authorised by King's Regulations and Admiralty Instructions, officers and ratings of the New Zealand Naval Forces serving in H.M. (Imperial) ships and Naval establishments shall, whilst so serving, receive pay and allowances as follows:—

(*a*) Full pay (substantive and non-substantive);
(*b*) Deferred pay (except loan personnel). *Note.*—Credit of Deferred pay will be effected by the Navy Office, Wellington;
(*c*) Marriage Allowance;
(*d*) Dependant's Allowance;

at rates and under the conditions authorised in the Regulations for the Government and payment of the New Zealand Division of the Royal Navy; and

(*e*) All other allowances; and
(*f*) Extra pay for the performance of special duty;

at rates and under the conditions authorised in King's Regulations and Admiralty Instructions.

2. The accounts of officers and men are to be entered on separate lists of the ledger (List 14 or 17, N.Z.N.F.). The pay and victualling are also to be shown separately in the Ledger Abstract and Classified Summary of Victualling.

3. A complete extract from the ledger showing details of accounts, etc., in respect of all New Zealand ranks and ratings borne during the period covered by the ledger is to be forwarded to the Director of Navy Accounts, as soon as possible after the ledger is closed. The extracts of accounts are to be addressed to the Director of Navy Accounts.

4. Any clothing, etc., taken up on repayment from Government stock is to be paid for by cash, and the charges are not to appear in the ledger.

5. Officers of the New Zealand Naval Forces serving in H.M. ships are to be given the usual Service certificate, a copy of which is to be forwarded by the Commanding Officer direct to the High Commissioner for New Zealand (415, Strand, London, W.C.2). A notation that this has been done is to be made on the counterpart, and the date of transmission should also be recorded.

6. No advancement in rating should be made without reference to the Secretary of the New Zealand Naval Board, Navy Office, Wellington.

7. Good conduct badges should be awarded and restored under Admiralty Regulations by the Commanding Officer of the ship in which ratings are borne.

8. Non-substantive ratings should be granted, and pay therefor credited from date of qualification, at New Zealand rates.

The payment of signal and telegraphist ratings for non-compulsory non-substantive rates is subject to approval of the New Zealand Naval Board.

9. Declarations, alterations and stoppages of allotments payable in the United Kingdom should be addressed to the Director of Navy Accounts, Cornwall House, Stamford Street, London, S.E.1, and declarations, etc., should be clearly endorsed " Chargeable against New Zealand Government." Forms declaring, altering, or stopping allotments paid in New Zealand should be sent to the Naval Secretary, Navy Office, Wellington (duplicates being forwarded to the Director of Navy Accounts, and marked " For information only"). Allotments paid in New Zealand should be noted in ship's ledger accordingly.

10. The High Commissioner for New Zealand should be immediately notified of the death or desertion of any members of the New Zealand Naval Forces. Effects of deceased persons or deserters should not be disposed of until authority has been received from the High Commissioner, and it should be noted that the disposal of effects will necessitate reference to New Zealand.

11. Officers and men, New Zealand Naval Forces when sick on shore or sent to hospital, are to be dealt with under Admiralty Regulations, except as provided in paragraph 12. Members of the New Zealand Naval Forces recommended for invaliding will be finally surveyed on return to New Zealand. Where such recommendations are made on account of injuries received or disease contracted due to service, a full report of the circumstances should be made on the Report of Survey.

12. Ratings of the New Zealand Naval Forces serving in H.M. ships and establishments are subject to the following regulations in respect of hospital stoppages:—

Men checked to the sick mess in R.N. barracks, sick on shore, or sent to hospital suffering from venereal disease, or from disabilities which are the result of the man's own misconduct, carelessness or neglect, shall be placed on half-pay at the expiration of thirty days. and cease pay at the expiration of ninety-one days.

All such men again checked to the sick mess in R.N. barracks, sick on shore or in hospital, within fourteen days from the expiration of their previous period of sickness, shall be considered as being under continuous treatment, but only those days actually so checked shall be counted for the purposes of reduced pay in accordance with the terms specified above.

For the purpose of hospital stoppages, "half-pay" is to consist of half substantive and half non-substantive pay, but marriage allowance, dependant's allowance, kit upkeep allowance and deferred pay (where payable) will continue in full.

After ninety-one days all pay is to cease (*i.e.*, including marriage and dependant's allowances and deferred pay, but excluding kit upkeep allowance).

13. In the case of persons who are liable for the payment of Income Tax, information will be furnished by the Naval Secretary, Navy Office, Wellington, in regard to charges on that account. Persons with income not exceeding £210 are not liable for the payment of New Zealand Income Tax.

14. Whilst serving in H.M. ships and establishments, officers and men of the New Zealand Naval Forces may be allowed leave under Admiralty Regulations, with leave allowance (for ratings) at Imperial rates. Officers of the New Zealand Naval Forces will receive leave allowance at the rate and under the conditions laid down for the government and payment of the New Zealand Division of the R.N.

15. Claims for travelling and subsistence expenses should be dealt with in accordance with the instructions issued in the consolidated Admiralty Fleet Order on Travelling and Subsistence Expenses of Naval and Royal Marine officers and men.

16. Officers and ratings of the New Zealand Naval Forces proceeding to England, or returning to New Zealand, may receive the advances approved respectively for personnel lent to the New Zealand Division or returning to England on completion of their period of loan.

C.—ROYAL NAVAL PERSONNEL TRANSFERRED OR LENT TO NEW ZEALAND NAVAL FORCES

Officers and Men about to take Service in the New Zealand Division

The period of service on loan will be approximately three years, subject to the exigencies of the Naval Service.

2. Pay and allowances during the period of loan will be paid at the rates and under the conditions laid down in the Regulations for the Government and Payment of the New Zealand Division, but deferred pay is not payable to R.N. personnel.

The New Zealand regulations provide that the combined pay and allowances of officers lent from the Imperial Navy will in no case be less than that payable to them under the King's Regulations and Admiralty Instructions.

Duty allowances are payable to officers by the New Zealand Government at the same rates and under the same conditions as those authorised in the King's Regulations and Admiralty Instructions.

Special Engagement Bonus.—In view of the fact that ratings on loan to the New Zealand Division are on special rates of pay which are paid by the New Zealand Government and are, in all cases, substantially higher than R.N. rates, Special Engagement Bonus will not be payable to ratings re-engaged for general service after completing time for pension, while they are lent to the New Zealand Division.

3. While lent to the New Zealand Division, R.N. ratings are subject to the regulations for hospital stoppages referred to in Section B, paragraph 12.

4. During the period of loan R.N. personnel are subject to the application of the New Zealand Land and Income Tax and Unemployment Acts.

Attention is drawn to the exchange position of New Zealand currency in regard to sterling at present prevailing, the current rate of exchange being £100 sterling equals £124 3*s.* 4*d.* (New Zealand).

5. The pay accounts of officers and men selected for service in the New Zealand Naval Forces are to be closed as at the date immediately preceding that of the commencement of their New Zealand appointment or engagement, and balances are to be paid in full to that date by the accountant officers of H.M. ships or R.M. Divisions prior to transfer.

6. Officers appointed to the New Zealand Division, and who are required to proceed to New Zealand by freight, may receive from the High Commissioner for New Zealand, on application, an advance of pay based on the provisions of Article **1746**, King's Regulations and Admiralty Instructions. Where officers appointed to the New Zealand Division are required to join one of H.M. ships of the New Zealand Division refitting in England any advance of pay necessary is to be obtained from the accountant officer of the ship to which first appointed.

7. Naval ratings and non-commissioned officers and men, R.M., are not to be given advances of public money to meet travelling expenses; where necessary, however, they may be granted advances of pay under Article **1746**, Clause 10, King's Regulations and Admiralty Instructions. The amounts advanced are to be noted on the men's transfer lists as debit balances transferred to their accounts in the New Zealand Division, and a notation is to be made in red ink next to the debit balance in the ledger " (For claim against New Zealand Government)."

8. Transfer lists (S.45) are to be forwarded without delay direct to the High Commissioner for New Zealand, 415, Strand, London, W.C.2, and duplicates are to be sent to the Director of Navy Accounts.

Particulars of men lent or transferred should be reported on Form S.161 to the Registry of Personnel.

9. If the transfer of service is to one of H.M. ships of the New Zealand Division paid off for refit in England, pay accounts are to be opened for the period of the refit on a special New Zealand list of the books of the home depôt concerned, and then closed and transferred to the High Commissioner as from the day on which the vessel commissions, transfer lists being forwarded as provided above.

10. In order that officers and men definitely transferred, or lent to the New Zealand Naval Forces, may have an opportunity to revise their contributions to their dependants on being placed on New Zealand rates of pay, and to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowance in force in respect of ratings) at the time of transfer will not necessarily be discontinued, and any adjustments or stoppages are to be left for arrangement between the Director of Navy Accounts and the New Zealand Government.

11. The allotments of officers and men selected for service in the New Zealand Naval Forces are not, therefore, to be regarded as stopped on transfer, but particulars of the allotment should be shown on the transfer list forwarded to the High Commissioner for New Zealand and Director of Navy Accounts as for transfers in the Royal Navy.

12. Forms of engagement, signed by all men engaging for service in the New Zealand Naval Forces, and Forms of Agreement signed in triplicate by volunteers for temporary loan from the Active List of the Royal Navy, are to be forwarded to the High Commissioner for New Zealand, 415, Strand, London, W.C.2, for counter-signature, on behalf of the Dominion Government, and disposal. The duplicates of the latter form will be returned for enclosure in the men's service certificates, and the triplicates forwarded to the Director of Navy Accounts.

13. The conditions of advancement of ratings while on loan to Dominion Navies are laid down in A.F.O. 1212/35.

Officers and Men Returning from Service in the New Zealand Naval Forces

14. Officers of the Royal Navy returning from the New Zealand Naval Forces for reversion to the Royal Navy, are to be borne nominally on the books of H.M.S. "Victory," for disciplinary purposes only, from the date of arrival in England to the date of expiration of their New Zealand leave. Payment will be made to them direct by the High Commissioner for New Zealand, London, who will forward a transfer list to H.M.S. "Victory," showing the period for which such officers are to be borne nominally on that depôt's books, a notation being made that payment will be effected direct by the High Commissioner for New Zealand for such period.

15. Officers of the Royal Marines, however, are to be borne *for pay* on separate lists on the books of their respective R.M. Divisions. They should be credited with pay at New Zealand rates for the period of passage home and for any New Zealand leave due, and charged with any allotments, in accordance with the particulars given on the transfer lists accompanying the officers. Settlement of pay accounts is to be made as provided for in the case of men in paragraph 16.

16. Men returning for reversion to the Royal Navy and Royal Marines are to be entered on separate lists on the books of their respective depôts or R.M. Divisions, credited with pay at New Zealand rates for the period of passage home plus any New Zealand leave due, and charged with any allotments, in accordance with particulars appearing on the transfer lists accompanying the men. Complete settlement of pay accounts at New Zealand rates of pay is to be made by the depôts or R.M. Divisions, and the totals of the relative folios shown separately in the ledger abstract. When men return to England, the date of ceasing pay at New Zealand rates is to be inserted by the depôts or R.M. Divisions, on Form S.214, except in the case of invalids (*see* paragraph 24).

Note.—The procedure outlined in paragraphs 14, 15, *and* 16 *relates to personnel who return to England by freight ship. Where one of H.M. ships of the New Zealand Division returns to England to refit, etc., personnel for reversion to the R.N. and R.M. will be borne on the books of that ship until the expiration of the leave, etc., due unless the ship is sailing before the leave, etc., expires, in which case personnel will then be dealt with as in paragraphs* 14, 15, *and* 16.

17. With reference to King's Regulations and Admiralty Instructions, Articles **651**, cl. 2, and **760**, cl. 3, it should be noted that the cost of re-engaging leave earned by men lent to the New Zealand Division is an

Admiralty liability, and where such leave is due on return to the R.N. it should be granted to follow the foreign service leave, pay at R.N. rates being credited during the re-engaging leave period.

18. *Unemployment Levy and Emergency Charge.*—Deductions of pay, etc., are to be charged against officers and men borne for pay at New Zealand rates during accumulated leave periods, and the levy is to be charged on any instalment date falling within the period of such leave.

19. *Pensions Insurance.*—Insurable R.N. ratings and Royal Marines continue to be liable for contributions in respect of Pensions Insurance while serving under loan agreements with the New Zealand Naval Forces, and the standard quarterly deduction should accordingly be made *in advance* on the first day of the quarter in their New Zealand pay accounts. In the event of a man ceasing to be borne at New Zealand rates of pay before the end of the quarter, adjustment of the Pensions Insurance deduction should be effected by crediting his New Zealand pay account with the amount overcharged in respect of the period between the date of ceasing pay at New Zealand rates and the end of the quarter (assessed in accordance with the instructions for dealing with broken periods set forth in Appendix XXIX, King's Regulations and Admiralty Instructions). In the case of reversion to the R.N. or R.M., in order to preserve the continuity of the contributions, this amount should then be *charged* against the individual R.N. or R.M. pay account in the ledger.

20. *Grog Money.*—Under New Zealand regulations grog money is not payable in respect of periods on passage *by freight ship.*

21. *Allotments.*—Naval and Marine personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to R.N. and R.M. rates of pay, subject to the limits prescribed by Article **1756**, clause 3 (*a*), King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the R.N. and R.M. returning to England whose dependants are residing abroad should, upon first appearance in depôt, be encouraged to declare (*with prospective effect where New Zealand pay is still being credited*) new or revised allotments in their favour.

22. *Marriage Allowance.*—Upon first appearance in Depôt or R.M. Headquarters on return from service with the New Zealand Division, all Naval ratings and Royal Marines are to be questioned as to whether they claim to be entitled to Marriage Allowance in respect of a wife and/or children residing abroad and, if so, a report should be forwarded (for Naval ratings) to the Director of Navy Accounts upon such of the following points as may be applicable, necessary action for Royal Marines being taken at Headquarters:—

(i) Present address of wife.
(ii) Whether she is following the man to this country and, if so, the approximate date of arrival.
(iii) If she is not proceeding to this country, the reason for remaining abroad.
(iv) Names and ages of his children under 14 years.
(v) Name and address of guardian of children, if motherless.
(vi) Amount of allotment in force in favour of wife or guardian on reversion to R.N. rates of pay.

Note.—When men returning for reversion to the Royal Navy and Royal Marines come back to England in one of H.M. ships of the New Zealand Division, the Accountant Officer of the ship concerned will take the action required by paragraphs 21 *and* 22; *and the necessary instructions as to the institution of allotment charges will be issued by the Director of Navy Accounts or Commandant, Royal Marines, as the case may be.*

Naval Ratings and Royal Marines invalided from the New Zealand Naval Forces

23. On arrival in England, invalids from the New Zealand Naval Forces are medically surveyed, and as a result of the survey they may be:—

(*a*) Invalided forthwith, *i.e.*, at the next fortnightly medical survey;
(*b*) Regarded as fit for duty; or
(*c*) Sent to hospital for treatment if there is a reasonable probability of their ultimate return to duty or if final medical survey cannot be carried out without a further period of observation in hospital.

New Zealand rates of pay should be credited in the ledger of the depôt or R.M. Division in which the invalids are received, up to and including the date of medical survey on arrival, and thereafter on the following basis:—

Men in category (*a*) to receive 28 days' invaliding leave, followed by the amount of foreign service leave due, these periods being reckoned after the date of the fortnightly medical survey, *i.e.*, New Zealand rates to be continuous until the expiration of the foreign service leave;
(*b*) To receive New Zealand rates from the date of arrival to the date of the expiration of the foreign service leave due;
(*c*) To receive New Zealand rates to the date of medical survey on arrival, R.N. rates whilst under treatment in hospital, and New Zealand rates during foreign service leave due, taken after treatment in hospital; if the man be invalided after a period in hospital at R.N. rates of pay, he should then receive 28 days' invaliding leave plus any foreign service leave due, both at New Zealand rates of pay.

See Section B, para. 12—Hospital Stoppages.

24. Whenever a Naval rating or Royal Marine is invalided home from loan with the New Zealand Naval Forces, a report is to be made to the Director of Navy Accounts accompanied by Form S.214, and a complete copy of the man's pay account from the date of re-entry for pay on R.N. or R.M. ledgers, to the date of final invaliding or reversion to the R.N. or R.M. The Admiralty will then inform the High Commissioner for New Zealand of the date on which the man ceased to receive New Zealand rates of pay.

PASSAGES OF ROYAL NAVAL AND ROYAL MARINE OFFICERS AND THEIR FAMILIES

25. Imperial officers lent for service with the New Zealand Division will be granted a free passage to and from New Zealand, unless proceeding by ship of war, except as provided for in paragraph 28. Flag Officers and Commodores are entitled to reserved accommodation (*i.e.*, a single berth cabin, or the exclusive use of a two-berth cabin) in accordance with the King's Regulations and Admiralty Instructions, Article **834**. All other officers will be provided with ordinary first class accommodation. In the event of a Flag Officer or Commodore being accompanied by his wife, the two-berth cabin authorised for the use of such officer shall be used also by his wife, and no additional provision for her accommodation will be made.

26. The new Zealand Government offer free return passages, England to New Zealand, to the wives and families of officers lent to the New Zealand Division, subject to the following provisions, but no free or assisted passages are allowed for servants (male or female).

(i) The officer must be lent for a period of not less than three years.
(*Note.*—In the case of Captains, R.N., whom the Admiralty are unable to loan for more than two years, passages will be granted to wives and families notwithstanding the three-year minimum.)
(ii) The officer must be of the rank of Lieutenant-Commander or above, at the date of the loan, or if below Lieutenant-Commander's rank must be definitely appointed to a shore appointment for the full period of loan. For this purpose definite appointments to Navy Office or to H.M.S. "Philomel" shall be regarded as shore appointments. Subsequent transfer from a sea-going to a shore appointment shall not entitle an officer to free passages for wife and family.

(iii) Where wives and families of officers are eligible for passages at Government expense, under the above conditions, the free passage will not be granted other than in very exceptional circumstances (such as severe illness on the part of the officer's wife or his children) unless the wife and family leave England within three months of the date of departure from England of the officer.

(iv) Passages under the above conditions will be granted only on the understanding that it is the intention of the officer's wife and family to remain in New Zealand during the full period of loan of the officer.

27. Officers travelling overseas on duty in such special cases as may be approved by the Naval Board, may receive the passage money and be allowed to make their own arrangements for passage, provided that, except where otherwise approved, such officers shall travel by the cheapest and most direct route. Where, in exceptional circumstances, approval to travel by another route is given at an officer's own request, the additional expense thus incurred must be borne by such officer. In every case shipping company's first-class vouchers must be produced for the full sum to be advanced in respect of the passage, and in all applications for passages the applicant is to state the route proposed to be taken, details of fares, names and ages of children, and the number of adults comprised in the party.

28. Should an officer's service in the New Zealand Naval Forces be terminated owing to his misconduct or unsatisfactory service, or should an officer voluntarily withdraw from service in the New Zealand Division prior to the completion of the period for which lent, the Government do not hold themselves responsible for his return passage, nor, whether normally eligible or otherwise, for the return passage of his wife and family.

29. Should family reasons necessitate the return to England of the wife and family, the cost of whose passage to New Zealand has been borne by the Government, of an officer, prior to the completion of his period of service, passage-money, as a general rule, will not be paid until the completion of the officer's service. A portion, however, may be advanced on a detailed application being made to the Naval Board, who will be guided by the circumstances attaching to each case. Normally, the portion advanced will not be more than an amount proportionate to the period then served by the officer out of his normal period of three years' loan to the New Zealand Naval Forces. In urgent cases of ill health, necessitating the earlier return of a wife or member of an officer's family who have been provided with passages to New Zealand at Government expense, on production to the Naval Board of satisfactory evidence in support of the application for return passages, the Naval Board may authorise the full payment of passage-money at the time the passages are ordered.

30. The term "children" is to be understood to include only such sons as are under sixteen years of age at the date of commencement of the passage, whether outward or homeward, and unmarried daughters dependent on and residing with their fathers. An exception to this rule will be permitted in the case of sons over sixteen who, by reason of physical or mental infirmity, are necessarily dependent on their parents. Passages of adopted children are not allowable, except under special circumstances with the approval of the Naval Board.

31. Officers who marry on or subsequent to the date of loan to New Zealand will not be entitled to free or assisted passages for their wives and families.

32. Paragraph 27 is, so far as applicable, to be regarded as governing also passages of wives and families of officers.

33. A report is to be rendered to Navy Office by each officer in respect of whose wife and family a passage to New Zealand is provided by the Government. This report should show—

(i) The date the wife and family left England, and ship by which passage was taken.

(ii) The names of the persons comprising the family party.

(iii) The dates of birth of children.

D.—RATES OF PAY AND ALLOWANCES

The rates of pay for the New Zealand Division, payable as from 1st July, 1936, are as follows:—

I.—OFFICERS

Executive Officers

	Per Diem. £	s.	d.
Cadet (sea-going)	0	5	0
Midshipman	0	6	0
Acting Sub-Lieutenant / Sub-Lieutenant	0	11	0
Lieutenant—			
On promotion	0	18	6
After 4 years	1	0	0
After 6 years	1	4	0
Lieutenant-Commander—			
On promotion	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Commander—			
On promotion	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Captain—			
On promotion	3	0	0
After 3 years	3	5	0
After 6 years	3	10	0
After 9 years	3	15	0

Engineer Officers

	£	s.	d.
Midshipman (E)	0	6	0
Acting Sub-Lieutenant (E) / Sub-Lieutenant (E) not qualified in (E)	0	11	0
Sub-Lieutenant (E) qualified in (E)	0	13	0
Lieutenant (E) (acting)	0	18	6
Engineer Lieutenant and Lieutenant (E)—			
On promotion	1	0	0
After 4 years	1	3	0
After 6 years	1	7	0
Engineer Lieutenant-Commander and Lieutenant-Commander (E)—			
On promotion	1	14	0
After 3 years	1	16	0
After 6 years	1	18	0
Engineer Commander and Commander (E)—			
On promotion	2	5	0
After 3 years	2	9	0
After 6 years	2	13	0
After 9 years	2	17	0
Engineer Captain and Captain (E)—			
On promotion	3	0	0
After 3 years	3	5	0
After 6 years	3	10	0
After 9 years	3	15	0

Accountant Officers

	Per Diem. £	s.	d.
Paymaster Cadet	0	6	0
Paymaster Midshipman	0	6	0
Paymaster Sub-Lieutenant	0	11	0
Paymaster Lieutenant—			
On promotion	0	18	6
After 4 years	1	0	0
After 6 years	1	4	0
Paymaster Lieutenant-Commander—			
On promotion	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Paymaster Commander—			
On promotion	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Paymaster Captain—			
On promotion	2	15	0
After 3 years	3	0	0
After 6 years	3	5	0
After 9 years	3	10	0

Medical Officers

	£	s.	d.
Surgeon Lieutenant—			
On entry	1	8	0
After 3 years	1	12	0
Surgeon Lieutenant-Commander—			
On promotion	1	18	0
After 3 years	2	3	0
Surgeon Commander—			
On promotion	2	8	0
After 3 years	2	12	0
After 6 years	2	16	0
After 9 years	3	0	0
Surgeon Captain—			
On promotion	3	5	0
After 3 years	3	10	0
After 6 years	3	15	0
After 9 years	4	0	0

Dental Officers

	£	s.	d.
Surgeon Lieutenant (D)—			
On entry	1	5	0
After 3 years	1	9	0
Surgeon Lieutenant-Commander (D)—			
On promotion	1	15	0
After 3 years	2	0	0
After 6 years	2	3	0

Chaplains

	Per Diem. £	s.	d.
Chaplain—			
On entry	1	0	0
After 3 years	1	6	0
After 6 years	1	9	0
After 9 years	1	12	0
After 12 years	1	15	0
After 15 years	1	18	0
After 18 years	2	1	0
After 21 years	2	4	0
After 24 years	2	7	0
After 27 years	2	10	0
After 30 years	2	13	0

Instructor Officers

	£	s.	d.
Instructor Lieutenant—			
On entry	1	1	0
After 3 years	1	4	0
Instructor Lieutenant-Commander—			
On promotion	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Instructor Commander—			
On promotion	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Instructor Captain—			
On promotion	2	15	0
After 3 years	3	0	0
After 6 years	3	5	0
After 9 years	3	10	0

Warrant Officers and Officers promoted therefrom

—	Mechanical Branches (Column A). Per Diem. £	s.	d.	Non-mechanical Branches (Column B). Per Diem. £	s.	d.
Warrant Officer	0	16	0	0	15	0
After 3 years	0	17	0	0	16	0
After 6 years	0	18	0	0	17	0
After 9 years	0	18	6	0	17	6
Commissioned Officer from Warrant Rank	1	1	0	1	0	0
After 3 years	1	3	0	1	2	0
After 6 years	1	4	0	1	3	0
After 9 years	1	6	0	1	5	0
Lieutenant—						
On promotion	1	8	0	1	7	0
After 3 years	1	9	0	1	8	0
After 6 years	1	10	0	1	9	0
Lieutenant-Commander	1	12	0	1	11	0
After 3 years	1	16	0	1	15	0
Commander	As for Commander of Branch.					

The rates shown for Lieutenant and above are applicable to all officers promoted under King's Regulations and Admiralty Instructions, Article **322**, except those promoted under subclause (*d*) thereof.

A warrant officer whose total emoluments as a rating on the date immediately preceding his promotion to warrant rank exceeded the amount to which he would be entitled as a warrant officer may, on the approval of the Naval Board, be paid a special rate of pay. Such a case shall be dealt with in accordance with the conditions governing similar cases in the Royal Navy.

The Mechanical Branch (Column A) shall include the ranks of Warrant Engineer, Commissioned Engineer, Engineer Lieutenant, Engineer Lieutenant-Commander, Warrant Mechanician, Commissioned Mechanician, Warrant Shipwright, Commissioned Shipwright, and Shipwright Lieutenant, Warrant Electrician, Commissioned Electrician, Warrant Ordnance Officer, Commissioned Ordnance Officer, and officers promoted to the ranks of Lieutenant and Lieutenant-Commander in their respective branches from the foregoing ranks.

The Non-Mechanical Branch (Column B) shall include the ranks of Gunner, Commissioned Gunner, Gunner (T), Commissioned Gunner (T), Boatswain, Commissioned Boatswain, Signal Boatswain, Commissioned Signal Boatswain, Warrant Telegraphist, Commissioned Telegraphist, Warrant Wardmaster, Commissioned Wardmaster, Warrant Master-at-Arms, Commissioned Master-at-Arms, Warrant Writer, Commissioned Writer, Warrant Supply Officer, Commissioned Supply Officer, Warrant Cook, Commissioned Cook, Warrant Steward, Commissioned Steward, and officers promoted to the ranks of Lieutenant and Lieutenant-Commander in their respective branches from the foregoing ranks (except Steward).

SCHOOLMASTERS	Per Diem. £	s.	d.
Schoolmaster Candidate	0	12	0
Probationary Schoolmaster	0	12	6
Schoolmaster (Warrant Officer) after one year from entry, or on confirmation, if later	0	13	0
After two years from entry	0	13	6
After three years from entry	0	14	0
After four years from entry	0	14	6
After five years from entry	0	15	0
After six years from entry	0	15	6
After seven years from entry	0	16	0
After eight years from entry	0	16	6
After nine years from entry	0	17	0
Schoolmaster (Commissioned Officer from Warrant Rank) on promotion	0	17	6
After one year	0	18	0
After two years	0	18	6
After three years	0	19	0
After four years	0	19	6
After five years	1	0	0
After six years	1	0	6
After seven years...	1	1	0
After eight years...	1	1	6
After nine years	1	2	0
After ten years	1	2	6
After eleven years	1	3	0
After twelve years	1	3	6
After thirteen years	1	4	0
After fourteen years	1	4	6
After fifteen years	1	5	0
Senior Master (Commissioned Officer from Warrant Rank) to receive the rate of pay to which he would be entitled as a Schoolmaster (either Warrant Officer or Commissioned Officer from Warrant Rank according to the time served from date of entry) with an addition of	0	3	0
Headmaster (Lieutenant) on promotion...	1	8	0
After three years	1	9	0
After six years	1	10	0

SCHOOLMASTERS—*continued*

	Per Diem. £	s.	d.
Headmaster (Lieutenant-Commander) on promotion	1	12	0
After three years	1	16	0

(i) Officers promoted to Commissioned Officer from Warrant Rank prior to 21st February, 1935, are to be paid under the old scheme.

(ii) Officers promoted on the above date with more than ten, but less than fifteen years from entry to receive annual increments under the old scheme for Warrant Officers and Commissioned Officers from Warrant Rank, irrespective of the date of promotion to the latter rank.

(iii) Officers serving on 21st February, 1935, if not promoted after ten years from entry are nevertheless to receive increments under the old scheme for Warrant Officers.

(iv) Officers serving on the above date and promoted after ten years from entry, and officers entered into the Naval Service on or after 21st February, 1935, are to be paid under the new scheme, the rates for which are those shown above.

Note.—The "old scheme" referred to in paragraphs (i) to (iv) above is that described in King's Regulations and Admiralty Instructions, Appendix I, Part 1, Nos. 62 and 63. If any officers loaned to the New Zealand Division are affected thereby, special application should be made to Navy Office for the rate of pay to be applied.

ROYAL MARINE OFFICERS

Commissioned Officers (Direct Entry)

	Per Diem. £	s.	d.
Probationary Second Lieutenant	0	7	6
Probationary Lieutenant	0	10	0
Lieutenant—			
Under 4 years from date of entry	0	10	0
After 4 years	0	17	0
After 8 years	1	0	0
After 10 years	1	4	0
Captain—			
On promotion	1	10	0
After 3 years	1	12	0
After 6 years	1	14	0
Major—			
On promotion	2	0	0
After 3 years	2	4	0
After 6 years	2	8	0
After 9 years	2	12	0
Lieutenant-Colonel, on promotion	3	0	0

COMMISSIONED OFFICERS PROMOTED FROM WARRANT RANK OR FROM THE RANKS UNDER K.R. AND A.I., APPENDIX XII, PART 10, SECTION II (A), PARAGRAPH 2.

	Per Diem. £	s.	d.
Probationary Second Lieutenant	0	16	0
Probationary Lieutenant	0	16	0
Lieutenant—			
Under 4 years from date of promotion to Probationary Second Lieutenant	0	16	0
After 4 years from date of promotion to Probationary Second Lieutenant	0	17	0
After 8 years	1	0	0
After 10 years	1	4	0

(Subsequently in accordance with the above scale for direct-entry officers.)

WARRANT OFFICERS AND OFFICERS PROMOTED THEREFROM

	Per Diem. £	s.	d.
Royal Marine Gunner—			
On promotion	0	14	0
After 3 years	0	15	0
After 6 years	0	16	0
After 9 years	0	17	0
Commissioned Royal Marine Gunner—			
On promotion	0	19	0
After 3 years	1	1	0
After 6 years	1	3	0
After 9 years	1	5	0
Lieutenant—			
On promotion	1	7	0
After 3 years	1	8	0
After 6 years	1	9	0
Captain—			
On promotion	1	11	0
After 3 years	1	15	0
(*Note.*—Officers promoted under K.R. and A.I., Appendix XII, Part 10, Section II (A), paragraph 16, receive pay as Lieutenant and Captain under the above scale.)			
Sergeant-Major—			
On promotion	0	14	0
After 3 years	0	15	0
After 6 years	0	16	0

Provision and Leave Allowances

The current rate of provision and leave allowances payable to officers in the New Zealand Division is 3*s.* 3*d.* per diem. in each case.

Marriage Allowance

Marriage allowance shall be payable to commissioned officers from warrant rank and warrant officers as hereunder.

(i) The following will be the rates of marriage allowance payable. These rates will be reviewed by the New Zealand Naval Board at the commencement of each year in the light of the cost-of-living changes in the Dominion, and, if necessary, the Naval Board will promulgate revised rates which will be payable as from the 1st April following.

(i) Married Officers	Daily rates from 1st April, 1937, and until further notice. s.	d.
(*a*) Commissioned officers from warrant rank in receipt of rates of pay "after three years' seniority" and "after six years' seniority"	0	11
Such officers as are in receipt of pay "after nine years' seniority" shall not receive marriage allowance.		
(*b*) Commissioned officers from warrant rank in receipt of "on promotion" rates of pay	1	9
(*c*) Warrant officers over six years' seniority—		
Wife only	2	2
Wife and one child or more	2	8
(*d*) Warrant officers under six years' seniority—		
Wife only	2	2
Wife and one child	2	8
Wife and two or more children	3	1

(ii) Subject to the above, this allowance shall be payable under the same conditions as for ratings so far as applicable, except that in the case of an officer an allotment must be declared in favour of his wife of not less than one-third of his active pay (excluding allowances not in the nature of full pay) plus the full amount of marriage allowance.

(iii) Marriage allowance may be paid to widowers with children under the age of sixteen years. The scale is as follows, and will be subject to revision annually as in the case of marriage allowance, and will be subject to an allotment to a guardian of one-quarter of active pay (excluding allowances not in the nature of full pay) plus the full amount of marriage allowance.

(ii) Widowers with children under the age of sixteen.	Daily rates from 1st April, 1937, and until further notice.	
	s.	*d.*
Warrant officers of six years' seniority and over—		
One child or more	1	5
Warrant officers under six years' seniority—		
One child	1	5
Two children or more	1	9

II.—SHIP'S COMPANY

(*a*) *Substantive Rates of Pay*

Seaman Ratings

	Per Diem.	
	s.	*d.*
Boy, 2nd class	1	0
Boy, 1st class	1	9
Boy, 1st class, over 17	2	6
Ordinary Seaman	5	0
Able Seaman	7	0
After 3 years' man's service	7	2
After 6 years' man's service	7	4
Leading Seaman	8	0
After 1 year's service as such, if passed for Petty Officer	8	3
Petty Officer...	9	0
After 3 years' service as such	9	4
After 6 years' service as such	9	8
Chief Petty Officer	10	6
After 3 years' service as such	11	0*

Signal and Telegraphist Branches

Signal Boy and Boy Telegraphist	1	9
Signal Boy and Boy Telegraphist, over 17	2	6
Ordinary Signalman and Ordinary Telegraphist	5	0
Signalman and Telegraphist	7	3
After 3 years' man's service	7	6
After 6 years' man's service	7	8
Leading Signalman and Leading Telegraphist	8	6
After 1 year's service as such (if passed for Yeoman of Signals, Petty Officer Telegraphist, or for higher standard)	8	8
Yeoman of Signals and Petty Officer Telegraphist	9	6
After 3 years as such	9	8
After 6 years as such	10	0
Chief Yeoman of Signals and Chief Petty Officer Telegraphist ...	11	0
After 3 years' service as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

ENGINE-ROOM ARTIFICERS, ELECTRICAL ARTIFICERS, ORDNANCE ARTIFICERS, MECHANICIANS†, AND SHIPWRIGHTS

	Per Diem s.	d.
Artificer, 5th class ...	8	6
Mechanician...	11	0
Artificer, 4th class, acting 4th class, and Mechanician after 3 years' service as such...	11	6
Artificer, 3rd class, and Mechanician after 6 years' service as such...	12	0
Artificer, 2nd class, and Mechanician after 9 years' service as such...	12	6
Artificer, 1st class, and Mechanician after 12 years' service as such	13	0
Chief, 2nd class ...	13	6
Chief, 1st class ...	14	6

† In the case of mechanicians, these rates are applicable only to those who were provisionally selected as candidates prior to 1st December, 1927. For further rates *see* the following:—

MECHANICIANS

(Applicable to those ratings who were provisionally selected as candidates after 30th November, 1927.)

Mechanician, 2nd class ...	10	6
Mechanician, 1st class ...	11	0
After 2 years' service as such ...	11	6
After 5 years' service as such ...	12	0
After 8 years' service as such ...	12	6
After 11 years' service as such ...	13	0
Chief Mechanician, 2nd class ...	13	6
Chief Mechanician, 1st class ...	14	6

BLACKSMITHS, PLUMBERS, PAINTERS, JOINERS, AND COOPERS

5th class ...	9	0
4th class ...	9	6
3rd class ...	9	10
2nd class ...	10	2
1st class ...	10	6
After 3 years' service as such ...	10	10
Chief ...	11	6
After 3 years' service as such ...	12	0
After 6 years' service as such ...	12	6

SAILMAKER BRANCH

Sailmaker's Mate ...	8	4
After 3 years' service as such ...	8	6
After 6 years' service as such ...	8	8
Sailmaker ...	9	6
After 3 years' service as such ...	9	10
After 6 years' service as such ...	10	2
Chief Sailmaker ...	11	0
After 3 years' service as such ...	11	6*

REGULATING BRANCH

Regulating Petty Officer ...	10	0
After 3 years' service as such ...	10	4
After 6 years' service as such ...	10	8
Master-at-Arms ...	11	6
After 3 years' service as such ...	12	0*

* With subsequent triennial increments of 6*d.* per diem.

Sick-Berth Staff

	Per Diem. s.	d.
Sick Berth Attendant Probationer	5	6
Sick Berth Attendant (after training)	7	4
After 3 years' service, if passed for Leading Sick Berth Attendant	7	6
After 6 years' service, if passed for Leading Sick Berth Attendant	7	8
Leading Sick-Berth Attendant	8	6
After 3 years' service as such, if passed for Sick Berth Petty Officer	8	8
Sick Berth Petty Officer	9	6
After 3 years' service as such	9	10
After 6 years' service as such	10	2
Sick Berth Chief Petty Officer	11	0
After 3 years' service as such	11	6*

Writer and Supply Ratings

Boy (under 17)	2	0
Boy (over 17)	2	6
Writer Probationer and Supply Probationer	5	6
Writer and Supply Assistant	7	6
After 3 years' man's time in branch	7	8
After 6 years' man's time in branch	7	10
Leading rate	9	0
Petty Officer rate	10	2
After 3 years' service as such	10	6
Chief Petty Officer rate	11	3
After 3 years' service as such	11	9*

Stoker Ratings

Stoker, 2nd class	5	6
Stoker, 1st class	7	6
After 3 years' man's time	7	8
After 6 years' man's time	7	10
Acting Leading Stoker	8	6
Leading Stoker	8	6
After 3 years' service as such	8	8
Stoker Petty Officer	9	6
After 3 years' service as such, if in possession of stokehold certificate	9	10
After 6 years' service as such	10	2
Chief Stoker	11	0
After 3 years' service as such	11	6*

Armourers

Probationary Armourer's Crew	7	10
Armourer's Crew	9	2
Armourer's Mate	9	6
Armourer	10	2
After 3 years' service as such	10	6
Chief Armourer	11	6
After 3 years' service as such	12	0
After 6 years' service as such	12	6

* With subsequent triennial increments of 6*d.* per diem.

Cook Ratings.

	Per Diem. s.	d.
Assistant Cook	5	6
Assistant Cook (S), (O), Officers' Cook, 4th class (O.S.)	5	6
Cook (O.S.), (S), (O), and Officers' Cook, 3rd class (O.S.)	7	6
After 3 years' man's time	7	8
After 6 years' man's time	7	10
Leading Cook (O.S.), (S), (O), and Officers' Cook, 2nd class (O.S.)	8	6
After 3 years' service as such	8	8
Petty Officer Cook (O.S.), (S), (O), and Officers' Cook, 1st class (O.S.)	9	6
After 3 years' service as such	9	10
After 6 years' service as such	10	2
Chief Petty Officer Cook (O.S.), (S), (O), and Officers' Chief Cook (O.S.)	11	0
After 3 years' service as such	11	6*

Ship's Musician Ratings

Ship's Musician	8	0
After 3 years' service as such	8	3

Officers' Stewards

Boy Steward (under 17)	1	9
Boy Steward (over 17)	2	6
Assistant Steward	5	6
Steward	7	4
After 3 years' man's time	7	6
After 6 years' man's time	7	8
Leading Steward	8	6
After 3 years' service as such	8	8
Petty Officer Steward	9	6
After 3 years' service as such	9	10
After 6 years' service as such	10	2
Chief Petty Officer Steward	11	0
After 3 years' service as such	11	6*

Royal Marines

Marine, Musician or Bugler:—		
On enlistment (under 17)	1	9
On enlistment (over 17)	2	6
On enlistment (over 18)	5	0
Marine:—		
After 1 year or on completion of drills	7	0
After 3 years' man's time	7	2
After 6 years' man's time	7	4
Corporal	8	3
After 3 years' service as such	8	6
Sergeant	9	0
After 3 years' service as such	9	4
After 6 years' service as such	9	8
Colour-Sergeant	10	6
After 3 years' service as such	11	0
After 6 years' service as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

ROYAL MARINE BANDSMEN.

	Per Diem. s.	d.
Band Boy	1	9
After one year's service	2	6
Musician	5	0
After one year's service as such	7	0
After three years' man's service	7	2
After six years' man's service	7	4
Band Corporal	8	3
After three years as such	8	6
Bandmaster, 2nd Class (Sergeant)	9	0
After three years as such	9	4
After six years as such	9	8
Bandmaster, 1st Class (Colour Sergeant)	10	6
After three years as such	11	0
After six years as such	11	6*

* With subsequent triennial increments of 6*d.* per diem.

(*b*) *Non-substantive Ratings and Allowances*

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem. s.	d.
	Acting as, or performing duty of—			
1	Butcher	To Royal Marines. As laid down in K.R. & A.I.		
		To seamen or stokers performing the duties in a ship allowed a butcher in complement, but not borne.	0	3
2	Cook—			
	(*a*) In vessels with numbers victualled of less than 15.	As laid down in K.R. & A.I.	0	3
	(*b*) In vessels with numbers victualled of 15 or more.		0	6
3	Naval schoolmaster	As laid down in K.R. & A.I.	0	8
4	Victualling rating—			
	(*a*) In vessels with numbers victualled of less than 15.	As laid down in K.R. & A.I.	0	3
	(*b*) In vessels with numbers victualled of 15 or more.		0	6
5	Officer's servant	As laid down in K.R. & A.I.	0	3
5A	*Air*—			
	Telegraphist Air Gunner (after qualification when actually detailed for the duties).	As laid down in K.R. & A.I.	2	0
	Telegraphist Air Gunner (whilst under training, for each day of ascent).	As laid down in K.R. & A.I.	1	0
	Observer's Mate	As laid down in K.R. & A.I.	4	0
	Acting Observer's Mate	As laid down in K.R. & A.I.	3	6
	Air Gunner	As laid down in K.R. & A.I.	2	6
	Observer's Mate and Acting Observer's Mate — Procedure and Buzzer Allowance.	As laid down in K.R. & A.I.	0	6
	Air Gunner—Buzzer Allowance ...	As laid down in K.R. & A.I.	0	3

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem. s.	d.
6	Anti-gas instructor while employed as such in Anti-gas Schools.	As laid down in K.R. & A.I.	0	6
	Assisting in clerical duties. *See* No. 79.			
	Badge pay, petty officer boys. *See* No. 80.			
	Badges. *See* No. 20.			
	Bugler. *See* No. 45.			
	Butcher. *See* No. 1.			
7	Captain of the heads	To rating performing the duty in training establishments, cruisers and above.	0	6
8	Command of tenders (C.P.O.s and others).	As laid down in K.R. & A.I.	0	9
8A	Cook Ratings—			
	General mess (in ships and establishments other than R.N. barracks).	As laid down in K.R. & A.I.	(*a*)1 (*b*)0	0 6
	Coxswain—			
9	Submarine coxswain	As laid down in K.R. &A.I.	0	7
10	Coxswain of torpedo-boat ...	As laid down in K.R. & A.I.	0	7
	Diving—			
	Extra pay whilst employed in diving—	As laid down in K.R. & A.I.		
11	Artificer-diver, 1st class	As laid down in K.R. & A.I.	0	9
12	Artificer-diver, 2nd class	As laid down in K.R. & A.I.	0	6
13	Diver, 1st class	As laid down in K.R. & A.I.	0	6
14	Diver, 2nd class	As laid down in K.R. & A.I.	0	3
15	Diving instructor	As laid down in K.R. & A.I.	0	9
	Engine-room—			
16	Engineer's writer	As laid down in K.R. & A.I.	0	6
17	E.R.A.s' certificate allowances ...	As laid down in K.R. & A.I.		
	(*a*) E.R.A....		1	0
	(*b*) Chief E.R.A. (payable concurrently with (*a*)).		1	0
18	Machinery allowance—			
	(*a*) Chief E.R.A., E.R.A., Chief Mechanician and Mechanician.	As laid down in K.R. & A.I.	1	0
	(*b*) Engine-room ratings, other than (*a*).		0	6
19	Senior engineer's allowance ...	As laid down in K.R. & A.I.	1	0
20	Good conduct pay—for each good conduct badge (not exceeding three).	Article **144** N.Z.R. and K.R. & A.I.	0	3
21	Grog-money (not to exceed 21*s*. in any one quarter).	As laid down in K.R. & A.I.	0	3
	Gunnery—			
22	Captain of gun, 1st class	As laid down in K.R. & A.I.	1	0
23	Captain of gun, 2nd class	As laid down in K.R. & A.I.	0	6
24	Gunlayer, 1st class	As laid down in K.R. & A.I.	1	0
25	Gunlayer, 2nd class	As laid down in K.R. & A.I.	0	6
26	Gunner's mate	As laid down in K.R. & A.I.	1	6
27	Gunner's mate, leading seaman passed for P.O., S.G., 3d.; G.M., 1s. 6d.	As laid down in K.R. & A.I.	1	9
28	Gunner's mate—rating holding other non-substantive ratings under pre-existing K.R. & A.I.	Rates and conditions as laid down in K.R. & A.I.		
29	Gunnery instructor, R.M.	As laid down in K.R. & A.I.	1	6
30	Rangetaker, 1st class	As laid down in K.R. & A.I.	1	0

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
			s. *d.*
31	Rangetaker, 2nd class	As laid down in K.R. & A.I.	0 6
32	Rangetaker, 3rd class (and Acting Rangetaker, 3rd class).	As laid down in K.R. & A.I.	0 2
32A	Turret trainer ... ... } Turret director trainer ... }	As laid down in K.R. & A.I.	0 6
33	Director layer, 1st class	As laid down in K.R. & A.I.	1 3
34	Director layer, 2nd class	As laid down in K.R. & A.I.	1 0
35	Seaman gunner	As laid down in K.R. & A.I.	0 3
36	Seaman or Royal Marine qualified in ordnance.	As laid down in K.R. & A.I.	0 2
37	Higher fire-control allowance ...	As laid down in K.R. & A.I.	0 3
38	Gunnery Lieutenant's writer ...	As laid down in K.R. & A.I.	0 3
	Hard-lying money. *See* No. 81.		
	Harmonium. *See* No. 47.		
	Instructor (diving). *See* No. 15.		
	Instructor (physical and recreational training). *See* Nos. 51 and 52.		
39	Lamp-trimmer—		
	For lamp-trimming duties... ...	As laid down in K.R. & A.I.	0 2
	For care of lamps and lamp stores—		
	30 lamps or under		Nil
	31–100 lamps		0 1
	101–200 lamps		0 2
	201–300 lamps		0 3
	Over 300 lamps		0 4
	Land-line operating. *See* No. 82.		
40	Library...	As laid down in K.R. & A.I.	0 3
	Mechanical road transport driving—		
41	Driver	As laid down in K.R. & A.I.	0 9
42	Driver mechanic	As laid down in K.R. & A.I.	1 0
	Mess-traps. *See* No. 66.		
	Military-training instructor—		
43	Military-training instructor, 1st class	As laid down in K.R. & A.I.	1 0
44	Military-training instructor, 2nd class	As laid down in K.R. & A.I.	0 6
	Music—		
45	Bugler	As laid down in K.R. & A.I.	0 3
46	Bugler—to boys who qualify in bugling, from date of passing; payable only whilst in training-ship.	As laid down in K.R. & A.I.	0 1
47	Harmonium, or other suitable instrument.	Regulations for New Zealand Division, Article 175.	2 0 per week.
	Organist—civilian performing duty of, in Naval Depôt, Auckland, provided no member of ship's company of depôt ship available for the duty; not to be paid concurrently with the allowance for playing harmonium.	As directed by Naval Board	5 0 per week.
	Naval schoolmaster. *See* No. 3.		
48	Photographer, 1st class	As laid down in K.R. & A.I.	1 0
49	Photographer, 2nd class	As laid down in K.R. & A.I.	0 6
50	Physical and recreational training—	As laid down in K.R. & A.I.	
	(*a*) Staff physical and recreational training instructor.		1 6
	(*b*) Senior staff physical and recreational training instructor.		2 0
51	Physical and Recreational Training Instructor, 1st class.	As laid down in K.R. & A.I.	1 3

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.	
			s.	d.
52	Physical and Recreational Training Instructor, 2nd class.	As laid down in K.R. & A.I.	0	9
	Printing—			
53	Printer	As laid down in K.R. & A.I.	1	6
54	Assistant printer	As laid down in K.R. & A.I.	0	9
	Shorthand instructors. *See* No. 83.			
55	Senior allowance—	As laid down in K.R. & A.I. (subject to Naval Board approval in each case).		
	(*a*) Chief yeoman of signals ...		0	4
	(*b*) Chief petty officer telegraphist		0	4
	Sick berth ratings—			
56	Dispensing allowance	As laid down in K.R. & A.I.	0	2
57	Laboratory assistant	As laid down in K.R. & A.I.	0	6
58	Masseur	As laid down in K.R. & A.I.	0	6
59	Operating-room assistant	As laid down in K.R. & A.I.	0	6
60	X-ray assistant	As laid down in K.R. & A.I.	0	6
61	Lunatic ward attendant	As laid down in K.R. & A.I.	0	6
62	Zymotic ward attendant	As laid down in K.R. & A.I.	0	6
63	Wardmaster...	As laid down in K.R. & A.I.	0	6
64	Shorthand-typists—			
	Higher grade (H.G.)	As laid down in K.R. & A.I.	1	6
	Lower grade (L.G.)	As laid down in K.R. & A.I.	0	9
64A.	Signal Branch—			
	V/S 1	As laid down in K.R. & A.I.	1	0
	V/S 2	As laid down in K.R. & A.I.	0	8
	V/S 3	As laid down in K.R. & A.I.	0	4
	T.O. (V/S)	As laid down in K.R. & A.I.	0	2
65	Signaller, Royal Marine, 1st Class ...	As laid down in K.R. & A.I.	0	6
65A.	Signaller, Royal, Marine, 2nd Class	As laid down in K.R. & A.I.	0	3
	Stokers, men acting as. *See* No. 86.			
66	Mess-traps (Flag Officers', Commanding Officers', ward-room, gun-room, and Warrant Officers'), for charge of, when the property of the Crown—			
	(*a*) For care of Flag and Commanding Officers' sets.	As laid down in K.R. & A.I.		
	Flag Officer		0	6
	Flag Captain		0	4
	Commodore or Captain ...		0	5
	Commander		0	3
	Lieut.-Commander or Lieutenant in Command.		0	2
	(*b*) Ward-room mess (full scale)	As laid down in K.R. & A.I.		
	Mess of 1 officer		0	1
	Mess from 2 to 4 officers (inclusive).		0	1
	Mess from 5 to 9 officers (inclusive).		0	3
	Mess from 10 to 14 officers (inclusive).		0	4
	Mess from 15 to 24 officers (inclusive).		0	5
	Mess from 25 to 34 officers (inclusive).		0	6
	Mess from 35 to 44 officers (inclusive).		0	7
	Mess from 45 to 54 officers (inclusive).		0	8

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
			s. *d.*
66 *ctd.*	Mess-traps, etc.—*contd.*		
	(*b*) Mess from 55 to 74 officers (inclusive).		0 9
	Mess from 75 to 94 officers (inclusive).		0 10
	Mess from 95 to 114 officers (inclusive).		0 11
	Mess of 115 and over ...		1 0
	(*c*) Officers' messes on scales allowed to destroyers and flotilla leaders; also gunroom and warrant officers' (new scale) messes—	As laid down in K.R. & A.I.	
	Messes of 1 to 4 officers (inclusive).		0 1
	Messes of 5 to 10 officers (inclusive).		0 2
	Messes of 11 to 16 officers (inclusive).		0 3
	Messes of 17 to 22 officers (inclusive).		0 4
	Messes of 23 to 34 officers (inclusive).		0 5
	Messes of 35 to 46 officers (inclusive).		0 6
	Messes of 47 to 58 officers (inclusive).		0 7
	Messes of 59 to 70 officers (inclusive).		0 8
	Messes of 71 to 94 officers (inclusive).		0 9
	Messes of 95 to 118 officers (inclusive).		0 10
	Messes of 119 to 142 officers (inclusive).		0 11
	Messes of 143 and upward ...		1 0
	Submarines—		
67	Submarine allowance—		
	(*a*) Ratings forming part crews of submarines, including those in immediate reserve.	As laid down in K.R. & A.I. (payable continuously).	
	Ratings above A.B. and equivalent ratings.		3 9
	A.Bs. and equivalent ratings		3 0
	Ordinary seamen and equivalent ratings.		2 3
	Boys		1 1½

No.	Allowance.	Conditions of Payment, etc.	For each Day at Sea in Submarine.	For each Day not at Sea in Submarine.
	Submarine allowance—*contd.*		*s. d.*	*s. d.*
67 *ctd.*	(*b*) When appointed to depôts as spare crews or undergoing courses in schools—	As laid down in K.R. & A.I.		
	Ratings above A.B. and equivalent ratings.		3 9	2 6
	A.Bs. and equivalent ratings		3 0	2 0
	Ordinary seamen and equivalent ratings.		2 3	1 6
	Boys		1 1½	0 9
	(*c*) Ratings under training—	As laid down in K.R. & A.I.		
	Ratings above A.B. and equivalent ratings.		3 9	Nil
	A.Bs. and equivalent ratings		3 0	Nil
	Ordinary seamen and equivalent ratings.		2 3	Nil
	Boys		1 1½	Nil
	(*d*) Ratings other than the above, when actually at sea in submarines for the performance of specific duty—	As laid down in K.R. & A.I.		
	Ratings above A.B. and equivalent ratings.		3 9	Nil
	A.Bs. and equivalent ratings		3 0	Nil
	Ordinary seamen and equivalent ratings.		2 3	Nil
	Boys		1 1½	Nil

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
	Submarines—*contd.*		
68	Submarine detector—	As laid down in K.R. & A.I.	*s. d.*
	(*a*) Submarine detector instructor		1 3
	(*b*) Submarine detector, 1st class		0 6
	(*c*) Submarine detector, 2nd class		0 3
	(*d*) Submarine detector operator		0 3
	(*e*) Higher telegraphist detector allowance.		0 6
	(*f*) Telegraphist detector allowance		0 3
69	Surveying recorder—	As laid down in K.R. & A.I.	
	(*a*) Surveying recorder, 1st class ...		1 6
	(*b*) Surveying recorder, 2nd class ...		1 0
	(*c*) Surveying recorder, 3rd class ...		0 6
	Tailor. *See* No. 87.		
	Telegraphist Air Gunner. *See* "Air."		
69B	Telegraphist branch—		
	W/T 1	As laid down in K.R. & A.I.	1 0
	W/T 2	As laid down in K.R. & A.I.	0 8
	W/T 3	As laid down in K.R. & A.I.	0 4
	T.O. (W/T)	As laid down in K.R. & A.I.	0 2
	Torpedo—		
	Torpedo coxswain. *See* No. 10.		

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
	Torpedo—*contd.*		*s. d.*
70	Torpedo gunner's mate	As laid down in K.R. & A.I.	1 6
71	Leading torpedoman	As laid down in K.R. & A.I.	0 6
72	Seaman torpedoman	As laid down in K.R. & A.I.	0 3
73	Torpedo Lieutenant's writer ...	As laid down in K.R. & A.I.	0 3
74	Training allowance—	As laid down in K.R. & A.I.	
	Petty officers		0 6
	Leading Seamen		0 3
	Tropical allowance. *See* No. 88.		
	Work in confined spaces. *See* No. 89.		
	Writer (or supply rating performing dual duties of writer and supply rating)—		
*75	Captain's writer's allowance ...	As laid down in K.R. & A.I.	1 0
76	Charge allowance	As laid down in K.R. & A.I.	1 0
77	Senior Officer's writer's allowance	As laid down in K.R. & A.I. not exceeding	2 6
78	Yeoman of stores	As laid down in K.R. & A.I.	
	Destroyers and sloops		0 3
79	Assisting in clerical duties	As laid down in K.R. & A.I.	1 3
80	Badge pay—	Training Service Regulations and as directed by Naval Board.	
	Leading boys		0 1
	Petty officer boys		0 2
	Instructor boys		0 3

No.	Allowance.	Conditions of Payment.	Full Rate.	Half Rate.
			s. d.	*s. d.*
81	Hard-lying money—	As laid down in K.R. & A.I.		
	(*a*) Chief petty officers and petty officers.		1 3	0 7½
	(*b*) Leading rates, able seamen and stokers.		1 0	0 6
	(*c*) Ordinary seamen, stokers, 2nd class, and others of the ship's company.		0 9	0 4½
	(*d*) Boys		0 3	0 1½

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
			s. d.
82	Land-line operating	As approved by Naval Board.	0 3
83	Shorthand instructors	As approved by Naval Board.	1 0
84	Stores: Chief petty officers and petty officers placed in charge of stores may be paid the appropriate store allowance as laid down in K.R. & A.I.		
85	Store allowance—Engineer's stores ...	As approved by Naval Board.	0 3
86	Stokers, men acting as	As laid down in K.R. & A.I.	
	(*a*) Ordinary rate		1 0
	(*b*) Tropical rate		1 6

* This allowance may also be paid to the C.P.O. Writer or P.O. Writer employed in the office of the Naval Officer in Charge, Auckland.

No.	Allowance.	Conditions of Payment, etc.	Rate per Diem.
			s. d.
87	Tailor		0 4
88	Tropical pay	As laid down in K.R. & A.I.	1 6
89	Work in confined spaces	As laid down in K.R. & A.I.	
	(*a*) Ordinary rate		0 9
	(*b*) Within the tropics		1 0
	(*c*) When in the Red Sea or Persian Gulf between 1st April and 30th November, inclusive.		1 0
	(*d*) Supervision of work in confined spaces.		0 6
90	Royal Marines qualified in Gunnery "Q.G."		0 3

(*c*) *Provision and Leave Allowances*

The current rate of provision and leave allowances payable to men in the New Zealand Division is 2*s.* 9*d.* per diem in each case. (*See* Section B, paragraph 14, Men serving in H.M. ships.)

(*d*) *Marriage Allowance*

Issue of Marriage Allowance is not subject to any age qualification.

On production to the High Commissioner for New Zealand of satisfactory evidence of marriage, Marriage Allowance will be payable to all ratings, for wives, and children under the age of 16, at the rates shown in Column 2 of Scale (A) below.

Marriage Allowance may also be paid to widowers with children under the age of 16 years, at the rates shown in Column 2 of Scale (B) below.

Application for the allowance should be made on the appropriate form which is obtainable from the Office of the High Commissioner for New Zealand. On completion by the man, the form should be handed to the Accountant Officer who should re-transmit it to the New Zealand Government Offices in London.

The payment of Marriage Allowance is governed by the following conditions:—

(*a*) Ratings, other than widowers, must declare an allotment of at least one-half of active pay, including non-substantive pay and badge pay, but excluding other allowances and deferred pay. The full amount of Marriage Allowance to be added.

(*b*) Widowers must declare an allotment in favour of a guardian of one-quarter of active pay as defined above, plus the full amount of Marriage Allowance.

RATES OF MARRIAGE ALLOWANCE

SCALE "A"

	Column 1. Maximum daily rates.	*Column 2.* Daily rates payable from 1st April, 1937, and until further notice.
	s. d.	*s. d.*
Wife	2 0	1 9
Wife and 1 child ...	2 6	2 2
Wife and 2 children ...	3 0	2 8
Wife and 3 children ...	3 6	3 1
Wife and 4 children ...	4 0	3 6
Wife and 5 children ...	4 6	3 11
Wife and 6 children or more	5 0	4 4

SCALE "B"

	Column 1. Maximum daily rates.	Column 2. Daily rates payable from 1st April, 1937, and until further notice.
	s. d.	s. d.
1 child	1 6	1 5
2 children	2 0	1 9
3 children	2 6	2 2
4 children	3 0	2 8
5 children	3 6	3 1
6 children or more ...	4 0	3 6

The maximum rates of Marriage Allowance payable are set out in Column 1 above. These rates are subject to annual revision in the light of cost-of-living changes in New Zealand.

(c) *Dependant's Allowance* ... ... s. d. 1 9 per diem.

III.—DEFERRED PAY

The rates of deferred pay (credited by the Navy Office, Wellington) accumulating for officers and men of the New Zealand Division (other than those lent from R.N. or R.M.), operative from 1st July, 1936, are as follows:—

OFFICERS

RANK OR RELATIVE RANK

	Daily Rate. s. d.
Warrant Officer	3 0
Commissioned Officer from Warrant Rank—	
On promotion	3 0
After three years	3 3
Lieutenant promoted from Warrant Rank	4 0
Acting Sub-Lieutenant	2 0
Sub-Lieutenant	2 0
Lieutenant—	
On promotion	3 0
After four years	3 9
Lieutenant-Commander—	
On promotion	4 6
After three years	5 0
Commander—	
On promotion	6 0
After three years	7 6
After six years	8 0
Captain—	
On promotion	9 3
After three years	9 6

An additional allowance of 2*s.* a day is payable to Surgeon Commanders, Surgeon Lieutenant-Commanders, and Surgeon Lieutenants, but not to Dental Officers.

MEN

RATING OR RELATIVE RATING

	Daily Rate. s. d.
Chief Petty Officer over six years	2 10
Chief Petty Officer under six years	2 7
Petty Officer...	2 3
Leading Seaman	2 0
Able Seaman	1 9
Ordinary Seaman (over eighteen)	1 3
Boy	0 6

E.—" INTERCHANGE " RATINGS

Arrangements have been made with the New Zealand Government whereby a limited number of ratings of the New Zealand Division will serve in the R.N. on an " interchange " basis, for periods of approximately three years' absence from New Zealand. These ratings will be allocated between the three Home Port Divisions.

2. *Drafting.*—New Zealand " interchange " ratings are to be drafted either to battleships or destroyers ; Signal and Telegraphist ratings being sent to the Mediterranean Fleet, and other ratings to the Home or Mediterranean Fleet.

3. The relevant provisions of Sections B and D of this Order are applicable to these ratings except as detailed hereunder.

4. *Advancement.*—The advancement of, and the grant of non-substantive rates to New Zealand " interchange " ratings during their interchange service are to be governed by the rules applicable to R.N. ratings.

5. Paragraphs 2 and 3, Section B, of this Order do not apply. The accounts of " interchange " ratings should not be included in the Abstract totals for Dominion personnel (King's Regulations and Admiralty Instructions, Article **1700,** clause 14 (*d*) and (*f*) (ii)), but should be abstracted as for R.N. ratings.

" Interchange " ratings are to be entered on separate lists of the *Ledger*, headed List 5, N.Z.N.F. (Interchange), etc., and clearly designated as such on all transfer lists and subsidiary documents.

6. *Pay.*—New Zealand " interchange " ratings serving with the Royal Navy will receive pay and allowances as laid down in Section B, paragraph 1, of this Order, but the difference between R.N. and N.Z. rates will be reclaimed by the Admiralty from the New Zealand Government. Payment from Admiralty funds will commence from the date of embarkation for England, and will cease on the date of embarkation for New Zealand.

7. *Passage.*—The Admiralty will bear the cost of passage of the New Zealand " interchange " ratings from New Zealand to England, and the New Zealand Government will bear the cost of the return passage and of the passage both ways of the equivalent R.N. ratings sent to New Zealand.

8. *Unemployment Levy and Emergency Charge.*—New Zealand " interchange " ratings serving in R.N. will be exempt from these charges.

9. *Marriage Allowance and Allotments.*—The attention of Accountant Officers is drawn to the fact that marriage allowance payable for New Zealand ratings (Section D, Part II (*d*), of this Order), should be credited on the ledger, the amount being added to the allotment of at least one-half of pay (one-quarter for widowers), which will then be for the combined payment.

Forms for declaration, alteration or stoppage of allotments are to be clearly noted " Interchange Rating." Those for allotments payable in the United Kingdom should be addressed to the Director of Navy Accounts, Cornwall House, Stamford Street, London, S.E.1. Forms for allotments payable in New Zealand should be sent to the Naval Secretary, Navy Office, Wellington, duplicates being forwarded to the Director of Navy Accounts. Allotments paid in New Zealand should be noted in the ship's ledger accordingly.

10. *Income Tax.*—New Zealand " interchange " ratings serving in R.N. are assessable to United Kingdom Income Tax on the R.N. equivalent of their Naval taxable emoluments, the balance of their pay (which is defrayed from New Zealand funds) being regarded as exempt. Where such income is above the taxable minimum Income Tax Returns should accordingly be served.

In order that Accountant Officers may determine whether or not Income Tax Returns should be rendered, they should institute Income Tax notation (*c*) against the wages account of any " interchange " New Zealand rating serving in R.N., on the R.N. equivalent of his Naval taxable emoluments if amounting to £125 per annum (6*s.* 11*d.* a day) or over. In calculating the notation on this basis, the appropriate deduction indicated in the current Income Tax Circular (Section VI, paragraph (40)) is to be allowed from the R.N. equivalent of any New Zealand marriage allowance credited, *i.e.*, the relief granted where official quarters are not provided.

Where service of an Income Tax Return is necessary, the form before issue should be headed " New Zealand Interchange Rating," and the total R.N. equivalent

of the man's Naval taxable emoluments for the prior year (tax notation (c)) should be entered at Section B on the man's behalf; the rating should then complete the return in the usual way.

Arrangements for Courses

11. New Zealand "interchange" ratings serving on loan to the R.N. may be withdrawn from service when recommended by their Commanding Officers, and available in the normal course of drafting, to qualify for the following non-substantive ratings :—

Seaman Torpedoman
Leading Torpedoman
Seaman Gunner
Q.O.
Gunlayer.
Rangetaker, 2nd Class
V/S 3 and W/T 3

and to undergo the Stokers' mechanical training establishment courses. Prior Admiralty approval will not be required, and time spent undergoing these courses will be included in the ratings' interchange service.

12. R.N. ratings serving as "interchange" ratings in the New Zealand Division will be enabled to take courses given in paragraph 11 under the same conditions in the training establishments of the Royal Australian Navy.

13. If a New Zealand "interchange" rating is recommended for any course other than that given in paragraph 11, the recommendation is to be forwarded to the Admiralty for the sanction of the New Zealand Government to be obtained. If the course is approved, the rating is to be transferred from an "interchange" to a "course" basis for the period of the course. For this purpose the rating's account in the ledger is to be transferred to List 14, N.Z.N.F., and Sections A and B of this Order will apply for the period of the course.

The rating will be required to make up the time spent on the course by serving a further equivalent period in the R.N. at the expiration of the normal "interchange" period of service.

14. The Regulations of the New Zealand Division provide that ratings who are selected for courses must satisfy the conditions prescribed below. These conditions are therefore applicable to New Zealand ratings serving in the R.N. on an "interchange" basis.

(i) Prior to selection for courses for Warrant rank, for Mechanician, or for any of the following non-substantive rates, candidates will be required to re-engage to serve for a further period of five years from the date on which their current engagements are due to expire :—

Gunner's Mate.
Torpedo Gunner's Mate.
Visual Signalman, 1st Class.
Wireless Telegraphist, 1st Class.
Artificer Diver.
Diver.
Physical and Recreational Training Instructor.
Director Layer.
Air Gunner.
Acting Observer's Mate.

(ii) Before being selected to undergo a course for any of the following non-substantive rates, candidates who have less than five years to serve to complete their current engagements will be required to re-engage for a period of five years from the anticipated date of completion of the course :—

Rangetaker, 1st Class.
Rangetaker, 2nd Class.
Gunlayer.
Gunnery Lieutenant's Writer.
Leading Torpedoman.
Torpedo Lieutenant's Writer.

(iii) Prior to selection to undergo a course for any other substantive rating or non-substantive rate (including the Leading Stoker (M.T.E.) Course), ratings whose current engagements do not provide for a period of at least three years' service after the date on which the course will be completed, will be required to re-engage to serve for such a period.

15. Particulars of New Zealand interchange ratings undergoing courses and the results obtained are to be reported to the Admiralty, courses given in paragraph 11 above being marked as "Interchange Course."

16. The names of New Zealand interchange ratings undergoing courses referred to in paragraph 11 are to be omitted from the "Quarterly Return of Courses of Instruction undergone by Dominion, etc., Personnel."

17. Forms S.160, S.161, and S.165, affecting New Zealand personnel are to be rendered as laid down for R.N. ratings. A copy of each Form *S.161* and *S.165* is also to be sent direct to the Naval Secretary, New Zealand Navy Office, Wellington.

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18. *Leave.*—Leave may be granted to New Zealand Interchange ratings as provided in Section B, paragraph 14 of this Order. Where, however, leave is granted by New Zealand authority to New Zealand Interchange ratings on transfer to the Royal Navy, the total pay and allowances will be claimed from the New Zealand Government; the rating should accordingly be borne for pay on List 14, N.Z.N.F. for the period of such leave; Sections A and B of this Order will be applicable and leave allowance should be credited at the New Zealand rate shown on the transfer list. The rating's account should be transferred to List 5, N.Z.N.F. (Interchange) at the expiration of the leave granted by the New Zealand authorities.

19. *Dental Treatment.*—New Zealand "interchange" ratings serving with the R.N. are entitled to dental treatment at the expense of Admiralty funds to the same extent as R.N. personnel (A.F.O. 343/32).

20. The undermentioned New Zealand ratings are at present serving in R.N. on "interchange":—

1935 Draft

Name.	*Rating.*	*N.Z.D. No.*	*Port Division.*
John W. Cameron	A.B.	1034	Chatham.
Harry L. D. A. Gee	Act. Ldg. Smn.	1128	,,
Alexander Steve	A.B.	908	,,
William A. Udy	Act. Ldg. Smn.	963	,,
Ivor M. Worters	A.B.	964	,,
Eric Statham	Act. Ldg. Sig.	997	,,
Joseph K. Croft	Act. S.P.O.	1138	,,
Albert G. Erskine	Act. S.P.O.	1140	,,
John Alder	A.B.	902	Portsmouth.
Desmond N. L. Grant	A.B.	1120	,,
John W. Jeffcote	Ldg. Smn.	1007	,,
John McIntosh	Act. Ldg. Smn.	1008	,,
Paul M. Tasker	A.B.	1101	,,
Leslie R. Sims	Ldg. Sig.	794	,,
James T. R. Sawyers	Act. Ldg. Tel.	907	,,
Frederick H. Edwards	Act. Ldg. Sto.	1178	,,
John McLean	Act. Ldg. Sto.	1180	,,
Kenneth R. W. Kear	Ldg. Writer	1146	,,
Lancelot R. Russell	P.O.	713	Devonport.
Harold Firth	Act. Ldg. Smn.	1082	,,
Horace C. S. Burkitt	A.B.	1114	,,
Trevor Martin	A.B.	1012	,,
John Olsen	A.B.	990	,,
Valmond T. C. Yearbury	A.B.	998	,,
Russell F. O. Nixon	Act. Ldg. Sig.	989	,,
Marshall W. Hay	Tel.	1026	,,
Allan D. Dick	Ldg. Sto.	1070	,,
Hoke McKenzie	Sto. I	1179	,,

1936 Draft

Douglas W. Bell	Act. Ldg. Smn.	939	Chatham.
Lawrence A. Webb	A.B.	1136	,,
Percival G. Fairhead	A.B.	1123	,,
Frederick Pond	Sig.	1096	,,
Kenneth B. Fraser	E.R.A. II	909	,,

1936 Draft—contd.

Name.	*Rating.*	*N.Z.D. No.*	*Port Division.*
Ronald W. Kirkwood	Act. Ldg. Sto.	1177	Chatham.
Brian L. Larney	Ldg. Sy. Asst.	1268	,,
Lambert A. Mayor	Tel.	1024	,,
Raymond J. Squire	Act. P.O.	840	Portsmouth.
Charles A. Patchett	A.B.	940	,,
Thomas C. Bennett	A.B.	1125	,,
Lincoln C. Martinson	Ch. Yeo. Sigs.	345	,,
Edward H. Biggs	Ldg. Tel.	919	,,
Adrian F. B. Lutman	Tel.	1028	,,
Athol T. Sweeney	Act. Ldg. Sto.	1183	,,
Benjamin J. Taylor	Sto. I	1224	,,
Norman Ogden	A.B.	914	,,
Arthur J. Bale	S.P.O.	780	,,
Francis G. Teddy	A.B.	1135	,,
Thomas E. Tollerton	Ldg. Sea.	916	Devonport.
Thomas E. Watson	A.B.	1013	,,
Douglas G. West	A.B.	1076	,,
George A. Aurisch	A.B.	1075	,,
Walter A. Lake	A.B.	1099	,,
Carl T. Heath	A.B.	994	,,
Roderick E. Manson	A.B.	1016	,,
Lionel R. Ackerley	Act. Yeo. Sigs.	966	,,
Frederick D. Barfoot	Sto. I	1225	,,
Athol D. Conning	Act. Ldg. Sto.	1226	,,

1937 Draft

James B. Myles	A.B.	1118	Chatham.
Bernard D. Riley	A.B.	999	,,
Trevor H. Wickman	A.B.	1238	,,
Lloyd C. Roberts	O.S.	1326	,,
Harold S. Stacey	A.B.	1252	,,
John Fargher	Sign.	1097	,,
Roland G. Patchett	Tel.	1092	,,
Charles E. Dorrans	Sto. I	1175	,,
John H. Coradine	Sto. I	1309	,,
Edward McK. Richardson	Act. Ldg. Smn.	1105	Portsmouth.
Rex A. Larsen	A.B.	1204	,,
Douglas M. Harvey	A.B.	1158	,,
Mervyn L. St. Clare	A.B.	1216	,,
Huntley J. Watson	A.B.	1206	,,
William L. Rudd	Sign.	1162	,,
Clarence H. E. Harris	Ldg. Tel.	747	,,
William G. Lake	Sto. I	1144	,,
Charles V. Harris	Act. Ldg. Sto.	1219	,,
Cecil F. Cutts	Ldg. Sy. Asst.	1189	,,
Samuel J. S. Patterson	A.B.	1156	Devonport.
Arnold G. Stacey	A.B.	1151	,,
Thomas A. McGougan	A.B.	1234	,,
John D. E. Shaw	A.B.	1093	,,
Max Larsen	A.B.	1318	,,
Raymond F. Mangnall	Sig.	1161	,,
Stanley C. Keeley	Tel.	1029	,,
Norman G. Sim	Sto. I	1271	,,
David F. Ackerley	Sto. I	1367	,,
Frank J. Jack	E.R.A. IV	1359	,,

(*A.F.Os. 1212/35 and 255/36.*)

2755.—Gyro-Compass Courses, 1938

(C.D. 245/37.—30.12.1937.)

The following gyro-compass courses have been arranged at the Admiralty Compass Observatory, Slough, for 1938.

2. Classes should be arranged direct with the Director of the Compass Department.

3. In general, 12 officers can be taken for each course, except where special classes have been arranged as indicated.

17th January–29th January. 1st Class Ship (N).
31st January–12th February.
14th February–26th February.
28th February–12th March.
14th March–26th March.
4th April–9th April. Qualifying (N).
19th April–30th April.
2nd May–14th May.
16th May–28th May.
7th June–18th June.
20th June–2nd July.
4th July–16th July.
18th July–30th July.
15th August–27th August.
29th August–10th September.
12th September–24th September. 1st Class Ship (N).
26th September–8th October.
10th October–22nd October.
24th October–5th November.
7th November–19th November.
21st November–3rd December.
5th December–17th December.

*2759.—Ships' Cook Ratings—Non-Continuous Service

(N. 7344/37.—30.12.1937.)

It has been decided to introduce a system of non-continuous service for ships' cook ratings to supplement the present continuous service entry. This system will be similar to that already in force for officers' cooks (Non-C.S.).

2. Candidates will be entered in the rating of Assistant Cook between the ages of 17½ and 30, under a non-continuous service engagement for so long as their services may be required with a maximum of 5 years. The provisions of Article **386,** King's Regulations and Admiralty Instructions with regard to bearing on the depôt disposable list are to be strictly observed.

3. Non-continuous service Cook ratings will be permitted to transfer to continuous service in the ratings of Cook (O) or Cook (S) by order of the Commander-in-Chief of the Home Port, when recruiting is open for C.S. Cooks, provided that they—

(*a*) are not more than 28 years of age;

(*b*) hold the non-continuous service rating of Cook (O) or Cook (S) or higher rating;

(*c*) are medically and dentally fit for continuous service;

(*d*) can show a record of continuous V.G. character;

(*e*) are recommended by their Commanding Officer as deserving in all respects, and are of average or above average efficiency in comparison with C.S. ratings of equivalent standing and experience.

4. Men are to sign a statement on transfer that they understand that their Non-C.S. service will not reckon for advancement as a C.S. rating. The C.S. engagement will be for 12 years from the date of transfer.

5. The rates of pay for Non-C.S. Cooks (S) will be the same as for Non-C.S. Cooks (O), viz. :—

	Per diem.	
	s.	*d.*
Assistant Cook	2	0
Cook (S)	3	3
after 3 years as such	3	7
after 6 years as such	3	11

(*Note.*—Time as Assistant Cook over the age of 18 to count for triennial increments of pay.)

	s.	*d.*
Leading Cook (S)	4	10
after 3 years as such	5	2

2763.—*Issued Confidentially.*

2764.—Meteorological Duties in H.M. Ships

(C.W. 9051/37.—30.12.1937.)

Their Lordships have again had under review the experience gained from the employment of qualified meteorological officers in certain of H.M. ships. They have decided, in view of the necessity of ensuring that Flag Officers and Commanding Officers in Flagships and all ships carrying aircraft shall have facilities for detailed discussion of the meteorological situation with an officer qualified in meteorology and for obtaining forecasts without delay for operational purposes, that a meteorological organisation under qualified meteorological officers shall be established in each of the following:—

(*a*) All Flagships, whether carrying aircraft or not (with the exception of "C" and "D" Class cruisers and smaller vessels).

(*b*) All other ships carrying aircraft.

2. In order to provide the officer personnel for meteorological duties in these ships, Their Lordships have approved the continuation of the scheme for training selected Naval Observers and Instructor Officers in meteorology. These officers will undergo a 12 weeks' meteorological course. Instructor Officers after qualifying will be appointed "and for meteorological duties" to those ships above mentioned in which Midshipmen are borne, and also to aircraft carriers. In ships other than aircraft carriers, the Instructor Officer will be appointed for instructional and meteorological duties; in aircraft carriers one Instructor Officer qualified in meteorology will be appointed for full-time meteorological duties, and in addition one Naval Observer qualified in meteorology, when available, will also be borne for observer and meteorological duties. Instructor Officers employed on meteorological duties in aircraft carriers should also take a share in the work of the air course for Midshipmen and should be in charge of the educational work of the ship. Officers qualified in meteorology who have completed two years' service as a meteorological officer will undergo the four weeks advanced meteorological course at the first convenient opportunity.

3. Pending the training in meteorology of sufficient Instructor Officers to carry out the policy indicated above, Naval Observers, or general service officers qualified in meteorology, will be appointed for meteorological duties to the ships detailed in paragraph 1, so far as other service requirements allow.

4. In ships in which no qualified officer is borne for meteorological duties, these duties are to be carried out by the Navigating Officer, or such other officer as the Captain may direct.

5. In ships included in categories (*a*) and (*b*) in the first paragraph of this Order, a "Q. Met." rating will be authorised in the complement, to assist the officer (or officers) carrying out meteorological duties. When no "Q. Met." rating is borne in these ships, a volunteer rating is to be selected for the duties and trained by the meteorological officer (or officers) for qualification as a "Q. Met." rating. Seaman ratings without any non-substantive rating should normally be selected for this duty, but men holding S.G. or S.T. (but no other non-substantive rating) may be utilised if necessary.

6. In order to facilitate co-ordination of the meteorological work in the Fleet, the Fleet Navigating Officer will continue to be responsible to the Commander-in-Chief for the meteorological organisation in a Fleet on a station, and in squadrons other than aircraft carrier squadrons, the Squadron Navigating Officer will continue to be responsible for the squadron meteorological organisation. In aircraft carrier squadrons the senior meteorological officer will continue to be responsible for the squadron meteorological organisation. In single ships the responsibility should be as laid down in Article **1149a,** King's Regulations and Admiralty Instructions.

7. King's Regulations and Admiralty Instructions will be amended.

2765.—Travelling and Subsistence Expenses of Naval and Royal Marine Personnel

(C.W./D.N.A. 7218/37.—30.12.1937.)

It is notified that the excess luggage rates shown in Appendix D of A.F.O. 2205/37 are slightly below the rates now in force, consequent upon the 5 per cent. increase in rail rates from 1st October, 1937.

2. The rates shown in the table are two-thirds of the old public rate. For the purpose of calculating the revised Government rate, the Railway Companies add 5 per cent. to the old public rate and reduce the total so obtained by one-third.

3. Claims on this basis may be accepted when the amount differs from that obtained by increasing the Appendix D rates by 5 per cent.

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

1924

1295.—Patents and Designs Act, 1919, Section 8—Record of Unpatented Inventions

(C.P. Patents 1260/23.—16.5.1924.)

With reference to Section 8 (1) last paragraph of the Patents and Designs Act, 1919, consideration has been given to the procedure to be followed in preparing and keeping records of inventions not protected by a patent in order to avoid claims from outside patentees. Patents assigned to the Admiralty, either secret or open, will remain necessary to some extent wherever there is a prospect at a later stage of commercial or foreign use of the invention. Sometimes also when assignment to the Admiralty is not required, the question of patenting will still be a matter for the inventor's consideration.

2. There will be large numbers of inventions, however, of which the Admiralty will be the sole users, and for which there may be no inducement to the inventor to take steps to apply for a patent on his own account.

3. For these a dated record is pre-eminently the best method of protecting the Admiralty against claims by a subsequent patentee who may re-invent the particular device.

4. Although the nature and facts of some inventions are clear, the circumstances of others are not favourable for clear definition, nor in fact can any individual be named as the inventor.

5. The best method will be for the Department, Ship or Establishment in which each invention has originated to prepare at once such a record as circumstances admit. This record should be signed, dated and witnessed and referred to the Admiralty, in order that the Technical Departments concerned, in conjunction with the Patent Section of the Department of the Director of Navy Contracts may, if desired, put in hand the preparation of more formal documents and drawings, clearly defining the invention. The record will thus be available to any Department of the Admiralty interested for reference purposes. Whenever possible such records should be duly prepared and a copy forwarded to the Admiralty before any action is taken to communicate the invention or suggest the idea to a contractor or other party with whom the Ship or Establishment may be collaborating.

6. The practice at the Signal School, at which Establishment a Patent Section is maintained, will not be affected by this Order in respect of inventions relating to Wireless Telegraphy and other forms of signalling. The practice at the Signal School will conform to the practice adopted at the Admiralty for dealing with inventions and documentary records of inventions for other Admiralty Departments, whether the inventions are patented or not.

1881.—Machinery Ordered under Votes 8/III/A, B and E—Inspection, etc.

Home Dockyards, Depôt Ships and Repair Ships.

(D. 10034/24.—11.7.1924.)

A copy of all orders placed by the Admiralty for machinery requiring to be inspected at Makers' works will be sent to the Engineer Overseer concerned, with a view to any necessary action being taken by him to ensure satisfactory progress of the work under the Contract.

Similar action is to be taken in the case of orders placed direct by Establishments and Ships.

The attention of the Engineer Overseer should be drawn to any delay in the fulfilment of the Contract.

These instructions do not apply to Shore Machinery or Plant purchased under Vote 8/III/H.

1925

2370.—*Issued Confidentially.*

2959.—Sale of Naval Vessels—Notification to Board of Trade

(C.P. 17118/25.—16.10.1925.)

Arrangements have been made for an immediate notification to be sent by the Admiralty to the Board of Trade, in future, on all occasions of sale of vessels out of H.M. Naval Service, stating date of sale, name and address of purchaser, and destination of vessel, as well as the time allowed to the purchaser within which the vessel has to be removed from the Naval Establishment concerned.

2. The necessary facilities are to be afforded for inspection of any such vessel by a duly accredited Board of Trade representative on request.

3. The Board of Trade state that it will not be necessary for the Admiralty to insist on a Board of Trade certificate of seaworthiness before giving delivery of any vessel to the purchaser as, on receipt of Admiralty notification, they will take the necessary steps to ensure that appropriate action is taken in all cases.

4. This procedure is to apply to sale of all Admiralty surplus ships and vessels, except Trawlers and Drifters, to which the procedure will not apply.

3536.—Port, Dock and Harbour Dues on Ships, Goods and Stores

(C.P. 18541/25.—18.12.1925.)

The arrangements for the payment of Port, Dock and Harbour Dues in the United Kingdom to all authorities, including the Railway Companies who own docks and harbours, are as follow:—

I.—On ships belonging to or fully chartered by the Crown (i.e., entirely engaged in the Service of the Crown) and on goods or stores imported or exported by or on behalf of the Crown, where the Ship is employed or the goods or stores are imported or exported (as the case may be) for purposes other than (*a*) those of the Naval, Military or Air Force Services of the Crown, or (*b*) the direct use of a Government Department and not for sale or re-sale, or for any trading purpose, full dues will be paid.

II.—On ships, goods or stores, exempted from para. I by (*a*) and (*b*) hereof, the dues payable will be as follows:—

(*a*) In respect of Ships belonging to or fully chartered by the Crown—

	Percentage of Ordinary Tariff.
(i) Port, Dock and Harbour Dues, where vessels have the use of berths in open or closed docks, or at other quays or jetties in the Port—	
Colliers and Oilers	100 per cent.
All other ships	75 ,,
(ii) Port and Harbour Dues in open harbours where use is not made of the facilities specified under (i) above—	
Colliers and Oilers	100 per cent.
All other ships	75 ,,

Provided that no dues shall be paid in respect of ships, to which this Clause applies, passing to or from a Naval or Military Establishment within the limits of the Port, which Establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

(*b*) In respect of Goods and Stores—

	Percentage of Ordinary Tariff.
(i) Coal, coke, oil, to be used to generate heat and produce power, and railway materials ...	100 per cent.
Other oils, such as lubricating, edible and medicinal, and all other goods and stores ...	75 ,,

Provided that no dues shall be paid in respect of goods and stores transhipped to or from one of H.M. commissioned ships of war without the use of quay or jetty, or in respect of goods and stores proceeding to or from a Naval or Military Establishment within the limits of the Port, which establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

(ii) Where a consolidated rate is charged inclusive of dues and other charges the rebate of one-fourth or total exemption as the case may be applies only to that portion of the consolidated rate which represents *dues*, the remainder of the consolidated rate being payable in full.

(iii) The Government accordingly pays:—

(*a*) The full consolidated *wharfage and porterage rate* on coal, coke, oil, to be used to generate heat and produce power, and railway materials.

(*b*) On other oils, such as lubricating, edible and medicinal and all other goods and stores, the *porterage charge* in full, plus 75 per cent. of the *wharfage charge*, i.e., 100 per cent. of two-thirds plus 75 per cent. of one-third equals eleven-twelfths of the consolidated rate.

(*c*) The full appropriate *port rate* on coal, coke, oil to be used to generate heat and produce power, and railway materials, and three-quarters of the rate on other oils, such as lubricating, edible and medicinal and all other goods and stores, except as provided below.

(iv) No port rates are payable in respect of stores sent by water to or from the London Docks, and the Admiralty Establishments within the Port of London, i.e., Deptford, West India Docks, Woolwich and Sheerness.

(v) No port rates are payable in respect of stores coming from another port and transhipping in the London Docks direct to another vessel, without passing over the Dock Company's premises. For example, no port rates are payable in respect of stores sent by store carrier from Portsmouth direct to a freightship in the Thames nor in respect of stores lightered from Chatham and discharged direct to a freightship.

III.—*Payment for Services.*—Graving Dock rates and payments for towage, cranage, water, light, power, labour, and all other specific services to be in accordance with the ordinary tariff applicable to such services, the Crown having the benefit of any reduced charges allowed to other large customers.

2. Claims for dues on commissioned ships or other Admiralty-owned ships arising from these arrangements should be duly certified correct or otherwise and forwarded to the Director of Navy Accounts for payment. Claims for dues on non-commissioned requisitioned ships, etc., should continue to be dealt with under existing instructions from the late Ministry of Shipping (now Shipping Liquidation, Mercantile Marine Department, Board of Trade) until further notice.

3. Claims for port rates and dock dues on Naval Stores *at all ports in the United Kingdom* are to be dealt with by the Superintendent, West India Docks, and Yards concerned should forward any claims received to West India Docks for settlement.

4. Claims for payments for services should continue to be dealt with as at present.

5. It has been decided that the Superintendent, West India Docks, is to be responsible for furnishing the Port of London Authority with the necessary exemption certificates as regards Naval Stores in cases where port rates are not payable. He will also supply the Port of London Authority with the necessary information on the forms prescribed for commercial undertakings.

6. Similar arrangements as regards Victualling Stores will be made by the Superintendent, Royal Victoria Yard, and the Naval Armament Supply Officer, Woolwich, will act similarly in regard to Naval Armament Stores in the Thames.

7. The Civil Engineer-in-Chief will deal with claims and furnish Port Authorities with necessary certificates and forms in respect of Works Stores shipped to Naval Establishments abroad. Similar arrangements as regards Hydrographic Stores will be made by the Hydrographer of the Navy.

8. Owing to the fact that H.M. Ships are not subject to the provisions of the Merchant Shipping Acts, it has been necessary to revise the net tonnage by British Rule on which dues are usually payable. Particulars of the revised tonnages have been issued or are available at the Admiralty in most cases, but adjustments of claims as regards tonnage will be made after receipt at the Admiralty if necessary.

Port Dues on Goods Delivered Under Contract.

9. The Director of Navy Contracts advises contractors that they can obtain rebates (and in certain circumstances exemption) of Port Dues in respect of goods entering or leaving ports in Great Britain in the course of delivery under Admiralty Contracts.

10. Certificates may, therefore, be given authorising rebates or exemption as the case may be, if applied for by contractors, and if no objection is apparent, by the Officer to whom the goods are consigned.

11. Contractors applying for certificates should be requested to forward in duplicate the form of certificate required by the Dock or Harbour Authority with all necessary particulars filled in. After signature, one copy should be returned to the contractors and the other retained by the signing Officer. Certificates should generally be to the effect that the goods mentioned "are intended for the service of H.M. Government."

12. If any considerable portion of the goods referred to on the certificate, should be rejected, lost before delivery, or from any other cause should not become Admiralty property, an endorsement to that effect should be made on the duplicate certificate, which should then be sent to the Dock or Harbour Authority concerned.

13. In the case of goods delivered f.o.b. freightship for shipment abroad, or brought into the Port of London for transhipment, the certificates required should be given by the Superintendent, West India Docks, for "Naval" Stores; by the Civil Engineer-in-Chief for "Works" Stores; by the Superintendent, Royal Victoria Yard, for "Victualling" Stores; and by the Naval Armament Supply Officer, Woolwich Arsenal, for Naval Armament Stores.

1926

2583.—Inventions and Novel Apparatus—Demonstrations—REPORTS

(C.P. Patents 2718.—10.9.1926.)

Instances have occurred from time to time, following demonstrations by inventors before Government officials, that inventions of a similar nature are made by those officials, and the original demonstrator is apt to allege that the Service inventor has made use of his ideas.

2. To some extent such allegations are inevitable, since the demonstration of an invention is quite likely to start a train of thought in the mind of an inventive inspecting officer which may lead him to invent a similar mechanism, even though he has not seen any details of it at the demonstration. In order, however, to protect Admiralty officers and the Admiralty as far as possible against such allegations, it is desirable that officers who are called upon to inspect novel apparatus or who are present at demonstrations of inventions should, in future, when reporting on such matters, place upon record exactly what they saw and the extent to which the apparatus was explained to and appreciated by them. This record would help to refute or limit the assumption that any later service inventions were the result of what the inspecting officer witnessed.

3. As a further precaution, inventors who propose to give a demonstration of their inventions should be asked in the first instance (by the Establishment or Admiralty Department arranging the demonstration) whether they propose to disclose the whole of their invention, or whether they propose to withhold parts of it. If the inventor replies that part of the invention is not to be explained or exhibited, he should be informed that it will then be assumed that any officer who witnesses the demonstration cannot be held to have been indebted to the inventor for any subsequent invention made by such officer.

2889.—S.A. Ammunition—Issue for Non-classification Firings, etc.

(C.S.A.S./G. 1829/26.—15.10.1926.)

Ships and Gunnery and other Training Establishments, when demanding from Naval Armament Depôts ·303 in. ball or ·455 in. revolver ball cartridges for use in aiming rifles or for use at non-classification firings on ranges, are to show such requirements separately, in order that, in the interests of economy, supplies of ammunition sentenced as only suitable for these services may be made in preference to ammunition which is suitable for general service use.

3546.—New Main Batteries—REPORTS

Submarines.

(D. 18594/26.—31.12.1926.)

In order that the question of liability for any undue deterioration which may occur in new main batteries of Submarines may be raised with the firms who supplied the batteries before the expiration of the twelve months' guarantee period, a report respecting the condition of the battery is to be

forwarded to the Director of Contracts, Admiralty, within the appropriate period stated for the respective condition of contract under which the particular battery was supplied, viz. :—

(*a*) Battery delivered in a charged condition and installed in the Submarine within thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

(*b*) Battery delivered in a charged condition and maintained in this condition by firm at a Dockyard for a period exceeding thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *twelve* months from the date on which delivery was completed.

(*c*) Battery delivered in an un-charged condition and subsequently assembled and charged at a Dockyard either by firm or by the Dockyard—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

2. In the case of Submarines on the China Station the report is to be forwarded by wire.

3. The condition (*a*), (*b*) or (*c*) above is to be communicated to the Ship's Officers by the Dockyard Officers immediately after the battery has been installed and the appropriate condition entered in the Battery Record Book by the Ship's Officers.

4. Unless a new battery gives distinct indications of abnormal behaviour prejudicial to its length of life (in which case a few cells in each section should be lifted for visual examination), lifting need not be resorted to and the certificate to be forwarded should be based on the behaviour of the battery as indicated in the battery records.

The certificate should be in the following form :—

Has the behaviour of the battery, as indicated by the battery records, been entirely satisfactory? . . .

If not, state the abnormal indications and also the result of visual examination of typical cells. . . .

3548.—Refits of Submarines—Batteries—REPORTS

Submarine Depôt Ships, Submarines and Dockyards.

(D. 18594/26.—31.12.1926.)

In order to avoid delay in dealing with Submarine batteries when these vessels are taken in hand for refit, the following procedure should be carried out by the Depôt Ships or Submarines concerned:—

(*a*) One month before the vessel is due for refit a sample of acid should be taken from one cell of each section of the battery and forwarded to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis; information also being given of the date when the vessel is to be taken in hand, and the port at which she will refit. In the case of Submarines on the China Station the sample should be sent to the Superintending Electrical Engineer at Hong Kong.

In the case of Submarines on the Mediterranean Station, the samples of acid should be forwarded to reach the Superintending Electrical Engineer, Malta, not less than six weeks before the vessel is due for refit, in order that transmission of the samples to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis and report, may be arranged for. Results of tests should be communicated to Malta by telegram when time will not permit of reply by letter. Copies of results of tests should be sent to the Admiralty for information.

(*b*) At the time of forwarding the defect list to the Dockyard concerned, Ships' Officers should state in Column 2 of the defect list the nature of any defects in the battery, so far as they can be ascertained from the behaviour of the battery, as indicated in the Battery Record Book; it is not sufficient to state that the battery requires examination. If no specific defects can be cited, the reason for requesting examination by Dockyard should invariably be stated.

(*c*) Directly circumstances show that a Submarine requires a new battery the fact should be reported to the Admiralty through the usual channels, details of capacity tests, etc., also being supplied.

(*d*) Each sample of acid sent to the Admiralty Chemist for test in accordance with the above instructions should measure not less than one quart. The samples should be suitably marked to connect them clearly with a reference, which should be sent at the same time as the samples, and which should state that they are for chemical test under the order in question.

2. In connection with (*b*) above, it is desired to emphasise the fact that the present high capacity batteries in use give the best results if the plate groups are allowed to remain undisturbed for as long as possible.

3. When it is considered advisable to land a battery for extensive refit or replacement, a detailed inspection of the battery should be made by the Dockyard and Ship's Officers, and a joint report forwarded to the Admiralty as to the condition of the battery, the nature, extent, and probable cause of the defects, and recommendations as regards further service. Where a difference of opinion exists between the Dockyard and Ship's Officers respecting the probable cause of the defects, the report should include the definite opinions held by the officers concerned.

4. The foregoing instructions should be strictly observed by all concerned.

1927

159.—Bombs and Pyrotechnics for Aircraft—Procedure for Demanding

(A.S./G. 7582/26.—21.1.1927.)

Demands for bombs (including components), pyrotechnics, etc., for aircraft attached to H.M. Ships are to be forwarded to the nearest Naval Armament Depôt in the same way as ordinary ships' demands, or, if a Naval Armament Depôt is not accessible, to the Admiralty (C.S.A.S.).

2. Only such bombs and pyrotechnics as have been specially approved by the Admiralty are allowed to be stored on board H.M. Ships, and the following procedure is to be carefully observed.

3. When necessary for aircraft to proceed from Air Force Bases to Naval Bases, or to H.M. Ships, any bombs and pyrotechnics (which are Air Ministry property) carried *en route* are to be returned to the nearest Air Force Depôt or Naval Armament Depôt at the earliest opportunity. Whilst on board they, are not to be stored between decks but may be kept on the weather deck magazine for a few days awaiting an opportunity to return them. If no early opportunity to land them occurs, they are to be thrown overboard in deep water, and a report made to the Admiralty (C.S.A.S.) for the information of the Air Ministry.

4. All such returns to Naval Armament Depôts should be laid aside as "on deposit from Air Ministry," and returned to nearest Air Force Depôt at next opportunity.

5. If, under exceptional circumstances, stores should be supplied *direct* from Air Force Depôts, a special report should be made to Admiralty (C.S.A.S.), the stores unexpended being dealt with as already indicated.

1328.—O.U. 6137—Electrical Equipment in H.M. Ships—Corrections—REPORTS

(S. 5655/26.—13.5.1927.)

All corrections to the above book reported by ships and dockyards have been embodied therein, and the book will shortly be issued.

The responsibility for keeping O.U. 6137 correct to date will devolve as follows:—

(a) *Ships in Commission and in Reserve.*—Any additions and alterations *carried out by the ship's staff*, which affect the record shown in O.U. 6137 relative to the ship, are to be *reported immediately to the Admiralty*, full particulars being rendered in the form laid down in the book.

A dated certificate is to accompany the report to the effect that the items concerned have been checked in every instance with the makers' nameplates on the actual equipment fitted in the ship.

Arrangements are being made for every ship to be supplied with the portion of O.U. 6137 relevant to the ship, to be retained as the ship's record under the charge of the torpedo officer, and this copy is to be corrected by the ship's officers at the time the ship's report of any alterations and additions is made. The copy is to be taken on charge in the torpedo gunner's fixture list.

(b) *Ships undergoing Annual Refit.*—(i) The dockyard officers concerned will be responsible for correcting the ship's copy of O.U. 6137. The dockyard officers are also to report to the Admiralty, in the prescribed form, and immediately after the completion of the ship, all alterations and additions made so far as O.U. 6137 is affected. An item to cover any corrections and amendments to O.U. 6137 is to be included in the list of alterations and additions.

(ii) A certificate similar to that called for in the penultimate paragraph of (a) above is to be attached to the report.

(iii) On completion of the refit of a ship, if no alterations or additions have been made to the equipment shown in the book, a nil return is to be rendered.

(iv) The work of the dockyards in these instances is to be strictly limited to such modifications as may be necessary, consequent on alterations and additions carried out by dockyard labour during the refit.

(c) *Ships Built by Contract.*—A clause is being included in the ship specifications to the following effect:—

> Forms for the list of electrical equipment in H.M. ships may be obtained by the shipbuilders on application to the overseer. Special attention is to be given to ensure that accurate records of the gear, apparatus, etc., actually fitted in the ship are filled in on the forms by the shipbuilders. The forms are to be filled in, in duplicate, and forwarded to the Admiralty through the overseer, who, in conjunction with the District Electrical Engineer, is to verify their contents from the gear "as fitted."

The duplicate copy of the form will be forwarded to the Commanding Officer of the ship from the Admiralty, and is to be taken on charge by the torpedo officer.

(d) *Ships Building in Dockyards.*—The yard officers of the dockyard concerned are to prepare the information required for O.U. 6137, in duplicate, concurrently with the preparation of "as fitted" drawings of the electrical circuits. The original is to be forwarded to the Admiralty, and the duplicate issued to the torpedo officer of the ship. The report is to be accompanied by a dated certificate similar to that called for in paragraph (a) above.

(e) *Ships undergoing Reconstruction or Large Repairs.*—A similar procedure to that detailed in paragraph (b), (i), (ii) and (iii) above for ships undergoing annual refit is to be followed.

General.—(1) It has been decided to omit all reference to breakers and contactors.

(2) *Load in amperes.*—The information supplied under this heading is to be revised in future reports dealing with this item; one figure only is required and is to conform to the following formula:—

> The figure to be inserted is to be obtained from the "as fitted" book of breaker diagrams for the ship, *i.e.*, the total possible H.P. load in amperes, omitting alternative supplies to the same motor, and supplies to capstans, boat-hoists and deck winches. This information is not required from submarines.

(3) *Typographical errors.*—As the value of O.U. 6137 depends entirely on the accuracy of the information contained therein, all errors are to be reported to the Admiralty as they are discovered.

(4) *Publication of Addenda and Errata.*—Arrangements will be made for the periodic issue in Admiralty Fleet Orders of lists of addenda and errata affecting the contents of O.U. 6137.

(5) Confusion has arisen in many instances between Messrs. Newton Brothers and Messrs. Newtons, Ltd. Reports should state whether Newton (Derby) or Newtons (Taunton) is intended where reference is made to these firms.

(6) Particular care is to be taken with regard to the completion of the columns headed "spare gear," and differentiation is to be made between the small sets for motor gear, etc., and the controller and starter spares.

(7) The particulars of the motors in submarines and in ships having two or more different electrical pressures of supply, should show the electrical pressure at which the motor is operated.

(8) Wherever the designed steam pressure of a generating set differs from the working conditions, a statement, in addition to the maker's nameplate particulars, is to be incorporated in the returns to the effect that owing to the designed steam pressure of the generating plant differing from that of the ship's pressure, which is to be stated, the revised output particulars are . . . (insert details).

Where reducing valves are fitted a statement to this effect is to be made in the steam pressure column of O.U. 6137 relative to the generating set.

O.U. 6137 is to show both sets of particulars.

In any future allocation of steam sets to ships having a lower steam pressure than the nameplate pressure of the set, an additional nameplate is to be fitted to the generator, stating the revised particulars consequent on the reduction of the steam pressure.

(9) Reports are to show the actual number and description of winding of field coil spares. The following abreviations are to be used:—

For Shunt	Sh.
For Compound	Comp.
For Series	Se.
For Interpole	Int.

(10) When ships are taken in hand for large repairs, the ship's copy of the report (Part O.U. 6137) is to be seen by the Dockyard Officers and its whereabouts put on record. In the event of the report not being available, an immediate report to this effect is to be forwarded to the Admiralty through the Administrative Authority.

(11) All machines in submarines, *e.g.*, main motors, auxiliary propelling motors, etc., which are fitted with coolers, are to be so indicated in the Report.

These directions are to come into effect forthwith.

2135.—*Issued Confidentially.*

2347.—Small Scale Drawings—Supply to Ships under Construction

(S. 04717/27.—16.9.1927.)

In future, $\frac{1}{16}$ in. scale drawings will be issued on loan to officers appointed to ships under construction, the drawings being additional to the small scale "as fitted" drawings already supplied on the completion of the ship. These small scale prints will be issued as follows, and application

for supply is to be made by the officers concerned through the proper channels to the Director of Naval Construction, Admiralty, viz.:—

	Set.
Captain	1
Commander	1
Engineer Officer	1
Shipwright Officer	1

The drawings are to be returned to Director of Naval Construction on completion of the ship. The issue of these drawings to the officers mentioned is for the purpose of facilitating the performance of their duties, and is not to be regarded as an invitation to make proposals for altering details already settled and worked to by the shipbuilder.

1928

2232.—Ammunition—Amounts to be carried in Peace Time

(G. 9145/28.—7.9.1928.)

The following are the amounts of ammunition which should be carried in peace time:—

(*a*) Only the approved outfit allowance of full calibre cartridges is supplied to ships, with the exception of fixed ammunition made up with practice projectiles, for which *see* (*c*) below.

The only variation to this rule is in cases where it is desirable to issue a whole "lot" of cordite, *vide* Article 51 of the Naval Cordite Regulations, 1928.

(*b*) Cartridges allowed for practice firings are to be taken from the outfit, which should be replenished at the first opportunity.

(*c*) Up to 12 months' allowance of 1 in. aiming rifle ammunition may be carried and up to 6 months' allowance of sub-calibre ammunition and Q.F. fixed ammunition made up with practice projectiles provided stowage is available.

(*d*) ·303 in. ammunition for aiming rifles is to be taken from the outfit of Mark VII ammunition allowed for small arms and machine guns.

2. No filled shell are to be carried in addition to the outfit allowance, any allowed for practice being taken from the outfit, which should be replenished at the first opportunity.

3. Up to six months' allowance of practice projectiles will be supplied if stowage is available.

4. No additional ammunition is to be embarked in ships ordered to proceed to or from foreign service without special Admiralty approval.

In the interests of economy it is desirable that full use be made of any available ammunition stowage for the conveyance of explosives.

Armament Supply officers requiring transport are to obtain from the Commander-in-Chief the necessary particulars as to stowage available.

2416.—Babcock & Wilcox Boilers—Wear of Headers

(D. 13977/28.—28.9.1928.)

Recent close examination of boilers shows that the headers of Babcock & Wilcox boilers are liable to develop cracks in the radius between the front face of the downtake or front header after the boilers have been in continuous use for 14 or 15 years.

2. The cracks are generally located in the wake of the horizontal bridge of steel between the first and second bottom hand holes. They generally commence at the root of the folds in the steel caused during the forming process of the headers, but isolated cases have been observed in other positions.

3. Special attention is accordingly to be given to the condition of the headers when ships fitted with Babcock & Wilcox boilers undergo the periodical drill test examination, and the condition of the headers in this respect is to be inserted on Form S.356B.

4. The renewal of any tubes or headers should be recorded on the boiler history sheets.

5. Close attention should also be given to the fit of the hand hole doors, and all dogs securing the doors should be placed in a vertical position when in place on the boilers in order to give the bridges the full support of the doors.

6. A modified type of dog, having a width of foot of 3½ in., should be fitted in those positions where the bridge of metal between adjacent holes has become worn, or where internal surface cracking is evident.

7. Patterns of the modified dog can be obtained from Portsmouth Dockyard.

1929

710.—Cartridges, Q.F. 3 pdr., Practice, Sub-calibre, made up from Size 5 Cordite—Future Supply Arrangements

(A.S. 1173/29. G. 20226/28.—22.3.1929.)

Cartridges, Q.F., 3 pdr., practice, sub-calibre, have been made up of Mark I cordite, size 5, of lots R.N. 2778, 2781, 2782, 2783, 2784, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, to a charge weight of 6 oz 2 drams, and are expected to have M.V. about 34 f.s. more than that given by charges of M.C.4¼ cordite. The quantity on board any individual ship supplied with the above lots, should therefore be sufficient to prevent the indiscriminate use of cartridges of these lots and normal lots on any practice run, and Armament Supply Officers will adjust issues accordingly.

1967.—Refits or Repairs to H.M. Ships—Procedure to be followed as regards Supplementary Work

(C.P. 6210/29.—9.8.1929.)

Where a contract has been placed with a private firm for refitting or repairing one of H.M. ships, and additional work, involving extra cost, is subsequently found to be necessary while the contract is in progress, the following procedure is to be followed:—

(i) Where practicable, and the delay is not likely to cause additional sums for dock dues, etc., supplementary specifications are to be prepared and tenders obtained for the extra work and submitted for Admiralty approval;

(ii) Where this is not practicable, the order for the additional work is to be placed with the firm dealing with the refit, provided that the local responsible officers are of the opinion that the sum asked for the supplementary work is fair and reasonable, that it is in the best interests of the Crown to accept it, and that there are no more economical means of dealing with the situation.

In the latter case, full details should be furnished forthwith to the Admiralty, stating the additional amounts involved, and furnishing a certificate as to (ii) above.

A supplementary tender is to be scrutinised with special care, and the local responsible officers must be satisfied that the supplementary repairs were not wholly or partially covered by items in the original contract and are absolutely necessary.

These instructions are to apply both at home and abroad, and are also to govern repair, etc., of Steam and Motor Boats and Battle Practice Targets.

(*A.F.O. 2048/32.*)

2135.—Practice Projectiles, 15 in.—Types for supply for Concentration Practices and other Firings

(A.S. 3860/29.—30.8.1929.)

In order to ensure that practice projectiles with the same ballistic properties are used by each ship for 15 in. concentration practices, shell A.P.C., weighted H.E.S., will be supplied for these firings.

2. For other practice firings, shell A.P.C., weighted H.E.S., or other types of practice projectiles will be issued by Armament Supply Officers as available.

3. When forwarding demands for practice projectiles for 15 in. guns, Commanding Officers of H.M. ships should, therefore, state requirements in the following terms :—

Practice projectiles—	*No.*
For concentration practices (shell A.P.C., weighted H.E.S.).	
For other firings (shell A.P.C., weighted H.E.S., or other type of practice projectiles available).	

2452.—Main Batteries

Submarines.

(D.—4.10.1929.)

The approved arrangements of the intercell connectors and the numbering of the cells of main batteries of submarines are not to be altered unless Admiralty approval to do so is previously obtained. If the records of the approved arrangements are not available in the dockyard or ship when the battery is about to be installed, application should be made to the Admiralty for the necessary information.

2797.
3004. } *Issued Confidentially.*

1930

650.—*Issued Confidentially.*

1026.—Main Machinery Workshop

Cruisers "Kent" and later classes, and capital ships undergoing reconstruction

(D. 14020/29.—11.4.1930.)

It has been decided that, in cruisers of the "Kent" and later classes, the principle is to be maintained, that all machines for common use should, so far as practicable, be in one main machinery workshop, the machines therein to be under the charge of the Engineer Officer of the ship.

2. When space permits, this principle is to be extended to capital ships undergoing reconstruction.

1077.—Ammunition, 2 pdr., with Shell, H.E. and Tracer—Supply of Cartridges of different Cordite Lot Numbers in the same Package

(A.S. 5287/29.—17.4.1930.)

It may be necessary to issue Q.F., 2 pdr., H.E. and tracer shell ammunition in the same package with the tracer shell cartridges made up from a different cordite lot number from the lot number in the H.E. shell cartridges. Should this be necessary, the cordite lot numbers will be clearly indicated on the package.

1366.—Leathers for Machinery Purposes—Local Purchase Procedure

(C.P. 14693/29.—16.5.1930.)

Leathers for special and important machinery purposes, should, as a general rule, be purchased from the makers of the plant concerned (within the prescribed limits for local purchase orders) in view of the particular treatment which such firms have evolved as the result of experience.

2. When new requirements of leathers for minor machinery purposes arise, for which no specification has been previously prepared, and which it is practicable to obtain by competition, the yard or establishment concerned is to submit to the Admiralty a specification for approval before inviting tenders.

3. A separate specification, which should conform generally to the provisions of Schedule 451, should be submitted for each new type of leather involved. At the same time, it should also be stated whether it is recommended that the item be added to the rate book and standing contract.

4. The previous instructions as regards the local manufacture of special leathers for telemotor systems and CO_2 plant were only promulgated in order to enable emergencies to be met by the manufacture of improvised leathers. The method of manufacture is re-stated for general information.

"The method of manufacture is generally as follows:—

"Leather used is from butt or tail end of hide. Shoulder end is never "used for this purpose. The flesh side of leather is on the working "side of leather. Discs of suitable size are cut, due allowance "being made in thickness for turning and finishing off. Discs "are soaked in tepid water and pressed wet and left in press "until dry. After leathers are dried, they are taken out of "press, soaked in waterproofing mixture at 80°-90° F., until "thoroughly impregnated, then put back into press and left till "set. On removal from this last setting, leathers are carefully "turned and finished on the working side, in a lathe, to the "correct diameter and thickness."

5. The local manufacture of special leather is to be regarded as exceptional, and the instructions contained in paragraphs 1 and 2 are to be followed whenever possible.

(A.F.O. 1785/36.)

2809.—Fittings forming a part of the Pressure Hull—Periodical Test

Submarines.

(D. 7239/30.—24.10.1930.)

All steel valves, pipes, or other fittings which, being always subject to the diving pressure, virtually form a part of the pressure hull of a submarine, should, except as stated below, be periodically removed for examination and tested to the full diving pressure for which the hull is designed, and re-galvanised if necessary, before replacement.

2. All non-ferrous metal valves, pipes and fittings are to be examined internally and externally where possible and, if considered necessary by the dockyard officers, should then be tested to the original test pressure either in place, if practicable, or after removal.

3. Where steel valves, pipes, and fittings subject to the full diving pressure are normally inaccessible, opportunity is to be taken during the refits to substitute non-ferrous fittings of sufficient strength to withstand the diving pressure.

4. This examination and test should be carried out by the dockyard in all submarines on the next occasion of refitting (with the exception of those vessels in which the tests have been carried out since the issue of A.F.O. 161/30) and thereafter at intervals not exceeding three years and six months.

5. In the case of new construction this examination and test should be carried out at the second refit after the date of completion.

6. Exceptions to the foregoing instructions may be made in the case of shaft tubes, asdic recesses and S/T and hydrophone castings, where examination should suffice, a test being carried out only if considered necessary as a result of the examination. In the case of shaft tubes, however, opportunity should be taken when a shaft is withdrawn for other purposes to test the tube to the approved pressure and, if no opportunity has occurred at an earlier stage, this test should be applied before the expiration of a period of seven years following the first commissioning of the vessel.

7. The test pressures to be applied are those corresponding to a depth of 150 ft. in the case of Submarines of "H," "L," "L.50," "M," "R" (old), and "K.26" classes, and to a depth of 500 ft. in Submarines of "X.1," "Oberon," "Odin," "Parthian" and "Rainbow" classes.

2985.—Submarine Main Motors fitted with Water-cooled Air Coolers

(S. 3439/30.—14.11.1930.)

In order to avoid the possibility of an excessive pressure being generated in the coolers, due to restricted expansion of the water contained therein, the air relief cocks on coolers are to be opened whenever the inlet and discharge valves are closed. In those cases where not already provided, drain pipes leading to the bilge are to be fitted to the air relief cocks.

2. Provided the above instruction is complied with, main motors may be run at full load, if necessary, for short periods in emergency without cooling water.

3. Should the main motors be required to operate without cooling water for more than 10 minutes or with the cooling fans stopped for a similar period, one or more cover plates over each commutator and between forward and after machines must be removed to allow circulation of air.

4. Operation at full load without cooling water or with cooling fans stopped is to be limited to a period of 30 minutes.

5. The period over which machines may be operated at intermediate loads under the emergency conditions referred to, should be ascertained under sea-going conditions as opportunity occurs and as directed in the operating instructions.

6. Owing to the extreme importance of avoiding water leakage in the air coolers of submarine main motors and, if similarly fitted, the coolers of auxiliary motors and generators, all water-cooled air coolers are to be removed, examined and tested to the full test pressure at intervals not exceeding two years.

1931

144.—Rudder Clearance—REPORT

Ships and Dockyards.

(D. 18508/30.—16.1.1931.)

When rudder clearances in H.M. ships are taken in future, the dockyard officers concerned are to insert on the Form D.495 (Report of Docking) the information obtained, together with any particulars readily available as to the clearances found on any previous occasions of docking and any notifications as to nature of wear, etc. Similar information should be supplied to the Commanding Officers with the D.495 form for insertion in the ship's records.

2. Whenever a defect list is forwarded from one of H.M. ships which includes an item of rudder defects or a request for clearances to be taken, any information available as to the clearances on previous occasions of docking is to be included in the defect list, and where the clearances previously reported approach the undermentioned limiting amounts, separate action should be taken by the Commanding Officer direct with the dockyard concerned to ensure that the information as to clearances on previous occasions of docking is available at the dockyard well in advance of the arrival of the vessel for refit, etc.

3. The following particulars relating to the amount of wear permissible in rudder bearings before renewal of bushes, etc., becomes necessary, are promulgated for general guidance :—

Rudders fitted with Lower Pintles.—When in any position the clearance between pintle and brace exceeds one hundred and eighty thousandths (180/1,000) of an inch in a destroyer or flotilla leader, or three hundred thousandths (300/1,000) of an inch in larger ships, or the clearance at the inboard end, between the phosphor bronze sleeve on rudder stock and stuffing box, exceeds one hundred and eighty thousandths (180/1,000) of an inch, repairs should be effected.

Rudders without Lower Pintles.—When in any position the inboard clearance between the phosphor bronze sleeve on rudder stock and stuffing box exceeds eighty thousandths (80/1,000) of an inch in a destroyer or flotilla leader, and one hundred thousandths (100/1,000) in larger ships, the sleeve should be renewed.

4. Exceptional cases of knocking, straining or leakage should, however, be dealt with on their merits.

5. In any case in which renewal of a sleeve is found to be necessary in a destroyer or flotilla leader, a report should be sent to the Admiralty by wire (or postagram in the case of home dockyards), giving particulars of the clearances before renewal and the date when the sleeve was last renewed, etc.

543.—Lead of Cables to Control Positions—Protection from Splinters

Ships, Dockyards and Overseers.

(T. 273/31.—6.3.1931.)

In selecting runs for cables to control positions, attention is to be given to ensuring that protection is afforded to these cables as far as possible by bridge or other structure.

2. When re-wiring has to be carried out to control positions, runs of cables are to be considered with a view to effecting any improvement practicable in the protection afforded to the cables.

1003.—Work carried out by Naval Ratings on H.M. Ships Paid Off for Large Repairs and Refits

(D. 2079/30.—24.4.1931.)

In order to ensure uniformity at the ports, in connection with work carried out by Naval ratings on H.M. ships paid off for large repairs and refits, the following general procedure is to be adopted in future:—

As soon as possible after a ship has been paid off for large repairs, arrangements should be made for a conference between dockyard departments at which the requirements of Naval working parties for the first month of the refit are to be decided. The dockyard officers should prepare a statement as a result of this conference for information of the depôt, showing details of the work required, order of priority, and the number of Naval ratings required during the month. The situation should be reviewed weekly or at longer intervals, as found necessary. If difficulty is reported in supplying the ratings required, and this would affect the progress of the refit, the matter is to be reported to the Admiral Superintendent with a view to such work as may be necessary being undertaken by the dockyard, the Admiral Superintendent informing the Commander-in-Chief. Any necessary supplementary estimates of the additional cost, owing to dockyard labour being employed in lieu of Naval ratings, should be forwarded as early as possible.

Supervision.—In view of the difficulty of supplying the necessary Petty Officers for supervision of working parties, it must be understood that, generally speaking, the necessary supervision, allocation of work, etc., should be arranged for by the officers of the ships to which the working parties are allocated.

A responsible executive officer, who will remain in the ship on commissioning, will be appointed to each ship three months before the date of commissioning for trials.

Dinners.—Wherever possible, facilities for cooking and accommodation should be provided, and men should bring their dinners with them.

Painting.—Details of the work to be allocated to Naval ratings must be decided locally, depending on the extent of assistance available. In all cases, where the necessary men *are available*, the painting of external work above boot topping, all painting in machinery spaces, living spaces, store rooms, bilges, double bottoms, etc., should be carried out by Naval ratings, dockyard work being limited to the more skilled painting work, such as Admiral's and Captain's apartments, officers' messes, and sick bay.

Priority.—Priority should be given to ships paid off. After requirements of such vessels have been met, ships with reduced complements should be given such assistance by Naval ratings as may be possible. With regard to ships in full commission, and in hand for ordinary refit, the dockyard should carry out only such work as is beyond the capacity of ships' staffs.

Loan of articles from Loan Tool Store to Naval Working Parties employed on H.M. Ships paid off into Dockyard control for large repair or refit.

When a responsible Naval officer is on board the ship in which a naval working party is to be employed, demands for articles required by the working party, such as sea boots, clogs, overalls, brooms, etc., are to be raised on Form S.134D (in triplicate), and forwarded to the Naval Store Office where the original will be initialled as authority for supply.

The dockyard officers are to be responsible for the description and quantities of the articles to be drawn, and Form D.587, which is to be signed by the responsible Naval officer, is to be countersigned by the responsible dockyard officer, and passed to the Naval Store Department with Form S.134D. All three copies of the Form S.134D are then to be sent to the Loan Tool Store and dealt with as follows:—

The original and duplicate are to be receipted and dated by the Naval rating who draws the articles, and the original sent to the Naval Store Office for retention, the duplicate being held by the storehouseman. The triplicate is to be conspicuously endorsed by the storehouseman "Not for ship's account—on loan from Loan Tool Store," and handed by him, with the articles, to the Naval representative.

On return of the articles to the Loan Tool Store the triplicate is to accompany the stores for the storehouseman to give a final receipt thereon. The duplicate is to be endorsed by the storehouseman, and passed to the Naval Store Office to enable the original to be cancelled.

When Naval working parties are required for ships on which no responsible officers are borne, the responsibility for the raising of the Form S.134D and the subsequent return of such stores is to be taken by the Captain of the Dockyard, who should depute an officer from his department for the purpose.

1580.—Engineer's Spare Gear—Replacement of Items not carried on Board

(E.-in-C./D. 6836/31.—26.6.1931.)

In new construction and later vessels, a certain proportion of spare gear, apart from depôt spare gear, will not be carried on board.

2. In cases where this gear is placed on deposit charge in a dockyard, the following routine is to be carried out as regards drawing the gear and subsequent replacement of same.

3. The ship to raise a Special Deposit Spare Gear Defect List for the item or items required, forwarding this directly to the Admiral Superintendent of the Yard where deposit spare gear is kept, and a copy to the Administrative Authorities. On receipt of this the Professional Department concerned should create a D.184 note, obtain the items, and deliver them to the ship (obtaining the defective parts in lieu). The Professional Officers concerned should then take action to replace the items, either by repairs of defective parts or by making or obtaining new, and return this replace item to the deposit store on a D.83 note, thus re-establishing Superintending Naval Store Officer's charge and completing the deposit stock.

4. Where spare gear is retained on board a repair ship, the responsibility for replacing any gear removed lies with the ship's officers of the vessel requiring same, who are to forward a Defect List in the usual way.

5. In order to avoid an unnecessary accumulation of spare gear for vessels whose period of service is approaching an end, no important replacements of spare gear appropriated are to be made in the case of vessels which have under five years' life without first obtaining Admiralty sanction.

6. Arrangements for replacement of depôt spare gear will be made through Admiralty under existing routine.

1629.—Leaders of "Scott" and "Shakespeare" Classes, Destroyers of "V," "W," and modified "W" Classes —Average Life

(D. 4783/31.—3.7.1931.)

It is probable that a large number of the "V," "W," and modified "W" classes of destroyers, and flotilla leaders of the "Scott" and "Shakespeare" classes, is likely to be retained in the Service for a number of years to come.

2. In future, an average life of about 20 years from the date of completion should be assumed for the vessels indicated, unless other instructions are issued.

(*A.F.O. 1811/31.*)

1811.—Leaders and Destroyers—Survey of Hulls

Ships and Dockyards concerned.

(D. 9904/31.—24.7.1931.)

Experience has shown that in order to obtain an average life of as long as 20 years for leaders and destroyers, as given in A.F.O. 1629/31, very thorough examination and repair of the hull structure are essential.

2. In the older leaders and destroyers it has been found that the hull plating, deck beams and girders are generally in fairly good condition. In the engine room, however, considerable deterioration of the transverse and longitudinal framing, and to a lesser extent, the plating of the transverse bulkheads, has taken place, due in large measure to the varying atmospheric conditions.

3. The main frames and longitudinals between the second longitudinals port and starboard, also the auxiliary frames and girders in connection with the engine bearers have generally been found in good condition and superior to the remaining framing in the engine room. It is probable that because of their importance they have been more thoroughly surveyed and treated.

4. On the other hand, it has been found that the fourth and fifth longitudinal and the transverse frames between the third and sixth longitudinal have deteriorated most rapidly. In several instances, webs and reverse flanges of frame bars, the diamond plate connections between the continuous frame bars and the intercostal longitudinals have been found in a very bad condition and rusted through. Rust has also formed between these plates and the bars as well as between the connections behind the diamond plates, contact between these parts thereby being rendered ineffective. The seriously corroded parts of the fourth and fifth longitudinals are generally the reverse flange of the continuous "Z" bar, and the plating between this bar and the intercostal angles connecting the longitudinal to the shell plating.

5. Corrosion is generally worse where the survey and painting is most difficult, *e.g.*, behind plates of machinery spare gear, behind junction boxes, behind plates carrying electric cables, behind diamond plates and reverse flanges of frames and longitudinals, and unless great care is exercised in thoroughly cleaning and coating the hidden inner surfaces of framing, corrosion will not be arrested.

6. Red lead, paint, etc., is not to be applied to a damp rusty surface. Examination in several instances has revealed that, although the plating appeared to be well covered, when disturbed by hammering the covering was found to be a mixture of red lead and damp rust, which easily came away leaving the rusty surface exposed.

7. In the newer leaders and destroyers the conditions are more favourable than in the older vessels, but even so the structure in the engine room is specially liable to corrosion and consequently particular care must be taken in the preservation of the frames and plating there.

8. The attention of ships' officers is called to the need for special care and a more detailed examination, and periodic scraping, cleaning and painting.

9. The Superintendents of all Home Dockyards, Rear-Admiral, Gibraltar, Rear-Admiral, Malta, and Commodore-in-Charge, Hong Kong, should, on all future occasions of vessels coming in hand, give special attention to the surveys of leaders and destroyers ordered by the regulations to be carried out.

10. Reports on the Forms S.180 are to specify in detail all defects discovered, and state whether they are new, extensions of previous defects, or caused by the failure of defects previously repaired.

(*A.F.O. 1629/31.*)

2810.—Star Shell filled prior to 1920—Expenditure

(A.S./N.O. 2685/31.—27.11.1931.)

Star shell of dates prior to 1920 were filled when this store was in an early stage of development. The times of burning of stars in these shell are approximately half of those given by star shell filled 1920 or later. The former shell are fully serviceable, but in order to eliminate them as quickly as possible it has been decided that they should be given priority in expenditure. Arrangements are therefore to be made by Officers-in-Charge of Naval Armament Depôts for any star shell available, filled prior to 1920, to be issued in preference to shell filled 1920 and later, and for ships' outfits to be exchanged, where necessary, for the earlier filled shell, as opportunities offer.

2. The quantities of star shell filled prior to 1920 should be reported separately in future stock statements rendered by Naval Armament Depôts.

1932

92.—Ventilation Systems in H.M. Ships—Trials—REPORTS

(S. 10744/31.—8.1.1932.)

The following instructions regarding the trials of the ventilating systems of H.M. ships are promulgated for information and necessary action:—

I.—For ships building.

1. In ships building, trials of the complete ventilation system, including that of the engine rooms, are to be made as soon as the state of the work permits. The following observations are to be made during these trials, and the results reported to the Admiralty:—

(*a*) Revolutions, voltage and current taken by the fan motor.

(*b*) Static pressure of the air on the inlet and outlet sides of the fan in inches of water gauge.

(*c*) The quantity of air in cubic feet per minute passing through the fan. It will usually be found convenient to obtain this by measuring the mean velocity in the suction trunk. It is desirable to take these measurements at a distance of from 2 ft. to 3 ft. from the fan in a region where the flow is reasonably steady.

(*d*) Velocity in feet per minute and quantity of air in cubic feet per minute supplied or exhausted through each orifice throughout the whole fan system. Where the orifice is covered by wire grating, and the quantity of air is measured by an anemometer, the gross area of the opening over which the anemometer operates should be taken.

Before the above readings are taken from any particular orifice, it should be ascertained that all the remaining orifices in the system concerned are also supplying (or exhausting) air at their full normal working capacity. In certain instances, however, where desired by the Admiralty, additional trials are to be carried out when the fan is concentrated on certain compartments.

2. At a convenient opportunity during the completion trials of the vessel a further set of trials is also to be carried out under conditions of "action stations, ship darkened."

3. Under conditions of "gas alarm," the organisation for which will be prepared by ships' officers on the lines laid down in C.A.F.O. 3223/30, certain fans will be running under conditions differing from those which obtain during normal ventilation, *e.g.*, they will be drawing air from the open and discharging through purifiers, coolers, etc., or by adjustment of flap valves in the ventilation system, they will be drawing air from between decks and operating as circulating fans. In such cases further trials are to be carried out under these special conditions.

4. Such of the trials described in paragraphs 2 and 3 as would be repeats of those already made under paragraph 1 may be omitted.

II.—For completed ships in which modifications are made to ventilation systems.

In completed ships trials in accordance with paragraphs 1, 2, 3 and 4 above are to be carried out only on the new or altered ventilation circuits.

III.—General.

(*a*) The results obtained in the trials are to be recorded in tabular form on tracings, which should be made up into book form when practicable. Adjacent to each tabulated statement there should be a diagrammatic sketch of the relevant ventilation circuit, showing the lay-out and sizes of trunks, and the positions and sizes of all louvres and orifices, the latter being numbered for convenient reference.

(*b*) The trials are for the purpose of ensuring that the ventilation systems are working satisfactorily, and are therefore to be carried out as early as practicable in order that such adjustments or modifications as may be found necessary can be made before the ship completes building or refitting as the case may be.

(*c*) Where the total output through the fan is exceptionally low and cannot be improved by adjustments, the matter should be reported to the Admiralty. The report should be made by telegram if the ship is lying at a home yard, in order that an Admiralty Constructive Officer may inspect the system and advise on any alteration required.

619.—Electric Cables and Fittings—Method of Securing in Turrets, also on Bridge Structures, etc., in the Wake of Gun Blast

(T. 586/32.—11.3.1932.)

The following instructions are to be observed in ships building, and also when re-wiring, in the positions mentioned, as necessary in ships undergoing large repair.

Electric cables and fittings in turrets.

(i) Wherever considerations of weight, space, accessibility of machinery, and efficient communication between parts of turret, etc., permit, lead-sheathed cables should be carried on non-perforated plating or in conduits.

Cables, wires, and lamp fittings are not to be fastened directly to the shields or shield supports.

(ii) Wherever practicable, lamp fittings in gun houses should be attached to the plating carrying the lead-sheathed cables supplying current to the lamp, or where the cables are fitted in conduits, the brackets carrying the lamp fittings should be attached to the conduits.

(iii) All cable clips, electric fittings, also plating and conduits carrying cables, should be secured by screws or bolts and nuts: welded screw studs should not be used for securing cable clips, fittings and plating, except in cases where their use is the only alternative to the drilling of important watertight structures.

(iv) Cable clips for lead-sheathed cables should be spaced about half the distance apart specified for general ship work.

(v) Bends in lead-sheathed cables and wires in close proximity to one another should, as far as possible, be avoided, and all bends should be of maximum radius consistent with appearance and efficiency.

(vi) Instruments should be fixed to selected positions with a grommet of rubber under the securing lugs.

Electric cables and fittings on bridges and other superstructures in positions subject to gun blast.

(A) *Method of fitting cables.*

(i) Electric cables are to be secured to perforated plating directly mounted on the ship's structure.

(ii) Sufficient bight of cable is to be left to allow movement between the instruments and cable anchorage. The gland nuts of deck tubes should be provided with a flare or well chamfered.

(iii) Stout screws and clips are to be used.

(iv) Clips for small lead-cased cables should be spaced about half the distances apart that are specified for general ship work.

(B) *Method of mounting instruments.*

(i) All instruments (other than those of pedestal type) and electrical fittings, are to be mounted on plates fastened to the framework of the bridge or other structure. Perforated plating is to be used for small instruments, etc. Plating or straps of thickness compatible with the weight and size of the instrument concerned is to be employed for the heavier instruments, etc.

(ii) For instruments mounted on plating, etc., the securing bolts are to be insulated by rubber bushes and rubber washers each side of the plating. The bolts securing the plating to the structure are to be insulated by rubber bushes, also washers each side of the plating.

(iii) In order to secure adequate lengths for the rubber insulating bushes, metal bosses or local thickening plates are to be welded on the plating in the positions where the securing bolts or studs are to be fitted.

(iv) For pedestal instruments, a base plate is to be bolted to the pedestal, the securing bolts being insulated by rubber bushes and rubber washers each side of the plating. The bolts through the bedding chock or deck planking securing the base plate to the deck are to be insulated by rubber from the base plate. The base plate is to be insulated by rubber from the teak bedding chock or deck planking at all points of contact.

(v) All instruments are to be secured by stout steel bolts in lieu of brass screws, except that bronze bolts are to be used within 10 ft. of the standard compass.

(vi) Where instruments having "earth-return" illuminating fittings are mounted on plating that is insulated from the ship's structure, this plating is to be connected electrically to the structure in order to complete the electrical circuit for the illuminating fittings.

Where necessary in ships in commission this work is to be carried out by ships' staffs.

Typical drawings are being prepared by Portsmouth Dockyard and a further A.F.O. will be promulgated when the drawings are available.

As far as practicable, when arranging bridge instruments, priority of consideration should be given to those instruments in which alignment relative to ship is essential so that these are least subject to blast. No relays or other sensitive instruments are to be fitted on outboard screens or in positions where they are likely to be affected by gun blast.

Welded stud fastenings are not to be used for securing cable clips, fittings, and plating, except in cases where their use is the only alternative to drilling important watertight structures.

Cables and fittings on the underside of a deck are to be fixed to plating secured to the beams.

Note.—This Order is not to be regarded as authorising alterations and additions to ships generally.

1815.—Docking Ships of "Queen Elizabeth" Class in A.F.D. IV and V—Maximum Displacement

(D. 8564/31.—29.7.1932.)

In view of recent experience it has been decided that the maximum displacement which can be accepted when docking a ship of the "Queen Elizabeth" class in Admiralty floating dock No. IV and Admiralty floating dock No. V is to be taken provisionally as 31,700 tons, the ship being on an even keel at a mean draught of 29 ft.

1945.—·303 in., Mark VI Ammunition—Use for Aiming Rifles

(A.S. 3659/32.—12.8.1932.)

Considerable stocks of ·303 in., Mark VI ammunition still remain available, and it is desired to utilise these both at home and abroad to meet all requirements of ·303 in. ammunition for aiming rifles in order to economise in the expenditure of ·303 in., Mark VII ammunition. ·303 in., Mark VII ammunition is only to be used for aiming rifles if ·303 in., Mark VI ammunition is not available and cannot be obtained. Stocks of the latter are not available on foreign stations, but will be distributed as soon as possible.

2. H.M. ships and shore establishments demanding ·303 in. ammunition in future are to indicate clearly on their demands the quantity required for aiming rifles.

3. Boxes containing Mark VI ammunition will be stencilled "For A.R. only."

2048.—Contracts—Powers of Local Officers

(C.P. 7641/32.—26.8.1932.)

After a tender has been accepted, local officers are in no circumstances, without prior Admiralty approval:—

(i) To permit cancellation of the order;

(ii) To allow amendments of price consequent on alleged error in the contractor's tender; or

(iii) Except as provided below, to agree to extras or rebates, other than extensions or reductions of a *local* order within the authorised limits of delegated authority (*e.g.*, Articles 715, 716, 902 and 957, Home Dockyard Regulations).

2. This Order is not intended to affect the powers exercised by local officers under A.F.O. 1967/29, paragraph (ii), or by officers in charge of works in regard to extras on contracts.

3. The foregoing instructions will not preclude local officers, *before* any decision is taken on the tenders, from asking a tenderer to confirm his quotation where, by comparison with other tenders received, or otherwise, it is reasonable to suppose that an error has been made.

(*A.F.O. 1967/29.*)

2447.—*Issued Confidentially.*

2898.—Gun Mountings, 8 in., Marks I and I*—Internal Washout System—REPORT

" Kent " and " London " Classes, and Yards concerned.

(G. 6084/32.—16.12.1932.)

The fitting of internal washout system to 8 in., Marks I and I* mountings, Admiralty Modification No. 57, necessitates boring additional holes through the rear rings and balance weights of the cradles, or, in certain cases, the enlargement of existing holes originally bored for variable run-out control, which work can only be carried out satisfactorily when guns and cradles are removed from the turrets.

2. It has therefore been decided that this modification should not be carried out until it becomes necessary to exchange 8 in. guns in these mountings.

3. The item, however, should be retained in the ships' lists of approved alterations and additions.

4. Whenever it is known that an exchange of guns is to take place, yards concerned are to request Admiralty instructions concerning fitting the modified washout system, an estimate of the cost of the work involved being forwarded at the same time.

5. Arrangements have been made for the delivery of sufficient sets of details for eight cradles to Portsmouth Yard, for issue on demand. Demands should only be forwarded by yards concerned when the details are actually required for fitting.

6. Drawings for guidance in fitting and for estimating purposes will be distributed shortly.

7. *Portsmouth Yard only.*—The eight sets of details to be delivered in accordance with Admiralty Letter C.P.15289/32, dated 28.10.32, should, on receipt, be retained in gun mounting store to meet demands as above, any issue being reported to the Admiralty separately.

3009.—Domestic Automatic Refrigerators and Cooling Machinery generally—Nomenclature

(M.F. 2176/32.—30.12.1932.)

The practice of referring to small automatic refrigerators of the household type by a proprietary name, whether foreign or British (*e.g.*, Frigidaire, Marco, etc.), is undesirable, and all such machines are to be known in future as "Domestic Automatic Refrigerators."

2. The nomenclature for cooling appliances of various types is to be standardized as under :—

Description.	*Standard Nomenclature.*
(i) Machinery for a combination of cooling purposes on board ship, *e.g.*, meat and vegetable rooms, magazines, ice making, water cooling, air conditioning, etc.	Cooling machinery.
(ii) Machinery for cooling meat and vegetable rooms only.	Refrigerating machinery.
(iii) Machinery for magazine cooling only ...	Magazine cooling machinery
(iv) Machines for making ice only	Ice machines.
(v) Small automatic plant for use in ward rooms, messes, etc.	Domestic automatic refrigerators.
(vi) Ice cabinets, Patterns 241 and 242, etc. (page 632 of Rate Book).	Ice-cooled cabinets.

1933

161.—Director Firing Gear—Gyro Firing Gear Spares for Depôt Ship or Base—REPORTS

Leaders, Depôt Ships and Establishments concerned.

(G. 24/33.—20.1.1933.)

In future all flotilla spares for gyro firing gear in destroyers will be retained at the respective bases or in depôt ships. A revised allowance has also been decided upon.

2. The arrangements detailed hereunder do not affect the small quantity of spares and accessories normally carried on board each vessel, *e.g.*, springs for "C" adjustment and "B" adjustment—one of each ; tools and cleaning gear—1 set ; light filters—1 set of 3 ; contact rollers—1 set, and vaseline.

3. Column 2 of the following schedule indicates the revised allowance of base spares for gyro firing gear of leaders and destroyers.

4. Columns 3, 4, 5 and 6, of the schedule represent the supplementary quantities to be supplied, which, together with the flotilla spares at present available on board the depôt ship or leaders concerned, were required to make up the revised allowance shown in column 2.

5. The quantities in column 3, to be issued to "Sandhurst" for the 1st, 3rd and 4th Flotillas, are additional to the base spares purchased under the contract for the supply of the component and spare instruments of "Acasta" and "Beagle" classes (C.P. 13771/29).

6. *Schedule of Spares.*

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.
		Items being supplied to supplement Spares at present on board Depôt Ship and Leaders.			
Item.	Allowance per Flotilla.	"Sandhurst," for 1st, 3rd and 4th Flotillas.	8th Flotilla.	5th Flotilla.	6th Flotilla.
Bearings and ball races for rotor spindle.	2 pairs	–	–	1 pair	1 pair
Escapement levers ...	1	3	1	1	1
Gymbal bearings ...	1 pair	3 pairs	1 pair	1 pair	1 pair
Springs for C adjustment.	1 set	3 sets	1 set	1 set	1 set
Hardened steel and pieces for rotor spindle.	6	–	–	–	–
Rollers engaged in spiral of prism disc.	1	3	1	1	1
Springs for adjustment B.	1	1	1	1	1
Complete gyro (in stowage box).	1	1	–	1	1
Gyro gymbal sights ...	1 pair	1 pair	1 pair	1 pair	1 pair
Eccentric collar ...	1	1	1	1	1
Tools and cleaning gear	1 set	1 set	1 set	1 set	1 set
Springs for relay armature.	2	2	2	2	2
Relay contact blades ...	1 pair	1 pair	1 pair	1 pair	1 pair
Light filters	1 set of 3	1 set of 3	1 set of 3	1 set of 3	1 set of 3
Screws, bolts and nuts for sight.	1 of each	1 of each	1 of each	1 of each	1 of each
Screws, bolts and nuts for relay.	1 of each	1 of each	1 of each	1 of each	1 of each
Wick	1 ft.	1 ft.	1 ft.	1 ft.	1 ft.
Vaseline	1 tin	–	–	–	–
Steel balls, ·125 in. dia.	12	36	–	12	12
Complete relays ...	1*	–	–	1	
Spring contact for gyro	2 sets	–	–	–	–
Contact rollers ...	4	–	–	–	–
Contact discs	3	–	–	–	–

* 1 for two flotillas.

7. It has been decided that flotilla spares, exclusive of complete relays for the Home Fleet destroyers, shall in future be stored at Portsmouth, Chatham, and Devonport Yards on the basis of a set for one flotilla at each port. Base spares for the 8th Flotilla are to be stored at Hong Kong Yard. (Complete relays will be carried by the Senior Officer's vessel, *e.g.*, "Centaur.")

The flotilla sets for Mediterranean destroyers will continue to be carried on board "Sandhurst," and will be the quantities necessary for *three* flotillas.

186.—Submarine Periscopes—REPORTS

(N.S. 110/33.—20.1.1933.)

Repairs to submarine periscopes which are beyond the capabilities of the periscope E.R.A. of a submarine depôt ship will be carried out, as far as practicable, at Fort Blockhouse, and all instruments needing such repair should be forwarded to that establishment. A small working reserve of stores of a special nature required for such work may be maintained at Fort Blockhouse, and should be replenished by demands on the Superintending Naval Store Officer, Portsmouth.

2. On receipt of periscopes for repairs at Fort Blockhouse, that establishment will acquaint the Admiralty if the repairs required are beyond local resources.

3. On a submarine being ordered to pay off, except when ordered to recommission very shortly afterwards, the periscopes should be removed and placed in the depôt ship if practicable. When it is not possible to do this, the dockyard at which submarine pays off should remove the periscopes and forward them to Fort Blockhouse. The removal and receipt in depôt ship or despatch to Fort Blockhouse should be reported to the Admiralty.

4. In view of the expense of forwarding periscopes by rail, owing to their length, they should be sent from home ports to Fort Blockhouse by store carrier, via Portsmouth Dockyard, whenever possible, rail transport being resorted to only in cases of urgency when free water freight is not likely to be available in the near future. Similarly when periscopes have to be sent from Fort Blockhouse to contractors for repair, arrangements should be made with the Superintending Naval Store Officer of Portsmouth Dockyard for the most economical means of transport possible.

5. Periscopes should always be despatched in their special wooden cases.

6. Any re-allocation of periscopes should be reported to Admiralty and Rear-Admiral (S), through the Administrative Authority, at the time the change takes place.

7. Attention is called to the necessity of referring to periscopes by their type and number when mentioned in correspondence.

8. This Order is also applicable to foreign stations.

236.—Vessels—Insurance during Refit or Repair

(C.P. 23406/32.—27.1.1933.)

(*This reprint embodies A.F.O. 508/37.*)

It has been decided that when H.M. vessels are entrusted to contractors for repairs, refits, etc., and are not under effective Naval control but remain in the charge of the contractors during such work, the firms are to be required to accept full responsibility for the vessels. In future invitations to tender (except as indicated in paragraph 3 hereof) firms should be informed of the value of the vessel, including armament, stores, etc., for insurance purposes, and asked to quote a price for repairs, etc., *inclusive* of insurance for the whole period involved.

2. It should always be made clear to the contractors that they are required to accept full responsibility for the vessel, including armament, stores, etc., and also for any stores or fittings belonging to the vessel which may be landed either prior to or during the repairs and temporarily stored on contractors' premises, for the whole period whilst they are in their charge, and that, as it is their liability in this connection which is required to be insured, the insurance should be taken out in the names of the contractors alone and not in the names of the Lords Commissioners of the Admiralty. The insurance policies, which should also cover articles landed from the ship and stored on contractors' premises, would be required to be deposited with the Admiralty or local Naval Authorities. The contractors should always be required to record in writing their acceptance of full responsibility for the vessel, stores, etc.

3. The Admiralty, however, will accept the risks while vessels are undergoing docking or refit when full or part Naval crew is on board and is in effective control of the vessel. Insurance by contractors will not then be necessary.

Before tenders are obtained, therefore, it will be necessary for the Commanding Officer to consider whether the vessel will be under effective Naval control throughout the whole of the period of the repairs: if not, the procedure indicated in paragraphs 1 and 2 of this Order should be followed, care being taken to see that insurance has been effected before the vessel is handed over to the contractors.

4. When articles belonging to a ship undergoing refit or repair are required to be landed for temporary storage in a private dockyard, a list, in duplicate, of such articles should be prepared by the officers concerned. One copy should be retained by the firm and the other copy (duly *receipted* by a responsible representative of the firm) should be retained by the Commanding Officer for record.

Every care should be exercised by ships' officers in all such cases to ensure that no action is taken by them (*e.g.*, holding keys of lock-up buildings placed at ship's disposal by the contractors) which would afford any ground for the repairing firms to repudiate their liability for losses and damage.

5. Where it is the practice for explosives to be removed from H.M. ships refitting and stored in a private magazine, the insurance effected is to cover the value of such explosives when they are not in Naval custody. No insurance, however, need be effected for explosives landed and stored at Maluchaio magazine or at Pootung, Shanghai, in view of the special conditions.

6. Similar principles to the foregoing are to be applied to Royal Fleet Auxiliaries undergoing docking or refit by contract, and insurance by contractors will be necessary unless the vessel's full or part complement of R.F.A. officers is on board and is in effective control of her.

7. The Admiralty will accept risks of loss in respect of H.M. ships and vessels undergoing refit or repair in Dominion Government or Indian Government dockyards and such risks should not therefore be insured.

The Governments of India, Canada, Australia, New Zealand, and South Africa accept full responsibility for any of their vessels which may be sent to Admiralty dockyards for repair or refit.

8. These decisions are to apply to vessels at home or abroad.

9. The insurance referred to in paragraph 1 should include any short intermittent periods during which the vessel may be undergoing trials, etc., notwithstanding that the vessel might then be under Naval control.

396.—*Issued Confidentially.*

473.—Towed Sleeve Targets—Precautions to Prevent Damage to Aircraft by Lightning

(A.M.D. 3174/27.—24.2.1933.)

Bonding of Sleeve Target Towing Apparatus.—All metal parts of target towing apparatus used for anti-aircraft and machine gun practice must be properly bonded to the earth system of the aircraft.

2. *Towed Sleeve Target Practice during Thundery Weather.*—No hard and fast rule can be given as to when conditions become dangerous; the following, however, classifies the atmospheric conditions in order of their danger :—

(i) Clear sky. No danger whatever.

(ii) More or less cloud, but no precipitation. Danger so remote that it can be neglected.

(iii) Steady light rain. Very little danger.

(iv) Showery rain, especially from detached clouds. The danger is sufficiently great to make it advisable not to tow sleeve targets.

(v) Heavy showery rain, hail or snow (light or heavy). The danger is very real and targets should not be towed.

(vi) Visible electrical discharges, far or near. The danger is great and increased with nearness of the discharges. To tow a sleeve target in these conditions is definitely dangerous.

3. Sleeve target towing should be carried out only if the weather conditions are as given under (i), (ii) or (iii) above.

617.—Re-Engined, 20 ft., 6 knot Motor Boats—Ballast and Maximum Number of Men to be Carried

(D. 1073/33.—10.3.1933.)

About 4 cwt. of ballast is to be fitted and secured as low down as possible in 20 ft. motor boats (6 knot type) that have been re-engined with 4-cylinder engines. The ballast should be drawn from a dockyard (if not available on board the ship carrying the boat) and the work should be carried out by the ship's staff.

The number of persons carried in these re-engined boats is not to exceed 15 in smooth water. Attention is drawn to the directions in clause 5, Article 1129, of King's Regulations and Admiralty Instructions, in regard to the reduction of the numbers to be carried according to the judgment of the responsible officer in any but the most favourable conditions.

Similar ballast is to be fitted by the dockyard concerned to any re-engined 20 ft. motor boats (6 knot type) before being issued to ships, and future issues will accordingly not require ballasting by the ship's staff.

620.—Bullet-proof Plating—Welding of Studs

(D. 14223/32.—10.3.1933.)

Recent trials have shown that, by the use of good electrodes and careful procedure, steel studs can be efficiently welded to bullet-proof plating, and that the studs are not loosened by the impact of bullets in their vicinity, nor is the bullet-resisting quality of the plating appreciably affected.

2. Provided the safeguards referred to above are observed and discretion used as to the spacing of the studs, there is no objection to the electric welding of steel studs to bullet-proof plating for the attachment of cables, instruments, etc.

3. Non-ferrous studs are not to be welded to bullet-proof plating by the Cyc-Arc process.

831.—Electrical Batteries—Removal

Submarines

(T./N.L. 3797/32.—6.4.1933.)

All electrical batteries are to be removed from submarines before being placed under police control.

933.—A.W. Tubes Fitted with Cordite Impulse Gear

All Cruisers so fitted earlier than "Leander"
All Leaders and Destroyers so fitted earlier than "Exmouth" and "Eclipse" Class, and Dockyards

(T. 3916/32.—13.4.1933.)

When the cordite impulse gear in the above-mentioned vessels becomes defective and refit is necessary owing to wear of the inner valve bodies, the gear is to be modified as shown in E.F.O. 21/33 (1-2), an item for the work being included in the defect list.

981.—Second Steaming Light—Exemption

Vessels and Dockyards concerned

(D. 2767/33.—20.4.1933.)

In connection with the application of the revised "International Regulations for preventing Collisions at Sea" to H.M. ships, the following classes of vessels are to be exempted completely from carrying a second steaming light :—

(i) Submarines.
(ii) Monitors.
(iii) "P" boats.
(iv) River gunboats.
(v) Destroyers previous to "Amazon" and "Ambuscade."

2. The following vessels are not to be fitted with a second steaming light until brought forward for service :—

"Argus."	"Canterbury."	"Comus."	"Snapdragon."
"Caledon."	"Castor."	"Concord."	All minesweepers in reserve.
"Calypso."	"Champion."	"Foxglove."	
"Cambrian."	"Constance."	"Rosemary."	

1226.—*Issued Confidentially.*

1234.—Standing Contract for Ball and Roller Bearings and Balls —Instructions for Purchasing

(C.P. 3991/33.—25.5.1933.)

(*This reprint embodies A.F.O. 956/37.*)

A new standing contract, to commence from 1st May, 1937, has been arranged with the Hoffmann Manufacturing Co., Ltd., of Chelmsford (C.P. 11422/37/K.668, dated 28th April, 1937), for standard rigid ball and roller bearings up to 4 in. diameter and steel balls.

Copies of this contract, with schedules showing discounts from list prices, have been circulated.

Running tests on standard ball and roller bearings obtained under the standing contract are not required, the makers' guarantee being acceptable in all such purchases.

Orders for steel balls BELOW $\frac{11}{32}$ in. diameter, placed under this standing contract, should be for lots of one gross or multiples of one gross, *i.e.*, fractions of grosses should not be ordered in these smaller sizes.

2. Standard bearings above 4 in. bore, all self-aligning bearings, special types or bearings for special purposes where tests are required ; also steel balls of non-scheduled sizes and balls of other materials :—

Within the approved limits for local purchase, requirements for all bearings *not* included in the above standing contract are to be obtained by competitive tender, the following firms being invited to quote :—

The Hoffmann Manufacturing Co., Ltd., Chelmsford.
Ransome & Marles Bearing Co., Ltd., Newark-on-Trent.
The Skefko Ball Bearing Co., Ltd., Luton, Beds.

(*The Cooper Roller Bearings Co., Ltd., of Kings Lynn, also may be invited to tender for special roller bearings to Admiralty specification.*)

Such bearings would include trunnion bearings, conical rollers, ball and roller bearings for swash-plate engines for gun mountings, and roller bearings for pivots of torpedo tubes. The running tests, etc., as given on the approved drawings, should still be specified when calling for tenders for these items.

Future invitations to tender for these items are to contain the following clause :—

"The articles are to be manufactured in this country from British materials, including steel produced in the United Kingdom. Please confirm that this condition will be observed."

A similar condition is also to be included in any orders placed.

In order that all approved makers of ball and roller bearings may be given an equal opportunity of quoting as sub-contractors to main contractors for machinery, gun mountings, etc., the following procedure is to be strictly observed when preparing drawings and specifications :—

(i) Wherever possible, no reference should be made to any particular make or maker's type number of ball or roller bearing.

(ii) Where it is necessary, for any reason, to refer to the type number or name of one particular maker, the words " Or equivalent " are to be added in a prominent manner whenever alternative makes or types exist.

(iii) In the comparatively rare cases where it is essential that only one particular make of bearing shall be used, that fact is to be specifically stated.

3. Bearings for gyro compasses :—

The above instructions do not apply to bearings for gyro compasses, which are supplied to the Admiralty Compass Observatory under a special contract.

(*A.F.O. 1816/33.*)

1516.—Torpedo Tubes—Gauging and Clearance of Bow Caps, Bow Shutters and Stern Caps—REPORTS

Submarines and Dockyards

(T. 1400/33.—29.6.1933.)

(*This reprint embodies A.F.Os. 361/34 and 2093/34.*)

Submarines in commission or in immediate reserve are to have their torpedo tubes gauged on each occasion of refit. The gauging is to be carried out " afloat " just prior to docking and also " in dock," except in " H," " L " and " L.50 " classes in which vessels the tubes are to be gauged " in dock " only.

2. An item for this work is to be included in the defect list, the gauging being carried out by the dockyard concerned. Should a tube fail to pass a satisfactory test, or, if at any time between refits difficulty is experienced in loading, gauging should also be carried out at the intermediate docking of the particular vessel affected.

3. In submarines building, and in submarines in commission or immediate reserve on each occasion of docking, the clearances between the bow caps, bow shutters, or stern caps, and the path of the torpedo, and also where applicable the clearances between the interlocking gear and the firing gear, are to be carefully measured. Adjustments are to be made to obtain the following clearances.

4. *Clearances of Bow Caps, Bow Shutters and Stern Caps.*—

(*a*) *Bow Tubes.*—In all submarines, except " Shark," " Sealion " and later " Swordfish " class, with the bow cap and shutter fully open, the clearance is to be not less than 2 in.

In " Shark," " Sealion " and later " Swordfish " class, with the bow cap fully open, the clearance is to be not less than 1½ in.

(*b*) *Bow Tubes.*—In all submarines, except " Shark," " Sealion " and later " Swordfish " class, with the bow cap and shutter in the " just fire " position, the clearance is to be not less than 1½ in.

In " Shark," " Sealion " and later " Swordfish " class, with the bow cap in the " just fire " position, the clearance is to be not less than 1 in.

(*c*) In " O " and later classes, the difference between the clearances in the " fully open " position and the " just fire " position is to be not less than ½ in.

(*d*) *Stern Tubes.*—With the stern cap fully open, the clearance is to be not less than $3\frac{5}{8}$ ins.

(*e*) *Stern Tubes.*—With the stern cap in the "just fire" position the clearance is to be not less than $2\frac{5}{8}$ ins.

(*f*) *Stern Tubes.*—The difference between the clearances in the "fully open" position and in the "just fire" position is to be not less than 1 in.

5. *Clearances with Elswick Firing Gear.*—

(*a*) In the "just fire" position the palm on the interlocking gear is to be just clear of the solenoid button on the firing gear.

(*b*) With the bow cap wide open, the clearance between the interlocking palm and the solenoid button is to be not less than $\frac{3}{16}$ in.

(*c*) The vertical clearance between the palm and the solenoid button is to be not less than ·025 in. and not more than ·035 in.

6. *Method of Measuring Clearances.—Bow Caps.*—A base board measuring approximately 30 ft. by 8 ins. by $1\frac{1}{4}$ ins. should be used as a datum line. This board should be secured against the inner side strip of the torpedo tube in such a position that its upper surface lies in the horizontal plane through the centre of the tube as shown on the drawing E.F.O. 60/33.

The clearances should be measured from the upper inboard edge of the straight edge.

At intermediate dockings the clearances may be measured by using a taut wire stretched along the axis of the tube.

Stern Tubes.—A similar method is to be used for measuring the stern cap clearances, the board being fixed in a vertical position against the inner surface of the top strip and with one edge in a vertical plane through the centre line of the tube. The clearances should be measured from the upper edge of the straight edge on the vertical centre line of the tube.

In vessels which have bow caps fitted with wooden pads which project above the surfaces of the caps, the clearances are to be measured to the surfaces of the pads.

7. *Methods of Obtaining the Requisite Clearances.*—

(*a*) By reversing bolts in link gear or by fitting bolts with special cheese heads. These bolts are often found to foul each other as the shutter opens, and by reversing them they will pass clear.

(*b*) By ensuring that "bye-pass" lever (power to hand) is in *Full Open* position prior to operating by hand. It has been found that this lever is sometimes strained and that the bye-pass is not fully open. This causes trapping of the telemotor oil in the power cylinder, which prevents full travel by hand being obtained.

(*c*) Stiffening angles of shutters sometimes foul the vertical support of horizontal division plates between apertures of upper and lower tubes. A small amount of cutting away of these angles at the forward end of the shutter will make a marked difference to the clearance at the rear end.

(*d*) By planing off the surface of the wooden pad on the bow cap in vessels so fitted.

(*e*) By dishing the shutters. This action is only to be taken in submarines fitted with A.I.V. gear, and a sketch is to be forwarded to the Admiralty for approval before such work is put in hand.

(*f*) By renewing the lug on the after end of the shutter which engages with the bow cap.

8. *Inability to Obtain Clearances Laid Down.*—In submarines other than those fitted with A.I.V. gear, difficulty may be experienced in obtaining the clearances laid down in paragraph 4. In such cases a report giving the

clearances obtained is to be forwarded through the Administrative Authority to the Admiralty where each case will be judged on its merits. The report should also state what modifications, if any, are practicable to improve the clearances in order that consideration may be given as to whether the alterations should be carried out.

Where A.I.V. gear is fitted, however, these clearances must be obtained to enable torpedoes to go clear.

9. For " Shark " class and later " S " class vessels the structure at the hull orifices should be examined on each occasion of docking, and if there is any reason to believe that the structure in this region has been damaged, the clearances at the orifice should be reported for each vessel.

10. *Reports.*—On all occasions of the clearances being checked, reports should only be forwarded where it has been found impossible to obtain the clearances laid down in paragraph 4.

1661.—Torpedo Tubes—Modified Latch Trippers

Submarines " Oberon," " Odin," " Parthian," and " Rainbow " Classes, " Swordfish," " Sturgeon," " Starfish," " Seahorse," " Thames " and " Porpoise "

(T. 1666/33.—13.7.1933.)

When existing latch trippers require replacing, the replace trippers are to be made to the dimensions shown in E.F.O. 59/33.

1725.—Alterations and Additions

(D. 15226/32.—20.7.1933.)

The following instructions, which embody decisions contained in Admiralty Fleet Orders previously issued, but revised as necessary, are promulgated for information and guidance :—

Alterations to comply with Naval Magazine Regulations Depôt Ships, Auxiliary Vessels and Vessels in Reserve

(A.F.O. 1701/22.)

Alterations, etc., which may be necessary to comply with the Naval Magazine Regulations in any of these vessels which have no ammunition on board, are to be deferred until the vessels again carry ammunition or are brought forward for service.

An estimate giving full details and cost of carrying out proposed alterations should be forwarded as early as possible for such vessels as are ordered to be brought forward for further service, and Admiralty approval obtained before the work is taken in hand.

Ships taken in hand at Dockyards for Large Repair or Reconstruction

(A.F.O. 283/23.)

As soon as the approval of the Board has been given for the inclusion in the Sketch Estimates for an ensuing financial year of specific ships under the heading of Reconstruction or Large Repair, the Admirals Commanding the Squadron, etc., to which the ships are attached will be so notified in order that full lists of approved and proposed alterations and additions desired to be carried out may be forwarded as soon as possible.

The lists so forwarded are to be comprehensive and are to contain all known requirements. After decisions have been given thereon, the repairing dockyards will be informed of the approved items, in order that the Board may be furnished, before the commencement of the work, with reliable estimates of the cost involved.

Should the necessity arise at a later date to submit supplementary items of alterations and additions, a special report should accompany each proposal giving detailed reasons for the necessity of the item and why it was not included in the original list.

The above procedure has been adopted with a view to compiling, before a ship is taken in hand by dockyard, a detailed list of the work to be carried out, thus avoiding submitting supplementary items during the progress of the work, which may entail delay in completion of the ship, and increased cost.

Important Items which cannot be taken in hand owing to Shortage of Workmen

(A.F.O. 691/24.)

When it is found that important alterations and additions, which have already received financial approval, or have been approved to be proceeded with, cannot be taken in hand during the refit of a ship owing to the shortage of workmen in any department, the dockyard officers concerned should report the circumstances immediately to the Admiralty.

Curtailment of Alterations and Additions in certain Classes of Vessels

(A.F.O.s 369/30 and 674/32.)

No further alterations or additions, other than those already approved, or which might affect sea-going or fighting efficiency, and are classified under the headings A and B of King's Regulations and Admiralty Instructions, Article **710**, are to be carried out in " C " Class Cruisers prior to " Carlisle " Class, Leaders previous to H.M.S. " Codrington," and Destroyers of the " V " and " W " Classes armed with 4-in. Q.F. guns.

Ventilation Items

(A.F.O. 2890/25.)

When ventilation items are being included in the lists of alterations and additions, the ships' officers should include a diagrammatic sketch of the existing arrangements or a statement to the effect that they are as originally fitted.

Fleet Shore Establishments

(A.F.O. 2194/24.)

Attention is drawn to the tendency of Fleet Shore Establishments to forward to the dockyards at various periods during the year proposals for alterations and additions which are not of an urgent nature. This practice is irregular and undesirable, as such items should be embodied and submitted in the Annual Proposals and be dealt with as a whole.

In future, proposals are not to be separately submitted by Fleet Shore Establishments or Dockyards unless they are of an urgent nature, in which instance the reasons for urgency and why the work could not have been foreseen and the item included with others in the Annual Proposals, should be furnished.

1816.—Gun Mountings, 8 in., Mark I—Supply of Special Duty Journal Type Ball Bearings

" Kent " and " London " Classes

(G. 2959/33.—3.8.1933.)

In the 8 in., Mark I gun mounting design the standard commercial journal type of ball bearing has been utilised as a " rolling " bearing (*i.e.*, the outer race of the journal type of ball bearing rolls over a surface, such as a cam face or guide strip, in lieu of being stationary and supported by a housing).

2. Experience has proved that the bearings referred to in paragraph 1 are too brittle to give absolute reliability for the service described.

3. Purchase has, therefore, been arranged for special type journal ball bearings to do duty as " rolling " bearings. In the larger type special bearings, the outer races are case-hardened on the inside where the balls make contact, and the outside, which makes rolling contact with the cam or guide, is left soft. The smaller type special bearings are nickel chrome steel throughout, but suitably tempered to withstand shock.

4. The positions in the 8 in., Mark I gun mountings where journal ball bearings are used as " rolling " bearings, and where replacement by special type bearings should be effected are shown in paragraph 6, together with the numbers of special type bearings which are being issued as a first supply to Malta and Hong Kong Dockyards. Replacement with special type bearings should only be made where fracture or failure of the standard type bearing has occurred, and a record should be kept in the gun mounting register where such replacements have been made, in order that the behaviour of the special type bearings may be watched and the position with regard to the numbers replaced may be available. The special type bearings will be marked to distinguish them from the standard type. The markings will be as shown inserted before maker's code numbers in list in paragraph 6.

5. *Malta and Hong Kong Yards only.*—When 50 per cent. of any type of special bearing has been expended, a requisition for replacement should be forwarded.

6.

Drawing No.	Item No.	No. per Ship.	Makers' Type.	Purpose.	No. for Hong Kong.	No. for Malta.
M.70447	113	80	2 MRJ $\frac{3}{4}$″ C	Main rammer lateral rollers.	20	20
M.70447	118	160	2 LRJ 1$\frac{3}{8}$″ C	Main rammer vertical rollers.	20	20
M.70448	37	32	2 LJ $\frac{5}{8}$″ T ...	Main rammer cross-head rollers.	40	40
M.70495	677	480	2 LJ $\frac{5}{8}$″ T ...	Shell ring-shell retaining gear.		
M.66232	61	220	7 LJ $\frac{7}{8}$″ C ...	Lifting bar guide (short hoists).	100	100
M.66232	61	324	7 LJ $\frac{7}{8}$″ C ...	Lifting bar guide (long hoists).		
M.66234	117	24	7 LJ $\frac{7}{8}$″ C ...	Crosshead guide bottom scuttle.		
M.66037	1383	4	7 LJ $\frac{7}{8}$″ C ...	Shell ring-governor cam roller.		
M.66190	46	144	7 LJ $\frac{7}{8}$″ C ...	Lifting bar guide, transporter hoist.		
M.66190	55	128	5 LNJ 1″ C	Lifting bar guide, transporter hoist.	20	20
M.70505	59	128	5 LJ 15 T ...	Cordite, cage rollers ...	20	20
M.66130	1010	8	4 MJ 1″ C ...	Shell Bogie	20	20
M.66130	1009	16	3 LJ 1$\frac{5}{8}$″ C...	Shell Bogie	20	20
M.66130	1015	32	3 KLNJ $\frac{1}{2}$″ T	Shell Bogie	20	20
M.66130	1053	8	7 KLNJ 1″ T	Shell Bogie	20	20

Notes.

(*a*) " C " signifies " Case-hardened outer races."
" T " signifies " Toughened outer races."

(*b*) The prefix " K " means " unnotched."
All bearings are notchless, except LNJ.1.
Type LNJ may be either with or without cage, and this type is the only one which needs the prefix " K " when notchless.

(*c*) All bearings are fitted with cages except LNJ.1.

7. A central reserve of these special bearings has been established at Portsmouth and requisitions for replacements should be forwarded to that yard.

8. *Portsmouth Yard only.*—When 75 per cent. of any type of special bearing has been expended, tenders for replace bearings should be called for from the following firms :—

Messrs. Ransome & Marles, Ltd.,
Newark-on-Trent.

Messrs. Hoffmann Ball Bearing Co., Ltd.,
Chelmsford.

Messrs. Auto Machinery Co., Ltd.,
Hood Street, Coventry.

Messrs. Skefko Ball Bearing Co., Ltd.,
Luton.

9. Attention is directed to A.F.O. 1234/33 in connection with the purchase of ball and roller bearings.

(*A.F.O. 1234/33.*)

1988.—Cartridges, S.A., Ball, ·303 in., Mark VII, of all makes, Manufactured prior to 8.4.26—Early Expenditure

(A.S./G. 3570/33.—24.8.1933.)

Cartridges, S.A., ball, ·303 in., Mark VII, of Kynoch's make, manufactured prior to 8th April, 1926, having been found with split necks either before or after firing, ammunition of this description of this and all other makes, manufactured prior to 8th April, 1926, in store and on board ships, is to be earmarked for early expenditure at practice firings, after elimination of rounds with split cases.

2. The ammunition in question is serviceable in all respects for practice firings apart from the known liability of the cases to split at the neck after firing. This does not involve any risk of injury.

(*A.F.O. 2186/33.*)

2149.—Signal and Remote Control Communications

Capital Ships fitted as Flagships

(S.D. 512/33.—14.9.1933.)

Although in thoory all capital ships are fitted as flagships, a considerable amount of work on signal and remote control communications is necessary to convert a capital ship for actual work as flagship.

2. Their Lordships have, therefore, decided that certain ships shall be earmarked as fleet and squadron flagships or spare flagships, and that the remainder shall not be considered as possible flagships.

3. The earmarking of certain ships as spare flagships is not intended to entail any extra work being carried out until there is a definite prospect of employment as flagships for a long period.

4. The ships referred to in paragraph 7 below are, however, to be fitted when in hand for large repair, with signal and remote control communication as for flagships, including communications to the cabins shown ; the remaining capital ships are not to be so fitted.

5. In ships already fitted and in commission as flagships, the cabins now occupied by the Fleet (or Squadron), Signal and Wireless Officers, are to be permanently appropriated as such.

6. In the remaining ships referred to in paragraph 7, where cabins are not already appropriated and communications fitted, an item should be included in the next list of Alterations and Additions, under Classification C, to cover the necessary work, quoting this Order as authority.

7. The following ships are approved to be fitted with the necessary signal and remote control communications for flagships and cabins appropriated as shown :—

As Fleet Flagships.

"Nelson"	Cabins appropriated to—
"Queen Elizabeth" ...	Fleet Signal Officer.
"Warspite"	Fleet Wireless Officer.
	Flag Lieutenant.

As Battleship Squadron Flagships.

"Rodney"...	Cabins appropriated to—
"Revenge"	Squadron Signal Officer.
"Resolution"	Squadron Wireless Officer.
"Barham"...	Flag Lieutenant.

As Battle Cruiser Squadron Flagships.

"Hood"	Cabins appropriated to—
"Renown"	Squadron Signal Officer (Flag Lieutenant).
	Squadron Wireless Officer.

8. The following ships will not be fitted with flagship's signal and remote control communications :—

"Malaya."	"Royal Sovereign."	"Repulse."
"Valiant."	"Royal Oak."	"Ramillies."

9. Attention is directed to Article 624 (2), King's Regulations and Admiralty Instructions.

2186.—Cartridges, S.A., ·303 in., Ball, Mark VII, of 1923 Manufacture

(A.S./G. 6162/32.—21.9.1933.)

Cartridges of the above-mentioned description, which were withdrawn from H.M. ships, are no longer subject to any special restriction and are suitable for re-issue to H.M. ships and services. Arrangements are to be made accordingly, priority in expenditure being given to this ammunition during annual practices.

(*A.F.O. 1988/33.*)

2200.—Tanks—Testing by Air Pressure

Submarines

(D. 5689/33.—21.9.1933.)

An instance occurred in which the main tank structure of a submarine was damaged as a result of the use of H.P. air for testing the tank, the air being passed through the L.P. line and the relief valve on the latter being closed.

2. H.P. air is not to be used for testing tanks in submarines.

3. If, after temporary repairs, it is desired to test a tank for tightness by the ship's staff, this can be done by building up a pressure with the L.P. blowers.

2201.—Tanks—Test

Submarines

(D. 5470/33.—21.9.1933.)

An instance occurred, during testing of "O" compensating tanks in a "Rainbow" class submarine, where the sudden development of a leak caused a rise in pressure in the adjacent oil fuel tanks which were full at the time of the test, and in consequence the structure of these tanks was damaged.

2. In future when an external tank of a submarine is being tested and the approved test is higher than that of the adjacent external tanks, the latter should be emptied and opened up before the test, to avoid excessive pressures being brought on these tanks and to permit of a complete examination of the tank under test.

2425.—Defective Machinery Parts—Retention

(E.-in-C./D. 11798/33.—5.10.1933.)

Where defects develop in machinery parts, for the replacement of which Contractors may be held liable under their guarantees, the defective parts are to be retained and preserved pending Admiralty instructions as to their disposal.

2826.—Watertight Compartments in H.M. Ships—Maintenance of Efficiency

(M.F. 8790/33.—30.11.1933.)

A report has been received stating that in one ship satisfactory air pressure tests have been made by creating a vacuum in lieu of a pressure in the compartment under test, and the following is an extract from the report:—

(I) *Method of Drawing Vacuum*

Air is withdrawn from the compartment under test by a 7½ in., portable, double-bottom fan, using similar connections to those shown in diagram E.F.O. 51/31, except that—

(i) Hose from compartment under test is connected to intake side of D.B. fan.

(ii) 7 in., leather, ventilating hose is connected to bulkhead connection through funnel piece and N. & S. connections. Where possible, the original manhole door of the compartment is replaced by a temporary door which is fitted with a 2 in. stop valve and connected to fan by funnel piece and N. & S. connections.

(II) *Vacuum Drawn in Compartment may be Measured in Two Ways*

(i) From *outside* compartment by U-tube gauge as in E.F.O. 51/31, or

(ii) From *inside* compartment by arrangement shown in sketch E.F.O. 131/33.

Lower rubber ring is set to height of water in gauge glass before vacuum is drawn, and top rubber ring is set to new level as water rises in tube due to drop in pressure in compartment.

If compartment is in a watertight condition a vacuum of from 2 in. to 3 in. may be obtained with the usual D.B. fan.

While compartment is under test, as many men as required are shut in the compartment, one stoker being stationed in the compartment at fan connection to keep up communication by system of knock signals, with Stoker Petty Officer outside in charge of the fan.

(III) *Method of Locating Leaks*

(i) *By ear.*—Air can be heard entering even through a quite small leak.

(ii) *By lighted tapers.*—Used when leaks, although heard, are in an awkward position, for example, a leak through an electric cable bulkhead gland which is in the middle of a nest of leads. Care must be exercised and due regard paid to the nature of the adjacent spaces.

(iii) *Soapy water.*—For very small leaks.

(IV) *Notes*

(i) *Gain in time.*—As only one compartment has to be searched for leaks, whereas when air pressure is applied all compartments surrounding compartment under test have to be searched.

(ii) Fewer hands may be employed.

(iii) Great advantage when compartments surrounding compartment under test are inaccessible, or difficult of access, such as magazines, cofferdams, watertight compartments, etc.

(iv) Ease of supervision.

(v) The detection of leaks is much simpler as compartment under test is free of running machinery, whereas when air pressure is applied to compartment, the surrounding compartments may have fans, motor or other machinery running in them, which makes it more difficult to discover air leaks.

(vi) Small leaks, from rivets, seams, etc., are easier to detect.

2. Where preferred this method of carrying out air pressure tests may be used.

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6.—*Issued Confidentially.*

325.—New Zealand Cordage—Introduction

(N.S. 3402/33.—8.2.1934.)

As a result of consideration of the reports of trials, it has been decided that New Zealand cordage may be used as an alternative to sisal cordage, according to the prices of the respective fibres ruling at the time of purchase, for all services for which the latter is approved by A.F.O. 943/33, viz. :—

(*a*) Fifty per cent. of requirements for—

Towing hawsers.
Heaving and hauling lines.

(*b*) Entirely for—

Side screen martingales.
,, ,, outhauls.
,, ,, topping lifts.
,, ,, inhauls.
,, ,, tackles
Hemp hook ropes.
Coaling whip outhauls.
Dressing line whips (tailing).
Sounding spar outhauls.
Anchor buoy ropes.
Collision mat lowering lines.
Nose and tail lines for torpedoes.
Awning lacings.
Heaving lines for boat ropes.
Creeper ropes.
Awning earrings.
Coaling whip downhauls.
Dressing line downhauls.
Sounding spar martingales; compressor falls.
Guest warps.
Burton falls.
Provision tackles.
Lacings for canvas fixtures, small awnings, blast screens, windsails, boats' covers, canopies, tarpaulins, etc.

2. It is not to be used for boats' falls.

3. The characteristics of New Zealand cordage compare closely with those of sisal, the unfavourable features being—

(*a*) A tendency to stretch abnormally, to unlay, and to reduce in size when under load.

(*b*) Swelling when wet, but not sufficiently to choke the blocks.

(*c*) Becoming greasy when wet, extra care being necessary when working the rope round a cleat or bollard.

(*d*) After prolonged use, tends to chafe, fray and discolour.

4. New Zealand fibre, like other hemp fibres, is very susceptible to contamination, and special measures should be taken to ensure that New Zealand, and all other descriptions of cordage are stored in well ventilated store rooms on board ship before being put into use; also that during its storage, and when in use subsequently, no part of the cordage should be allowed to come into contact with acid, or with any deleterious chemicals or oil.

5. The price of cordage made from New Zealand, sisal and Manila fibres is approximately half that of tarred or other soft hemp cordages of similar sizes. In these circumstances the normal period of usefulness for New Zealand, sisal or Manila can be regarded as substantially less than that for hemp cordage.

6. To enable New Zealand cordage to be readily distinguished from Manila or sisal cordage, arrangements are being made for these grades of cordage to be marked as follows:—

Manila	One strand to have a distinguishing jute yarn.
Sisal	Two strands to have a distinguishing jute yarn.
New Zealand	Three strands to have a distinguishing jute yarn.

7. In the event of any defects arising during the use of New Zealand cordage, an immediate report is to be forwarded through the Administrative Authority, and the following particulars are to be furnished:—

(*a*) Source of supply.

(*b*) Period during which cordage remained on board before being put into use.

(*c*) Actual dates of fitting.

(*d*) Service for which used. A sample of the defective cordage should be labelled and forwarded to Chatham. In the case of a rope actually parting, the fractured portion should be forwarded, in addition to a portion of the used cordage.

8. New Zealand fibre will be purchased in competition with sisal, and it is not anticipated that any New Zealand cordage with the new marking will be available for issue before the latter part of 1934.

9. Pending the preparation of a specification, the working and proof loads and the minimum breaking strain for Manila cordage (*see* chapter 3, Part II, Manual of Seamanship, Volume 1) should be regarded as applicable to New Zealand cordage.

10. *Dockyards only.*—For the present, New Zealand cordage—except as regards marking—is to conform, on manufacture, to Specification T.G. 30 for Manila ropes, and, pending experience, 50 per cent. of manufacturing yards' own requirements, and dues to other yards of Manila cordage should be met from sisal or New Zealand cordage when stocks of these become available.

(*A.F.O. 765/36.*)

330.—H.M. Ships fitted with Double Vertical Keels—Docking

(D. 14542/33.—8.2.1934.)

(*This reprint embodies A.F.O. 2369/34.*)

The attention of officers concerned with the docking of H.M. ships is directed to the fact that with the lighter scantlings of modern warships it is of particular importance that all possible steps should be taken to ensure that the upper surface of the blocks is fair and that the vessel is properly and adequately supported when in dock.

2. Capping blocks of soft wood such as are used for vessels of mercantile design should not be used for warships when docked in graving docks.

3. In certain of H.M. ships double vertical keels (sometimes referred to also as "first longitudinals") are fitted for portions of their length instead of a single vertical keel on the centre line. In vessels so fitted it is essential that the ship should be centred on the blocks as accurately as possible, and that the upper surface of the blocks in the vicinity should be sufficiently wide to ensure that adequate support is given under each vertical keel.

4. The ships at present affected are shown in the following table. The docking plans of these ships are to be carefully examined on the next occasion of the ship coming in hand for docking, and a note regarding the width and extent of docking blocks required to afford adequate support under the double vertical keels (or first longitudinals) added. The dockyards concerned should, at the same time, send for the Admiralty copies of the docking plans for the addition of a similar note.

Name of Ship.	Frame stations between which double keels are fitted.
"Nelson" and "Rodney"	80 to 188.
"Hood"	71 to 342.
"Renown" and "Repulse"	38 to 252.
"Courageous," "Glorious" and "Furious"	50 to 153.
"Leander," "Neptune," "Orion" and "Achilles" ...	77 to 150.
"Dorsetshire" and "Norfolk," "London," "Devonshire," "Sussex" and "Shropshire."	89 to 216.
"York" and "Exeter"	155 to 203.
"Kent," "Suffolk," "Cornwall," "Cumberland" and "Berwick," "Australia" and "Canberra."	81 to 213.

421.—Binnacles, Pattern 196—Lighting

(C.D. 15/34.—22.2.1934.)

Binnacles, Patterns 194 and 196, are now fitted to be connected to the ship's L.P. electrical supply. Binnacles, Pattern 196, are, however, occasionally supplied to certain ships in which no L.P. supply is available, *e.g.*, oilers, trawlers, etc.

2. In these ships the binnacles should be connected to the ordinary ship's lighting circuit, and lamps of the pattern shown below drawn for use in the binnacle, in place of the 22-volt lamp :—

Lamp, Pattern 6622, 100 volt, 20 watts.
,, ,, 6621, 220 volt, 20 watts.
,, ,, 7911, 110 volt, 20 watts.

3. When these lamps are used the dimmer will not have full dimming effect, but will be required in the circuit to provide the on and off switch.

674.—Replace Parts of Machinery, etc., for H.M. Ships and for Yards Abroad—Supply

(D. 2876/32.—22.3.1934.)

(*This reprint embodies A.F.O.s 1285/35 and 761/36.*)

In order to facilitate supply to H.M. ships and to Dockyards abroad of replace parts of machinery and electrical equipment, etc., chargeable to Vote 8, Section III, Subheads E, G, and H, the following approved procedure is promulgated for general guidance.

2. *Authorities for Purchase.*—Direct orders for the purchase of replace parts up to a limit of £35 for a single purchase may be placed by—

	Vote 8/III/E.	*Vote 8/III/G.*
	Replace parts of—	
(*a*) Rear-Admiral, Yangtse; Admiralty Overseer on the staff of Commander-in-Chief, East Indies Station.	Main propelling and auxiliary machinery, minor hull fittings —(except electrical machinery).	Gun mountings, gun machinery, torpedo tubes and fittings, H.P. air and oxygen-producing machinery.
(*b*) Commanding Officers of Repair Ships, Submarine Depôt Ships, Destroyer Depôt Ships, attached to Home, Reserve, and Mediterranean Fleets.	Do.	Nil.

Any replace parts above the purchasing limit referred to, and for gun machinery, etc., chargeable to Vote 8/III/G required by authorities at (*b*), should be requisitioned on Defect List and forwarded by ships in Home waters to the appropriate Home Yard, and by ships abroad, to the nearest Dockyard, which will make arrangements for supply as stated hereafter.

All requisitions for replace parts of electrical machinery are to be forwarded to the Admiralty for purchase to be arranged as necessary. Similar action should be taken for any replace parts which cannot be economically obtained locally by the Rear-Admiral, Yangtse, and Admiralty Overseer, Colombo. No orders for replace parts or for the repair of defective parts are to be placed direct with contractors by the Squadron Engineer Officer, but application should be made to the authorities at (*a*), (*b*), or to a Dockyard, for repair work beyond the capacity of Ship's Staff.

3. *Competitive Tenders.*—Competitive tenders should be obtained whenever possible and steps always taken to preserve Admiralty rights under the guarantee clause of the contract for the original supply.

The authorised Forms D.258H (invitation to tender) and D.258I (acceptance) should be used in these transactions.

Use is to be made of standing contracts where such exist, *e.g.*, ball and roller bearings.

4. *Guarantee Clause.*—Contractors are responsible for defects due to faulty design, materials or workmanship disclosed in machinery of new vessels within 12 months of the date of proceeding to sea in full commission, and in new machinery for other vessels within 12 months from the date on which the machinery is first brought into use on actual service. When replace parts have been obtained or repairs have been carried out within the guarantee period, the authorities concerned, in reporting the transactions to the Admiralty, should state, invariably, whether the Contractors are considered liable for the cost of the replacements or repairs, giving reasons for the views expressed. If circumstances permit, the original Contractors are to be given an opportunity of inspecting the defective part, which is to be retained and preserved pending Admiralty instructions as to its disposal.

5. *Firms to be invited to Tender, and Placing of Orders.*—Where renewals are necessary, the main Contractors for the vessel or for her machinery, in addition to any other firms, are to be requested to tender for the supply of the parts required, unless the matter is so urgent as to necessitate more direct action being taken. Invitations to tender should include actual manufacturers, if the article or part required is definite and independent and was supplied as a finished unit in the first instance.

All orders placed (and copies thereof) should show—

(*a*) Purchasing authority,

(*b*) Date of order,

(*c*) Registered number,

and Contractors should be directed to give this information on packages and also on their invoices.

Immediately an order is placed for a replace part, the officers placing the order should forward a copy of Form D.2581 (copy of accepted tender) to the Commanding Officer of the ship concerned for his information when forwarding the defect list and in order to avoid duplication of the order.

If the gear ordered is such that it cannot be sent by parcel post, a copy of each order is to be forwarded to the Naval Store Officer, Royal Victoria Yard, Deptford, London, S.E.8, together with information as to H.M. ship to which delivery should be made, and also the degree of urgency, so that free freight may be used if possible.

6. *Inspection.*—If, in the opinion of the officers ordering replace parts, inspection at the Firm's works is considered desirable (and this course is generally recommended for all items except minor specialities and should be adopted for all replacements under the guarantee clause), a copy of the order is to be forwarded to the Overseer concerned, for action to ensure satisfactory progress of the work under the contract.

Hastening Action.—Should there be any delay in the fulfilment of the contract, the attention of the Overseer should be drawn to the delay and a copy of the correspondence is to be forwarded at the same time to the Admiralty for information.

7. *Conditions of Contract.*—In accepting any tender submitted on the basis of Firm's own commercial conditions of sale, the acceptance should definitely state that the order is placed subject only to the Admiralty General Conditions. In the event of a Firm refusing to accept the order, except on conditions differing from the usual Admiralty Conditions, the matter should be reported to the Admiralty (Director of Navy Contracts) for decision, with a report from the officers concerned as to the admissibility or otherwise of the Firm's conditions.

8. *No Amendment of Tender without Admiralty Approval.*—After a tender has been accepted, purchasing officers are in no circumstances, without prior Admiralty approval—

(i) To permit cancellation of the order ;

(ii) To allow amendments of price consequent on alleged error in the Contractor's tender.

The foregoing instruction will not preclude purchasing officers, *before* any decision is taken on the tenders, from asking a tenderer to confirm his quotation where, by comparison with other tenders received, or otherwise, it is reasonable to suppose that an error has been made.

Should a Contractor request confirmation of an order at an increased price, after a tender has been accepted, the case should be referred to the Admiralty for instructions, accompanied by all relevant correspondence, including also any other tenders received for the item concerned.

9. *Method of Delivery to be Stated.*—Attention is directed to the need for specifying clearly in the enquiry whether Firm's quotation should include delivery at works, packed for postage, or f.o.r. packed for shipment.

In instances where it is not possible to decide, when inviting tenders, whether shipment will be necessary or whether postal delivery will suffice, the enquiry should contain the following clause :—

" (i) *The price is to include cost of delivery f.o.r. nearest siding to Contractor's works, suitably packed for shipment abroad* " ; *or*

" (ii) *If the size and weight of the package will be between the limits of parcel post, the quotation should be for delivery at Firm's works and the cost of postage claimed as an extra, supported by the post office receipt.*"

" *Please state whether your tender includes* (i) *or* (ii)."

The letter of acceptance should state clearly which form of delivery is included in the price accepted.

When delivery is to be made by post a paragraph is to be added to the acceptance, stating that insurance in transit is not desired, and that the Admiralty will not entertain any claim for insurance charges. If the extra precautions offered by the postal authorities to ensure safe delivery are required to be taken by the firm, the purchasing officer should indicate on the order that postal registration is to be arranged.

Shipping Particulars.—Full particulars of markings, dimensions and weight of packages, as soon as passed by the Overseer, together with a reference to the number and date of the authority for the order, should be sent by the Overseer to the Naval Store Officer, Royal Victoria Yard, Deptford, London, S.E.8, who will then furnish the Contractors with details as to Government marks, port markings, etc., together with a Railway Consignment Form D.80, indicating thereon whether the packages are to be consigned at Government or public rates and who will also requisition the Director of Stores to arrange freight. In due course the Contractors will receive, from the Director of Sea Transport, final shipping instructions. They will then complete the Form D.80 and despatch the goods. A copy of the final shipping instructions will also be sent by the Director of Sea Transport to the Overseer concerned.

Free Freight.—If there is an early opportunity of shipment by free freight, *e.g.*, R.F.A. " Bacchus," to Malta, Contractors and Overseer concerned will receive their final instructions from the Superintendent, West India Docks.

10. *Invoices.*—When orders are placed for replace parts, the Contractor should be informed as to the method of rendering the Invoice Form D.55—alternatives (*a*) and (*b*) :—

(*a*) *Gear supplied under Inspection.*—The contractor should forward the whole of the Form D.55 to the Overseer. As soon as despatch from Contractor's works has been effected, the Overseer officially accepting the gear should sign certificate " A " on the form, adding to certificate " A " the words, " and have been delivered and despatched to ..... order complete." He should forward to the Director of Navy Accounts the invoice portion (pages 3 and 4) and return to the Contractor the " Please receive " portion (pages 1 and 2) duly receipted.

In no circumstances should Form D.55 be issued in duplicate without previous reference to Admiralty.

After payment, the Director of Navy Accounts will send particulars to the Superintendent, West India Docks, who is to invoice the gear at once on D.66 or S.134D. An advance invoice, however, is to be sent by the Superintendent at the same time as freight is requisitioned.

(*b*) *Gear not Inspected before Despatch.*—When gear is not subject to inspection before despatch, the Contractor should forward the whole of Form D.55 to the ships or destinations abroad, the " Please receive " half (pages 1 and 2) being returned to him by the purchasing authority and the certified " Invoice " half (pages 3 and 4) dealt with as indicated in paragraph 11 below.

11. *Payment of Claims.*—To facilitate payment of claims, in all instances of *gear to be inspected before despatch*, a copy of the order to the Contractors, quoting price, etc., is to be forwarded, together with the tender and all relevant correspondence, to the Director of Navy Contracts, weekly for Vote 8/III/E purchases and monthly for Vote 8/III/G purchases, accompanied by a certificate stating whether—

(i) The price is considered fair and reasonable.
(ii) The Admiralty is considered liable for the cost.
(iii) The gear purchased is a replace, and not an additional, spare part.
(iv) Competitive tenders were obtained wherever possible ; and
(v) The name of the vessel for which the gear is required.

For gear not inspected before despatch, a similar report should be forwarded after the gear has been received, but it should include a further certificate that—

" (vi) The gear has been satisfactorily delivered and taken on charge in the relative store account,"

and it should be accompanied by the " original " copy of the debit voucher S.134D, and the " invoice " portion (pages 3 and 4) of the Form D.55.

12. *Accounting.*—The accounting arrangements for replace parts are as follows :—

I.—*Gear made under Inspection and Invoiced through West India Docks.*

(*a*) *Sent direct to Purchasing Authorities at* (*b*) *of paragraph 2.*—On receipt of vouchers S.134D from West India Docks, Forms S.549 are to be prepared in duplicate by the Accountant Officer of the Repair or Depôt Ship, etc., and sent to the officer responsible for the custody of the fixtures and spare gear of the ship, for which the gear is intended. The latter officer is to sign and return one copy of the voucher to the Accountant Officer and retain the other with his Fixture List, linked to the corresponding return voucher for the defective gear. In the Repair or Depôt Ship, etc., these receipted copies of the Forms S.549 are to be attached to the relative S.134D voucher from West India Docks and retained until the store account is examined.

(*b*) *Invoiced to a Dockyard for subsequent Issue to Ships.*—Vouchers S.134D are to be prepared by the Dockyard to clear the Invoice Form D.66 sent from West India Docks, and are to be placed by the ship concerned in the Fixture and Spare Gear List, linked to the relative return voucher for the defective articles. If the replace gear is supplied by the Dockyard to a Repair or Depôt Ship, the procedure outlined in (*a*) above is to be followed on receipt of the supply voucher S.134D from the Dockyard.

II.—*Gear not Inspected before Despatch.*

(*a*) *Sent to Repair or Depôt Ship.*—Vouchers S.134D are to be prepared by the Repair or Depôt Ship in duplicate. The duplicate copy is to be retained and the original forwarded with the Invoice Form D.55 to the Admiralty (Director of Navy Contracts), as in paragraph 11. Transfer of the parts to the ships concerned is to be effected by Form S.549, as for gear supplied under inspection, *vide* I (*a*) above.

(*b*) *Sent to Dockyard for despatch to Ship.*—If the gear is invoiced by Contractors to the Dockyard, the articles should be taken on account of receipt and issue dealt with as at I (*b*) above.

(*c*) *Sent to ship for which required* (whether direct from Contractors or via Dockyard).

Ship concerned is to prepare S.549 in duplicate and forward both copies, duly receipted, to Repair or Depôt Ship to enable procedure at II (*a*) to be followed.

13. *Requisitions by Yards Abroad, Rear-Admiral, Yangtse, and Admiralty Overseer, Colombo.*—(i) Requisitions from Yards abroad for the supply of replace parts of machinery and electrical equipment chargeable to Vote 8/III (Subheads E and H) and from the Rear-Admiral, Yangtse, and the Admiralty Overseer, Colombo, for such gear as cannot be economically obtained locally within the authorised purchasing limits, are to be forwarded *direct* to the Director of Dockyards, Admiralty.

(ii) Requisitions from Yards abroad for replace parts of gun mountings, gun machinery, torpedo tubes and machinery in connection with the production of H.P. air and oxygen, chargeable to Vote 8/III/G, which cannot be met locally, are to be forwarded to Portsmouth Yard for supply to be arranged in accordance with Appendix of the Gun Mounting Store Duties Instructions, 1932.

(iii) Full particulars of the requirement are to be furnished in duplicate and should include the name of the makers, together with the number of the engine or other unit for which the part is required. It should be definitely stated whether the number is that of the Contractors or the Admiralty. For parts for Vote 8/III/H machinery, the D.150 number should also be quoted.

Any dimensions, sketches, or other information necessary to ensure supply of the correct articles, etc., and to enable competitive tenders to be invited whenever possible, are to be furnished. Where possible, the Makers' and Admiralty drawing number should be stated.

Special care is to be taken to ensure that full and correct particulars of the parts required are furnished, as expeditious supply cannot be effected if the particulars supplied in the requisition are incomplete or ambiguous.

(iv) For replace parts for H.M. ships, etc., it should be stated in the requisition whether the gear is required to be consigned direct to the ship, etc., for which demanded, or whether it is to be consigned to a Dockyard ; if the latter, the name of the Dockyard and professional department requiring the gear should be furnished.

(v) Where on grounds of urgency it is essential to forward requisitions by telegram, as much as possible of the particulars detailed in clauses (iii) and (iv) should be included in the telegram.

(vi) Upon receipt of the requisitions at the Admiralty, the duplicate copy of the requisition will be referred to one of the Home Yards, where such a course is practicable and advantageous. Arrangements are then to be made by the Yard concerned for supply of the items requisitioned by either of the following courses :—

(*a*) Allocation from stock.

(*b*) Manufacture in the Yard where this can be economically carried out.

(*c*) By purchase.

In other instances the supply will be arranged direct by the Admiralty.

(vii) When purchase is made by a Yard, it should be arranged in accordance with the foregoing instructions and those contained in Articles 715 and 902 of the Home Dockyard Regulations.

(viii) The Dockyard Officers should keep in touch with the Machinery Contractors as to the Contract delivery date, and should inform the Dockyard or ship concerned when the replace parts have been despatched.

(ix) Copies of the orders placed are to be distributed as follows :—

(*a*) Superintendent, R.N. Store Office, West India Docks, who is also to be informed as to the destination to which the gear is to be consigned (*vide* clause iv); also the vote and subhead to which the cost is chargeable, together with the name and address of the Overseer.

(*b*) Overseer concerned (omitting prices).

(*c*) Requisitioning Yard.

(*d*) Consignee.

14. *Replace Parts of a Consumable Nature, etc.*—Replace parts which are of a store pattern character, or of a consumable nature, *e.g.*, wire ropes, belts, saws, sawblades, plane irons, drills, emery wheels, dies, milling and other cutters, punches, firebars, firebricks, crucibles, carbon brushes, electrodes, pyrometers, and accessories, etc., required for Vote 8, Section III, Machinery and Electrical Equipment, will be purchased as a charge to Vote 8, Section II, whether stocks of the parts are maintained or not and whether they are of utility for a specific machine only or for general use. Such articles should *not* be included in requisitions under these instructions, but demanded in the ordinary way through the Superintending Naval Store Officer concerned.

Ball and roller bearings for machinery for ships and shore establishments, and for gun mountings, air compressing machinery, and torpedo tube equipment, which cannot be met from stocks maintained under Vote 8, Section II, and which have to be specially purchased, are to be charged to Vote 8, Section III, Subheads E, H or G, as the case may be. Only bearings included in the Rate Book of Naval Stores or required for use in connection with stores included therein (whether specially purchased or otherwise) are chargeable to Vote 8, Section II.

697.—Manganese Brass Pipes for H.P. Air Services—Method of Heating for Bending, etc.

(T. 383/34.—29.3.1934.)

Manganese brass pipes for H.P. air services should be bent hot, at a temperature between 500° C. and 550° C., the best results being obtained at the lower limit, which is well above the brittle range of the material. In order to restrict grain growth in the material to a minimum, the tubes should be heated uniformly and rapidly, maintained at high temperature for as short a time as possible, and after bending, allowed to cool freely in air.

2. The following method of heating has proved entirely satisfactory and should be observed whenever possible.

The heat should be applied by a blow lamp or gas flame, the tube being encased in a shield about 8 in. wide, extending round three-quarters of the circumference. The shield should be lined internally with asbestos and the flame applied sufficiently far from the tube to ensure that the whole circumference is heated evenly. Immediately before being heated, the surface of the tube, in the neighbourhood of the proposed bend, should be coated with boiled linseed oil, which, on reaching a temperature of about 400° C., will begin to dry and crack, and will disappear completely at 480° C. to 500° C. The temperature should be allowed to rise slightly after the oil film has disappeared, and the tube then bent as quickly as possible.

746.—Practice Projectiles, B.L. or Q.F., 4 in., Heavy—Types for Present and Future Supply

(A.S. 52/34.—5.4.1934.)

Supply of 4 in. practice projectiles for B.L. guns and Q.F. guns supplied with cartridges and projectiles for separate loading will be made in future from the following stocks :—

I. *Supplies for the Fleet.*

Projectiles, Practice, B.L. and Q.F., 4 in.—

(*a*) H.E. shell weighted H.E.S.—

Mark III
,, VII } For firings without tracer.
,, VIII

(*b*) H.E.N.T. shell weighted H.E.S.—

Mark IV NT
,, VI NT } For firings for which tracer fitted projectiles are necessary.

Mark VIII shell weighted H.E.S. are suitable for all non-tracer practice firings.

Marks III and VII weighted H.E.S. are suitable for all day firings at ranges exceeding 4,000 yards. They should not be used for concentration night firings, or other night firings, and if used for any day firings at ranges below 4,000 yards, the special instructions in C.B. 3026, Chapter III, Section I, paras. 26 & 27, must be observed.

All H.E. shell and H.E.N.T. shell weighted H.E.S. may be taken as ranging alike, and such weighted shell of other marks (Marks I, I*, II, IV, VI) remaining on board H.M. ships may be used up, but future demands will be met from stocks of III, VII, VIII, IV N.T. and VI N.T. The marks of projectiles that can be accepted should be stated on all demands sent to R.N. Armament Depôts. The reason for this is that there are considerable stocks of Mark III and VII H.E. shell weighted H.E.S. in depôts to be used up, and they should be supplied for all day firings for which they are acceptable under the foregoing instructions.

II. *Supplies for Gunnery School Tenders.*

Demands for 4 in. practice projectiles for firing tenders to Gunnery Schools will be met from stocks of any of the following types :—

C.P. Marks I to V weighted P.S.

S.A.P. Marks I and III weighted H.E.S.

H.E. Marks I to VIII weighted P.S.

H.E. Marks I, I*, II, IV, VI, weighted H.E.S.

Solid Shot, Mark III.

Solid Shot, Mark IV N.T., plugged.

When firing H.E. weighted H.E.S. or P.S. of Marks III and VII, and Mark VIII weighted P.S., at ranges below 4,000 yards, the special instructions in C.B. 3026, Chapter III, Section I, paras. 26 & 27, must be observed.

The various Marks of H.E. shell weighted H.E.S. suitable for supply to the Fleet under I (*a*) of above instructions are equally suitable for supply to Gunnery School tenders, but in order that these may be reserved as far as possible for supply to the Fleet, they should not be issued for Gunnery School practice if other suitable projectiles are available. No more 4 in. H.E. shell will be weighted P.S. or sand at depôts for supply to Gunnery Schools, and when existing stocks are used up H.E. shell converted to practice projectiles will be weighted H.E.S. for all services.

906.—Mercuric Chloride Test Papers

(D. 3317/34.—19.4.1934.)

Each mercuric chloride test paper rendered by H.M. submarines is to be attached to a separate Form A.C.19B, which supersedes Form A.C.19A previously used for this purpose. A specimen Form A.C.19B is appended.

2. All the details are to be inserted on the Form A.C.19B before despatch to the Admiralty Chemist.

Specimen Form A.C.19B.

Depôt.....

Submarine.....

Admiralty Serial No. of Battery.....

Date of Test.....

Method of Test.....
(Method of test to be clearly stated.)

Battery Section No.....

Time of commencing charge.....

Time at which attached test paper was placed in position in air under test.....

Time at which test paper was removed from air under test.....

Was battery gassing during the period that the attached test paper was retained in position in air under test ?.....

This form to be attached to test paper and forwarded to The Admiralty Chemist, H.M. Dockyard, Portsmouth.

Signature.....

Rank.....

Date.....

990.—·303 in. Red Label Ammunition—Restrictive Age Limits

(A.S. 1845/34.—3.5.1934.)

(*This reprint embodies A.F.O. 2847/36.*)

·303 in. red label ammunition supplied to aircraft carriers and to H.M. ships carrying aircraft serving on foreign stations or held in store at Naval Armament Depôts abroad for use with synchronised machine guns is in future to be subject to the following restrictive age limits :—

Ships.	*N.A. Depôts.*	*Restrictive Age Limits.*
On China, East Indies, America and West Indies Stations.	Hong Kong, Singapore, Trincomalee, Bermuda.	5 years from date of manufacture.
On Africa and New Zealand Stations.	Simonstown, Auckland.	8 years from date of manufacture.

2. Upon reaching these age limits the ammunition is not to be used with synchronised machine guns but is to be relegated for ground service and expended from machine guns other than synchronised guns or from rifles.

3. Packages containing ammunition which has been relegated as in paragraph 2 should have the red labels removed and be relabelled as requisite, and if not required to be retained on board such ammunition should be returned to a naval armament depôt at the first convenient opportunity.

4. As there is no outlet in the naval service for ·303 in. A.P. or incendiary red label ammunition when it is no longer suitable for use with synchronised machine guns, Officers-in-Charge of Naval Armament Depôts abroad are to return to the Officer-in-Charge No. 2 Store Depôt, Altrincham, any ammunition of these descriptions which is relegated in consequence of reaching the age limits.

5. The arrangements for testing red label ammunition as set forth in Article 301 Section 6 of Naval Magazine and Explosives Regulations (O.U. 5408/35) are unchanged.

6. The foregoing age restrictions do not apply to ·303 in. red label ammunition carried in ships in Home and Mediterranean waters or in Home, Malta or Gibraltar Depôts.

1181.—Gun Mountings—4·7 in., C.P. XIV, Registered Nos. 1–142, and 4·7 in., C.P. (S) XVI, Registered Nos. 1–7—Modifications to Recuperator Drain Valves

"Acasta," "Beagle," "Crusader," and "Defender" Class destroyers, "Keith," "Codrington," "Kempenfelt," and "Duncan," "Thames," "Porpoise"
Gunnery Schools and Dockyards

(G. 6707/33.—24.5.1934.)

The recuperator drain valve in some 4·7 in. C.P. XIV mountings of registered numbers 1–142 has been causing difficulties due to leakage. The recuperator drain valves in these mountings are of the needle type, having a screwed portion in the cradle, but making a seating on the recuperator cylinder.

2. Satisfactory trials have been carried out with a ball type of valve, and it has been decided that where the needle type of valve is giving trouble due to leakage, it should be replaced by a ball valve.

Similar action should be taken for 4·7 in. C.P. (S) XVI mountings where similar difficulty may occur as the recuperator drain valves are of the same type.

3. Diagram E.F.O. 42/34 shows the arrangement and details of the ball valve which should be fitted.

4. The work should be treated as a defect, but is only to be carried out on mountings where the above difficulty is experienced.

1422.—Hoisting Wires—Test

Submarines

(D. 2494/34.—21.6.1934.)

The hoisting wires to periscopes, W/T or rod aerial masts, frame coil mast, torpedo and boat's derrick, including the wires on the telemotor presses, are to be unrove and tested in accordance with Article 40 of the Engineering Manual on each occasion that a submarine is in hand for refit.

2. Portions of the wires to the various throws of telescopic masts, such as W/T or rod aerial masts, are only accessible for examination when the mast is lifted out. In future, these masts (or other fittings operated by hoisting wires which cannot normally be examined by ship's staff) are to be lifted out at the intermediate dockings of submarines, in order to permit thorough examination and coating of the whole of the hoisting wires to be made.

3. Periodical examination and tests of other appliances are to be carried out as detailed in O.Us. 5454, 5457, 5458, and 5462, except submarines having annual refits, for which the interval between tests should be extended to two years, that is, they should be carried out at alternate refits.

4. These tests are to be carried out by the dockyard and the results recorded.

1496.—4 in. Q.F., V–AV* Guns on 4 in., H.A., III and IV Mountings, and on 4 in. C.P., II Mountings—Adjustment of Semi-automatic Mechanisms

(G./A.S. 151/34.—5.7.1934.)

The following procedure is to be adopted for the maintenance of the semi-automatic breech mechanisms of 4 in. Q.F., V–AV* guns on 4 in. H.A., III, IV, and 4 in. C.P. II mountings:—

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

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

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

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

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

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

2. The necessary jigs, gauges and drawings have been issued to the yards concerned, and all ships in which the semi-automatic mechanisms of 4 in. Q.F., V–AV* guns on 4 in. H.A., III, or 4 in. C.P. II mountings have not yet been adjusted, or are unsatisfactory, are to include an item in their defect list on the occasion of the next refit to cover the necessary gauging and adjustment of the mountings. At the same time, application should be made to the Senior Armament Supply Officer for the examination, repair and adjustment of the breech mechanisms in accordance with paragraph 1 (*c*), (*d*), (*e*) and (*f*).

Mountings which have been previously jigged and adjusted to suit a particular gun are to be jigged again whenever the gun is exchanged, in order that small differences in the guns may be accommodated.

3. On completion of the repairs and adjustments, the action of the semi-automatic mechanism is to be tried at a slip test, in which the speed of run out is adjusted so that the fired cartridge is ejected just clear of the gun at all angles of elevation. Satisfactory ejection should be obtainable with a moderate speed of run out, and it must be realised that the actuating bolt and the extractors will be strained and distorted if an excessive speed of run out is employed.

Attention is drawn to the fact that when a cartridge case which has been previously fired and ejected is used at the slip test to demonstrate ejection, it does not represent accurately the "action" condition in which the cartridge case has been fired but not ejected. The "action" condition may be obtained artificially by wrapping one or two turns of single spun yarn round the demonstration case, which can then be forced into the chamber of the gun by wedging action of the bevel face of the breech block, as the breech is closed by hand.

No other force or implement is to be used.

4. In the case of Q.F., 4 in., Mark V–AV* guns and 4 in. C.P. II and 4 in. H.A. IV mountings being prepared for issue to ships in commission or new construction, the guns are to be fitted to the mountings and the equipments jigged and gauged, and any adjustments found necessary made, before issue.

Q.F., 4 in., Mark V–AV* guns and 4 in. H.A. IV mountings already in ships in commission should only be jigged and gauged if a semi-automatic failure occurs, for which no direct cause is apparent.

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

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

A fired cartridge case is fixed in the bore of the gun, a portion of the rim of the case having been removed so that only one of the extractor arms is in engagement with the rim. A force of 100 lb. is then applied normally to the B.M. lever and the breech opening measured.

The process is then repeated with the other extractor arm in engagement. The two measurements of breech opening thus obtained should be equal within 0·1 in. and within the limits 5·53 and 5·7 in.

7. When mountings have been jigged and adjusted, the letter J, together with the register number of the gun concerned, is to be stamped on the pawl bracket, and the register number of the mountings so treated is to be reported to the Admiralty for records.

The amendment to instruction plates (Item Z, Malta, M.E.D. Drawing 2819, sheet 2) supplied with the jigs and gauges is hereby cancelled.

For future replacements, pawls manufactured by dockyards should be of mild steel, 31 to 35 tons ultimate tensile strength, hardened at the operative end.

1745.—Hydroplane Gear—Refit

Submarines

(D. 7749/34.—2.8.1934.)

In future, when the forward hydroplane gear in H.M. submarines is refitted, care is to be taken to ascertain that the planes when folded out have their weight definitely supported by the stops and are not merely resting against the stops while being supported at some other point of the gear.

1908.—Torpedo Warheads, 21 in., VII, IX and IX*—Care and Maintenance

(A.S. 1553/34.—23.8.1934.)

An instance has been reported of damage to the studs and nuts securing the doors of warheads, caused by the insertion of a tap in the tapped holes provided for the reception of screws, St. No. 404, whilst the warheads were on the torpedoes. The damage was due to the tap having been inserted too far and so fouling the studs securing the warhead door.

2. In future these tapped holes in warheads are not to be rectified whilst the warheads are on the torpedoes. If difficulty is found in fitting screws, St. No. 404, the warhead should be removed from the torpedo before the tap is used and the travel of the tap watched to ensure that it does not damage the studs securing the door.

1915.
2140. } *Issued Confidentially.*

2186.—Non-Ferrous Bolts, etc.—Caution Required

(E.-in-C.—27.9.1934.)

(*This reprint embodies A.F.O. 1856/35.*)

Attention is drawn to the necessity of exercising great care when making joints which are fitted with bolts or studs of non-ferrous materials, particularly if the fittings contain sea water. Fracture of such bolts or studs is almost invariably due to excessive force having been applied to them when tightening up the nuts. It must be borne in mind in this connection that stock-sized spanners are so designed that, without the use of additional leverage, it is difficult to overstress a steel bolt, but they will easily allow considerable overstressing of a non-ferrous bolt.

2. The same caution is needed when opening or closing valves fitted with spindles or studs of non-ferrous materials. These should ordinarily be operated by the handwheels provided and wheel spanners should be used with discretion.

3. Pending the development of a reliable non-ferrous material it has been decided that, for the present, in instances of failure on service of Naval brass and H.T. brass bolts, studs and nuts used for securing underwater fittings in machinery compartments, replacements may be made in steel of similar sizes.

2516.—Director Firing Gear—Type "G" Gyro Director Sights—Fitting of Dummy Cover Plate when carrying out Adjustments

"Nelson," "Rodney," "Kent," "London," "Norfolk," "York" Classes, Dockyards, and Gunnery Schools

(G. 4042/34.—15.11.1934.)

According to a report received recently, it appears that an error may be introduced into the vertical crosswires of the layer's and trainer's stabilised sight lines when the end cover plates are removed for making adjustments to prisms.

2. Normally the end cover plate when screwed up in place, locates the whole assembly. There is a tendency, however, when the cover plates are removed, for the prism cover to spring slightly, and thus move the vertical crosswire relative to the collimator.

3. It is, therefore, recommended that when it is necessary to remove the end cover plates for making adjustments to the prisms that a dummy plate be fitted and screwed in place before lining up the crosswires.

2738.—Record of Repairs to Main Motors

Submarines

(D. 11429/34.—13.12.1934.)

In connection with defects which arise in the main motors in H.M. submarines, instances frequently occur in which valuable assistance would be rendered if records were available concerning previous defects and repairs of these machines, particularly as to whether the armature had been repaired or rewound, the commutator rebuilt, and any portion of the field system reinsulated.

2. It has therefore been decided that a history sheet for each armature, either fitted or spare, is to be kept with the armature, containing a record of all major repairs, and of the names of submarines in which the armature has been fitted. In addition, separate details of all major repairs to main motors (apart from repairs to armatures) are to be entered on folio 14 of the Captain's Ship's Book. Any change of armature should also be noted thereon.

3. It is not intended that these instructions should apply to H.M. "L" and earlier class submarines. Most of the vessels of the "L" class have been in service for twelve to fifteen years and are being replaced by modern vessels. The large number of spares now available for this class will enable replacement to be made when defects arise and be more economical than repair, except in exceptional circumstances.

4. H.M. dockyards at home and abroad are to compile, as early as possible, the records referred to in paragraph 2 above, giving particulars, with dates, of all major repairs to main motors and armatures (including spare armatures) which have been carried out locally. The armature history sheets should be prepared and completed in accordance with the specimen "form" appended.

5. Copies of these records are to be sent to the Commanding Officers of the submarines and depôt ships concerned and to the Admiralty.

6. For all future refits of H.M. submarines, the following procedure is to be adopted:—

(*a*) On the conclusion of each refit, and when repairs have been made to main motors, the dockyard officers are to forward to the Commanding Officer of the vessel concerned details of the repairs effected, to enable the armature history sheets and folio 14 of the Captain's Ship's Book to be brought up to date. A copy of the information supplied is also to be forwarded to the Admiralty.

(*b*) A report is to be furnished, by telegram, at an early date in the refit of an "L" class submarine, when it is necessary to fit spare armatures or field coils, in order that timely arrangements may be made for the transfer of these items, if necessary.

Note.—This procedure is not intended to interfere in any way with the reports by the dockyards in regard to the despatch and receipt of spare gear as rendered on Forms D.811B and 811C.

7. In addition to the procedure outlined above, arrangements are to be made for the annual test and inspection, as necessary, of all spare armatures and field coils for submarine main motors, including those for H.M. "L" class vessels. The results of these tests should be recorded. Lists of the spares in question are attached.

Specimen Form

HISTORY SHEET FOR SUBMARINE
MAIN MOTOR ARMATURES
(To be kept with the Armature)

Maker's Name : *Lawrence Scott.*
Serial Number : *1297.*
Date of Delivery : *31st December, 1928.*

Date.	Where Fitted or Carried.	Details of all Major Repairs.
13. 2.29	*" Oberon " (port main motor).*	
15. 7.34	*Devonport Dockyard*	*Armature rewound.*
21.10.34	*" Dolphin " (spare)*	
10.10.35	*" Oberon " (port main motor).*	

H.M. " L " CLASS SUBMARINES

Spare Armatures, available at H.M. Dockyards
(All interchangeable)

Vickers Type.	*Laurence Scott Type.*	*Mather & Platt Type.*
4 at Chatham.	3 at Chatham.	4 at Chatham.
1 at Devonport.		1 at Fort Blockhouse.
		1 at Devonport.

Number of defective armatures in store

2 at Chatham, removed from H.M. submarine " L.26."
1 at Devonport, removed from H.M. submarine " L.18."

Number of spare main motors complete (new)

8 at Chatham
2 at Portsmouth } Vickers type.

Number of complete sets of spare field coils considered suitable for the vessels concerned. (In store at Chatham.)

2 sets for Vickers machines, Serial No. 7571/98.
2 sets for Laurence Scott machines, Serial No. 29446/57.
1 set for Mather & Platt machines, Serial No. 18960/99.

H.M.S. " OBERON," " ODIN," " PARTHIAN," AND " RAINBOW "
CLASS SUBMARINES

Main Motor Spare Armatures and Field Coils.

Ship.	Armatures and Field Coils.	Where Stored.
" Oswald " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils	Hong Kong.
	12 Series coils	
	12 Interpole coils	
" Orpheus " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils	Hong Kong.
	12 Series coils	
	12 Interpole coils	

Ship.	Armatures and Field Coils.	Where Stored.
" Olympus " ...	1 Armature	Hong Kong.
	4 Shunt coils (with Thermo couples).	Hong Kong.
	8 Shunt coils (ordinary) ...	
	12 Series coils	
	12 Interpole coils	
" Otus "	1 Tandem armature	Hong Kong.
	12 Shunt coils	Hong Kong.
	12 Series coils	
	12 Interpole coils	
" Osiris "	1 Tandem armature	Hong Kong.
	12 Shunt coils	H.M.S. " Medway."
	12 Series coils	
	12 Interpole coils	
" Odin "	1 Armature	Hong Kong.
	12 Shunt coils	H.M.S. " Medway."
	12 Series coils	
	12 Interpole coils	
" Oxley " and " Otway."	2 Armatures	Malta.
	12 Shunt coils (6 fitted with Thermo couples).	
	12 Series coils	
	6 Interpole coils	
	12 Shunt coils (6 fitted with Thermo couples).	H.M.S. " Cyclops."
	12 Series coils	
	6 Interpole coils	
" Oberon " ...	1 Armature	Malta.
	12 Shunt coils (6 with Thermo couples).	H.M.S. " Medway."
	6 Series coils	
	6 Interpole coils	
" Parthian " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	12 Series coils.	
	12 Interpole coils.	
" Phœnix " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	12 Series coils.	
	12 Interpole coils.	
" Pandora " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	6 Series coils.	
	12 Interpole coils.	
" Proteus " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils	H.M.S. " Medway."
	6 Series coils	
	12 Interpole coils	
" Poseidon " ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	6 Series coils.	
	12 Interpole coils.	

Ship.	Armatures and Field Coils.	Where Stored.
" Perseus " ...	1 Tandem armature ... ... 12 Shunt coils. 6 Series coils. 12 Interpole coils.	Hong Kong.
" Rainbow " ...	1 Tandem armature 1 Set shunt coils. 1 Set series coils. 1 Set Interpole coils.	H.M.S. " Medway."
" Rover "	1 Tandem armature 12 Shunt coils. 6 Series coils. 12 Interpole coils.	Malta.
" Regent " and " Regulus " (for each vessel).	1 Tandem armature ... ... 12 Shunt coils ... ... 6 Series coils ... ... 12 Interpole coils	Malta. Malta.

H.M. SUBMARINES " THAMES," " PORPOISE," " SWORDFISH," " SEAHORSE," " STARFISH," AND " STURGEON."

Main Motor Spare Armatures and Field Coils

Ship.	Armatures and Field Coils.	Where Stored.
" Thames " ...	1 Armature ... ... 12 Shunt coils ... ... 12 Series coils ... ... 12 Interpole coils	Malta. On board.
" Porpoise " ...	1 Armature ... ... 1 set Shunt coils ... ... 1 set Series coils ... ... 1 set Interpole coils	Fort Blockhouse (" Dolphin ").
" Swordfish " ...	1 Armature ... ... 6 Shunt coils ... ... 6 Series coils ... ... 6 Interpole coils	Chatham. Fort Blockhouse (" Dolphin ").
" Seahorse " ...	1 Armature ... ... 6 Shunt coils ... ... 6 Series coils ... ... 6 Interpole coils	Chatham. H.M.S. " Titania."
" Starfish " ...	1 Armature ... ... 6 Shunt coils ... ... 6 Series coils ... . 6 Interpole coils	Chatham. H.M.S. " Titania."
" Sturgeon " ...	1 Armature ... ... 6 Shunt coils ... ... 6 Series coils ... ... 6 Interpole coils	Chatham. H.M.S. " Titania."

2791.—Main Batteries of Submarines—Sealing Materials

(D. 12344/34.—20.12.1934.)

It has been brought to notice that in recent requisitions for sealing materials of submarine batteries, the trade name of the particular grade of sealing compound required has not been quoted and a consequent delay in delivery has resulted.

Care is to be taken in all future requisitions for sealing compound to quote the trade name of the grade required.

2. The materials and the particular purpose for which they are used are as follows:—

(*a*) "*Compex*" is a compound which is placed, in ribbon or strip form, between the container and cover of all cells of the lid suspended type, viz., E.I. 3820 L.S.; E.I. 3820 L.S.V.; E.I. 4280 L.S.; G.M. 33; G.B.S. 33; S.M. 33; H.C.A. 41; H.C.I. 41; S.M.I. 33; and S.E. 37. It is also used as a putty compound for the types of cells referred to in (*b*) below, a small portion of "*Compex*" being placed in each of the four corners of the joint, in order to prevent molten "*Sealex*" from flowing into the cell.

(*b*) "*Sealex*" is a compound which is poured into the trough between the container and cover of cells of the ledge suspended type, viz., E.I. 3830 I.; E.I. 6300; E.I. 6300 I.; M.I. 33; H.C.S. 41; H.C.S.I. 41; and S.H.I. 37.

(*c*) "*Pinex*" is a solution which is painted on the indiarubber joint, the top of the container, and on the underside of the cover, of all the types of cells referred to in (*a*) above, in order that the "*Compex*" compound will adhere.

3. The sealing materials should be stored in a cool position, but storage in the inflammable store is not considered necessary.

2795.—Towage Assistance for H.M. Ships and Vessels at Hull

(C.P. 24521.—20.12.1934.)

A contract arranged by the Admiralty Agents, Messrs. Mathwins, on behalf of the Admiralty, with the United Towing Co., Ltd., of Hull, is available for any towage requirements of H.M. ships and vessels in the vicinity of that port.

2. Such requirements should be notified to Messrs. Wm. Mathwin & Son (Hull), Ltd., The Avenue, Hull, who will, if required, supply details of the contract and will make the necessary arrangements. It is understood that under a local arrangement (of which the Captain, F.P. & M., has details) it is customary for Fishery Cruisers going into St. Andrew's Dock (Fish Dock) to be provided with tugs free of charge, and the contract will not apply to such services.

1935

18.—Fuzes, D.A., No. 131, of 1933 Filling, Fitted with Detonators accepted in 1930-1931

(A.S/G. 5341/32.—3.1.1935.)

The following lots of fuzes, D.A., No. 131, Mark V*, of V.S.M. manufacture, filled in 1933, contain detonators accepted in 1930–1931, viz.:—

Fuze Lot Nos.	*Date of Filling.*
Nos. 1 to 9, 71 and 72	2.33.
Nos. 10, 23 to 32	3.33.
Nos. 33 to 39	4.33.
Nos. 40 to 55	5.33.
Nos. 56 to 68	6.33.

2. These fuzes will require redetonatoring two years before the normal time, and the lot numbers should be specially recorded at R.N. Armament Depôts, since the date of filling will not represent the beginning of the life of the detonators.

3. Outfits of H.E. ammunition supplied to ships for Q.F., 2-pdr. single pom-poms, should include a proportion of ammunition fitted with these fuzes if available, in order that opportunity may be afforded for expenditure of as many as possible at practice firings.

31.—Fitting of Chromium Plated Taps in the Bathrooms, Sick Bays, etc., of H.M. Ships

(M.F. 16071/34.—3.1.1935.)

Approval has been given for chromium plated taps to be fitted in the bathrooms, sick bays, etc., of new construction ships. In completed ships, when the existing taps become defective they will be replaced by chromium plated taps.

2. These fittings should be cleaned if possible each day, but not less frequently than twice a week, using a damp cloth and fresh water only. Metal polishes of any description or other cleaners are not to be used.

83.—Binoculars, Pattern 1900A, C.F.41—Purchase by Officers direct from Messrs. Barr & Stroud, Ltd.

(C.P. 25957/34.—10.1.1935.)

Binoculars, Pattern 1900, Type C.F.30, have now been superseded by Pattern 1900A, Type C.F.41. The arrangements made with Messrs. Barr & Stroud to supply Type C.F.30 to Naval officers still hold good. The firm have also agreed to supply the Type C.F.41 direct to individual officers at the special price of £16 if delivered without N.P.L. certificate, or £16 3*s*. 6*d*. if delivered with the N.P.L. certificate plus the nett cost of the N.P.L. certificate which is 10*s*.

2. Officers requiring binoculars or further information regarding the instruments and prices should communicate *direct* with—

Messrs. Barr & Stroud, Ltd.,
Anniesland,
Glasgow, W.3,
or 15, Victoria Street, London, S.W.1.

It should be clearly understood that these special prices can only apply in case of application direct to the firm at Anniesland, Glasgow, W.3, or 15, Victoria Street, London, S.W.1. *These prices cannot be obtained for supplies through retailers and should not be disclosed to them.*

(*A.F.O. 503/36.*)

87.—Paravane Derricks

(D.N.C./D. 13355/34.—10.1.1935.)

It is the general practice for derricks for recovering paravanes to be designed for a load of 2 tons, and the derricks of all ships so fitted are to be tested when rigged with a static load of 4 tons and a running load of 3 tons.

2. The permanent inhaul wire in ships so fitted (as distinct from recovery gear) is however only suitable for a working load of 1 ton, and in order to obviate overstressing the inhaul wire the derrick is to be temporarily rigged with a wire capable of withstanding a static test load of 4 tons when applying the tests to the derrick.

3. The inhaul wire, when rigged on the derrick, is to be tested with a static load of 2 tons and a running load of 1½ tons.

268.—Q.F., 2-pdr., H.E. Ammunition, Fuzed No. 131 Fuze—Corrosion of Rounds that have been exposed to Damp

(A.S. 6612/34.—7.2.1935.)

The aluminium parts of No. 131 fuzes are very liable to rapid corrosion if ammunition containing them has become wetted through leakage of packages or through getting sprayed at gun positions.

2. Ammunition packed in steel ammunition boxes, C.190, is particularly liable to attack through moisture if the boxes have been turned upside down or on their sides. In these positions the interior watertight seal becomes broken though the seals on the outer package remain intact, since the weight of the rounds lifts the lining lid to a sufficient extent to permit ingress of water or moisture, especially via the depression in the end of the box for handle.

3. Care should be taken to keep boxes, C.190, in the upright position and to look out for corrosion when opening up boxes on board, as rounds so affected are unserviceable for use in the gun and should be dumped, other supplies being demanded in lieu.

4. When outfits of Q.F., 2-pdr., H.E. ammunition, fuzed No. 131 fuze, packed in boxes, C.190, are landed by ships in future, Armament Supply Officers should carry out 100 per cent. overhaul and report from time to time numbers examined and defects found. Outfits of similar ammunition packed in boxes, C.102, landed in future will not be subject to 100 per cent. overhaul, but will be dealt with on receipt in accordance with the usual practice.

5. Measures for the better protection of No. 131 fuzes in future are under investigation.

393.—Trials carried out with Chernikeef and Pitometer Logs

(D. of N./N.S. 14998/33.—14.2.1935.)

Trials carried out both with Chernikeef and Pitometer Logs since being installed in ships have brought out the following points :—

(*A*) Though a considerable improvement on Forbes Log, neither Chernikeef nor the Pitometer Logs are entirely free from the errors apparently inherent in all bottom logs.

(*B*) These are, broadly speaking—

(i) A tendency to overlog at higher speeds.

(ii) A tendency to underlog as the bottom becomes foul.

So far as has been ascertained to date, in a normal log, the range of error on either count is not likely to exceed 5 per cent. The errors are almost certainly due to varying stream-line effects in the vicinity of the log, at different speeds, and under different conditions of the ship's bottom. The further the protrusion of the log from the hull, the less will probably be the range of error.

(*C*) If the log is not situated at the exact turning point of the ship, a small error will arise when the ship alters course ; but its effect will only be appreciable if large alterations of course are frequent, and mostly in the same direction.

(*D*) From the foregoing it will be seen that a close watch should be kept on the bottom log, and curves should be obtained showing percentage error for any conditions of speed or dirty bottom. These data should be entered in the Navigational Data Book, and constantly checked.

(*E*) The Trident Log is unaffected by bottom conditions and affords a valuable check on the behaviour of bottom logs at speeds up to 20–25 knots, and in varying weather conditions.

The error when altering course is not appreciable, because although the stern of the ship describes a larger circle than the pivoting point, the actual rotator follows on a smaller circle which is probably not very different from that of the pivoting point.

Every opportunity should therefore be taken to make use of the Trident Log as a check, especially during long passages.

2. The gist of this information will be included in the next edition of the Manual of Navigation.

3. When resetting the impeller blades of Chernikeef Logs by means of the special adjusting tool, greater accuracy is obtained if the blades are set slightly beyond the required angle (say 5 divisions), and then brought back again to the appropriate scale reading.

509.—Spare Parts for McLaren Engines—Price Discount

(C.P. 2839/35.—28.2.1935.)

Messrs. J. & H. McLaren, Ltd., of Midland Engine Works, Leeds 10, have agreed to allow a discount of 10 per cent. (ten per cent.) off list prices for future purchases of spare parts for their engines. This allowance should be borne in mind when dealing with local purchases.

561.—Types and Uses of Two-wire Telephones

(T. 722/35.—7.3.1935.)

Mark.	Pattern No.	Description.	Where used.	Remarks.
II	7951	Handset type	General use.	——
II*	7952 9057	Handset type for use with :— Receiver hooter.	In positions where a louder call up is required but a bell is not desirable.	The receiver mounted in the sound reflector of the receiver hooter, Pattern 9057, effects the louder call up and may also be used as an extra listener.
II**	7952A	Handset type, with extra receiver...	In turrets and places where the telephone number is situated near telephone, but amount of noise makes a second earpiece necessary for reception.	——
III	9053	Pedestal pattern, with clip to mount on desk.	Cabins and offices of existing ships ...	Superseded by Mark VI for new construction and for future replacements.
IV	9249	Headset, with broach transmitter and switchbox.	Armament telephones connected to Fire Control exchange.	These phones require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket), or Pattern 7954 (double socket). Stowage box, Pattern 9288.
IV*	9249A	Headset, with broach transmitter and switchbox.	Armament direct lines where call up is required.	
IV**	9249B	Headset, with broach transmitter ...	Armament direct lines where call up is *not* required.	
V	9283	Handset type, with extra receiver and terminals to connect to calling relay box to provide lamp and bell call up.	In noisy positions where louder call up is required and extra receiver necessary for reception.	Lamp and bell may be common to a group of these telephones. Lamp may be omitted where bell is distinctive and therefore visual indication is not required.

VI	9044	Light handset type	Cabins and offices	——
VII	9245	"Dinproof" for bulkhead fitting with two receivers.	In noisy positions where noise is continuous and of a pitch likely to be picked up by transmitter and interfere with normal transmission.	This is designed to facilitate transmission *from* a noisy compartment. The speaker must have his mouth as close as possible to the mouthpiece if satisfactory transmission is to be obtained and they should therefore be mounted on the bulkhead at the average height of a man's mouth.
V**	9283B	Handset type, with extra receiver and separate lamp and bell call up.	Submarines and for emergency telephones on other ships.	These telephones require three wires as a separate wire is used for call up.
VIII	9238	Handset type, with buzzer incorporated in the instrument.	Submarines in cabins, wardroom and positions where noise is insufficient to warrant fitting V**.	
Telaupads Mark				
I	9250	Headset, with switchbox (no transmitter).	For use on lines connected to fire control exchange.	These require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket), or Pattern 7954 (double soeket). Stowage box, Pattern 9288.
I*	9250A	Headset, with switchbox (no transmitter).	For use on direct lines where call up is required.	
I**	9250B	Headset (no transmitter)	For use on direct lines where call up is *not* required.	

574.—Preservation of Birmal Metal Boats.

(D. 2057/35.—7.3.1935.)

The following general instructions concerning the painting, cleaning, etc., of Birmal metal boats are to be observed in H.M. ships to which these boats have been allocated:—

(*a*) Polished fittings are to be kept bright by the frequent application of a soft cloth and occasional application of metal polish.

(*b*) All joints between fittings are to be made with zinc paint, and joints between dissimilar metals should, wherever possible, also have a fibre washer inserted. The fastenings must be of stainless steel where "Birmabright" attachments cannot be used on account of strength.

2. The boats will be supplied painted, and as the best possible adhesion between paint and metal is achieved initially, this is not to be destroyed by removing all the paint before repainting. The following procedure is therefore to be adopted:—

(*a*) Remove marine animals and weed when wet, using a wooden scraper.

(*b*) Scrub down thoroughly and dry.

(*c*) Rub down with pumice or emery cloth, leaving the grey undercoating or aluminium pigmented varnish coating intact.

(*d*) Areas of metal surface free from paint from service causes or other irregularities can be made up with zinc oxide oil paste, Pattern 104.

(*e*) Degrease all surfaces before painting by rubbing down with a clean cloth and white spirit or petrol. Repeat the operation with a fresh cloth and solvent.

(*f*) Make paint applications as follows:—

(1) *Exterior Surfaces.*—One coat varnish, Pattern 86, pigmented with zinc oxide white, Pattern 104.

One coat of Service aluminium paint consisting of:—

2 lbs. aluminium paint powder.
1 gallon varnish, Pattern 86.
Up to ⅛ pint Japan gold size (dryer), Pattern 69.

One coat Service grey or white as required.

(2) *Interior Surfaces.*—If original priming is disturbed touch up with varnish, Pattern 86, pigmented with zinc oxide, white, Pattern 104, if finishing coats are to be white; or with Service aluminium paint if finishing coats are coloured or aluminium.

Two coats varnish, Pattern 86, pigmented with zinc oxide, white, Pattern 104.

Anti-fouling and lead base paints should not be used, except that lead base paints may be used as a finishing coat as shown above.

Zinc Plates.—

(*a*) The zinc plates attached to the propeller bracket are to be renewed when required by new plates of similar dimensions.

(*b*) Jointing material is to be applied between the plate and the bracket, but not into the screw holes.

(*c*) Contacting surfaces between the zinc plate and the screws must be bright and clean.

(*d*) The zinc plate is not to be painted.

3. The foregoing instructions are also to be noted by the dockyard officers concerned for guidance when these boats are being repaired at H.M. dockyards.

694.—Perforated Steel Plating for Electric Cables—Use of, on Outside Surfaces on Weather Decks

(M.F. 2081/35.—14.3.1935.)

Complaints have been received of the difficulty of preservation of steel plating on which electric cables are run and which is fitted on outside surfaces on weather decks.

2. The use of steel plating in these positions should be reduced to a minimum, the cables being arranged to run inside the deck structures or, where this is not possible, by clipping the cables direct to bulkheads, etc. Care should also be taken to ensure that the bulkhead plating behind the cables is efficiently painted before the cables are fitted in position.

3. Where the use of plating is unavoidable, or plating is used because the area concerned is in the wake of gun blast, it should, after preparation for fittings, be heavily galvanised.

794.—Springs, Replace, for Cockburn-MacNicoll Safety Valve—Local Purchases

(C.P./D. 16115/32.—28.3.1935.)

Future requirements of replace springs for safety valves of the Cockburn-MacNicoll type are to be obtained direct from Messrs. Cockburns, Ltd., provided that the price is considered to be fair and reasonable.

795.
798. } *Issued Confidentially.*

800.—Disinfectors—Disinfection of Woollen Materials

(D. 24/35.—28.3.1935.)

When woollen goods are to be disinfected with steam, a vacuum is first to be produced in the chamber and then steam allowed to enter. The steam pressure inside the chamber is not to be allowed to rise above 2 lb. per sq. in., otherwise the fabric will be liable to injury. The garment is to be subjected to this pressure for from 10 to 15 minutes only and then dried off in vacuo.

With a view to drying the internal surfaces of the disinfecting chamber and to assist in drying the garment a pressure of 5 lb. per sq. in. is to be created in the heating chamber, *i.e.*, slightly above that in the disinfecting chamber.

942.—*Issued Confidentially.*

950.—Davis Submerged Escape Apparatus—Certain Regulations Governing Use and Maintenance in Submarines

(N.S. 798/35.—11.4.1935.)

(*This reprint embodies A.F.O. 1560/35.*)

In order to keep submarine personnel familiar with the use of the Davis Submerged Escape Apparatus (short title:—D.S.E.A.), opportunity should be taken to exercise them in its use under proper safeguard. All officers and men are to requalify in D.S.E.A. once a year. If possible this should be done in one of the training tanks. The spare sets carried in the flotilla depôt ship, or the sets used for training, are to be used on such occasions if circumstances permit.

2. Experience has shown that in order to maintain the sets of D.S.E.A. in submarines in an efficient condition ready for an emergency, it is necessary to restrict the handling of them to a minimum. The following regulations are to be observed in this connection.

3. The set, fully charged and ready, is to be stowed in its locker and the locker lid sealed, in the presence of an officer, by a copper wire and lead seal as supplied to depôt ships for sealing the operating valves of sparklet type oxygen cylinders.

4. The seals are to be inspected weekly to see that they are intact. If a seal is found broken, the set is to be regarded as "suspect," and the seal is not to be renewed until the set has been examined by the Flotilla D.S.E.A. Instructor, or, in his absence, by a responsible officer (*see* paragraph 8).

5. The sets stowed in their sealed lockers are to be examined once every six months by the Flotilla D.S.E.A. Instructor. The routine for this examination is as follows:—

(*a*) Disconnect mouthpiece tube; examine rubber seating over canister tube, mouthpiece and elastic straps; work mouthpiece cock.
(*b*) Ascertain by feel that all oxylets are intact.
(*c*) Examine bridge of canister.
(*d*) Remove canister nut. Inspect granules visible for dampness and dust. Examine rubber of bag round canister filling connection.
(*e*) Replace canister nut and mouthpiece tube.
(*f*) Disconnect oxygen flask. See seal intact. Test if charged by "ring" (sparklet type flasks).
(*g*) Inflate breathing bag with oxygen from a separate supply, through the manifold charging connection, to about 1½ lbs. per square inch, and examine for leaks. Fold over exhaust valve tongue piece, open exhaust cock, and examine tongue piece for leaks.
(*h*) Deflate bag. Work exhaust valve cock. Dust inside tongue piece with French chalk.
(*i*) See goggles, straps, and nose clip are correct, and apron (where fitted) secured.
(*j*) In sets fitted with buoyancy bag, remove oxylet and insert special adapter. Inflate to about 1½ lb. pressure and test for leaks. Deflate buoyancy bag and replace oxylet.

Note.—If oxylets are bent or broken, they should be replaced by new ones.

6. Except when specially authorised by the Commanding Officer of the submarine, the D.S.E.A. sets are to be removed from their lockers on the following occasions only:—

(*a*) In an emergency.
(*b*) For periodical six-monthly examinations.
(*c*) If the set is "suspect," *i.e.*, if the locker is found unsealed, or if there is reason to suspect that oil or water has entered the locker.

7. "Emergency" (paragraph 6 (*a*) above) covers the following cases:—

(*a*) When preparing to escape from a damaged submarine, after all efforts to save the submarine herself have failed.
(*b*) Fire in a compartment in which D.S.E.A. is stowed when, owing to the danger of an escape of oxygen, the sets should be removed to another compartment.

In the above circumstances the sets are to be removed from their lockers by order of the senior officer or rating in the compartment.

8. After being removed from their lockers for any purpose, the sets are to be restowed and the locker lids resealed under the supervision of an officer, who is to satisfy himself on the following points:—

(*a*) Oxylets intact (by feel).
(*b*) Wing nut of inflating connection screwed up hand tight.
(*c*) Mouthpiece cock free, and left shut.
(*d*) Nose clip intact and secured by lanyard.
(*e*) Exhaust cock free and left open.
(*f*) Straps and goggles correct.
(*g*) Lockers clean, and free from oil or water.
(*h*) Indiarubber bag lying flat and creaseless, canister nut uppermost, and top of set towards locker lid.

In any doubtful case the set is to be examined by the D.S.E.A. Instructor.

9. A set which has been used for breathing or demonstration purposes is not to be restowed until it has been overhauled by the Flotilla D.S.E.A. Instructor.

10. The special watertight electric torches which are carried in escape compartments are to be sealed and treated in the same way as D.S.E.A. sets. The batteries are to be renewed once a quarter. The batteries removed from the torches may be used in the ordinary hand torches carried in the submarine.

In case the torch containers are not fitted with convenient methods of sealing, two small lugs are to be fitted by ship's staff, through which the wire and lead seals can be rove.

11. The weekly inspection of seals, the quarterly change of torch batteries, and the six-monthly examination of the D.S.E.A. sets are to be noted in the submarine's log.

12. One D.S.E.A. locker in each compartment is to contain the instructions for flooding that compartment in case of emergency. This locker is to bear a distinctive disc, painted red.

13. A revised copy of Form S.1478 ("Instructions for using the Davis Submerged Escape Apparatus") will, in future, be placed with each set in its locker.

14. All D.S.E.A. stores in stock in dockyards are to be examined in January, or as soon afterwards as practicable, at home by a representative of Rear-Admiral (S), and abroad by the D.S.E.A. Instructional Officer.

953.—Sling Plates for New Types of Light Fast Motor Boats

(D. 3029/35.—11.4.1935.)

New types of light fast motor boats of different sizes are being introduced into the Service for ship use and for other services. Sling plates for these boats in general differ in pattern and material from those fitted in Service type boats.

Arrangements are to be made by the dockyards concerned, when the slings are tested annually in accordance with regulations, for the sling plates and their fastenings in such boats to be examined. Any major defects found are to be reported.

Ships' staffs are also to arrange for the periodical examination of the sling plates and their fastenings in any boats of special type carried in H.M. ships.

984.—Director Firing Gear—Pedal Operated Firing Gear—Instructions for Maintenance of Gear for Prevention of Damage to D.C.O. Pistol

All Ships and Dockyards concerned

(G. 5646/34.—18.4.1935.)

Reports have been received recently of repeated failures of D.C.O. pistols operated by pedal gear. In all instances the damage has occurred during the operation of changing over circuits while the trigger is partially or fully pressed, thereby damaging the contact blades in the interior of the instrument.

2. A locking plunger is fitted in the interior of the pistol to prevent the rotation of the grip when the trigger is pressed, but by the application of considerable force this plunger may be distorted in a manner which will interfere with the proper working of the trigger under normal conditions.

3. A tongue and gate is provided in the interior of the pistol to put the pedal gear out of action in director firing. A small movement of the trigger which may be insufficient to engage the locking plunger may yet engage the tongue and gate referred to above.

4. This engagement of the tongue and gate will lock the pistol at director firing and the use of considerable force will twist the trigger spindle, finally shearing the pin securing the trigger spindle to the trigger or the pin securing the contact operating boss to the trigger spindle.

5. In pistols operated by pedal gear, the trigger may be pressed sufficiently to cause the damage referred to by either or both of the following :—

(*a*) Pressure of the foot remaining on the pedal.

(*b*) The non-return of the pedal operating gear to the OFF position when the foot is removed from the pedal.

In order to counteract the above tendencies, the ships concerned are to ensure that ample clearance remains between the pistol and the operating gear lever when the gear is in the OFF position. Care is to be taken to see that all joints are well lubricated and that the springs are of sufficient strength to return the gear to the OFF position, even allowing for the foot remaining on the pedal. At the same time the spring should not render the gear difficult to operate.

6. Ships' staffs are to examine all pedal operated firing gear fitted, replacing existing springs where necessary, and providing additional lubricating arrangements where considered desirable.

7. The Dockyards concerned are to observe the same precautions when fitting new sets of pedal operated firing gear.

8. Ships' staffs should fit a tally plate near each pistol with the following warning notice :—

" Use no force. Pedal and Pistol must be fully released before changing over."

1001.—Domestic Automatic Refrigerators—Transfer to be Reported

(M.F. 4348/35.—18.4.1935.)

Particulars of the transfer of Domestic Automatic Refrigerators between Ships and/or Naval Establishments are always to be reported to the Admiralty.

Ships and Naval Establishments now carrying official Domestic Automatic Refrigerators transferred from other services are to report particulars without delay.

Reports should include the Maker's name and number and the size of each unit, the date of transfer, and the source from which received.

1030.—Breech Safety Change-over Contacts—Method of Assembly to be adopted

(G./T. 3681/34.—25.4.1935.)

An instance has occurred in which the cam bar of a Breech Safety Change-over Contact was found indicating " M," with switch to Auxiliary and *vice versa*, the bar having been incorrectly assembled.

2. Attention is called to the fact that the cam bars are engraved on both sides, but with opposite marking, and care should be taken after stripping down that the bars are correctly re-assembled.

3. The following table shows what is considered to be the most suitable out position for the cam bars with the switch to Main, and cam bars are to be assembled to comply with the table.

Gun.		*Breech safety contact to be fitted with switch to "Main" when push rod is standing out as follows.*
15 in.	L.	Left.
	R.	Right (up).
13·5 in.	L.	Left (down).
	R.	Right.
8 in.	L.	Up.
	R.	Up.
7·5 in. Mark VI		Right.
6 in. XXIII	L.	Up.
	R.	Up.
6 in. XXII	L.	Left.
	R.	Right.
6 in. XII	L.	Left.
	R.	Right.
6 in. XI and XI*		Right.
6 in. VII		Right.
5·5 in.		Up.
4·7 in. and 4 in.		Right.

4. Care is to be taken to ensure that the connections of the firing circuits comply with the approved diagrams.

1079.—Paravanes, "S," Marks I and I*—Corrosion of Plane Units

(T. 1498/35.—2.5.1935.)

Examination of several plane units after use in the fleet shows that there is a very great chance of corrosion taking place on top of the lower plane round the spreaders, in spite of the special protection paint.

2. This action is probably due to the salt water absorbed by the wood and trapped inside the spreaders slowly percolating through and keeping the plane damp.

3. Pending the introduction of an improved means of protecting the duralumin, these parts should be washed frequently with fresh water, dried, and wiped over with a slight coating of oil. This treatment is to be applied to all paravanes, even though the action may not have started.

1230.—Steel Blocks to supersede M.C.I. and Wrought Iron Blocks—Introduction

(N.S. 6288/35.—16.5.1935.)

In connection with the Book of Block drawings which is in course of preparation by Portsmouth Yard, provision is being made to introduce steel blocks to supersede blocks which have hitherto been made either of M.C.I. or wrought iron.

2. Arrangements should be made for the new pattern steel blocks to be fitted in all future new construction and also in vessels now under construction where this can be arranged for.

3. Column 3 of the Table below shows the new pattern steel blocks which have been approved to date, and when drawings of any of these blocks are required, pending completion of the Book, application should be made to Portsmouth Dockyard, who will arrange supply :—

(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Pattern Steel Block.	(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Pattern Steel Block.	(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Pattern Steel Block.
400A	5100	5100A	—	5158		—	5235	5235A
401A	5101	5101A	—	5159		2096A	5240	5240A
402A	5102		2091	5160		—	5241	
403	5103		474A	5161	5161A	—	5242	
405	5104	5104A	476A	5162	5162A	—	5243	
406	5105		490A	5180	5180A	—	5244	
407	5106		491A	5181	5181A	—	5245	
408A	5107	5107A	492A	5182	5182A	—	5246	
409A	5108	5108A	—	5183	5183A	—	5247	
410A	5109	5109A	—	5184		—	5248	
411	5110	5110A	—	5199		—	5249	5249A
413A	5111	5111A	480	5200	5200A	60H	5250	
414	5112	5112A	481	5201	5201A	61H	—	
415	5113	5113A	482	5202	5202A	100A	5260	
416	5114	5114A	483	5203	5203A	101A	5261	
435A	5115	5115A	484	5204	5204A	102B	5262	
436A	5116		485	5205	5205A	103A	5263	
437A	5117		486	5206	5206A	104A	5264	
438A	5118	5118A	487	5207	5207C	105A	5265	
441A	5119	5119A	—	5207A		150	5267	
442A	5120	5120A	—	5207B		151	5268	
444A	5121		488	5208	5208A	152	5269	
446A	5122	5122A	489	5209	5209A	153	5270	
447A	5123	5123A	1906	5210		154	5271	
448A	5124		—	5210A	5210B	155	5272	
449A	5125	5125A	2095	5211		(Modified)		
						493	5280	5280A
450A	5126	5126A	2086	5220	5220A	494	5281	
451A	5127	5127A	2083B	5221	5221A	—	5282	
452A	5128	5128A	2085	5222	5222A	—	5283	
453A	5129	5129A	2087A	5223	5223A	—	5284	
454A	5130		—	5230	5230A	—	5285	
455A	5131	5131A	—	5231	5231A	—	5274	
456A	5132		—	5232	5232A			
425A	5133	5133A	—	5233	5233A			
434B	5134	5134A	—	5234	5234A			

4. Where no new pattern numbers are shown in Column 3 of the Table, particulars of the modified blocks are not yet available. A letter will be added to the existing pattern numbers of the 5,000 series from time to time as and when these blocks are modified.

5. Block, old Pattern 1906, is at present shown under B.9, and should be transferred to B.8. Block, Pattern 2500, under B.9 will become obsolete. The blocks of old patterns in Column 1 of the Table, and all those detailed shown on pages 255–260 of the Rate Book, and not specifically referred to in the Table, will become obsolete, but any stocks of old pattern M.C.I. or wrought iron blocks should be utilized as far as possible in older ships and for general Yard services.

6. The new steel blocks will be included in Schedule 89, Schedules 90 and 177 being abolished, and proposals for the amendment of Rate Book and Contract Schedule should be forwarded by Portsmouth as early as practicable.

1278.
1281.
1374.
1488.
Issued Confidentially.

1499.—Electrolytic Condensers, H.A.C.S.I. Relays—REPORT

Ships fitted

(T. 1657/35.—20.6.1935.)

Successful trials have been carried out in the Home Fleet with electrolytic condensers fitted to prevent sparking at the training and elevating motor relays of the H.A.C.S.I. system.

2. The life of these condensers is uncertain and it is desired to obtain further experience of their suitability for use in H.M. ships.

3. Arrangements have been made for the supply by the Captain, H.M.S. "Vernon," of one set to Commander-in-Chief, East Indies, and three sets to Commander-in-Chief, China, to be fitted in ships as directed by them. Fitting instructions will be sent with the condensers.

4. One condenser from each ship fitted, including those in the Home Fleet, should be sent to the Captain, H.M.S. "Vernon," for special examination to arrive in August one year after first installation. Condensers should be clearly marked with the name of the ship and the circuit in which they were connected.

5. After examination of the condensers, the Captain, H.M.S. "Vernon," should forward a report to the Admiralty stating whether the condensers show signs of wear and if the duration of their life can be predicted. The condensers should be returned to the ships after examination.

(*A.F.Os. 126/36 and 695/36.*)

1551.—Depth Charge Equipment—Fixture Lists

(T. 952/35.—27.6.1935.)

To ensure that the fixture lists relating to the depth charge equipment in H.M. ships are uniform in the nomenclature of the various components, the following detailed titles should be used where applicable :—

(a) *Ships fitted with Old Pattern Release Gear.*

Component.	*Where fitted.*	*Drawing.*
Transmitting pump for hydraulic release gear	Bridge	C
Reservoir for hydraulic release gear ...	Bridge	C
Hydraulic release gear for chutes	Stern	C
"Lookout" trap with hydraulic cylinder ...	Stern	P
Hydraulic firing gear for throwers	Throwers	V.M.1449 V.M.1450
Hand release gear for chutes	Stern	C

Note.—(i) Drawings of the above components and details marked "C" and "P" are available at Chatham and Portsmouth Dockyards respectively.

(ii) Drawings V.M.1449 and 1450 are available at Mine Design Department H.M.S. "Vernon."

Spare Gear.	*Drawing.*	*Item No.*
Leather, cup, 1 in. diameter, for transmitting pump.	C	—
Leather, cup, 1½ in. diameter, for release gear for chute.	C	—
Leather, cup, 1½ in. diameter, for hydraulic cylinder for trap.	C	—
Leather, cup, 1½ in. diameter, for hydraulic cylinder for thrower.	C	—
Washer, leather, for air plug for release gear (chute).	C	—
Washer, leather, for air plug for hydraulic cylinder (trap).	C	—
Washer, leather, for air plug for hydraulic cylinder (thrower).	C	—
Spring, phosphor bronze, for release gear (chute).	C	—
Spring, steel, outer, for release gear (chute)...	C	—
Spring, steel, inner, for release gear (chute)...	C	—
Spring, steel, for stops for " lookout " trap	P	—
Spring, steel, external, for hydraulic cylinder (trap).	P	—
Spring, steel, outer, for hydraulic cylinder (trap).	C	—
Spring, steel, inner, for hydraulic cylinder (trap).	C	—
Spring, steel, outer, for hydraulic cylinder (thrower).	C	—
Spring, steel, inner, for hydraulic cylinder (thrower).	C	—
Spring, steel, for firing lanyard (thrower) ...	V.M.1449	11

Note.—(i) Drawings of the above components and details marked " C " and " P " are available at Chatham and Portsmouth Dockyards respectively.

(ii) Drawing V.M.1449 is available at Mine Design Department, H.M.S. " Vernon."

(iii) Spares are supplied on the basis of one per component fitted to the ship.

(*b*) *Ships fitted with Improved Type of Hydraulic Release Gear.*

Component.	*Where fitted.*	*Drawing.*
Hydraulic pump, Type B* (without cock), for trap.	Bridge	M.S.20053
Hydraulic pump, Type B* (with 2-way cock), for throwers.	Bridge	M.S.20052
Hydraulic pump, Type B* (with 3-way cock), for chutes.	Bridge	M.S.20047
Trap, Type A*, with hydraulic cylinder ...	Stern	M.S.20049 M.S.20049/3
Trap, Type A** (standard), with hydraulic cylinder.	Stern	M.S.20062 M.S.20049/3
Trap, Type A** (modified for " E " and " F " class destroyers), with hydraulic cylinder.	Stern	M.S.20061/1 M.S.20049/3
Trap, Type A** (converted from trap, Type A*), with hydraulic cylinder.	Stern	M.S.20049/4 M.S.20049/3
Trap, Type B, with hydraulic cylinder ...	Stern	M.S.20071 M.S.20049/3
Hydraulic release gear, Type B*, for chutes	Stern	M.S.20027/2
Hydraulic firing gear, Type A, for throwers	Throwers	M.S.20041 M.S.20027/2

Spare Gear.	*Drawing.*	*Item No.*
For Hydraulic Pump, Type B (without Cock)* :—		
Spring, return, bronze, for inlet valve trip lever.	M.S.20053/1	20
Spring, bronze, for inlet valve	M.S.20053/2	28
Washer, dermatine, for inlet valve, seating...	M.S.20053/2	26
Washer, dermatine, for plug	M.S.20053/2	32
For Hydraulic Pump, Type B (with 2-way Cock)* :—		
Spring, return, bronze, for inlet valve trip lever.	M.S.20052/1	51
Spring, bronze, for inlet valve	M.S.20052/2	41
Washer, dermatine, for inlet valve, seating...	M.S.20052/2	35
Washer, copper, for cock gland	M.S.20052/2	30
Washer, dermatine, for cock plug	M.S.20052/2	29
For Hydraulic Pump, Type B (with 3-way Cock)* :—		
Spring, return, bronze, for inlet valve trip lever.	M.S.20047/1	51
Spring, bronze, for inlet valve	M.S.20047/2	41
Washer, dermatine, for inlet valve, seating...	M.S.20047/2	35
Washer, copper, for cock gland	M.S.20047/2	30
Washer, dermatine, for cock plug	M.S.20047/2	29
*For Trap, Type A** :—		
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
For Trap, Type A** (*Standard*) :—		
Torque, spring, steel, R.H.	M.S.20062/2	45
Torque, spring, steel, L.H.	M.S.20062/2	45
Pawl spring, steel	M.S.20062/2	46
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
*For Trap, Type A** (Modified for " E " and " F " Class Destroyers)* :—		
Torque spring, steel, R.H.	M.S.20061/3	43
Torque spring, steel, L.H.	M.S.20061/3	43
Pawl spring, steel	M.S.20061/3	45
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
*For Trap, Type A** (Converted from Trap, Type A*)* :—		
Torque spring, steel, R.H.	M.S.20049/4	7
Torque spring, steel, L.H.	M.S.20049/4	7
Pawl spring, steel	M.S.20049/4	8
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6

Note.—(i) Items which are common to the various pumps, traps, etc., although shown on different drawings, are identical.

(ii) Drawings of the above components and details are available at Mine Design Department, H.M.S. " Vernon."

(iii) Spares are supplied on the basis of one per component fitted to the ship.

Spare Gear.	*Drawing.*	*Item No.*
For Trap, Type B :—		
Spring, bronze, for hand lever	M.S.20071/1	27
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
*For Hydraulic Release Gear, Type B** :—		
Spring, steel, for hydraulic cylinder ...	M.S.20027/2	15
Joint ring, dermatine	M.S.20027/2	5
Washer, dermatine, for air plug	M.S.20027/2	7
For Hydraulic Firing Gear, Type A :—		
Spring, steel, for hydraulic cylinder ...	M.S.20027/2	15
Joint ring, dermatine	M.S.20027/2	5
Washer, dermatine, for air plug	M.S.20027/2	7
Spring, steel, for firing lanyard	M.S.20041/1	8

Note.—(i) Items which are common to the various pumps, traps, etc., although shown on different drawings, are identical.

(ii) Drawings of the above components and details are available at Mine Design Department, H.M.S. "Vernon."

(iii) Spares are supplied on the basis of one per component fitted to the ship.

(c) *All Ships.*

Description.	*Number supplied.*
Emergency couplings	2
5-ft. length of copper tubing	1

The couplings and tubing to be either ¼ in. or ⅜ in. diameter bore, according to the size of the hydraulic piping fitted.

1565.—Pitometer Logs

H.M. Dockyards at Home and Abroad

(D. 6363/35.—27.6.1935.)

In connection with the installation of Pitometer log equipments in H.M. ships, a handbook is now being prepared by the British Pitometer Company, Ltd., giving a description as to the method of fitting and adjusting the logs.

2. In the event of any difficulties being experienced in the operation or adjustment of the pitometer log equipments in H.M. ships, advice or assistance of the British Pitometer Company, Ltd., is to be sought by the officers of H.M. dockyards at home.

3. Any similar difficulties experienced at H.M. dockyards abroad are to be reported to the Admiralty in detail, without delay, in order that consideration may be given to the action appropriate to the particular circumstances.

1695.—Gun Mountings—Maxim Tripods, Mark IV, issued for use by Royal Marines

(G. 3322/35.—11.7.1935.)

The Maxim tripods, Mark IV, supplied with the ·303 in. Vickers' guns to certain ships for use by Royal Marines are to be landed with the guns and other stores if a ship leaves the station.

1750.—Field Guns and Howitzers—Allocation and Maintenance

(G. 2153/35.—18.7.1935.)

(*This reprint embodies A.F.O. 2028/35.*)

Field guns and howitzers are to be maintained at the various stations as detailed in the following table :—

Station.	3·7 in. Howitzers.	12 pdr. 8 cwt. Field Guns.	Naval Guns and Heavy Carriages for Field Gun Batteries to be kept at the Base.
Home :—			
Home Fleet	6 (*a*)	—	
Training establishments	11 (*b*)	33 (*c*)	
In store at Chatham ...	—	—	3—6 in., B.L., VII.
In store at Portsmouth	—	—	4—6 in., B.L., VII. 2—4 in., B.L., VII.
Abroad :—			
Mediterranean Station	12 (*d*)	2 (*f*)	4—6 in., B.L., VII. 4—4 in., B.L., VII.
China Station	8 (*d*)	3 (*f*) (*g*)	2—4 in., B.L., VII.
East Indies Station ...	4 (*d*)	2 (*f*)	2—6 in., B.L., VII.
America and West Indies Station.	4 (*d*)	1 (*f*)	
Africa Station	4 (*e*)	1 (*f*)	
New Zealand Station ...	2 (*e*)	—	

(*a*) To be carried in battleships or battle cruisers. Attention is drawn to para. 4.

(*b*) "Excellent," 3 ; Chatham and Devonport Gunnery Schools, 2 each ; R.M. Division, Portsmouth, 4.

(*c*) For inter-port competitions and boys' training :—

H.M.S. "Excellent"	5 (1 for funerals).
„ "Vernon"	2
R.N. Barracks, Portsmouth	2 (1 for funerals).
H.M.S. "St. Vincent"	4
Devonport Gunnery School	4 (2 for funerals).
Chatham Gunnery School	6
H.M.S. "Ganges"	6
R.M. Division, Eastney	4

The following spare wheels are also allowed :—

H.M.S. "Excellent"	10
Chatham Gunnery School	10
Devonport Gunnery School	10
R.N. Barracks, Portsmouth	5
R.M. Division, Eastney	10

(*d*) One to be carried in each battleship, battlecruiser, and cruiser of "Kent," "London," "Dorsetshire" and "York" classes, and the remainder kept at the base for use of cruisers. Attention is drawn to para. 4.

(*e*) To be kept at the base for use of cruisers.

(*f*) Carriages only, for use at funerals.

(*g*) Two at Hong Kong and one at Wei-Hai-Wei.

2. The allowances of spare parts, appurtenances and side arms for the guns and howitzers are shown in O.U. 6092A (Part I).

3. *Ammunition.*—Only half the total equipment of 3·7 in. howitzer ammunition has been provided for the present, *i.e.*, sufficient for peace outfit, as follows :—

Home, Mediterranean, America and West Indies, and New Zealand stations.	100 rounds per gun (75 per cent. H.E. and 25 per cent. shrapnel).
China, Africa and East Indies stations	200 rounds per gun (75 per cent. H.E. and 25 per cent. shrapnel).

It has been approved to abolish the equipment of shrapnel shell, and to provide H.E. in lieu ; the total number of rounds remaining unchanged. The change over will be made gradually as shrapnel shell are expended at practice, and will be arranged by Armament Depôts.

The allowance of ammunition for practice is shown in C.A.F.O. 2246/38.

4. It is important that the above allocation should be maintained and that the appropriate stores (as detailed below) should always accompany the howitzers or field guns whenever they are issued or transferred. In the event of a ship leaving a station permanently, or returning to England to refit, any howitzers, field guns and stores on board should, at the discretion of the Commander-in-Chief, be transferred complete to another vessel on the station or returned to the base.

5. PART I.—VOTE 8/III GUN MOUNTING STORES TO BE KEPT

(*a*) *For 3·7 in. Howitzer Equipments.*

Sighting gear, complete set of, including No. 7 dial sight, field and sight chronometers.	1
Telescope, Pattern G.343, with leather cup ends	1
Buffer piston rod, complete with fittings	1
Recuperator piston rod, complete with fittings (Parts I and II)	1 of each.
Elevating and training handwheels	1 of each.
Elevating arc	1
Wheels, traversing (set of 4)	1 set.

Seven sets of these stores are to be kept at the bases, viz., one at Portsmouth, and one at each of the six foreign stations.

Portsmouth only.—The telescopes, Pattern G.343, with leather end cups, are required to complete 3·7 in. howitzer equipments, and one is to be allocated to each equipment and to each set of base spares.

(*b*) *For 6 in. and 4 in. Field Guns.*

Dial sight No. 7	1 for each gun and 1 spare for each of the sets of battery stores referred to in paragraph 10.

6. PART II.—VOTE 8/II NAVAL STORES TO BE KEPT.

(*a*) *For 3·7 in. Howitzer Equipments.*

For Control :—	*Quantity.*	*Subhead.*
Compass, prismatic, liquid, in case	1	E.5.
Protractor, semicircular, celluloid, 8 in., special, Mark II.	1	E.5.
Case, map	1	E.5.
Director, No. 4 or No. 6, Mark II	1	F.1B.
Director, stand for	1	F.1B.
Aiming posts, and canvas covers for	2	(*See* para. 14.)
For Communications :—		
Aldis signal lanterns, complete with battery box and cells.	2	F.2A.
Heliograph, Mark V, Pattern 1699	2	E.5.
,, tripods for, Pattern 1333	2	E.5.
Telephones, D.3 (including 1 spare)	3	F.1C.
Cable, D.3	2 miles	F.1C.
Reels, carrying, for cable	2	F.1C.
Pins, earth, small	4	F.1C.
Labels, line G.	50	F.1C.
Pouches, linesman, filled	2	F.1C.

(*b*) *For 6 in. and 4 in. Field Guns.*

Battery Stores :—

Telephones, D.3	4	F.1C.
Microphone capsules	4	F.1C.
Cells, inert, Pattern 4976	16	F.2A.
Cable, D.3	2 miles	F.1C.
Drum	1	F.1C.
Barrow, drum	1	F.1C.
Director, No. 4 or No. 6, Mark II	1	F.1B.
,, stand for	1	F.1B.

(*See* para. 10.)

7. One complete set of the control and communication stores shown at (*a*) above is to be kept for each 3·7 in. howitzer equipment for the Home Fleet and foreign stations, and issued when the howitzers are issued. At the following training, etc., establishments, only the number of sets shown is to be maintained by each for the howitzer equipments allocated to them, viz. :—

H.M.S. " Excellent "—2 sets.
R.N. Gunnery Schools, Chatham and Devonport—1 set each.
R.M. Divisions, Portsmouth—2 sets.

These stores, when issued, are to be accounted for in the relative Naval Store Accounts.

8. In addition to the above Naval Stores, the following range tables and handbook are supplied from R.N. Store Depôt, Royal Victoria Yard, Deptford, for howitzer and field gun equipments, on the basis of one copy per equipment :—

(*a*) *Q.F., 3·7 in. Howitzers.*

(1) Range Tables, O.U. 6090(P), No. 345.

(2) Range Table, O.U. 6090(P), War Office Table 26/Manuals/187 and Corrigenda. (Sights of field howitzer equipments are graduated to this table).

(3) B.R. 221, Handbook, for Q.F., 3·7 in. Howitzer, 1930 (War Office publication), with amendments.

(*b*) *B.L., 6 in., Mark VII Field Guns.*

Range Table, O.U. 6090(J), No. 302, and Wind Correction Graph.

(*c*) *B.L., 4 in., Mark VII Field Guns.*

Range Table, O.U. 6090(K), No. 246, and Wind Correction Graph.

9. When howitzers or field guns are carried in ships, the range tables and handbook referred to in paragraph 8 above are to be accounted for in Form O.U.2A. When any of these equipments are kept at a base, the range tables and handbook are to be retained with the pertinent outfits of Naval Stores in the appropriate dockyards for issue when required, being dealt with as O.U. books. Care is to be taken that, whenever an equipment is issued or returned, the appropriate range table and handbook always accompanies it.

10. Complete sets of battery stores for 6 in. and 4 in. field guns, as detailed in paragraph 6 (*b*) are to be kept at the bases as follows :—

Chatham	1 set for 6 in. (to include, in addition, 2 telephones, 2 microphone capsules and 8 cells).	(In addition, 1 field clinometer is to be maintained under subhead E.5 for each of the 6 in. and 4 in. field guns detailed in para. 1.)
Portsmouth	2 sets for 6 in., 1 set for 4 in.	
Malta	2 sets for 6 in., 2 set for 4 in.	
Trincomalee	1 set for 6 in.	
Hong Kong	1 set for 4 in.	

11. The sets of control and communication naval stores, and range tables, for any howitzers not issued to ships, etc., also the 10 sets of battery stores and the 21 field clinometers for the field guns, are to be maintained intact at the appropriate dockyards, and, to facilitate their issue in an emergency, dormant demands are to be raised and retained by the (Suptg.) Naval Store Officer for each set of equipment. These sets are to be retained under Subhead F, Item 1B, for storage purposes, but the various component stores are to remain on the main ledger charge of the pertinent stock subhead. These items are to be shown separately in the reserve columns of the Annual, etc., Demands, with the notations " GS " or " HS " according to whether field gun or howitzer stores are involved.

12. Suitable arrangements should be made locally for turnover of stores which are liable to deteriorate.

13. The necessary additions to the Home and Foreign Yard Reserve Memoranda will be made in due course.

14. (*a*) *Aiming Posts.*—Arrangements are to be made for two aiming posts for each 3·7 in. howitzer to be manufactured by the ships' staffs of the ships on the stations, and by the staffs of Gunnery Schools and R.M. Divisions to which the howitzers are allocated.

(*b*) Detailed drawings with dimensions are shown in A.F.O. Diagram 73/35 (1–3).

(*c*) The type of aiming post shown in A.F.O. Diagram 73/35 enables a howitzer to be relaid accurately for line when the carriage has moved slightly to the side in action without altering the original position of the aiming posts. These aiming posts have a cross-head which can be clamped in any convenient position on the stem.

(*d*) The stem is a plain steel tube 0·5 in. in diameter, flattened near its upper end for the attachment of a steel head. These heads are either circular or square. One howitzer of a section has the heads square, the other howitzer has the heads circular to avoid confusion in use. The heads should be secured with screws to enable them to be exchanged when necessary. Riveted to the lower end of the stem is a solid steel spike, to enter the ground, with a projecting claw for the foot of the person " planting " the post.

(*e*) The cross-head is of steel, in two parts, forming two arms which extend one each side of the stem. On one side of the cross-head the figures 1 to 6 are painted in white on a black ground at equal intervals. The inner ends of the arms are pivoted to a gunmetal body, secured in its turn to the stem by two clips with wing nuts. A spring plunger is fitted to the body, which enters corresponding holes in the arms when these are extended, or which enters a second set of holes when the arms are folded, in order to retain them in the " up " or " down " position as required. A stop plate is fitted on one arm to prevent the two arms crossing each other.

(*f*) Normally the sights are aligned on the stem. Should the carriage move to the side, the sights *are aligned on* the same number *on both posts*, as may be found convenient.

(*g*) Arrangements are also to be made to provide a canvas to protect the markings on the head and arms.

(*h*) When returned to store, the posts and covers are to be stored with the remainder of the Control Stores.

(*i*) It is not intended to provide any special illuminating fittings for use at night. If the necessity for illumination arises, local arrangements are to be made.

15. The control and communication stores referred to in paragraph 6 (*a*) will be added to the Establishment of Naval Stores for Gunnery Purposes.

(*C.A.F.O. 2246/38.*)

1759.—Fitting of Resistances in lieu of Searchlight Motor Generators

(T. 1354/35.—18.7.1935.)

The attention of Ships and Dockyards concerned is drawn to the following remarks :—

(*a*) When Marks III, IIIB, IVB or V H.C.D. lamps are burnt off 220 volts through an artificial resistance, the circuit of the driving motor is modified as shown on A.F.O. Diagram 69/35.

(*b*) Lamps that have been modified will be referred to as Mark III*, IIIB*, IVB* and Mark V*.

(*c*) Ships and dockyards having these modified lamps are to mark them clearly on the horizontal portion of the lamp frame accordingly.

1855.—Recharging Cylinders for use with Oxygen-Carbon Dioxide Resuscitation Outfits

(D. 110/35.—1.8.1935.)

With reference to A.F.O. 1007/34 concerning the introduction into the Service of resuscitation apparatus for use in H.M. ships carrying Medical Officers, the following procedure is to be followed when the cylinders require refilling:—

2. The cylinders, when empty, are to be returned by H.M. ships to the refitting or nearest dockyard and the work of recharging carried out by dockyard labour. The cylinders for H.M. ships of the East Indies Squadron should, until further notice, be returned to Malta for recharging.

3. Arrangements are being made for the requisite connections, gauges, etc., required for recharging the cylinders to be manufactured at Portsmouth. When completed, these fittings will be supplied for use at Portsmouth, Devonport, Chatham, Malta, Hong Kong, Bermuda and Simonstown.

4. In dockyards fitted with oxygen-producing plant the cylinders of the resuscitation outfits should be charged to 1,800 lb. per square in. (120 atmospheres).

5. At other dockyards arrangements should be made to charge the cylinders to 1,500 lb. per square in. (100 atmospheres) from standard 100 cubic ft. oxygen cylinders, with a corresponding reduction of CO_2 charge.

6. The charging of the cylinders with the correct proportions of CO_2 (7 per cent.) and oxygen (93 per cent.) is to be done under careful supervision of pressure and temperature and, in view of the danger to human life involved by an error in the percentage of the contents of the cylinders, arrangements are to be made for the contents to be checked by a responsible officer after recharging and before issue to H.M. ships. It is emphasised that a wrong proportion of CO_2 would render the mixture dangerous if the percentage of CO_2 exceeds 7 per cent., or less efficient should this percentage be appreciably reduced.

7. To check the contents of the cylinders after recharging, an Orsat testing set will be required. The dockyards concerned should, if the apparatus is not already available, forward demands for a testing set, indicating the purpose for which the set is required.

8. Sample charged cylinders are, from time to time, to be forwarded to the Medical School, Greenwich, for examination.

9. The cylinders will be classified under the category of cylinders for permanent gases and marked in accordance with B.S.I. specification 349, 1932—Gas cylinders for medical purposes, viz.:—

Ground colour of cylinder	Black.
Colour of bands	Green with white neck.
Symbol	O and CO_2.

10. History sheets will be required for each cylinder and periodical testing is to be carried out in accordance with the instructions contained in the Engineering Manual, 1932, Article 310.

11. The cost of the work of charging the cylinders will be chargeable against Vote 3.

1922.—Replenishing Tank to "A" end of Capstan Gear

H.M. Submarines concerned

(D. 5206/35.—8.8.1935.)

The above tank is fitted to ensure the "A" end casing being flooded when the "A" end of the capstan gear is acting as a telemotor pump.

2. It is the general practice to keep this tank shut off from the "A" end and also from the return line of the telemotor system when the "A" end is driving the capstan.

3. An instance has recently occurred of damage to this tank, due to leakage past the valve which shuts it off from the "A" end.

4. To avoid similar damage in future the valve between the tank and the return line is always to be kept open.

2031.—Torpedoes, 21 in., VIII-IX*—Chamfering Forward End of Holes for Coupling Screws in Air Vessels to facilitate Assembly of Warheads on Air Vessels

(A.S. 625/35.—22.8.1935.)

Experiments have shown that the forward joint spigot of air vessels fitted with hemispherical ends (but without integral fuel bottle) expands as these air vessels are charged, with consequent small alteration in the pitch circle diameter of the holes for coupling screws. This small alteration in the pitch circle affects the easy assembly of warheads to fully charged air vessels so fitted.

2. In order to facilitate assembly of warheads on air vessels of torpedoes, 21 in., Marks VIII–IX*, when charged to maximum charging pressure, it has therefore been decided to give the coupling screws more angular clearance in the coupling holes of these air vessels by chamfering the forward end of the latter to an included angle of 15°. This chamfering will not extend to the full depth of the hole, but will be arranged so as to leave ·2 in. length of the original parallel diameter.

3. Instructions have been issued for this modification to be carried out, on receipt of the necessary tools and gauges, as torpedoes pass through torpedo depôts.

4. Ships and vessels concerned may, however, arrange with the nearest torpedo depôt for the torpedoes on board to be returned for modification and re-issue, or replacement by modified torpedoes, as convenient.

5. Commencing with the following registered numbers, new manufacture torpedoes will be issued with the chamfers cut, viz. :—

Torpedoes, 21 in., R.N.T.F., Mark VIII*	No. 466
Torpedoes, 21 in., R.N.T.F., Mark IX*	No. 339
Torpedoes, 21 in., W. & Co., Mark IX*	No. 1

6. The item number allocated to this modification is No. 238.

2032.—Torpedo Warheads and Blowing Heads, 24½ in., Mk. I, 21 in., Marks VH, VIII-VIII* and IX-IX*—Difficulty in fitting Pistols

(A.S./T. 2326/35.—22.8.1935.)

Difficulty has been experienced in fitting Pistols No. 3F due to :—

(*a*) The lifting bolt, as it is screwed in and out, wiping metal over the hole provided in these heads for the reception of the register pin of the pistols.

(*b*) The hole in some cases being too neat a fit for the register pin of the pistols.

2. The " Hole for register pin " in all warheads and blowing heads which take Pistols No. 3E (which are similar in this respect to 3F) and 3F, *i.e.*, 24½ in. Mk. I, and 21 in., Mks. VII, VIII–VIII* and IX–IX* in store at R.N. Armament Depôts and R.N. Torpedo Depôts respectively, is therefore to be slightly countersunk. At the same time, the " hole for register pin " should be gauged and any holes found below a diameter of ·440 in. are to be opened out as necessary to ·440 + ·001.

3. Warheads and blowing heads on board H.M. ships are to be dealt with similarly at R.N. Armament Depôts and R.N. Torpedo Depôts respectively when they are landed.

4. Ships carrying No. 3E and 3F pistols, however, are to examine the " hole for register pin " in all blowing and warheads on board to see that the edges are not wiped over, and that the hole is free from dirt and grease.

5. No work of rectification is to be carried out on board Ships.

2044.—Lubricating Oil for Fast Type Motor Boats supplied by Messrs. The British Power Boat Co.

(E-in-C./M.F. 11186/35.—22.8.1935.)

Pending further instructions, Triple Shell lubricating oil is to be used for the 6-cylinder 70/100 H.P. engines supplied by the British Power Boat Co. On stations where Triple Shell is not obtainable, Vacuum " BB " or Texaco Motor Oil " G " may be used.

2. Service Special Mineral lubricating oil is, however, to be used for the 4-cylinder 28 H.P. engines supplied by the same firm.

(*A.F.O. 1363/36*)

2047.—Combined Picking-up and Quick Release Coupling for use when Raising and Lowering Aircraft by Cranes

(D. 7630/35.—22.8.1935.)

These couplings are designed for hoisting and releasing seaplanes not exceeding 9,000 lbs. gross weight. They will be supplied complete, each with a 4 ft. endless strop ; the upper end of the strop should be fitted with a thimble, and lanyards for operating the quick release and for securing the safety pin, should be provided by the ship's staff.

2. The couplings and strops are not to be used for any purpose other than hoisting and lowering aircraft and when not required for these purposes they are to be removed from the crane and stowed immersed in Admiralty, Pattern 924, oil, mineral for recuperators. They are not to be left exposed on the crane for lengthy periods.

3. The scale of issue is one coupling for each aircraft crane, plus one spare coupling where one or two cranes are fitted on board a ship, and two spare couplings where four cranes are fitted.

4. The issue and periodic testing will be undertaken by Portsmouth Dockyard. The Dockyard Officers will be responsible for withdrawing the couplings from service at intervals of approximately 12 months, for testing. A record of the inspection, testing, and history of each coupling is to be kept by the Dockyard ; to facilitate this, each coupling is stamped with a serial number. This record, or register, is to be kept by the Manager, Constructive Department at Portsmouth, and all essential facts concerning the couplings and any transactions of transfer or return are to be reported to that officer.

5. The couplings are to be tested by releasing a load of 9,000 lbs., and with a static load of 13,500 lbs. Test loads in excess of 9,000 lbs. are not to be released.

6. If, during testing by the Dockyard, any coupling is considered to be for any reason unsatisfactory for re-issue, the coupling is to be retained by the Dockyard, the facts entered in the history of the coupling and reported to the Admiralty.

7. In view of the special nature of the material of these couplings, no lettering or marks are to be stamped on the coupling in addition to those stamped on it during manufacture; this provision is to avoid risk of damage to the coupling which might be caused by stamping the hard steel of which it is made.

2122.—Burmah Oil Fuel—Use

(E.-in-C./D. 3167/35.—5.9.1935.)

Existing stocks of Burmah oil fuel may continue to be used for Submarines on the China Station as hitherto.

Burmah oil fuel is not suitable for use in engines of the high speed compression ignition type as fitted for driving electric generators and for propelling machinery in boats. Persian diesel oil fuel should be used in such engines.

2211.
2288. } *Issued Confidentially.*

2293.—Torpedo Warheads, 21 in., Marks VIII–VIII*, with Loose Foreign Body

(A.S./N.O. 2461/35.—26.9.1935.)

It is notified for the information of Commanding Officers of H.M. Ships and the Officers in Charge of R.N. Armament Depôts to whom they may be issued, that in a number of Warheads, 21 in., Marks VIII–VIII*, a loose foreign body, presumably a button of solder, has become entrapped during manufacture, thus causing a slight rattle.

This has no adverse effect, and such Warheads have been accepted as serviceable.

2295.—Check Alignment of Torpedo Tubes and Sights of Vessels in Maintenance Reserve

(T. 3229/35.—26.9.1935.)

Vessels when docked at Southern Yards during preparation for transfer to Maintenance Reserve at Rosyth, are to have their torpedo tubes and sights check aligned. This alignment is to be carried out at the latest stage of the preparation, *e.g.*, during final docking for locking of propeller shafts and sealing of stern glands.

2. The torpedo deflection sights are to be retained on board, together with the Radiomir sights and scotsmen.

3. Vessels at Rosyth after undergoing their periodical docking, at present carried out biennially, in the floating dock, and before re-berthing in the basin, are to have their torpedo deflection sights shipped and a check alignment by "distant object" method carried out by the staff of the depôt ship.

4. If special circumstances should make an intermediate check alignment desirable at Rosyth, a partial check alignment by theodolite could be carried out while vessels are berthed in the basin. Under these conditions, application for the services of "Vernon's" Alignment Officer is to be made in the usual way.

2309.—Seaplane Cranes in H.M. Ships—Care in Operating

(D. 9097/35.—26.9.1935.)

Instances have occurred in which jibs of seaplane cranes have been damaged by violent contact with the buffer stops. This appears to have been caused by operating the topping controller without due care, after the upper limit switch short circuiting push button on the topping motion has been used.

2. To prevent damage, the short circuiting push button is not to be used until the limit switch has operated, and care is then to be taken to ensure that the crane jib is brought gently against the buffer stops when this is essential.

2364.—*Issued Confidentially.*

2376.—Aluminium and Aluminium Alloy Fittings in Leaders and Destroyers Building—REPORT

(M.F. 9900/35.—3.10.1935.)

A. *Hull and Electrical Items.*

Detailed records of hull and electrical fittings made of aluminium or aluminium alloys will not in future be supplied to new construction leaders and destroyers, but Commanding Officers are to make such reports on these fittings as they consider desirable.

B. *Machinery Items.*

A detailed record will be prepared by the main machinery contractors of all machinery items for which aluminium and aluminium alloys are entirely or partially used in each of H.M. leaders and destroyers under construction.

2. The record will be sufficiently complete to enable the ships' officers readily to identify the various fittings so that a report can be made as to the behaviour of the material under Service conditions. The record will indicate the position in the ships in which such items have been fitted, the name of the alloy, its thickness and weight, and the manufacturer from whom obtained. Five copies of the record are to be forwarded to the Admiralty, one copy for Admiralty record, and four copies for transmission to the Administrative Authorities concerned.

3. The report from the ships' officers, referred to in paragraph B.2 above, is to be rendered after 12 months' experience, and in this report only unsatisfactory items are to be included.

2486.—18-in. Sperry Signalling Projectors—Reflectors, Pattern 2548

(D.E.E./S.D. 985/35.—10.10.1935.)

Reflectors, Pattern 2548, having copper rims and wire backing, cannot be accommodated in 18-in. Sperry Signalling Projectors unless the rims and wire backing are removed. Arrangements should therefore be made for this to be done before attempting to fit the reflectors in the projectors. Reflectors of this pattern are now being purchased without the copper rims and wire backing.

2523.—*Issued Confidentially.*

2533.—Revision of Fixture Lists

(N.S. 5748/35.—17.10.1935.)

It has been decided to revise the existing Lists of Fixtures for the Boatswain, Shipwright, Gunner and Torpedo Warrant Officer, with a view to reducing the size and complexity of the present lists.

2. Revision will be made on the following broad lines, subject to variations as may be required with each individual list :—

(*a*) Deletion of all articles fixed in position which may be considered as part of the structure of the ship: the revised lists to contain only articles which are portable or are easily rendered portable, spare gear and drawings.

(*b*) Deletion, as far as considered desirable, of articles which are already shown in other lists or documents, *e.g.*, O.U. 6137.

(*c*) Transference to the Central Store Account of such articles of authorised patterns of a portable character, which it may be considered advantageous to treat as sea stores, with a view to the removal of certain anomalies.

3. The new lists will be known as the "*Lists of Portable Fittings and Spare Gear, Drawings, etc.,*" and will be compiled on loose leaf forms, similar to those used for the Engineers' Spare Gear Lists (D.320). Details concerning the new forms will be issued separately.

4. Only two copies will be required in future, one for the ship and one for the dockyard.

5. Special attention of all concerned is called to the instructions concerning the preparation of Form D.526 whenever additions, reductions or alterations are made to a ship's equipment, and to the necessity of amending the lists from these forms. Failure to comply with these instructions leads to difficulty in verifying the lists at subsequent dates.

Attention is also called to Article 710, Clause 34, of King's Regulations and Admiralty Instructions, and Article 43 of B.R. 4 (Instructions Relating to the Supply of Stores to H.M. Ships), when amendments are caused to the List of Fittings through work having been done on board by ships' artificers.

6. In order to facilitate the verification of the lists, full and adequate descriptions are to be given to the various articles and the places of stowage or position on board are to be shown in detail; provision will be made in the revised forms to enable this to be done.

7. Details of the revision of each List of Fittings will be promulgated separately, and the principles laid down will apply to all sizes and classes of ships.

8. The revised list of portable fittings and spare gear should be provided for new ships and for ships undergoing large repairs; the work of preparing revised lists for the latter being regarded as an Alteration and Addition.

(*A.F.O. 231/36.*)

2573.—Gun Mountings, 15 in.—Training Gear Clutches

(G. 4658/35.—24.10.1935.)

Recent failures of the vertical training shafts of 15 in. mountings have been traced to over-stressing set up by shocks which have not been relieved by slipping of the friction plates of the training gear clutches. These clutches were designed to slip under a training rack load of 65 tons. Trials have shown that when adjusted by the indicating marks they have failed to slip when subjected to loads much heavier than 65 tons. Moreover, the arrangement of the gear is such that little, if any, lubricant can penetrate to the friction plate housing.

2. As a result of experiments the following procedure has been evolved to ensure accurate adjustment. The slight modification of drilling two holes to permit lubrication is necessary:—

Remove all friction plates, clean thoroughly, re-surface if necessary, carry out the slight modifications to the Belleville washer housing shown on A.F.O. Diagram 126/35 (1), lightly wipe over the friction plates with special mineral oil and replace. Fill Belleville washer housing with special mineral oil.

Drain turret buffers, and place a 100-ton hydraulic jack between one buffer and fixed structure, the turret being trained as necessary. The arrangement of jack is shown diagrammatically in A.F.O. Diagram 126/35 (3). A pressure gauge, suitably regraduated to record the load in tons, is connected to the jack. It will be found convenient to place the pump supplying pressure to the jack in the working chamber, and the gauge in the gunhouse.

Clutch in the set of training gear to be adjusted, and declutch the other set. Tighten up the nut on Belleville washers about one turn, then slack back to two-thirds turn. Pump up jack until a load equivalent to 65 tons at the training rack is indicated by the gauge. Ease back the nut gradually until the turret moves. This movement

will be indicated by a sudden drop in the load recorded by the gauge. Carry out this operation at least three times in order to get a mean setting of the nut. Declutch this set, clutch in the other set and adjust in the same way.

Train the turret and repeat the operation with the jack between the fixed structure and the other buffer, in order to obtain settings for the nuts with the turret moving in the opposite direction.

Theoretically, with ship on even keel and no other irregularities, the two settings for each nut thus obtained should be the same, but in practice differences are found to occur and the *final* adjustment should be midway between the two. *Two* keep plates should now be fitted on each training shaft to prevent the nut from slacking back. The method of fitting these keeps is shown in A.F.O. Diagram 126/35 (2), existing holes in the top surface of the Belleville washer housing being utilised where possible.

In carrying out this adjustment it should be noted that since the load applied by the hydraulic jack is within the P.C.D. of the training rack, the load to be applied by the hydraulic jack to give a load of 65 tons at the training rack, is obtained as follows:—

Load applied by jack $= \frac{65R}{r}$ where R = pitch radius of trng. rack. r = radius of buffer.

From drawing, $R = 12$ ft. 6 in., and $r = 11$ ft.

Load therefore becomes $\frac{65 \times 25}{22} = 75$ tons approx.

The method of graduating the pressure gauge is as follows:—

A = area of ram of jack.

p = pressure in lbs. per sq. in. indicated by the gauge, then

$\frac{A \times p}{2240}$ = load in tons corresponding to pressure p.

The actual graduations should be by convenient steps and a red line should be made at 75 tons.

3. The modification and initial adjustment is to be made by yards on the first occasion on which the training gear is opened out. The work is to be treated as a defect.

4. Subsequently tests are to be made annually by ship's staff, in conjunction with dockyard officers, to ascertain the training rack load at which slip occurs. If found necessary the adjustment should be corrected in accordance with the instructions contained in paragraphs 1 and 2.

5. When set in this manner, a throw off of about 2 degrees may be expected when firing full charges. This is approximately the amount for which the gear was designed.

6. Where still applicable, the initial adjustment referred to in paragraph 3 is to be carried out in all turrets on the next occasion of refitting.

7. The modification to lubrication mentioned in the same paragraph should be carried out by dockyards when convenient, clutches being re-adjusted after this is done.

8. Ships concerned are to report in their Gun Mounting Register, S.1151, when or if this adjustment by the hydraulic jack method has been carried out.

2589.—Boats' Sails—Measurement

(D. 5556/35.—24.10.1935.)

The following standard method to be used in the measurement of the area of boats' sails is promulgated for information and guidance:—

All measurements for obtaining the areas of boat sails are to be taken from the edge of the canvas or other material from which the sails are made, and on the understanding that the various corners of the sails are brought to actual points.

2. Four-sided sails, as shown at figure 1 in A.F.O. Diagram 113/35, are to be divided in four parts, viz.:—

(*a*) A triangle formed by the head part of the leach, and the straight line from the throat at right angles to a straight line joining the peak and clew (area $= \frac{1}{2}$ GB × AX).

(*b*) A trapezoid formed by part of the leach, the luff, and by two parallel straight lines from the throat and tack at right angles to a straight line joining the peak and clew (area $= XY \times \frac{(GB+FC)}{2}$).

(*c*) A triangle formed by the straight line from the tack at right angles to a straight line joining peak and clew, part of the leach and the straight line joining tack and clew (area $= \frac{1}{2}$ FC × YE).

(*d*) The area between the straight line joining tack and clew and the foot of the sail. This area is to be assumed as a triangle, base equal to the distance tack to clew, and height equal to maximum round in foot (area $= \frac{1}{2}$ EC × DZ).

The area of the sail is to be taken as the total of the above four areas.

3. Three-sided sails, as shown at figure 2 in A.F.O. Diagram 113/35, are to be divided into three parts, *e.g.*, for a staysail,

(*a*) A triangle formed by the leach, part of the luff and the straight line from the clew at right angles to a straight line joining the head and tack (area $= \frac{1}{2}$KL × HM).

(*b*) A triangle formed by part of the luff, the straight line joining tack to clew and the straight line from the clew at right angles to a straight line joining the head and tack (area $= \frac{1}{2}$ KL × MJ).

(*c*) The area between the straight line joining tack and clew, and the foot of the sail. This area is to be assumed as a triangle, base equal to the distance tack to clew, and height equal to maximum round in foot (area $= \frac{1}{2}$ JK × NP).

The area of the sail is to be taken as the total of the above three areas.

4. Other three-sided sails are to be measured similarly.

2634.—Flotilla Leaders and Destroyers—History Scrolls

H.M. Dockyards and Principal Ship Overseers and Ships concerned

(M.F. 9488/35.—31.10.1935.)

Their Lordships have decided that the following leaders and destroyers with historic names are to be fitted with History Scrolls, if these are not already provided:—

" Exmouth."	" Boadicea."	" Firedrake."
" Faulknor."	" Bulldog."	" Foresight."
" Grenville."	" Comet."	" Forester."
" Kempenfelt."	" Crescent."	" Fortune."
" Acasta."	" Cygnet."	" Foxhound."
" Achates."	" Decoy."	" Fury."
" Acheron."	" Defender."	" Gallant."
" Active."	" Diamond."	" Garland."
" Amazon."	" Diana."	" Gipsy."
" Ambuscade."	" Duchess."	" Grafton."
" Antelope."	" Echo."	" Greyhound."
" Ardent."	" Eclipse."	" Griffin."
" Arrow."	" Encounter."	" Hardy."
" Basilisk."	" Esk."	" Havock."
" Beagle."	" Fame."	" Hero."
" Blanche."	" Fearless."	" Hunter."

2. History Scrolls for future types of leaders and destroyers with historic names will be provided by the contractors.

3. A design of scroll is being prepared and copies will be forwarded to all concerned when available.

4. The following action is to be taken as regards the ships mentioned in paragraph 1:—

(*a*) *Leaders and Destroyers (A–F Classes).*

An item for the provision of a scroll (Classified " B ") is to be included in the next list of alterations and additions, and each ship concerned is to apply to the Admiralty for details of the battle honours to be included in the scroll. On receipt by the ship, these details are to be forwarded to the Yard at which the next refit will be undertaken.

(*b*) *Leaders and Destroyers (G and H Classes).*

On receipt of the sketch design, Principal Ship Overseers are to apply to the Admiralty for details of the battle honours to be included in the scroll, and arrangements for supply as an extra to the contract are to be made with the contractors.

2663a.—*Issued Confidentially.*

2765.—Valves for Superheated Steam—Nuts for Seats

(E.-in-C./D. 11454/35.—14.11.1935.)

In future, where cases occur of deterioration, from any cause, of Immadium metal nuts securing valve seats in steam valves subject to superheated steam, nuts of wrought iron may be used in replacement in ships on service or under refit by Dockyard. It should be ensured that the wrought iron nuts used are of good quality and finish, and accurate to dimensions.

2808. } 2908. } *Issued Confidentially.*

3025.—Revision of Shipwright's Fixture List—Now to be styled Shipwright's List of Portable Fittings and Spare Gear

(N.S. 5698/35.—12.12.1935.)

The List of Portable Fittings and Spare Gear in charge of the Shipwright Officer has now been revised, and future lists should contain only the articles shown in Appendix (A) to this Order, together with any other articles of a portable or easily rendered portable nature which may be supplied and which are not shown in the Appendix.

2. The items shown in Appendix (B) need no longer be included in the List of Fittings as they are either (*a*) obsolete, (*b*) considered to form part of the hull of the ship, (*c*) shown in other lists, (*d*) similar to articles which are already dealt with as Sea Stores.

3. The items in Appendix (C) should be considered as " Sea Stores " and included in the Central Store Account. It is intended to standardise, if possible, such articles as notice boards, certain cupboards, and any other articles which may be found suitable for standardisation. It is not proposed, however, that any alteration should be made in the specifications of new ships in regard to the liability of the contractors for the supply of the articles now transferred to the Sea Store Account.

4. The loose-leaf forms and binders for the new lists are in course of preparation, and will be available shortly. Pending receipt of the revised forms, the present forms should be used, but only the details referred to in paragraph 1 above need be shown in new lists.

5. When a new list on the loose-leaf forms is prepared from the old Fixture Lists, D.6c, or Combined List, D.6, the letters indicated below are to be shown on the Form D.6c (or D.6) against the items so dealt with:—

(A) Those actually included in the new List of Portable Fittings, and Spare Gear.

(B) Those omitted from the new lists in accordance with paragraph 2 (*a*), (*b*) or (*c*) above and paragraph 2 of A.F.O. 2533/35.

(C) Those items transferred to the Central Store Account in accordance with paragraph 2 (*d*) above and paragraph 2 of A.F.O. 2533/35, and a notation to this effect made on the old form.

A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Department concerned to the (Superintending) Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. Care should be taken to ensure that the list contains a full description of each item, including pattern number for articles of authorised patterns, together with sufficient information as to place of storage, etc., to enable the Accounting Officer to obtain the necessary receipt from, and record the articles in the Central Store Account as on permanent loan to, the officers concerned.

6. In the case of new ships building by contract, care is to be taken that the items shown in Appendix C—now to be dealt with as Sea Stores—are included in the lists furnished by Contractors showing details of the Sea Stores supplied by them in accordance with the building specifications.

Similar lists should be prepared by Dockyard Professional Officers showing the articles which are accounted for as Sea Stores, but actually manufactured and put in place by the Professional Departments.

7. The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

APPENDIX A

Items to be shown in future List of Hull Fittings

Badges, ships'.
Bars, hatch, and port, metal, with fittings, portable.
Bars, hatch and port, iron, portable.
Blinds to skylights, sashes.
Bookcases, wood (when not Rate Book pattern).
Bookcases, steel (when not Rate Book patterns).
Booms, wood, for side screens.
Boxes, chart.
Boxes, chronometer.
Buffet or sideboard. wood or steel.
Boards, key.
Canopy frame for hatches, iron, complete.
Canopy frame, for hatches, metal, complete.
Capstan swifters.
Carriages, transporting (where not already in Sea Store Establishments).
Cases, wood, for chart album.
Coamings, iron, to ventilators, stove funnels, etc.
Coamings, metal, to ventilators, stove funnels, etc.
Coamings other than above.
Covers, metal, or deck plates to ventilators, etc.

APPENDIX A—*continued.*

*Cupboards, wood (when portable)
*Cupboards, wood (when not fitted to form of ship)
*Cupboards, for Confidential books
*Cupboards, medical history
*Cupboards, for ledgers
Cupboards, for pistols
Cupboards, steel, poison
Cupboards, wood, poison
Cupboards, wood, for stationery
Cupboards, for surgical instruments
Cupboards, wood
Cupboards, aluminium

Will be made Sea Stores if and when standardised.
* The nature of the wood to be inserted in brackets after the item.

Curtains. (Question whether to be dealt with as Sea Stores under consideration.)
Cushions.
Davits, boat.
Davits, others.
Eyes, metal, man ropes where portable.
Fitted drawings.
Forms or stools, school.
Forms or stools, C.P.O.s and P.O.
Forms or stools, seamen's.
Forms or stools, study.
Forms or stools, wash places.
Forms or stools with backs.
Funnels, casing for, brass to cabin stoves.
Funnels, copper, to stoves, complete with bends, hood as fitted.
Funnels, iron, to stoves, complete with bends, hood as fitted.
Gratings, metal.
Gratings, wood.
Illuminators in deck (when portable).
Inclined planes for doorways.
Instructional models.
Ladders, accommodation or side.
Ladders, for cooking galley.
Ladders, combination.
Ladders, step, wood, for sick bay cots.
Leeboard to bunks.
Lockers for cleaning gear (when portable).
Lockers, kit, Type A.
Lockers, kit, Type B.
Lockers, sick bay.
Lockers, signal (when portable).
Lockers, text books.
Lockers, anti-gas equipment.
Lockers, clothes, portable.
Lockers, bread.
Overeases. (See remarks against curtains.)
Overmantles with mirrors.
Pans, drip (brass, copper, aluminium or zinc).
Pins, belaying, metal, when portable.
Poles, griping, to davits.
Racks for arms, portable.
Racks for forms, etc.
Racks, pigeon hole.
Racks, for pistol, with chain, complete.
Rods, lamp, brass.
Rollers, brass.
Saw benches.
Seats, batten, when portable.
Settees, with reversible backs.
Settees, lockers.
Settees, mahogany, etc., when portable.
Settees, with stuffed backs and elbows when portable.
Shoots, coaling (when portable).

APPENDIX A—*continued.*

Skylights, when portable.
Spare gear of all kinds.
Stanchions, iron, for awnings (when portable).
Stanchions, iron, sick bay cots.
Stanchions, iron, of sorts (when portable) other than guard stanchions.
Stanchions, metal, for awnings.
Stanchions, metal, to hatchways and ladders.
Stanchions, metal, of sorts (details to be given).
Stands, metal, to semaphores, hand.
Stands for stoves (when not in Sea Store Establishments).
Steps, hanging.
Stoves, airing (when not in Sea Store Establishment).
Stoves, cabin.
Stoves, cooking in sick bay, etc.
Stoves, backs to, metal or lined with copper or metal.
Tables, cooks, where portable.
Tables, deal, on legs, Petty Officers' and Artificers' messes, etc.
Tables, dressing.
Tables, school.
Tables, reading room.
Tables, seamen's.
Tables, mahogany or study on legs other than S.S. patterns.
Ventilators, mushroom tops.
Ventilators, mushroom, with illuminators.

APPENDIX B

Basins, lavatory.
Baths, enamelled.
Blocks, malleable
Blocks, for derrick purchases
Blocks, for derrick topping lifts
Blocks, davit
} To be shown in Boatswain's List.
Bardsley clips.
Bollards, metal.
Booms, wood, side.
Companions to ladderways.
Cleats, belaying.
Coops, poultry.
Derricks, coaling.
Doors, metal.
Doors, mahogany.
Doors, teak.
Elevators, metal, for raising skylights, etc.
Fairleads, metal, blocks.
Fairleads, metal, sheaves.
Handholds, metal.
Hatches, metal, watertight.
Indicators, rolling metal.
Keys for sidelights.
Lavatory, lead lined.
Ladders, deck, iron.
Ladders, deck, wood.
Ladders, metal.
Levers to barbette aprons.
Levers to ports, iron and metal.
Locks, magazine.
Nuts, metal, butterfly.
Paint mixing slab.
Pillars, iron, hinged, with metal nuts.
Pillars, iron, hinged, metal shoes for.
Pillars, metal.
Pillars, metal, hinged, metal shoes for.
Purchase.
Pillows, covered with morocco.

APPENDIX B—*continued.*

Pillows, covered with leather.
Pins, hat, brass.
Pins, hat and cloak.
Plates, metal, tread.
Posts, metal, for magazine battens.
Racks for dirty clothes.
Racks, iron, special.
Racks for plates in pantries.
Racks for swords.
Racks, mess.
Rods, guard, metal.
Rods, metal, for lifting skylights.
Rods, metal, handhold.
Safes, meat.
Sconces, brass, in offices.
Screw bottles to barbettes.
Scuttles, coaling, covers and grating } Spares are Sea Stores.
Scuttles, side } Spares are Sea Stores.
Scuttles, light and vent } Spares are Sea Stores.
Screens, bow lights.
Seats, hanging.
Seats, wood.
Settees, bentwood.
Settees, bunks.
Settees, sparred (reading room).
Skylights, circular, brass.
Stanchions and screen to stern light.
Stanchions, iron, guard.
Staff, ensigns.
Staff, ensigns, stays.
Staff, jack.
Staff, jack, stays.
Stand for arms.
Table tops with cupboard and drawers under.
Tables, clock.
Tables, chart, with metal fittings.
Tables, chart, with drawers.
Tables, swinging.
Tables, hanging, mahogany, oak or teak.
Tables, plotting, wood.
Tables, W/T office.
Tanks, water.
Taps in tanks.
Taps, metal, to wash basins and baths.
Taps, metal, on pipes.
Telescopes, compass, for conning tower.
Trough, venereal.
Trough, iron.
Trough, bakery.
Ventilators, copper or metal, goose neck.
Wardrobe, mahogany (fitted in place).
Washstands.
Winches, motal, for hoisting ports.
Yards.

APPENDIX C

Items to be transferred from List of Fittings to Sea Store Account when standardised or already dealt with as Sea Stores

Boards, notice, mahogany.
Bookcase, steel (sectional).
Boxes, mahogany, letter.
Book shelves or racks, mahogany.
Boxes, boats, signal.
Chair for silent cabinet.

APPENDIX C—*continued.*

Chair, barber's.
Chests of drawers.
Cups, drinking, with chain.
Covers, table, kersey, green.
Desks, writing, small.
Desks, printing.
Racks for bottles and glasses in cabin.
Racks for forms, etc.
Racks for letters.
Racks, combined, card and notice board.
Rail, towel.
Reels for cordage.
Screws, bottle, securing lockers, stoves, etc.
Tables, sick bay cots.

(*A.F.Os. 2533/35 and 231/36.*)

3026.—List of Fixtures in Charge of the Boatswain, D.6d—Revision of Boatswain's List of Portable Fittings

(N.S. 9547/35.—12.12.1935.)

The List of Portable Fittings and Spare Gear for the Boatswain, formerly known as List of Fixtures in charge of the Boatswain, D.6D, has now been revised, and future lists should be prepared on the following lines:—

(*a*) Lists should contain all portable articles, and articles easily rendered portable as shown in Appendix 1, together with any canvas or other equipment of a similar portable nature, which is not shown in this Appendix. Items at present included in the Boatswain's Fixture List, but not to be shown in future, are detailed in Appendix 2.

(*b*) Loose-leaf forms should be used, details of which will be promulgated separately. Pending introduction of new forms, existing forms should be utilised, and the lists prepared in accordance with the instructions in this Order.

(*c*) The present arrangement of showing in the lists the total components of the articles provided under the Rigging Warrant should be discontinued. In future, complete items (*e.g.*, tackles, topping lifts, boats' falls, etc., the components of which will continue to be shown in the Rigging Warrant) are to be included in the List of Fittings. The items provided in the Rigging Warrant, which are to be shown in the List of Fittings, are shown in Appendix 1, and will be indicated by the letter (A) in the next reprint of the Rigging Warrant Form, D.6F. (*See also* paragraph (*b*).)

In general, standing rigging, which may be considered as part of the ship's structure, and certain articles of small value, need not be included in the list.

(*d*) The canvas gear and equipment provided under the Rigging Warrant for power, pulling and sailing boats, should not be shown in the ships' lists of fittings. Such items should be added to the Boats' Lists of Fittings (D.6C) for each power boat, and to the Equipment List (*see* Appendix IV of B.R. 4) for each pulling and sailing boat.

(*e*) Separate Rigging Warrants are to be prepared in future for each power, and pulling and sailing boat, and copies of these warrants are to be attached to and retained with the various copies of the Boats' List of Fittings (D.6C) or Equipment Lists. (The specification for new boats will be amended to provide for the requisite number of copies of the Rigging Warrant being prepared by contractors.)

(*f*) Boats' slings will continue to be shown in the ship's lists of portable fittings, as it is necessary to ensure that slings provided are suitable for the ship in which the boats are carried; they cannot, therefore, be considered as part of the boats' outfit.

(*g*) The tackles, etc., provided for torpedo purposes should be shown in the List of Fittings for the Torpedo Warrant Officer in future as this officer is responsible for their custody and maintenance.

(*h*) The Abstract Statement (pages 247–287 of the Rigging Warrant, D.6F) will not be reprinted. For new ships an abstract of totals of components will be prepared for one ship of each class as may be directed which will be considered as representative of all ships of the same class. Sufficient copies will be provided for use of all ships of this class in connection with the provision of spares, etc. One copy is to be placed with each copy of the Rigging Warrant.

(*i*) The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided for all new ships and all other ships where provision of new lists is approved.

Appendix 1

Articles to be shown in Revised List of Fittings

All spare gear (if any).
Sails (ships).
Awnings (ships).
Coal shoots.
Cloths, weather.
Canopies.
Covers, canvas.
Hoods, canvas.
Screens, canvas.
Coir matting (for gun positions), water tanks, washstrakes.
Windsails.
Shoots for Clarkson's cases.

Items provided in the Rigging Warrant to be shown in List of Portable Fittings

Leading blocks for mainmast.

Anchor gear:—

Buoy ropes.
Catting pendants.
Chains, securing.
Chains, suspending anchor.
Compressor, runner.
Creeper for anchor buoys.
Creeper for picking up targets.
Hook ropes.
Mooring ropes.
Shank purchases.
Pendant for laying out bower anchor.
Pendant for securing anchor at cathead.
Straps, foul anchor.

Ammunition and torpedo davits:—

Guys.

Awning gear:—

Ridge ropes.
Purchase, spreading middle line.
Earrings.

Boats' davits:—

Guys and spans.
Boats' falls.
Leading blocks (and for general purposes).

Boats' gear:—

Boat ropes for gangways.
Jackstay for lifeboats.
Ladders, access to boats.
,, over ships' sides.
,, stern.
Nets, access to sea boats.
Cinder whips.

Collision mat:—

Bottom line.
Lowering line.

Derricks:—

Guys.
Topping lifts.
Standing lift.
Purchase.

Coaling gear:—

Outhaulers.
Downhauler.
Whips.

Dressing Lines:—

Downhaulers.
Jackstays.
Straps on mast.
Whips.

Windsail:—

Halyards.

Hammocks, girdlines and clothes lines.

Ladders, escape.

Provision davits:—

Falls.
Guys.

Side screens:—

Tackles.
Topping lift and martingale.

Slings of all descriptions for all purposes.

Side accommodation ladder and platform:—

Slings.
Pendants.
Bridles.
Purchase.
Davit guys.

Straps for bollards.

Tackles of all sizes and descriptions.

Towing gear:—

Pendants.

Sounding boom:—

Topping lift.
Guys.
Outhaul and inhaul.
Jackstay.
Martingale.

Paravane gear:—

All articles provided as "fixtures."

Aeroplane derrick:—

Stays.
Guys.
Whip.
Topping lift.

Stern boom:—

Ladder.
Pendant.
Guys.
Fenders.
Slings.

Upper deck sleeping billet:—

Jackstays.

Boats' slings:—

Bridle.
Steadying lines.
Span slings.

Tackles, etc., for gunnery purposes:—

Slings.
Tackles.
Whips.

Tackles, etc., for torpedo purposes:—

Tackles.
Strops.
Span slings.
Pendants.
Nose lines.
Tail lines.
Illuminating jackstay.

} To be shown in List of Fittings for Torpedo Warrant Officer.

Appendix 2

Articles deleted from the present ship Lists of Fittings.

(*Note.*—Items included in Equipment List for pulling and sailing boats should be dealt with as Sea Stores.)

	How to be dealt with.
All components of articles in Rigging Warrant.	*See* revised instructions.
Boats' awnings.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
Baths, canvas.	Sea stores.
Cloths, deck.	,, ,,
Canopies, boats.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
Covers for boats' awnings.	Ditto.
,, ,, boats.	,,
,, ,, boats, boiler and engine.	,,
,, ,, director tower.	*Delete.*
,, ,, hammock netting.	,,
,, ,, ,, box.	,,
,, ,, hose racks.	,,
,, ,, sounding machine.	Sea stores.
,, ,, Navyphones.	*Delete.*

	How to be dealt with.
Covers for Boats' rangefinder box.	*Delete.*
,, ,, rigging screws with latchet.	,,
,, ,, boats' sails.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
,, steaming.	*Delete.*
,, torpedo.	,,
,, turret or barbette for gratings.	,,
Hoods, aprons for 6-in. gun shields.	,,
Screens for blacksmith forge.	,,
,, ,, conning tower.	,,
,, ,, forecastle.	,,
,, ,, control platform.	,,
,, ,, hatchway.	,,
,, ,, locker for flags.	,,
,, ,, transmitting room.	,,
Tarpaulins.	Sea stores.
Washstrakes, steamboats.	*Delete.*

(*A.F.Os. 2533/35 and 231/36.*)

3076.—Destroyers—Use of Refrigerating Plant in Harbour to be Restricted

(M.F./V. 1034/35.—19.12.1935.)

It has come to notice that it is not unusual for destroyers to make continuous and full capacity use of their cold storage as is done in larger ships.

2. The light automatic refrigerating plant in destroyers was fitted with the object of improving the sea keeping qualities of the vessels, and arrangements are to be made to ensure that its use in harbour is restricted to a minimum. This should in turn reduce the period during which the use of the Diesel electric generating plant is required.

3080.—16-ft. Fast Motor Dinghies—Interchangeability

(D. 9092/35.—19.12.1935.)

Fast motor dinghies of designs by different firms have been supplied to certain H.M. leaders, destroyers and vessels, and will also gradually be supplied to a number of other H.M. ships.

2. It is desired that the stowage and lifting arrangements for these boats should, as far as possible, be standardised, so that boats of different types can readily be interchanged.

3. For this purpose, the boats' chocks are to be arranged as shown on A.F.O. Diagram 136/35 in vessels which at present carry these dinghies, and in future when such dinghies are issued to new or existing ships.

4. The spreader and bridle (other than the slings permanently attached to the boat) are to be suitable for the arrangements provided in the boat.

5. When any of these dinghies are transferred to other ships, the spreader and bridle and the crutches are to be transferred with the boat.

6. When a transportable trolley is used for stowing the dinghy in a vessel, the trolley is to be modified to accommodate the standard type of crutches.

3085.—Hollow Wood Spars—REPORT

Cruisers

(D. 12578/35.—19.12.1935.)

Hollow wood spars are fitted in certain H.M. cruisers as enumerated below. Two types of spar are used, viz.:—

(*a*) Laminated type, the layers being circumferential.
(*b*) Built-up type, consisting of four pieces jointed longitudinally.

H.M.S. "*York.*" Fore and main topmasts—Type (*a*).
(*Note.*—Fore topmast to be replaced by solid spar at Bermuda.)
H.M.S. "*Exeter.*" Fore and main topmasts—Type (*a*).
H.M.S. "*Norfolk.*" Main topmast—Type (*a*).
H.M.S. "*Dorsetshire.*" Fore and main topmasts—Type (*a*).
H.M.S. "*Leander.*"
H.M.S. "*Orion.*" } Fore and main topmasts—Type (*a*).
H.M.S. "*Neptune.*"
H.M.S. "*Achilles.*" Fore and main topmasts—Type (*b*).
H.M.S. "*Ajax.*" Fore and main topmasts and fore lower yard—Type (*a*).
Main lower yard and fore and main W/T yards—Type (*b*).
H.M.S. "*Arethusa.*" Fore and main topmasts—Type (*a*).
H.M.S. "*Galatea.*" Fore and main topmasts—Type (*b*).
H.M.S. "*Amphion.*" Main topmast—Type (*a*).
H.M.S. "*Apollo*" and *H.M.A.S.* "*Sydney.*" Main topmast—Type (*a*).
Fore and main W/T yards and main lower yard—Type (*b*).

2. Defects having been reported in certain hollow spars, the Dockyard Officers concerned are to survey the spars referred to above at the first convenient opportunity, and at subsequent intervals not exceeding 12 months, and furnish a report as to their condition.

3. When hollow spars have to be recessed or cut in any way, the exposed surfaces are to be faced with teak strips carefully fitted and bedded to protect the exposed surfaces of the spar from the effects of weather.

4. Any hollow spars, whether topmasts, yards, or booms, which, as the result of survey, are condemned as unfit for further service, are to be replaced by solid spars.

1936

36.
48. } *Issued Confidentially.*

122.—Torpedo Tubes—21-in., Fixed Above-Water—Longitudinal Doors

H.M. Ships and Dockyards concerned

(T. 0855/35.—9.1.1936.)

Should fractures be discovered in the hinges of the longitudinal doors of fixed above-water torpedo tubes upon examination, additional stops are to be fitted to the tubes as shown on Portsmouth drawing M.E.D.T.1159A, copies of which, if required, should be obtained from Portsmouth Dockyard.

2. An item for this work, where necessary, should be inserted in the list of alterations and additions to the vessel concerned.

126.—Electrolytic Condensers for H.A.C.S.I. Relays—REPORT

Ships fitted

(T. 4244/35.—9.1.1936.)

With reference to A.F.O. 1499/35, sample condensers are to be forwarded to Captain, H.M.S. " Vernon," as directed in that Order, to arrive in August, 1936, and each succeeding year until further orders.

(*A.F.O. 1499/35.*)

130.—Pattern 3860A, 10-in. Signalling Projectors in lieu of Pattern 5300, 10-in. Signalling Projectors—Fitting

(S.D. 1264/35.—9.1.1936.)

(*This reprint embodies A.F.O. 646/36.*)

It has been approved in principle to fit the new 10-in. signalling projectors, Pattern 3860A, in flagships, battleships, battle cruisers, aircraft carriers, and cruisers, normally in full commission.

2. These projectors will probably be purchased during 1936 for fitting in lieu of Pattern 5300.

3. The establishment of stores will be amended in due course.

4. Commanding Officers of H.M. ships concerned are to insert items in the list of Alterations and Additions (Classification " B ") as follows :—

(*a*) To remove the existing signalling projectors, Pattern 5300, and fit Pattern 3860A in lieu.

(*b*) To remove the existing resistances and fit resistance, Pattern 8994 in the case of 100/110-volt ships, and resistances, Patterns 8994 and 8995 in the case of 220-volt ships in lieu.

Note.—In each ship provided with four sets of resistances, arrangements are to be made that one set of resistances on each side will receive its electrical supply from the opposite side of the ship.

160.—*Issued Confidentially.*

167.—A.W. Torpedo Tubes—21-in., Q.R. VII, Q.R. VIII, 21-in., T.R. IV, and 21-in., P.R. I—Modification to Detachable Sections of Side Strips in Lip End

"Ajax," "Amphion," "Apollo," "Grenville," and "Greyhound" Class. "Arethusa," "Galatea," and Dockyards concerned.

(T. 3955/35.—16.1.1936.)

It has been found that the detachable sections of the side strips in the lip ends are liable to become loose due to stretching of the threads of the securing screws.

2. Should this defect become apparent, it is to be rectified in the manner shown in A.F.O. diagram 154/35.

3. An item for this work, where necessary, is to be inserted in the next defect list of the vessel concerned.

171.—Circuits fitted with Electrolytic Condensers and Metal Rectifiers

(T. 4544/35.—16.1.1936.)

Metal rectifiers and electrolytic condensers are being used for spark absorption circuits in certain service applications.

2. Care must be taken that voltages from a megger or metrohm are not applied across the terminals of the condenser or rectifier.

3. Where both sides of the condenser are joined by a winding as in electrolytic condensers used for spark absorption in "M" type motor circuits, the complete circuit may be tested for insulation to earth provided the "M" motors remain in circuit.

4. When these condensers or rectifiers are in use attention is directed to the fact that the polarities of the circuit must be correct as shown on the drawings since the condensers and metal rectifiers will operate correctly in one direction only.

5. Electrolytic condensers for spark absorption in "M" motor circuits have their negatives connected together in star with the positive condenser terminals connected to the "M" motor lines.

209.—Director Firing Gear—Type "H" Gyro Sights—Fitting Registering Plate in Firing Mechanism

"Kempenfelt," "Crusader," and "Defender" Class destroyers, except "Duchess"; Portsmouth, Chatham, Devonport, and Hong Kong Dockyards. "Duncan" not affected

(G. 3167/35.—23.1.1936.)

A report has been received recently wherein it was stated that the loosening of screws "X" and "Y," indicated on A.F.O. Diagram 129/35 (1), had disturbed the rigidity of the contact plate assembly.

2. The defect can be overcome by fitting the special stop plate indicated in red on A.F.O. Diagram 129/35 (2), which is fitted in "Duncan," "Duchess," and all leaders and destroyers subsequent to "D" class.

3. The manufacture and fitting of the stop gear is to be undertaken by the refitting dockyards concerned, as convenient. The schedule of material and instructions for fitting the gear are as follows:—

Additional Material.

1—Stop bracket to Drawing No. D.F.C. 24593, Item 1. The two holes for 6 B.A. countersunk screws should be drilled on the ship to suit the existing holes in the guide for sliding bracket. The depth of the stop bracket, shown as ·425-in. on Drawing No. D.F.C. 24593, Item 2, should be a little full, say ·45-in., to allow for finishing to the depth required to suit the job.

2—New 6 B.A. countersunk screws for securing the stop bracket.

1—New stop plate to Drawing No. D.F.C. 24593, Item 5. The hole for the single locking dowel should be under size when delivered, say ·07-in. diameter.

3—Dowels to Drawing No. D.F.C. 24593, Item 3.

2—Dowels to Drawing No. D.F.C. 24593, Item 4.

1—4 B.A. screw securing stop plate to stop bracket.

The position of the differential adjusting screw should not be disturbed before the locking plate is assembled.

Method of Assembly.

(1) Drill the stop bracket for 2-6 B.A. countersunk screws—positions of holes to suit existing holes in the guide for sliding bracket.

(2) Attach the stop bracket by means of the 2 new 6 B.A. screws.

(3) Using the stop bracket as a drill jig, drill 2 holes in guide for sliding bracket—for ·1-in. diameter dowels.

(4) Adjust the depth of the stop bracket, which is ·45-in. as supplied, to suit the job.

(5) Assemble stop bracket and stop plate with all dowels except the locking dowel.

(6) Open out the ·07-in. diameter hole for dowel in the stop plate, in position—to suit the ·1-in. diameter dowel. At the same time, drill through into the sliding bracket of the firing gear.

(7) Drive in the dowel pin.

The slider carrying the firing gear will then be locked in the correct position, and it will not be necessary to use the differential adjusting screw until re-adjustment is required, which may occur, if and when, time interval gear is fitted.

If time interval gear is fitted, the dowel plate should be reversed after the time interval gear has been connected up in zero position.

4. The vessels concerned are to insert an item in their lists of alterations and additions to cover the "Fitting of a stop in the gyro director sight to locate the contact plate of the firing mechanism." This item is to be classified "B."

5. In the meantime, attention should be given to the firing mechanism by the ships' staffs to ensure that the contact plate assembly does not become loose due to the slacking off of the screws "X" and "Y," indicated on A.F.O. Diagram 129/35 (1).

218.—Torpedoes, 21-in., Marks VIII-IX*—Introduction of Spring Seats for Gyroscopes

(A.S. 3486/35.—23.1.1936.)

A modified type of seating for gyroscopes has been introduced in new manufacture torpedoes, 21-in., Marks VIII-IX*, and the first torpedoes to be so fitted during manufacture are:—

21-in. R.N.T.F. VIII*	No. 479.
21-in. R.N.T.F. IX*	No. 347, 407, then 409 onwards.
21-in. W.T.Wks. VIII	No. 121.
21-in. W.T.Wks. IX*	No. 1.

2. The fitment of the new type of seating, which is of the leaf-spring type, effects a slight improvement in direction keeping, but this will be more apparent at torpedo ranges than at sea.

3. It is not intended to substitute the new for the old pattern seating generally in the earlier torpedoes of the marks concerned, but some may be fitted during re-ranging if found necessary.

220.—*Issued Confidentially.*

222.—Torpedo Davits, Winches and Lifting Gear—Periodic Tests of

Destroyers and Leaders, "Codrington," "Keith," "Kempenfelt," "Duncan," "Exmouth," "Acasta," "Beagle," "Crusader," "Defender," and "Eclipse" Classes

(T. 3671/35.—23.1.1936.)

For purposes of test on torpedo davits, winches and lifting gear on "A," "B," and "C" Class destroyers and leaders, the working load is to be taken as 32 cwts.

2. For "D" and "E" Class destroyers and "Duncan," the maximum working load when system is rigged to hoist torpedo by winch is to be taken as 32 cwts. For hoisting torpedo by means of the deck tackle the maximum working load is to be taken as 2 tons.

3. For "Exmouth," for hoisting by means of winch or by means of deck tackle, the working load is to be taken as 2 tons.

4. The test plates on davits should be modified in accordance with the above. For "D" and "E" Class the davit test plate should read:—

Maximum working load on davit	2 tons.	
Maximum working load on davit when using torpedo winch	32 cwts.	In "Exmouth" 2 tons.

231.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc.

(N.S. 15657/35.—23.1.1936.)

The revised forms to be used in the preparation of lists of portable fittings, spare gear, etc., referred to in paragraph 3 of A.F.O. 2533/35, have now been printed (except as stated in paragraph 3 below), and yards should demand their requirements direct from N.S.O., Deptford.

2. The forms are numbered D.787–D.798, and each completed list of fittings, corresponding to the present fixture lists D.6B, etc., should consist of the following:—

D.787—Outside covers	1
Memorandum of Instructions (as applicable) ...	1
D.788—Memorandum for Shipwright.	
D.789— ,, ,, Boatswain.	
D.790— ,, ,, Gunner.	
D.791— ,, ,, Torpedo Warrant Officer.	
D.792—Index forms	As necessary
D.793—Lists of drawings	,,
D.794—Lists of portable fittings, etc.	,,
D.795—Certificate (A) of first supply	1
D.796— ,, (B) of transfer between officers ...	6
D.797— ,, (C) for use when paying off	1
D.798— ,, (D) for final disposal	1

Tracing sheets have been provided for Forms D.792–3–4 to enable the necessary copies to be prepared, as is done for the Engineers' List of Spare Gear, D.320.

3. Forms D.790 and D.791 will not be available until revision of the Lists of Fittings for the Gunner and Torpedo Warrant Officer has been completed. In the meantime, however, the loose-leaf forms should be used in the preparation of new lists for these officers and the items shown in the lists should be as at present included in lists D.6G and D.6B.

(A.F.Os. 2533/35, 3025/35, and 3026/35.)

273.—Endless Chain Ammunition Hoists with Revolving Scuttles —Precautions when Operating

(G./N.L. 3790/35.—30.1.1936.)

Two accidents have recently occurred, involving serious injury to the hands of ratings, operating in one instance a 6-in. fixed shell hoist, and in the other a 4-in. hoist, both of which were of the above type.

2. In order to reduce the possibility of a recurrence of this accident, a notice, worded as follows, should be placed in a prominent position at the bottom of every endless chain hoist with a revolving scuttle.

3. NOTICE.

When operating the hoist keep your left hand behind your back.

As soon as you have put the lever operating the hoist down, put your right hand to your side.

If the round moves in the hoist after you have loaded, leave it alone.

325.—Paxolin Insulation and Nickel Contacts—Description, Care and Upkeep in Breech Safety Change-over Contacts, Breech Safety Contacts, Interceptors, Locks, Electro-Mechanical Firing Gear

(T./T.S.D. 806/35/G.—6.2.1936.)

The following is re-issued for information:—

" All insulation used in the above gear of recent design is Paxolin.

2. This material consists of paper in layers, the paper being impregnated with a synthetic resin known under various names, such as 'Bakelite,' 'Formite,' etc.

3. The paper laminæ in the washers run parallel to the flat surface and in the tubes they are concentric.

4. All surfaces of this material are protected with varnish, which is baked on after machining, and care should be taken not to remove the surface of the insulation, as this will tend to make the material slightly porous (but not to any dangerous extent).

5. All Paxolin insulation is assembled with grease (Price's 'Vasogene A'), in order to exclude moisture; should the bushings be stripped down at any time, care must be taken to use this grease in excess when assembling, in such a manner that all interstices between contact parts and insulation and between insulation and metal are completely filled.

6. Stripping should only be carried out when the insulation resistance of the fitting has fallen sufficiently low as to indicate that moisture has penetrated into the bushing.

7. Before re-assembly, the components of the bushings should, if they have been exposed to salt water or spray, be washed in fresh water after removing the remains of the grease filling.

8. After assembly as in paragraph 5, the fitting should, if this can be carried out conveniently, be heated to a temperature of about 130° F. before tightening up the nuts.

9. This precaution applies more especially to gear which is used in exposed positions.

10. All contacts in the above gear are made of 98 per cent. nickel, and care should be taken to ensure that no emery or other abrasive is used either on the nickel or close to [illegible] cts, as the nickel, being a somewhat tough and ductile metal, will take up the emery to some extent, thereby reducing the area of effective contact.

11. The nickel contact surfaces and the exposed surfaces of the Paxolin should be kept smeared with Price's 'Vasogene A,' or failing this, with mineral grease, in order to prevent water causing temporary leaks across the insulation. Grease of this nature will have no effect on the electrical continuity of the firing circuit."

330.—Locking Arrangements to Valves, etc.

Submarines

(D.N.C./M.F. 15565/35.—6.2.1936.)

The following valves, etc., in submarines are to be locked in the manner stated:—

Valves, etc.	*How Secured.*
Main and auxiliary tank vents ...	Cottered.
Magazine flood valve	Padlocked "shut."
Main line suctions to battery tanks or compartments.	Padlocked "shut."
Cross connection between oily bilge pump and main line.	Padlocked "shut."
All vents and flood valves in connection with escape chambers.	Lashed "shut" with thin copper wire.
First filling and equalising pipe valves in external fuel tank.	Lashed "open" with thin copper wire.
Drop keel release gear	Strapped and padlocked, except when diving.
Indicator buoy release gear	Lashed "shut" with thin copper wire.
Bulkhead valves in the lubricating oil supply, from the motor room lubricating system to the engine clutches, where so fitted.	Lashed "open" with thin copper wire.

2. Items as necessary should be included in the Alteration and Addition lists for submarines of "Oberon" and later classes. The work is to be undertaken by depôt ships' staffs wherever practicable.

3. Locking arrangements for valves other than those mentioned are not essential, but if in a particular vessel, some further precautionary measure is considered necessary in the case of other valves or part of gear, this is to be arranged by lashing or pinning, not by padlock.

411.
424. } *Issued Confidentially.*

502.—Introduction of Admiralty General Experimental Order (G) Form to Cover Trials of Experimental Gun Parts on Board H.M. Ships

(G. 1920/35.—27.2.1936.)

From time to time guns and/or mechanisms, or parts of guns or mechanisms, of an experimental nature are issued to H.M. ships for trial.

2. In the past, reference to the fitting of these experimental items, the purpose of the trial, the date on which reports on them should be made, etc., has been contained in an Admiralty letter addressed to those concerned.

3. In order that this information may be readily available in concise form, it has now been approved to issue as well, an Admiralty General Experimental Order (G) form as shown below on which will be found full details and orders for the trial.

4. Where it is required that the Commander-in-Chief shall detail a ship for the trial, paragraph 4 of the form will be left blank and should be filled in by the Commander-in-Chief and the name of the ship or ships reported to the Admiralty.

5. Three copies of the form will be issued for necessary distribution to the authority under whom the trial is ordered to be carried out, *i.e.*, C.-in-C. of Fleet or Captain of Gunnery School.

6. The above issue will be in addition to the normal departmental issue of the form.

ADMIRALTY GENERAL EXPERIMENTAL ORDER

D.N.O's. DEPARTMENT

G

Approved on Admiralty Docket..... A.G.E.O. No.....

Sheet No. .....

Addressed to Date .....

1. It is requested that the trial described below may be carried out and report forwarded to D.N.O. through C.I.N.O.

2. In all communications the number of the order and the Admiralty docket on which approved must be quoted.

3. Copies have been sent to.....

.....

4. Trial will be carried out by..... at.....

5. It is requested that report may be rendered by .....

6. Representatives of the {manufacturer / designer} {will / will not} be required to attend trial.

for Director of Naval Ordnance.

Object of Trial.

(*a*) **Gun or Howitzer.**	Mark or Design.	Remarks.

(*b*) **Projectiles, Bombs, etc.** **Nature.**

No.	Mark or Design.	Method of Filling	Weight.	Remarks.

(*c*) **Fuzes, Tubes or Primers.** **Nature.**

No.	Mark or Design.	Filling.	Gaine (if reqd.)	Remarks.

(*d*) **Charges.** **Nature.**

No.	Mark or Design.	Weight.	Remarks.

(*e*) **Other Stores.**

No.	Description, Mark or Design.	Remarks.

Trial is not to proceed unless certificates signifying the correctness of the stores as below are forthcoming.

Store.	**Certificate supplied by**
(*a*) (i) Gun Body, Barrel or Liner ...	Memo. of Inspection.
(ii) Gun Mechanism	.....
(iii) Other gun details under trial ...	.....
(*b*) Projectiles or Bombs	.....
(*c*) Fuzes, Tubes or Primers	.....
(*d*) Charges	.....
(*e*) Other stores	.....

No variation or amplification of the following instructions is to be permitted without the concurrence or approval of the Admiralty.

503.—" Stepnite " Binoculars

(C.P. 10581/35.—27.2.1936.)

With reference to A.F.O. 83/35 detailing the facilities available for the purchase by individual officers of Barr & Stroud's binoculars, a competing binocular the " Stepnite " made by Messrs. Ross, Ltd., has now been tested.

2. This binocular is not fitted with focussing clicker, telescopic objective ray shields or internal light filters which the firm are now developing, but it is considered that the binocular as supplied for test would meet the personal requirements of Naval officers.

3. Messrs. Ross, Ltd., are prepared to supply these binoculars direct to officers at the price of £14 5*s.* each, and enquiries should be addressed direct to the firm at Optical Works, Clapham Common, S.W.4.

4. Attention is drawn to the fact that as in the case of Messrs. Barr & Stroud this special price can only apply to applications *direct* to the firm at the above address. This price cannot be obtained for supplies through retailers and should not be disclosed to them.

(*A.F.O. 83/35.*)

504.
548. } *Issued Confidentially.*

553.—W/T—Alteration of A.C. Supply Voltage to Type 49 W/T Sets

(S.D. 139/36.—5.3.1936.)

The present voltage of the A.C. supply to Type 49 W/T sets (except Type 49X in H.M.S. " Duncan ") is 130 volts, obtained from Patterns 1332 or 6596A motor-alternators, 8-kw., 500-cycles.

2. To allow the motor-alternators to generate at a voltage nearer the nominal for which they were designed and, simultaneously, to assist the booster-control system to operate more satisfactorily, it has been decided that in all existing and future Type 49 sets the supply voltage shall be 180-volts A.C.

3. To effect this change in existing sets the following action is to be taken by ship's staff, *upon receipt of the requisite stores* referred to in sub-paragraph (*a*) below, in all Type 49 sets (except 49X), which are provided with Pattern 7531 transformers for the main H.T. supply.

(N.B.—All sets which, from the date of installation, are arranged for 180-volts will be fitted with a new pattern of H.T. transformer, 180/13,000-volts, viz., Pattern 2687.)

(*a*) Remove the transformer, 180/18-volts, Pattern 7599, from panel 3T, L/F, main transmitting, lower, Pattern 5372, and fit in lieu, transformer 180/18 or *13-volts*, Pattern 7599A. Connect the secondary leads to the 13-volt output terminals of the transformer, Pattern 7599A (special care must be taken that this is correctly done; if the secondary leads are connected to the 18-volt terminals the valves will be burnt out). Return the transformer, Pattern 7599, to store, carefully packed, at the earliest possible date.

(*b*) Remove the 180-volt tap on the auto-transformer, Pattern 7546, fitted in panel 3T, Pattern 5372. When this has been done the maximum voltage which can be applied to the transformer (for H.T.), Pattern 7531, will be 135-volts. The procedure for removing the tap is as follows:—

(i) Remove the handles from the auto-transformer tapping-switch and low-power machine starter-regulator.

(ii) Remove the front cover of the panel.

(iii) Disconnect the 180-volt tapping lead from the second (*i.e.*, rear) terminal on the left-hand side of the transformer tapping-switch and from the 180-volt terminal of the transformer. (This will still leave one—the main supply—lead on the 180-volt terminal of the transformer.)

(iv) Replace the cover and handles.

(v) Place a paper, or other suitable label, marked "off," over the engraving "Full-power" on the tapping switch indicator-plate. The "$\frac{3}{4}$" indication will now become the full-power position, and may be marked as such by means of a paper label.

Retain the lead removed, *vide* (iii) above; it should be re-fitted if ever transformer, Pattern 2687, is installed with the set in lieu of Pattern 7531.

(*c*) On both transformers, Patterns 7594B and 7595A, fitted in panel, Pattern 5375, change the input leads, which at present go to the 130-volt primary terminals (T.2), to the 180-volt primary terminals (T.3), which are at present unused.

(*d*) On each contactor, voltage-control, Pattern 7503A (fitted in the boards 2T, auto-voltage-control, Pattern 8841), and on filter-unit, Pattern 8829A (fitted in panel 3T, Pattern 5375), the A.C. lead which at present goes to the "130-volt" A.C. terminal is to be taken to the "180-volt" A.C. terminal.

4. When the above changes have been made:—

(i) Put the "hand-auto" switches (in boards, Pattern 8841) to "hand."

(ii) Start up one machine and adjust its hand-regulator to give 180-volts on load.

(iii) Adjust the corresponding contactor so that the vibrating arm just floats.

(iv) Switch off the machine and put the "hand-auto" switch to "auto."

(v) Re-start the machine and finally adjust the contactor until 180-volts is maintained on load. Clamp the contactor controlling-disc.

Carry out the same routine on the other machine (if machines are duplicated). Once the above adjustments have been made the position of the hand-regulators should not be altered; if for any reason they are altered the contactors should be reset by the method described above.

5. One transformer, Pattern 7599A, referred to in paragraph 3 (*a*) above, will be supplied without demand to each vessel fitted with a Type 49 W/T set having a transformer, Pattern 7531.

6. All transformers, Pattern 7599, when replaced by Pattern 7599A, are to be forwarded to Superintending Naval Store Officer, Portsmouth, for conversion, by the original makers, to Pattern 7599A.

7. *Future Replacements.*—In the event of transformers, Pattern 7531, fitted in Type 49 sets becoming defective, a transformer of the same pattern may be issued in lieu so long as stocks for this purpose are available; otherwise Pattern 2687 transformer should be issued and, on fitting, the lead removed, *vide* 3 (*b*) (iii) above, replaced. Transformer, Pattern 7599, is no longer suitable for Type 49 sets.

8. All future deliveries of panels 3T, Pattern 5372 and Pattern 5375, will conform to the new requirements when delivered.

9. The necessary amendments to W/T fitting-out and purchase specifications, establishment lists and handbooks, etc., will be promulgated in due course.

558.—Rosyth—Turnover of Stocks of Perishable Naval Stores

H.M.S. "Greenwich"; R.N.V.R., and other Naval and Civil Shore Establishments in the Scottish Command; H.M. Dockyards, Chatham and Sheerness,)

(N.S. 1462/36.—5.3.1936.)

In order to assist in securing a turn-over of the reserve stocks of perishable stores maintained at Rosyth, all shore and R.N.V.R establishments in the Scottish Command and H.M.S. "Greenwich" are in future to demand requirements of the Naval Store articles listed below from the Naval Store Officer, Rosyth, instead of from Southern Yards.

2. H.M.S. "Greenwich" is also to demand mixed paints of the descriptions shown in the list from Naval Store Officer, Rosyth, instead of equivalent paint ingredients from Chatham.

3. *Dockyards only.*—Issues from Rosyth are to be regarded as non-expenditure. Replenishments required by Rosyth to replace such issues should be demanded quarterly from Chatham (see para. 4 of A.L. 12/6/35—N.S. 0343/35/8825) where they are to be regarded as expenditure for the purpose of calculating expenditure reserves.

List of Stores of a perishable nature held in reserve at Rosyth

Stock Item.	*Pattern No.*	*Description.*
B.8	4727	Extinguishers, Fire, Foam type.
	4728	Refills, Pyrene, one quart.
	4729	,, Foam, two gallons.
B.12	—	Voice Piping, Bronze, flexible, 2 in., fitted with Mark IV connections, 20 ft. in length.
D.4	—	Flags, Mast-head Pendants, White, 3 yds. and 4 yds.
	401 to 480	,, Signal, No. 4 size.
	14	,, Rectangular, Red, 11 ft. by 9 ft.
D.5	C.1485	Cordage, Coir, 4 in.
	C.1274	,, White, 1½ in.
	C.1276	,, ,, 2 in.
	C.1278	,, ,, 2½ in.
	C.1280	,, ,, 3 in.
	C.1204	,, Manila 1¼ in.
	—	,, Sisal ½ in.
	—	,, ,, 1 in.
	—	,, ,, 1½ in.
	—	,, ,, 2 in.
	—	,, ,, 2½ in.
	C.1365	,, Tarred ½ in.
	C.1371	,, ,, 2 in.
	C.1373	,, ,, 2½ in.
	C.1453	,, ,, Spunyarn, 3 yarn.
	C,1577	Lines, signal halyards, 1¼ in.
	C.1578	,, Hand, Lead.
	C.1564	,, ,, Fishing, Albicore.
E.2	12	Cord, elastic.
	7	Rings, India Rubber.
	8	,, ,, ,,
	1201	Washers, India Rubber.
	1202	,, ,, ,,
	12	Asbestos Sheeting, ⅛ in. only.
	13	,, Tape, 1 in. and 1/16 in.
	249	Solution, I.R.
E.3	—	Oars, Ash, 8½ ft.
	—	,, ,, 12 ft.
	—	Paddles, Ash, for Life Floats.
	—	Staves, Ash, 10 ft.
	—	,, ,, 8 ft.
	—	,, Fir, 21 ft.
	—	Spars, Norway.
	—	Oars, Fir, 17 ft.

Stock Item.	*Pattern No.*	*Description.*
E. 3 (*contd.*)	—	Oars, Fir, 16 ft.
	—	,, ,, 14 ft.
	—	,, ,, 10 ft.
	—	,, ,, 8 ft.
E.5	1271	Rings, I.R., for Sounding Machines.
	1420	Buffers, Rubber, for Sounding Machines.
E.6	641	Distemper, White.
	507B	Paint, mixed, dark grey.
	517	,, ,, white lead flatting.
	537	,, ,, white, ordinary.
	519	,, ,, white undercoating for enamel.
E.7	10	Enamel, Proprietary, white.
E.10	—	Officers' Bedding.
F.2	55	Batteries, torch.
	257	Tape, rubber, adhesive.
	4976	Cells, inert, for W/T.

559.—Form D.741—Report of Trial of Cooling Machinery

Dockyards, Overseers and all Vessels concerned

(D. 827/36.—5.3.1936.)

In a number of reports of insulation tests recently forwarded to the Admiralty, the particulars of the volumes of compartments, areas of the bounding surfaces and the thickness and material of insulation have not been shown in the appropriate spaces on the back of Form D.741.

2. In all future returns, the forms are to be completed in this respect before submission to Admiralty. The positions of the thermometers in the cold and cool rooms is also to be shown on the Form.

686.—*Issued Confidentially.*

695.—Electrolytic Condensers for M. Type Transmission—REPORTS

(T. 2924/35.—19.3.1936.)

In addition to the trials authorised by A.F.O. 1499/35 with 500 mfd. electrolytic condensers for H.A. relays, very successful trials have been carried out in the Home Fleet with similar condensers used as anti-sparking devices for " M " type transmitters.

2. Further experience as to the lasting qualities of these condensers is desirable, and arrangements have accordingly been made for the purchase of 21 condenser boxes for issue to the ships indicated at (ii) below. Supply will be made without demand.

(i) Already fitted:—

" Rodney "	(2) units.
" Hood "	(1) ,,
" Orion "	(2) ,,
" Achilles "	(2) ,,
" Kempenfelt "...	(1) ,,
" Crusader "	(1) ,,

(ii) Purchase now being made:—

" Ramillies "	1 in number, 4-unit box, Pattern 3433.
" Resolution "	,, ,, ,, ,, ,, ,,
" Barham "	,, ,, ,, ,, ,, ,,
" Repulse "	,, ,, ,, ,, ,, ,,
" Courageous " ...	,, ,, ,, ,, ,, ,,
" Glorious "	,, ,, ,, ,, ,, ,,
" Arethusa "	,, ,, ,, ,, ,, ,,
" Amphion "	,, ,, ,, ,, ,, ,,
" Ajax "	,, ,, ,, ,, ,, ,,
" Leander "	,, ,, ,, ,, ,, ,,
" Neptune "	,, ,, ,, ,, ,, ,,
" Dorsetshire " ...	,, ,, ,, ,, ,, ,,
" Norfolk "	,, ,, ,, ,, ,, ,,
" Exeter "	,, ,, ,, ,, ,, ,,
" York "	,, ,, ,, ,, ,, ,,
" Shropshire "... ...	,, ,, ,, ,, ,, ,,
" Codrington " ...	,, ,, ,, ,, ,, ,,
" Keith "	,, ,, ,, ,, ,, ,,
" Duncan "	,, ,, ,, ,, ,, ,,
" Exmouth "	,, ,, ,, ,, ,, ,,
" Faulknor "	,, ,, ,, ,, ,, ,,

3. The condensers should be fitted on receipt in suitable heavily loaded " M " type transmission circuits, and connected in lieu of existing condenser boxes.

The condensers now fitted in the selected circuits are to be disconnected.

4. Commanders-in-Chief are requested to arrange for two sets of three condensers each from each station to be sent to Captain, H.M.S. " Vernon," to arrive in August each year, starting one year after first installation for special examination. Condensers are to be clearly marked with ship's name, date of installation, and circuit in which connected. Sample sets from those now being supplied are not required till August, 1937.

5. After examination of the condensers, the Captain, H.M.S. " Vernon," is to forward a report to the Admiralty, stating whether the condensers show signs of wear and if the duration of their life can be predicted. Condensers will be returned to ships after examination.

6. Reports from ships fitted are only required in the event of any failure or abnormal behaviour.

(*A.F.O. 1499/35.*)

700.—Signal Flag Lockers for Ships of the Naval Examination Service—Marking

Dockyards concerned.

(S.D. 339/36.—19.3.1936.)

The question of the marking of the flag lockers for the use of ships of the Naval Examination Service has been receiving consideration.

2. As most of the signalling will be carried out with vessels of the Mercantile Marine, it has been decided that the lockers are to be marked in accordance with the International Code.

3. The approved marking is shown on the following table :—

				Pilot Jack.	Ensign.	
A	B	C	D	E	F	G
H	I	J	K	L	M	N
O	P	Q	R	S	T	U
V	W	X	Y	Z	CODE ANS.	MIL pdt.
1	2	3	4	5	6	7
8	9	0	1st Sub.	2nd Sub.	3rd Sub.	N.E.S. flag.

The pattern numbers of the flags required are as stated below :—

A ... 403	J ... 412	S ... 420	1 ... 457
B ... 402	K ... 428	T ... 430	2 ... 444
C ... 472	L ... 413	U ... 423	3 ... 449
D ... 473	M ... 405	V ... 418	4 ... 462
E ... 474	N ... 422	W ... 409	5 ... 458
F ... 475	O ... 419	X ... 424	6 ... 452
G ... 476	P ... 432	Y ... 408	7 ... 466
H ... 459	Q ... 421	Z ... 410	8 ... 451
I ... 415	R ... 460		9 ... 455
			0 ... 467
Military Pendant ... 454		1st Sub. ...	... 477
Code Pendant ... 461		2nd Sub. ...	... 478
Naval Examination Service Flag. 99		3rd Sub. ...	... 480
		Pilot Jack ...	... 479

742.—*Issued Confidentially.*

752.—Boilers—Oil Fuel Burning

Cruisers.—" *Leander* " *and later classes.*
Destroyers.—" *Beagle* " *and later classes.*
Sloops.—" *Shoreham,*" *repeat* " *Shoreham,*" " *Grimsby* " *and* " *Halcyon* " *classes,* " *Kingfisher* " *and* " *Enchantress.*"
Gunboats.—" *Falcon,*" " *Sandpiper,*" " *Robin.*"

(E.-in-C./M.F. 4465/36.—26.3.1936.)

A trial carried out with oil fuel burning equipment as fitted in new construction since 1931 has established that—

(1) Maximum boiler efficiency is achieved with this type of equipment when the exhaust gases are practically clear, only a faint brown haze being visible at the funnel.

(2) There is, however, a wide range of clear funnel conditions between condition (1) above and that obtaining when white smoke is produced and attention is drawn to the fact that there is a progressive loss of boiler efficiency over this range which under certain conditions may amount to as much as 20 per cent. It is therefore imperative that condition (1) shall be approached as closely as operating circumstances permit.

(3) It should be noted in connection with (1) above that a very slight reduction in air pressure will probably result in a rapid vibration of the boiler fronts which, though in itself doing no damage, should serve as a warning to boiler room personnel that smoke is being produced.

759.—Aircraft—Danger of Fire

H.M. Ships carrying Aircraft.

(D. 3056/36.—26.3.1936.)

An inquiry into an outbreak of fire in an aircraft attached to H.M.S. " Arethusa " elicited the fact that the accident was caused by incandescent matter probably emitted from the galley funnels of the ship.

2. All H.M. Ships carrying aircraft are to exercise great care in manipulating the air supply in the oil-fired galleys. In addition, all such vessels are to fit some form of spark arrester to the galley funnels, preferably in the funnel trunking where the gauze or perforated plate can be removed and cleaned periodically.

765.—Cordage—Extended Use of Sisal and Manila

(N.S. 15087/35.—26.3.1936.)

On the exhaustion of existing stocks of soft hemp (European, Indian, etc.) and cordage manufactured therefrom, all cordage made in the Dockyards will be manufactured from hard fibres (manila, sisal, New Zealand, and coir). Lines to Specification T.G.32 will, however, continue to be made from Italian hemp for the present.

2. When cordage made from soft hemp is no longer available, requirements should be met as follows :—

Coir Cordage should be used for the same services as at present.
Sisal cordage should be used for the services detailed in A.F.O. 3030/35.
Manila cordage should be used for all other services.

3. Apart from spunyarn, no New Zealand cordage is at present available, but the services for which this cordage is authorised are detailed in A.F.O. 325/34.

4. Tarred cordage manufactured from sisal and New Zealand hemp is approximately comparable in strength with that made from Italian hemp.

5. In view of the fact that sisal is an Empire product, and its use, where adopted, has proved generally satisfactory, Yard Officers are to report any further services for which sisal, tarred or untarred, can be recommended.

6. Commanding Officers of all ships in which, as a result of this Order, manila is used for boats' falls, are to arrange for frequent survey.

(*A.F.Os. 325/34 and 3030/35.*)

808.—Boom Defence Inventory, Part I—Amendments

(T. 1174/36.—2.4.1936.)

Add :—

Item No.	*Description.*	*Type of Boom.*	*Remarks.*
6	—	—	See separate list.
64	—	—	Superseded by item 132A.
66	—	—	,, ,, 131A.
67	—	—	,, ,, 131A.
73	Clumps, stretcher, 4 ton (new pattern)	A/S	
96A	Chains, pendant, ¾ in. × 24 ft. ...	B.1	
159	—	—	See separate list.
193	—	—	,, ,,
204	—	—	,, ,,
205	—	—	,, ,,
206	—	—	,, ,,
207	—	—	,, ,,
264	—	—	,, ,,
266	—	—	,, ,,

Item No.	*Description.*	*Type of Boom.*	*Remarks.*
275	—	—	See separate list.
283	—	—	,, ,,
287	Pendants, 2½ in. F.S.W.R.	—	,, ,,
294	—	—	,, ,,
380	Wires, perimeter, 2½ in. F.S.W.R. ...	—	,, ,,
381	Wires, perimeter, 3 in. F.S.W.R. ...	—	,, ,,
382	Wires, perimeter, 4 in. F.S.W.R. ...	—	,, ,,

Amend to read :—

15	Baulks, tank, 10 ft. 6 in. × 6 ft. × 3 ft. 6 in.	F.1. F.2.	
77	Gear for items 75 and 76. Locking plate.		
96	Chains, pendant, ¾ in. × 45 ft.... ...	B.1	Superseded by item 96A.
131A	Grips, bridge, for 6½ in. F.S.W.R.		
132A	Grips, bridge, for 5 in. F.S.W.R.		
194	Nets, A/S, 3 in., R.U., 152 ft. 9 in. ...	A.2 A.3	See separate list.
197	Nets, A/S, 3 in., R.U., 314 ft. Fitted with jackstays.	A.1 A.4	,, ,,
198	Nets, A/S, 3 in., R.U., 314 ft. Not fitted with jackstays.	A.1 A.4	,, ,,
199	Nets A/S, 3 in., R.U., 102 ft.	A.1 A.4	,, ,,
215	Nets, A/S, 3 in., R.U., 90 ft. 6 in. ...	A.2 A.3	,, ,,
226	Nets, indicator, 226 ft. 3 in.	B.1	,, ,,
328	Shackles, 1¼ in.	B.1	
350	Signal apparatus, Type A, fitted ...	A/S	

Delete Items Nos. 2, 4, 5, 7, 8, 185, 186, 187, 188, 195, 196, 208, 209, 210, 216, 217, 218, 219, 220, 221, 227, 228, 229, 230, 231, 232, 292.

815.—10-in. Signalling Projectors—Plugging in and Modified Supply Arrangements

H.M. Ships "Nelson," "Royal Sovereign," "Queen Elizabeth," "Hood," "Renown," "Arethusa," "Leander," "Kent," "London," "Norfolk," "York" Classes, "E" and "D" Class Cruisers, Leaders and Destroyers of the "Acasta" and later Classes, Aircraft Carriers, Sloops of the "Bridgewater" and later Classes, and "Kingfisher."

(S.D. 492/35.—2.4.1936.)

In order to facilitate the removal of 10-in. signalling projectors from one working position to another, it has been approved to fit a double-pole switch and socket at each of the working positions.

2. Permanent supply arrangements are to be fitted to all working positions, and ships not so fitted are to modify their circuits accordingly.

3. In ships where the main and alternative positions are supplied from one resistance, a change-over switch, Pattern 2700, is to be fitted and the supplies to the two positions taken from this switch.

4. Where additional double-pole switches, Pattern 2694, are necessary, they will be supplied in a modified form to enable a Niphan socket, Pattern 2677, to be mounted on the switch. For use with existing double-pole switches a watertight base suitable for mounting a Niphan socket, Pattern 2677, is to be drawn and the socket mounted adjacent to the switch and connected thereto by 3-core cable, Pattern 5671A.

5. Flexible cable, Pattern 5671A, fitted with Niphan plug, Pattern 2676, is to be used for each projector.

6. Ships concerned are to draw the stores necessary for carrying out these modifications, quoting this Order as authority, and to insert an appropriate item in the next list of Alterations and Additions, the work to be carried out by Ships' or Depôt Ships' Staffs.

879.
887. } *Issued Confidentially.*

894.—Boats—Insurance during Refit or Repair

(C.P. 10308/36.—9.4.1936.)

When Motor, Pulling or Sailing Boats sent for repairs, or storage, to Contractors' works are required to be insured under the terms of A.F.O. 236/33, the values of the boats for insurance purposes are to be calculated on the following basis:—

Depreciate the original value of the boat by an amount of about 3 per cent. for each year of service, and also abate a sum equal to the estimated cost of repairs. After repair, the value of the boat is to be enhanced by the cost of the repairs carried out.

(*A.F.O. 236/33.*)

897.—Parachutes and Lockers—Amended Scale of Issue

Ships other than Aircraft Carriers

(A.M.D./D. 0419/36.—9.4.1936.)

The following amended scale of issue of parachutes and lockers will be made by the Air Ministry to ships other than aircraft carriers :—

PARACHUTES AND LOCKERS

Aircraft carried.	Parachutes required for				No of Lockers required.
	Immediate use.		Reserve.		
	Pilot.	Observer and T.A.G.	Pilot.	Observer and T.A.G.	
1 Single seater ...	1	—	1	—	2
1 Two seater ...	1	1	1	1	4
2 ,, ...	2	2	1	1	6
3 ,, ...	3	3	2	2	10
4 ,, ...	4	4	2	2	12
1 Three seater ...	1	2	1	2	6
2 ,, ...	2	4	1	2	9
3 ,, ...	3	6	2	3	14
4 ,, ...	4	8	2	4	18

Note.—The following are the types of aircraft carried in catapult ships :—

F/R. (Fighter—Reconnaissance)—(Osprey) ... } Two seater.
L/R. (Light—Reconnaissance) ... ... }

T.S.R. (Torpedo—Spotter—Reconnaissance) ...
" Shark " ... ...
" Swordfish " ... ...
S/R. (Spotter Reconnaissance) ... ... } Three seaters.
" Walrus " ... ...
" IIIF " (obsolete) ... ...

2. The lockers are made of metallised three-ply wood, and the external dimensions are 26 in. × 16¾ in. × 12⅜ in.

3. In vessels requiring additional stowage for parachute lockers, the work is to be carried out by ship's staff.

4. Provision for the stowage of parachute lockers is to be made when the catapults are installed in ships, or the aircraft arrangements are altered during refit or reconstruction.

5. In arranging position of stowage it should be kept in mind that a dry atmosphere with constant or frequent ventilation and moderate temperature is desirable.

922.—*Issued Confidentially.*

961.—Electro-hydraulic Steering Gear—Motor Alarm Arrangements

Future Capital Ships, Cruisers and Aircraft Carriers of 1933 and later programmes, and Destroyers of 1934 and later programmes

(T. 3610/34.—23.4.1936.)

A.F.O. Diagram 27/36 (1) shows typical wiring diagram for steering motor indicator and alarm circuits for future capital ships, cruisers and aircraft carriers of 1933 and later programmes. A.F.O. Diagram 27/36 (2) shows typical wiring diagram for steering motor alarm circuits for destroyers of 1934 and later programmes. These diagrams are for general information. The circuits are normally to be included on wiring diagrams of miscellaneous low power circuits.

969.—*Issued Confidentially.*

1039.—W/T and Lightning Hazards to Explosives, Inflammables, and Man Aloft—Precautions

(S.D. 951/35.—30.4.36.)

W/T transmissions, lightning and frictional electricity are liable to induce currents which may be a source of danger. The nature of these risks, and the precautions to be observed, are set forth below.

W/T Hazards

2. *Man Aloft.*—There may be a potential difference of as much as 30,000 volts between the aerial (*which includes the feeder*) and metal at earth potential. Insulated sections of rigging, and insulated pieces of metal, in the field between aerial and earth will take up intermediate potentials varying with their distances from the aerial. If, therefore, *for example*, a man *who is standing* on an earthed structure or on an insulated section, touches with his hands metal of another insulated section at a different potential, he may receive a shock which, though physically harmless, may be somewhat startling.

3. There is no risk of shock if all metal in the reach of the man is at the same potential. It is therefore perfectly safe to climb a metal lower mast or to be inside an earthed metal crow's nest. But a risk exists while men are actually on their way to or from a crow's nest, if they are on insulated rigging.

4. The risk of shock does not depend on the height above deck. It is possible to receive a shock when working about the funnel, for example, in a sloop, where the feeder is quite close.

5. *Ammunitioning Ship.*—During the operation of ammunitioning ship, a risk exists owing to the chance of sparking from the whip, in conjunction with the possibility of cordite cases being damaged.

6. *Explosives and Inflammables on Deck.*—The following are *practical* sources of danger:—

(*a*) Electrically fired detonators, fitted charges, etc., on the upper deck, when attached to leads of a greater length than 3 ft., unless they and their leads are completely enclosed in a metal container.

(*b*) Primed and fitted controlled mines stowed on the upper deck.

(*c*) Aircraft fuelling (*vide* paragraph 13).

7. The following are *potential* sources of danger, but tests have shown that no hazard exists in their connection under working conditions:—

Electric firing leads for gun circuits.
Wing tip flares in aircraft.
Motor boats fuelling with petrol.
Petrol-driven generators in destroyers.
Catapult impulse charges.

8. *No hazard* can exist where explosives are completely enclosed in metal cases with no electric cables attached: such as shells, torpedoes, mines (other than controlled mines) cordite in cases, and detonators, fuzes, or tubes in metal containers; nor where explosives or inflammable materials are stowed in turrets, below decks, in magazines, or in store rooms of steel vessels.

Restrictions on W/T Transmissions

9. (*a*) *When men are "aloft" (except when they are actually inside an earthed metal crow's nest)*, W/T transmissions are only permitted on:—

Types 43, 44, 45, 51, 75, 81, 83.
Transmitters 4H, 4R, *6D*, *6E*, 7DX.
The low power attachments to Types 49 and 50.

(*b*) *When the explosives and inflammables mentioned in paragraph 6 are on deck:*—

(i) W/T transmission on all sets on frequencies above 4,000 kc/s. is prohibited whilst the explosives or inflammables are within the following distances from the W/T deck insulators:—

H.T. Input Power of Transmitter. (Watts)	Typical Naval W/T Set.	Radius of Dangerous Area in *feet*, measured from the Deck Insulator.
50, or less ...	—	24
50–200	N.T.1 valve sets, type *51*... ...	30
200–1,000 ...	Transmitter 5C	70
1,000–5,000 ...	Types *37*, 38, *46*, *47*, *49* and *50* ...	130
5,000–15,000 ...	Type 36 S/M	200
15,000–20,000 ...	Type 48	220

N.B.—The factors governing the existence of a hazard are of a complex and variable nature, and although isolated tests in individual ships might show that the actual dangerous area was less than that stated above, the figures in the tables are to be adhered to in order to ensure general safety.

(ii) W/T transmission on frequencies *below* 4,000 kc/s. are only permitted on:—

Types 43, 44, 45, 51, 81, 83.
Transmitters 4H, 4R, *6D*, *6E*.
The low power attachments to Types 35, 36, 48, 49, and 50.

(iii) If W/T transmissions not permitted by (i) and (ii) above are considered essential the operations in question are to be suspended and all handling must cease. Any explosives or inflammables which involve a risk must be removed at least six feet from any whip(s), and (if transmissions are to be on frequencies above 4,000 kc/s.) outside the distances from the deck insulator mentioned in (i) above.

Safe to Transmit Boards

10. (*a*) The main and second W/T office sets are fitted with a board marked "Safe to Transmit," which, when removed, disclose a notice "Man Aloft or Ammunitioning" alongside some switch which must be handled before the set can transmit on power. In some modern sets this board is replaced by a removable metal plate which actually limits the movement of a switch.

(*b*) Similar boards or plates, but disclosing a notice "Explosives on Deck," are fitted to each H/F W/T set.

Action by the O.O.W.

11. (*a*) Before allowing a man to go aloft, or before the operation of embarking or disembarking ammunition or explosives is begun (*vide* paragraph 9 (*b*)), the O.O.W. is to send for and retain the "Safe to Transmit" boards from the main and second W/T offices.

(*b*) Before allowing electrically-fired detonators, fitted charges, or controlled mines, to be joined up or tested within a dangerous *distance* from an H/F aerial (*vide* paragraph 9) the O.O.W. is to send for and retain the "Safe to Transmit" boards from the H/F set or sets.

(*c*) When the dangerous conditions have ceased to exist, the "Safe to Transmit" boards are to be returned to the W/T offices.

Lightning.

12. The operation of embarking or disembarking explosives or highly inflammable stores is to be suspended from the time the first thunderclap is heard until the storm has ceased. Any whip or whips are to be removed *at least 6 ft.* from the explosives or inflammables *which involve a risk.*

Frictional Electricity—Aircraft Fuelling.

13. Hazards exist, when fuelling aircraft, both from W/T and from frictional electricity. The earthing of the machine during fuelling, as a precaution against the generation of frictional electricity, is ordered in current A.F.Os. Provided this precaution is taken, no restriction need be imposed on W/T transmissions.

W/T Earthing Fittings on Masts and Yards.

14. Ship's staffs should inspect the earthing fittings on masts and yards annually to see that they conform with the general requirements of Specification No. 9521. This specification is only supplied to dockyards but the general arrangement of typical connections is shown in A.F.O. Diagram 35/36 (1–5).

15. After firings and painting down aloft, ships are to make sure that all earthing fittings are clean and making good contact, any doubtful contact bolts being unscrewed, contact surfaces cleaned and bolts screwed up tight again.

16. Should spars be added, or existing spars modified, ship's staff must make the necessary earthing arrangements for all metal bands and fittings and for extending the lightning conductor where necessary, A.F.O. Diagram 35/36 (1–5) being used as a guide.

1081.—*Issued Confidentially.*

1089.—Sleeve Valve High Speed Compression Ignition Engines—Lubricating Oil—REPORT

(E. in C./D. 698/36.—7.5.1936.)

It has been found that Shell CY2 and Vacuum D T E Extra heavy lubricating oils are more satisfactory than Service Special Mineral for use in sleeve valve high speed compression ignition engines.

2. Ships fitted with engines of this type may use either of the oils mentioned above for this service, provided that supplies are available and suitable storage arrangements can be made. When supplies of both types can be obtained preference is to be given to CY2 oil.

3. The different oils are not to be mixed in the engine sumps.

4. Ships using these oils are to render a report at the end of six months, stating the oil used and the results obtained.

5. If special mineral oil has been used previously the report is to give a comparison of running experience and maintenance required when using special mineral and the new oil.

1195.—*Issued Confidentially.*

1200.—Spheres, Correcting—Exchange

(N.S. 4091/36.—14.5.1936.)

Reports are occasionally received stating that the pattern of correcting sphere allowed in the approved compass equipment for a particular ship does not entirely meet the requirements of the vessel concerned and requesting that spheres of a different pattern may be supplied in lieu.

2. When the local magnetic conditions in a ship necessitate the supply of spheres different from those originally provided, ships may exchange their spheres for a more suitable pattern without further Admiralty authority.

1258.—Shipbuilders' Tubes to Sea-cocks—Examination of Inner Zincs

" Kent " Class and all later Cruisers

(D. 1960/36.—21.5.1936.)

Consideration has been given to the time required to examine at one docking, all the inner zincs fitted to the shipbuilders' tubes of sea-cocks, this work involving the removal of the sea-cocks and adjacent pipes.

2. It has been found by trial in H.M.S. " London," that corrosion occurs at the inner end of the shipbuilder's tube if the inner zincs are omitted, and the zincs must therefore be retained.

3. As, however, the inner zincs are less active than the outer ones, it has been approved to extend the maximum period between examinations of the former to two years in order to reduce the amount of work at each occasion of docking.

4. A proportion of the inner zincs is to be examined at each docking in rotation so that every zinc and tube is sighted at least once in two years.

5. A record is to be kept by each vessel concerned, stating the date of examination of the inner zincs, etc., the defects found, and action taken to make good.

1308. } *Issued Confidentially.*
1357. }

1363.—Motor Boats—Fast Type—Maintenance of Machinery

(E.-in-C./M.F. 20047/35.—4.6.1936.)

Paragraph 12 of this Order indicates by classes the number of new fast motor boats already on service, ordered or contemplated.

The types of machinery for those not yet ordered will, it is anticipated, be largely " repeats " of those already on service, whereby a considerable measure of standardization will be attained.

The handling and maintenance of the machinery for these boats involves certain departures from established practice and attention is particularly directed to the following :—

(1) The machinery in all cases is controlled by the coxswain but in boats larger than dinghies it is recommended that a stoker be included in the crew to attend to the lubrication and circulating water services, change sparking plugs and make other minor adjustments when required, and to assist with the fuelling of the boat.

(2) The engines are of the light high speed petrol type, and have two ratings : " Continuous " and " Emergency." The " Continuous " rating is the maximum at which the engine is to be operated normally ; the " Emergency " rating is intended to be used only for the saving of life or other adequate reason and cannot be relied upon for periods longer than half-an-hour.

The approximate power and speed of revolution corresponding to the " Continuous " and " Emergency " rating of each type of engine is shown in paragraph 13.

Where not already provided, a hinged stop or equivalent device should be fitted to each throttle lever by ship's staffs to ensure that the " Continuous " rating is not exceeded inadvertently. The position of the stop should be such as to limit the engines to the " Continuous " revolutions (*see* paragraph 13), when the boat is carrying the trial load, as defined in paragraph 12.

Should the boat be loaded above this trial load no attempt should be made to force the engines up to their " Continuous " revolutions by lifting the stop : while in the case of boats fitted with more than one engine, if one engine should fail the remainder must on no account be run at full throttle.

For the same reason and also to safeguard the thrust and clutch gear, a substantial reduction of engine speed must be accepted when towing.

(3) The engines are designed to run on No. 3 petrol or arisings of aviation spirit except when the latter are lead-doped fuels of high octane number. The approved lubricating oil, with one exception (*see* A.F.O. 2044/35) is service special mineral oil. (The provision of a special lubricating oil suitable for all service types of internal combustion engines is under consideration.)

(4) Constructionally and by their position in the boat, the engines are as a rule inaccessible for overhaul or major repairs in place. Special provision has therefore been made for their ready removal as a whole, and timed demonstrations with each type have shown that this operation can be carried out in two hours or less.

(5) In addition, spare engines are provided in the ratio of one spare to four working, or such higher proportion as may be necessary to ensure that at least one spare is available for each type of engine allocated to each ship, flotilla or Establishment concerned. A generous allowance of spare gear based on the number of working engines is also provided with each boat.

(6) In the absence of any instructions to the contrary, the spare engines are to be carried on board by all ships, except Leaders and Destroyers. For Leaders and Destroyers they are to be carried in the Depôt ship, or if there is no Depôt ship, in the Dockyards or Parent ship.

In the case of boats attached to home and foreign ports or other Establishments, the engines should be refitted by the associated Dockyard unless adequate facilities exist in the Establishment itself.

When an engine is sent to a Dockyard, a Defect List should be rendered showing either :—

(*a*) That the engine is returned for overhaul after completion of its normal running period, together with particulars of any difficulties experienced during running, or

(*b*) The nature of the defects if the engine is returned for repairs.

Similar information should be furnished on the appropriate Weekly Repair Sheets when the engines are returned to Depôt ships.

(7) Periodically, each engine is to be removed from the boat for complete overhaul and a spare engine substituted. The maximum running time between overhauls varies somewhat with the different types of engine and, pending experience, the engine maker's recommendations should be followed in this respect : in general it is between 300 and 500 hours. To ensure that these periods are not exceeded, a daily record is to be kept of the running time of each engine, and some makers provide a special log-book for this purpose.

(8) The periodical overhaul is to include complete stripping down and examination and gauging of all parts. In this connection it is desired to emphasise that :—

(*a*) It will frequently be less economical to recondition worn or defective parts than to replace them by new from the spare part equipment, in certain instances the latter being desirable apart from cost, *e.g.*, bearing brasses. A knowledge of the cost of the individual items of spare gear is necessary in this connection, and the makers priced lists should be available for reference by the Dockyards.

As an example, it would clearly be uneconomical, apart from the possibility of over-stressing a highly rated engine, to bore out worn cylinders and fit oversize pistons in a " Power " 65/95 H.P. engine, when a new cylinder block can be bought for £14.

(*b*) Care is essential if replace parts are made on board or in the dockyard, to ensure that the material is suitable for the purpose, observing that special steels and materials are employed for certain parts in a number of these engines.

(*c*) To ensure that a spare engine is always available to replace one due for overhaul or one which may become defective, it is essential that the refit of each engine should be commenced as soon as it is removed from the boat and carried to completion as rapidly as possible.

The attention of Dockyard Officers is specially directed to the importance of this in cases where the maintenance of the engines from Destroyers and other boats devolves upon them.

On completion of the overhaul, the engine is to be tested in the shop and the test witnessed by ship's officers if available.

(9) The organisation of Ships and Establishments to which these boats are allocated should provide that a daily examination of each Duty Boat is carried out under the supervision of an Engineer officer. This examination should include the whole of the ignition system and the battery ; a test of the electric starting and charging arrangements ; replenishments with fuel and oil ; tests of the steering, clutch and reverse gears, and of all parts to which attention is specially directed by the makers.

At the conclusion of the examination the engines should be run unclutched at a moderate speed for a period of not less than five minutes.

(10) The starting and also the ignition of the engines in many cases is entirely dependent on the battery, hence the maintenance of the batteries is of particular importance, and arrangements should be made whereby recharging of the batteries can, if necessity arises, be effected by cable from the parent ship.

(11) When first taking over one of the new type boats from a Dockyard or elsewhere, an Engineer officer should always attend to supervise the transaction and carry out the necessary trials, while the coxswain, whenever practicable, should be given preliminary instructions in the handling of a similar class of boat.

(12) Following is a list of the boats with types of engines fitted, and trial load for setting throttle-stop :—

Fast Type Motor Boats

Boat.	Approx. No. of boats on service ordered or provided for in 1936.	Types of engines fitted and No. of cylinders.	Trial load for throttle-stop setting (*see* para. 2).
45 ft. multiple screw motor picket boat and barge.	20	" Power " 6 Parsons K.6M Thornycroft R.B.6 Vosper V.8	Full fuel and equipment and 14 men.
40 ft. triple screw target launch.	2	" Power " 6	Full fuel and equipment and — men.*
37½ ft. twin screw motor boat.	8	" Power " 6	Full fuel and equipment and 10 men.
35 ft. twin screw motor boat, barge, and seaplane tender.	25	Thornycroft R.D.6 " Power " 6 Vosper V.8	Full fuel and equipment and 10 men.
30 ft. single screw motor boat and barge.	5	" Power " 6 Parsons K.6M Birmal 6	Full fuel and equipment and 8 men.
25 ft. single screw motor boat.	48	" Power " 6 Vosper V.8 Thornycroft R.A.4	Full fuel and equipment and 6 men.
24½ ft. single screw motor boat and barge.	3	" Power " 6	Full fuel and equipment and 6 men.
18 ft. single screw refuelling dinghy.	1	" Power " 4	Full fuel and equipment and 4 men (refuelling tanks empty).
16 ft. single screw motor dinghy.	127	Vosper 4 " Power " 4 Birmal 4. Ferry C.M.4 Thornycroft R.A.4	Full fuel and equipment and 3 men.

* Loading not yet decided.

Paragraph 13.

The approximate power and speed of revolution corresponding to the " Continuous " and " Emergency " ratings of the engines is :—

Type of Engine.	*Continuous Rating Power/R.P.M.*	*Emergency Rating Power/R.P.M.*
Vosper V.8	60/2,800 ...	75/3,000
Vosper 4	40/2,500 ...	50/2,700
" Power " 6	60/2,300 ...	95/3,000
" Power " 4	24/2,800 ...	28/3,000
Thornycroft R.B.6	120/1,700 ...	150/1,950
Thornycroft R.D.6 ...	110/2,000 ...	140/2,500
Thornycroft R.A.4*... ...	50/2,100 ...	70/2,500
Thornycroft R.H.4 ...	18/2,300 ...	24/3,000
Parsons K.6M	110/2,200 ...	140/2,500
Birmal 4	27/2,700 ...	32/3,000
Ferry C.M.4	Not yet established.	
Birmal 6	Not yet established.	

Paragraph 14.

Spare Engines—History Record

The procedure for taking the spare engines on charge and accounting for their subsequent transfers is indicated in the following paragraphs :—

(*a*) The engines will be identified by the maker's name and number, and a separate sheet for the insertion of the relevant particulars will be supplied for each engine (whether actually fitted or spare) for inclusion in Form D.320B. This sheet is intended to provide a record of the history of the engine. When the engine described is fitted in a boat, the sheet is to be inserted in the D.320B for the boat ; when supplied or held as spare, the sheet is to be enclosed in the covers of this form, with the title suitably amended, to show the make and type (but not the number) of the engine referred to.

(*b*) When a boat's engine is changed, Form D.320B for the boat is to be adjusted accordingly by the transfer of the appropriate history sheets. When a spare engine is re-allocated, the history sheet for the particular engine transferred is to accompany the engine.

(*c*) Sheets and Forms are to be prepared in accordance with the above instructions for each fast motor boat and spare engine at present on charge. In the cases of engines which have already been transferred, the relevant history sheets are to be brought up to date and the particulars required are to be furnished as fully as practicable.

Forms D.320B and history sheets are to be prepared by Dockyards for fast motor boats and spare engines at the Yards and by Ships' Officers having fast motor boats and/or spare engines on their charge. In the latter case, any question which may arise as to the particulars of the engines on charge should be referred to the Dockyard from which the boats or engines were issued.

(*d*) Forms D.320B for fast motor boats supplied in future and a history sheet for each new engine are to be prepared as indicated in the above instructions and should be issued in accordance with the usual distribution for D.320B.

In the case of new spare engines, certificates A and B, amended as necessary, are to be included with the history sheet.

D.320B.—History Sheets are being provided and demands for these sheets should be made as necessary on R.N. Store Depôt, Royal Victoria Yard, Deptford.

A supply for immediate requirements is being made to the C.-in-C., Mediterranean, for use in connection with boats attached to ships of the Mediterranean Fleet.

(*A.F.O. 2044/35.*)

1440.—W/T, Type 43X—Replacement by Type 43Y—REPORT

Home and Mediterranean Fleets—Capital Ships, Cruisers, Aircraft Carriers, Depôt and Repair Ships.

(S.D. 328/36.—11.6.1936.)

Type 43X as fitted in a large number of ships is of an out-of-date design and unstable. It has therefore been decided that it may be replaced, if found desirable, in capital ships, cruisers, aircraft carriers, depôt and repair ships of the Home and Mediterranean Fleets by a more modern set, to be known as type 43Y, which may be operated direct from 220 volt mains, and should be made up in accordance with the following instructions.

2. *Stores.*—The majority of the components must be made up on board or purchased from W/T improvement funds. In certain cases, however, suitable pattern articles exist. Where these are already available as spares for W/T sets

fitted, they are to be used without demands being made in replacement. If they are not carried, ships concerned may demand them, quoting this order as authority. The pattern article stores are as follows :—

Pattern No.	*Article.*	*Number.*
7439	Valves, NT20	6
8416	Holders for valve, wireless, 4-pin (box of parts) ...	3 (boxes)
8426	Washer, flexible, for 4-pin " R " valve mounting...	3
8221A	Condenser, fixed, 0·5 jars	3
4997	Condenser with feet, 1 mfd.	2
8224 or 8441	Condenser, fixed, 0·1 mfd.	2
8417	Resistance rod, 2½ in., 20,000 ohms	2
7463	Resistance rod, 2½ in., 5,000 ohms	1
7569	Ammeter, 2½ in. dial R.F., 0–1 amp.	1

3. *Constructional Details.*—A.F.O. Diagram 55/36 shows the circuit, which consists of a modulator, master oscillator, and output stage, each of which uses an NT20 valve. The master oscillator must be screened from the remainder of the set, as shown by the dotted line. The aerial tuning condenser should also be screened from hand capacity.

4. The values of the components are as follows :—

		Most suitable Pattern Number.
C1, C2, C3	0·5 to 5 jars	8221A
C4, C5	1 or 2 mfd.	4997
C6, C7	0·1 mfd.	8224 or 8441
C8, C9	0·0005 mfd. variable.	
C10...	0–15 cm. semi-variable.	
C11...	0·0002 mfd.	
R1 and R2 ...	20,000 ohms	8417
R3	5,000 ohms	7463
R4	284 ohms	
Aerial ammeter ...	1 amp. R.F.	7569
L1, L2	Antiparasitic chokes. 20 turns of thin wire (No. 26 to 34 S.W.G.) on ⅜ in. or ½ in. former spaced 12 turns per inch.	
L3	18 turns of No. 18 S.W.G. on 2½ in. former (preferably Becol or other similar ribbed material), wound 8 turns per inch, H.T. tapping fixed 7 turns from grid end of coil.	
L4	16 turns of thin wire (No. 26 to 34 S.W.G.) interleaved with L3 on the same former, centre tapped, and placed with one end of winding near grid end of L3, leaving the last two turns of L3 free.	
L5	R/F choke, wound with No. 34 S.W.G. on 1 in. former 6 in. winding length, spaced winding, with space about equal to diameter of wire between turns.	
L6	Should have at least 50 microhenries inductance. A suitable coil may be constructed of 30 turns, 4 in. diameter, of No. 18 bare S.W.G. copper wound, 6 turns per inch, on four or six ebonite pillars, drilled or slotted to take the wire. Alternate turns should have solder tags, or short pieces of wire soldered to them for tapping purposes. These tappings should be spaced round the diameter of the coil to avoid the clips shorting turns. The clips can be commercial " crocodile " clips. Alternatively, this coil may be wound with No. 18 D.S.C. S.W.G. copper on a 3 in. former. About 36 turns in two inches of winding length should give sufficient inductance for tuning. To provide tapping points it is recommended that four strips of Empire cloth be placed vertically down the former and every second turn of the winding be placed above one of the strips of cloth to provide points for soldered connections. If each piece o	

cloth be used in turn there should be four or five of such points on each strip of Empire cloth. Short stiff pieces of wire should then be soldered to the turns above the Empire cloth, for tapping points.

L7 and L8... ... These are slab coils each consisting of 700 turns of No. 26 D.S.C. copper wire. Internal diameter 1½ in., thickness ½ in. They should be mounted side by side with a piece of ⅛ in. ebonite or paxolin sandwiched between them.

5. The valve filaments, which must be connected in parallel, require 0·75 amps. at 6 volts. They may be fed either by a battery or from the mains through a resistance (as in the diagram). This resistance, which will dissipate 160 watts, may be made with about 27 yards of No. 34 S.W.G. Eureka wire.

6. *Operation.*—To set the neutralising condenser (C10), disconnect the aerial, and the H.T. supply to the output valve, and connect a radio-frequency milliammeter (Pattern 7206) between the aerial terminal of C9 and earth. Tune the output circuit to the master oscillator, and adjust the neutralising condenser till the reading in the milliammeter is a minimum. Then slightly vary the master oscillator tuning to increase the milliammeter reading to a maximum, and re-adjust the neutralising condenser to give a minimum reading again. Repeat this until no current (or very little) in the milliammeter can be obtained, when neutralising will be complete; the milliammeter can then be removed and the aerial joined up.

7. The position of the anode tap must be carefully adjusted to give maximum aerial current.

8. *Report.*—If this set is fitted, the fact is to be reported in the Half Yearly Report of Signalling Equipment.

9. *Accounting.*—Type 43Y will be in the nature of an extemporised W/T set, and no establishment list of stores will be prepared. In these circumstances, the procedure indicated in Art. 162A of B.R.4 (Instructions relating to Supply of Naval Stores to H.M. Ships) should be followed in respect of accounting for W/T components. Ships should prepare manuscript lists of the components for use as supporting documents to the Permanent Loan Lists.

1445.—Colours and Markings to be used for Piping Systems in H.M. Ships, and Colours for "As Fitted" and Working Drawings for Pipe Lines

(D. 4594/36.—11.6.1936.)

(*This reprint embodies A.F.O. 52/36.*)

As a result of recommendations of the Robinson Committee on Visual Standards, it has been decided that the colours and markings shown on A.F.O. Diagram 66/36 are to be used for painting pipes on board H.M. ships, and these colours are to be used in representing these pipes on the drawings supplied to the ships.

2. The new diagram is to apply to all new ships and to ships taken in hand for large repair, when care is to be taken by the dockyards concerned that a copy of the order is placed on the ship's book.

3. For other existing ships the work involved is to be undertaken by the ships' staffs, the necessary materials being provided by the dockyard.

4. The colours laid down above are not to be used in representing the undermentioned pipe lines, etc., on the drawings prepared for H.M. ships. For these, where the pumping, flooding and draining arrangements and the fresh and salt-water services are shown on separate drawings, the following colour scheme is, in future, to be adopted:—

Pumping, Flooding and Draining Drawings.	*Colour.*
(*a*) Main service pipe, branches and connections ...	Blue.
(*b*) Main suction pipe, branches and connections ...	Red.
(*c*) Sea-cocks and sea flooding arrangements	Yellow.
(*d*) All fire and bilge pumps and bilge ejectors and lead of pipes in the machinery compartments	Burnt Sienna.

Fresh and Salt-Water Drawings.

(*e*) All salt-water piping connections	Yellow.
(*f*) All fresh-water piping, pumps and their connections	Blue.
(*g*) All hot water piping, valves, etc.	Green.
(*h*) All flushing and draining arrangements and fittings, etc., in connection with discharges from w.c.s, heads, baths and washplaces ...	Pink.
(*k*) Fresh-water tanks, outlines of	Black.

5. The above instructions apply generally to submarines, but in these ships the appropriate colours are to be painted on the flanges only.

6. The colours indicated in A.F.O. Diagram 66/36 are to be used except as follows:—

Pipe Service.	*Colour of flange.*
Low pressure air service	Vermilion.
Main line system and suction therefrom	Black.

7. In the event of there being no flanges suitably placed, a band of applicable flange colour 3 inches broad should be painted round the pipe.

1490.—21-in. Bow and Stern Torpedo Tubes—Securing Bands for Torpedoes in Stowage Trolleys

H.M. Submarines "Oberon," "Odin," "Parthian," "Rainbow," and "Thames" Classes, "Porpoise," "Grampus," "Narwhal," "Swordfish," "Sturgeon," "Starfish," "Seahorse," "Sealion," "Snapper," "Shark," "Seawolf," "Salmon" and Dockyards concerned.

(T. 782/36.—18.6.1936.)

When the existing sword matting type of torpedo securing bands become defective they are to be replaced by similar bands of wire ribbon.

2. An item for this work should be inserted in the next defect lists of the vessels concerned.

1495.—Submarine H.P. Air Systems, Union Nuts, Pattern No. 1802

H.M. Submarines, Depôt Ships and Dockyards.

(T. 1698/36.—18.6.1936.)

It has been brought to notice that several union nuts, Pattern No. 1802, in connection with the engine H.P. air systems in H.M. submarines, have developed small cracks on the outer face of the flange at the end of the nut.

2. In some instances these cracks may be seen under visual examination, whilst in other cases they have shown up after polishing and etching with a dilute solution of nitric acid.

3. Union nuts of this pattern should be examined by depôt ships' staffs and dockyards when these systems are stripped down, and any nuts found defective should be replaced.

1499.—Fire Fighting in Submarines—Modification to Fire Extinguishers—Recommendation re Gas Masks, etc.

(M.F. 3986/36.—18.6.1936.)

The Pyrene type of fire extinguisher supplied to submarines is for use with the motor boat, and is not to be used inside the submarine. Foam type fire extinguishers are not to be used for fires in electrical apparatus until the electrical supply to the apparatus involved has been switched off.

2. In order to minimise the risk of electrical shock to the operator when using the Foam type of extinguisher in submarines, in dealing with fires in the neighbourhood of electrical fittings, all extinguishers of this type in submarines are to be fitted with a 4-ft. length of flexible hose of insulated material, together with a 12-in. nozzle, also of insulated material. The two handles on the extinguishers are also to be covered with split rubber tubing, Pattern 20 or Pattern C.2415C, secured by insulated tape.

3. The present respirator, anti-gas, gives protection against smoke and may be used where such protection is necessary, but it must be borne in mind that this respirator does not make any provision for lack of oxygen, nor does it afford any protection against CO or CO_2 gas.

4. It is undesirable to use D.S.E. apparatus for fire fighting.

5. The anti-flash gloves already provided should be worn as necessary.

1500.—*Issued Confidentially.*

1501.—Spreaders for Kites, Patterns 1801 and 1802—Return of

(N.S./C.P. 10788/36.—18.6.1936.)

The metal hinges on the spreaders from unserviceable and damaged Kites, Patterns 1801 and 1802, can be used, after re-conditioning by contractors in the manufacture of new kites thus effecting a saving in the contract price. The work of extracting the hinges will be undertaken by contractors, who have offered 5*s*. per pair for them.

2. The main spreader of each kite, consisting of three pieces of wood joined by two complete hinges, is, if the hinges are considered fit for re-conditioning, to be returned to store and taken on main ledger charge at a Professional valuation under Subhead E, item 12, and the quantities available are to be shown in yard demands.

3. Instructions regarding the issue of spreaders to contractors for the manufacture of new kites will be given by the Admiralty from time to time.

1556.—Ball and Roller Bearings of Electrical Machinery other than High-speed W/T Machinery—Greases for Lubrication

(N.S. 10448/33.—25.6.1936.)

The following decisions have been made respecting the lubrication of ball and roller bearings of electrical machinery (other than high speed W/T machinery).

(*a*) The use of Stauffer C grease is to be restricted to the lubrication of the ball and roller bearings of electrical machinery already containing this grease.

(*b*) Belmoline R.B. is to be regarded as the standard grease for the lubrication of the ball and roller bearings of electrical machinery.

(*c*) The use of H.M.P. grease, Pattern 836, should be discontinued forthwith, Belmoline R.B. being used where additional lubricant is required for a bearing already containing H.M.P. If, however, it is necessary to dismantle a bearing containing H.M.P. grease, Pattern 836, it should be thoroughly cleaned and Belmoline R.B. used.

(*d*) If for any reason it is necessary to dismantle a bearing containing Stauffer C grease, or whenever a suitable opportunity occurs to dismantle such a bearing, it shall be thoroughly cleaned and lubricated with Belmoline R.B. On no account should Belmoline R.B. be added to a bearing already containing Stauffer C.

(*e*) The use of Crimsangere should be continued for bearings already lubricated with this grease and also in special circumstances where it is represented by the suppliers of the machinery that the use of this grease is necessary for its satisfactory operation.

2. A conspicuous part of each bearing lubricated with Stauffer C or Crimsangere should be painted green or red respectively. Collapsible tubes or other containers of these greases in use on board H.M. ships should be painted green or red to correspond. Bearings lubricated with Belmoline R.B. need not be specially marked.

The grease guns used for the greases should also be correspondingly painted.

3. Belmoline R.B. is a softer grade of soda soap grease than H.M.P. and is suitable at low as well as high temperatures. In order to simplify procedure and avoid the risk of accidental mixing of greases of entirely different types, early discontinuance of the use of Stauffer C (a lime soap grease) is desirable. Every favourable opportunity should therefore be taken to comply with (*d*).

4. Attention is drawn to the importance of cleanliness in dealing with lubricating greases. Grease containers, Pattern 4415 (the collapsible tubes referred to in paragraph 2) which hold approximately 1¼ lbs. of grease, were introduced for the purpose of keeping greases free from grit, dust or other foreign matter and to render their application easy. The use of these containers should also result in economy by reducing waste incidental to the abstraction of grease from open-top containers in small quantities.

5. This Order supersedes all previous instructions respecting the type of grease to be used for the lubrication of the ball and roller bearings of electrical machinery (other than high speed W/T machinery).

6. Purchase of a first supply of Belmoline R.B. grease has been arranged as follows, at a cost of about 4½*d*. a lb..

Chatham.	*Sheerness.*	*Portsmouth.*	*Devonport.*
602 lbs.	392 lbs.	336 lbs.	602 lbs. (in 7-lb tins).

A further 2,247 lbs. in 7-lb. shipment tins are being purchased for delivery at Chatham, and should be distributed as follows:—

Malta	896 lbs.
Gibraltar	28 ,,
Simonstown	91 ,,
Hong Kong	896 ,,
Bermuda	224 ,,
Trincomalee	112 ,,

Future demands should be on the basis of expenditure.

7. O.U. 6184/30 (Instructions for the Maintenance of Naval Ordnance and Gun Mountings) will be amended accordingly in due course.

1605.
1607. } *Issued Confidentially.*

1609.—Stowage of T.N.T. Demolition Stores

" Grimsby," " Shoreham," " Hastings," and " Bridgewater " Classes

(T. 182/36.—2.7.1936.)

T.N.T. demolition stores, when issued, are to be stowed as follows:—

T.N.T. blocks in a steel locker to be fitted by dockyard in the steering compartment.

C.E. Primers in the small arms magazine; ship's staff arranging stowage.

Detonators in the detonator locker; a large locker, or small additional locker being supplied and fitted by the dockyard when necessary.

2. An item is to be inserted in the next list of Alterations and Additions, with Classification B.

1619.—Survey of Boat Casing

H.M. Submarines concerned

(D. 6687/36.—2.7.1936.)

With a view to preventing damage to skiffs and casings in H.M. submarines, arrangements are to be made, on each occasion of refit, for an item for a special survey of the boat casing to be included in the defect list.

1702.—Containers, Catapult Charge—High to Stowage Dimensions

(A.S. 3233/36.—9.7.1936.)

About 4,000 containers, charge, aircraft catapult, made in Royal Laboratories during March, April and May, are slightly high in diameter to stowage dimensions, but have been accepted for service.

2. Five of these containers cannot be packed in an aluminium case, charge, aircraft catapult, but up to three can be packed if the remainder are of correct size.

3. These containers are being specially marked with (H)—signifying high to gauge—in red on the lid. Any not marked before issue will be marked at Naval Armament Depôts on the next occasion of packing.

1720.—Wa/T, Types 403, 403X, and 404—Modifications

(N.S. 4736/36.—9.7.1936.)

Wa/T, Types 403, 403X and 404 are to be modified as follows:—

Reference.	Modification.	Purpose.	Ships affected.
A	Duplicate alternator to be fitted in accordance with Admiralty Letter S.D. 1007/34. (Type 404 only.)	Consequent on modification B.	" Ajax " " Amphion " Apollo " " Arethusa " " Galatea " " Medway " " Sydney "

Reference.	Modification.	Purpose.	Ships affected.
B	Sets to be adjusted for "continuous running."	To avoid delay in switching on.	"Achilles" "Ajax" "Amphion" "Apollo" "Arethusa" "Exeter" "Galatea" "Leander" "Medway" "Neptune" "Orion" "Sydney"
C	Output indicator to be fitted at each control box.	To indicate :— (*a*) That set is working. (*b*) If the other control box is in use.	
D	New type power amplifier, Pattern 2459/60 with accessories to be fitted in lieu of existing power amplifier, Pattern 8761A in type 404 (except "Medway"). *Note.*—Sets thus modified will become type 404A.	To provide increased power output and to improve intelligibility of speech.	"Ajax" "Amphion"* "Apollo"* "Arethusa" "Galatea" "Sydney" *Note* *— "Amphion" and "Apollo" have already been fitted.
E	Alarm note to be improved in type 404A sets.	Existing alarm note unsatisfactory with Pattern 8888/A loudspeakers.	"Ajax" "Amphion" "Apollo" "Arethusa" "Galatea" "Sydney"
F	Loudspeakers, Pattern 8888 to be modified to Pattern 8888A.	To improve power and intelligibility of reproduction and to provide greater protection from weather.	"Ajax" "Amphion"* "Apollo"* "Arethusa" "Galatea" "Sydney" and in other miscellaneous services. *Note* *.—Already modified in "Amphion" and "Apollo."

Modification A.—Duplicate alternator to be fitted in H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea," "Medway" and "Sydney."

2. The fitting of a duplicate alternator was ordered in Admiralty Letter S.D. 1007/34 dated 7.1.35 and 23.1.35. When these have been fitted, all ships fitted with Type 403, 403X and 404 will have duplicate alternators.

3. The reason for fitting duplicate alternators in type 404 is to enable alternators to be changed over periodically under the conditions of continuous running resulting from modification B (described below).

Modification B.—Types 403, 403X and 404 to be adjusted for "Continuous Running."

4. Under present conditions a delay of 15–30 seconds occurs between the moment of opening a control box door and the moment when the set is ready for use. This is unacceptable, and to avoid it the apparatus is in future to be kept switched on continuously, by means of the hand start switch on the remote control power supply unit. One alternator will thus be running continuously and under these conditions the alternators should be changed over every 24 hours, or as considered necessary.

5. In the interests of economy, the "Hand Start" switch on the remote control power supply unit may be broken at the discretion of the Commanding Officer under conditions when the set is not much used and is not likely to be required in emergency (e.g., at night in harbour in peace time).

6. It should be noted that frequent switching on and off of valves is detrimental to their life and they are expected to last almost as long under the conditions of continuous running as under present conditions where they are switched on and off every time they are required.

Modification C.—"Output Indicator" to be fitted at each control box in Types 403 403X and 404.

7. The "Output Indicator" is made in the form of a unit which is to be fitted on the right hand side of each control box at eye-level, or in the nearest alternative practicable position. It is to be connected to the nearest convenient loudspeaker, and will indicate by means of a neon-lamp (visual) and telephone earpiece (aural) that speech (or alarm note) is reaching the loudspeakers. Since the indicators at both control boxes operate with either control box in use, they will also indicate whether speech or alarm is being transmitted from the other control box.

8. The following stores will be supplied without demand by S.N.S.O., Portsmouth, to :—

"Achilles"	"Galatea"
"Ajax"	"Leander"
"Amphion"	"Medway"
"Apollo"	"Neptune"
"Arethusa"	"Sydney"
"Exeter"	"Orion"

Pattern No.	*Description.*	*Quantity.*
4064	Unit, output, indicating, for Wa/T Types 403/4	2
7469	Lamp, indicating (neon)	2

9. The "Output Indicator" is to be fitted and wired up to the nearest convenient loudspeaker by ships' staff. Dockyard assistance is to be requisitioned if necessary. The loudspeaker to which connection is made must not be on the "Officers' Group."

Modification D.—New Type Power Amplifier, Pattern 2459, with driver unit, Pattern 2460, and accessories, to be fitted in lieu of existing power-amplifiers, Pattern 8761A in H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea," and "Sydney."

Note.—Sets thus modified become Type 404A.

10. Owing to the inadequate power and low intelligibility of Type 404 sets when feeding Pattern 8888/A loudspeakers, it was found necessary to increase the power of these sets and to remove the low notes to improve the intelligibility of speech. These improvements are effected by fitting a new high-efficiency power amplifier (Pattern 2459 with driver unit, Pattern 2460) in lieu of the three existing power amplifiers, Pattern 8761A, which are fitted in panel, power amplifier, Pattern 8882. This amplifier delivers 100-watts of undistorted speech power, and the low notes are removed by a special filter in the driver unit.

11. *Output Junction Box, Pattern 2006.*—When the new power amplifier is fitted, all the loudspeaker groups will be fed from a common source, and a short circuit at any point of the loudspeaker system would render the complete installation inoperative. In order to guard against this and to isolate the effect of a short circuit to the loudspeaker group concerned, a pair of "Protecting Resistances" are inserted in each loudspeaker group. The value of these resistances is low enough to avoid appreciable loss of efficiency under normal conditions, but is high enough to prevent a fall in power output of more than 50 per cent. in the event of a short circuit developing on one loudspeaker group.

12. *Stores supplied.*—The following stores will be supplied, without demand, by S.N.S.O., Portsmouth, to H.M. Ships "Ajax," "Amphion" "Apollo," "Arethusa," "Galatea" and "Sydney":—

Pattern No.	*Description.*	*Quantity.*	*Remarks.*
2459	Amplifier, Wa/T, power, 100 watts, type 404	1*	
2460	Driver-unit for Pattern 2459 amplifier, power, 100 watts.	1*	
2006	Box, junction, output (complete with protecting resistances) for Wa/T type 404.	1	
3830	Valve, wireless, NT36	8†	Includes 6 of each type as spares.
3816	Valve, wireless, NR47	8†	
3828	Valve, wireless, NU8	8†	
4277	Resistance, cartridge type, $2\frac{5}{16}$ in., 100 ohms	1‡	Zenith type B.0, 10 watts.
4286	Resistance, cartridge type, 3 in., 100 ohms ...	1‡	Zenith type B.1, 30 watts.
4289	Resistance, cartridge type, 3 in., 270 ohms ...	1‡	Zenith type, B.1, 30 watts.
4299	Resistance, cartridge type $4\frac{3}{4}$ in., 3,000 ohms	1‡	Zenith type, B.2, 60 watts.
4351	Resistance rod, $1\frac{3}{4}$ in., 3,000 ohms	1‡	
4353	Resistance rod, $1\frac{3}{4}$ in., 4,000 ohms	1‡	
4364	Resistance rod, $2\frac{3}{4}$ in., 20,000 ohms	1‡	
4627	Condenser, electrolytic, 15 mfd., 200 volts D.C.	1‡	T.C.C. type 561, size $2\frac{11}{32}$ in. × $2\frac{1}{16}$ in. × $\frac{11}{16}$ in.
4629	Condenser, Muirhead, type B.C.169, 4 mfd. + 1 mfd., working voltage 3,000 volts D.C.	1‡	

Notes.—Items marked * and four each of items marked † have been supplied already to H.M. Ships "Apollo" and "Amphion."

Items marked ‡ are required as spares for Patterns 2459 and 2460.

13. *Stores to be returned.*—Each of the ships mentioned in paragraph 12 is to return the following stores:—

Pattern No.	*Description.*	*Quantity.*
8761A	Amplifier, Wa/T, power (1 stage)	3
7436	Valve, wireless, NT18	9

14. *Fitting of new apparatus.*—The new apparatus listed in paragraph 12 is to be fitted by ships' staffs. Detailed instructions will be supplied with the equipment.

Modification E.—Alarm Note of Type 404A to be improved

15. The existing alarm device, which is similar in Types 403 and 404, is inadequate when Pattern 8888/A loudspeakers are employed. The question of improving the alarm note in Type 404A sets fitted in H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea" and "Sydney," is therefore being investigated. A further A.F.O. on this subject will be issued shortly.

Modification F.—Loudspeakers, Pattern 8888, to be modified to Pattern 8888A

16. Instructions were promulgated in A.F.O. 814/36. Pattern 8888A loudspeakers provide greater intelligibility of speech and are nearly 100 per cent. more efficient than Pattern 8888. Neither type, however, is suitable for use in exposed positions. An A.F.O. introducing new types of loudspeakers which are suitable for use in exposed positions will be issued shortly.

Stores

17. *Panel, Pattern* 8882—*Remarking.*—H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea" and "Sydney" are to add a suffix "A" to the pattern number of panel, power amplifier, for Type 404 Wa/T set, Pattern 8882, and are to take the panel on charge as Pattern 8882A.

18. The necessary amendments to the Authorised List of Naval Stores and to Establishment Lists, Nos. W.1, W.4 and W.5, will be promulgated in due course.

19. Instructions regarding the disposal of some of the amplifiers, Pattern 8761A, returned in accordance with paragraph 13 of this Order, have been issued in A.F.O. 812/36. The remainder are to be retained in store until further instructions regarding their disposal are received.

1723.—Warning Telephone System—Functions and Policy to be followed with regard to fitting Loudspeakers

(S.D. 1248/35.—9.7.1936.)

The functions of the Warning Telephone system in H.M. ships and the policy to be followed with regard to the fitting of loudspeakers has been under consideration.

2. It has been decided that :—

(*a*) The provision of an installation which will convey an alarm or an order simultaneously to every man even if in an isolated compartment, is impracticable.

(*b*) For isolated compartments in which telephones are fitted, dependence must be placed on the telephone exchange to pass on the information, the delay being accepted, but the fitting of additional telephones, entailing as it does a larger exchange is not justifiable as the number of men affected at any one instant will be small.

3. The following tabular statement gives the approved policy as regards the class of reproduction required in any particular instance :—

Class "*A*" reproduction indicates that under average conditions* unexpected speech, *e.g.* reading from a book, is fully intelligible over the whole compartment concerned, except for any isolated corners.

Class "*B*" reproduction indicates that under average conditions* speech will be clearly audible, but not necessarily intelligible throughout the compartment concerned, or in the position specified. Compartments requiring alarm only are placed in this class.

* Average conditions implies the conditions prevailing when steaming at three-fifths power into a moderate sea in a light wind with all doors closed as at action stations.

Note.—Compartments designated "N" do not require either speech or alarm.

TABLE

Speech Service Requirements

Compartment or Position.	Class of Reproduction.	Remarks.
Aircraft Hangars (in Aircraft Carriers)	A	
Aircraft Hangars (in other ships) ...	B	
Armament Control Positions—		
Torpedo Control	A	
Spotting Top	A	
Gun Control Tower	A	
H.A. Control Positions	A	
Gun Directors	N	
Pom-pom Directors	N	
Gunnery Transmitting Stations and Calculating Positions.	A	

Compartment or Position.	Class of Reproduction.	Remarks.
Armament Positions—		
Ammunition Lobbies	B	"County" Class Cruisers and Aircraft Carriers only.
Handing Rooms	B	
Turrets	A	In control positions only.
Turret spaces	B	
Gun Batteries—		
Open Gun Positions	A	
Pom-pom Positions	A	
Searchlights	A	
Admiral's Lobby and Quarters ...	N	
Bathrooms, Ratings'	B	
„ Cmd. Officers'	B	
„ Subordinate and W.O.s'	B	
Breaker Rooms	N.	
Boiler Rooms	B.	At control positions only.
Captain's Lobby and Quarters ...	N.	
Cabin Flats	B.	
Cabins in Bridge Superstructure ...	B.	
Capstan Engine Room	N.	
Central Store—Main Office	B.	
Central Communication Office, or Main Coding Office.	A.	
Compass Platform	N.	A loudspeaker to be fitted near forward Wa/T transmitter.
Conning Tower, Upper	N.	
„ „ Lower	B.	
Dressing Rooms and Kit Locker Flats	B.	
Dynamo Rooms	N.	
Engine Rooms	B.	At control positions only.
Galley, Ship's Main	B.	
Galleys, other than Ship's Main ...	N.	
Heads, Seamen's	A.	
„ other than Seamen's	B.	
Hydraulic Engine Room	N.	
Living Spaces generally	A.	
Spaces where men usually sleep ...	B.	
Life-buoy Sentry's Sea Position ...	A.	
Low Power Rooms	N.	
Machinery Spaces generally other than Engine Rooms, Boiler Rooms and Workshops.	N.	
Messes, Ratings'	A.	Loudspeakers to be fitted outside enclosed messes if satisfactory audibility is obtainable.
„ Officers'	B.	Loudspeakers to be fitted outside mess.
Medical Distributing Station ...	N.	
Midshipmen's Study	B.	
„ Chest Flat	B.	
Officers' Quarters generally	B.	
Offices—		
Armament	B.	
Gunnery		
Torpedo		
Engineers'		
Regulating		
Commander's		
Central Store (issuing Office) ...		

Compartment or Position.	Class of Reproduction.	Remarks.
Offices—continued.		
Ship's	N.	
Captain's	N.	
Victualling	N.	
W/T other than Central Communication Office or Main Coding Office.	N.	
Signal Distributing Office	N.	
Reading Rooms	A.	
Recreation Spaces	A.	
Repair Party (Action) positions ...	N.	Unless required for other purposes.
Seaboats' Crews' Sea Position ...	A.	
Submerged Torpedo Flats employed as such.	A.	
Sick Bay	B.	Loudspeaker to be fitted outside.
Soda Fountain	A.	
Switchboard, Main	A.	
„ L.P.	N.	
Steering Compartment (Auxiliary Steering Position).	N.	
Store Rooms	N.	
Transmitter Rooms, W/T	N.	
Telephone Exchange	A.	
Upper Deck generally	B.	
Upper Deck Spaces where men congregate.	A.	
Workshops, Engineers'	A.	In Aircraft Carriers all large workshops to be "A."
„ other than	B.	
Watchkeepers: Compartments where Watchkeepers only are stationed.	N.	Unless required for other purposes.

4. This policy is applicable only for future guidance in new construction and ships that are being re-equipped and is not to form the basis for proposed alterations or additions in existing ships.

1771.—Detonators No. 9 and 15 for Demolition Stores

(A.S./T. 2181/36.—16.7.1936.)

Isolated cases have occurred of the shellac putty plug at the end of the tube containing the fulminate in detonators No. 9, Mark IV, becoming defective and so possibly permitting the escape of loose fulminate.

2. This might cause an accident if some loose fulminate adhering to the end of the tube were pinched when inserting the detonator into the primer. There is also a remote chance of loose fulminate inside the tin getting nipped in removing the lid from the tin or the detonator from its housing, so causing an accident.

3. This defect also prejudices the efficiency of the detonator.

4. The defect is believed to be confined to detonators electric No. 9, *Mark IV* and No. 15, *Mark III*.

5. If this defect is found, the detonator affected, the tin from which it was taken and all its remaining contents are to be destroyed with as little handling as possible.

6. Limited quantities of detonators electric No. 9, *Mark V* and detonators No. 15, *Mark IV*, which it is believed are not generally liable to the defect in question (although an instance has been found with a detonator electric No. 9, Mark V,

which is being investigated) have been manufactured and distributed as far as possible. Detonators of these Marks are to be used for exercise or instruction where available.

7. Stocks of detonators electric No. 9, Mark IV and detonators No. 15, Mark III, are to be examined for cracked or defective putty plugs at R.N. Armament Depôts.

8. Any detonators found with cracks which extend right through the shellac plugs are to be dealt with as in paragraph 5. If the cracks do not extend right through the putty the detonators are to be repaired in accordance with instructions which have been issued to R.N. Armament Depôts.

9. The letter " R " will be added to the Mark of such detonators and labels of detonators and packages will be amended accordingly.

10. Cylinders and packages containing detonators which are found on examination to be serviceable without repair are to be marked " Examined for cracks " followed by the Depôt monogram and date.

11. Detonators examined and repaired in accordance with paragraph 8 above which will be distinguished as described in paragraph 9, also those which have been " Examined for cracks " and found serviceable are suitable for unrestricted use.

12. Any detonators electric No. 9, Mark IV and No. 15, Mark III, which have not been " examined for cracks " or repaired remaining on board H.M. ships, are not to be used for exercise or instruction but only if required on service and if so used should be very carefully examined for cracks, action as in paragraph 5 being taken if the detonators are defective.

13. No more detonators electric No. 9 or detonators No. 15 will be made.

14. Detonators electric No. 21, Mark VI and detonators No. 25 as used with T.N.T. demolition charges have "solid ended " fulminate tubes and consequently are definitely immune from this defect but are slightly larger in diameter than detonators electric No. 9 and detonators No. 15.

15. Arrangements have, however, been made for guncotton dry charges 2¼ lb., Mark VI, to be modified by enlarging the perforations to permit of detonators electric No. 21, Mark VI and detonators No. 25 being used with them. The modified guncotton charges will be known as guncotton dry charge priming 2¼ lb., Mark VI*. R.N. Armament Depôts are to arrange for Mark VI charges on board H.M. ships to be exchanged for Mark VI* as supplies of the latter become available.

16. Guncotton dry charges priming 2¼ lb., Mark VI*, will still be suitable for use with detonators electric No. 9 and detonators No. 15.

17. Rectifiers guncotton primers, Mark VI will not be suitable for Mark VI* charges and a new rectifier, Mark VII, has accordingly been introduced.

18. One rectifier guncotton primer, Mark VII, will be packed in each box of guncotton dry charges priming 2¼ lb., Mark VI*.

1772.—*Issued Confidentially.*

1779.—" Thomas " Grab for use with Aircraft Cranes

(D. 7018/36.—16.7.1936.)

The " Thomas " grab is supplied for use with aircraft cranes when hoisting aircraft.

2. The allowance of " Thomas " grabs, which are dealt with as Sea Stores, Vote 8.II, Subhead B.10, is to be as follows :—

Aircraft Carriers

One and one spare, irrespective of the number of aircraft cranes fitted.

Other Ships carrying Aircraft

One for each aircraft crane fitted.

Demands from H.M. ships concerned, in commission, for the additional grab now allowed are to be forwarded to Portsmouth. Grabs for H.M. ships under construction and those undergoing large repairs are to be obtained from Portsmouth by the Storing Dockyards. The grabs will continue to be made at Chatham as hitherto.

The Establishment of Naval Stores for executive purposes will be amended as necessary.

Two spare garter springs will accompany each grab and demands for their replacement should be made to the issuing dockyard. A lead weight for weighting the upper end of the strop of the quick-release coupling will also be issued with each grab.

3. The grabs are designed for hoisting aircraft not exceeding 9,000 lb. in weight. They should be tested annually by lifting a load of 9,000 lb. and with a static test load of 18,000 lb. The loss of lifting height involved in fitting the grabs is 17 in. If the height of lift available precludes the fitting of the grab, the Commanding Officer of the ship concerned should report to this effect. Reports are not required if the grab can be used.

4. *Description.*—The grab is illustrated in A.F.O. diagram 90/36. It consists of two portions, a main portion and a bobbin, which can be automatically coupled together. The main portion is attached to the shock absorber ponder ball of the aircraft crane, while the bobbin carries the strop of the quick-release coupling.

A tricing line in two parts, the standing end of which is secured to the main portion of the grab, passes around sheaves contained in the bobbin and, after the two parts are married, is led in-board over a sheave at the jib head. By paying out the tricing line the bobbin may be lowered relative to the main part of the grab to facilitate hooking on the aircraft, while by lowering the purchase of the crane and by hauling in the tricing line the bobbin may be automatically coupled to the main portion of the grab.

Four clips A form part of the main portion of the grab, and are hinged at their upper end to the clump piece B, which is secured to the shock absorber ponder ball. The lower ends of the clips A are shaped to engage the bobbin C. A garter spring H retains the four clips in position when the weight of the aircraft is not being taken. The standing part of the tricing line D is secured to the clump piece B, and then led through a central hole in bobbin C and over the sheaves E contained in the bobbin, and through a spreader J. The two parts of the tricing line are then married and led in-board over a sheave at the jib head. The bobbin C is disengaged from the clips A of main portion by means of the cam plate F, which forces the clips A outwards against the action of the garter spring H.

5. The grabs when issued from Store are coated with " Minerva " brightpart coating. This should be removed by an application of turpentine or paraffin, and the grabs lubricated with heavy torpoyl or thick mineral grease.

6. If it is found possible to dispense with the lead ball fitted to the grab for overhauling the tricing line, the ball is to be removed.

1817.—Rolling of Ships—Definitions in connection with

(G. 2525/36.—23.7.1936.)

The effect of a ship's rolling motion is frequently referred to in reports from sea, and it has been noticed that in these reports different methods of defining the rolling of the ship are used. In order to ensure uniformity and to avoid mistakes, attention is called to the following definitions:—

2. " Roll " or "Angle of Roll " is the inclination of the ship from the vertical, measured in the plane at right-angles to the fore and aft line.

3. " Period of Roll " is the time which elapses while the ship completes a double oscillation, *i.e.*, rolls from starboard to port and back again or vice versa (twice through the vertical position).

4. " Rate of Roll " is the rate of change of angle of roll at any given instant.

5. Assuming simple harmonic motion the following formulæ apply:—

$$\theta = \theta_o \cos \frac{2\pi t}{T} \text{ and } \frac{d\theta}{dt} = -\theta_o \frac{2\pi}{T} \sin \frac{2\pi t}{T}$$

Where θ = angle of roll at any instant t.
θ_o = maximum angle of roll.
T = period.
t = time which elapses while ship is rolling from starboard out position.

6. The maximum rate of roll, which occurs when the ship passes through the vertical $\left(i.e., t = \frac{T}{4} \text{ or } \frac{3}{4}T\right)$ is therefore $\frac{2\pi}{T} \times$ maximum roll. In practice, however, simple harmonic motion does not obtain, due to the irregular effect of waves, and in making allowances for the maximum rate of roll, *e.g.*, in the design of gyro firing gear, it is usual to add 35 per cent. to the result obtained by the above formula for rate of roll.

7. It should be noted that the amount of roll "*out to out*" is in general of no technical importance.

1818.—*Issued Confidentially.*

1819.—Director Firing Gear—Henderson Gyro Firing Gear—Fracture of Rotor Spindle due to Defective Bearings

Dockyard and Vessels concerned

(G. 3249/36.—23.7.1936.)

An instance has been reported recently where the rotor of a Henderson gyro had fractured, apparently due to defective bearings.

2. Special attention should therefore be given to ensure that worn or slack bearings supporting gyro rotors are replaced with the least possible delay.

3. Dockyards should ensure that the bearings of sets of gyro firing gear issued from store are in an efficient condition before delivery to the ship concerned.

1821.—4-in., Q.F., Mark V Guns on C.P. H Mountings—Correction for Loss of M.V.

(G. 2669/36.—23.7.1936.)

The following range dials are provided to enable corrections to be made for loss of muzzle velocity:—

2500/2450 f.s.
2525/2475 ,,
2600/2550 ,,
2625/2575 ,,

2. Ships mounting these equipments, which have not a full set, should demand the necessary dials to complete.

3. Any reference to range which may be engraved on the dials is incorrect and should be erased, e.g., some dials have the following engraved on them "Calculated for 3,500 yards."

4. The name of the ship is also engraved on some dials, but as this is misleading it is also to be erased.

5. Information as to the correct dial to be used can be obtained by reference to C.B. 3026, C.B. 3014, C.B. 3001/34 (page 61) and the relevant range tables.

1822.—Gun Mountings, Lewis—Numbers to be retained and returned when Destroyers are Preparing for Maintenance Reserve

Destroyers and Dockyards

(G. 2147/36.—23.7.1936.)

When destroyers are being prepared for Maintenance Reserve, mountings for two Lewis guns are to be retained on board, and the remainder returned to the dockyard and placed on deposit for the vessels.

1826.
1827.
1832. *Issued Confidentially.*
1833.
1835.

1837.—Refuse Destructors—Responsibility for Operation

(E.-in-C./N.L. 1719/36.—23.7.1936.)

With reference to Engineering Manual, Article 1 (*o*), the responsibility of the Engineer Officer in connection with all Refuse Destructors is analagous to his responsibility for steam cookers, steam bakery plant and oil-fired cooking plant, and comprises maintenance of the plant in an efficient condition, supplemented by a measure of supervision adequate to ensure that it is properly operated.

2. It should not normally require a specially trained rating actually to operate the plant, but in order to implement the provisions of paragraph 1, an Engine Room rating should be detailed to supervise the operation.

1838.—Piston Rings for Submarine Engines

(E.-in-C./D. 6452/36.—23.7.1936.)

It has been decided that no local purchase or manufacture is to be undertaken by home and foreign dockyards of piston rings for the main engines of submarines.

2. Demands for piston rings from stations and dockyards abroad are to be forwarded in the usual manner.

3. In the case of home dockyards the purchases are to be arranged through Chatham dockyard where a reserve stock of rings is carried.

1839.
1874.
1875. *Issued Confidentially.*
1884.

1885.—Torpedo Stores—Washers, Paper, Joint between Port Lug of Gyro and Seating, St. No. 627—Thickness

(A.S. 4319/36.—30.7.1936.)

A case has recently been reported of a joint washer, St. No. 627, blowing out during the run of a 21-in., Mark IX torpedo, thus causing an erratic run.

2. This washer was found to be thickly and unevenly coated with wax, and consequently a good air joint could not be made.

3. All washers, St. No. 627, are therefore to be examined before use, and any found with uneven surfaces caused by surplus of wax are to be rejected.

1892.—W/T—Testing Aircraft Sets in Aircraft Carriers

(S.D. 808/36.—30.7.1936.)

The following information forwarded by the Air Ministry concerning the equipment to be used when testing aircraft W/T sets in hangars is promulgated for information :—

(*a*) The undermentioned items of aircraft W/T equipment are flashproof and, subject to connections not being broken while power is on, are safe to use in petrol laden atmospheres :—

(i) Key, operating, Type F.

(ii) Motor generator, 80 watt, Type C.

(iii) Motor generator, 80 watt, rippleless.

(iv) Artificial aerial, Type I.

(*b*) The remainder of the equipment is not flashproof, but where no switches are incorporated the equipment may be regarded as safe, subject to the restriction that connections must not be broken while the power is on.

(*c*) Owing to the necessity for providing adequate ventilation the transmitter is not flashproof. It should therefore be switched on and off (send/receiver, etc.) only when the power is off.

(*d*) The requirements for a dummy aerial make it impossible to reduce its size below that of the artificial aerial provided with the new general purpose set T.1083 R.1082, which is too large to instal in aircraft. It will be necessary therefore to use the artificial aerial externally, care being taken to connect and disconnect it with the power supply cut off.

1896.—Navigation Lights—Instructional Apparatus—REPORTS

(M.F. 4964/35.—30.7.1936.)

A device for demonstrating the various combinations of navigation lights has been produced in H.M.S. " Ganges " and is promulgated for the information of training ships and establishments.

2. The apparatus (*see* A.F.O. Diagram 83/36) consists of a rotary switch, and shows seventeen combinations of navigation lights. The centre spindle of the switch is made common to all segments on the drum and is fed positive by a rubbing contact. As the drum is revolved, each segment makes contact with the phosphor bronze fingers, from which leads are taken away to a terminal block on the side of the demonstration board. The lamp fittings are mounted on sheet tin, which serves as a common negative return for all lamps.

Description of Woodwork.—The baseboard which takes the bulb holders is of 5-ply wood covered with sheet tin and is rebated into the back edge of a dovetailed box 18 in. × 18 in. internal and 3 in. deep, made of 1 in. deal. The baseboard is screwed into position and the whole backed by 3-ply wood which is fitted into another rebate as shown. The board in front of the lights is drilled and the holes spaced as shown. This board is of 3-ply and slides in a groove in the box, the front edge of the top of the box being left short to permit of this. The hood is of 3-ply, 14 in. wide, and bradded to the box described above at an angle of 45°. The corners are secured by $\frac{3}{4}$ in. × $\frac{3}{4}$ in. strips and a similar strip is used as a packing piece between the hood and the box. The apparatus is secured by furniture plates to the wall. A locked box is provided for the switch, size 12 in. × 7 in. × 14 in. internal, made of $\frac{5}{8}$th in. deal and 3-ply and dovetailed and fitted with a panelled door. A 3-ply board 18 in. × 12 in. is provided showing diagrams of lights as shown in the Manual of Seamanship, 1932, page 202, but arranged in order of numbers as shown on the edge of the switch knob. This is for the use of the instructor, and should not be visible to the class.

3. The stores required are as follow :—

Ebonite rod, 2 in. diameter	6 in.
Brass boltstave, ½ in. diameter	1 ft.
Brass boltstave, 2 in. diameter	1 in.
Ebonite sheet, ½ in.	1½ lb.
Phosphor bronze, sheet, 28 gauge.	
Sheet brass, 250 gauge.	
Lamp holders	15
Lamps, 2·5 volts	15
Cells, Pattern 4976	2

4. Reports are to be rendered in twelve months' time indicating whether use has been made of the apparatus.

1929.—Gunnery Practices—" Throw-off Firings "—Marking for Line—Method of using 4° and 6° Prism Attachments

Ships concerned and Gunnery Schools

(G. 3989/36.—6.8.1936.)

The following instructions for the use of 4° and 6° prisms for line marking of throw-off firings are issued.

2. The prism, which covers approximately half the objective, should be fitted to one barrel of the binoculars. Where the stereo binoculars are of the hinged type, care must, of course, be taken to adjust the glasses to the interocular distance of the observer before aligning the prism.

3. When the prism is shipped, approximately one quarter of the light reaching the observer will be deflected, the remaining three quarters coming through straight. As the splash is normally more difficult to see than the target, the binoculars should be trained on it, the target being observed through the prism. The fact that the observer, if the spotting officer, gets a poorer view of the target than he normally would, must be accepted.

1932.—Catapults—Cleaning of Drain Valves

(G. 6034/35.—6.8.1936.)

On all occasions after firing catapults, and thereafter monthly, the drain valve is to be removed and the valve and valve seating cleaned and lightly oiled.

2. In cases where the valve face or valve seating are found corroded they should be refaced.

3. Where pitting in excess of ·05 in. deep is found in the body of the valve box, the box should be replaced at the first opportunity.

1939.—*Issued Confidentially.*

2014.—Aviation Fuel (D.T.D. 230)—Means of Distinguishing

(E.-in-C./M.F. 8545/36.—13.8.1936.)

It is notified for information that high Octane Aviation Spirit doped with tetra ethyl lead to Air Ministry Specification D.T.D.230 is coloured blue for distinguishing purposes.

2. Bodily contact with lead doped spirit should be avoided as far as possible.

2058.—H.M. Submarines—Main Batteries—Operating Instructions

(M.F. 12833/36.—20.8.1936.)

The following information concerning main batteries is promulgated for the general guidance of submarine officers, particularly with regard to submarines operating in the tropics :—

(1) During charging, as the temperature of a battery increases, the corresponding voltage for a particular state and rate of charge will fall.

When completing a charge at 200 amperes per battery section, the voltage will be of the order of 2·78 volts per cell at a temperature of 80° F., 2·73 volts per cell at a temperature of 100° F. and 2·67 volts per cell for the same state and rate of charge if the temperature rises to 125° F., the voltage generally corresponding to temperatures lying between the limits stated.

Similarly, the voltages at which the 1,000 ampere charging rate should be reduced is of the order of 2·4 volts per cell at 80° F., 2·33 volts per cell at 100° F. and 2·24 volts per cell at 125° F.

Subject to the battery having gassed freely towards the end of the charge any attempt to raise the voltage above these figures will only result in overcharging and a corresponding increase in temperature.

For a normal charge, the ampere-hours charge should form a guide as to the completion of the charge, and after making a reasonable allowance for error the ampere-hours charge should not in general exceed by more than 20 per cent. the ampere-hours discharge.

It should be understood that the above figures are for general guidance only and small variations may be expected, depending upon the type and age of a battery and acid density.

(2) In high capacity cells manufactured by the D.P. Battery Company prior to the date of this order, the diffusion of the electrolyte during charge is slower than in other types of cells and as a consequence the final density readings may not obtain until one or two hours after completion of the charge. Subject therefore to observation of the conditions laid down in paragraph 1 above regarding voltages and excess of ampere-hours charge over ampere-hours discharge the charge may be stopped before the density has risen to the final expected figure.

It is anticipated that D.P. high capacity cells manufactured subsequent to the date of this order will be fitted with an improved form of separator giving free acid circulation, the lag in density rise being thereby greatly reduced.

(3) The maximum allowable temperature of a battery specified by the manufacturers is 125° F. This temperature may be maintained for appreciable periods without serious adverse effects on the life of the battery.

If temperatures not exceeding 135° F. at the end of a charge are reached occasionally in actual service the effect on the battery as regards life is only likely to be small, and *in an emergency* temperatures that do not exceed 140° F. at the end of a charge need not occasion alarm.

With the immunised plates, hydrogen evolution will not be excessive at the higher temperatures, and with non-immunised plates observance of the precautions already laid down will avoid danger at the expense of some inconvenience if the working temperatures are high.

It is anticipated that additional information on this subject will be obtained as the result of experiments now in progress. The whole of the information in its final form will be embodied in a future edition of O.U. 5385—Main Electrical Batteries of H.M. submarines. In the meanwhile a copy of this order should be placed in existing copies of O.U. 5385.

2059.—*Issued Confidentially.*

2111.
2115. } *Issued Confidentially.*

2116.—Torpedo Pistols, Types 3A*, 3A**, 3E and 3F—Strengthening of Shearing Pins

(A.S. 4803/36.—27.8.1936.)

In order to render the above types of pistols more immune from premature firing by countermine shock, it has been approved to strengthen the sleeve shearing pin and the striker shearing wire. It is to be noted that Type 3A is not included.

2. The modifications will be carried out in torpedo depôts as pistols pass through workshops for overhaul, etc.

3. In order to show that the strengthened sleeve shearing pins and striker shearing wires have been fitted they are being made with two screw-driver slots at right-angles in the head.

4. When modified pistols are received on board, all pins, St. Nos. 818 and 889, carried in " Chests, tools and spare gear, for pistols," are to be returned to a torpedo depôt, and the strengthened type pins, viz., St. Nos. 818a and 889a drawn in lieu.

5. Labels of chests and torpedo store accounts are to be amended as necessary.

2119.—Torpedoes and Stores—Blowing Heads—Removal of Stop Valve

(A.S. 3993/35.—27.8.1936.)

New manufacture blowing heads for torpedoes will be fitted with a charging valve only, no stop valve being fitted. A new pattern cap, St. No. 5349 (with copper washer), will be fitted in order to prevent leakage through charging valve, and care is to be taken that, in all blowing heads in which no stop valve is fitted, the new pattern cap is in place.

2. When checking air pressures in bottles, it will be necessary to use a discharging nozzle, St. No. T.152, otherwise loss of air will occur when fitting and removing the nozzle.

3. An allowance of nozzles, St. No. T.152, in the proportion of one to each, will be made to each ship and vessel at present not allowed this type of nozzle.

4. Demands to complete to the new allowance of nozzles, St. No. T.152, are to be forwarded to the nearest torpedo depôt.

5. Torpedo store accounts are to be amended as necessary.

2122.—Catapults—Replacement of Fluid in Recoil System

(M.F. 01023/36.—27.8.1936.)

The question of replacement of the fluid in the recoil system of catapults in the event of loss of the charge owing to damage or other cause has been under consideration.

2. Trials have been carried out to ascertain the effect of using standard hydraulic water (i.e., 3⅛ gallons of Argolene oil in 5 tons of distilled water) in a catapult designed to work with a mixture of glycerine and water in equal proportions.

3. The trials indicated that hydraulic water could be used with comparatively unimportant effect on ballistics and retardation pressures. Generally about 1 knot increase in launching speed may be expected when hydraulic water is used in place of the mixture of glycerine and water.

4. In the event, therefore, of inadvertent loss of the fluid in the catapult, no objection would be raised to the use of the standard hydraulic water referred to in paragraph 2. It is preferable that distilled water alone should not be used.

5. The mixture of glycerine and water in equal proportions was adopted for rotating catapults owing to its low freezing point. When therefore hydraulic water is used in lieu, precautions against freezing should be taken as necessary.

2124.—*Issued Confidentially.*

2133.—Battle Practice Targets—Docking and Maintenance

(D. 6073/36.—27.8.1936.)

It has been decided that the maximum period between successive dockings of a battle practice target is to be between two and three years, such dockings to be for the purpose of drying out, cleaning and coating bottom, inspection of underwater structure, towing arrangements, etc., except that *high speed* targets are to be docked annually.

2. In future, a history sheet is to be prepared and maintained for each battle practice target showing the dates of docking, extent and locality of important defects, etc.

3. Blank history sheets are being prepared for each battle practice target now in use and will be forwarded, in due course, to the authorities responsible for the care and maintenance of the targets.

4. General arrangement drawings showing the information required in connection with the docking and repairs of the targets are being supplied by the Admiralty, as far as they are available, for retention with the history sheets.

5. The history sheets and drawings are to be kept in the charge of the authority responsible for the care and maintenance of the targets concerned and are to be forwarded to the dockyard authorities, or in the case of targets repairing by contract to the Admiralty Overseer, whenever a target is sent for docking and repairs, in order that the necessary information may be inserted on the completion of the work. The sheets and drawings are then to be returned to the authority responsible for the care and maintenance of the target.

2134.—Revision of Gunners' Fixture List—New List of Portable Fittings, Spare Gear, Drawings, etc.

(N.S. 15601/35.—27.8.1936.)

The Gunners' List of Portable Fittings, Spare Gear, Drawings, etc., has now been revised and future lists should contain only the articles referred to in Appendix (1), together with any other portable fittings and spare gear which are not shown in the Appendix.

2. The items shown in Appendix (2) need not be included in the lists as they are either obsolete, considered to form part of the hull of the ship, or shown in other lists. The items in Appendix (3) should be dealt with as sea stores and posted in the Central Store Account if not already done. The quantities so transferred should also be clearly indicated at the top of the ledger page with the letters S.G. as a suffix (representing those ex Spare Gear, etc., List) in order that the quantity on board may be readily compared with authorised allowances.

3. When a new list on loose leaf forms is prepared from the Old Fixture Lists D.6G, or Combined List D.6, the letters indicated below are to be shown on the form D.6G (or D.6) against the items so dealt with—

(*a*) Those actually included in the new list of portable fittings, spare gear, drawings, etc.

(*b*) Those omitted from the new lists in accordance with paragraph 2 above and paragraph 2 of A.F.O. 2533/35.

(*c*) Those items transferred to the Central Store Account in accordance with paragraph 2 above and paragraph 2 of A.F.O. 2533/35, and a notation to this effect made on the old form.

A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Departments concerned to the (Superintending) Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. The list should contain a full description of each item, including pattern number, together with sufficient information to enable the Accounting Officer to obtain receipts from the officer concerned and to record the articles in the Central Store Account as a permanent loan.

4. In the case of new ships building by contract care is to be taken that the items shown in Appendix (3) are included in the lists furnished by Contractors showing details of the sea stores supplied by them in accordance with the building specification.

5. Similar lists should be prepared by Dockyard Professional Officers for dockyard-built ships.

6. The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

Appendix 1.

Items to be included in Gunner's List of Fittings.

Drawings.

All spare parts and gear for—
- All gun mountings.
- Workshop machinery.
- Hydraulic and other machinery.
- Bollards.

Special tools for all—
- Gun mountings.
- Workshop machinery.
- Hydraulic and other machinery.

} Tools are to be shown with the spares provided for a particular gun mounting, etc.

Field mountings for machine guns and spares.
Ship mountings for Lewis guns and spares.
Fire control instruments (if not included in Torpedo Warrant Officer's Lists or Central Store Account).
Rings, holding down.
Aiming apparatus, dotters.
Aiming apparatus, clockwork attachment.
Deflection teachers.
Laying teachers.
Loading teachers.
Blocks, metal, in magazine.
Chains, securing, for guns.
Telescopes, laying teacher.
Drill telescopes, dotter.
Telescopes, bore, high power.
Telescopes, bore, low power.
Dotter telescopes.
Drill periscopes.
Holders for bore telescopes (show separately under telescopes).
All spare telescopes for gun mountings.
Any other telescopes and periscopes not provided as sea stores.
Shell grabs.
Chains, securing, for gun trolleys, etc.

Binoculars. } When not supplied as sea stores.
Inclinometers. }
Turret hand rammers.
Slings, vertical, for lifting projectiles in turrets.
Tanks, iron, for gun rags, etc.
Tanks, iron, in store rooms.
Tanks, steel.
Travellers to overhead rails.
Trolleys for transporting (only trolleys of special type to be shown—others to be dealt with as sea stores).
Ready-use ammunition and cordite lockers.
Workshop machinery—
Shaping machine. } Details as regards maker's name, etc., also to be shown in lists.
Lathes. }
Drilling machine, etc., }
and spare parts and gear.
Spares for bollards.
Any other items of a portable or semi-portable nature not shown above.

Appendix 2.

Items not to be included in Gunner's List of Fittings.

Non-transferable gun mountings.
Components of non-transferable gun mountings.
Transferable gun mountings except field mountings for machine guns and ship mountings for Lewis guns.
Components of non-transferable mountings.
Cable, electric, copper wire with " C " connection.
Knocker out.
Screws, dismounting.
Shoes for embarking projectiles.
Slings, steel band, lifting projectiles.
Chocks dismounting.
Covers, fearnought, for barrel casing of Maxim guns.
Dredger hoists for 6-in. B.L. ammunition supply (machinery).
Hoses for washing out tank (sea stores).
Slings, wire rope— } To be included in Boatswain's lists of fittings.
for cylindrical powder cases; }
for cylindrical cordite cases; }
for lifting projectiles. }
Slings, compound, for lifting projectiles. }
Strops for dismounting bogies. }
Spanners, iron.
Travellers for 6-in. mountings.
Trestles for ammunition hoists.
Trolleys for working Q.F. or machine guns in military tops.
Whips, ammunition.—To be included in Boatswain's list of fittings.
Electric motors and spares.—To be dealt with by Torpedo Warrant Officer.
Rangefinders, 9-ft. and above. } These are shown in fitted drawings and rangefinder logs.
Heightfinders. }
Mountings for above. }
Auxiliary machinery—
Hydraulic bollards.
,, lifts.
,, cordite hoists.
,, shot hoists.
,, turret or barbette training engines.
Bollards.

Appendix 3.

Items to be included in Central Store Account (if not already shown).

Buoys, night, life.
Tank, steel, for gun tubes.
Trolleys for gun sights, etc., of standard type or included in Sea Store Establishment.

Voice-piping, flexible.
Vices.
Pressure gauges.
Hoses for washing out tanks (if standard).
Rangefinders, under 9-ft., and mountings for.

(*A.F.O. 2533/35.*)

2136.—Taut Wire Measuring Gear

(N.S. 4571/36.—27.8.1936.)

Taut Wire Measuring Gear will in future be known, and should be referred to, as Mark I, Mark II, or Mark III, according to the length of wire on the drum, and the classes of vessels for which suitable.

2. The descriptions of the sets are as follows :—

Mark I.—Length of wire on drum—140 miles, suitable for the minesweeping, surveying and minelaying class of vessels, and cable ships. Mark II.—Length of wire on drum—9 miles, suitable for netlayers and boom vessels.	Manufactured by The Telegraph Construction and Maintenance Co., Ltd., Enderby's Wharf, London, S.E.10.
Mark III.—Length of wire on drum—5 miles, suitable for submarines.	Manufactured by Messrs. Kelvin, Bottomley and Baird Co., 18, Cambridge Street, Glasgow.

3. Spare wire and drums for this gear will be dealt with under Patterns 8710 to 8715, as at present.

2171.—*Issued Confidentially.*

2181.—Revised List of Portable Fittings, etc., for Torpedo Warrant Officer

(N.S. 1845/36.—3.9.1936.)

(*This reprint embodies A.F.O. 2915/36.*)

The list of portable fittings and spare gear for the Torpedo Warrant Officer has been revised on the following lines:—

It has been decided to divide the items at present included in the lists into the following categories:—

(*a*) Items shown in O.U. 6137 (Electrical Equipments in H.M. Ships) or scheduled on " as fitted " drawings, which can be considered as part of the structure of the ship or which are not of an easily portable or removable nature, need not be accounted for in the new list of fittings.

(*b*) Items shown in O.U. 6137 or on " as fitted " drawings, but which *are* of a portable or semi-portable nature, are to be accounted for in the new list of fittings. Such items are included in Appendix 1. With a view to avoiding duplication, these items need *not, however, be inserted in detail* in the list of fittings but should be accounted for by reference to O.U. 6137 or fitted drawings as requisite (*see* example in Appendix 3).

(*c*) Items of a portable nature or which are easily rendered portable, which are not included in O.U. 6137 or on " as fitted " drawings, *are to be inserted in detail* in the new list of fittings. Such items are also included in Appendix 1.

(*d*) Items which are to be dealt with as sea stores are shown in Appendix 2. As a general rule spare instruments and spare parts of instruments, also electrical equipment of the " Plug in " type (*e.g.*, portable lamps, etc.), are to be dealt with as sea stores and will be added to the Sea Store Establishment concerned if not already included therein.

The portion of the O.U. 6137 provided for each particular ship as well as the fitted drawings are to be taken on charge in the List of Portable Fittings, etc., and in view of the fact that these documents become reference lists for accounting purposes, it is essential that these drawings, etc., should be corrected whenever alterations are made to ships' equipments. In this connection attention is called to Article 594 of Home Dockyard Regulations. The usual instructions as regards Form D.526 should also be followed in connection with any alterations to the items which are shown or referred to in the List of Fittings.

Steps should also be taken to ensure that "Spare gear" (either on charge in detail or "as per list on box") is replaced whenever any of the items are expended in order that the approved allowance of spare gear may always be available.

The certificates of first supply, transfer between officers, or on paying off, will be amended to include a reference to the "as fitted" drawings and O.U. 6137 so as to cover receipts for the articles referred to in these documents for which an account is necessary. (*See* note on Appendix 1.)

When an existing list is closed and a new one prepared, the letters indicated below are to be shown against the items in the old list.

(A) Articles shown on "as fitted" drawings or in O.U. 6137 for which an account is not necessary and which need not be shown in the new list.

(B) Articles transferred in detail to the new account.

(C) Articles of which an account is to be kept by means of reference to "as fitted" drawings or O.U. 6137. The number of the drawing, etc., is to be quoted against each item.

(D) Articles transferred to the Central Store Account.

A list in triplicate of the items marked (D) should be furnished by the Dockyard Technical Department concerned to the (Superintending) Naval Store Officer who will forward one copy to the Accountant Officer of the ship and one copy to the Admiralty (N.S.), the third copy being retained for record purposes. The list should contain a full description of each item, including pattern number, together with sufficient information to enable the Accountant Officer to obtain the necessary receipts from the officer concerned and to record the articles in the Central Store Account as on permanent loan. The quantities so transferred should also be clearly indicated at the top of the ledger page with the letters S.G. as a suffix (representing those ex spare gear, etc., list) in order that the quantity on board may be readily compared with authorised allowances.

Amendments to existing lists should be confined to the items for which an account is necessary under the new system.

The principles set out in this order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

APPENDIX I

Items to be included in the List of Portable Fittings, etc.

Items.	Remarks.
All spare gear for all dynamos, motors, motor generators, etc., as follows :— Armatures. Field coils. Small spares (as per list on box).	As in O.U. 6137. If not referred to in O.U. 6137, to be shown in detail on lists of fittings, spare gear, etc. If a list of spares is not on the box, the items are to be shown in detail on the list of fittings. *Note.*—Spare gear, for motors, etc., required by the Gunner is also to be included in T.W.O.'s account.

Items.	Remarks.
Any articles supplied as spare gear with switchboards, etc. (if not sea stores).	
Fuse boards, portable.	
Cells (if not included in Sea Store Establishment).	
Charging boards (if portable).	
All *instruments* for fire control high angle control, torpedo control, searchlight control, hummer communications, and *instruments* in any other miscellaneous power or other circuits as shown on " as fitted " drawings.	Instruments not shown on " as fitted " drawings are to be inserted in detail in the List of Fittings if not included in the Sea Store Establishments.
Telephones and Navyphones.	
Spare parts for torpedo tubes.	To be taken on charge " as per list in box " ; if a list is not supplied the items are to be shown in detail.
Strops, tackles, etc., provided in the Rigging Warrant for the Torpedo Warrant Officer.	
Searchlights (if not shown in O.U. 6137 or Sea Store account).	
Torpedo loading and transporting gear.	If not already included in the Sea Store Establishment.
Chains, etc., for hoisting and securing torpedoes, torpedo tubes, projectors, etc.	
Depth charge release gear and spare gear.	
Emergency electric cable.	
Reels for cable.	
Stands for reels.	
Traveller and trolleys.	If not included in the Sea Store Establishment.
Workshop machines and spare tools, etc.	
Any other articles of a portable or semi-portable nature not mentioned above.	
All drawings and part O.U. 6137.	
H.A.C.S. Tables and F.C. Tables and Clocks.	

Note.—Pending reprint of Certificates (A), (B), and (C) (Forms D.795, D.796, and D.797), manuscript additions as shown below should be added to the forms when used for T.W.O. lists.

D.795.

After " Pages — to — " *add* " including those items referred to in part O.U. 6137 or on ' as fitted ' drawings ".

D.796 and D.797.

Amend certificates *to read* " . . . stock of spare gear, etc., *including those items referred to in part O.U. 6137 or on ' as fitted ' drawings.*"

APPENDIX II

Items to be included in Sea Store Account

(*if not already shown*)

All portable electric lamps.
Bracket pillar and standard lamps.
Pendant for Ward Room lamps.
Electric items of plug-in type.
Electric fires and panels.
Gauges, air pressure.
Mechanical torpedo sights (i.e., excluding type " B " sights.)
Pressure indicators.

APPENDIX III

D. PAGE

Line.	Description.	Denomination of Quantity.	Quanitty.	Place where Gear may be found.	For use of Dockyard Officers. Return of Store.	Place on Deposit.	Left on Board.	Re-charged to Ship or Harbour Charge.	Remarks.
	Spare Gear for :—								
	Low Power Motor Generator, etc., etc.	–	–	T.W.O. or Electrical Spare Gear Room.					Quantities and description as in O.U. 6137.
	Instruments for :—								
	Fire control	–	–						Quantities and descriptions as shown on drawing No. H.49.
	Torpedo control	–	–						Quantities and description as shown on drawing No. H.20.

2256.—Guns—Breech Mechanisms, Q.F. Guns—Use for Drills

(G. 4160/36.—10.9.1936.)

When drill is carried out at Q.F. guns, damage will occur to certain parts of the mechanism unless they are unshipped.

2. The following table shows the parts which are to be removed before drill is carried out.

Guns.	*Mechanism parts to be unshipped.*
Q.F., 4 in., Mark IV	Case firing mechanism.
Q.F., 4 in., Marks V and V* ...	Lever firing intermediate.
Q.F., 4 in., "A" Marks V and V*	Lever recocking intermediate.
Q.F., 4 in., Mark XII	Case firing mechanism.
Q.F., 4 in., Mark XV	Striker. Spring main, and disc.
Q.F., 4 in., Marks XVI and XVII	Case firing.
Q.F., 4·7 in., Marks VIII to IX** with electro-mechanical firing mechanism.	Case toggle striker. Striker. Spring main and bearing disc.
Q.F., 4·7 in., Marks VIII to IX** with direct electric firing mechanism.	Case trigger sear. Block needle. Spring, needle block and bearing guide. Striker. Spring striker and bearing guide.

3. After drill the breech mechanism is always to be stripped down and lubricated.

4. (i) In order to save wear with the component mechanisms of guns, 4 in., Marks V and V* and A.V and V*, on H.A., Mark IV mountings, the service spare breech block and one pair of spare extractors only should be used for the purposes of drill, whenever this course is practicable.

(ii) The spare breech block and pair of spare extractors should be shifted as requisite from gun to gun, when time and circumstances permit.

(iii) Extractors which have not been repaired should not be used for drill but should be reserved for service firings.

2264.—*Issued Confidentially.*

2275.—Aircraft—Accidents due to Failure of Hoisting Gear—REPORT

(M.F. 13876/36.—10.9.1936.)

Accidents to aircraft due to failure of slings or incorrect hooking on have been reported in Bi-annual Reports on Air work, but no R.A.F. Forms 1022 have been rendered.

2. Information as to the causes of these accidents is required, and ships in which they have occurred since 30th November, 1935, are to forward short reports of the accidents.

3. In future R.A.F. Form 1022 should be rendered through the usual channels to the Air Ministry for any failures of aircraft slings or their attachment to the aircraft.

4. Accidents caused by failure of cranes, Thomas grab or quick-release hook and coupling should be made the subject of report to the Admiralty, stating the defect of material or fittings, together with any recommendation for improvement in the part concerned.

2318.—Above-water Torpedo Tubes—21-in., Q.R. VII, Q.R. VIII, Q.R. VIII*, 21-in., P.R. I, 21-in., T.R. IV, T.R. IV* (1933 Class), 21-in., T.R. II, Z and Y Tubes ("Ambuscade")—Modification to Top Stop

H.M. Ships "Ajax," "Amphion," "Apollo," "Grenville," and "Greyhound" Class, "Glowworm," "Hardy," and "Hero" Class, "Arethusa," "Galatea," "Penelope," "Newcastle," "Southampton," "Ambuscade," and Dockyard concerned

(T. 1958/36.—17.9.1936.)

Cases have occurred of the shearing of the split taper pins securing the cam operating the top stop due to the effort required to lift the stop when the torpedo is bearing hard on the stop face.

2. To remedy this, the face of the stop bolt is to be tapered off as shown in A.F.O. Diagram 103/36.

3. The modification is to be carried out by ships or depôt ship's staffs in vessels in commission and by the dockyards concerned—for spare torpedo tubes and those under manufacture.

4. Where the vessels have not yet had their torpedo equipment trials, the modification is to be carried out by the dockyard equipment party.

5. The number of spare taper split pins for securing the cam operating the top stop is to be increased to 2 per mounting. The additional pins required are to be provided by the ship's or depôt ship's staff.

2320.—Torpedoes—Heads, Collision, Bulkhead, Patt. 21-in. (all Marks)—Modification to enable Heads to be drained when in a Horizontal Position.

(A.S. 5083/35.—17.9.1936.)

It has been approved to modify all 21-in. bulkhead pattern collision heads to enable the forward compartment to be drained when the heads are in a horizontal position.

2. A draining screw will be fitted to the forward compartment on the bottom centre line of the head and the bottom blow out disc will be removed and the hole blanked.

3. All collision heads concerned will be modified in torpedo depôts as opportunity offers.

4. The draining screw referred to in paragraph 2 will be accounted for as follows:—

Section IV.

Screws, drain, collision heads, bulkhead pattern, St. No. 597;

and will be allowed in the following chests in the proportion of 6 per chest.

Chests, spare gear, 21-in., II–II*****, IV–IV*.
,, ,, ,, 21-in., V.
,, ,, ,, 21-in., IX–IX*.
Chests, tools and spare gear, 21-in., IX–IX*.
Chests, tools and spare gear, for destroyers and submarines, 21-in., II–II*****, IV–IV*.

5. Demands for the quantities required to complete the above chests are to be forwarded to the nearest torpedo depôt.

6. Labels of chests and torpedo store accounts are to be amended as necessary.

2321.—Torpedoes—Tools and Stores—Modification to Tools, Setting, Blowing Valves, in Blowing Heads, St. No. T.241.

(T. 1343/36.—17.9.1936.)

The cocking spanners for torpedo blowing heads (St. No. T.241) were modified to reduce the chances of applying a side strain on the dashpot plunger.

2. A further small modification has been found to provide yet more of a safeguard, details of which are shown in A.F.O. diagram No. 98/36. The cross piece acts as a guide in the blowing mechanism pocket and ensures that the cocking lever is held parallel to the axis of the head and so central over the dashpot spindle while cocking the head.

3. The modification is to be carried out by ships' staffs.

2368.—Rangefinders—Cement for Mounting Mirrors

Dockyards

(G. 4779/36.—24.9.1936.)

A defect in a U.F. 1 rangefinder has occurred in which one of the brass pads secured to the reflector mirror by a special cement had become detached.

2. The method of mounting the mirrors in built up end reflectors of FX, FM, 3, 5, 6, and 7, UF, UK, and UD4 instruments employed by the makers is by the use of the undermentioned special cement:—

Pitch	4 parts
Gutta percha	4 ,,
Shellac	5 ,,
Resin	2 ,,

3. The pitch is first melted and then the other ingredients added in the above-mentioned order. It is not considered desirable to provide a supply of this cement owing to its probably infrequent use, and it should be made up when necessary.

2422.
2425. } *Issued Confidentially.*

2428.—10-in. Signalling Projector, Pattern 3860—Conversion to Pattern 3860A

(N.S. 1486/36.—1.10.1936.)

Forty-nine sets of conversion parts, as enumerated in A.F.O. Diagram 92/36 have been purchased for the purpose of converting existing projectors, Pattern 3860, to Pattern 3860A.

2. Delivery of these parts will be made to Chatham, and one set is to be demanded for each projector, Pattern 3860, by ships concerned, and fitted by ship's staff in accordance with the following instructions:—

3. Remove shutter operating mechanism cover, shutter operating mechanism, shutter, reflector, and lampholder.

4. *To Fit New Spring Clips for Reflector.*—Remove wire mesh backing and copper ring from reflector (if fitted) and fit new clips (item 21) as indicated on diagram.

5. *To Fit New Lampholder.*—Set distance piece on gauge (item 25) according to the thickness of the reflector being fitted.

If a $\frac{3}{16}$-in. reflector is in use the portion of distance piece visible should be that portion having $\frac{3}{16}$-in. typed on it, and if a $\frac{5}{16}$-in. reflector is in use the portion of distance piece visible should be that portion having $\frac{5}{16}$-in. typed on it.

Cut off the four securing studs on barrel and file flush.

Drill out studs with $\frac{5}{16}$-in. diameter drill, this will give clearance holes and slight allowance for O.B.A. screws (item 6).

Assemble the complete lampholder unit which consists of all the items included in the assembly drawing with the exception of pads (item 5) and securing screws (item 6).

Fit gauge in position in lampholder and clamp complete unit to projector casing in approximately the correct position by means of the clamping bar and bolt (items 11 and 12) supplied for this purpose only.

Adjust position of lampholder vertically by suitably arranging the position of the shim washers (item 8) either above or below the lampholder base plate.

Adjust position of lampholder horizontally by easing clamping bar and moving the whole unit in the direction desired. When correct position is obtained, first ensure that pads (item 5) are in correct position between gland plate (item 3) and the barrel casing, then tighten up clamping bar and spot centre gland plate through clearance holes already drilled in projector casing.

Remove complete unit and drill and tap in spot centre positions for O.B.A. fixing screws (item 6). Replace and tighten by means of the fixing screws.

If it is found that further horizontal adjustment is necessary this can be obtained by the clearance holes in plate of lampholder (item 1) and by the clearance holes in the projector casing.

6. *To Fit New Spring for Shutter.*—Unscrew spring support on the arm of the operating handle and drill out the hole that this is fitted into with ·257-in. diameter drill (F. Morse).

Insert new spring support (item 14) so that the slot faces towards the front of the projector, rivet over on back, drill through both arm and spring support with ·169 in. (18 Morse) diameter drill for rivet (item 15) and rivet in position.

7. *To Fit New Stops for Shutter Operating Handle.*—Remove existing stops and true up underneath face of bottom support (if necessary) and file $\frac{1}{64}$ in. off inside of each support as shown on diagram.

Drill out existing holes in supports with ·201-in. diameter drill (7 Morse) and insert new stops (item 16) together with shim washers, shake-proof washers and nuts (items 17, 18 and 19).

Replace shutter and shutter operating mechanism and file bottom face of operating arm so that it strikes face of lower stop squarely and shutter opens through 90°. It may be necessary to twist slightly the top stop support to ensure that the arm also strikes this face squarely.

8. *To Fit New "Shutter Open" Stop Pin.*—With shutter operating handle fully depressed and shutter in full open position drill $\frac{3}{16}$-in. diameter hole through pinion and $\frac{9}{16}$ in. deep into barrel in position shown.

Drill $\frac{1}{8}$-in. diameter hole in barrel in position shown for attaching chain and pin (item 20).

Drill $\frac{3}{16}$-in. diameter hole in front of ventilation louvre as shown for stowage of pin (item 20) when not in use.

2497.—Director Firing Gear—Illumination of Director Training Receivers, Types B, Mark II and III, and D, Mark II—Improvements to be incorporated—REPORTS

"Kent," "London," "Norfolk," and "York" Classes and Dockyards

(G. 2409/36.—8.10.1936.)

With reference to the investigation referred to in paragraph 1 (*a*) of A.F.O. 440/35, the modification necessary to the above receivers is shown on A.F.O. Diagram 120/36. This diagram gives instructions for fitting a second lamp to the dials of the instruments concerned.

2. Ships concerned are to include an item in their lists of alterations and additions to cover this modification. The item to be classified "B."

3. A report is to be forwarded through the Administrative Authorities when this alteration has been completed.

(*A.F.O. 440/35.*)

2498.
2501. } *Issued Confidentially.*

2508.—Domestic Automatic Refrigerators—Lubricating Oil

(E.-in-C./D. 9626/36.—8.10.1936.)

Service mineral non-freezing oil as at present issued, is not suitable for the lubrication of domestic automatic refrigerators.

2. Pending supplies of suitable Admiralty oils being made available, the oils recommended by the makers of the machines are to be used in all cases.

2576.—*Issued Confidentially.*

2578.—Guns, 4-in., Q.F., H.A. Marks V, V*, and XV to XVII—Reduced Blank Charges for Saluting and Signal Purposes

(G. 1169/36.—22.10.1936.)

It has been approved to adopt reduced blank charges for use in 4-in. H.A. guns, in those ships in which 3-pdr. saluting guns are not fitted. To prevent scoring of the chambers of guns full length cartridge cases will be used.

2. *Supply and Outfits.*—Due to the bulky nature of this blank ammunition, ships' outfits of 4-in. H.A. blank have been reduced as follows:—

Boxes, cartridge, Q.F. 4-in., Marks V, V*, XV, and XVII guns, C.177 (each containing 6 empty cartridge cases)—20.

Boxes, cartridge, blank, Q.F. 4-in., Marks XVI and XVI* guns, C.200 (each containing 6 empty cartridge cases)—20.

Cases, powder, M.L. ½ (each containing 48 charges)—20 per flagship, 10 other ships.

Rings, paper, split, No. 3—1 per charge, V, V*, XV, and XVII guns.

Rings, paper, split, No. 4—1 per charge, XVI and XVI* guns.

Cups, Leatherboard, No. 2—1 per charge, V, V*, XV–XVII guns.

Pending supplies of boxes C.200 becoming available, boxes C.177 will be adapted for XVI and XVI* gun empty cartridge cases.

One set of tools for filling cartridges per ship.

3. *Instructions for Filling Cartridge Cases* (*see A.F.O. Diagram 128/36*).—Coat the threads of a primer percussion No. 1 with luting and screw it into the base of the cartridge case. Place a safety clip over the primer and stand the case base end down on a block grooved to clear the clip.

Insert the split paper ring with the end marked "TOP" uppermost. This ring is slotted longitudinally to facilitate the rolling up necessary to enable it to enter the mouth of the case.

When inserted, the tool No. 2 is used so that the toe of the coned end bears against the underlapping edge of the paper ring, then, with the aid of the wedge end of the tool No. 3, this edge can be manipulated into alignment with the other edge.

The charge is then placed in position with choked end up and finally the leatherboard cup is pressed into position with the parallel end of tool No. 2.

2579.—Gun Mountings—Maxim Tripods, Mark IV—Modifications

(G. 4868/35.—22.10.1936.)

The following modifications indicated in red in A.F.O. Diagram 47/36 should be made to all Maxim tripod mountings, Mark IV, where not already carried out:—

(i) Steel bushes should be fitted to crosshead arm as shown in Sketch (A).

(ii) Drain holes, ·1875 in. diameter, should be drilled in the tripod legs, as shown in Sketch (B).

(iii) A filling piece should be fitted to the crosshead arm, as shown in Sketch (C), as necessary, for aligning purposes.

(iv) A stop should be fitted to the crosshead arm web, as shown in Sketch (D), as necessary, to prevent the fuze spring box bearing on the side arm of the crosshead.

(v) Chains with split links should be fitted in the elevating and crosshead joint pins as shown in Sketch (E). Split links will be issued by Portsmouth Yard on demand.

(vi) A packing washer should be fitted in the elevating nut, as shown in Sketch (F) to take up play in the elevating gear.

Note.—Tripod legs should not be immersed in tanks for cleaning purposes.

2. The work involved should be carried out by ships' staffs, depôt ships' staffs and staffs of Naval establishments concerned, excepting in the case of item (i) where the work should be done by yards at the first opportunity.

3. Mountings at yards are to be modified before issue.

2586.—Electro-Hydraulic Steering Gear—Hastie Type

(E.-in-C./D. 8619/36.—22.10.1936.)

An instance has occurred in which the electro hydraulic steering gear of the Hastie type has failed owing to the fracture of a copper pipe connecting the replenishing tank to the "D" tube.

2. These failures are attributed to vibration and consequent hardening of the metal. In future, arrangements are to be made in all ships fitted with Hastie electro hydraulic steering gear, for the replenishing pipes, if made of copper, to be annealed on each occasion of refitting the vessels.

2590.—Paravanes, S. Mark I and S. Mark I*—Issue of, without Re-Ranging—REPORTS

(T. 1402/36.—22.10.1936.)

It has been approved that a trial be made of issuing paravanes, S. Mark I and S. Mark I*, reconditioned and adjusted in accordance with their history sheets (which were compiled when the paravanes were last ranged by the Torpedo Engineer Officer, Portsmouth) without further re-ranging.

2. Issue of these paravanes will, in the first instance, be restricted to one of the Home Fleet Flotillas.

3. Ships issued with paravanes for this trial will be warned that the paravanes have not been re-ranged and are to take an early opportunity of checking the depth line of the paravanes. Arrangements will be made to issue 2 recorders, depth sweep, Mark III (Vote 9 stores) to each of the Divisional Leaders of the T.S.D.S. Flotilla concerned, until recorders, Pattern 8705 (Vote 8 stores), can be supplied for this purpose.

4. To check the depth line, the depth recorder is attached to the tail of the paravane, as shown in A.F.O. Diagram 111/36. The total variation of the depth line of the paravane, including oscillation, when on a straight course and in a moderate sea, is not to exceed 10 feet at 22 knots with a minimum setting of 20 feet. The paravane should not run shallower than the set depth in either the high speed or low speed setting.

5. Instructions for the use and calibration of the depth recorder are given in the Handbook for Recorder, Depth Sweep, Pattern 8705, M.S. Lt. 1882, a copy of which will be issued to the Divisional Leader of the T.S.D.S. Flotilla.

6. The ships to whom these paravanes are issued are to render a report on their behaviour after six months' experience has been gained, or earlier in the event of a paravane running so far outside the prescribed limits as to necessitate its return to a depôt.

2635.—Torpedoes, 21-in., Marks VIII–IX*—Fitment of New Pattern Trunk Box Spindles

(A.S. 4424/35.—29.10.1936.)

Trunk box spindles of the solid cast-bronze type fitted in 21-in., Marks VIII–IX* torpedoes, have been found liable to distort and/or fracture.

2. A built-up pattern crank, embodying a spindle of special steel has therefore been introduced for fitment in new manufacture torpedoes and for replacements.

3. In order to improve the joint between the trunk crank and the trunk box when testing the balance chamber with internal pressure, the new pattern spindle incorporates a radiused seating which will make a joint against a chamfered seating in the trunk box.

4. Trunk boxes of new manufacture will be machined with a chamfered seat to suit the new spindle, but before the latter can be fitted to earlier pattern boxes, the necessary chamfering will require to be made to the inboard end of the trunk box extension.

5. The fitment of new pattern cranks and the modifications referred to above will be carried out in torpedo depôts as and when necessary.

2636.—Heads, Blowing, 21-in., Marks IX–IX*B—Modification to ensure Reliability of Action

(A.S. 5781/35.—29.10.1936.)

In order to prevent jamming of the spring lever and consequent blowing of the above type of head after a break surface, it has been approved to chamfer the spring lever at its forward end.

2. A lock nut will also be fitted on the screwed eye in the hydro valve socket, in order to prevent the eye from slacking back.

3. These modifications will be carried out as, and when, the blowing heads pass through torpedo depôts for overhaul, repair, etc.

2642.—R.A.F. W/T Equipment fitted in F.A.A. Aircraft—Return of Redundant Apparatus

(N.S. 10489/36.—29.10.1936.)

The following Air Ministry Order N.571, dated 10th September, 1936, is promulgated for information:—

1. Owing to the conditions under which initial issues of new types of W/T equipment are made, it is not normally possible to issue detailed instructions for the return, to stores depôts, of the equipment replaced which may be urgently required for other purposes.

2. All W/T equipment for which a replacement has been received is to be returned to the appropriate stores depôt, or to the Royal Aircraft Establishment in the case of service trial W/T equipment, as soon as the new equipment has been installed and tested, unless special instructions to the contrary from command headquarters or from the Air Ministry are held.

2670.—*Issued Confidentially.*

2672.—Electrolytic Condenser Boxes, Patterns 3432, 3433 and 3434, for Step-by-step Circuits—Introduction

H.M. Ships "Glasgow," "Sheffield" and "Birmingham," and all vessels of the 1935 and later programmes, "Warspite" and other ships subsequently undergoing large repairs or re-construction

(T. 3416/36.—5.11.1936.)

Approval has been given to introduce electrolytic condenser boxes, Patterns 3432, 3433 and 3434, instead of Patterns, 8163, 8162 and 8161, for service in the M-type motor circuits of H.M. Ships "Glasgow," "Sheffield" and "Birmingham," and of vessels of the 1935 and later programmes, "Warspite" and other ships subsequently undergoing large repairs or re-construction.

2. Boxes, Patterns 3432, 3433 and 3434, are to conform with drawing number D.T.M. 2564, pending the preparation of Schedule drawings. Distribution of drawing number D.T.M. 2564 to dockyards and Overseers concerned has been arranged.

3. Provision of the appropriate electrolytic condenser boxes and the relevant circuits are specified in the wiring diagrams issued for the ships concerned.

4. Supply of boxes required for installation in H.M. Ships "Birmingham," "Aurora" and "Warspite" is being arranged.

5. Rate Book descriptions of the boxes and associated condenser are as under:—

Pattern	3432.	Condenser box—1 unit (electrolytic).	
,,	3433.	,, ,, —4 ,, ,,	
,,	3434.	,, ,, —8 ,, ,,	
,,	3435.	,, electrolytic, 500 mfd.	

The amendments to the Rate Book will be made in due course.

(*A.F.O. 171/36.*)

2681.—Aluminium Paint—Renewal or Replacement

(D. 9836/36.—5.11.1936.)

No alteration in the internal painting scheme of a new ship is to be made without prior Admiralty approval being given.

2682.—Defect Lists prepared and rendered to H.M. Dockyards by H.M. Ships

(D. 12319/36.—5.11.1936.)

In order to allow sufficient space for the report and recommendation of the dockyard officers to be inserted on Forms S.340 (D.275) and S.340B (D.275B), not more than one item of defects is to be included in each of the ruled 1-in. spaces.

2762.—*Issued Confidentially.*

2765.—Fast Type Motor Boats—Spare Engines for Destroyers

(E.-in-C.—12.11.1936.)

The spare engines provided for the fast type motor boats of destroyer flotillas, are to be shown on the Engineer's Fixture List of the flotilla leader.

2801.—T.S.D.S. Wires, Pattern 8828—Chain Tail—REPORTS

(T. 2306/36.—19.11.1936.)

In view of the frequent reports which have been received of float wires being chafed through as a result of fouling the tail of the paravane, ships may, if desired, employ a length of chain between the cutter and the end of the wire. Details of the chain are shown in A.F.O. Diagram 131/36.

2. As the pin of a Pattern 2152 shackle is $\frac{5}{8}$-in. diameter the dimension of the special link has been altered to $\frac{3}{4}$ in. to allow for galvanising and to give a reasonable tolerance in manufacture.

3. The diagram has also been amended to show the length as 16′ 0″ + 1″ and not 16′ 0″ as previously stated.

4. It should be borne in mind that although the chain will prevent chafe, a possibility of fouling the tail of the paravane remains, with consequent deep running or heavy oscillation. The use of chain in no way obviates the necessity for seeing that the float is towing astern correctly with the wire taut before veering the paravane from the stern block.

5. It is, however, anticipated that the chain will be less liable to remain foul than the plain wire. Reports are to be forwarded where the paravane is recovered with the chain foul, or where there is any evidence to show that the chain has fouled the paravane for any length of time. In the event of such occurrences proving frequent, it may be found necessary to forego the use of chains when sweeping on service, and to accept the possibility of the occasional loss of floats.

2804.—W/T Installations, Types 36M and 36C—Modification to Board 2GB Supply for 3-Kw. Motor Alternators, Upper, Pattern 6429M

"Barham," "Berwick," "Dragon," "Exeter," "Iron Duke," "Malaya," "Nelson," "Ramillies," "Repulse," "Revenge," "Royal Oak," "Suffolk," and "York."

(S.D. 1143/36.—19.11.1936.)

In the present design of Board 2GB, Pattern 6429M, the change-over link arrangement for the bobbin circuit of the auto-transformer contactors to the two thirds voltage tapping for emergency use, consists of standard pattern fuse clips, in which a tubular link is inserted.

2. Instances have occurred in which a fuse has been inserted in these clips, while the link was in its proper alternative position, thus short circuiting and damaging a part of the auto-transformer.

3. In order to make this impossible the forms of the links and clips have been redesigned.

4. One link and four clips of the new design will be supplied from Portsmouth to ships mentioned above without demand, and are to be fitted in accordance with A.F.O. Diagram 136/36 in lieu of the existing link and fuse clips. The new links and clips are to be manufactured in Portsmouth Yard, an advance sample set being sent to Signal School for approval prior to completion of the bulk, which will also be subject to final acceptance by a representative of Signal School.

5. The work is to be undertaken by ships' staffs.

6. All future conversions of Boards 2GB, Pattern 6429M, will be fitted with the new design link and clips.

7. The necessary amendment to establishment of stores and specification will be made in due course.

2844.—*Issued Confidentially.*

2896.—Gun Mountings, 8 in., Mark I and I*—Turret and Transporter Power Units—Interchangeability

(G. 5412/36.—3.12.1936.)

Although the regulating cylinders, pumps and bed plates of power units in 8-in., Mark I and I* mountings are each interchangeable as a whole, in some instances the bolt holes for connecting one to the other are not jig drilled. Slight displacement of these assemblies relative to one another may consequently occur if they are actually separated and interchanged, the cumulative effect of which may result in shortening the travel of the control lever with resultant loss of efficiency.

2. The travel of the control rod should always be checked when parts are interchanged, to ensure that the full tilt of the swashplate can be obtained. If necessary the bolt holes for the fulcrum bracket should be plugged and redrilled suitably to obtain full travel.

3. Trammel readings or measurements, if required, should be taken from a machined surface on the pump and not from the bedplate.

2900.
2903. } *Issued Confidentially.*
2995.

2996.—Navigational and Plotting Equipment—Modifications

" Hardy " and " H " Class and earlier Flotilla Leaders and Destroyers

(D. 9915/36.—10.12.1936.)

Lighting of the Plot

It has been decided to modify the lighting of the plot in " Hardy " and " H " Class and all earlier flotilla leaders and destroyers fitted with plotting tables. Details of the modification are as follows :—

(*a*) Two in number, Pattern 9118, telescopic lighting fittings, modified as shown on drawing number D.E.E. 5322 (shade, Pattern 9124A, being used in lieu of Pattern 9125) are to be fitted and existing fittings removed. Fittings, Pattern 9118, should be shortened if necessary, and cap, Pattern 9025 or Pattern 4485, arranged for as required.

(*b*) A dimmer, similar in type to Pattern 8932 (but without lamp and switch), is to be fitted at the plot to control the two lamps in parallel. The resistance values should be arranged to give from full to half voltage at the lamp terminals.

2. Commanding Officers of the ships concerned are to insert an item in their next list of alterations and additions (classification " B "), to cover this modification.

Clocks for Plotting Tables

3. The clocks incorporated in the tables are not intended as time indicators and it is undesirable to alter them to serve this purpose. An 8-day chart-house clock, Pattern 307, is, therefore, to be allowed to each flotilla leader and destroyer fitted with a plotting table. The clock should be fitted in a convenient position adjacent to the tables.

4. Purchase of 74 clocks, Pattern 307, is being arranged for delivery to the yards shown, for distribution and issue, without demand, to the vessels indicated :—

Chatham.	*Portsmouth.*	*Devonport.*
" Campbell."	" Boreas."	" Basilisk."
" Bulldog."	" Boadicea."	" Brazen."
" Brilliant."	" Blanche.	" Beagle."
" Electra."	" Exmouth."	" Echo."
" Escort."	" Esk."	" Eclipse."
" Encounter."	" Express."	" Escapade."
" Firedrake."	" Faulknor."	" Fearless."
" Foxhound."	" Fury."	" Foresight."
" Fortune."	" Forester."	" Fame."
" Keith."	" Wallace."	" Mackay."
" Crescent."	" Crusader."	" Cygnet."
" Keppel."	" Woolston."	" Kempenfelt."

Malta ... ... " Codrington " and " Acasta " Class.
" Grenville " and " Greyhound " Class.
" Hardy " and " Hero " Class.
" Comet."
" Douglas."

Hong Kong ... ... " Duncan " and " Defender " Class.

5. Requirements for " Inglefield " and " Intrepid " Class and " Tribal " and repeat " Tribal " Classes are to be included in home yard annual demands for 1937.

6. The allowance will be added to the establishment for flotilla leaders and destroyers in due course.

Eyepieces for View Plot

7. All leaders and destroyers fitted with a view plot are to include in their lists of alterations and additions an item, classified " B," whereby the eyepieces, Pattern 55, are to be adapted, in accordance with drawing No. A/S. 5306/1, to contain two plain glasses, in order to prevent updraught from the plotting position.

2999.—Detonators, Nos. 9 and 15, for Demolition Stores

(A.S. 2001/36.—10.12.1936.)

Radiological examination of the detonator, electric, No. 9, Mark V, referred to in paragraph 6 of A.F.O. 1771/36, has now been carried out, and it has been found that only the paint at the end of the body is at fault, *i.e.*, the shellac putty plug has not cracked or shrunk.

2. Any detonators, electric, No. 9, Mark V, or detonators, No. 15, Mark IV, found with this defect are to be repaired at R.N. Armament Depôts in the same way as detonators, electric, No. 9, Mark IV, and detonators, No. 15, Mark III, but stocks of detonators of the later Marks need not be specially examined for this defect.

(*A.F.O. 1771/36.*)

3041.—Torpedoes, 18-in., Mark XI—Strengthening of Propeller Bushes

(A.S. 0730/36.—17.12.1936.)

It has been found during overhauls of 18-in., Mark XI torpedoes, that in some instances the propeller bushes have become slightly distorted.

2. In order to strengthen these bushes it has been approved to fit bronze screwed pins between each half of the bush.

3. This modification will be carried out in torpedo depôts as torpedoes pass through workshops for overhaul, repair, etc.

3042.—*Issued Confidentially.*

3055.—Chairs, Pattern 2322, for W/T Offices

Ships concerned

(N.S. 11024/36.—17.12.1936.)

A report has been received that chairs, Pattern 2322, fitted in W/T offices are unsuitable for use in hot weather as the solid seat and horsehair cushion do not allow of free air circulation, thus causing discomfort to the W/T operators.

2. To effect an improvement, the following modifications have been proposed, and if desired, may be carried out by ship's staff :—

Cane seats, Pattern 717, to be supplied to ships on foreign stations and fitted by means of chocks to the seats of the chairs, holes being drilled in the chair seats to increase the air circulation when the cane seats are fitted.

3. Demands for the cane seats, Pattern 717 (consumable stores), should be forwarded to storing yards by ships concerned.

4. The introduction of a more satisfactory type of chair for W/T and A/S operators is under consideration.

3107.—*Issued Confidentially.*

3111.—Torpedoes—Valves, Air Stop—Refit of

(A.S. 5740/36.—31.12.1936.)

For guidance when rectifying stop valve body seatings, the following particulars as regards (1) valve opening, and (2) the permissible amount of rectification before new valve bodies become necessary, are issued.

(1) The travel of the stop valve spindle from the " hard open " to the " shut " position, is not to exceed the following :—

Mark of Torpedo.	*Valve Opening.*
18-in., VIII–VIII*, fitted valve, St. No. 38	·21 + ·09 − 0
18-in., XI, fitted valve, St. No. 5329	·34 + ·12 − 0
21-in., II–IV*, fitted valve, St. Nos. 2678 to 2678C ...	·25 + ·03 − 0
21-in., V–IX*, 24½-in., I, fitted valve, St. Nos. 2678 to 2678C.	·35 + ·03 − 0

In the case of the 21-in., Marks II–IV*, 21-in., Marks V–IX*, and 24½-in., Mark I torpedoes, valves are supplied of varying sizes increasing in thickness as follows :—

St. No. 2678A = ·03 thicker than St. No. 2678.
St. No. 2678B = ·03 thicker than St. No. 2678A.
St. No. 2678C = ·03 thicker than St. No. 2678B.

(2) Valves of sufficient thickness to give the necessary valve opening are to be fitted, but further rectification of seat must not be carried out when, with the thickest valve in position (St. No. 2678C), the valve opening exceeds that laid down.

The necessary corrections to handbooks concerned will be issued.

3112.—21-in. A.W. and Submarine Torpedo Tubes—Modification to E.P. Firing Gear

Vessels concerned

(T. 3779/36.—31.12.1936.)

It has been found that the dermatine washers of the E.P. air inlet valves authorised to be fitted to torpedo tubes have a tendency to swell, and may possibly cause a hangfire or misfire.

2. Should swelling be observed in these washers, the E.P. gear should be modified as shown in A.F.O. Diagram 145/36.

3. The modification is to be carried out by ships' or depôt ships' staffs.

3113.—21-in., Above-water Torpedo Tubes—Percussion Spring for Mark II Combined Firing Gear

Vessels and Dockyards concerned

(T. 3873/36.—31.12.1936.)

As a result of the reports called for in A.F.O. 2113/36 a percentage of the percussion springs have failed to produce a blow of striker of 30-in. lbs.

2. In all cases where these springs fail to produce the requisite blow they should be replaced, on a defect list, by springs made to the following particulars :—

Mean diameter of coils	1⅜ in.
Diameter of wire	·2 in.
Test load	190 lbs.
Compression with test load	1·36 in.
Length uncompressed	3·14 in.

Left hand coils.
Material, steel, metal plated.

3124.—Fitting of Radiator in the Torpedo Tube Compartment

Submarines of the "Oberon" and later classes

(D./M.F. 16341/36.—31.12.1936.)

Approval has been given for a radiator to be fitted in the torpedo tube compartment in all existing submarines of the "Oberon" and later classes.

2. An item to cover this work is to be included in the next list of alterations and additions for the vessels concerned.

3. The necessary additional wiring, etc., is to be carried out by the ship's staff.

4. A radiator, Pattern No. 7886 (1,000 watts), plug and socket, necessary cable, etc., is to be demanded through the usual channels.

1937

16.—Royal Marines—Allowance of ·303-in. Ammunition for Annual Range Courses

(R.M./G. 7010/36.—7.1.1937.)

The annual allowance of ·303-in. ammunition authorised for Royal Marines serving afloat (King's Regulations and Admiralty Instructions, Article **774**) is as follows:—

		Per man.
(*a*)	Annual range course	130 rds.
(*b*) (i)	Additional for each man qualifying as a Lewis Gunner	390 rds.
(ii)	For each trained Lewis Gunner (to include the annual range course)	325 rds.
(*c*)	Vickers guns allotted to Royal Marines ...	5,500 rds. per gun.

22.—Cartridges for Release of Torpedoes from T.S.R. Aircraft

(A.S. 3774/36.—7.1.1937.)

Cartridges, electric, bomb release, are required for the discharge of torpedoes from T.S.R. Aircraft and are to be supplied to H.M. ships on the basis of 50 per T.S.R. Aircraft for which torpedoes are carried.

2. The explosive classification of the cartridges is Group VI for storage in Depôts, and Group XIV as for tubes, electric, for H.M. ships.

3. The cartridges are packed 25 in a tin cylinder, 20 cylinders (500 cartridges) in a box, cartridge, electric, actuating bomb release gear, B.251, the stowage dimensions of which are :—

Length, 26·75 in.; width, 12·25 in.; depth, 6 in.

" Fractions " of 500 may be issued in cases, powder, M.L. ¼, instead of boxes, B.251.

23.—Paravane Towing Wires—Fitting, Etc.

(T. 668/36.—7.1.1937.)

The details of the lengths, types of fittings, etc., of all paravane wires in use for protector paravanes, H.S.M.S. and T.S.D.S., are given in A.F.O. Diagram 108/36 (1), together with a drawing, A.F.O. Diagram 108/36 (2), showing protector paravane towing wire fittings. The authorised allowances of wires, together with lists of all ships fitted to tow paravanes, are given in B.R. 366.

The lengths of wires are not to be varied in any ship without Admiralty authority.

2. Paravane towing wires which have been used and subsequently returned to store are not to be re-issued for further service with paravanes, whatever their condition.

Such wires may be issued for other purposes for which they are suitable, but if no service is known for which they are likely to be required, they should be condemned and brought to produce at the time of return.

An exception to this may be made in ships where the paravane wires are not carried on board permanently, but are drawn from time to time for carrying out exercises and returned immediately on their completion. These wires should be re-issued, provided they are in a serviceable condition, for the next occasion of exercising.

3. When new wires are made up, their lengths are to be made as accurately as possible, but wires may be issued (which, due to refitting or other causes, differ from these lengths), provided that they are within the following limits:—

Protector paravane towing wires for small cruisers ("D" class and earlier) (from bearing point of thimble to centre of sleeve pin)	6 ins.
Protector paravane towing wires for all other ships and vessels	12 ins.
H.S.M.S. and T.S.D.S. towing wires	10 fms.
H.S.M.S. and T.S.D.S. depressor wires	5 fms.
T.S.D.S. float wires	5 fms.
Cutter spans (between centres of sleeve pins)	2 ins.
Depressor span units (between bearing points of thimbles and centres of sleeve pins)	2 ins.

4. The endurance of a wire depends to a very great extent on the manner in which the splice has been made and the sleeve fitted, and particular attention must be paid to these details.

5. The eye splice in a protector paravane wire, depressor wire or depressor extension length is made as follows:—Allow 3 ft. for splicing, then worm, parcel and serve 1 ft. 9 ins. with 3-yarn spunyarn, Pattern C.1460, and canvas M.N. flax, Pattern 6.

Break the eye round a Pattern 1918 thimble which has had any irregularities or sharp edges removed and which has been lined with leather, Pattern C.36.

At the non-splicing end of the serving, the gap between two strands must be opposite the centre of the score at the end of the thimble.

Note.—Admiralty pattern thimbles only may be used; pointed or weaker thimbles have an adverse effect on the wire.

Whip the rope 2 or 3 inches from the end, cut the end whipping and whip the strands. Then cut the former whipping and unlay the strands back to the serving.

Make the first tuck with the whole strand as close to the thimble as possible, each strand being tucked over one and under one.

Cut the whippings and tease out the strands, then tuck them three more times whole and once half.

Break off the ends of all wires singly *by twisting.*

Parcel and serve the splice with canvas and spunyarn, finishing off with at least three turns of cavelling and a half hitch each side.

6. The method of fitting a towing sleeve is as follows:—

Slide on to the rope the sleeve, rubber buffer and internally-coned steel cup, in that order.

Serve the rope for 1 inch with $\frac{3}{16}$-inch seizing wire, starting $2\frac{1}{2}$ inches from the end.

Separate the strands and unlay them back to the serving.

Clean each wire thoroughly, with emery if necessary, and remove all trace of grease with spirit.

Bend the wires outwards 45° from the serving, and then bend the end $\frac{1}{2}$ inch inwards at right angles.

Push the coned cup up till all the bent wires are inside it.

The edge of the cup should then project $\frac{1}{8}$ inch beyond the wires.

Wind asbestos thread round the rope below the cup to prevent leakage of white metal.

Place the clip, Pattern 8889, on the rope so that it holds the cup squarely in position. With three-stranded rope, a spunyarn whipping in addition to the asbestos is required round the rope to hold the bottom of the clip firm and central.

Insert the steel cone, Pattern 7849, into the centre of the rope so that it is below the bent ends of the wires.

Place a teaspoonful of resin in the cup as a flux.

Soldering solutions must not be used.

Heat the coned cup, taking care not to impair the temper of the wires. Pour in sufficient molten white metal to fill the coned cup, and allow it to cool for half an hour. The white metal to be used should be Babbits metal.

Remove the clip, spunyarn and asbestos whippings.

Slide the rubber buffer and sleeve into place.

Screw on the jaw or eye hard up, so that the set screw or locking strip will engage.

In sleeves designed for pre-spewing (Patterns 8835A, 8836A and roller cutters), one or more washers, Pattern 721K, may be inserted between the jaw or eye and the white metal pudding if necessary to cause the rubber buffer to project through the neck of the sleeve.

7. Fitted paravane towing wires are not to be tested prior to issue for service, as their strength is ensured by the tests of sample lengths of wire carried out by the Admiralty Inspector before acceptance from the manufacturers.

Dockyard officers should use their discretion in the testing, either as a whole or by sample lengths, of fitted wires which have been in stock for a considerable period.

Spans, cutter, Pattern 8832, should be subjected to a test load of 6 tons.

24.—Two-speed Destroyer Sweep—Depressor Reel, Type D

(T. 4365/35.—7.1.1937.)

Trials have recently been carried out in H.M. Ships "Achates" and "Acheron" of a reel, Type D, for the depressor wires of the two-speed destroyer sweep.

2. This reel improves the speed of operating and ensures more reliable working of the two-speed destroyer sweep.

3. In view of the favourable report of the trial, it has been decided to arrange for the purchase of eight reels, Type D, for fitting in the following vessels:—

"Acasta," "Active," "Antelope," "Anthony," "Ardent," "Arrow," "Crusader," and "Comet."

4. Commanding Officers of the above ships are to include an item in the next lists of alterations and additions under Classification B for carrying out the work of fitting the reel.

5. The 8 reels referred to above will be purchased for delivery to Chatham in the current financial year, and will be dealt with under Sub-head B5. The estimated cost for liability purposes is £70 each. The reels should be distributed as necessary as soon as received.

25.—*Issued Confidentially.*

26.—W/T Receiving Apparatus—Re-arrangement of Receivers in Racks

Flotilla Leaders and Destroyers of "E," "F," "G," "H" and "I" Classes

(S.D. 1361/36.—7.1.1937.)

It has been decided that all flotilla leaders and destroyers of "E," "F," "G," "H" and "I" classes are to re-arrange the receivers in the racks of their main W/T offices, in accordance with A.F.O. Diagram 149/36.

2. The work is to be carried out by ship's staff in the case of vessels in commission, and by firms building "Inglefield" and "I" class destroyers.

27.—W/T, Type 37M, Panel 3KM—Modification to Value of Resistance of Filament Rheostat

(S.D. 1465/36.—7.1.1937.)

It has been found that the value of the resistance of the filament rheostat, which supplies the valve, Pattern 4869, NT1, in panel 3KM, is insufficient. The lowest voltage at present obtainable, when the correct voltage is applied to the rectifier, is in the vicinity of 14·5 volts, and only 14 volts are required.

2. In order to obtain the correct voltage, a fixed resistance of 0·5 ohm is to be connected in series with the filament rheostat in the following manner:—

> "10 feet of No. 14 S.W.G. ferry wire, Pattern 878, is to be wound on a ⅛-in. paxolin strip (Pattern No. 4414) of convenient size (about 10 in. × 3 in.), terminating each end with a O.B.A. terminal, Pattern 2067. This resistance is to be inserted between the filament rheostat and the equalising unit, Pattern No. 1131A, where the wire joining these two articles passes outside the right-hand bottom panel, which contains the filament rheostat."

3. Ships concerned are to demand the necessary stores if not available on board.

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

29.—Precautions for Pressure Tests of Main Hull Compartments

H.M. Submarines

(D. 14814/36.—7.1.1937.)

In one of H.M. submarines a battery ventilation trunk collapsed during the pressure test of a main hull compartment owing to the ventilation valve on the trunk at the main flat being closed during the test.

2. In submarines in which valves are fitted on battery ventilation trunks inside the pressure hull, care is to be taken that the valves are opened for main hull compartment tests.

60.—Rangefinders, F.Q.2—Sponge Rubber Facepieces—REPORTS

China, America and West Indies, East Indies, and Mediterranean Stations, and "Excellent"

(G. 4361/36.—14.1.1937.)

(*This reprint embodies A.F.O. 704/37.*)

Arrangements have been made to purchase the following sponge rubber facepieces for F.Q.2 rangefinders:—

10 Type A for single power eyepiece.
10 Type B for three power eyepiece.

2. Delivery and distribution of these facepieces will be as follows:—

	Type A.	*Type B.*
Nine of each type to Chatham for—		
Commander-in-Chief, China	4	4
Commander-in-Chief, America and West Indies	2	2
Commander-in-Chief, East Indies	2	2
Commander-in-Chief, Mediterranean	1	1
Direct supply—		
The Captain, "Excellent"	1	1

3. Supply will be made without demand, and on receipt the Commanders-in-Chief, China, America and West Indies, East Indies, and Mediterranean stations are requested to arrange for the facepieces to be issued to selected ships fitted with F.Q.2 rangefinders for trial.

4. Reports are to be forwarded through Administrative Authorities after sufficient experience has been gained stating—

(i) the serviceability of rubber in hot climates.

(ii) whether rangetaking is made uncomfortably hot.

(iii) the degree of eye relief obtained.

(iv) whether any difficulty is experienced in using a gas mask.

(v) any other remarks or recommendations.

Note.—The facepieces are intended for use with and without gas masks.

61.—*Issued Confidentially.*

69.—Two-Speed Destroyer Sweep—Introduction of Snatch Block, Type " L "—REPORTS

(T. 4798/36.—14.1.1937.)

(*This reprint embodies A.F.O. 383/38.*)

A new snatch block of lighter type, known as Snatch Block, Type " L," has been designed to replace the T.S.D.S. depressor snatch block, Pattern 8821.

2. A trial order for twelve of these blocks has been placed for delivery at Portsmouth during the current financial year, and the value for liability purposes is £60. After examination in H.M.S. " Vernon," six of these blocks will be issued to each of the 5th and 6th Destroyer Flotillas, for distribution as desired by Captains (D).

3. One shackle, Pattern 2156, is to be issued with each snatch block, Type " L," to connect the block to the grommet strop of the span-unit, Pattern 8831A.

4. Ships supplied with the snatch blocks, Type " L," are to return one snatch block, Pattern 8821, to store in lieu.

5. Ships selected to carry out these trials are to render reports after 6 months' experience, through their administrative authorities embodying remarks on :—

(i) Ease of handling,
(ii) Durability, and
(iii) Liability to damage,

in comparison with block, Pattern 8821.

106.—Torpedo Launching-in Press

Submarines and Dockyards concerned

(T. 4306/36.—21.1.1937.)

During the process of launching a torpedo into the tube in an " L " class submarine the wire from the launching-in press drew from the metal sleeve which shackles on to the tail bar.

2. The method of securing the wire by means of a sleeve similar to that used with paravane wires is not considered satisfactory for this service, and the sleeves are to be replaced by an eye-splice and shackle.

3. The modification is to be made in all submarines in which a sleeve is fitted, the work being treated as a defect and being done on the next occasion that the wires require refitting.

107.—*Issued Confidentially.*

152.—Ready-use Lockers for H.A. Ammunition—Positioning of

(G. 185/37.—28.1.1937.)

In some ships, where it was considered necessary, approval has been given to increase the R.U. stowages at H.A. guns to varying amounts, up to a maximum of 80 rds. per gun in those ships in which the action rate of supply of ammunition from the magazines is considerably below requirements.

2. This has resulted in the R.U. lockers in certain ships being placed either actually adjacent, or closer together than may be safe as regards the likelihood of sympathetic detonation of their contents if struck by shell or splinters.

3. Special trials are being arranged to investigate this matter.

4. In the meantime every endeavour should be made to position 4-in. H.A. R.U. lockers so that there is a space of at least 2 ft. between adjacent lockers, whether they are of the light or splinter-proof types.

5. As a result of the special trials referred to above it may be necessary later to reposition the lockers in certain ships, or, if space does not admit of this, to reduce the ready-use stowages.

154.—Torpedoes—Special Fleet Practice—Allocation to Destroyers in Home and Mediterranean Flotillas—REPORTS

(T./T.D. 128/36.—28.1.1937.)

It has been decided that the number of special fleet practice torpedoes normally carried by destroyers in the Home and Mediterranean Fleet Flotillas, is to be reduced to a total of two per ship.

2. Commanders-in-Chief are requested to report on 1st December, 1937, on the experience gained with the reduced allowance.

163.
164. } *Issued Confidentially.*
165.

167.—Brows, etc., in H.M. Dockyards—Instructions

(D. 14389/36.—28.1.1937.)

(*This reprint embodies A.F.O. 1218/37.*)

The following instructions concerning the responsibility, etc., for brows in the dockyards are promulgated for the guidance of all concerned:—

Between the lower guard rope and floor of every passenger brow either a strong wire netting or boarding 1 ft. wide is to be fitted, whichever is the more convenient and less costly. As regards brows already fitted with three or four guard wires, if the lower one is less than 1 ft. above the floor of the brow, it should be removed and the wire netting or boarding 1 ft. high fitted in lieu.

2. Security between the inboard end of the brow and the ship's gangway should be effected by a lacing of strong rope immediately the brow has been put in place, and where possible, the brow should be landed well inside the ship.

3. In dry docks, or at a jetty, where the shore end of the brow is only a short distance from the dock edge, similar lacing between the end of the brow and the guard chains of the dock is to be fitted.

4. The division of responsibility for brows, etc., is to be as follows:—

(i) *Constructive Department.*

(*a*) Ships building and completing (not in tidal waters).

(*b*) All ships in dockyard control or under repair not in tidal waters.

(*c*) Ships in dock.

(*d*) Fixing lines from inner end of handrails of brows on the ships covered by (*a*), (*b*), and (*c*) above, excepting ships in commission.

(ii) *Captain's Department.*

(*e*) All other vessels including any specified in (*a*) and (*b*) which may be berthed in tidal waters.

(*f*) Fixing lines from inner end of handrails of brows to ships referred to in (*e*), excepting ships in commission.

(iii) *Commanding Officers of Ships in Commission.*

(*g*) Fixing lines from inner end of handrails of brows to ships.

General Instructions.

(1) Brow lashings are not to be used for lifting or lowering brows.

(2) All brow lashings to be inspected, and where necessary, renewed at least once a quarter.

(3) No persons to be permitted to pass over or stand on a brow unless all lashings have been secured and permission given by a responsible dockyard officer.

(4) Securing and casting off of brow lashings to be carried out under the orders of dockyard officers, the actual work inboard being done by ship's staff in the case of ships in commission.

(5) Wire lashings are to be used for securing brows in every instance, tarred hemp lanyards are not to be used.

180.
202. } *Issued Confidentially.*
206.

243.—Guns, Q.F., 4-in. and 4·7-in.—Easing Back of Cap of Breech Mechanism Levers when Guns are used for Purposes of Drill

(G. 5298/36.—11.2.1937.)

With reference to A.F.O. 2256/36 it has been found that the removal of the case firing mechanism or case toggle striker, causes the speed of travel of the breech block to become excessive, and may cause damage to the mechanism.

2. When drill is carried out with these parts of the mechanism removed, the cap on the breech mechanism lever should be eased back to reduce the tension on the spring, actuating, breech block.

3. The approximate number of turns required, which should not be exceeded, are as follows:—

Q.F., 4-in., Mark IV	10 turns.
Q.F., 4-in., Marks V and V*	10 turns.
Q.F., 4-in., "A," Marks V and V*	10 turns.
Q.F., 4-in., Mark XV	20 turns.
Q.F., 4-in., Marks XVI and XVII	20 turns.
Q.F., 4·7-in., Mark VIII	25 turns.
Q.F., 4·7-in., Marks IX and IX*	15 turns.

4. Care should be taken to screw the cap back again to its normal position when re-assembling the gear, in order that the same tension may be replaced on the spring for service working.

247.
257.
291. } *Issued Confidentially.*
298.
300.

301.—Transferable Gun Mountings—Instruction for the Fitting of Cables and Voicepipes under the Mountings

(T. 4296/36.—18.2.1937.)

In power-worked transferable gun mountings only, it has been decided to make the Gun Mounting Contractor responsible for the supply and fitting of all cables on, and leading on to, the mounting, and of all cable clips, screws, glands, etc., required for fitting these cables. No alteration is made to existing procedure for other transferable gun mountings.

2. A.F.O. Diagram 91/36 has been amended accordingly, and is re-issued as A.F.O. Diagram 5/37.

3. The attention of all concerned is to be directed to the latter diagram, and Overseers and Dockyard Officers are to ensure that cables and voicepipes are fitted in accordance with these instructions. Admiralty decision is to be obtained when any difficulty arises in meeting the requirements.

304.—Paravanes, D. Mark I*, and D. Mark II (T.S.D.S. Depressor) —Trial and Report

(T. 4100/36.—18.2.1937.)

These paravanes have been designed to reduce the dive of the depressor unit when the sweep changes from the low speed to the high speed setting, and one D. Mark I*, or D. Mark II, will shortly be issued to each ship of the 5th and 6th Destroyer Flotillas for trial and report. On receipt of the new paravane one D. Mark I paravane is to be returned to depôt.

2. In paravanes, D. Mark I*, and D. Mark II, the dive has been reduced by fitting a hydrostatic valve in the tail, this valve controlling a rudder. The required depth setting of the paravane is adjusted in a similar manner to S. Mark I* paravanes, the tail being removed for this purpose.

Paravanes, D. Mark I*, are converted D. Mark I paravanes, otherwise they are identical with paravanes, D. Mark II.

3. Ships are to take an early opportunity to check the performance of these paravanes with the depth recorder Pattern 8705, fitted with 12 fathoms spring, the check run being carried out with the full T.S.D.S. out, the sweep being set for 40 ft. depth. The check run is not to be carried out in a sea exceeding Force 2.

4. The paravane acting as a depressor is approximately 5 ft. below the point of tow of the depth recorder and the depressor snatch block, so that with the sweep set for 40 ft. depth, it must be set for 45 ft.

5. The sweep is streamed in the usual manner with 40 fathoms of depressor wire veered from the stern fairlead, the depth recorder being shackled to a small strop rove through one strop of the depressor span unit as shown in A.F.O. Diagram 10/37. The check run is then carried out as follows :—

(*a*) Increase speed to 16 knots and check for bias. The depressor wire should be dead astern.

(*b*) If the depressor unit is not running dead astern, reduce speed to 8 knots, recover the depressor unit and adjust the bias rudder of the paravane. Continue until the depressor unit runs dead astern.

Note.—If the depressor unit runs to port the bias rudder of the paravane should be moved to starboard to correct.

(*c*) Run for 5 minutes at 16 knots on a straight course with 40 fathoms of depressor wire veered, then increase to 50 fathoms and run for 5 minutes.

(*d*) Decrease speed to 8 knots ; when the paravanes have changed into the low speed setting, increase to 10 knots and run for 5 minutes on a straight course with 50, and then with 40, fathoms of depressor wire veered. Care is to be taken that the sweep is in the low speed setting for this run.

(*e*) Increase speed to 20 knots and when the sweep has changed, alter course 180°, using 20° of rudder.

(*f*) Increase speed to 22 knots and run for 5 minutes on a straight course.

6. Rudder adjustment must be given to the depressor paravane to give a mean depth line on the recorder chart of between 40 and 42 ft. in the low speed setting with 40 fathoms veered from the stern fairlead.

7. The variation in depth of the depressor paravane between the low speed and the high speed settings should not exceed 20 ft. with 50 fathoms of depressor wire veered.

8. The D. Mark I* and D. Mark II paravanes are handled in a similar manner to the D. Mark I, but care must be taken to prevent damage to the tail and rudder gear. For this purpose two additional eye plates have been fitted for reeving a hanger and tail line if required.

9. On recovery, the rudder bearing and the transmission rod ends are to be greased with the grease gun supplied, at the points where grease gun nipples are fitted.

10. Ships are to report on the behaviour of these paravanes after 6 months, or before if defects occur. The report should include remarks on both the running and the handling of these paravanes.

306.—Minesweeping Floats and Dan Buoys

(T. 4734/36.—18.2.1937.)

In order to facilitate the recovery of floats and dan buoys during minesweeping operations, forged steel lifting bars are to be fitted to all existing minesweeping floats, Pattern 8718, and dan buoys, Pattern 8719, in accordance with A.F.O. Diagram 11/37 (1 and 2).

2. The necessary parts should be manufactured and fitted at yards to all floats and dan buoys of the above patterns held on store charge, and the articles already issued to minesweeping vessels are to be returned to storing yards and exchanged for modified articles as convenient. The floats and buoys for Singapore should be dealt with at Hong Kong and those for Trincomalee at Malta, free freight being utilised as far as possible. In order to avoid any shortage of stock at Singapore and Trincomalee, a suitable quantity of modified articles should be supplied from Hong Kong and Malta respectively before the stocks are sent for modification.

3. Similar action is contemplated concerning floats, Patterns 8742 and 8761, and further instructions will be issued.

312.—Bulk Stowage of Petrol—Fuelling from Barrels

H.M. Ships (other than Aircraft Carriers) concerned

(N.S. 8355/36.—18.2.1937.)

A standard fuelling outfit, as shown on A.F.O. Diagram No. 143/36 (1 and 2), is to be carried by all H.M. ships, other than aircraft carriers, fitted for bulk stowage of 1,000 gallons or more of aviation spirit or M.B. petrol, in order to permit fuelling to be carried out at a reasonable speed when taking in fuel from barrels.

2. Satisfactory results have been obtained with trial outfits supplied to the Fleet, a rate of fuelling of 20 gallons per minute having been attained.

3. The pump should be utilised also for de-fuelling fast motor boats and aircraft when necessary ; instructions regarding these operations will be promulgated.

4. A complete fuelling outfit will be supplied from Devonport, without demand, to each of the undermentioned vessels :—

" Emerald "	" York "	" Leander "	" Galatea "
" Enterprise "	" Exeter "	" Neptune "	" Ajax "
" Devonshire "	" Norfolk "	" Orion "	" Rodney "
" Shropshire "	" Dorsetshire "	" Arethusa "	" Berwick "
" Sussex "			

5. Certain vessels, other than those referred to above, have already been supplied with Zwicky pumps without the remainder of the standard outfit, and demands should be forwarded to Devonport by the ships concerned for the items required to complete their equipment.

6. Ships concerned already in possession of a pump for petrol fuelling service not conforming to the particulars shown on the diagram should surrender it to the nearest dockyard on receipt of the standard outfit.

314.—Shore W/T Stations, Home and Abroad—Fitting of Rack-mounted Receivers

(S.D. 1408/36.—18.2.1937.)

Consequent upon the decision to modernise the W/T equipment installed at shore W/T stations, rack-mounted receivers will be provided to replace the present system of receivers resting on tables or shelves or mounted on walls or backboards.

2. When the modern receivers are supplied, assistance in their installation is to be rendered by the dockyards concerned at the following W/T stations :—

Home.		*Overseas.*	
Station.	*Dockyard.*	*Station.*	*Dockyard.*
Rosyth ...	Rosyth.	Gibraltar...	Gibraltar.
The Nore...	Chatham.	Malta ...	Malta.
Culver Cliff ...	Portsmouth.	Stonecutters ...	Hong Kong.
Horsea ...		Bermuda ...	Bermuda.
Flowerdown ...		Simonstown ...	Simonstown.
Portland Bill ...	Portland.	Kranji ...	Singapore.
Devils Point ...	Devonport.	Singapore (Dockyard Signal Stn.)	
Mount Wise ...			

3. At Cleethorpes, Aden, and Matara W/T stations, where dockyard facilities do not exist, necessary local arrangements for assistance in fitting is to be made by the officer-in-charge, and copies of the relevant specifications will be forwarded to these stations.

4. The following specifications are applicable :—

Specification 9031 and A.—Deals with the fitting and wiring of receiver outfits in racks, and primarily intended for ships' installations, provides useful instruction and guidance drawings for fitting receiver outfits to be installed at the various shore W/T stations.

Specification 9064 A, B, and C.—Deals with the assembly and fitting of racks for W/T instruments.

5. All the dockyards concerned have already been supplied with the above specification with the exception of Singapore, and arrangements will be made for the supply to this yard.

6. Receiver-outfit CT is not designed for fitting in a rack, upper, and special instructions for fitting and wiring on a rack, lower, are being prepared. These will be sent to all the shore W/T stations which are being, or are to be, supplied with this outfit.

320.—*Issued Confidentially.*

321.—Echo Sounding Installation, Type 752—Instructions to Inspecting Officers for Trials in Ships fitted at Dockyards Abroad—REPORTS

(S.D.—18.2.1937.)

The following information is promulgated in order to assist officers who are called upon to carry out the inspection and trials of Type 752 echo sounding installations in ships fitted in dockyards abroad.

2. A special scale has to be fitted in the receiver box for each particular ship. The responsibility for ordering the correct scale in each case rests with Captain A/S.

3. The microphone should be fitted in the hydrophone by the Inspecting Officer, as described in paragraph 28 and Appendix I of the handbook.

4. The electrical tests enumerated in Chapter VIII of the handbook should be carried out and included in the report where necessary.

5. The transmitter spring should be adjusted and the dynamic lift of the hammer checked as laid down in paragraphs 53 and 78 (*c*) of the handbook.

6. The speed of the motor should be checked and if necessary corrected before comparing the echo sounding depth with accurate lead line soundings, as described in paragraph 58 of the handbook. One hundred and eighty taps per minute should be heard in the phones.

7. In comparing echo soundings with lead line soundings it should be remembered that the scale is graduated for a draught at light draught water line. The excess of the draught of the ship at the time should be added to the echo sounding.

8. An inspection of the joints between the transmitter and hydrophone tanks and the hull to ensure watertightness should be made 24 hours after the procedure outlined in paragraphs 22, 23, 29 and 30 of the handbook have been carried out.

9. The accompanying form, "Report of Echo Sounding Equipment Trial," should be completed in triplicate, two copies of which should be returned to the Admiralty and the third retained for reference in the ship.

10. In the case of submarines, a fourth copy is to be forwarded direct, for the information of Rear Admiral (S).

REPORT OF ECHO SOUNDING EQUIPMENT

TRIAL OF

Carried out at on

Item.	Type.	Pattern No.	Serial No.	Position	Date of Fitting.	Fitted by.	Electrical tests.
Receiver							Transmitter circuit continuity insulation. Hydrophone current. Hydrophone circuit insulation.
Transmitter							
Transmitter junction box							
Filling and pressure unit							
Hydrophone							General.
Hydrophone junction box							Separation. Draught of ships for which scale is graduated. Mean depth of instruments below scale draught. Angles between diaphragms and horizontal. Transmitter. Receiver.
Filling unit for hydrophone tank.							
Remarks. To include maximum speed at which soundings were obtained, depth of water and if any false echo was apparent.							

323.—Echo Sounding Gear—Selection of Positions

(S.D. 270/35.—18.2.1937.)

The following procedure is to be followed in selecting the positions of echo-sounding equipment.

2. *New Construction.*—Positions to be decided by the Director of Naval Construction and Captain A/S during the design stage of the vessel. Dockyards and contractors on receipt of the information concerning the positions selected are to prepare, and forward to Admiralty for approval, a tracing showing the proposed detailed arrangements of the gear.

3. *Existing Ships.*—Positions will be provisionally selected by Captain A/S in consultation with the Director of Naval Construction. The suitability of these positions is to be confirmed as follows :—

(*a*) *Ships in home waters.*—By a visit to the ship, by Captain A/S's representative, for consultation with the ship's and dockyard officers. Arrangements for the visit are to be made by Captain A/S direct with the Commanding Officer and Admiral Superintendent concerned. The positions finally decided upon will be communicated to the yard concerned and a tracing is then to be prepared and forwarded to Admiralty for approval, showing the proposed detailed arrangements for the gear.

(*b*) *Ships abroad.*—A tracing showing the proposed positions will be prepared by Admiralty and forwarded to the dockyard concerned. Dockyard officers, after consultation with ship's officers, and an A/S Officer, if available, are to confirm that the positions are suitable, or alternatively to propose other suitable positions, being guided by instructions and requirements contained in the specification for the set. After the final positions have been decided upon, a tracing showing the proposed detailed arrangements is to be prepared by the dockyard fitting the gear, and forwarded for Admiralty approval.

379.—Ammunition, Q.F., 2-pdr., Marks II and VIII Guns—Effects of High Temperatures

(G. 5064/36.—25.2.1937.)

Recent experiments have shown that the increase of chamber pressure with increase of temperature of charge is more rapid in the higher temperature range, *i.e.*, above 80° F. than in the range below 80° F.

2. Since the smooth action of the gun and the reliability of the cartridge cases and primers are adversely affected by high chamber pressures, all reasonable care is to be taken to protect 2-pdr. ammunition against the heat of the sun.

3. Extemporised shelter should be provided for 2-pdr. ammunition—

(*a*) In ready-use positions for all guns.
(*b*) On the racks of 2-pdr., Mark VIII guns.
(*c*) In ammunition boxes when in place on 2-pdr., Mark II* guns.

382.—Fuel Bottles of 21-in., Mark IX* Torpedoes—Treatment by Electro-depositing Tin—REPORT

(A.S. 7795/36.—25.2.1937.)

The undermentioned 21-in. Mark IX* torpedoes, which will shortly be issued to sea, have been fitted with fuel bottles treated by electro-depositing tin on top of the tin surface in order to determine the efficacy of this process as a means of resisting corrosion, viz. :—

No. 1 fuel bottle in torpedoes, 21-in., Mark IX*, Nos. 759–768 inclusive.
No. 2 fuel bottle in torpedoes, 21-in., Mark IX*, Nos. 769–778 inclusive.

2. A notation of this special feature has been made on the History Sheets of these torpedoes.

3. Vessels to which these torpedoes are supplied are to furnish a report on 30th June, 1938, to the Admiralty, through the appropriate Administrative Authority, on the condition of the fuel bottles so treated. If any of these torpedoes are in store on that date, a similar report is to be made to the Chief Superintendent of Armament Supply by the Torpedo Engineer Officer.

385.—3rd and 4th Stage Suction and Delivery Valves of Secondary Compressors (Messrs. Weir's type)—Modifications—REPORTS

H.M. Ships "London," "Devonshire," "Shropshire," "Norfolk," "Nelson" and H.M.A. Ships "Australia" and "Canberra"

(T. 3803/36.—25.2.1937.)

As a result of the unsatisfactory operation of the above valves in one of H.M. ships, valves modified in accordance with A.F.O. diagram 12/37 (1 and 2) have been tried and proved satisfactory.

2. In the event of trouble being experienced with machines of Messrs. Weir's manufacture the valves should be modified, by the ship's staff, as shown on A.F.O. diagram 12/37 (1 and 2).

3. Reports are to be forwarded through the Administrative Authority by ships in which this alteration is carried out.

386.—Sperry Gyro-compass—Lubrication and Ventilation

(C.D. 16/37.—25.2.1937.)

Difficulties are still being experienced with the lubrication of the slow moving bearings of gyro-compasses running in very hot compartments because of the unavoidable gumming of the lubricant.

Continuous investigation into this subject has failed so far to find a suitable lubricant which will withstand temperatures exceeding 150° F. for any length of time under the conditions of use in a gyro-compass.

2. C.D. oil, Pattern No. 92, is far superior to all other known lubricants for the gyro-compass when working at normal temperatures, and for this reason it should always be employed if possible. At high temperatures, however, it gums up and forms an insoluble coating which prevents the bearing from working. In these circumstances Lanoil, Pattern No. 914, which contains a proportion of lanoline, is to be preferred.

3. Although at high temperatures C.D. oil and Lanoil both gum up in time, the final gumming of Lanoil is delayed while the lanoline is being oxidised and broken down to a sludge, and for this reason Lanoil is preferable for use at high temperatures. When, however, most of the lanoline has been converted to a sludge, gumming of the Lanoil takes place at an accelerated rate.

4. When using Lanoil, therefore, it is essential to get rid of the sludge and to introduce fresh oil by flooding the bearings as far as is practicable with fresh Lanoil at intervals of not more than a month, sufficient oil being introduced to drip out of the bearing housings. This method of re-oiling, which must be carried out with the greatest care, should always be done when the compass is hot. This procedure is not practicable in the case of the upper guide bearing which fortunately does not get as hot as the horizontal bearings which are mounted directly in the gyro-casing; but under conditions of very high binnacle temperature it may be necessary to dismantle the compass for cleaning and re-oiling this bearing at intervals of from 6 to 12 months.

Where Lanoil is in use the instructions for care and maintenance should be amended as above.

5. Since the deterioration of the lubricants in the gyro-compass is due to excessive temperature, it is very desirable that steps should be taken to reduce the temperature by improved ventilation of the compass binnacle. In installations where the temperature of bearings is considered to approach or exceed the value of 150° F., the binnacle cover should be raised about two inches by suitable chocks or supports and the pan at the bottom of the bowl removed so as to improve the circulation of air with consequent cooler conditions for the compass.

6. Increased ventilation is being provided in new compasses and when compasses are reconditioned at Slough.

392.—Porcelain Insulators, Rigging—Fairing to Prevent Damage to Flag Hoists—REPORT

(S.D. 1520/36.—25.2.1937.)

Reports from sea have indicated that porcelain rigging insulators situated in the line of flag hoists are liable to cause damage to flags when hoisting or hauling down.

2. A wooden fairing has been devised to cover the upper and lower projecting portions of rigging insulators.

3. Any porcelain insulators on which flag hoists are liable to be torn are to be shielded by wooden fairings, as shown in A.F.O. Diagram 9/37. The work is to be carried out by ship's staff.

4. A report is to be forwarded after three months' use stating whether the fairings have proved successful in preventing damage to flags.

396.—*Issued Confidentially.*

397.—32-ft. Cutters—Fitting of Strongback

" Repulse," " Malaya," " Warspite,' " Renown," " Valiant," and " Queen Elizabeth "

(D. 14317/36.—25.2.1937.)

When laying out the 60-cwt stream anchor, a 32-ft. cutter is to be used with a strongback fitted in the way of the second thwart from aft, the anchor being slung under the cutter.

2. Should it be found after the completion of the reconstruction of either of the above vessels that a 32-ft. cutter has not been so fitted, an item is to be included in the next list of approved alterations and additions to cover the supply of a suitable strongback and slings.

400.—Hangars—Cyc-arc Studs

Capital Ships and Cruisers

(D./N.A.D. 408/36.—25.2.1937.)

(*This reprint embodies A.F.O. 1219/37.*)

It has been decided that cyc-arc studs are *not* to be used in hangars for the connection of fittings, including guards to conduit piping, to hangar bulkheads.

432.—3·7-in. Howitzer Equipments—New Protractors

(N.S. 779/37.—4.3.1937.)

It has been decided to supply one protractor, R.A., 9-in., Mark I, with each 3·7-in. howitzer equipment to replace the protractor, semi-circular, celluloid, 8-in., special, Mark II, at present allowed.

2. Forty-six of the new protractors have been ordered of the War Office for delivery to Chatham, and ships and establishments to which 3·7-in. howitzer equipments were allocated in accordance with A.F.O. 1750/35, are to forward demands to that yard.

3. The protractors, semi-circular, celluloid, 8-in., special, Mark II, may, if required, be retained on board for instructional purposes, and will be replaced until the existing small stocks have been utilised.

4. The list of stores detailed in paragraph 6 of A.F.O. 1750/35 is to be amended accordingly, and the protractors are to be dealt with under Vote 8/II, Sub. F.3A.

(*A.F.O. 1750/35.*)

438.—Rangefinders, 9 ft., U.K.I on M.S.20 Mountings—Angular Vibration—Elimination

Ships concerned

(G. 890/37.—4.3.1937.)

During a recent vibration trial of a 9-ft. U.K.I rangefinder on M.S. 20 mounting, it was found that the angular vibration which was experienced was effectively damped by the application of torpoil to the splined shaft of the elevating gear.

445.
446. } *Issued Confidentially.*

451.—Fitting of Sponsons for 10-in. Signalling Projectors

Leaders and Destroyers concerned

(S.D. 213/37.—4.3.1937.)

Approval has been given for the fitting of sponsons to take the 10-in. signalling projectors now fitted on the bridge in destroyers of the "A" class and later, and in H.M.S. " Codrington " and later leaders subject to the provision of compensation for added top weight.

2. The Commanding Officers of vessels concerned are to insert an alterations and additions item to cover the work. Dockyard officers concerned are to be consulted as necessary with regard to proposals for compensation.

459.—Wood Cutting Band Saw Machines—Modifications to Roller Guides

H.M. Ships

(D. 2416/37.—4.3.1937.)

The attention of Commanding Officers of all ships fitted with wood cutting band saw machines is drawn to the desirability of careful adjustment of the roller guides of these machines to suit each thicknessing being undertaken, in order to avoid undue chattering of the blade of the saw and of the work (especially when the wood is thin), thereby minimising the risk of accidents.

2. In instances where it is considered necessary to effect an alteration the work is to be undertaken by the ship's staff.

491.—*Issued Confidentially.*

501.—Cables and Cable Securing Arrangements

A/S and M/S Trawlers

(D. 1923/37.—11.3.1937.)

The relative strengths of cables and cable securing arrangements in certain A/S and M/S trawlers do not conform to Service practice.

2. The clench plate should have a proof strength 20 per cent. in excess of the cable and the swivel pieces should be fitted on the outboard and inboard ends of each cable.

3. An item, classified " B," for bringing the anchor and cable equipment up to this standard, is to be included in the next List of Alterations and Additions for the vessels concerned.

557.—*Issued Confidentially.*

560.—Torpedoes, 18-in., Mark XI—Nuts for Studs, Pocket, Breech End—Replacement

(A.S. 123/37.—18.3.1937.)

Cases have occurred where the spotfacing of the generator breech end casting of 18-in., Mark XI engines causes the nuts on the studs, St. No. 1962, to be so shrouded that the surface of the flats is insufficient to allow the spanner to tighten the joint effectively.

2. It has been approved, therefore, to fit a deeper nut in lieu of the existing nut, and instructions have been issued to torpedo depôts for this modification to be carried out as and when necessary.

3. In the event of the generator breech end being removed on board, the deeper nuts are to be used on re-assembly.

4. The deeper new pattern nuts will be accounted for as follows:—

Section IV.—Nuts for Studs, Pocket, Breech End, St. No. 5856.

5. Nuts, St. No. 5856, will be allowed in chests, spare gear, 18-in., Mark XI, in lieu of, and in the same proportion as, nuts, St. No. 1962.

6. Demands for the quantity of nuts, St. No. 5856, required should be forwarded to the nearest torpedo depôt.

7. On receipt of nuts, St. No. 5856, all nuts, St. No. 1962, remaining in chests, spare gear, 18-in., Mark XI, are to be returned to store.

565.—Gyro-Compass—Fitting for use with Admiralty Speed Corrector, Pattern No. 6900, etc.

(C.D. 38/37.—18.3.1937.)

It has been decided that gyro-compasses now in service are to be modified so that they can be fitted with the Admiralty Speed Corrector if this should be required. This corrector has recently been introduced to replace the Sperry speed and latitude corrector as these become defective.

In order to carry this out, the opportunity is to be taken when the gyro-compass is next stripped and returned to a Home Yard or Malta for repair, to cut and drill the lubber ring in order to accommodate the new type of corrector.

2. The same occasion should be made use of for engraving " Ship's head " on the lubber ring, fitting an additional clip for the binnacle cable and standardising the weight of the azimuth motor.

3. Full information for guidance in carrying out these items will be supplied by D.C.D. direct to Yards.

4. This work is only to be carried out when compasses are returned for repair and they are not to be dismantled for the sole purpose of making these alterations.

567.—*Issued Confidentially.*

568.—Wa/T Installations—Loudspeakers—Introduction of New Types and Disposal of Older Types

(N.S. 851/37.—18.3.1937.)

Subsequent to the introduction of loudspeakers, Patterns 8888 and 8888A, three new types of loudspeakers for Wa/T sets have been introduced as detailed below :—

(*a*) *Loudspeaker, dual horn, large, assembly* " *D*," comprises the following components :—

Pattern 4130.	Dual horn, large, for loudspeaker	1
,, 4131.	Base for loudspeaker for dual horn, Pattern 4130, complete with transformer box and transformer, Pattern 4138.	1
,, 4135.	Unit, moving coil, large, for loudspeaker, complete with diaphragm and cap.	1

(*b*) *Loudspeaker, dual horn, small assembly* " *E*," comprises the following components :—

Pattern 4197.	Base and dual horn, complete with transformer box and transformer, Pattern 4236.	1
,, 4232.	Unit, moving coil, small, for loudspeaker, complete with diaphragm and cap.	1

(*c*) *Loudspeaker, single horn, 3 ft. 6 in. long, assembly* " *F*," comprises the following components :—

Pattern 4635.	Single horn, 3 ft. 6 in. long for loudspeaker ...	1
,, 4636.	Base for loudspeaker, single horn, complete with transformer box and transformer, Pattern 4138.	1
,, 4135.	Unit, moving coil, large, for loudspeaker, complete with diaphragm and cap.	1

Note.—Gunblast traps, Pattern 4139, may be fitted in any loudspeaker, assembly " D," " E " or " F," where required for positions exposed to gunblast.

2. *Type letters for loudspeakers.*—In order to facilitate correspondence, marking loudspeakers on wiring diagrams, etc., alphabetical reference symbols have been assigned to the various types of new and existing loudspeakers as follows :—

Reference Symbol.	*Loudspeakers.*
" A "	All loudspeakers of the following patterns manufactured by Standard Telephones and Cables, Ltd. :— Pattern 9587/A. ,, 9588.
" B "	All loudspeakers of the following patterns manufactured by Messrs. Alfred Graham and Co., Ltd., and commonly known as " Winkles " :— Pattern 8490/A. Loudspeaker, Wa/T, large. ,, 8491/A. ,, ,, small.
" C "	Pattern 8888/A. Loudspeaker, Wa/T, moving coil type.
" D "	Loudspeaker, dual horn, large, assembly " D."
" E "	Loudspeaker, dual horn, small, assembly " E."
" F "	Loudspeaker, single-horn, 3 ft. 6 in. long, assembly " F."

3. *Disposal of loudspeakers, Types* " *A* " *and* " *B*."—No further purchases are being made of loudspeakers, Types " A " and " B " (*i.e.*, Patterns 9587/A, 9588, 8490/A, and 8491/A). When defective loudspeakers of these types are returned to store they are to be disposed of in the most economical manner.

4. Loudspeaker unit, Wa/T, Pattern 8492A, while originally introduced as a spare for loudspeakers, Patterns 8490A and 8491A, is now used as a component of Indicator, warning, Pattern 1264. Pattern 8492A will, therefore, continue to be purchased and repaired when necessary.

5. *Allocation of loudspeakers—policy :—*

(a) *New construction and existing ships being fitted with a Wa/T set for the first time.*—Loudspeakers, Types " C," " D," " E " and " F," will be used throughout. At present the use of Type " F " loudspeaker is only envisaged for aircraft carriers.

(b) *Existing ships wherein the existing Wa/T set is replaced by a Type 405 or later Wa/T set.*—Loudspeakers, Types " D," " E " and " F," will be used in exposed positions and large or noisy compartments between decks in lieu of those fitted at present in such positions. All Types " A," " B," or "C " loudspeakers so displaced are to be returned to store ; Type " C " and serviceable Types " A " and " B " loudspeakers are to be absorbed into stock for re-issue to other services.

(c) *Replacement of existing loudspeakers when defective :—*

(i) All Types " C," " D," " E," and " F " loudspeakers are to be replaced by a similar type.

(ii) Loudspeakers, Types " A " and " B," in ships fitted with Type 405 or later Wa/T sets are to be replaced by loudspeakers, Types " C," " D," or " E," according to the requirements of the position in which fitted.

(iii) Loudspeakers, Types " A " and " B," in all other ships are to be replaced by similar types if stocks are available. When stocks of Types " A " and " B " are exhausted, Types " C," " D " or " E " are to be supplied in lieu according to the requirements of the ship. Storing Yards should ascertain these requirements from the ships concerned if stocks of " A " or " B " loudspeakers are exhausted.

6. The Establishment Lists of Stores will be amended.

572.—*Issued Confidentially.*

576.—Adjustment of Ballast due to Exchange of Main Batteries —REPORTS

H.M. Submarines

(D. 2758/37.—18.3.1937.)

When an exchange of main batteries is effected in a submarine, ten representative cells of each section of the battery removed from the vessel and ten of each section of the replace battery are to be weighed, the acid in the cells being adjusted to the normal level before weighing.

2. The weights of the two batteries are to be computed and, if considered necessary by ship and dockyard officers, adjustments made to ballast to compensate for the difference in weight, allowance being made for the difference in weight, if any, of the intercell connectors.

3. Details of the weights of the batteries and adjustments made to ballast are to be reported to the Admiralty.

4. The work involved is to be treated as a defect.

5. Dockyard and ship copies of docking plans are to be amended as necessary.

615.
616. } *Issued Confidentially.*

623.—Echo Sounding Equipment—Annual Report

H.M. Ships

(S.D. 221/37.—25.3.1937.)

A material report on Echo Sounding Equipment is to be rendered on 30th September each year.

2. This is to be titled so as to indicate its nature, the ship rendering the report, and the period covered, as in the following example :—

"Annual Report on Echo Sounding Equipment, H.M.S..... 1935."

3. The report is to be divided into sections as follows :—

(*a*) *Type Number(s) of Set(s) Fitted.*

(*b*) *Alterations to the Equipment* during the period under report, the authority for these being quoted.

This should include :—

(i) The state of all approved modifications or additions not previously reported as completed.

(ii) Old apparatus surrendered or transferred.

(*c*) *Points of Interest,* including difficulties, defects or breakdowns and suggestions for improvement.

Notes :—

(i) Items classifiable as proposed alterations and additions should be forwarded separately through the usual channels.

(ii) When reporting on any component part of the installation, it is essential for purposes of identification that the following details should be included :—

(*a*) Pattern number, including lettered suffix (if any).

(*b*) Maker's name or serial letter.

(*c*) Serial number.

(*d*) *Brief remarks on results obtained :—*

(i) During normal conditions of speed and weather.

(ii) During high speed and/or in bad weather.

(iii) On occasions during which poor results were obtained, stating the location, depth and nature of the bottom, if known, and any suggestions as to the possible cause of the failure to obtain good soundings.

Note.—It is not intended that any special trials should be carried out or any detailed records rendered, but that only general remarks should be made from experience gained during the normal operation of the gear.

4. *Flotilla Reports.*—Each vessel fitted with Echo Sounding Equipment is to forward a report, as laid down in paragraphs 1 to 3, to Captain (D) or (S).

5. Reports from individual vessels are NOT to be forwarded, but are to be embodied in a summarised flotilla report drawn up under the following sections, which is to be forwarded through the Administrative Authority :—

(i) *List of Vessels* showing sets fitted.

(ii) *Alterations to Equipment,** giving a summary of items reported under paragraph 3 (*b*).

In the case of approved modifications not previously reported as completed *for the flotilla,* the whole of the vessels affected should be shown in two groups, namely :—

Those completed and those outstanding or incomplete.

(iii) *Remarks of Captain (D) or (S).**—These should include any items, considered of value, reported under paragraphs 3 (*c*) and (*d*).

* *Note.*—It is desirable that the various items in these sections should be given self-descriptive sub-headings.

6. When forwarding submarine flotilla reports, the Administrative Authority is to send one copy, together with his covering remarks, direct to the Rear-Admiral (S).

624.—*Issued Confidentially.*

631.—" Essex " Type (Methyl Bromide) Fire Extinguishers—Precautions to be Observed in the Use of

Motor Boats

(D. 1307/37.—25.3.1937.)

A fatal accident occurred recently in a motor boat due to the engine driver entering the engine room a short while after an extinguisher had been operated, and working in an atmosphere charged with fumes of methyl bromide. In all cases after the fire extinguishers have been operated, stringent precautions are to be taken to prevent men entering enclosed, or semi-enclosed spaces, until they have been thoroughly ventilated and cleared of gas.

2. A brief warning notice to the above effect is to be displayed in a suitable conspicuous position on all motor boats carrying extinguishers of the above type.

633.—Vacuum Cleaners—Head of Charge—Transfer from Vote 8/IH to Vote 8/II

(N.S. 8595/36.—25.3.1937.)

Electrically operated vacuum cleaners for H.M. ships and Vote 8 Shore Establishments, also R.M. Establishments, will, as from 1st April, 1937, be purchased under Vote 8, Section II, Subhead F.1.C, instead of under Vote 8, Section III.

2. Any vacuum cleaners remaining unappropriated on Vote 8/III store charge on 31st March, 1937, are to be transferred to Vote 8/II without financial adjustment.

3. The articles will be dealt with as " Sea Stores " and ships and establishments which have been supplied with cleaners should arrange transfer from fixture lists, etc., to the store accounts.

4. The reference to vacuum cleaners in A.F.O. 2394/35 should be considered cancelled.

5. Vacuum cleaners required for other Naval establishments should be purchased as a charge to the Establishment Vote.

(*A.F.O. 2394/35.*)

635.—Lists of Alterations and Additions—Rendering

H.M. Ships

(D. 2997/37.—25.3.1937.)

Considerable trouble has been experienced recently due to lists of alterations and additions for H.M. ships not being received at the Admiralty until immediately prior to their refit. Although in many instances this has been unavoidable due to the unsettled state of refitting programmes, the attention of the administrative authorities concerned is drawn to the necessity for strict compliance with paragraphs 1 and 13 of Article **710** of the King's Regulations and Admiralty Instructions, in all instances where the date of a ship's refit is known. Delay in forwarding these lists of alterations and additions may result in items being deferred.

669.—Fire Control Communications—Modifications to Voicepipes at Captain's Sight

Ships and Dockyards concerned

(G. 352/37.—1.4.1937.)

With reference to Admiralty Fleet Orders 1927/36 and 2626/36, the working drawings will be prepared by H.M. Dockyard, Portsmouth, and when approved will be distributed as necessary.

2. *Dockyards only.*—Admiralty letter, dated 16th October, 1936, G. 5879/35, calling for yard proposals, should be considered as cancelled.

675.—Gun and Torpedo Tube Mountings, Directors, etc.—Directions for Fitting Cables, Electric, Single-core, for Firing and Illumination Circuits, etc.

(T. 4705/36.—1.4.1937.)

(*This reprint embodies A.F.O. 676/37.*)

Recent experience during inspection of gun circuits in ships has shown that there is some uncertainty as to the correct method of fitting cables to fittings on gun and torpedo tube mountings, directors, etc., particularly as regards procedure with cable, Pattern 4521.

2. The following drawings are therefore re-issued for information and guidance in fitting crimped cable sockets on leads to interceptors, breech safety contacts, etc.:—

(i) Drawing D.T.M. 67/25/3 (A.F.O. Diagram 20/37 (1)) of the cable sockets, Patterns 3428 and 3429, including instructions for fitting the sockets to cable.

(ii) Drawing D.T.M. 83/23 (A.F.O. Diagram 20/37 (2)) of the dies used for crimping the sockets on the cables.

Copies of the drawings, if desired, may be obtained on application to the Director of Torpedoes and Mining, Admiralty.

3. The crimping dies are made by the dockyards and ships' artificers.

4. The instructions given in the drawings are applicable to the sockets which form the terminals of expendable leads.

5. As regards other fittings, *e.g.*, dial lamp fittings, connection boxes, etc., the braiding of cable, Pattern 4521, is, wherever possible to enter the cable gland of the fitting. In the few cases where this may not be possible the braiding is to be cut off close to the gland and whipped with a few turns of copper wire.

6. Care is to be taken that these instructions are carefully followed.

677.—Torpedo Engines, 18-in., Mark XI—Fitment of Nuts, Simmond's Elastic, to Studs Branch Inlet

(A.S. 668/37.—1.4.1937.)

It has been found that, due to the contraction of the joint washers in the cylinder head and air belt branch inlets of 18-in., Mark XI torpedo engines, the tension on the spring washers is so reduced that the nuts slacken with vibration.

2. In order to overcome this slacking back it has been approved to replace the existing nuts and spring washers by Simmond's elastic nuts.

3. This replacement is to be carried out as opportunity occurs.

4. The new pattern nuts become ineffective only when the fibre insert has perished. When this occurs a replace nut must be fitted.

5. The nuts will require occasional "following up" after running, particularly when new copper asbestos joint washers have been fitted, to take up the contraction of the jointing material.

6. The Simmond's elastic nuts will be accounted for as follows:—

Section IV.

Nuts, elastic, for studs in branch inlet cylinder heads, engine, St. No. 5844,

and will be allowed, in lieu of nuts, St. No. 778, in chests, spare gear, 18-in., Mark XI, in the proportion of 12 per chest.

7. The quantity of washers, St. No. 1117, carried in each chest, spare gear, 18-in., Mark XI, will be reduced to "6."

8. Demands for the quantity of nuts, St. No. 5844, required for fitment to torpedoes and to complete chests on board are to be forwarded to the nearest torpedo depôt and supply will be made on receipt from manufacture.

9. On receipt of nuts, St. No. 5844, all nuts, St. No. 778, together with the excess quantity of washers, St. No. 1117, on board are to be returned to store.

10. Labels of chests and torpedo store accounts are to be amended as necessary.

678.—Blowing Heads—All Types except 21-in., IX–IX*B Pattern—Fouling of Flap and Dashpot in Release Position

(T. 1187/37.—1.4.1937.)

Reports have been received that in a number of cases the large flap of blowing gear has either failed to release, becoming jammed against the underside of the dashpot cap, or else only just released by slightly canting the dashpot cap and spindle. This defect is caused through incorrect adjustment to the flap.

2. The attention of depôts has been drawn to this defect and instructions have been issued in the regulations for Naval Armament Supply stating that flaps must have at least ·05 clearance between the end edge of the flap and the top cap on dashpot, when the latter is at the top of its stroke.

3. Ship's staff should examine blowing heads before firing, and any heads not having the minimum clearance shown above should be returned to depôts for rectification.

682.—Shore W/T Stations in Great Britain—Display of Lights on Masts

(S.D. 58/37.—1.4.1937.)

Due to the continued increase in night flying, the following procedure for the display of lights on W/T masts is to be brought into force forthwith:—

(*a*) All lights are to be switched on or lighted at sunset and are to remain burning until sunrise.

(*b*) In bad visibility, the lights are to be switched on or lighted whenever the top of the masts or trees at a distance of 600 yards are invisible. This action is to be taken without waiting for a request from the Royal Air Force.

707.—*Issued Confidentially.*

709.—Electric Hydraulic Steering Gear

H.M. Ships

(D. 14196/36.—8.4.1937.)

In ships fitted with electric hydraulic steering gear of Messrs. Hastie's make, the attention of the ships' officers is drawn to the need for assuring a sliding fit between the coupling of the motor and its shaft in accordance with the maker's drawings.

710.—Robinson's Disengaging Gear and Robinson Hooks

Ships and Dockyards

(D. 4179/37.—8.4.1937.)

It has been brought to notice that there is considerable variation in the opening between the end of the mousing tumbler and the lip of the tumbler hook of Robinson's disengaging gear. This clearance has been reported to be as great as $\frac{5}{8}$ in., whereas the clearance shown on the drawing is $\frac{1}{8}$ in. This difference of clearance is attributed to wear or corrosion of working parts, and ship's officers and dockyard officers are to measure the clearance between the mousing tumbler and the tumber hook when carrying out surveys of this gear.

2. In instances where this clearance exceeds $\frac{3}{8}$ in, the disengaging gear should be "defected." When remedying defects of hooks, the clearance is to be reduced to $\frac{1}{8}$ in. In measuring the clearance the hook is to be in the loaded condition, and, for dockyards surveys, the test load of the hook is to be applied when measuring the clearance.

3. Similar action is to be taken for the Robinson's hooks.

4. Paragraph 2 of A.F.O. 2681/35 is cancelled. Ship's staff should carry out the modifications outlined in A.F.O. Diagram 128/35, at the first opportunity.

760.—Above-water Torpedo Tubes—21-in., Q.R. V, VI*, VII, VIII, VIII*, T.R. IV, IV*, P.R. I, I*—Test for Blow of Striker

"Royal Oak," "Leander," "Arethusa," "Southampton" Classes, "Faulknor," "Fearless" Class, "Grenville," "Greyhound" Class, "Hero," "Hardy" Class, "Inglefield" and "Intrepid" Class

(T. 751/37.—15.4.1937.)

(*This reprint embodies A.F.O. 1146/37.*)

In view of the decision contained in A.F.O. 2113/36 to raise the minimum test blow of striker to 30 in. lbs., the thickness of the compressed copper corresponding to a blow of 30 in. lbs. will be ·311 in.

2. The width of the compressed copper slot in the existing plate gauges will require amendment to ·311 in. in place of the existing ·317 in.

3. This modification to the plate gauges is to be carried out on the next occasion of refit by the dockyards concerned.

4. Pending the modification to the plate gauge a feeler of ·006 in. thickness should be used when gauging with the existing slot.

762.—Mines, Mark XVI—Soluble Plug Fittings

(T. 1344/37.—15.4.1937.)

When mines, Mark XVI, are carried in submarines with external mine rails there is a probability of water reaching and dissolving the soluble plugs.

2. As the safety of the mines from premature explosion is amply secured by the mooring switch train it has been decided to remove the soluble plug socket, cover, plunger and gland fittings, shown on Plate 9 of O.U. 6260.

3. To guard against movement of the mooring switch lever in depôt or during transit a bolt is to be screwed through the hole in the mooring lever bracket to butt hard against the mooring lever arm.

4. When a mine is landed on the rails this bolt, together with the locking screw, must be removed by the crew of the minelayer, and both replaced before the mine is disembarked. This operation takes the place of that concerned with removal and replacement of the safety clip.

5. Amendments to regulations and instructions for fitting a bolt instead of the soluble plug will be issued in due course.

765.—Heads, Blowing, 21-in., Marks IX-IX* B—Modifications to decrease leakage from Air System

(A.S. 5781/35.—15.4.1937.)

In order to reduce the possibility of leakage from the air system of 21-in., Marks IX–IX* B. blowing heads, it has been approved to fit a new pattern charging valve cap, complete with copper seating, and a new pattern blowing valve and seating, in lieu of existing items.

2. These modifications will be carried out as, and when, the blowing heads pass through depôts for overhaul, etc.

766.—*Issued Confidentially.*

775.—Daylight Instructional Flashing Lantern

(S.D. 1510/36.—15.4.1937.)

Ships and establishments carrying junior communications ratings are authorised to draw the undermentioned stores, if desired, for making a daylight instructional flashing lantern :—

Pattern No.	*Description.*	*Quantity.*
7009A	Lamp fitting, complete	1
6621/6622/7911	Lamp, incandescent, 220/100/110 volts	4
617	Glass, globe, clear	1
693A	Lampholders, S.B.C.	4
8012	Globe washer	1
9881	Key, contact, signalling	1
9882	Condenser for key	1
7988A	Cable, phosphor bronze	As requisite
8056	Terminal box base for concentric or 2-core cable ...	1

2. It is intended that the lamp fitting should be mounted in a wooden box, the interior of which has been painted black, and used at any convenient position where the circuit can be connected to the ship's mains.

3. All work in making and rigging the lantern is to be carried out by ship's staff.

4. O.U. 5440 will be amended.

5. The allowance of this lantern will be included in the Establishment of Naval Stores for Electrical and Torpedo Purposes.

779.—Boiler Room Lift Motors—Interlock Device

H.M. Ships

(D. 14629/36.—15.4.1937.)

An accident in one of H.M. ships was caused by a portable handle which was connected to the shaft of a lift motor for hand operation, and which was not removed before electric power was applied to the lift.

2. Commanding Officers are to arrange for the fitting of suitable warning notices in prominent positions adjacent to motors capable of being operated by hand, stating that the portable turning handle is to be removed before electric power is applied to the motor.

3. Consideration is to be given to possibility of fitting a form of safety device consisting of a spring which would throw the handle off, or an interlock arranged to break the circuit to the motor if such an interlock can be arranged without undue complication.

780.—Chromium Plated Boat Fittings—Preservation

(C.P. 25083/36.—15.4.1937.)

In fast boats, in which the fittings are chromium plated, it has been suggested by the builders of the boats that the life of the chromium plating will be extended if the fittings are occasionally wiped over with an oily rag.

828.—Guns, Machine, Vickers, 0·5-in., Mark III—Prevention of Rusting and Corrosion of Barrels

(A.S. 7594/36.—22.4.1937.)

In order to prevent rusting and corrosion of the exterior of the barrels, the water in the water jacket of ·5-in. Vickers machine guns, Mark III, is to be chemically treated by the addition of potassium chromate.

2. Before filling the jacket 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.

3. After filling the jacket with water, three soloids of potassium chromate, Pattern No. 682, should be inserted, through the filling hole.

830.—18-in. Torpedoes—Hoisting—Use of Ribbon Strops in lieu of Slings, Steel Band, Patterns 1490 and 1493

(T. 819/37.—22.4.1937.)

Since the introduction of the 18-in., Mark XI torpedo, it has been found that the slings, steel band, Patterns 1490 and 1493, used when striking down 18-in. torpedoes vertically, are unsuitable for the 18-in., Mark XI torpedo, due to the tapered portion of the torpedo on which the band fits.

2. The capabilities of a ribbon strop under the conditions that would be experienced when using a steel sling band have been tested with the following results:—

3. *Material Employed.*—A well used ribbon strop which was saturated with grease was used for slinging an uncharged 18-in., Mark XI torpedo, also well coated with grease. An electric crane was employed for hoisting and lowering, and a fixed wire pendant from the head of the crane to the strop on the torpedo.

4. *Method of Carrying out the Trial.*—The torpedo was slung under the following conditions:—

(*a*) The blowing head full with the strop placed 116 in. from the tail.
(*b*) The blowing head empty with the strop placed 98 in. from the tail.
(*c*) The blowing head empty with the strop placed 86½ in. from the tail.
(*d*) The blowing head empty with the strop placed 74½ in. from the tail.

In all cases except (*a*) the torpedo was hauled into the vertical position with the tail uppermost. In the case of (*a*) the strop being on the fore side of the top lug the torpedo was hauled into the vertical position with the head uppermost.

5. The torpedo was hoisted and then lowered at half speed on to the standing pendant, and as soon as the purchase wire was seen to become slack the control was put over to hoist at half speed. This was tried again at full speed.

6. *Weather Conditions.*—Heavy rain fell throughout the trial.

7. *Results Obtained.*—Although the torpedo was slung as much as 24 in. off the centre of gravity, and with the taper in favour of slipping, there was never the slightest movement of the torpedo through the strop.

8. In view of the successful slinging capabilities of the ribbon strop under extreme conditions it should be substituted for the slings, steel band.

All slings, steel band, for 18-in. torpedoes should be returned to the Naval Store Officer at the first opportunity for disposal.

9. The Establishment of Naval Stores for Electrical and Torpedo Purposes will be amended.

832.—*Issued Confidentially.*

837.—Depth Charge Cartridges—W.T. Steel Box

(T. 4738/36.—22.4.1937.)

The W.T. steel box to be used for depth charge cartridges has been standardised. In all future new construction and other vessels when replacement becomes necessary the box should conform to A.F.O. Diagram 41/37.

839.—Gyroscopes—Use of Thick Mineral Oil or Lanoline for Coating Springs, Starting, St. No. 803

(A.S. 2072/37.—22.4.1937.)

It has been decided to discontinue painting gyroscope springs, starting, St. No. 803, in all future supplies, and thick mineral oil or lanoline is to be used as the standard coating for these springs.

841.—Lamps, Pattern 8854, for T.S.D.S. and Minesweeping—Modification

(N.S. 164/37.—22.4.1937.)

It has been found that in certain supplies of lamps, Pattern 8854, the thumb screw spindle and butterfly for securing the glass shade at the top of the lamp have been manufactured separately and secured by means of a brass pin through the butterfly and spindle, instead of being made in one piece.

2. In such cases it has been decided to secure the butterfly and spindle by means of a $\frac{3}{32}$-in. diameter mild steel pin driven tightly in with ends lightly riveted over.

3. If the condition of existing spindles is such as to make the above modification unsatisfactory, a new spindle to drawing A.F.O. Diagram 39/37 is to be fitted.

4. The work is to be carried out by ship's staff or yards concerned.

844.
845. } *Issued Confidentially.*
849.

850.—W/T—Supply of Pattern 4870 Box, Telephone and Key Exchange for R.C.O.—Modification to Pattern 7303, Switch, Selector, for Remote Control Circuits

H.M. Ships "Nelson," "Rodney," "Revenge," "Resolution," "Ramillies," "Royal Sovereign," "Barham," "Malaya," "Hood," "Repulse," "Courageous," "Glorious," "Furious," "Eagle," "Hermes"; Cruisers of "Kent" (except "Cornwall"), "London," "York," "Norfolk," "Leander," modified "Leander" and "Arethusa" (except "Aurora") classes and "Adventure"

(S.D. 1462/36.—22.4.1937.)

An exchange box for telephones and keys has been designed for fitting in the R.C.O.s of capital ships, cruisers and aircraft carriers, not fitted with central control, to facilitate the control by any operator of any transmitter or receiver connected to the R.C.O.

2. The box will be supplied shortly from Portsmouth Yard to the abovementioned ships without demand.

3. On receipt, the box is to be fitted and wired up in the R.C.O. by ships' staffs in accordance with A.F.O. Diagram No. 38/37 (1) in a convenient position close to the rating in charge.

4. Consequent on the fitting of this exchange box it will be necessary to modify Pattern 7303, switch, selector, for remote control circuits, to take five transmission and five reception lines.

5. This modification is to be carried out by ships' staffs in accordance with A.F.O. Diagram 38/37 (2), and the pattern number of the switch altered from 7303 to 7303A.

6. *Storing yards* are to modify all existing stocks of Pattern 7303 switch, selector, for remote control circuits, whether they are repairable or serviceable, in accordance with this A.F.O., before re-issue.

851.—Wa/T, Type 404A—Amendment to Allowance of Pattern 4629 Condenser

(N.S. 1963/37.—22.4.1937.)

With reference to A.F.O. 1720/36, paragraph 12, owing to the possibility of breakdown of condenser, Muirhead, Type B.C.169, 4 mfd. + 1 mfd., working voltage 3,000 volts D.C., Pattern 4629, it has been decided to increase the allowance of spares of this condenser from one to two for each Type 404A Wa/T set.

2. Purchase of the requisite quantity of condensers, Pattern 4629, is being arranged and, when available, these will be issued from Portsmouth to the services concerned *without demand.*

3. Paragraph 12 of A.F.O. 1720/36 is to be amended accordingly.

4. The General Establishment List (W/T, etc.) will be amended.

(*A.F.O. 1720/36.*)

852.—V/S—10-in. Signalling Projectors—Alternative Position

" Shoreham," Repeat " Shoreham," " Hastings," and " Bridgewater " classes

(S.D./N.L. 3865/36.—22.4.1937.)

It has been decided that vessels of the " Shoreham," repeat " Shoreham," " Hastings " and " Bridgewater " classes are to be provided with alternative 10-in. signalling projector positions on the compass platform.

2. Commanding Officers of vessels concerned are to include an item in the list of Alterations and Additions " To fit alternative positions for 10-in. signalling projectors with additional D.P. switch to be provided and fitted on the upper bridge, Classification B, quoting this A.F.O. as authority.

854.—*Issued Confidentially.*

858.—14-ft. Dinghies—Introduction

(N.S. 13596/36.—22.4.1937.)

(*This reprint embodies A.F.O. 2801/37.*

A 14-ft. dinghy of a new design (*see* A.F.O. Diagram 45/37) has been adopted to take the place of the existing 13½-ft. and 16-ft. dinghies, of which no more will be built.

2. The new boat is primarily a sailing boat, but its performance under oars should be adequate; it has the same beam as the 16-ft. dinghy; it can accommodate four or five men when under sail, and ten for " abandon ship "; and, except for minor details, its hull is identical with that of the Island Sailing Club dinghy which has been adopted by the Royal Naval Sailing Association as their one design class. The new dinghy has been

provided with a racing rig, comparable in area with that of an international dinghy, and the sails for a batch of dinghies will be obtained from one firm of first class sail-makers to ensure uniformity and good cut.

The sails should be carefully treated and taken off the boom and gaff when not in use. They should be stowed in a dry place and should be washed to remove salt before stowing away for long periods. Attention is drawn to the remarks in the Seamanship Manual regarding the stretching, etc., of sails.

3. The boat will be supplied in a varnished condition and should be maintained in this condition to keep the weight to a minimum. The hull should be kept under a dry shelter, or if this is impracticable a canvas cover should be fitted to keep the wind, rain and sun off the boat when stowed.

4. It has been approved to supply 14-ft. dinghies to new construction, and to ships in commission in replacement of 16-ft. dinghies as they become worn out.

5. Subject to 14-ft. dinghies being available, one may be issued in lieu of one 16-ft. dinghy to ships carrying two dinghies, the 16-ft. boats being kept in the yard as reserve.

895.—*Issued Confidentially.*

897.—Torpedoes, 21-in., Marks VIII-IX*—Use of Screw, St. No. 681, in lieu of Screw, St. No. 862, for Coupling Water Pump Cover to Water Pump

(A.S. 1964/37.—29.4.1937.)

Screws, St. No. 862, are at present used for coupling the water pump cover to the water pump in 21-in., Marks VIII–IX* torpedoes.

2. In view of the possible misuse of this pattern screw for securing gyro doors and consequent risk of leakage it has been decided to withdraw screws, St. No. 862, and to use screws, St. No. 681, in lieu.

3. Ships and vessels concerned are to effect this exchange in each torpedo on board on the next occasion of parting after screws, St. No. 681, become available.

4. Consequent on above, screws, St. No. 862, will no longer be carried as spares in the following chests, viz.:—

Chests, spare gear, 21-in., Marks VIII–VIII*
Chests, spare gear, 21-in., Marks IX–IX*
Chests, tools and spare gear, 21-in., Marks VIII–VIII*
Chests, tools and spare gear, 21-in., Marks IX–IX*

and any at present on board together with those removed from torpedoes are to be returned to the nearest torpedo depôt at the first available opportunity.

5. Screws, St. No. 681, will be allowed in chests, tools and spare gear, 21-in., Marks VIII–VIII*, in the proportion of "6 per chest."

6. Ships and vessels concerned are to forward demands to the nearest torpedo depôt for the quantity of screws, St. No. 681, required for fitment to torpedoes and to complete chests on board.

7. Labels of chests and torpedo store accounts are to be amended as necessary.

898.
902. } *Issued Confidentially.*

939.—Gun Mountings, 4-in., H.A., III, III* and IV—Run-out Control Arrangements

(G. 1944/37—6.5.1937.)

Violent run-out of the guns on the above mountings may be due to the following causes :—

(i) *4-inch, H.A., III* and IV Mountings.*

Leakage of the liquid mixture from the intensified gland in the recuperator, resulting in too high a terminal pressure in the recuperator cylinder and a consequent shortening of recoil.

2. In these mountings when stripped for examination in accordance with O.U. 6184, care is to be taken to see that the leathers of the intensified gland are in an efficient condition, and that no leakage past them into the recuperator cylinder is taking place.

3. Similar action is to be taken in the event of violent run-out being experienced.

(ii) *4-inch, H.A., III and III* Mountings, Reg. Nos. 90 and beyond, and 4-inch, H.A., IV Mountings.*

Incorrect clearances of the sliding valve of the run-out control gear.

4. Investigations into fast run-out of 4-inch, H.A., IV mountings, by Malta Dockyard have shown that there is a very definite connection between fast running out and excessive clearances in the bores of the control valves as well as on external diameters of valves and pistons.

5. Instructions have been issued to all yards that the design clearances in the bores of the control valves are to be rigidly adhered to.

6. Care is also to be taken to ensure that the fluid in the system is maintained in a clean state.

7. If these precautions are taken, it is considered that the wear and tear will not be rapid and that the fittings should last for approximately two years.

941.
943.
944. } *Issued Confidentially.*
946.
947.

951.—Logs, Chernikeeff

(C.P. 11613/37.—6.5.1937.)

The businesses previously carried on under the names of the Electric Submerged Log Co. and Chernikeeff & Co., Ltd., are now incorporated in The Improved Submerged Log Co., Ltd., of Parliament Mansions, Orchard Street, Westminster. Any requirements of spare parts, etc., for logs, *except those referred to in paragraph 2 hereof* are to be obtained from The Improved Submerged Log Co., Ltd., at the above address.

2. For various reasons orders for many logs of this type have been placed with Messrs. Ottway & Co., Ltd., of Orion Works, Ealing, under contracts which contain the usual 12 months' guarantee. Any correspondence in regard

to logs supplied by this firm as distinct from those referred to in paragraph 1 above, enquiries *re* spare parts, etc., are to be addressed to this firm and not to the Improved Submerged Log Co., Ltd.

3. Care is to be taken to follow the above instructions as otherwise serious difficulties may occur. Any case of doubt is to be reported to the Admiralty (Director of Navy Contracts) for consideration.

999.—Gun Mountings, 4·7-in., H.A., XII—Provision of Self-Stowing Extension to Rammer Number's Platform

(G. 560/37.—20.5.1937.)

A form of self-stowing loading platform for use in low angle fire which has been designed and fitted to a 4·7-in., H.A., XII mounting, is shown in A.F.O. Diagram 50/37.

2. The platform slides over the rammer number's platform, from which it extends to make room for the assistant loading number. When stowed its outer edge conforms to the original shape of the rammer number's platform. No stops have been fitted to keep the platform in either its housed or extended position because there will always be a man standing on it, and the absence of stops will reduce to a minimum the time required to manipulate the extensions.

3. Ships fitted with this type of mounting are to include an item in their approved List of Alterations and Additions, Classification " B."

4. Spare mountings should be fitted before issue, and mountings in gunnery schools by the dockyard concerned, as convenient.

1003.—Cartridges, B.L., 6-in., Mk. XXIII Gun—Introduction of M.C. Cordite Charges for Practice Firings

(A.S. 3663/34.—20.5.1937.)

In order that stocks of M.C. cordite charges in excess of requirements for certain guns may be used up within the life of the cordite, the undermentioned cartridges will be filled from time to time for issue for practice firings from B.L., 6-in., XXIII, guns :—

Cartridges, B.L., 6-in., 29-lb., cordite M.C. 26, converted.
- Mark II foil, converted from 6 in., 28 lb. 10 oz., III and IV foil.
- Mark III foil, converted from 6 in., 30 lb., Mark I foil.
- Mark IV foil, converted from 6 in., 24 lb. 10 oz., III foil.
- Mark V foil, converted from 7·5 in., 15¼ lb., IV foil.
- Mark VI foil, converted from 7·5 in., 30½ lb., III or V foil.
- Mark VII foil, converted from 7·5 in., 15¼ lb., V foil.
- Mark VIII foil, converted from 6 in., 28 lb. 10 oz., IX foil.
- Mark IX foil, converted from 6 in., 32 lb. 1½ oz., III foil.

2. Whenever M.C. cordite cartridges of suitable life are available and opportunities offer issues will be made by Armament Supply Officers to existing ships and new ships coming forward as required to enable outfits to be adjusted as follows :—

Cartridges, B.L., 6-in., 29 lb., M.C.26, converted. Sufficient for 6 months' practice allowance.

Cartridges, B.L., 6-in., 30 lb., S.C.150. For remainder of outfit.

3. In future, ship's demands for replenishments should show the number of cartridges, 6-in., 29 lb., M.C.26, that can be accepted.

4. M.C. cordite cartridges will also be issued whenever available in lieu of S.C. cordite cartridges for gun trials of new ships coming forward.

1007.—*Issued Confidentially.*

1010.—Pistols, Depth Charge, Mks. IV, IV** and V*, St. Nos. 6110, 6111 and 6112—Clamps, Bench Testing Set, St. No. 6038

(A.S. 1135/37.—20.5.1937.)

It has been approved for the register bore and the clearance through the clamps of bench testing set, Marks IV, IV** and V* pistols, Stamp No. 6038, to be increased to the dimensions shown in A.F.O. Diagram 52/37.

2. Arrangements should be made for the modifications to be carried out on board H.M. ships, or if this is impracticable the clamps should be returned to an armament depôt for modification or replacement.

3. Depth charge pistols found oversize to the bench testing sets after modification are to be returned to an armament depôt for rectification, quoting this Order.

1014.—The Civilian Duty Respirator

(T. 1478/37.—20.5.1937.)

Introduction.—The civilian duty respirator has been designed for personnel who may be called upon to carry out their normal duties in the presence of gas, but who are not likely to be continuously exposed to the higher concentrations which may be encountered by fighting units.

This respirator will be issued in time of war, or in emergency, to civilian personnel employed in Admiralty Establishments, other than those who are detailed for special duties in connection with Passive Defence Organisation. These latter will be issued with the Service respirator.

The civilian duty respirator may be issued in peace to certain personnel to whom an issue in time of war or emergency could not rapidly be made.

Description of Respirator.—The respirator consists of a rubber facepiece, to which a small cylindrical container is directly attached. This container consists of a metal canister filled with activated charcoal, and is provided with a filter. Inlet and outlet valves are provided. The facepiece is made of rubber without any stockinet covering. The eyepieces are made of strong, plain glass and are removable for replacement purposes; anti-dimming compound is supplied.

The facepiece is held in position on the face by adjustable elastic bands passing round the back of the head.

A pad of absorbent gauze is provided to enable the respirator to be kept in a sanitary condition and to allow disinfection to be carried out. This pad is held into the back of the container by a spring clip, and is readily replaceable.

A small canvas haversack is provided in which the complete respirator and anti-dimming outfit can be carried. This haversack has a webbing sling and is worn slung over the shoulder. The sling can be lengthened to suit the wearer.

2. *Care of the Respirator.*—The general principles governing the care of the civilian duty respirator are the same as for the general service respirator (O.U. 5427, paragraph 44).

The more serious causes of damage are:—

(*a*) Water entering the container and affecting the efficiency of the charcoal and filter.

(*b*) Injury to the outlet valve which might allow gas to enter without passing through the container.

(*c*) Injury to the rubber facepiece or the elastic head harness.

(*d*) Prolonged storage *in the haversack* without use.

3. *Disinfection of the Respirator.*—In order to maintain the respirator in a wholesome condition when in constant use, it should be occasionally disinfected by sponging the whole of the inside with a 3 per cent. solution of Izal, and subsequently washing with water. During the process, care must be taken to prevent water entering the container. The respirator must then be allowed to dry before it is put away, and the gauze pad in front of the container renewed.

The facepiece must be disinfected, and the gauze pad renewed, on every occasion when the respirator changes ownership.

4. *Fitting of the Respirator.*—The respirator is made in two sizes; the *normal* size, which fits most men's and some women's faces; and the *small* size which, in general, is most suitable for women and adolescents. The difference between them lies only in the dimensions of the rubber facepieces. The size is marked on the outside of the facepieces on the right cheek.

5. *Handling of the Respirator.*—When removing the respirator from its haversack, it should never be withdrawn by pulling on the container itself. This might lead to breakage of the joint between the facepiece and container.

6. *After using the respirator* it should be replaced in the haversack at the first opportunity. Before doing so the facepiece should be wiped dry with a clean cloth and anti-dimming compound applied to the eyepieces.

7. *Inspection and Storage.*—Half-yearly local inspections of stocks of civilian duty respirators are to be made; the first inspection to take place on 1st July, 1937. One case is to be withdrawn annually from each Naval Armament Depôt and sent to Porton for full examination, including gas and particulate tests; the first withdrawal to take place on 1st January, 1938.

As regards storage, the best method is in the cases as received.

1019.—Hand-operated Supply Breakers—Modifications

" A " Class Destroyers and subsequent Classes, including their Flotilla Leaders

Existing Sloops and Auxiliary Vessels having Overspeed Trip Switches fitted to the Turbo-Generating Sets and all subsequent Classes

(D. 1220/37.—20.5.1937.)

In order to afford protection to the low voltage release and trip circuits of hand-operated supply breakers fitted in the above-mentioned vessels, a pair of 7-ampere fuzes, Pattern 5542, is to be fitted and connected in the control circuits of the breaker.

Each fuze is to be fitted adjacent to the supply terminals of the control circuits and connected as shown in A.F.O. Diagram 49/37 for the respective make of breaker.

2. The supply breakers affected are those manufactured by the following firms:—

Messrs. Whipp & Bourne, Ltd., Messrs. General Electric Company, Ltd., Messrs. Igranic Electric Co., Ltd.

Supply breakers manufactured by Messrs. Park Royal Engineering Co., Ltd., will not be affected.

3. As the work involved is beyond the capacity of ships' staffs, an appropriate item should be inserted in the next List of Alterations and Additions, Classification " B," for completion by a dockyard.

4. The modification should also be carried out on all vessels under construction provided no delay in completion is involved; where this cannot be done before handing over, an item should be inserted in the next List of Alterations and Additions.

1065.—2-pdr. Sub-calibre Guns, 1-in. Aiming Rifles, and ·303-in. Aiming Rifles—Allowances

(G. 2205/37.—27.5.1937.)

(*This reprint embodies A.F.O.s 1710/37 and 2048/37.*)

The policy concerning the supply of 2-pdr. sub-calibre guns and 1-in. and ·303-in. aiming rifles has been revised, and in future allowances will be as follows, viz. :—

2-pdr. Sub-calibre Guns

All guns from 4·7-in. to 3-in. inclusive, except 4-in. Q.F. XII guns and 3-in. guns in submarines (*see* * below).

(1) If the gun is mounted only for L.A. fire, or if it is mounted for the dual purpose of H.A. and L.A. fire :—

One L.A. 2-pdr. sub-calibre per single parent gun or per twin mounting on the broadside.

No H.A. 2-pdr. sub-calibres. (Unless the single gun unit system of H.A. control is fitted, when one H.A. sub-calibre per parent gun will be supplied).

(2) If the gun is mounted primarily for H.A. fire and—

(*a*) H.A.C.S. or F.K.C. is fitted :—No L.A. or H.A. 2-pdr. sub-calibres.

(*b*) S.T.S. or S.G.U. is fitted :—No L.A. 2-pdr. sub-calibres. One H.A. 2-pdr. sub-calibre per parent gun.

Notes :—

(i) The following ships are to retain H.A. 2-pdr. sub-calibres for use as L.A. sub-calibres with C.N.F. plugged until the ammunition is exhausted :—

8-in. cruisers.

6-in. cruisers of " Leander," modified " Leander " and " Arethusa " classes, " Medway " and " Resource."

(ii) *China Gunboats.*—2-pdr. H.A. sub-calibres and ammunition are not to be supplied to Yangtse gunboats. L.A. sub-calibres and ammunition are to be supplied. West River gunboats are to be supplied with both H.A. and L.A. sub-calibres and ammunition.

(iii) " *R* " *and* " *S* " *Class Destroyers.*—Sub-calibre guns are not to be supplied to these ships with the exception of the China local defence flotilla.

Aiming Rifles

Turret guns fitted with gun sights	1-in.	Nil.
	·303-in.	Nil.
Hand-worked guns supplied with L.A. 2-pdr. or 3-pdr. sub-calibres or supplied with H.A. 2-pdr. sub-calibres only, *i.e.*, no L.A. sub-calibres.	1-in.	Nil.
	·303-in.	Nil.
Hand-worked guns not supplied with sub-calibres *except* guns mounted for H.A. purposes only.	1-in.	One per parent gun.
	·303-in.	Nil.
Hand-worked guns not supplied with sub-calibres, but mounted for H.A. purposes only.	1-in.	Nil.
	·303-in.	Nil.

2. In ships where the 1-in. aiming rifle rear adjusting frame is used for sight testing purposes, one 1-in. aiming rifle is to be retained on board.

3. The ammunition allowance for the above aiming rifles is to remain as at present.

4. The policy as regards the supply of salvo rifles for firing blank is to remain as at present.

5. Sub-calibre guns, aiming rifles and ammunition, in excess of the allowances now authorised are to be landed at a Naval Armament Depôt as opportunity offers.

* 2-pdr. sub-calibre guns will not be supplied for the 4-in. Q.F. XII guns and 3-in. guns in submarines, but the existing allowance of one 1-in. aiming rifle will be continued.

1066.—Gun Mountings, Transferable—Pressure Gauges for Recuperators

(G. 1945/37.—27.5.1937.)

The type of gauges to be used are Pattern No. 2004 I or 2005 I and Pattern No. 2513 or 4667.

2. Before issue, the maximum charging pressure of the recuperator of the mounting concerned should be indicated on the dial face by a red line; the type and mark of mounting also being shown.

3. The following mountings are to be supplied with pressure gauge, Pattern No. 2004 I or 2005 I:—

4-in., S.I.
4-in., H.A., III.
4-in., H.A., IV.
4·7-in., C.P., XIV.
5·5-in., C.P., II, with pneumatic recuperator.
6-in., C.P., XIV.
3·7-in., howitzer, Mark I.
3·7-in. howitzer, P.II, P.III, and P.IV.

4. When the pressure gauges are issued for 4-in., H.A., III and IV mountings, and 3·7-in. howitzers, an adaptor, as shown in A.F.O. Diagram 67/37 (1) is to be supplied to enable the gauge to be connected satisfactorily to the recuperators.

5. The following mountings are to be supplied with pressure gauge, Pattern No. 2513 or 4667:—

4-in., twin H.A., Mark XIX.
4-in., H.A., Mark XX.
4·7-in., C.P., XVII.
4·7-in., C.P., XVIII.

6. When the pressure gauges are issued for these mountings an adaptor, as shown in A.F.O. Diagram 67/37 (2), is to be supplied to enable the gauge to be connected satisfactorily to the recuperators.

7. Two pressure gauges of the appropriate pattern given above, complete with adaptors, form part of each "C" set of spare parts and tools, as laid down in B.R. 226, "Establishment of Spare Parts and Tools for Transferable Gun Mountings," and are to be demanded when required by the Gun Mounting Overseer concerned with the supply of the spare gear. The demand should be forwarded to the storing yard of the ship concerned in time to enable supply to be arranged before delivery of the spare gear is required.

8. In some instances, the spare gear is not manufactured by the same contractors as the gun mountings, in which case it is delivered direct to the shipbuilders' yards, and is not handled by the Gun Mounting Overseer at the gun mounting contractors' works. If, therefore, a pressure gauge or gauges are required by the Gun Mounting Overseer at the gun mounting contractors' works for testing purposes, demand should be made for supply on loan direct on Portsmouth Dockyard.

9. When a pressure gauge is issued in satisfaction of such demands and in accordance with the above, the appropriate adaptor is invariably to be supplied at the same time by the dockyard concerned.

1069.—Torpedoes, 18-in., 21-in., all Marks—True Static Depth Tester, Pattern 4209—Introduction

Battle Cruiser and Cruiser Flagships, Aircraft Carriers, Depôt Ships, Torpedo Schools and Torpedo Depôts

(T. 1145/37—27.5.1937.)

It has been decided to standardise a true static depth tester, to which Pattern No. 4209 has been assigned, for use in connection with testing torpedoes.

2. *Use of the set.*—The set is designed for the following purposes :—

(*a*) To provide a test of the accuracy of the depth index by measurement of the pressure required on the hydrostatic valve to bring the horizontal rudders flush with the torpedo level fore and aft. This measurement is known as the true static depth.

(*b*) To provide a test of the sensitivity of the depth gear.

(i) By response of the rudders to change of pressure on the hydrostatic valve with the torpedo level.

(ii) By response of the rudders to change of inclination of the torpedo when at its true static depth.

3. *Description of the set.*—The set is illustrated diagrammatically in A.F.O. Diagram 63/37.

A is an aluminium casting shaped to fit the shell of a 21-inch torpedo. Round its mouth is fitted a thick rubber washer, to form an airtight joint. Separate washers are supplied for use with 18-inch or 21-inch torpedoes.

B.B. are F.S.W. bands anchored at one end to a hinged bar (not shown) and at the other to tensioning rods D.

A carries two nipples, E and F, which are connected by rubber tubing to J and M, in the casting K which is clipped on to the tail fin.

M is connected to a pressure gauge calibrated in feet of sea water up to 50 feet.

J is in communication with H which is connected to an ordinary pneumatic foot pump. A screw-down leak-off valve N is fitted in the channel between H and J, and serves to release pressure when required.

The foot pump is fitted with a non-return valve P on the delivery side.

Connections E, F, J, H and M are made with "snap-on" fittings used in automobile practice.

4. Details of the method of use will be incorporated in the various Maintenance Regulations in due course.

5. Arrangements have been made for the purchase of 52 testers for delivery at Portsmouth, and issue will be made in due course, without demand, to the undermentioned classes of Ships, Torpedo Schools and Depôts :—

Battle cruiser and cruiser flagships	1 each
Aircraft carriers	2 ,,
Depôt ships for destroyers ,, ,, ,, submarines	2 ,,
H.M.S. "Vernon"	4
H.M.S. "Defiance"	2

6. The testers will be dealt with under Subhead B.8A and included in schedule 120. The necessary amendment to the Rate Book Contract Schedule and Sea Store Establishment will be made in due course.

1075.
1083.
1145.
1149. } *Issued Confidentially.*

1152.—Rhodium Plated Metal Reflectors for 10-in. Signalling Projectors—Trials and REPORT

(T. 1007/37.—3.6.1937.)

(*This reprint embodies A.F.O. 1538/37*)

It is desired to carry out further sea trials with 10-in. metal reflectors for signalling projectors.

2. For this purpose, one case containing nine improved, rimless, rhodium plated metal reflectors is being forwarded to each of the Commanders-in-Chief, Home Fleet, Mediterranean and China.

3. These reflectors are being allocated to vessels as convenient by the Commander-in-Chief of each station.

4. The reflectors are interchangeable with existing glass reflectors, Pattern 3861, without modification to the present securing arrangements or lamp positions.

5. The reflectors are normally to be kept clean by using fresh water and a soft chamois leather, although a special cleaning mixture has been prepared and is being issued with the mirrors. It is, however, emphasised that this mixture should not be used unless it is found impossible to keep the reflectors efficient without it. Even then, it should only be used very sparingly.

6. Reports are to be rendered at periods of six and twelve months after receipt, and remarks are required on the following points :—

(*a*) Does the rhodium reflecting surface, with normal maintenance, stand up to sea atmosphere—

(i) In the projector and

(ii) In store ?

(*b*) Does the rhodium reflecting surface show signs of deterioration due to the heat of the lamp ?

(*c*) Does the metal reflector withstand gun blast without signs of deformation ?

(*d*) Does the metal reflector withstand heat of projector without signs of deformation ?

(*e*) How does the range of signalling with the metal reflector compare with that of the silver-glass ?

(*f*) The extent, if any, to which the cleaning mixture has been used, and

(*g*) Any other points of interest observed.

7. At the conclusion of the trial, or as the reflectors become defective, they should be returned to storing yards for transmission to the Admiralty Engineering Laboratory (Electrical Section), West Drayton, Middlesex.

1204.—Guns, Q.F., 4·7-in., Marks IX—IX**, XI and XII—Tinning of Bore of Guns consequent on use of Cartridge Cases with Strengthened (Mark III) Lids—REPORTS

(A.S./G. 1331/37.—10.6.1937.)

Cartridge cases fitted with Mark III strengthened lids, may cause excessive tinning of the bore of the gun.

2. Bores of guns firing cartridges fitted with Mark III lids are to be especially examined for tinning after all full calibre firings.

3. Any abnormal tinning is to be reported to the Admiralty (Chief Superintendent of Armament Supply, 2, Fitzmaurice Place, Berkeley Square, London, W.1).

1205.
1206. } *Issued Confidentially.*

1208.—Cartridge Cases, Q.F., 4-in., V-V* Gun (F.A.), of "K," 1924 Manufacture—Withdrawal

(A.S./G. 1763/37.—10.6.1937.)

Instances of blow-throughs having been reported with cartridge cases of "K," 1924 manufacture, no further rounds made up with these cases are to be fired.

The following action is to be taken:—

(*a*) *H.M. Ships at Home.*

All cartridges on board made up with these cases are to be landed at the first convenient opportunity and others demanded in lieu.

(*b*) *H.M. Ships Abroad.*

All cartridges made up with these cases to be landed as soon as others can be supplied by R.N. Armament Depôts.

(*c*) *R.N. Armament Depôts Abroad.*

All ammunition made up with these cases to be returned to England at the first opportunity, demands being forwarded for any ammunition required to replace.

Stocks of empty cartridge cases of this make and date and any subsequently received to be returned to England.

(*d*) *R.N. Armament Depôts at Home.*

All ammunition made up with these cases in store or received under this Order, also all empty cartridge cases of this make and date in stock, and subsequently received or recovered, to be retained pending further instructions.

(*e*) *R.N. Armament Depôts Home and Abroad.*

Stocks of ammunition in these cases to be reported separately in future periodical statements of stocks.

(*A.F.O.s 1293/37 and 98/38.*)

1209.—*Issued Confidentially.*

1217.—Fast Power Boats—Fire Extinguishers

Ships and Shore Establishments concerned

(N.S. 3208/36.—10.6.1937.)

Ships and shore establishments supplied with fast power boats are to be allowed spare chemical fire extinguishers as follows:—

(*a*) One spare set of "Essex" or similar type (as fitted) *for each size* of fast power boat carried (except 16-ft. dinghies).

(*b*) One spare 1-quart Pyrene extinguisher or similar type, as necessary, for each fast type 16-ft. power dinghy carried.

(*Note.*—The standard 1-quart Pyrene extinguisher, Pattern 4723, is to be utilised if suitable.

One 2-gallon foam type extinguisher, Pattern 4726, is also to be allowed to each fast power boat of 25 ft. and over, for use in the machinery space, in order to supplement the existing equipment of these boats.

2. Demands for the special "Essex," etc., type extinguishers are to be forwarded by ships, etc., concerned, to their storing yards accordingly, but, as these extinguishers are not of Admiralty pattern, special purchase will have to be arranged. Full particulars of the extinguishers required, should, therefore, be furnished on demands.

3. Demands (separate from those referred to in paragraph 2) for the foam type extinguishers, Pattern 4726, charges, Pattern 4729, and 1-quart Pyrene extinguishers, Pattern 4723—the latter for 16-ft dinghies—are to be forwarded to the storing yards forthwith.

4. In cases where the established allowances of fire extinguishers for ordinary types of power boats have already been supplied for fast motor boats, the extinguishers in excess of the new allowances should be returned to store.

5. "Essex" Methyl-bromide extinguishers will not be added to the authorised list of Naval stores, pending decision as to the continued use of this type, and attention is drawn to the precautions to be observed in their use—*see* A.F.O. 631/37.

6. The Sea Store Establishments concerned will be amended.

(*A.F.O. 631/37.*)

1248.
1253. } *Issued Confidentially.*
1289.

1293.—Q.F. Cartridge Cases for 4-in., Mark V and Mark XII Guns—Liability to blow through at the Base

(G. 03533/36.—24.6.1937.)

Several instances have occurred recently of blow throughs, some occasioning injury to loading numbers at guns. This defect is more frequent in cases of Kynoch manufacture 1924–1931, but is not entirely confined to them. The withdrawal from the Fleet of all cases under suspicion is not at present practicable, but will be effected as soon as the state of stocks permits. Meanwhile no further issues of suspected cases will be made until they have been subjected to examination for incipient cracks by a process which it is expected will enable all defective cases to be eliminated.

2. Trials of a baffle to be fitted to the guns for the protection of personnel have, up to date, not proved successful enough to justify adoption and, in the meantime, the possibility of occasional blowbacks must be accepted.

3. Loading numbers should therefore wear antiflash helmets and gloves, and as far as possible avoid standing in line with the left of the breech (throughout the recoil).

1295.—*Issued Confidentially.*

1302.—Type 48/Y/C—Hornbreak Fuzes

(S.D. 655/37.—24.6.1937.)

Reports have been received concerning brushing or continuous arcing across the hornbreak fuzes of the main transformer, when using the main transmitter with master control and employing grid signalling.

2. This is caused by the high instantaneous voltage which may momentarily occur when the key is pressed and will vary with the different machines fitted in different ships.

3. Commanding Officers of H.M. ships in which this difficulty occurs are to adjust the distance apart of the hornbreak fuzes, up to $1\frac{3}{4}$ inches, until trials show that it has been overcome.

4. The necessary amendment to the Book of Instructions, S.S.54, will be made in due course.

1303.—W/T—Types 43A and 43C—Neutralisation

(S.D. 656/37.—24.6.1937.)

Experience at sea indicates that when Types 43A and 43C are in the crystal control position, the transmitted frequency may on occasions differ from the correct frequency for which the crystal is cut, even though the correct external adjustments have been made.

2. This slight difference in frequency may be due to self oscillations in the output valve circuit, caused by inaccurate neutralisation.

3. The neutralisation of this circuit is a semi-permanent operation effected by the adjustment of the two neutralising condensers fitted in 4G stabiliser.

Action to be taken.

4. Ships of senior officers are to carry out the following procedure to ensure that accurate neutralisation has been effected in their transmitters:—

(*a*) To neutralise the amplifier valve circuit, substitute a Pattern 7206 R.F. ammeter for the one fitted in the amplifier circuit and remove the series anode resistance from the amplifier valve circuit, thus removing H.T. from the second valve.

Set the crystal valve to the highest frequency crystal and with key pressed tune the second circuit to give maximum reading in the substituted meter; then adjust the neutralising condenser between first and second valves to bring this reading to a minimum (or zero if possible); next readjust the second circuit tuning slightly, to increase if possible the reading in Pattern 7206, and again adjust the neutralising condenser to reduce it. Repeat these adjusting operations until the current in Pattern 7206 meter is as near zero as possible with all positions of the second tuning condenser. When this result has been obtained the first neutralising operation is complete and the Pattern 7206 meter must be replaced by the correct one and the anode series resistance reinserted.

(*b*) To neutralise the output valve circuit the 4G should be added to the stabiliser, taking care that the two leads marked "grid" and "NC" joining the units are as short as possible.

H.T.+ should be connected to the stabiliser but NOT to 4G and the Pattern 7206 ammeter should be substituted for the one fitted in 4G. (No aerial will be needed for this operation.) Tune both stages of stabiliser 4G to the highest frequency crystal and then tune the primary circuit of 4G to give maximum reading in the Pattern 7206 meter; adjust the second neutralising condenser in 4G stabiliser to reduce this reading and repeat these operations as described before until a minimum reading is obtained in the Pattern 7206 meter with any setting of the primary circuit condensers in 4G. When this result is obtained neutralising is complete and the normal R.F. ammeter should be replaced in 4G.

The two neutralising operations must be performed in the order set forth above and the neutralising condensers should be locked in their final adjustments.

5. Ships in which the transmitted frequency using crystal control does not agree with that of the senior officer's ship after neutralisation has been checked, are to carry out the same procedure.

6. The above tests and adjustments are to be carried out by ship's staff under the supervision of a W/T officer.

1304.
1305. } *Issued Confidentially.*

1311.—Use of Paint Removers for Paint Film on Light Metals

Dockyards and Ships concerned

(D. 5389/37.—24.6.1937.)

Unless it is considered essential, paint removers for removing films from aluminium and its alloys are not to be used. If necessary to use the removers, care must be taken in their choice since many solvents attack these metals. The Admiralty Chemist is to be consulted as necessary.

1349.—*Issued Confidentially.*

1350.—Gun Mountings, 3-pdr.—Pedestals

(G. 0549/37.—1.7.1937.)

In all future fitting of these mountings, or where alterations are necessary, the height of the pedestal should be 29 in., or such height as will give a height to centre of trunnion above deck of approximately 3 ft. 9 in.

1354.
1356.
1357.
1359.
Issued Confidentially.

1360.—Destroyer Admiralty Three-drum Type Boilers, ensuring Expansion Allowance for Superheater Tube Support Tie Bars

" C," " D," " E," " F," " G," " H," and " I " Class Destroyers and Leaders.

(D. 8348/37.—1.7.1937.)

When superheaters in the above vessels are withdrawn, the width of the expansion slot in the tie-bar is to be increased to $\frac{1}{8}$ in. more than the diameter of the pin connecting the tie-bar to the bracket on the superheater header in order to preclude the possibility of the tie-bar jamming at the slot and buckling.

1361.—Signal and Remote Control Communications and Minor V/S Fittings—Alterations and Additions

(*This reprint embodies A.F.O. 2793/37.*)

Capital Ships, Aircraft Carriers, Cruisers of " London " and later Classes and Destroyers of "Acasta " and later Classes; " Codrington " and later Leaders; Depôt and Repair Ships " Medway," and later. Escort Vessels, Patrol Vessels, Minesweepers, of Bridgwater, " Halcyon," " Kingfisher," " Enchantress," " Stork " and later Classes

(S.D. 518/37.—1.7.1937.)

All ships referred to above are to insert an item in their Alterations and Additions lists worded as follows:—

> " To bring signal and remote control communications and minor V/S fittings up to date to accord with latest specifications."

2. For Escort Vessels, Patrol Vessels and Minesweepers, Leaders and Destroyers, the item is to be classified " B "; in remaining ships, "C."

3. This item will include all approved alterations and additions to signal and remote control communications and minor V/S fittings.

1411.—Wires, Float Towing, for T.S.D.S.—Coiling

(N.S./T.1717/37.—8.7.1937.)

Float towing wires, Pattern 8828, should be supplied in future in coils of not less than 30 in. diameter, and wires at present in store should be re-coiled, as necessary, before issue.

1412.—Balancers—Lubrication

Battleships, Cruisers and Aircraft Carriers

(T./N.S. 6251/37.—8.7.1937.)

Several balancers returned for repair to Messrs. Barr and Stroud show evidence of serious lack of lubrication, apparently due to the gumming effect of the lubricating oil. Care should be taken to see that this gumming does not occur. A periodical inspection of the lubrication should be carried out, and when considered desirable the pump should also be removed and cleaned, the sump refilled with fresh oil (C.D. oil, Pattern 92), and the bearings, particularly those of the ball cage rollers, washed out with paraffin oil.

Trials are in progress with a view to increasing the pump capacity.

1417.—W/T Set, Type 53, Portable Set

(S.D. 455/37.—8.7.1937.)

Supplies will become available during 1937 and 1938 for the distribution of Type 53 W/T sets in accordance with the allocation shown in paragraph 2 below :—

2. *Allocation to Ships and Sea-going Authorities, Peace and War.*

(*a*) Capital ships	1 set per ship.
(*b*) Aircraft carriers	1 set per ship.
(*c*) Cruisers	1 set per ship.
(*d*) "Tribal" class	1 set per ship.
(*e*) Destroyer units	1 set per division (for ship of Divisional Commander).
(*f*) Escort vessels	1 set per ship, whilst on detached service on a foreign station.
(*g*) Patrol vessels	1 set do.
(*h*) Minesweepers	1 set do.
(*i*) River gunboats	1 set do.
(*j*) "Adventure," "Lucia," "Medway," "Resource," "Woolwich," "Greenwich," "Maidstone."	1 set per ship.
(*k*) Base ships for M.N.B.	10 sets per base.

Notes.—(i) Previous allocations to Commanders-in-Chief, stations, and units, laid down in A.F.Os. 1913/34 and 1612/36 are cancelled.

(ii) Sets purchased in 1936 are allocated as follows :—Home Fleet (5); America and West Indies Station (2); East Indies Station (2); China Station (7); Africa Station (2); M.N.B.D.O. (4). As they become available, these sets, excepting those for M.N.B.D.O., will be forwarded to the (Superintending) Naval Store Officers at the appropriate Dockyards for allocation as ordered by Commanders-in-Chief.

3. *Supply.*—The sets will be issued in peace time to the ships and authorities mentioned, except ships in reserve or paid off and destroyers attached to Home ports. At the next opportunity, ships and authorities concerned are to adjust the number of Type 53 sets carried to the allocation laid down, by returning surplus sets or demanding sets to make up deficiencies, quoting this Admiralty Fleet Order as authority.

4. *Custody of Sets not issued in Peace-time.*—Sets allocated to ships in reserve or paid off and to destroyers attached to Home ports, are to be retained by the Superintending Naval Store Officer of the Port at which they are in reserve for issue in emergency.

5. *Reports.*—Reports of half-yearly signalling equipment are to include Type 53 sets and, where applicable, are to indicate the authority on whose behalf the set is held.

1420.—Torpedo Deflection Sights, T.D.S. III and III*—Scotchmen for

(T. 2683/37.—8.7.1937.)

A number of cast aluminium scotchmen have recently been purchased for the above types of sights, and it has been found that these require slight modifications as follows:—

(*a*) When these scotchmen are used for the T.D.S. III, the holes are required to be drawn so as to correspond with the drilling on the sight.

(*b*) The wording on the cover of the scotchman should read " Red for port sights " and " Green for starboard sights."

1458.—*Issued Confidentially.*

1459.—4-in. H.A., Marks III and IV Mountings—Fitting of Self-stowing Loading Platforms for Low Angle Fire

(G. 06409/36.—15.7.1937.)

After extensive comparative trials in certain ships of various types of self-stowing loading platforms for use in low angle fire, it has been decided that all 4-in. H.A., Marks III and IV mountings, are to be fitted with loading platforms according to A.F.O. Diagram 54/37 (1).

2. When fitting these loading platforms to mountings requiring fuze setting machines, the modified supports for the fuze setting machine as shown on A.F.O. Diagram 54/37 (2) are to be fitted.

3. The " Excellent " type of loading platform which has been fitted already to the mountings of certain ships should be retained.

4. Vessels concerned are to include an item in their next List of Approved Alterations and Additions, classification B. *Dockyards concerned.* Copies of Drawing DD (C) 934, if required, should be obtained direct from Portsmouth Yard.

1461.—Director Firing Gear—Bombardment Levels, Mark III—Replacement of Bubble Tubes

Ships concerned

(G. 2993/37.—15.7.1937.)

A supply of bubble tubes for Bombardment levels, Mark III, will shortly become available. Ships requiring replacements should forward their demands to Manager, Engineering Department, Portsmouth Yard. It is important that the mark of level for which replacements are required should be quoted.

1462.—*Issued Confidentially.*

1463.—Ammunition Chain Hoists—Fitting of Locking Arrangements

(G. 05479/36.—15.7.1937.)

It has been approved to fit magazine locks or padlocks at the delivery ends of all electrical chain hoists which deliver from the magazines, magazine handing rooms or shell rooms to spaces to which access is not at present controlled by magazine-keys.

2. In ships in which the 4-in. fixed ammunition chain hoists have watertight doors fitted for padlocking, padlocks should, if not already supplied, be demanded for use until the magazine locks have been fitted, if necessary, to comply with regulations. The keys for these padlocks are to be bunched as No. 2 Magazine Keys.

3. An item is to be inserted in ships' Lists of Alterations and Additions, Classification " B," for the fitting of the locks.

4. The necessary amendments to the Naval Magazine and Explosives Regulations will be promulgated.

1464.—Torpedoes—Heads, Blowing, 18-in., Mark XIA—Removal of Auxiliary Hydrostatic Valve

(A.S. 2678/37.—15.7.1937.)

It has been approved for the auxiliary hydrostatic valve to be removed from blowing heads, 18-in., Mark XIA, and for the pocket to be blanked.

2. This work will be carried out in Torpedo Depôts as and when opportunity offers.

3. Ships and vessels concerned are to arrange with the local Torpedo Engineer Officer for blowing heads on board to be returned to store for modification as convenient.

4. After modification of all blowing heads on board, Discs, I.R., St. Nos. 5593 and 5594 are to be removed from " Cylinders complete I.R. gear, 18 in., Mark XI," and returned to store.

5. Labels of cylinders and torpedo store accounts are to be amended as necessary.

6. In heads awaiting modification on board ships, the link connecting the hydrostatic valve to the blowing mechanism is to be removed by ship's staff in order to render the valve inoperative.

1465.—*Issued Confidentially.*

1466.—Paravanes—Fitment of Lifting Lugs in Replacement of Bands, Lifting, St. No. 3019

(A.S. 1923/37.—15.7.1937.)

In view of the inherent weakness in bands, lifting, St. No. 3019, it has now been decided that lugs, lifting, St. No. 3212, should be fitted in lieu to all paravanes B, Mark III** ; C, Mark III** ; C, Mark IV* and C, Mark IV**, in addition to paravanes M, Mark III.

2. Fitment of the lugs is to be carried out at torpedo depôts as the paravanes pass through the workshop for examination or overhaul and in any case before paravanes are issued to sea. It is not, however, intended that paravanes on board should be exchanged specially for this work to be carried out unless the lifting band requires overhaul or repair.

1468.—Searchlight Lamps, Marks VI and VIB—Recarboning Levers

(T. 2011/37.—15.7.1937.)

The squared ends of the pivots of the recarboning levers for the positive and negative heads of Mark VI lamps and of Mark VI lamps converted to Mark VI B were provided on the right-hand side of the lamp. The recarboning levers of the Mark VI B lamps are also fitted on the right-hand side.

These arrangements correspond with the sliding door on the right-hand side of the 36-in. Mark II barrels.

2. When these lamps are fitted in 36-in. Mark III and 36-in. Mark V projectors where the sliding doors are on the left-hand side, the recarboning arrangements should be altered as shown in A.F.O. Diagrams 80/37 (1 and 2).

3. The new fibre thumb pieces shown in A.F.O. Diagram 80/37 (1) are required when the recarboning levers of Mark VI B lamps are reversed.

1469.—Electric Mining Cables—Revision of Testing Procedure

Dockyards, Controlled Mining Bases, etc.—Home and Abroad

(T. 9/37.—15.7.1937.)

Tests on mining cables held in store as unrigged stock will in future be carried out by the Principal Cable Overseer. The insulation resistance test at present carried out in accordance with A.F.O. 2146/24 will be superseded by tests which will determine the condition of the insulant and the period which can safely elapse before the insulant will again require testing. Tests will not be required to be made on cables within four years from date of manufacture.

2. The following arrangements are to be made :—

(*a*) A sample of each pattern of cable made by each manufacturer under each contract shall be supplied by each dockyard or base and shall be taken as representative of the whole of such cable at that dockyard or base. All such samples shall be forwarded to the Principal Cable Overseer, "Alverstoke," Montpelier Row, Blackheath, London, S.E.3, on or as soon as possible after the following dates in each year :—

Establishments in the Portsmouth Command...	31st March.
Other Establishments at Home	31st July.
Establishments abroad	30th November.

No samples shall be taken from rigged stock or from cables less than four years old.

(*b*) Each sample shall be 3 yards long. The sealed end shall be left undisturbed and the cut end shall be sealed and clearly marked for identification. The cut end of the cable remaining on the drum or coil shall be sealed effectively against air and moisture; and

(*c*) Suitable records shall be kept at each dockyard or base in order that instructions issued by the Admiralty as a result of a test shall be readily associated with each batch of cable to which they refer.

3. The following are the cables to be treated as "Mining" cables and the minimum lengths which are of value :—

Pattern.	*Yards.*
660	400
7048	500
841B	500
9610	500
1989	500
2864	50
2865	200

4. B.R. 696 (Part I), Article 83, is to be considered as modified accordingly.

1474.—*Issued Confidentially.*

1478.—Watch Bells—Engraving of

(N.S. 4637/37.—15.7.1937.)

Watch bells supplied from Admiralty stocks for H.M. Ships (either as first supply or in replacement) are to be engraved with the name and year of construction of the ship to which the bell is issued. This work is to be carried out in the dockyard.

2. When watch bells are supplied by shipbuilders in accordance with their contracts, the engraving will normally be carried out by and at the expense of the shipbuilders.

1523.—Guns, Q.F., 4-in., Mark V and V*—Conversion to " A " Type by Fitting Strengthened Pattern Bolt Actuating Breech Mechanism

(A.S./G. 1672/37.—22.7.1937.)

It has been decided to fit the strengthened pattern bolt, actuating breech mechanism to all Q.F. 4-in., Marks V and V* guns as soon as practicable.

2. Fitting the strengthened bolt necessitates preparation of the Breech Ring and Crank to suit, as shewn in Instructional Print N.O.D. 2146/23, and also fitting the corresponding pattern Lever, extractor, lower. On conversion the guns are designated Q.F. 4-in., " A " Mark V and " A " Mark V*.

3. The conversion of Q.F. 4-in., Marks V and V* guns in H.M. Ships will be carried out by the staff of R.N. Armament Depôts as opportunities offer.

4. Where facilities for carrying out the work exist, R.N. Armament Depôts should arrange for all Q.F. 4-in., Marks V and V* guns in store to be converted as soon as adequate supplies of strengthened Bolts and appropriate pattern Levers, extractor, lower, become available.

5. Register numbers of guns converted should be reported to the Admiralty as modification proceeds.

1528.—Director Firing Gear—Pom-pom Director Sights—Double Contact Firing Pistol

Ships concerned

(G. 2945/37.—22.7.1937.)

A case occurred recently in which the push plunger, which transmits trigger pressure through pistol case to contact plate, jammed in the ON position due to corrosion.

2. Ships fitted with double-contact firing pistols should ensure that their plungers are kept free from corrosion and properly lubricated. The springs should also be examined.

1530.—*Issued Confidentially.*

1534.—Clips, Cartridge Case—Links, Ammunition, ·5-in. S.A., Mark II—Accounting for

(A.S. 3924/37.—22.7.1937.)

Clips, cartridge case, when fitted to filled *Service* cartridges, also links, ammunition, ·5-in. S.A., Mark II, when packed with filled ammunition or fitted to drill cartridges, are not to be held on separate charge. Any clips or links on board H.M. ships so packed should be written off charge in the Naval Armament Store Account.

2. Loose clips and links recovered from firings, etc., should, however, be brought on voluntary charge and returned to store as opportunity offers.

1546.—W/T Receiver Outfit C1.

Ships concerned

(S.D. 557/37.—22.7.1937.)

Ships which have been supplied with W/T amplifier M.3B in lieu of W/T amplifier M5 are to report the stores necessary to complete W/T receiver outfit C1 in accordance with Establishment List No. R2.

1549.—" Porpoise " Class Submarines—Allowances of Lifting Blocks—REPORTS

(N.S. 8064/37.—22.7.1937.)

The allowances of lifting blocks to submarines of the " Porpoise " class will be increased by the addition of one ½-ton Weston purchase, which is intended primarily for use when embarking warheads.

2. Demands for the additional block for vessels in commission should be forwarded to storing yards.

3. Purchase is being arranged of six purchases for delivery as follows :—

Chatham for " Rorqual," " Grampus " (for subsequent shipment to Hong Kong) and " Seal."
Portsmouth for " Cachalot."
Devonport for " Porpoise " and " Narwhal."

4. Reports on the new allowance should be forwarded after sufficient experience has been gained.

1552.—Unit of Capacity—Use of the " Jar " to be Discontinued

(S.D. 708/37.—22.7.1937.)

To bring the Service unit of capacity into line with commercial practice, the use of the jar as the unit of capacity is to be discontinued. The farad and its sub-multiples will be the practical unit of capacity for standard use in the Service.

2. No alteration to existing books, publications or tallies on sets will be made.

1553.—Safety Glass—Sources of Supply

(C.P. 35062/36.—22.7.1937.)

The following are the approved types of cellulose interleaved safety glass, and may be obtained from the following firms :—

Type.		*Firm.*
" Gilt Edge "	...	Gilt Edge Safety Glass, Ltd., 6–7, George Street, Hanover Square, W.1.
" Lancegaye "	...	Lancegaye Safety Glass (1934), Ltd., Hythe Road, Willesden, N.W.10.
" Splintex "	...	Splintex Safety Glass, Ltd., Nightingale Road, Hanwell, W.7.
" Triplex "	...	Triplex Safety Glass Co., Ltd., 1, Albemarle Street, Piccadilly, W.1.

1603.—Missfires—Intervals to be allowed

(G. 0330/36.—29.7.1937.)

The intervals which must be allowed to elapse before the breeches of missfired guns may be opened have been reconsidered.

2. The missfire intervals to be observed in future are now as follows :—

Q.F., 2-pdr.	1 minute.
Q.F., 2-pdr., sub-calibre (except with No. 13 primer) ...	1 minute.
Q.F., 2-pdr., sub-calibre, with No. 13 primer	15 minutes.
Q.F., 3-pdr. and 6-pdr.	15 minutes.
Q.F., 4·7-in., IX, IX* (except with R.D.N. cordites) (*see* Note also).	1 minute.
Q.F., 4·7-in., IX, IX*, with R.D.N. cordites	15 minutes.
All other Q.F. guns and 3·7-in. howitzers	30 minutes.
All B.L. guns	30 minutes.

Note.—E. and P. primers, No. 14, are being fitted to 4-in., Q.F., Mark XVI guns and also to some 4·7-in., IX and IX* and 4-in., V ammunition. With all Q.F. ammunition fitted with these No. 14 primers a missfire interval of 30 minutes must be allowed.

3. The necessary amendments to Drill Books will be issued in due course.

1608.
1609. } *Issued Confidentially.*

1613.—Aircraft Catapults and Accelerators—Supply of Rope-cutting Machines

"Courageous," "Glorious," "Cumberland," "Nelson," "Amphion," "Apollo" and "Queen Elizabeth"

(D. 61/37.—29.7.1937.)

To facilitate the fitting of spare wire ropes to catapults and accelerators, a suitable rope-cutting machine will be issued from Chatham, without demand, to each of the following ships:—

"Courageous."
"Glorious."
"Cumberland."
"Nelson."
"Amphion."
"Apollo."
"Queen Elizabeth."

2. The machines are intended for use by all ships where the fitting of the end connections has to be undertaken by the ship's staff.

3. In the event of any of the above ships leaving their present stations the machine is to be transferred to another ship on the station and the transfer reported.

4. *Chatham.*—Seven machines are being purchased from Messrs. Hardypick, Ltd., as a charge to Vote 8/II, B.10.c, at a total estimated cost of £140.

5. The Establishment of Naval Stores for Engineering purposes will be amended by Errata.

6. In future, in the case of new catapults, the spare ropes will be supplied about 12 feet longer than the working ropes, with one end socket fitted. The other socket will be suplied for fitting by ship's staff.

7. Subsequent spare ropes are to be supplied without any end sockets but of the same length as the original spares.

8. In the case of existing catapults whose ropes are equipped with ordinary sockets the ropes are to be supplied about 12 feet longer than as fitted but without sockets.

9. The above instructions are not applicable to slider type catapults or to catapults whose ropes are equipped with "Tru-loc" end connections. The present practice is to be continued in these instances.

1614.—*Issued Confidentially.*

1615.—20-in. Signalling Projector, Mark I, Pattern 170—Introduction—REPORTS

(S.D. 803/37.—29.7.1937.)

A 20-in. signalling projector, Pattern 170, has been introduced for use in new construction cruisers and above, and in "Tribal" and later class destroyers. This projector will also be used, where approved, for replacement of 18-in. and 24-in. signalling projectors in certain existing ships.

2. The new projector is British made and compares with the 18-in. signalling projector as follows :—

	Height.	Width.	Weight.	Candle Power at 3°/3·5° Dispersion.	Volts.	Amperes.
20-in. S/P	6 ft. 2½ in.	2 ft. 6 in.	350 lb.	40×10^6	65	86
18-in. S/P	5 ft. 8½ in.	2 ft. 3 in.	244 lb.	20×10^6	55	55

3. The following components are used in conjunction with 20-in. signalling projectors, Mark I, Pattern 170, and their circuits :—

Pattern No.	Description.
171	Ventilator for 20-in. signalling projector, Mark I.
172	20-in. signalling projector lamp, Mark I.
174	Lamp motor resistance for ditto.
175	Resistance regulating, for 20-in. signalling projector, Mark I (one required for 110 and 220-volt ships).
176	Resistance, fixed, for 20-in. signalling projector, Mark I (two required as complementary to each Pattern 175 resistance for 220-volt ships).
188	Switch, D.P., 100 amps., with auxiliary blade and fuse for vent motor.
	Glasses, front, for 20-in. signalling projectors, Mark I.
1041	Armour plate circle.

4. Certain technical details of the new projector will be included in the V/S Matériel Handbook and handbooks for the projector and lamp will be included in the Naval Electrical Manual, Volume II.

5. (*a*) The carbons to be used with the lamp are :—

Positive, Pattern 8709.
Negative, Pattern 8711.

(*b*) The input should be 86 amps. at 65 volts.

(*c*) Care should be taken not to allow the lamp to burn out and it should never be left without carbons in place, as otherwise inadvertently switching on 220 volts will result in burning out the negative control coil.

6. *Reports.*—Early information on the performance of the projector is required with a view to incorporating any necessary modifications in future manufacture. Ships fitted are to report on the Pattern 170 projectors after three months' experience. Remarks are specially required on the following points :—

Projector.

General utility.
Effect, if any, of gun blast. Defects reported in this connection should include a statement of the relative positions of the guns and projector when the defect occurred.

Lamp.

General performance.
Ease of recarboning.

Ventilation.

Whether cooling and removal of fumes appear to be satisfactory.
Any deterioration of mirrors.
Remarks on front glass.

Carbons.

Illumination.
Divergence of beam.
Range.
Length of burn per set of carbons.
General burning.

Operation of Projector.

Operation in a seaway.
Speed of signalling attainable.
Sighting arrangements.
Whether operating arrangements are suitable for signal ratings of average height.

1626.—Air Loaded Accumulators

Submarines

(D. 5099/37.—29.7.1937.)

From recent reports of failures of the floating plunger type of air loaded accumulators, it appears that some accumulators are not being operated under the correct conditions. The following instructions are to be adhered to and reports on the behaviour of all accumulators of this type fitted in submarines are to be rendered 6 months after the receipt of this Order.

(*a*) The accumulators are designed to work with an oil seal above the upper plunger ring. The accumulators are to be tested periodically when in harbour to ensure that the oil seal is being maintained. The oil is to be replenished to the level of the "Excess oil" drain plug with the plunger resting on the bottom of the barrel.

(*b*) The test for air below the plunger is to be carried out weekly. If air is found, the oil seal is to be investigated at once.

(*c*) If a continual loss of oil seal is experienced, the plunger is to be examined and the fabric rings renewed if necessary.

(*d*) The fabric rings are to be fitted with a small clearance between the shoulder of the ring and the plunger body in order to allow the shoulder to move and so bring the lip of the ring into contact with the barrel wall when under pressure.

(*e*) Unless unavoidable, accumulators are not to be completely discharged, and are not under any circumstances to be allowed to remain in this condition for any length of time.

2. In submarines fitted with the floating plunger type of accumulators the following modifications are to be carried out, where applicable, the work being treated as Alterations and Additions, Classification A.II.

(*a*) Accumulators are to be fitted vertically.

(*b*) The bottom seatings of the barrels are to be machined square.

(*c*) The pipe connections to the telemotor pumps are to be re-arranged so that the pumps take their suction direct from the replenishing tank independently of the return line. The return line is to be led into the replenishing tank at a point remote from the pump suction and at about one-third the height of the normal oil level.

1656.—*Issued Confidentially.*

1658.—Cartridges, Q.F., 4·7-in., IX–IX** and XII Guns—Types of Lid

(G. 404/37.—5.8.1937.)

Three types of lids are now in supply for Cartridges, Q.F., 4·7-in., IX–IX** and XII guns—Marks I, II and III.

2. Instances have been reported of weakness in the attachment of lids, Mark II, to some of the cartridges in supply, and special attention is being given to provide for better attachment before cartridges with this mark of lid are issued in future.

3. All future reports of failures with cartridges, Q.F., 4·7-in., IX–IX** and XII guns, should indicate the mark of lid fitted to the cartridge.

1661.—*Issued Confidentially.*

1662.—Primers, Percussion, No. 9—Precautions

(G. 06303/36.—5.8.1937.)

It is considered possible that a No. 9 primer may become unsafe if the ammunition in which it is fitted is dropped, or is rammed several times by power rammers into guns.

2. In future any Q.F. cartridges, separate or fixed, fitted No. 9 primer, which have been dropped a distance of 10 ft. or more, or which have once been power rammed into a gun, should be considered unserviceable until fitted with new primers.

3. Such ammunition should be set aside and returned to the nearest N.A. Depôt at the first opportunity.

1664.—*Issued Confidentially.*

1665.—Warheads, 24½-in., 21-in., VII, VIII–VIII* and IX–IX*, and 18-in., XI and XII—Stowage

(A.S. 712/37.—5.8.1937.)

It has been decided that warheads, 24½-in., 21-in., Marks VII, VIII–VIII* and IX–IX*, and 18-in., Marks XI and XII, may be transported and stowed horizontally when necessary.

2. The removable side of boxes containing these warheads is to be marked "Top for horizontal transport or stowage," any existing markings relating to stowage being deleted.

3. Boxes already on board H.M. ships are to be dealt with by ship's staff.

4. Horizontal stowage on board H.M. ships is only to be used when head room is limited.

1666.—*Issued Confidentially.*

1667.—Gyro Compass Circuits—Additional Resistance for Compasses fitted with Mark V Rotors

(T. 3009/37.—5.8.1937.)

The additional power required to drive the Mark V gyro compass rotor, compared with that for the Mark II, may cause a reduction in speed of the A.C. generator, and the full speed of 8,600 r.p.m. cannot be obtained.

2. In panels now under manufacture, additional terminals are being provided so that extra resistances can be fitted in series with the speed regulator, if required, to speed up A.C. generator.

3. In ships not fitted with these additional terminals, arrangements should be made by ship's staff to insert a 500-ohm resistance, Pattern 5538A, in 220-volt ships, and a 90-ohm resistance, Pattern 1087/C, in 110-volt ships, if the full speed of the wheel cannot be obtained as at present fitted.

1672.—Wallets for Signal Flags—Allowance

H.M. Submarines

(S.D. 748/37.—5.8.1937.)

It has been approved for all submarines, except " H " and " Unity " classes, to be provided with the following facilities for the stowage of signal flags :—

(i) Flag lockers in the conning tower for use when submarine is in patrol routine, *i.e.*, instantly ready to dive.

(ii) Wallets for use on the bridge when the submarine is in passage routine, *i.e.*, NOT instantly ready to dive.

2. Subject to the above remarks, submarines which are not fitted with flag lockers in the conning tower are to insert an item in their next list of alterations and additions, classification " B," to fit lockers in accordance with paragraph 1 above.

3. Submarines that have returned their wallets to store in accordance with Admiralty Fleet Order 134/35 are to draw wallet, Pattern 16 (which is supplied in two portions).

4. It has been decided that in view of lack of space in " H " and " Unity " class submarines, both wallets and flag lockers are not to be provided for these vessels. The existing arrangements in " H " class submarines should be retained, *i.e.*, the wallets allowed to each submarine by the Establishment of Naval Stores are to be utilised for the stowage of signal flags on all occasions. " Unity " class submarines are to be equipped similarly in this respect.

5. The Sea Store Establishment will be amended.

1676.—Thermometers, Maximum and Minimum, Patterns 507 and 508, for use in Magazines

(N.S./H. 7839/36.—5.8.1937.)

It has been decided that Thermometers, Patterns 507 and 508, are no longer to be used in Chronometer boxes, and ships are to return them to store.

2. These Thermometers will then be issued in lieu of Pattern 65, for use in Magazines, and in Armament Depôts until stocks are utilised. A description of the Thermometers and method of use are given below.

Maximum and Minimum Thermometers are graduated in Fahrenheit degrees.

A Maximum Thermometer (Pattern 507) differs only in construction from an ordinary one in that the zero of graduation is at the end of the tube farthest away from the bulb, and it also has a small contraction in the bore just below the bulb, the effect of this contraction being to increase the friction set up between the mercury and the sides of the bore, and, therefore, to prevent any passage of mercury except under considerable pressure. Its action depends on the difference of the frictional resistance offered by the contraction in the bore, and the combined forces of gravity and expansion due to increase in temperature, the two last-named in the case under consideration being largely in excess of the first. The instrument being suspended vertically, bulb end up, and the temperature remaining uniform, the mercury in the bulb will remain there, as the force of gravity is not sufficient to overcome the friction at the point of contraction. If the temperature decreases, a small space is formed in the bulb due to the contraction of the mercury there. On the other hand, if the temperature increases, the mercury expands and refills this small space, after which the surplus portion is forced through the contraction and falls to the bottom of the bore, which it fills by an amount depending on the rise in temperature, an amount which can be read off on the scale.

The mercury which has been forced through the contraction does not always fall to the bottom of the tube owing to its adhesion to the sides ; in this case the thermometer must be inverted and the two portions of the mercury in the tube allowed to join and move together to the bottom of the tube.

When resetting, all that is necessary is to swing the instrument bulb down ; this force, together with that of gravity, enables the mercury at the bottom of the bore to overcome the friction in the contraction, and thus re-enter the bulb. After being reset and suspended bulb up, it should read the same as an ordinary thermometer observed at the same time.

A Minimun Thermometer, Pattern 508, differs from an ordinary one in that alcohol is substituted for mercury on account of its transparency and surface tension ; also a small black glass index, shaped like a dumb-bell, is inserted into the column in the bore of the tube.

Its action depends on the power of cohesion of the particles forming the surface of the liquid, which is illustrated by the familiar experiment of floating a needle on the surface of water in a cup. To set the instrument it should be held with the bulb inclined upwards, the index will then slide down until one end comes to the surface of the liquid in the bore, through which it is unable to break.

Supposing that the instrument is placed in a horizontal position, and that the temperature rises, the index remains stationary and the liquid flows past it up the bore, but if, on the contrary, the temperature falls, the index is carried towards the bulb as soon as the surface of the liquid in the bore touches it, its movement being continued until the temperature ceases to fall.

Owing to a fall or a shake, a division sometimes occurs in the spirit which is called a bubble. To clear this, the thermometer should be held bulb down and shaken down vigorously.

3. *Dockyards only.*—Existing stocks of thermometers, Patterns 507 and 508, are to be transferred from Subhead F.3a to Subhead B.9a. The Meteorological Office has certain quantities of these thermometers in hand, and after they have been supplied, no further purchases will be made, the thermometers being regarded as obsolete.

4. The articles on issue to ships fitted for Central Storekeeping are to be accounted for as *consumable* stores.

1677.—Main Engine Clutches—" Swordfish " Class Submarines

(D. 7891/37.—5.8.1937.)

An instance has recently occurred in which the main engine clutch of a " Swordfish " class submarine was damaged when the engine was run with the clutch out. The engine raced and the damage was caused by the centrifugal force of the radial bolts causing sufficient distortion of the locking gear to allow the tips of the bolts to foul the teeth of the motor side of the clutch.

2. In future, " Swordfish " class submarine engines fitted with centrifugal clutches are not to be run with the engine clutch out. The instructional plate fitted to some of these clutches which states that the engines are not to be run for longer than 10 minutes at 360 r.p.m. is to be removed.

1708.—*Issued Confidentially.*

1709.—Guns, Q.F., 4·7-in., Mark VIII—Flaws in Breech Ring

" *Glorious* "

(G. 3722/37.—12.8.1937.)

With reference to A.F.O. 1987/34, the annual inspection of the Q.F. 4·7-in., Mark VIII guns enumerated therein has shown no extension of the flaws in any gun, with the exception of gun No. 1853 in H.M.S. " Glorious."

2. An annual examination of this gun should continue to be made, but reports on the remaining guns should be discontinued.

1711.—Primers, Percussion, and Primers, Electric and Percussion —Fired, Repair, Refilling and Disposal

(A.S./N.O. 27/37.—12.8.1937.)

It has been approved to repair and refill fired primers, percussion, No. 9, No. 10 and No. 11, subject to re-inspection as to suitability for re-use.

2. In order to facilitate the work of cleaning, arrangements should be made on board H.M. Ships for fired primers of these descriptions on removal from cartridges to be given a preliminary cleaning immediately after firing, as is done with cartridge cases.

3. The attention of Commanding Officers of H.M. Ships is also drawn to the necessity of exercising care in the removal of these primers from the cases, to avoid damage to the key slots of the primers.

4. *Naval Armament Depôts only.* Arrangements should be made at R.N. Armament Depôts for all fired primers percussion No. 9, No. 10 and No. 11 before being sent to Woolwich for repair and refilling, to be thoroughly cleaned and to ensure that the magazines are loose in the bodies.

5. Experience has shown that other types of primers in Naval Service cannot be economically repaired and refilled. The magazines of fired primers percussion No. 2 and No. 12, electric No. 13, Mark II and electric and percussion No. 14 are, however, normally recoverable in suitable condition for further use, and arrangements are accordingly to be made for the magazines of fired primers of these descriptions to be removed, thoroughly cleaned and forwarded to Woolwich.

1715.—Torpedoes, 18-in., Mark XI—Air Vanes—Introduction of New Pattern, St. No. T.308A

(A.S. 2319/37.—12.8.1937.)

In order to obtain a more effective effort from the air vane used with 18-in. Mark XI torpedoes, it has been decided to increase the vane area, and to increase the distance at which the vane acts from the shell of the torpedo. A new vane has, therefore, been introduced in which the athwartship width has been increased from 5·3 in. to 6·05 in. and the outsweep of the vane rod increased from 0·9 in. to 1·4 in.

2. The increased size of the complete new vane will not permit stowage in the present arrangement of the tray in the box for air rudders, St. No. T.306. Issues of the new pattern vanes will therefore be made in a separate box, each box carrying 12 vanes.

3. After supplies of the new pattern vanes become available no further vanes of the existing pattern, viz., St. No. T.308, will be issued.

4. Any redundant quantity of Vanes, St. No. T.308, remaining on board after receipt of the new pattern vanes is to be returned to the nearest torpedo depôt.

5. The new pattern vanes and boxes will be accounted for as follows :—

Section II.

Vanes, Air	St. No. T.308A.
Boxes for vanes, St. No. T.308A, to hold 12 ...	St. No. T.325.

1718.
1725. } *Issued Confidentially.*

1728.—Electro-hydraulic Steering Gear

H.M. Ships

(D. 9467/37.—12.8.1937.)

Admiralty Fleet Order 709/37 is applicable only to those vessels fitted with electro-hydraulic steering gear of Messrs. Hastie's make detailed below :—

(1) " Fearless " and earlier class destroyers and leaders.
(2) Cruisers earlier than H.M. Ships of " Southampton " and " Arethusa " Classes, excepting " Aurora."

2. In later classes of cruisers and destroyers, both couplings are fixed to the shafts.

(*A.F.O. 709/37.*)

1765.
1769. } *Issued Confidentially.*
1771.

1774.—H.M. Submarines—21-in. Bow and Stern Torpedo Tubes —Modification to Outboard Venting System—REPORTS

" Oberon " and " Thames " Classes, " Swordfish," " Sturgeon," " Starfish," " Seahorse," " Shark," " Sealion," " Salmon," " Snapper," " Seawolf," " Sunfish," " Spearfish," " Porpoise," " Grampus," " Narwhal," and " Rorqual."

(T. 3193/37.—19.8.1937.)

Drain cocks, Pattern No. 127A, are to be fitted at the lowest point of the torpedo tube outboard venting systems, and the pipes leading from individual tube hot run cocks are to be arranged to drain into the main pipes.

2. The work is to be carried out by depôt ships' staffs, and reports forwarded to the Admiralty through administrative authorities when the work has been completed.

1788.—Metal Hooks used in connection with the Transport of Ammunition

(D. 5116/37 —19.8.1937.)

In amplification of the instructions contained in A.F.O. 1857/36, arrangements are to be made for non-ferrous hooks used in connection with the transport of ammunition to be annealed every twelve months similarly to the crane hooks referred to in the Order quoted.

2. Where such hooks are supplied to ships, an item for annealing annually is to be included in the Defect Lists.

(*A.F.O. 1857/36.*)

1825.—Director Firing Gear—Issue of Pattern G.355 and G.355* Monocular Prismatic Telescopes for Layer and Trainer at Director Sights—REPORTS

H.M. Ships " Hood," " Repulse," " Royal Sovereign " Class, " Barham," " Malaya," and " Warspite," " Kent," " London," " Norfolk," " York," "Acasta " and " Beagle " Class and Dockyards concerned.

(G. 4238/37.—26.8.1937.)

Orders have already been placed for the supply of Pattern G.355 and Pattern G.355* monocular prismatic telescopes of an improved design for fitting to main and secondary armament directors. Further supplies will be ordered in due course.

2. The following table gives the ships and directors in which new telescopes are to be fitted. In certain instances issues have already been made and modified brackets supplied, but all ships affected by this Order are to insert an item in their lists of alterations and additions to cover the fitting of these instruments.

3. *Table of Allocations.*—(*Note.*—Pattern G.355* telescope is the layers' telescope and is fitted with a forecasting graticule. Pattern G.355, which is for the trainer, is otherwise identical to the Pattern G.355*.)

Vessel.	Components (per Ship).		Spares (per Ship).	Remarks.
	G.355.	G.355*.	Patt. G.355*.	
" Repulse " ...	2 (*a*)	2 (*a*)	1	(*a*) 1 pair in main armament tower; 1 pair in forward secondary armament tower.
" Hood "	3 (*b*)	3 (*b*)	2	
" Barham " ...	3 (*b*)	3 (*b*)	2	
" Malaya " ...	3 (*b*)	3 (*b*)	2	(*b*) 1 pair in main armament tower; 1 pair each in both secondary armament towers.
" Warspite " ...	2 (*c*)	2 (*c*)	1	
" Royal Sovereign "				
" Royal Oak " ...				(*c*) 1 pair each in both secondary armamant towers.
" Revenge " ...	3 (*b*)	3 (*b*)	2	
" Resolution " ...				(*d*) 1 pair in each director tower.
" Ramillies " ...				
" Kent " class ...				
" London " class ...				
" Norfolk " class ...	2 (*d*)	2 (*d*)	1	
" York " class ...				
" Acasta " class ...				
" Codrington " ...				
" Beagle " class ...	1	1	1	
" Keith "				

4. The main armament directors of the 15-in. capital ships will require new brackets at the layer's side to accommodate the Pattern G.355* telescope and new Aldis telescope brackets, and the vessels concerned are to insert an item in their next lists of alterations and additions to cover, " The supply of a new bracket to accommodate the Pattern G.355* monocular prismatic telescope and supply of new Aldis telescope brackets," the item being classified " B."

5. In certain instances the fitting of new brackets will precede the supply of telescopes, and, where this occurs, the following procedure is to be adopted by the refitting yard.

6. The new bracket is to be fitted in place and assembled with the existing elevating arc. The whole should be tested for alignment, etc. The new bracket should then be dismantled and placed on board with the ship's spare gear to await receipt of the new telescopes. Re-erection when the new telescopes are to hand is to be undertaken by ship's staff. In the meantime the old bracket should be assembled to the sight with the existing elevating quadrant.

7. The necessary drawings have been supplied to Devonport and Malta yards from Portsmouth yard.

8. The secondary armament directors of H.M. ships " Royal Oak," " Malaya," " Royal Sovereign," " Ramillies," " Hood " and " Repulse " will accommodate the new telescopes, subject to modifications to canopy and pedestal. These vessels should, therefore, insert an item in their next lists of Alterations and Additions as follows :—" To modify the canopy and pedestal of Secondary Armament Director to give maximum elevation and depression of 13 degrees and full deflection scope with Pattern 355 telescopes." The item should be classified " B."

9. The drawings showing these modifications (Portsmouth Yard, drawings G.967, etc.), have been issued to the refitting yards concerned.

10. The directors of the " Acasta " and " Beagle " class destroyers, " Codrington " and " Keith " will accommodate the new telescopes subject to enlargement of the windscreen sighting ports. These vessels should therefore insert

an item in their next lists of alterations and additions as follows : " To modify the sight ports in the wind screen of the director sight and fit new sight port covers to suit the Pattern G.355 and G.355* telescopes." The item should be classified " B."

11. The drawings showing the modifications to these sight ports have been prepared at Portsmouth Yard and distributed to the refitting yards concerned.

12. Brackets are to be supplied and modifications carried out as necessary to all vessels undergoing large repairs.

13. The delivery of all telescopes will be made to Portsmouth yard, and demands for these instruments should be forwarded by the vessels concerned as soon as new brackets and/or alterations to existing material have been completed. Refitting yards should ascertain at the time that they are undertaking any of the above-mentioned alterations whether telescopes are available for issue to the ships concerned before the completion of their refits.

14. Each vessel should forward a report through the Administrative Authorities when the modifications outlined above have been completed. Vessels should also indicate when telescopes have been received and fitted.

15. The number of spare telescopes given in column 4 of the table is the allocation to each vessel when supply of all components has been fulfilled. The following maximum issues of spares should be made in the meantime on a temporary basis pending the completion of the approved quota of spares per ship.—

(*a*) *Capital Ships.*—One spare per ship, plus allowance of spares given at (*d*) below.

(*b*) *Cruisers.*—Allowance of spares given at (*d*) below.

(*c*) Two spares per flotilla carried in depôt ship, plus allowance of spares given at (*d*) below.

(*d*) The following quantities to be retained at the various dockyards as a stock for use by the vessels on the station :—

Malta Yard	...	...	3
Hong Kong	...	...	3
Portsmouth	...	...	3 (for Home Fleet reserves).

1832.—A.W. Torpedo Tubes—21-in., Q.R., Marks VIII and VIII* Top Stops

H.M. Ships " Grenville " and " Greyhound " Class, " Hardy " and " Hero " Class and Dockyards concerned

(T. 2783/37.—26.8.1937.)

It has been decided to replace the existing top stops by stops of new design. The after torpedo tube mounting in H.M.S. " Hereward " is already so fitted.

2. The stops, together with a drawing showing the necessary modifications to the existing stop pad, will be supplied on demand from Portsmouth Yard, and the work is to be carried out by the Dockyards concerned, on the next occasion of refit of the vessels after the material becomes available. The spare torpedo tube mountings are to be modified by the Yards at which they are held on deposit ; the Q.R., Mark VIII mounting on loan to " Vernon " being modified by Portsmouth Dockyard.

3. An item for this work is to be inserted in the ships' lists of alterations and additions.

1833.—A.W. Torpedo Tube—Lubricating Charts

Cruisers of " Leander " Class and later, and Destroyers of " Codrington " and " Acasta " Class and later

(T. 3449/37.—26.8.1937.)

In order to facilitate the upkeep of torpedo tubes, lubricating charts, showing in diagrammatic form every greasing and oil point on the mounting, will be supplied to ships as enumerated above.

2. The charts will be supplied mounted on a board and varnished and should be hung in the torpedo parting space, or other suitable position adjacent to the tubes, for reference.

3. Supply will be made from Portsmouth as the charts become available, ships carrying the more recent marks of tube mounting being given priority.

1834.—*Issued Confidentially.*

1836.—Special Firebricks—Demands for

(N.S./C.P. 13828/37.—26.8.1937.)

Some difficulty, with consequent delay, has been experienced when placing orders for firebricks which are specialities of particular firms, owing to insufficient information being furnished on the demands.

2. In future, all demands for such firebricks are to show the *dimensions* of the bricks in addition to the description, firm's catalogue number, service for which required, etc.

1839.—Replacement of 10-in. Signalling Projectors (Arc Type) by 10-in. Signalling Projectors (Incandescent Type)—Equipment of existing Escort Vessels, Patrol Vessels and Minesweepers

(S.D. 675/37.—26.8.1937.)

Certain existing escort vessels, patrol vessels and minesweepers are at present fitted with Pattern 5300 10-in. signalling projectors (arc type).

2. It has been approved in principle to equip these vessels with Pattern 3860A 10-in. signalling projectors (incandescent type) in lieu of the Pattern 5300 arc type signalling projectors.

3. Provision is being made for the purchase of the necessary quantities of the undermentioned articles which are required in connection with the fitting of Pattern 3860A signalling projectors (incandescent type) :—

Pattern No.	*Description.*
3860A	Projectors, signalling, 10-in., for incandescent lamps.
3861	Reflectors for Pattern 3860A projectors.
3859	Adaptors, for use with pole and heel fittings or supporting brackets.
8994	Resistances, regulating, for Pattern 3860A projectors.
3862A	Lamps, electric, G.F., projector type, 50 volts, 1,500 watts.

4. Commanding Officers of H.M. ships concerned are to insert items in the respective lists of Alterations and Additions—(Classification B)—as follows :—

(*a*) To remove the existing signalling projectors, Pattern 5300, and fit signalling projectors, Pattern 3860A, in lieu.

(*b*) To remove the existing resistances in 10-in. signalling projector circuits and fit resistances, Pattern 8994, in lieu.

5. The signalling projectors, Pattern 5300, and their associated resistances, etc., are to be returned to the appropriate storing yards when the work of fitting and wiring the signalling projectors, Pattern 3860A, is completed in the respective ships.

1841.—Hoisting Gear for Handling Aircraft

H.M. Ships

(D. 10294/37.—26.8.1937.)

It is most undesirable that ships' staffs should improvise hoisting gear for handling aircraft, whether the component parts bear test marks or not.

2. It is not desired to restrict ships from producing improvements to the hoisting gear, but in no instance should such improvised gear or existing gear which has been altered be tried *with an aircraft* without Admiralty approval. Ships producing designs for improved hoisting gear should forward them to the Admiralty, and arrangements will then be made for trials to be carried out in H.M.S. "Pegasus," using properly tested gear and obsolete aircraft.

3. "Thomas" Grabs not giving satisfaction should be immediately returned to the issuing Yard for overhaul.

4. A supply of 8-ft. strops for use with quick release couplings is available at Portsmouth, and Commanding Officers desiring to use these longer strops are to forward demands to that Dockyard.

1844.—Storing Arrangements

Reserve Twin-Screw Minesweepers and Dockyards

(N.S. 8452/37.—26.8.1937.)

Twin-Screw Minesweepers in Reserve at *Standard* Notice and *Living Ships* of Groups at *Extended* Notice are to be kept fully equipped with permanent and consumable Naval Stores on the following basis :—

Permanent Stores ... (*a*) In accordance with the Establishment for sloops, etc. (B.R. 368) ; and

(*b*) In accordance with the earlier establishments in respect of stores then regarded as permanent, but since classified as consumable for centrally stored ships. The descriptions and allowances for a typical ship are as detailed in appendix hereto. Reasonable modifications in allowances may be made to individual ships as found necessary.

Consumable Stores ... In accordance with the earlier establishments (Engineer's 1921 edition, etc.).

The storing period is two months.

2. Reserve minesweepers laid up at Extended Notice at Home Dockyards are to retain on board only the stores shown in the following list (apart from any stores drawn under the establishments for care and maintenance), viz. :—

(*a*) Boats and life floats, binnacles and compasses, steaming lights, searchlight projectors, searchlight pedestals, anchors and cables, cabin and wardroom furniture, towing spans, etc., hawser reels, spring mattresses, semaphores, fire irons (boiler), portable forges, vices, collision mats, pistol racks, bottom lines, W/T gear (aerials to be kept in place).

(*b*) Minesweeping gear : gallows, complete and fit for service, and the Mark I outfit complete in accordance with B.R. 366, "Instructions relating to supply, etc., of mine sweeps, paravane equipments, etc."

N.B.—The foregoing lists (*a*) and (*b*) apply also to any minesweepers laid up at Extended Notice at Yards abroad, with the exception that articles liable to deterioration through climatic conditions, *e.g.*, boats, compasses, etc., are not to be retained on board.

3. Vessels at Extended Notice will, on mobilisation, be stored on the basis defined in paragraph 1 from the Yards where they are in reserve. Special reserves of Naval Stores to complete the vessels on mobilisation, are to be maintained at the Yards and the necessary dormant demands are to be prepared and held by the (Superintending) Naval Store Officers. Periodical checks are to be provided for, to ensure that the stores in question are available for immediate supply and are in good condition.

4. Arrangements for storing vessels at Extended Notice are to be included in the local arrangements for mobilisation.

5. Certain minesweepers are at present in commission on detached duties. These are :—

"Alresford" ... Tender to Navigation School.
"Saltburn" ... Tender to "Victory" for Signal and Navigational Schools.
"Tedworth" ... Tender to "Excellent."

Any equipment and stores necessary to complete these vessels as minesweepers on mobilisation are to be reserved in store at the port to which they are attached, which port should also be regarded as their storing port while they are in commission.

6. The necessary steps are to be taken to ensure that while vessels are in the reserve, the stores and equipment detailed in paragraphs 1 and 2 are on board, and that they are in a serviceable condition. If any articles are in need of repair or require replacement, arrangements are to be made for the work to be undertaken (with dockyard assistance, if necessary), or for serviceable articles to be obtained. Opportunity is to be taken when the vessels are in dockyard hands for docking, to examine and, if necessary, repair the equipments.

APPENDIX

Stores which were formerly "Permanent" but now classified as "Consumable" for Centrally Stored Ships

Pattern No.	Description.	Quantity.
	B.9.	
310	Brackets for Pattern 300 lamps	38 No.
35A	Hydrometers	2 ,,
68	Lamps, E.R.	6 ,,
65	Thermometers	2 ,,
184A	Whistles, mouth	3 ,,
	Gear for lamps :—	
61	Funnel	1 ,,
62	Glass ring key	1 ,,
65	Mirror	1 ,,
1195	Hydrometer	2 ,,
	B.10.	
20	Funnels, tin	2 ,,
1560	Measure, tin	1 ,,
C1032	Buckets, hand, galvanised	16 ,,
1	Cans, tin, for oil, ½ gall.	1 ,,
2	Cans, tin, for oil, 1 gall.	2 ,,
3	Cans, tin, for oil, 2 gall.	1 ,,
5	Cans, tin, for oil, 4 gall.	1 ,,
C1039	Candlesticks	4 ,,
22	Feeders, oil, ½ pint	4 ,,
23	Feeders, oil, 1 pint	6 ,,
24	Feeders, oil, 1½ pints	2 ,,
535	Rod, sounding	1 ,,

Pattern No.	Description.	Quantity.
	B.11.	
2431	Marline spikes	2 No.
2432	Marline spikes	2 ,,
1986	Rubber, sailmakers'	1 ,,
1	Pricker	1 ,,
660	Trowels, bricklayers'	2 ,,
661	Trowels, bricklayers'	2 ,,
C687	Chisels, firmer	1 ,,
C691	Chisels, firmer	1 ,,
225	Gimlets, C.S.	1 ,,
229	Gimlets, C.S.	1 ,,
233	Gimlets, C.S.	1 ,,
C711	Gouges	1 ,,
1055	Bits, soldering, copper	1 ,,
1124	Worms, packing, small	2 ,,
1125	Worms, packing, middling	2 ,,
1126	Worms, packing, large	2 ,,
4313	Saws, hack, frame	1 ,,
601	Spanners, 1-in.–$\frac{7}{8}$-in.	1 ,,
602	Spanners, $\frac{3}{4}$-in.–$\frac{5}{8}$-in.	1 ,,
603	Spanners, $\frac{1}{2}$-in.–$\frac{3}{8}$-in.	1 ,,
C652	Hammers, hand	2 ,,
C654	Hammers, splicing	1 ,,
2435	Marline spikes	2 ,,
572	Scrapers, caulkers'	6 ,,
574	Scrapers, engineers'	8 ,,
1485	Chisels, chipping, $\frac{5}{8}$-in.	2 ,,
1071C	Chisels, chipping, $\frac{7}{8}$-in.	4 ,,
1071E	Chisels, crosscut	4 ,,
1071F	Chisels, diamond point	2 ,,
C645	Hammers, bricklayers'	2 ,,
C614	Hammers, engineers', 1 lb.	2 ,,
C616	Hammers, engineers', $1\frac{3}{4}$ lb.	2 ,,
C617	Hammers, engineers', 2 lb.	2 ,,
C551	Chisels, cold	1 ,,
1451	Spanners, S.J., 12-in.	2 ,,
666	Turnscrews, 6-in.	1 ,,
665	Turnscrews, $8\frac{1}{2}$-in.	1 ,,
428	Knives, shoemakers'	1 ,,
466	Pliers	1 ,,
468	Pliers	1 ,,
C518	Vice, hand, $4\frac{1}{2}$-in.	1 ,,
78	Files, round, taper, bastard, 8-in.	2 ,,
314	Files, half round, taper, bastard, 10-in.	3 ,,
316	Files, half round, taper, bastard, 12-in.	2 ,,
318	Files, half round, taper, bastard, 14-in.	2 ,,
332	Files, half round, taper, smooth, 10-in.	1 ,,
336	Files, half round, taper, smooth, 14-in.	2 ,,
384	Files, hand, bastard, one safe edge, 8-in.	1 ,,
388	Files, hand, bastard, one safe edge, 12-in.	2 ,,
390	Files, hand, bastard, one safe edge, 14-in.	2 ,,
406	Files, hand, smooth, 12-in.	2 ,,
609	Files, saw, taper, 5-in.	1 ,,
759	Rasps, half round, taper, bastard, 12-in.	1 ,,
635c	Stones, oil	1 ,,
4615	Drills, twist, $\frac{1}{8}$-in.	1 ,,
4616	Drills, twist, $\frac{3}{16}$-in.	1 ,,
4617	Drills, twist, $\frac{1}{4}$-in.	1 ,,
4618	Drills, twist, $\frac{5}{16}$-in.	1 ,,

Pattern No.	Description.	Quantity.
	B.11—(contd.)	
	Tools, caulking, boilers :—	
2938	Caulking tools, bent	1 No.
2940	Caulking tools, straight	1 ,,
2941	Caulking tools, narrow	1 ,,
2945	Joint punch	1 ,,
2946	Rivet, tool	1 ,,
2947	Rough, butt	1 ,,
	D.4.	
—	Pendants, mast head, white, 3 yds.	2 ,,
	Flags, signal and pendant, No. 3 size :—	
301	... ...	1 ,,
302	... ...	2 ,,
303 to 311	... ...	1 of each
312	... ...	2 No.
313 to 371	... ...	1 of each
379	... ...	1 No.
214	... ...	1 ,,
215	... ...	1 ,,
312	... ...	1 ,,
342	... ...	1 ,,
355	... ...	1 ,,
362	... ...	1 ,,
364	... ...	1 ,,
365	... ...	1 ,,
367	... ...	1 ,,
369	... ...	1 ,,
504	... ...	2 ,,
523 to 532	... ...	2 of each
548	... ...	2 No.
019	Flags, semaphore, 18-in. × 18-in.	1 pair
14	Flags, red, 9-ft. × 11-ft.	1 No.
—	Flags, Dan buoy	2 sets
	E.3.	
—	Oars, fir, 15-ft.	4 No.
—	Oars, fir, 14-ft.	4 ,,
—	Oars, fir, 10-ft.	4 ,,
—	Oars, fir, 8-ft.	4 ,,
	E.4.	
4	Frames, mahogany, for watch and station bills, etc., 1-ft. 4-in. × 2-ft. 2-in.	1 ,,
125	Stands, red pine, for test tubes	1 ,,
	E.8.	
311	Fenders, hazelrod	4 ,,
309	Fenders, coir	4 ,,

Pattern No.	Description.	Quantity.
	E.10.	
101	Bottles, water	7 No.
104	Tumblers for water bottles	7 „
T329	Mosquito netting	720 ft.
	E.11.	
C242	Brushes, bristle, scrub	2 No.
C219	Brooms, bass, broomhead	10 „
C243	Brushes, scrubber, hand, bass	12 „
C204	Brooms, bass, broomhead	6 „
C215	Brushes, dust or hand	3 „
C275	Brushes, duster, ground	6 „
C287A	Brushes, duster, ground	6 „
	E.12.	
C1987	Squeegees	6 „
1996	Mallets	1 „
1998	Mallets	1 „
1030	Mallets	1 „
9	Buckets	4 „
	F.2.	
3361	Cells	38 „
3364	Connections	21 „
3365	Flex leads	6 „
6245	Creda bars	8 „
1751	Lampholders	13 „
	F.3.	
	Spares and accessories for sounding machines :—	
1308	Rope, s.w., galvanised	1 coil
1421	Screws, thumb	2 No.
1310	Sinkers	5 „
1311	Swivels	4 „
1266	Guards, brass	3 „

1846.—Metal Fittings—Spray Coating of

H.M. Ships

(D. 5238/37.—26.8.1937.)

Cellulose spray coating is, as far as practicable, to be adopted for the following items in existing ships when repainting becomes necessary :—

(i) Kit and food lockers : clothes lockers in bathroom and other similar fittings.

(ii) Central store racks.

2. The coatings are to be applied to both steel and aluminium lockers and racks.

3. A white finish is to be given to the items mentioned at (i) and olive green to the items at (ii).

4. These instructions are also applicable to new construction ships already building, where practicable.

1881.—Guns, Multi-barrelled Automatic, and Machine-guns, other than 0·303—Failures of Gun Armament Material and Ammunition

(G./T.S.D. 1525/37/G.—2.9.1937.)

When stoppages occur in the above guns, full details should be reported on Forms S.1148 (h) and/or Forms S.1148 (i), copies being sent to interested authorities as laid down elsewhere. A report on Form S.1153 is insufficient and does not enable failures to be investigated.

2. Where doubt exists as to whether the failure is caused by material or ammunition, both Forms S.1148 (h) and (i) should be rendered. The day, month and year of manufacture of 0·5-in. ammunition should be reported on Forms S.1148 (i).

3. Missfires in automatic and machine-guns are generally caused by a combination of wear of mechanism or collapse of main spring and slight cap deterioration.

4. Missfired rounds from 0·5-in. machine-guns should in future be retained in isolation and landed at the nearest N.A. depôt for inspection and investigation into the cause of failure.

5. Existing instructions for missfired pom-pom ammunition remain unaltered.

1884.—*Issued Confidentially.*

1885.—Fuzes, Time, No. 198, Mark II R.L., Lots 48, 49, 50 and 52 —Withdrawal and Restricted Use

(A.S. 5390/37.—2.9.1937.)

All fuzes, time, No. 198, Mark II of R.L., Lots 48, 49, 50 and 52, on board H.M. ships at home and abroad are to be returned to the nearest Naval Armament Depôt and others demanded in lieu.

2. *Naval Armament Depôts Abroad.*—All fuzes of this description and of these lot numbers, together with any landed under this Order, are to be returned to Senior Armament Supply Officer, Priddy's Hard, by the first opportunity of free freight.

3. *Naval Armament Depôts at Home.*—All stocks, receipts from H.M. ships, and from abroad, of these fuzes are to be issued for expenditure at Gunnery School firings only.

1888.—Torpedoes and Stores—Ignition Gear—Adjustment of Length of Pellets, Compression, before Tests

(A.S. 4246/37.—2.9.1937.)

It is essential when carrying out striker tests with lead compression pellets, that the end surfaces of the latter should be flat and at right angles to the axis.

2. Examination of large batches of pellets has shown that in a number of cases a " fash " or ridge has been formed on one of the faces, due either to a fault in the manufacturing process or to subsequent bruising during transport, and the following instructions are issued to ensure that this source of error will be eliminated.

3. Pellets will in future be manufactured ·025 in. longer than at present and supplied to ships and vessels in this condition, the reduction to correct length being carried out (immediately before the compression test is made) in a special hardened jig.

4. The specification governing the manufacture of the pellets has been amended to ensure that future bulk supplies of pellets will be packed in sawdust to minimise the possibility of bruising. Sawdust packing will also be used when issuing small quantities of pellets to ships and vessels. In order that similar precautions may be taken when stowing the pellets in the box carrying the testing gear, the 1·875 in. dia. compartment in the box will be deepened to suit a tin case in which the pellets are to be stowed in sawdust.

5. The special hardened jig referred to in paragraph 3 will be accounted for as follows :—

Section II

Jigs, rectifying, pellets, compression, St. No. T.317, and will be allowed to each ship and vessel concerned in the same proportion as the sets of testing gear.

6. Demands for the quantity of jigs, St. No. T.317, required to complete are to be forwarded to the nearest torpedo depôt and supply will be made on receipt from manufacture.

7. The lengthened pellets will be accounted for as follows :—

Section IV

Pellets, compression, St. No. 2690A.

8. Pellets, St. No. 2690, will be issued until supplies of pellets, St. No. 2690A, and jigs, St. No. T.317, become available. Pellets, St. No. 2690, will, however, continue to be supplied in " Box, gear, testing blow of striker, St. No. 6200," for testing blow of striker of Marks IV–IV** depth charge pistols.

9. Boxes carrying the testing gear are to be returned to the nearest torpedo depôt by arrangement with the local Torpedo Engineer Officer for the modification referred to in paragraph 4 to be carried out.

10. Torpedo store accounts are to be amended as necessary.

1890.—Two-Speed Destroyer Sweep—Armament Stores

(T. 528/37.—2.9.1937.)

The following table shows the new allocation and allowances of T.S.D.S. paravanes, depressors and attendant armament stores.

TWO-SPEED DESTROYER SWEEP

Destroyers

List of Paravanes and Armament Stores to be supplied to vessels fitted with T.S.D.S.

Stamp No.	Description.	Denom. of Quantity	Outfit carried on board.	Remarks.	Reserve kept on shore.
—	Paravanes S Mark I, or Paravanes S Mark I*	No.	2 1 Pt. 1 Stbd.	Fitted with Shackle St. No. 3600 (Items 1–4, Drg. M.S. Sk. 1605/1).	6 3 Pt. 3 Stbd.
—	Paravanes D Mark I, D Mark I* or D Mark II.	No.	2	Fitted with shackle St. No. 3600 (Items 1–4, Drg. M.S. Sk. 1605/1).	2
—	Chests, complete, spare parts, S Mark I*, D Mark I* or D Mark II.	No.	1	Only to be supplied when P.Vs. S Mark I* are carried.	
—	Chests, complete, spare parts, S Mark I, D Mark I* or D, Mark II.	No.	1	Only to be supplied when P.Vs. S Mark I are carried.	
—	Chests, complete, tools, S Mark I, S Mark I*, D Mark I* and D Mark II.	No.	1		
—	Tins, St. No. 3587, complete with diaphragms, I.R., St. No. 3135. (3 No.)	No.	4		
—	Cylinders, tin, complete, I.R. etc. gear, S Mark I.	No.	1	Only to be supplied when P.Vs. S Mark I are carried.	
—	Cylinder, tin, complete, I.R. etc. gear, S Mark I*.	No.	1	Only to be supplied when P.Vs. S Mark I* are carried.	
—	Cylinder, tin, St. No. 3653, complete with 3 No. joint rings St. No. 7119. Drg. M.S. Sk. 7/21. D I* and D II.	No.	2	Only to be supplied when P.Vs. D I* or D II are carried.	
—	Tin, St. No. 3592, complete with 1 No. diaphragm St. No. 7118 (Drg. M.S. Sk. 16079/1). D I* and D II.	No.	4	Only to be supplied when P.Vs. D I* or D II are carried.	
—	Mercury	Lb.	5		
3200	Jars, stoneware, wickered.	No.	1	D.Y. Pattern No. 1378 for mercury 5 lb.	
3333	Pumps, air, complete	No.	1		
3600	Shackles, tow, anchorage (Items 1–4, Drg. M.S. Sk. 1605/1).	No.	2	Spare, in addition to component shackles which are charged separately.	
3684	Buffers, body, complete (Drg. No. M.S. 16041/6).	No.	1	Only supplied when P.Vs. S Mark I* are carried.	

Depôt Ships

List of Paravane Armament Stores to be carried by depôt ship for attached destroyers fitted with T.S.D.S. (for every eight or part of eight vessels attached).

Stamp No.	Description.	Denom. of Quantity	Outfit carried on board.	Remarks.	Reserve kept on shore.
—	Chests, complete, spare parts, S Mark I, D Mark I* and D Mark II.	No.	1		
—	Chests, complete, Spare parts, S Mark I*, D Mark I* and D Mark II.	No.	1		
—	Chests, complete, tool, S Mark I, S Mark I*, D Mark I* and D Mark II.	No.	2		
—	Tins, St. No. 3587, complete with diaphragms, I.R., St. No. 3135 (3 No.).	No.	6		
—	Cylinders, tin, complete, I.R. etc. gear, S Mark I.	No.	7		
—	Cylinders, tin, complete, I.R. etc. gear, S Mark I*.	No.	7		
—	Cylinders, tin, St. No. 3653, complete with 3 No. joint rings, St. No. 7119. (Drg. M.S. Sk. 7/21).	No.	3		
—	Tin, St. No. 3592, complete with 1 No. diaphragm St. No. 7118 (Drg. M.S. 16079/1).	No.	3		
—	Mercury	Lb.	75		
3078	Bottle, mercury ...	No.	1		

Stamp No.	Description.	Denom. of Quantity	Carried on board.	Remarks.
3600	Shackle, tow anchorage. (Items 1–4, Drg. M.S., Sk. 1605/1).	No.	6	Spare, in addition to component shackles which are charged separately.
3333	Pumps, air, complete	No.	2	

Note.—The number of Reserve Paravanes for destroyers to be carried on board depôt ships in peace time is to be based on the following :—

S Mark I or I* ... ... 4 for each T.S.D.S. Flotilla attached.
D Mark I, I* or II ... 2 for each T.S.D.S. Flotilla attached.

In war time the number of Reserve Paravanes for attached flotillas to be carried on board depôt ships is to be the full number for which stowage is available.

1892.
1897.
1898.
1899.
} *Issued Confidentially.*

1902.—Rings, Hooks, and Links for Boats' Slings—REPORTS

(N.S./D. 14904/36.—2.9.1937.)

It has been decided to revise the specification and drawing of rings, hooks, and links for boats' slings, and a new sketch (Specification D.N.C./M.S.W.1, Sketch No. XVII, dated June, 1937) has been prepared. The following pattern numbers have been assigned to a new series of hooks and rings, which will supersede hooks, Patterns 1967–2001, and rings, Patterns 3101–3113 :—

Pattern.	Description.	Size of Hook. Ins.	Proof Test. Tons.
5372	Hooks, with egg-links	3	18
5373	,, ,, ,, ...	$2\frac{7}{8}$	16·5
5374	,, ,, ,, ...	$2\frac{3}{4}$	15·1
5375	,, ,, ,, ...	$2\frac{5}{8}$	13·8
5376	,, ,, ,, ...	$2\frac{1}{2}$	12·5
5377	,, ,, ,, ...	$2\frac{3}{8}$	11·3
5378	,, ,, ,, ...	$2\frac{1}{4}$	10·1
5379	,, ,, ,, ...	$2\frac{1}{8}$	9
5380	,, ,, ,, ...	2	8
5381	,, ,, ,, ...	$1\frac{7}{8}$	7
5382	,, ,, ,, ...	$1\frac{3}{4}$	6·1
5383	,, ,, ,, ...	$1\frac{5}{8}$	5·3
5384	,, ,, ,, ...	$1\frac{1}{2}$	4·5
5385	,, ,, ,, ...	$1\frac{3}{8}$	3·8
5386	,, ,, ,, ...	$1\frac{1}{4}$	3·1
5387	,, ,, ,, ...	$1\frac{1}{8}$	2·5
5388	,, ,, ,, ...	1	2
5389	,, ,, ,, ...	$\frac{7}{8}$	1·5
5390	,, ,, ,, ...	$\frac{3}{4}$	1·1
5391	,, ,, ,, ...	$\frac{5}{8}$	0·8
5392	,, ,, ,, ...	$\frac{1}{2}$	0·5
5393	Hooks, without egg-links	3	18
5394	,, ,, ,, ...	$2\frac{7}{8}$	16·5
5395	,, ,, ,, ...	$2\frac{3}{4}$	15·1
5396	,, ,, ,, ...	$2\frac{5}{8}$	13·8
5397	,, ,, ,, ...	$2\frac{1}{2}$	12·5
5398	,, ,, ,, ...	$2\frac{3}{8}$	11·3
5399	,, ,, ,, ...	$2\frac{1}{4}$	10·1
5400	,, ,, ,, ...	$2\frac{1}{8}$	9
5401	,, ,, ,, ...	2	8
5402	,, ,, ,, ...	$1\frac{7}{8}$	7
5403	,, ,, ,, ...	$1\frac{3}{4}$	6·1
5404	,, ,, ,, ...	$1\frac{5}{8}$	5·3
5405	,, ,, ,, ...	$1\frac{1}{2}$	4·5
5406	,, ,, ,, ...	$1\frac{3}{8}$	3·8
5407	,, ,, ,, ...	$1\frac{1}{4}$	3·1
5408	,, ,, ,, ...	$1\frac{1}{8}$	2·5
5409	,, ,, ,, ...	1	2
5410	,, ,, ,, ...	$\frac{7}{8}$	1·5
5411	,, ,, ,, ...	$\frac{3}{4}$	1·1
5412	,, ,, ,, ...	$\frac{5}{8}$	0·8
5413	,, ,, ,, ...	$\frac{1}{2}$	0·5

Pattern.	Description.	Diam. of Iron. Ins.	Proof Test. Tons.
5041	Rings	3	36
5042	,, ...	$2\frac{7}{8}$	33·1
5043	,, ...	$2\frac{3}{4}$	30·2
5044	,, ...	$2\frac{5}{8}$	27·6
5045	,, ...	$2\frac{1}{8}$	25
5046	,, ...	$2\frac{3}{8}$	22·6
5047	,, ...	$2\frac{1}{4}$	20·3
5048	,, ...	$2\frac{1}{8}$	18·1
5049	,, ...	2	16
5050	,, ...	$1\frac{7}{8}$	14·1
5051	,, ...	$1\frac{3}{4}$	12·3
5052	,, ...	$1\frac{5}{8}$	10·6
5053	,, ...	$1\frac{1}{2}$	9
5054	,, ...	$1\frac{5}{8}$	7·6
5055	,, ...	$1\frac{1}{4}$	6·3
5056	,, ...	$1\frac{1}{8}$	5·1
5057	,, ...	1	4
5058	,, ...	$\frac{7}{8}$	3·1
5059	,, ...	$\frac{3}{4}$	2·3

2. The introduction of the new patterns is to be effected by the supply for all new construction requirements of the 1937 and later programmes, and by replacement of old patterns, as they become defective in existing ships. The new pattern hooks and rings are to be brought into use as early as possible, but until stocks are available, the old patterns should be used for replacements. The old patterns will be marked "O" in the Authorised List of Naval Stores, and no further orders should be placed under the standing contract.

3. Demands on Form D.273 are to be forwarded at an early date by all Yards to provide for estimated requirements of the new patterns during the current financial year, plus reserve. In addition, Yards abroad are to show the estimated requirements for the ensuing year.

4. When stocks of the new pattern hooks and rings are available, stocks of the old patterns are to be reported for disposal on Special Returns D.68, which should not be brought to account without prior Admiralty approval.

5. *Portsmouth.*—Proposals for the revision of contract schedule 5 and amendment to the Authorised List of Naval Stores, and Rigging Warrant, are to be forwarded at the earliest possible date.

1924.
1925. } *Issued Confidentially.*

1926.—Type U.D.4 Heightfinders on M.R.7 Mountings—Method of measuring the Thickness of the A.7 Rubber Pads.

(G. 3061/37.—9.9.1937.)

The rubber pads of U.D.4 Heightfinders on mounting, Type M.R.7, can be examined for thickness by removing the cover cap, M.S.20115 (shown in Drawing No. M.R. 7906 in the pamphlet No. 716a for Type U.D.4 Heightfinder), and inserting a rule up the hole till the end of the rule comes in contact with the underside of the plate, M.R.7162.

2. The measurement from the sealing plug facing to the underside of the plate should be 4·3 in. nominally and should lie within the limits of 4·5 and 4·0 in.

3. It is important that all four pads should be alike as regards compressed height.

1930.—Fuzes, Time, No. 206, V.A.D., Lot 3—Expenditure for Practice

(G. 03578/37.—9.9.1937.)

All fuzes, time, No. 206, of V.A.D. Lot 3, are to be used up at practice firing.

2. Any fuzes of this description, make and lot number on board H.M. ships should be allocated for early expenditure at practice.

3. Officers in Charge of Armament Supply Depôts, holding stocks of these fuzes are to arrange for this lot to be given priority over other lots when making issues to H.M. ships for practice replenishments.

1931.—Bombs, H.E., Aircraft, 20-lb., Mark I—Examination of Lugs

(G./A.S. 3549/36.—9.9.1937.)

On every occasion of loading 20-lb. H.E. bombs on to an aeroplane the bomb lugs are to be examined for cracks and their rigidity is to be tested by hand immediately before the bombs are placed on the carrier. The bombs should be examined similarly when being unloaded after a flight.

2. Any bombs found to have lugs with cracks or lugs not entirely secure are to be returned to the nearest armament depôt for disposal.

1932.—Torpedo Deflection Sights, Mark III and III*, and their Scotchmen

(T. 3130/37.—9.9.1937.)

I.—Description of the Sights.

(*a*) *T.D.S. Mark, Pattern No. 4608.*

This sight has been at sea since 1916 and is at present supplied to:—

(i) All cruisers, for tube positions. Old cruisers, for bridge positions (cruisers of "E" class and later have B. sights).

(ii) Destroyers up to and including the "H" class, for both bridge and tube positions.

(iii) Destroyers of "I" class and later for tube positions only.

2. Recently these sights have had some modifications made to them such as engraving a director angle scale on the deflection ring for cruisers and destroyers ("A" class and later) and fitting a spread foresight for destroyers; such sights are distinguished in the store books as—

"Sights, torpedo deflection, Mark III, modified; with spread foresight."

(*b*) *T.D.S., Mark III*, Pattern No. 4609.*

3. This sight was known during its production as the "Modified T.D.S., Mark III," but it has recently been renamed the "T.D.S., Mark III*." The Mark III* is fundamentally the same as the Mark III, but it is essentially a bridge position sight, and is not convertible for use at the tube positions. Ships fitted with the Mark III* sights on the bridge will be supplied with the Mark III for tube positions.

4. In this new sight the deflection and director angle scales are inscribed on xylonite and fitted inside a vertical drum which is internally illuminated. The sight bar is controlled for training and elevation by a pistol grip below the sight, and a clamp is provided for locking the training of the sight bar when the desired deflection or director angle has been set.

5. The pistol now supplied is for use as a grip only, but in due course it is intended to replace it by a new pattern of revolver-type firing pistol. Pistols of the latter type are being issued for trial at sea.

6. The Mark III* sight is not interchangeable with the Mark III. A larger base plate with a central hole is required for the Mark III* and the supporting legs have had to be differently spaced. The Mark III* is also a taller sight, and, therefore, a lower base plate is required.

II.—Scotchmen for T.D.S.

7. There are two different types of scotchmen now in use, the old type made out of copper or brass plate, which only protects the sight from above, and the new type (Pattern 4610), which totally encloses the sight.

8. The old type is not large enough to cover the T.D.S. III with the spread foresight in place, and therefore, at the tubes a separate box and stowage position is fitted to house the spread sight when the cover is in position. This scotchman will not cover the T.D.S., Mark III*.

9. Scotchman, Pattern 4610, is cast in an aluminium alloy and is large enough to house either Pattern T.D.S. with the spread foresight in place. It consists of a base and a dome, the base fitting between the sight and its base plate. This scotchman encloses the sight and there should be little reason for taking the sight down, except possibly during refit periods.

The supply of the scotchman, Pattern 4610, is for " I " class destroyers and later for both tube and bridge positions.

1939.—W/T Aerials for High and Medium Power Transmitting Sets—Insulation and Brushing—REPORTS

(S.D. 980/37.—9.9.1937.)

Part 1. Insulation

Experience has shown that the transmitting aerial insulation, afforded by single insulators of existing design, is insufficient in ships with small main or second aerial systems and in ships in which the aerial is exposed to " washing down " in heavy weather.

2. *Fitting of Additional Aerial Insulators.*—The design of a new pattern aerial insulator is in hand, but, in the meantime, ships fitted with the " Central Control W/T System," or with " Separated Receiving and Transmitting Aerials," and light craft, other than submarines, fitted with Types 34 or sets of higher power are to modify their aerial systems by fitting two insulators in series wherever one is fitted at present, in aerials and feeders used for high or medium power M/F transmissions.

3. Other ships may carry out the modification described in paragraph 2, if experience shows that difficulty is experienced in maintaining a high value of aerial insulation.

4. *Stores Required.*—The above modifications require the following stores to convert each " single " insulator into two insulators in series.

(*a*) *For each insulator, Pattern 1043, to be converted:*—
Insulator, Pattern 1043—1 (in addition).
Fitting, centre, Pattern 1151—1.

(*b*) *For each insulator, Pattern 3658, to be converted:*—
Insulator, Pattern 3658—1 (in addition).
Fitting, centre, Pattern 3660—1.

5. The modifications are to be carried out by ship's staff, and ships are to demand the additional insulators and fittings required, quoting this Admiralty Fleet Order as authority.

6. *Aerial Outfit Allowances.*—Amendments to allowances of stores for aerial outfits will be made in due course, when the reports in paragraph 7 have been considered.

7. *Reports.*—Senior Officers of Units are to forward proposals for the adjustment of the number of insulators allowed by Establishment List No. A1 for various aerial outfits, stating the total number of insulators required for fitting each type of aerial concerned. These reports should be included in the half-yearly report on signalling equipment due to be forwarded in June, 1938.

PART 2. BRUSHING

8. In ships fitted with small aerial systems or high power M/F sets, the use of full power frequently causes severe "brushing" across aerial insulators and in some cases across rigging insulators.

9. "Brushing" is an aperiodic disturbance of a spark nature and may cause severe interference to reception on other frequencies, besides betraying the position of the ship at night.

10. New design aerial and rigging insulators and new pattern aerial wire now under consideration are expected greatly to reduce brushing, but when rigging aerials, care must always be taken to eliminate sharp bends, to tuck away ends of wire seizings, and to keep aerials and feeders as far from metal stays and structures as possible. The new pattern rigging insulator is expected to be smaller and more robust than the existing type.

11. *Reports.*—Pending the production and fitting of the new design apparatus senior officers of units are to instruct those ships affected by brushing, to use reduced power for M/F transmission on occasions when brushing would be dangerous. The safe power limit is to be determined by trial. The brushing experienced and instructions issued are to be reported in the half-yearly report on signalling equipment due to be forwarded in June, 1938, and will be used to establish the priority of issue of the new design apparatus.

1940.—Wa/T, Types 403, 403X and 404—Modifications

H.M. Ships "Achilles," "Exeter," "Leander," "Medway," "Neptune" and "Orion"

(S.D. 307/37.—9.9.1937.)

Experience has shown that continuous running, authorised by A.F.O. 1720/36, paragraphs 4, 5 and 6, Modification "B," may cause serious damage to certain components of the set through over-heating.

2. The provisions of A.F.O. 1720/36, paragraphs 4, 5 and 6, are therefore cancelled in so far as ships named above are concerned. The delay of 15–30 seconds between the moment of opening the control box door and the moment when the set is ready for use must be accepted.

3. The alarm system is separate from the amplifier portion of the sets and the delay referred to above will not affect the use of the alarm signal.

(*A.F.O. 1720/36.*)

1943.
1946. } *Issued Confidentially.*

1947.—Hydrogen Content Trials—REPORTS

" Odin," " Parthian " and " Rainbow " Classes and later Submarines

(D. 3145/37.—9.9.1937.)

When the modifications to the outboard induction systems in certain submarines, approved by A.L., dated 19th August, 1936, D.5382/36, have been completed, hydrogen content trials are to be carried out in each vessel and in all new vessels, under the following conditions:—

(i) Engine induction trunks open, battery exhaust open to outboard, conning tower hatch open.

(ii) Engine induction trunks open, batteries exhausting into engine room, conning tower hatch open.

(iii) Engine induction trunks open, batteries exhausting into engine room, conning tower hatch closed.

2. Conditions (i) and (ii) to be carried out at approximate full engine revolutions; condition (iii) to be carried out at the full limiting revolutions for this condition.

3. The charging rate is to be the same for all conditions of hydrogen content trials, and for condition (iii), when the conning tower hatch is shut, the engine settings should be adjusted to ensure that the charging requirement is met and to deliver as much power as possible to the shafts without exceeding 90 per cent. of the maximum M.I.P. or the limiting revolutions for this condition.

4. The batteries are required to be in a fully charged condition and throughout the trial should be gassing freely while being charged at the normal finishing rate.

5. Arrangements should be made for measuring and recording the fan outputs and suction and discharge pressures, and the electrical input and speeds of the fan motors during the trial, and for recording particulars of the maximum revolutions and exhaust temperatures obtained on each engine when trials are being carried out under condition (iii), any necessary assistance being rendered by dockyard.

6. The results of the trials are to be reported in triplicate in due course.

7. A.F.O. 2352/31 should be regarded as cancelled when the work authorised by A.L. D.5382/36, dated 19.8.36, has been completed.

1983.
1984.
1985.
1987.
1990. } *Issued Confidentially.*
1991.
1994.
1995.

1998.—W/T Set, Type 52T—Transportable and After Action Set

(S.D. 455/37.—16.9.1937.)

Distribution of Type 52T W/T sets will be commenced in 1939 in accordance with the allocation shown in paragraph 2 below :—

2. *Allocation to Ships and Sea-going authorities, Peace and War.*

(*a*) Capital ships	1 set per ship.
(*b*) Aircraft carriers	1 ,, ,, ,,
(*c*) Cruisers	1 ,, ,, ,,
(*d*) Escort vessels	1 set per ship whilst on detached service on a foreign station.
(*e*) Patrol vessels	1 set per ship whilst on detached service on a foreign station.
(*f*) Minesweepers	1 set per ship whilst on detached service on a foreign station.
(*g*) Surveying ships	1 set per ship.
(*h*) "Adventure," "Lucia," "Medway," "Resource," "Woolwich," "Greenwich," "Maidstone," and subsequent depôt and repair ships.	1 ,, ,, ,,

Note.—Sets purchased in 1939 will complete the allocation to capital ships, aircraft carriers and cruisers and to escort vessels, patrol vessels and minesweepers on foreign stations. The remaining sets required will be purchased in 1940. In view of the decision to provide all these sets in two years, the Type 30 and 30A sets which are superseded should be returned to store and disposed of, when the Type 52T sets are received.

3. *Supply.*—The sets will be issued in peace time to the ships and authorities mentioned, except to ships to reserve or paid off.

4. *Custody of Sets not issued in Peace Time.*—Sets allocated to ships in reserve or paid off are to be retained by the Superintending Naval Store Officer of the port at which they are in reserve for issue in an emergency. In addition a replacement reserve of one set for every six sets or less on the station is to be maintained on each station abroad.

5. *Reports.*—Reports of half-yearly signalling equipment are to include Type 52T sets.

2002.—Replace Parts of Machinery for H.M. Ships—Purchase of by Repair and Depôt Ships on Mediterranean Station

(D. 8049/37.—16.9.1937.)

With reference to A.F.O. 674/34, approval has been given to extend the limit for direct purchase of replace parts of machinery for H.M. ships by repair and depôt ships on the Mediterranean Station from £35 to £100 during the period of an emergency.

2. The Commander-in-Chief is to decide as to the existence of an emergency for this purpose.

3. This authority applies only to the purchase of replace parts chargeable to Vote 8.III.E. as detailed in the Admiralty Fleet Order quoted above, viz., replace parts of main propelling and auxiliary machinery and minor hull fittings (excluding electrical machinery).

4. All reports of purchases covered by this arrangement are to include a reference to the declaration of emergency by the Commander-in-Chief.

(*A.F.O. 674/34.*)

2004.—Screw Shackles—Examination of

(H. 5754/37.—16.9.1937.)

Two accidents have recently occurred which have been caused by the pin of a shackle not being properly screwed home.

2. The first case related to the shackle on the balancing band of an anchor, the latter falling into a dock. The second case concerned the shackle securing the foremost sling of a motor boat to the clench plate on the keel, the boat falling by the bow with resultant injury to a rating.

3. Commanding Officers should ensure that due attention is paid to the examination of such fittings.

2047.
2051. } *Issued Confidentially.*

2053.—Fireworks carried in Boats

(A.S. 4188/37.—23.9.1937.)

An instance having occurred of the loss of cartridges, signal, 1-in., from a ship whilst open to visitors, care should be taken that all fireworks, etc., are removed from boats hoisted whilst ships are open to visitors.

2054.—K.9 Type Blowing Heads for Torpedoes—Routines—REPORTS

(T. 3243/37.—23.9.1937.)

A trial has been carried out to determine whether the existing routines laid down for the K.9 type torpedo blowing heads cannot be relaxed.

2. The results are sufficiently promising to warrant a trial at sea of extending the maximum period between "Before Running" routine and the day of firing the torpedo concerned from 24 hours to 7 days. It has not as yet been found possible to relax the 12-hour limit laid down within which topping up with air is necessary.

3. As practice running with blowing heads is mainly confined to submarines, the trial at sea is to be undertaken by all submarine flotillas for a period of twelve months, commencing 1st October, 1937, and reports are to be rendered on 1st April and 1st October, 1938, giving the number of runs with blowing heads carried out and the number of blowing head failures including the number of failures under test, with any remarks as to whether these failures were attributed to the relaxed routines. If the relaxation in routines is thought to be increasing the frequency of torpedo losses at any time, the trial routine is to be abandoned at once, and the fact reported at the same time.

4. A similar investigation into the routines for 18-in. K.9 blowing heads is in progress, and it is hoped to extend the modified routine shortly for trial with aircraft torpedoes.

2058.
2064.
2065. } *Issued Confidentially.*

2073.—Electric Fires, Heater Panels, etc.—Spares—Subhead F, Item 2B

(N.S. 8443/37.—23.9.1937.)

The accompanying statement shows the pattern numbers, together with the requirements and allowances respectively of fitted and spare elements and coils, for Berry electric fires and heater panels.

2. The 4 k.w. heater panels will shortly be introduced for use in H.M. ships.

3. Elements and coils, Patterns 4474A and 4751 to 4754, will be added to the Rate Book of Naval Stores in due course.

Type of Berry Electric Fire or Panel.	Elements.		Pattern Numbers Allocated.				Spares.	
	Number Required per Fire or Panel.	K.w. each.	Elements Complete.		Coils.		Elements.	Coils.
			220 volts.	110 volts.	220 volts.	110 volts.		
" Louis Rayberry " electric fire :—								
4·5 k.w....	3	1·5	4,474	4,474A	8,901	8,903	1 per fire	1 per fire
3 k.w.	2	1·5						
2 k.w.	2	1	4,475	4,476	4,477	4,478		
Reflector panel 2·25 k.w.	3	0·75	4,479	4,480	—	—	1 per panel	—
Heater panel :—								
4 k.w.	4	1						
3 k.w.	3	1	4,475	4,476	4,477	4,478	1 per 2 panels	1 per 2 panels
2 k.w.	2	1						
1·5 k.w....	3	0·5	4,751	4,752	4,753	4,754	1 per 3 panels	1 per 3 panels
1 k.w.	2	0·5						

2105.—Gun Mountings, 4-in., H.A., Mark XIX, fitted with Mark XVI Guns—Adjustment of Relative Position of Crank Arm Carrying Roller—Supply of Additional Rollers and Modification to Bush

(G. 03695/37.—30.9.1937.)

In order to overcome the difficulties which have been experienced with the semi-automatic gear on 4-in., H.A., Twin, Mark XIX mountings, it has been decided, pending further investigation, to adjust the position of the crank arm carrying roller and to fit a modified type of roller and bush.

2. Supply of a modified type of roller, together with retaining and thrust washers will be arranged on the basis of one for each fitted, plus 50 per cent. spare rollers.

3. On receipt of these rollers, phosphor bronze bushes should be manufactured and fitted by ship's or depôt ship's staff in accordance with A.F.O. Diagram 111/37.

4. Ships concerned are to insert an item in their next defect list to provide for the position of the crank arm carrying S.A. roller being checked and adjusted in accordance with A.F.O. diagram 111/37 subsequent to the modification to breech mechanisms referred to in A.F.O. 1529/37 which will be carried out by the Armament Depôts.

5. Mountings, Regd. No. 1 at Shoeburyness and No. 51 at A.R.L. are to be dealt with as above by H.M. Dockyards, Chatham and Portsmouth respectively.

6. It should be noted that in the case of mountings fitted in H.M. Ships "Leander," "Warspite," "Orion," "Cornwall," "Neptune," "Sheffield," "Glasgow," "Norfolk," "Aurora" and "Dorsetshire" and left hand side of No. 17 mounting in H.M.S. "Fleetwood," arrangements have also been made to substitute modified recoil piston rods to improve ejection.

7. Supply of similarly modified rods will not be made to other ships pending the outcome of further trials.

2106.—Director Firing Gear—Issue of Pattern G.355 and 355* Telescopes—Extension to Sight Ports—Elevation and Depression Limits

All Ships concerned and Dockyards

(G. 4238/37.—30.9.1937.)

With reference to A.F.O. 1825/37, paragraph 8, attention is directed to the maximum elevation and depression of 13 degrees referred to therein. This figure represents elevation and depression with the acceptance of wooding of half the field of the telescope ; 13 degrees elevation and depression under these conditions corresponds to approximately 10 degrees with full illumination of the field, which figure is that referred to in paragraph 2 (*g*) of C.A.F.O. 1765/37.

(*A.F.O. 1825/37 and C.A.F.O. 1765/37.*)

2107.—Director Firing Gear—Method of ensuring that Bearing Drives to Tilt Correctors are assembled correctly

Dockyards and Ships concerned

(G. 2075/36.—30.9.1937.)

A report from an 8-in. gun cruiser, following very thorough investigation into the possible causes of errors in alignment between guns and directors, states that it was found that these errors were due to the incorrect assembly of the tilt correctors in the directors.

2. This error, which may possibly have existed for a number of years, has probably been the cause of an increase in spreads, unsatisfactory director tests and a jump in the M.P.I. on changing from the forward to the after director.

3. The attention of the ships concerned is therefore directed to C.B. 1925 (4), page 18, tests C.1, C.2 and C.3, which prescribes the tests to be carried out to ensure that the bearing drive to the tilt corrector is properly assembled.

4. For the information of ships not supplied with C.B. 1925, the following extract of the tests is issued for information. O.U. 6125 will be amended to include these tests in due course :—

Test C.1. Bearing Drive to Tilt Corrector

" See that tilt corrector shows the same bearing as the director (or turret), adjust if necessary. Train the director (or turret) and see that tilt corrector continues to show the correct bearing.

Test C.2. Position of Zero Tilt

(1) *Directors and 6-in. L.D.S.*—Set zero tilt. Mount one clinometer on a dummy telescope in the telescope holder and a second on the non-elevating part of the sight. Adjust and read off clinometers. Train director (or turret) and confirm that the difference between the two clinometer readings remains constant on all bearings.

(2) *16-in. and 8-in. L.D.S. and all Elevation Receivers.*—Set zero tilt, train the turret or rotate tilt corrector and confirm that there is no movement of the mechanical pointers in the elevation repeat (or elevation receiver).

Test C.3. Accuracy of Tilt Corrector

(1) *Directors and 6-in. L.D.S.*—Set on tilt corrector a tilt of X minutes at a bearing of Y degrees. Train the director to the bearing Y, adjust the two clinometers in previous test and note difference in their readings. As the director (or turret) is trained away from Y, the telescopes should ELEVATE, until on bearing Y $\pm$ 90°, the difference in the two clinometer readings should have altered by X minutes. On bearing Y + 180°, this difference should have altered by 2 X minutes.

(2) *16-in. and 8-in. L.D.S. and all Elevation Receivers.*—The movement of the mechanical pointer is noted.

It should move X minutes in the direction of DEPRESSION as the turret trains from Y to Y $\pm$ 90°."

5. The attention of the dockyards responsible for the setting of tilts after a tilt test is directed to the importance of ensuring that bearing drives to tilt correctors are assembled so that the correct bearing of gun or director is shown. The tests referred to at paragraph 3 of the Order are to be carried out on all occasions after a tilt test when the calculated tilts are being set at the directors and elevation receivers.

(*C.B. 1925, O.U. 6125.*)

2108.—*Issued Confidentially.*

2112.—Cartridges, S.A., Ball, ·5-in., Mark IIZ—Kynoch's Manufacture K, 31.12.34—Early Expenditure

(A.S. 6084/37.—30.9.1937.)

It has been decided to extend the provisions of A.F.O. 30/36 to all cartridges, S.A., ball, ·5-in., Mark IIZ, of K, 31.12.34, manufacture.

2. These cartridges should accordingly be allocated for early expenditure, as in the case of K, 31.12.34 A.

2114.—Torpedoes—Responsibility for in T.S.R. Squadrons

(T. 3579/37.—30.9.1937.)

When T.S.R. aircraft are embarked, the responsibility for torpedoes is defined in King's Regulations and Admiralty Instructions, Article **1243.**

2. When T.S.R. aircraft are disembarked with torpedoes, the responsibility for them shall rest with the Senior Officer of the unit, unless such unit is at a Royal Air Force base where there is a Base Torpedo Section or a Royal Air Force torpedo-carrying squadron. In the latter case, the officer in charge of the Base Torpedo Section, or the Squadron Torpedo Officer, is to be, under his Commanding Officer, responsible for the maintenance of all torpedoes.

3. Instruction with regard to the calculation of air charges, the testing of pressure gauges and other routine subjects is to be given to disembarked F.A.A. units by the Base or Squadron Torpedo Officer where applicable; otherwise by the Torpedo Officer of the parent ship.

4. Where the type of torpedo in use by the disembarked unit differs from that held at the station to which it is disembarked, the Senior Officer of the unit will arrange for the supply of such spares and consumable stores as are not held at the shore unit.

5. Returns of torpedo running are to be rendered by the aircraft carrier or catapult ship to include all running done by T.S.R. aircraft belonging to the ship, whether carried out from the ship or from the shore base. Reports of loss and damage are to be rendered by the Base or Squadron Torpedo Officer, where applicable, to the Commanding Officer of the parent ship, through the Officer Commanding the R.A.F. base or station. When there is no Base or Squadron Torpedo Officer, the Senior Officer of the disembarked unit will render the report through the same channels.

6. History sheets are to be completed under the direction of the Base or Squadron Torpedo Officer, where there is one; otherwise by the Senior Officer of the disembarked unit.

7. Torpedoes are to remain on the store charge of the Gunner (T) of the parent ship, adjustments being made as necessary if the torpedoes are lost, or so damaged as to cause their return to a torpedo depôt.

8. The number of torpedo ratings to be landed with the torpedoes is to be determined by arrangement between the Officer Commanding of the parent ship and the Officer Commanding of the R.A.F. Shore Base or other station concerned. It should be approximately on the scale of 1 E.A., 1 L.T.O., and 2 Able Seamen per six torpedoes.

9. Naval ratings thus disembarked with a F.A.A. unit are to be placed, so far as their technical duties are concerned, under the control of the Senior R.A.F. Torpedo Officer of the base, or the Torpedo Officer of the Royal Air Force Squadron, where there is one, or under the Senior Officer of the disembarked units as the case may be.

10. Arrangements have been made with the Air Ministry for the issue of these instructions in the Air Ministry Orders.

2120.—Searchlight Control—Mark II Manipulators—REPORTS

(T. 0226/37.—30.9.1937.)

A new type of manipulator has been designed for destroyers and other small craft fitted with rod control of searchlights. This will in future be known as the Mark II manipulator. The Chadburn's dual-control destroyer type manipulator which has up to the present been the standard type for destroyers and small craft will now be known as the Mark I manipulator.

2. Features of the Mark II manipulator which distinguish it from the Mark I are as follows:—

(i) It is fitted with binoculars, Pattern 1907A, for trainer and layer as well as with open sights.

(ii) Sight is so designed as to be capable of keeping laid on an object up to the zenith.

(iii) Design gives a better "stance" to the operators than in the Mark I. Belts, which are stored in the containers attached to the manipulators, are provided to give support to the operators when ship is rolling.

3. The manipulator and sights (less binoculars) are designed to withstand being left in the open. Canvas covers are NOT to be used.

4. Drawings showing the Mark II manipulator in elevation and a plan of the training mechanism are shown in A.F.O. Diagrams No. 100/37 (1), (2) and (3).

5. The Mark II manipulator is being fitted in "Inglefield" and "Intrepid" class, "Tribal" and Repat "Tribal" classes, and it is under consideration also to fit other classes of destroyers and sloops.

6. Reports are to be forwarded under the following headings after six months experience :—

(*a*) Does the sight provide for easy and comfortable manipulation in a seaway ?
(*b*) Are the speeds of elevation and training satisfactory ?
(*c*) Are the operators' steadying belts required ?
(*d*) Are the binoculars and open sights in the best positions relative to the operators' training and elevating handles at all angles of elevation of the sight arms ?
(*e*) Is the convergence adjustment required ?
(*f*) Is night sight illumination for binoculars or open sights required ?
(*g*) Is night sight illumination required for bearing racer and elevating scale ?
(*h*) Is the means provided for adjustment to suit height of individual operators satisfactory ?
(*i*) Is the provision of means to alter the working radius of the training handle necessary, or alternatively, what fixed radius is recommended ?
(*j*) Does the gear weather satisfactorily, and how much care and maintenance is required ?
(*k*) Any other remarks or suggestions in connection with the searchlight control equipment.

2121.—Iris Shutters for Searchlight Projectors—Care and Maintenance

(T. 2079/37.—30.9.1937.)

In capital ships, cruisers, aircraft carriers, and all large ships, iris shutters are to be dismantled annually by the ships' staffs, refitted where necessary, and all moving parts cleaned and lubricated with a light lubricating grease.

2. In leaders, destroyers, and all small vessels an entry should be made in the Dockyard Defect List for refitting, cleaning, and lubricating the iris shutters every year.

2122.
2123. } *Issued Confidentially.*

2124.—Vulcan Clutches—Routine Examinations of the Securities and Keys of the Control Levers and Rods

(D. 13626/37.—30.9.1937.)

An accident occurred recently due to slackness of the key in one of the bell crank levers of the operating gear of the Vulcan clutch, which permitted displacement of the control valve relative to the valve ports and so allowed oil to enter the clutch, although the clutch control lever was in the emptying position.

2. Routine examinations of the securities and keys of the control levers and rods are to be carried out with a view to eliminating backlash and so maintaining the precision of operation of the gear.

2127.—*Issued Confidentially.*

2129.—Bottle Screws of Suspending Chains to Boats' Davits—Examination of

H.M. Ships and Dockyards

(D. 9027/37.—30.9.1937.)

Following on a report from one of H.M. vessels, that the screws of the suspending chains fitted to certain boat's davits showed a tendency to run back, a sketch, D.N.C. 19/386, showing bottle screws with a smaller pitched thread, was circulated to all Dockyards with Admiralty Letter, dated 1st December, 1931, D.16042/31.

2. It has come to notice, that there are still in service a number of these fittings which have not been modified, and all such screws are to be examined when vessels are next in hand for refit, and new bottle screws provided in any instances in which they are found to be not in accordance with Sketch D.N.C.19/386.

2161.—Director Firing Gear Instruments—Slackening back of Dials

H.M. Dockyards and Gunnery Schools

(G. 4623/37.—7.10.1937.)

An instance has been reported of an elevation receiver dial working loose and threatening to jam the electrical pointer. This is particularly liable to occur in instruments subjected to vibration.

2. On the next occasion of removal of front covers, and following all cases of stripping instruments down, the screws holding the dial in place are to be lightly " centre-popped " to prevent them from working loose.

2166.—Breech Mechanisms—Q.F., 4·7 in., Marks XII and XII* Guns—Modification to Nut Firing Shaft to permit easy working of the Firing Shaft

(A.S. 5966/37.—7.10.1937.)

In order to provide the necessary clearance to permit easy working of the firing shaft at the breech mechanisms of Q.F., 4·7-in., Marks XII and XII* guns, the nut firing shaft will be modified by altering the depth of the castellation from ·175* to ·2*.

2. The work of modifying O.Q.F., 4·7-in., Marks XII–XII*, shafts, firing, component and spare, will be carried out by the staff of R.N. Armament Depôts at the earliest opportunity.

2168.—*Issued Confidentially.*

2169.—Projectiles—A.A. Practices with Sleeve Targets—Identification of Pom-pom and Machine Gun Hits

(G. 4873/37.—7.10.1937.)

Hits with pom-pom and machine gun projectiles on sleeve targets can be identified by painting the projectiles with different colours, and the hits can thus be allocated to the correct guns.

2. Trials have been carried out and the following conclusions have been arrived at :—

(*a*) Colours other than black and red cannot be guaranteed to make a mark. The following colours can, however, usually be depended upon to do so :—

Green.
Blue.
Yellow.

(*b*) 2-pdr. projectiles nearly always mark black unless they are scraped all over first.

(*c*) 0·5-in. bullets usually mark well in the colours mentioned in (*a*) above and can often be identified in the following less distinctive colours :—

Purple.
White.
Home Fleet Grey.

(*d*) It is unnecessary to paint the whole bullet ; ½ in. from the tip is sufficient for 0·5-in. bullets, and 1 in. from the nose and all the flat surface of the nose for 2-pdr. projectiles.

3. The following mixture is recommended :—

½ lb. of paint, dry (powder).
2 oz. of tallow.
1 oz. of beeswax.
Paraffin to make up one pint.

The paint powders recommended are as follows :—

Red, Pattern 533.
Black, Pattern 501.
Green, Pattern 504.
Yellow, Pattern 52P.
Blue, Pattern 8D.
White, Pattern 537A.
Purple, Patterns 533 and 8D.
H.F. Grey, Pattern 507B.

The paint should be applied about 24 hours before the practice.

4. It must be emphasized that identification cannot be guaranteed, but that the recommendations above give the best chance of so doing and at the same time will not adversely affect the functioning of the guns.

2171.—Haversacks, Pattern 1901—Issue to H.M. Ships as First Aid Dressing Bags

(A.S. 4195/37.—7.10.1937.)

Haversacks, Pattern 1901, may be supplied to H.M. ships as necessary for use as first-aid dressing bags at action stations and for landing parties.

2. Supplies of these haversacks will be made to ships by Naval Armament Depôts on demand as approved by the Senior Naval Officer ; the transaction being made on a financial basis as between Vote 9 and Vote 3.

3. As these Haversacks then become the property of Vote 3, they will not be taken on charge in the Gunners' Naval Armament Store Accounts, but on the Account of Medicines and Medical Stores (M–177).

2172.—*Issued Confidentially.*

2177.—Capstan and Cable Holder Spindles, etc.

H.M. Ships

(D. 12098/37.—7.10.1937.)

With reference to King's Regulations and Admiralty Instructions, Article 699, and B.R. 16—Engineering Manual (1932), Article 318, the examination of capstan and cable holder spindles and deck bushes is to be carried out in future by dockyard labour. The examination is to include the foot-step bearing.

2. An item to cover this work is to be included in Defect Lists for the vessels concerned.

2179.—W/T Remote Control Leads for Marking Throw-off Firings

" Tribal " Destroyers and Destroyers

(S.D. 935/37.—7.10.1937.)

The issue of cable, keys and terminal blocks to destroyers authorised for marking purposes during " throw-off " firings, has been reconsidered in view of the increasing number of gunnery practices of this nature.

2. Flotilla leaders of the Home, Mediterranean and China Fleets are to demand stores sufficient to make up a total of four complete sets (including that already constructed) per flotilla, quoting this Admiralty Fleet Order as authority.

3. Each set is to consist of the following items:—

Pattern 9636s cable, 250-ft.
Pattern 2426 key, Morse, one.
Pattern 4546 terminal block, one.

4. The key and terminal block are to be mounted on a board, provision being made for a simple screen to shield the contacts from spray. The complete apparatus is to be referred to as an "R/C Set for Destroyer 'Throw-Off' Firings."

5. Completed sets are to be issued to destroyers as required, on the normal basis of one set per sub-division.

6. Establishment List No. J1 will be amended.

2180.—W/T, Types 37S and 38S—Conversion to Types 37M and 38M

Ships concerned

(S.D. 894/37.—7.10.1937.)

It has been decided to convert W/T sets, Types 37S and 38S to Types 37M and 38M in the following vessels.

Type 37S to 37M.

"Guardian," "Challenger," "Falcon," "Medway," "Resource." Eight "D" Class destroyers and fifteen escort vessels. Two minesweepers.

Type 38S to 38M.

"Campbell," "Codrington," "Douglas," "Keith," "Keppel," "Mackay" and "Wallace."

2. Provision of the necessary stores will be considered in the 1938 Sketch Estimates, meanwhile Commanding Officers of ships concerned are to insert an item in the next list of alterations and additions to replace panel 3KS by 3KM.

3. The work of conversion is to be carried out by ship's staff without structural alterations except in "Medway." The work in this instance, viz., to carry out necessary alterations to the Second W/T Office, is to be carried out by Hong Kong Dockyard during the next refit.

2181.—W/T Receivers B11—Additional Range Coils to cover the Range 900–1,500 Kc/s.

(S.D. 887/37.—7.10.1937.)

It has been decided to extend the range of all Tuner-amplifiers B11, Patterns 1206/K and 1265/K, to 900 kc/s. to enable them to cover the whole frequency band of Transmitter 52H.

2. This will be effected by the supply of the following two additional range coils:—

Pattern No. 5520, coil, R.F., 900–1,700 kc/s.
Pattern No. 5521, coil, detector, 900–1,700 kc/s.

3. Since only seven coils are normally carried in Admiralty Pattern 1222 box of range coils, and space for nine coils is available, no provision for additional stowage for the above coils is required.

4. All services concerned are to demand one of each of the following coils for each Tuner-amplifier B11, Pattern 1206/K or 1265/K fitted, quoting this Order as authority. These coils, however, will *not* be available for issue until *after 1st April, 1938*:—

Pattern 5520, coil, R.F., 900–1,700 kc/s.
Pattern No. 5521, coil, detector, 900–1,700 kc/s.

5. The W/T Establishment Lists affected will be amended.

2182.—*Issued Confidentially.*

2183.—Dockyard Assistance to Ships Refitting

Ships of Home Fleet and Home Dockyards

(D. 11305/37.—7.10.1937.)

The present heavy programme of shipbuilding and reconstruction, and of re-armament, imposes a severe tax on the resources of the Home dockyards.

2. The attention of Fleet officers is therefore drawn to the necessity of arranging, to the fullest possible extent, for the work usually undertaken by ships' staffs during the periodical refits and dockings of Home Fleet vessels to be carried out by those staffs. Unforeseen calls on the dockyards to carry out such work by dockyard labour have the effect of upsetting the programme for the completion of ships in dockyard hands for large repair and re-arming, and it is important that work on these vessels should not be delayed.

3. Every effort has been and will be made by the Dockyard officers, when necessary, to assist the Fleet in their work, but it is desired to impress on Fleet officers that such assistance can only be rendered at the expense of other important work, either in actual cost or in delay, which must be avoided if at all possible.

2185.—Shackles, securing to Buoy, Hartford Type, for Chain Cable 1⅞ in. and below

(D. 7110/37.—7.10.1937.)

Representations have been made that difficulties have been experienced in respect of the securing arrangements of the Hartford type of shackle for securing to buoy, and it has been decided to make no further purchases of this type of shackle.

2. Ships now fitted with this type of shackle are to retain them until existing stocks are exhausted.

3. If additional security is considered necessary, it should be obtained by " mousing " the drop-nose pin after insertion.

4. Future purchases will be made of shackles, securing to buoy (usually referred to as the 1930 Plan) the range of which is being extended to cover sizes of chain cable from 1⅞ in. and below.

2187.—Torpedo Rail Gates—Approved Arrangements for

Submarines

(T. 1316/37.—7.10.1937.)

The following safety arrangements for the torpedo rail gates fitted in submarines have been approved :—

(i) The existing arrangements for submarines of new construction is to be continued, viz., an automatic spring stop fitted to both rails.

(ii) The existing arrangements in the " Shark " class (an automatic spring stop in the port rail only) and the existing arrangements in " Grampus," " Narwhal " and " Rorqual " (a non-automatic spring stop on one rail) are to be retained.

(iii) All other existing submarines, except " H " and " L " classes, are to be fitted with a non-automatic spring stop in the starboard rail similar to that fitted in " Grampus," " Narwhal " and " Rorqual."

2. An item, classified B, for the work mentioned in paragraph (iii) above is to be included in the next lists of alterations and additions for the submarines concerned.

2232.—Cartridges, 6-in., Mark XXIII Gun—Containers

(G. 05060/37.—14.10.1937.)

Delays in loading have been caused by difficulty in removing the lids of the cartridge containers for the 6-in., Mark XXIII gun. Any containers found with tight lids should be set aside and returned to a Naval Armament Depôt for examination.

2235.—Key Boards—Provision of

Submarines

(G. 3679/37.—14.10.1937.)

It has been decided that all submarines are to be provided with three glass fronted lock-up key boards for "Magazine," "Important" and "Ordinary" keys respectively.

2. All keys are to be furnished with light alloy tallies marked in a legible manner, and key boards are to be fitted with hooks, legibly tallied, to take the keys of cabins, offices, cupboards, etc., in accordance with usual Service practice. The "Magazine" key board is to be provided with an indicator of Service pattern.

3. The work of providing additional key boards, and of modification to the existing key boards, where necessary, in submarines in commission, is to be carried out by the depôt ship's staff, and an item to cover this work is to be included in the next list of alterations and additions to the vessels concerned.

4. P.S.O.s of submarines under construction are to arrange for the work to be carried out before the completion of the vessels.

2240.—*Issued Confidentially.*

2243.—Power-driven Boats—Repairs

(D. 10770/37.—14.10.1937.)

The Commanding Officers of H.M. Ships and Naval Establishments are informed that in instances of defects occurring to power-driven boats, all action necessary for the repair work to be undertaken, whether at the firm's works or at a Dockyard, is to be taken through the Admiral Superintendent of the Dockyard concerned, in order that the Dockyard Officers may take the necessary steps to ensure the satisfactory completion of the work, and render the necessary certificates for payment purposes.

2274.—Gun Mountings, 4-in., H.A., Mark XIX—Improvement of Semi-Automatic Functioning

(G. 03695/37.—21.10.1937.)

The further investigations mentioned in paragraph 1 of A.F.O. 2105/37 have now been completed and it has been decided to adopt a modified form of semi-automatic cam and roller and a medium speed of run out as given by Types "A" or "B" recoil piston rods.

2. H.M. Ships "Leander," "Warspite," "Orion," "Neptune," "Cornwall," "Sheffield," "Glasgow," "Dorsetshire," "Norfolk" and "Aurora" should insert an item Classification "A" in their next list of Alterations and Additions for the supply and fitting of new recoil piston rods, type "B," and modified semi-automatic gear cams and rollers.

3. H.M. Ships "Royal Oak," "Penelope," "Malaya," "Fleetwood," "Southampton" and "Newcastle" should insert an item Classification "A" for the supply and fitting of semi-automatic gear modified cams and rollers.

4. H.M. Ships "Cumberland" and "Suffolk" should insert an item Classification "B.H." for the supply and fitting of modified semi-automatic gear cams and rollers and for the modification of retarding rams to suit Mark XVI guns.

5. The work of fitting these new parts will be carried out by dockyards.

6. "*Orion,*" "*Neptune,*" "*Cornwall*" *and* "*Sheffield*" *only.*—The above instructions only apply to the mountings now on board.

7. "*Aurora*" *only.*—No. 51 mounting ex A.R.L. will be modified prior to erection on board.

8. *Dockyards only.*—The necessary drawings for guidance in fitting the new parts will be issued shortly.

9. The new parts will be delivered in the first place to Portsmouth Yard and should be obtained from that yard as required.

It should be noted that the first deliveries will not commence until about November, 1937.

10. Arrangements will also be made for the supply of the new cams and rollers for Mountings Nos. 1 and 51.

These are to be fitted by H.M. Dockyards, Chatham and Portsmouth respectively.

11. *H.M. Dockyard, Portsmouth, only.*—The type "B" recoil piston rod ex "Fleetwood" which is now at Portsmouth should be fitted in the left-hand side of No. 17 Mounting in "Fleetwood" at the same time as the new semi-automatic gear is fitted.

(*A.F.O. 2105/37.*)

2283.—Torpedoes, 21-in., Mark VIII—Use of Screw, St. No. 515, in lieu of Screw, St. No. 681, for securing Clips for both the Reducer and the L.P. Air Pipe to C.N.R.V. to Pump Body

(A.S. 3817/37.—21.10.1937.)

In the change over from Screw, St. No. 862, to St. No. 681, for 21-in., Mark VIII engines referred to in A.F.O. 897/37, it has been found that the engagement of thread is inadequate when the latter screw is used for securing to pump body the clips for both the reducer and the L.P. air pipe to C.N.R.V.

2. It has been approved, therefore, to fit 2 No. Screws, St. No. 515, in lieu.

3. The adoption of screw, St. No. 515, for this service involves the lengthening of the screwed portion to ·65.

4. All screws, St. No. 515, on board are to be modified as necessary.

5. Screws, St. No. 515, at present carried in "Chests, spare gear, 21-in., VIII–VIII*" and "Chests, tools and spare gear, 21-in., VIII–VIII*" are restricted for use with 21-in., Mk. VIII* torpedoes only.

6. In view of the foregoing this restriction will now be removed.

7. Labels of chests are to be amended as necessary.

(*A.F.O. 897/37.*)

2327.—*Issued Confidentially.*

2328.—Director Firing Gear—Fitting of Silica Gel Driers

H.M. Ships, Gunnery Schools and Dockyards concerned

(G. 3292/37.—28.10.1937.)

In certain director instruments in ships of new construction, *i.e.*, gyro sights, director receivers, local director sights, etc., provision has been made for fitting silica gel driers. These driers have recently been added to the list of Naval stores.

2. Instructions for the use and maintenance of these driers in an active state are issued in each container.

3. It is important that the driers be frequently examined, and to enable this to be done a glass window is incorporated in the holder. It is estimated that instruments normally kept closed will require quarterly regeneration. Should the need for unduly frequent regeneration be necessary, cable glands, window joints, joint faces, etc., should be examined as the necessary water-tightness of the instrument may be assumed to have been lowered.

4. Spare receivers, etc., of earlier construction in which provision for driers has not been made may, if thought fit, be so equipped by placing a drier in an empty motor chamber.

5. *Gyro Sights.*

(i) In all Type H sights and in Type J sights of 1934 cruiser programme onwards, provision is made for the fitting of driers in holders to the underside of the prism casings, the holes being blanked when the holders are not fitted. A stock of holders is being accumulated by ordering a pair for each new sight, the details being assembled only on spare and reserve instruments. It is not intended that component sights should be so equipped.

(ii) In spare and reserve Type G and earlier Type J sights, two in No. driers, size 2, are to be fixed back to back on a stand which is to be placed inside the gyro casing. A suitable stand is shown on A.F.O. Diagram 125/37 (1 and 2). These stands are to be made by the dockyards and establishments concerned.

(iii) All spare and reserve sights are to be fitted with driers as soon as holders become available. Stocks of No. 2 size driers will be carried at Portsmouth, Devonport, Chatham, Malta and Hong Kong Yards.

2329.
2373.
2380.
2381. *Issued Confidentially.*
2385.
2386.

2396.—Stationery Cases—Return of by H.M. Ships, etc.

(N.S. 12359/37.—4.11.1937.)

It has been brought to notice that returned stationery cases have been delivered at the Royal Victoria Yard, Deptford, S.E.8, filled with storeroom litter (used paper wrappings, cardboard boxes, string, tarred spunyarn, dirty cotton waste, candle, cigarette ends, used matches, etc.) and old packing, sometimes wet and dirty.

2. This practice is undesirable as it is considered to be a source of danger which might result in fire.

2436.
2440. *Issued Confidentially.*

2443.—Above-Water Torpedo Tubes, 21-in. P.R. I* and 21-in. F.A.W., Mark II*—Indicator for Top Stop—REPORTS

H.M. Ships "Inglefield" and "Intrepid" Class, "Revenge," "Resolution" and Dockyards concerned

(T. 2592/37.—11.11.1937.)

An indicator is to be fitted to the top stops as shown in A.F.O. Diagram 132/37.

2. For all vessels except "Revenge" and "Resolution," the work is to be undertaken by the dockyards at the next refits of the vessels.

3. An item for this work is to be included in the lists of Alterations and Additions for the respective ships (Classification B).

4. For "Revenge" and "Resolution" the work is to be undertaken by dockyards concerned prior to the installation of the tubes.

5. Reports are to be forwarded through the appropriate Administrative Authorities when the work has been completed.

2446.
2447.
2453. } *Issued Confidentially.*
2454.
2491.

2497.—Above-water Torpedo Tubes—Percussion Breech Flaps—Considerations affecting Strength of Blow of Striker

Ships and Dockyards concerned

(T. 4004/37.—18.11.1937.)

Attention is called to the possibility that defects, other than a weak percussion spring, may be responsible for the failure to obtain the correct strength of striker blow.

2. Some of the more usual defects, and the action to be taken to remedy them, are detailed below, viz.:—

(*a*) *The striker fouls the hole in the striker cover plate.*

Due to striker point distortion. True up striker point and slightly ease hole in striker cover plate.

(*b*) *Low protrusion of striker.*

Corrected by adjusting the lugs at the back of the striker cover plate. Ample clearance exists for deeper entry of the striker locking bolt into the hole in the cartridge container face.

(*c*) *The striker locking bolt fouls the hole in the flap face through which it passes.*

If attempts are made to open the flap without re-cocking the striker, the hole in the cartridge container, which takes the striker locking pin, may be slightly opened out, a burr being raised on one side of the hole. When the flap is closed, this burr presses in the edge of the corresponding hole in the flap face, raising another burr, which impedes the forward movement of the striker locking bolt, and hence the striker, at the moment of firing.

Remove burrs and ease holes in the cartridge container and the flap face as necessary.

3. Careful examination of the flap for such defects should be carried out, and any defects revealed made good, prior to carrying out the test for strength of striker blow.

2498.
2499. } *Issued Confidentially.*

2503.—Engine Log Books

Motor Torpedo Boats

(D. 15854/37.—18.11.1937.)

It is important that the engine log books of motor torpedo boats and similar craft should contain a complete history of the engines to which they refer, including all modifications and repairs which are carried out from time to time.

2. In order that these particulars can be inserted whenever engines are returned to dockyards or to the makers' works for repair, the log books are to accompany the engines.

2504.—W/T—Morse Keys in Exposed Positions

(S.D./T.S.D. 1145/37/G.—18.11.1937.)

Recent gunnery practices carried out in heavy weather have shown that W/T remote control and buzzer keys in upper deck positions, both inside and outside D.C.T.s are liable to be put out of action by spray.

2. Keys in open positions on bridges, etc., are fitted in weather-tight boxes; those in D.C.T.s, are not so fitted but should be provided on first fitting with a protecting cover which will allow them to be operated with the cover in the closed position. Connecting terminals should be similarly protected.

3. Where this has not been done suitable covers are to be devised and fitted by ships' staffs.

4. No special arrangements are made for keys which are used for transmitting fall of shot reports in throw-off firings. Wet conditions should be provided against by siting and sheltering the key carefully when the rake is rigged.

2507.—Insulators, Pattern 7610A/7611A—Drainage—REPORTS

All Submarines of " Oberon " Class and later

(S.D. 1203/37.—18.11.1937.)

Conical insulators, Patterns 7610A and 7611A, are hollow and when fitted as aerial insulators in submarines, fill up with water when diving.

It is essential that provision be made for this water to drain off immediately on surfacing.

2. In some submarines these insulators have been so fitted that their base fittings make no provision for water forced in under pressure to drain off rapidly.

Action

3. All submarines of " Oberon " class and later in which these insulators are fitted are to examine them and take such steps as are necessary and practicable to provide two or more drain holes through the base fitting, sufficiently large to ensure rapid draining off of all water inside the conical insulator.

4. Where possible such work is to be carried out by depôt ship's staff.

5. In submarines where the work is beyond the capacity of depôt ship's staff or in submarines refitting or in reserve, submarines concerned are to insert an item, Classification "A" in their next list of Alterations and Additions for this work to be carried out quoting this Order as authority.

6. In new construction submarines the Admiral Superintendent or Overseers are to arrange for the necessary action to be taken by the shipyard concerned, pending the issue of addenda to fitting-out specifications.

Reports

7. Action taken in accordance with the above instructions is to be reported in the half-yearly reports on signalling equipment.

8. The relevant fitting-out specifications will be amended in due course.

2543.—Gun Mountings, 0·5-in., " M," Mark II—Fitting of Training Clip Rollers

Dockyards concerned

(G. 07674/37.—25.11.1937.)

When 0·5-in., " M," Mark II mountings are being fitted with training clip rollers, in accordance with A.F.O. 1241/36, the existing front training clip should be retained and modified as required.

2. The necessary rollers and spindles, etc., for fitting to these clips will shortly be available at Portsmouth Dockyard.

2544.—Sub-calibre Guns in B.L., 6-in., Mark XXIII Parent Guns —Modification to Cable Connection

(G. 5183/37.—25.11.1937.)

It has been found that the cable connection on the bracket, which is attached to the breech end safety contact, for use with sub-calibre guns, is liable to foul the differential clamping nut of the sub-calibre gun, when assembled in B.L., 6-in., Mark XXIII parent guns.

2. When necessary a flat should be filed on this connection to give a minimum clearance of ·05 in. betwen the clamping nut and the connection, to prevent the possibility of a short circuit.

2548.—Cartridge Cases, Q.F., 4-in., V, V* Gun (F.A. of K. 1925 Manufacture)—Withdrawal

(A.S./G. 4382/37.—25.11.1937.)

Instances of blow-throughs having been reported with cartridge cases of K.1925 manufacture, no further rounds made up with these cases are to be fired.

The following action is to be taken :—

(*a*) *H.M. Ships at Home.*—All cartridges on board made up with these cases are to be landed at the first convenient opportunity and others demanded in lieu.

(*b*) *H.M. Ships Abroad.*—All cartridges made up with these cases to be landed as soon as others can be supplied by R.N. Armament Depôts.

(*c*) *R.N. Armament Depôts, Home and Abroad.*—Special instructions have already been issued, as to the action to be taken with cartridges made up with restricted cases of "K" and I.C.I. manufacture, and all ammunition received under this Order is to be dealt with accordingly.

2553.—*Issued Confidentially.*

2555.—Ribbon Strops for Torpedoes—Standardisation

(N.S. 3443/37.—25.11.1937.)

Ribbon strops for 18-in. and 21-in. torpedoes have been standardised and, in future, will be dealt with as "sea stores."

2. The following allowances will be added to the Sea Store Establishments, viz. :—

Pattern 4982 for 18-in. Torpedoes—for ships carrying 18-in. Torpedoes.

	Per ship.
Aircraft carriers	12
Capital ships and cruisers	2
H.M.S. "Vulcan" (tender for M.T.B.s)	8

Pattern 4983 (Short Type) and Pattern 4985 (Long Type) for 21-in. Torpedoes—for ships carrying 21-in. Torpedoes.

	Pattern 4983. (Short type.)	*Pattern 4985. (Long type.)*
Capital ships	4	—
Cruisers	2	4
Leaders and destroyers ("Codrington" and "Acasta," and later).	—	3
Leaders and destroyers (prior to "Codrington" and "Acasta").	3	—
Submarines	3	—
Depôt ships for submarines and destroyers	6	—
Tenders for submarines	2	3

3. The two types of 21-in. strop are intended to be used in the following circumstances :—

Pattern 4983 (Short type).—For ships with parting spaces.
(These are made as short as possible in order to obtain the greatest possible lift.)

Pattern 4985 (Long type).—For picking-up.
(These are made 6 in. longer than Pattern 4983, to facilitate reeving from a picking-up boat).

4. To ensure a gradual supply and replacement of 21-in. strops in the ships affected, the following arrangements will be made :—

(*a*) *Cruisers.*

2* Pattern 4985 will be supplied when available, and 2 Pattern 4983 now on board are to be replaced by Pattern 4985 when they become due for renewal.

(*b*) *Leaders and Destroyers.* (" Acasta " and later classes.)

Pattern 4983 now on board are to be replaced by Pattern 4985 when they become due for renewal.

(*c*) *Leaders and Destroyers.* (Prior to " Acasta " class.)

No alteration to present allowances.

(*d*) *Tenders for Submarines.*

2* Pattern 4985 will be supplied when available, and one of the Pattern 4983 now on board is to be replaced by Pattern 4985 when due for renewal.

Supply of the quantities marked * at (*a*) and (*d*) to existing ships and new construction ships concerned will be made by the storing yards. With these exceptions, supply otherwise to ships of new construction up to and including 1937 Programme will be made by shipbuilders in the case of contract built ships and by the yards concerned in the case of dockyard built ships.

5. All ribbon strops in excess of the above allowances are to be returned to store. Ships not complete to the allowances should demand on their storing yards under the conditions outlined in paragraph 4 above.

6. Ribbon strops, Pattern 4982, will supersede slings, steel band, Patterns 1490 and 1493. Ships should return any slings of these patterns on board for disposal in accordance with A.F.O. 830/37. The allowance of slings, Pattern 1496, will remain.

7. Proposals for the disposal of yard stocks of slings, Patterns 1490 and 1493, are to be forwarded to Admiralty in special Returns D.68.

8. Demands on Form D.273 to provide for requirements to 31st March, 1938, plus reserve, are to be forwarded by storing yards as early as practicable. Proposals for the addition of the strops to the Authorised List of Naval Stores and Contract Schedule 118 are to be forwarded by Portsmouth, accompanied by six copies of the relative drawings. A separate drawing and specification should be introduced for strop, Pattern 4985.

9. The 21-in. ribbon strop, Pattern 4983, is shown on Portsmouth Drawing M.C.D. 010277 (8.6.33). The Pattern 4985 will be in all respects the same, except that the eye which reeves through the thimble is to be 1 ft. 9 in. instead of 1 ft. 3 in., shown on the drawing. The 18-in. ribbon strop, Pattern 4982, is shown on Portsmouth Drawing M.C.D. 07986 (8.10.30).

10. The Authorised List of Naval Stores and the Sea Store Establishments concerned will be amended.

(*A.F.O. 830/37.*)

2556.—*Issued Confidentially.*

2559.—Lubrication of Bibby Couplings fitted to Sleeve Valve Compression Ignition Generator Engines

(E.-in-C.—25.11.1937.)

Attention is drawn to the necessity of periodically refilling the oil in the Bibby couplings fitted to Brotherhood Ricardo 225 K.W. and 300 K.W. generators, and also to Vickers Ricardo 215 K.W. generators.

2. After every 150 hours' running, heavy mineral lubricating oil should be poured slowly into the coupling through the filling plug hole provided, until a slight leak shows at the circumferential clearance between the shell of the coupling and the hub.

2560.—Signal Flags—Strengthening of Upper and Lower Edges

(N.S. 10807/37.—25.11.1937.)

It has been found that the life of signal flags is considerably increased by turning in and hemming the upper and lower edges. The edges of signal flags of sizes 2, 3, 4 and 5, manufactured in future are to be turned in and hemmed accordingly.

2. The small reduction in width of the finished flags by about ¾ in. for hems can be accepted ; no alteration will therefore be made in the Scale of Materials for Yard manufacture.

2602.—Guns—Safety Precautions when Firing Sub-calibre, Aiming Rifle or Blank Ammunition

(G. 6051/37.—2.12.1937.)

The following safety precautions to be observed at different natures of guns when firing sub-calibre, aiming rifle or blank, are promulgated for information.

In future, the relevant portions will be included in new and reprinted drill books.

Section A.—General

1. *Shipping and Unshipping Sub-Calibre.*—(*a*) Tampions and muzzle covers are to be removed, before and while sub-calibres are shipped.

(*b*) Be careful not to damage the parent gun while shipping or unshipping sub-calibres. Remove the mushroom head and obturator pad or protect them with a paunch mat. Lash the breech carrier in the " Open " position.

(*c*) See that the sub-calibre or its securing ring is well screwed home into the parent gun.

(*d*) Where applicable, see that the breech is in hand working and the slide " Run in and out " lever padlocked in the " Out " position before shipping the sub-calibre gun.

(*e*) *Accidental Firing.*—The sub-calibre breech must not be closed at the order " Salvos " or " Broadsides," unless the gun is correctly trained on the target. The jar of closing the breech is apt to fire the gun.

2. *Inspection of Sub-Calibre Ammunition before Firing.*—(*a*) Only ammunition having annealed shell, unhardened shell specially accepted, or steel practice shot is to be used in sub-calibre guns ; the boxes containing such ammunition are marked " sub-calibre " or " practice and sub-calibre," the annealed shell being stamped with the letter "A" and the unhardened shell with the letter " U."

(*b*) Ammunition containing cast-iron shot or weighted unannealed shell is not to be used in sub-calibre guns ; boxes containing such ammunition are marked " cast-iron " or " practice," the shot being stencilled in white " Not for use in Sub-Calibre Guns."

(*c*) H.E. shell are not to be fired from sub-calibre guns.

(*d*) Officers of Quarters are to satisfy themselves by personal inspection that none of the ammunition referred to in (*b*) and (*c*) above is used in sub-calibre guns.

Note.—Special precautions are taken in designing live shell and fuzes for firing from H.A. sub-calibre guns. The bursters are light and are of powder, and damage to the parent gun should premature burst occur would be unlikely.

3. *Examination of 3 and 6-Pdr. Ammunition before Practice Firings.*—Before use, all 3 and 6-pdr. ammunition is to be visually examined for cracks both in the projectile and cylinder.

Section B.—Handworked Guns

4. *Firing Blank.—B.L. Guns.*—(*a*) Cordite charges are not to be used.

(*b*) The chamber of the gun and breech threads are to be sponged out, and the piasaba bore brush passed completely through the bore after each round. The bore and breech threads are then to be inspected by the Officer of Quarters before reloading, in order to ensure that no smouldering residue is left in the gun.

(*c*) Blank charges are to be kept in a Clarkson's Case or a duck bag until the bore has been inspected.

(*d*) Care should be taken to see that the charge is placed just inside the chamber.

(*e*) On all occasions of withdrawing a blank charge from a B.L. gun it is to be passed overboard.

5. *Aiming Rifle.*—(*a*) Tampions and muzzle covers are to be removed, before and while aiming rifles are shipped.

(*b*) One-inch aiming rifle ammunition is sometimes defective and causes "puff-rounds," the bullet lodging in the bore of the gun. A suitable stick must therefore be thrust through the bore of the gun after each round is fired.

Section C.—Turret Guns

6. *Cordite Fumes in Turret Gun Houses during Sub-Calibre Firing.*—(*a*) Cordite fumes from prolonged sub-calibre firing have caused serious poisoning of gun house crews when no air-blast was used. The poisoning is from the carbon monoxide (CO) in the cordite fumes ; one per cent. of this makes the air fatal to breathe, and it is tasteless, odourless and colourless. No ill-effect is noticeable, until men are suddenly disabled and become unconscious. The danger is greatest when firing takes place up wind.

(b) When the gun air-blast can be adapted for use with sub-calibres shipped, no harm is likely to occur, but extra ventilation is still advisable. If the air-blast cannot be used, enough of the following precautions should be taken to ensure safety :—

(i) Blow through the parent gun after every run or series of about 20 rounds, with a flexible air hose temporarily connected to any convenient source of supply.

(ii) Get natural ventilation by opening rear doors and overhead manholes, and by removing blast bags.

(iii) Keep fan ventilation running.

(iv) The gun house crew may be sent into the fresh air between runs by permission of the Control Officer.

2607.—*Issued Confidentially.*

2609.—Tubes, Vent, Electric, S, 0·5-in., Mark VII, Lot 13, filled R.L. 3/33—Withdrawal

(A.S. 7572/37.—2.12.1937.)

All tubes, vent, electric, S., 0·5 in., Mark VII, Lot 13, filled R.L. 3/33, on board H.M. ships at home and abroad are to be returned to store at the first opportunity and others demanded in lieu.

2. Stocks of this lot in Naval Armament Depôts, together with those landed from ships under this Order, are to be set aside pending further instructions.

2611.—*Issued Confidentially.*

2612.—21-in. Above-water Torpedo Tubes—Marks Q.R. VIII, P.R.1, Q.R. VIII* and P.R.1*—Securing Bolts for Racer Clips

H.M. Ships of "Greyhound," "Hero" and "Intrepid" Classes and Dockyards concerned

(T. 0811/37.—2.12.1937.)

On the next occasion of lifting the torpedo tube mountings of H.M. Ships of the "Greyhound," "Hero" and "Intrepid" Classes, the existing steel securing bolts for the racer clips are to be replaced by bolts manufactured from aluminium copper alloy of 34–39 tons ultimate tensile stress.

2. The work should be dealt with as a defect.

3. This Order does not apply to destroyer leaders.

2613.—Aircraft Torpedoes, Marks XI, XII and XIIA—Hoisting in

(T. 3766/37.—2.12.1937.)

If desired, aircraft torpedoes, 18 in., Marks XI, XII and XIIA, may be hoisted in vertically by means of the aircraft crane, a six-foot wire pendant being employed between the hook of the crane and the eyebolt of the blowing head.

2. Care must be taken to see that the eyebolt in the head is screwed up taut, and this method must not be employed unless the hook is fitted with a swivel.

3. The eyebolt in the head is tested to 2½ tons and the nose piece in the head is sufficiently strong to avoid distortion.

2614.—Torpedo Stores—Screws, Locking Nut Sleeve Shaft, St. No. 6105, and Screws, Locking Nut Crown Wheel Shaft, St. No. 6106—Introduction for 18-in., Mark XI Torpedoes

(A.S. 2909/37.—2.12.1937.)

It has been found that when "Screw, locking nut crown wheel and sleeve shafts, St. No. 559," fitted in 18-in., Mark XI torpedoes is unscrewed, the head does not protrude beyond the outer diameter of the nuts.

2. It has therefore been approved for Screws, St. No. 559, to be replaced in 18-in., Mark XI torpedoes by lengthened screws.

3. These new pattern lengthened screws will be accounted for as follows, viz :—

Section IV.

Screws, locking nut sleeve shaft, St. No. 6105.
Screws, locking nut crown wheel shaft, St. No. 6106.

4. Ships concerned are to effect the exchange in each 18-in., Mark XI torpedo on board as soon as Screws, St. Nos. 6105 and 6106, become available.

5. Consequent on the above, Screws, St. No. 559, will no longer be carried in "Chests spare gear 18-in. Mark XI," and any at present on board, together with those removed from torpedoes on fitment of Screws, St. Nos. 6105 and 6106, are to be returned to the nearest torpedo depôt.

6. Screws, St. Nos. 6105 and 6106, will be allowed in Chests spare gear 18-in. Mark XI, in the proportion of 6 each per chest.

7. Ships concerned are to forward demands to the nearest torpedo depôt for the quantity of Screws, St. Nos. 6105 and 6106, required for fitment to torpedoes and to complete chests on board, and supply will be made on receipt from manufacture.

8. Labels of chests and torpedo store accounts are to be amended as necessary.

2615.
2616. } *Issued Confidentially.*

2618.—W/T Sets, Types 49 and 49c—Modifications to Aerial and Primary Coil Connections

(S.D. 1124/37.—2.12.1937.)

Types 49 and 49c.

A risk of fire exists in Types 49 and 49c if the flexible leads to the aerial coil in Types 49 and 49c and to the primary coil in Type 49c touch adjacent leads. It has been decided to replace these flexible leads with stiff bare copper wire.

2. In ships fitted with Types 49 and 49c, the flexible anode and aerial tapping leads to the aerial coil are to be replaced by ship's staff with suitable lengths of 10 s.w.g. bare copper wire. The connections should be run as directly as possible consistent with the clearances between any two wires being equal to at least quarter the distance between the terminals where those wires join the coil and subject to the minimum clearance being not less than half-inch. This will prevent " sparking over " either between wires or from wires to coil.

3. The necessary amendments to the fitting-out specification for Type 49 sets have been promulgated. The specification for Type 49c will be correct when issued.

Type 49c.

4. Ships fitted with Type 49c are to replace the flexible connections to the primary coil as described above.

2660.—Gun Mountings, 8-in., Marks II and II*, Slide Locking Bolts—Examination for Cracks

(G. 06626/37.—9.12.1937.)

A number of slide locking bolts for 8-in., Marks II and II* mountings have recently been found to be cracked at the square corners of the recess for the safety bolt, 23, Plate 20, O.U. 6227, Book II, Handbook for 8-in., Marks II and II* Mountings. The slide locking bolts in ships concerned should accordingly be carefully examined at the first opportunity, and an item should be included in a defect list for renewal of any bolts which may be found cracked.

2. All bolts supplied for future replacements will have a 0·1 in. radius in the corners of the recess.

3. A notation to this effect should be made on the ships' and dockyard copies of the relevant drawings.

(*O.U. 6227.*)

2665.—*Issued Confidentially.*

2671.—Dynamo and Service Fuze Release Switches—Replacement of Fuze Holders and Fuze Elements.—REPORTS

Ships fitted and Portsmouth Yard

(T. 449/37.—9.12.1937.)

1. Fuze elements hitherto supplied for use in dynamo and service fuze release switches have occasionally failed as a result of corrosion and fracture. As the source of the defective supplies cannot be identified, it has been decided that all existing elements should be replaced by wires manufactured to a later specification.

2. It has also been decided to replace all fuze holders A.P. 9376 by an improved type to which A.P. 9376A has been assigned.

3. Supply of the fuze elements and fuze holders will be made to ships concerned from Portsmouth yard, when available, without demand.

4. The supply of fuze holders is being made on the basis of one to each dynamo and service fuze release switch fitted plus three spare per ship.

5. Fuze elements are being supplied on the basis of four complete renewals. Stocks of these elements carried on board should not be allowed to fall below two complete renewals.

6. Action is to be taken by ships' staffs as follows :—

Ships fitted with fuze holders A.P. 9376 and fuze elements A.P. 9377 : To fit new fuze holders, Pattern 9376A, complete with fuze elements, Pattern 9377A, made to the latest specification.

Ships fitted with fuze holders A.P. 9354 and fuze elements A.P. 9355 : To fit new fuze elements of the same pattern number 9355, but which will be of material to the new specification.

Disposal of superseded fuze holders and elements : The fuze holders and fuze elements removed are to be returned to store for disposal.

7. Fuzes in dynamo fuze release switches and in service fuze release switches supplying important services are to be replaced by new elements at intervals of six months, whilst renewals of the elements in fuze release switches supplying other services should be made not less frequently than once a year.

8. Should the fracture of a fuze element occur in future the fractured wire should be preserved and forwarded to the Admiralty for examination, together with a report of the circumstances.

9. The establishment of Naval Stores for Electrical and Torpedo Purposes is being amended so that the "emergency stock" quantities of fuze elements, Patterns 9355 and 9377A, to be carried, will permit of two complete renewals of fuze elements in all the fuze release switches fitted.

10. Fuze holders, Pattern 9376, and fuze elements, Pattern 9377, should be rendered obsolete and the schedule drawings cancelled.

11. The requirements of fuze holders and fuze elements are tabulated below :—

Class of Ship.	First Fitting. No. required per Ship.		Stock on Board. No. required per Ship.		Spare Fuze Holders, Patt. 9376A. No. required per Ship.
	Fuze Holders, Patt. 9376A (complete with Fuze Element, Patt. 9377A).	Fuze Element, Patt. 9355.	Fuze Element, Patt. 9355.	Fuze Element, Patt. 9377A	
"Nelson" ...	—	60	180	—	—
"Emerald" (only)	—	10	30	—	—
"Adventure" ...	—	40	120	—	—
"Kent" ...	—	40	120	—	—
"London" ...	—	40	120	—	—
"Dorsetshire" ...	—	50	150	—	—
"York" ...	—	50	150	—	—
"Leander" ...	40	—	—	120	3
"Arethusa" ... and up to "Southampton"	30	—	—	90	3

2673.—*Issued Confidentially.*

2675.—W/T Equipment—Modernisation of Main W/T Transmitting Sets

(S.D. 1214/37.—9.12.1937.)

The undermentioned ships are to insert the following items in their next list of Alterations and Additions, if this has not already been done :—

(*a*) " Adventure," " Cumberland," " Danae," " Dauntless," " Delhi," " Despatch," " Diomede," " Dunedin," " Durban," " Eagle," " Emerald," " Enterprise," " Frobisher," " Hawkins," " Medway," " Resolution," " Resource," " Revenge," " Glorious," " Vindictive," " Furious."	To convert W/T set type 36S to 36M, Classification B (if stores are available).
(*b*) " Courageous," " Devonshire," " London," " Shropshire," and " Sussex."	To convert W/T set type 36S to 36M, Classification C (unless it is approved to fit type 48C and/or central control W/T system).
(*c*) " Hood," " Nelson " and " Rodney " ...	To fit the central control W/T system (C.W.S.), Classification C.

2. Type 36S in H.M. Signal School, Portsmouth, will be converted to type 36M as soon as a set of panels, not required for ships reconstructing or undergoing large repairs, becomes available.

Conversions in 1937 *Financial Year*

3. Stores for the conversion of power boards and panels in 1937 were made available for the following services, or for re-allocation :—

" Argus," " Cornwall," " Courageous," " Effingham," " Glorious," " Kent," " Resolution," " Revenge " and " Royal Sovereign."

Certain of these sets have been re-allocated as follows :—

" Courageous " — " Furious."
" Revenge " — H.M. Signal School, Portsmouth.
" Resolution " — " Norfolk."

Conversions in 1938 *Financial Year*

4. The following ships if available will be fitted with type 36M in financial year 1938 :—

" Adventure " (110-volts), " Courageous " (if not fitted with the central control W/T system), " Cumberland," " Emerald " (110-volts), " Enterprise " (110-volts), " Frobisher," " Hawkins," " Resolution " and " Revenge."

5. If " Courageous " is fitted with the central control W/T system, one set of converted power boards and valve panels will be available for the conversion of type 36S to 36M in another 220-volts service.

2679.—Motor Boats, Fast Type—Special Naval Stores

(N.S. 14376/37.—9.12.1937.)

When Special Stores Lists, Form D.127B, for fast type motor boats are prepared, care should be taken that the quantities of articles included in column 6 of the form represent the *total* numbers of such items fitted in the boat, *i.e.*, in the case of engine parts, the quantities should represent the total in all working engines fitted in the boat to which the Special Stores List is applicable.

2. Special stores lists for multi-engined boats should be examined and revised lists forwarded where necessary.

2683.—Mosquito Proofing—Fitting of Mosquito Netting, etc.

H.M. Ships concerned

(D. 17381/37.—9.12.1937.)

It has been decided that all ships visiting West African ports are to be fitted with anti-mosquito proofing devices, which should be generally of mosquito netting. In places where netting is liable to damage, gauze, Pattern 391, is to be fitted, the gauze being attached to frames which fit doors and hatches, etc.

2718.—Director Firing Gear, R.E. and D. Units—Modification to "Guns-cannot-follow" Switch

"Leander," "Neptune," "Orion," "Achilles," "Apollo," "Galatea," "Newcastle," "Southampton," "Penelope," "Sydney," Gunnery Schools, etc., concerned

(G. 3242/37.—16.12.1937.)

It has been found that a second coincidence position occurs in the operation of the discs in the "Guns-cannot-follow" switch at about 15° depression (*i.e.*, before reaching the maximum depression limit). On passing this position in elevating from maximum depression the pin will enter the gate and make the switch giving a false warning.

2. Ships concerned should test their "guns-cannot-follow" switches, and where this defect occurs it should be rectified as shown in A.F.O. Diagram 149/37. The work should be undertaken by ships' staffs.

3. R.E. and D. units on loan to Gunnery Schools and other instructional establishments should be rectified by the nearest Dockyard.

2719.—Breech Mechanisms, Q.F., 3-in., 20-cwt., Mark I Guns—Modification by Fitting Mark II Pawl Retaining Latch

(A.S./G. 4977/37.—16.12.1937.)

In order to improve the reliability of the semi-automatic operating gear in Q.F., 3-in., 20-cwt., Mark I guns, it has been decided to fit the Mark II pawl retaining latch to the breech mechanism of all guns of this nature mounted in H.M. ships.

2. The work of modifying O.Q.F., 3-in., 20-cwt., Mark I breech mechanisms and spare sleeves actuating breech mechanism lever shaft, Mark I, on board H.M. ships, will be carried out by the staff of R.N. Armament Depôts in accordance with Instructional Print N.O.D. 2145/3, at the first convenient opportunity.

3. After modification, the Mark of sleeves actuating breech mechanism lever shaft will be advanced to I*.

4. Concurrently with the modification of breech mechanisms, an instruction plate will be fitted to the gun bodies.

5. Q.F., 3-in., 20 cwt., Mark I guns, which are due for removal on re-armament of H.M. ships will not be modified before surrender. The modification of these guns will be undertaken, where necessary, in accordance with existing instructions.

6. R.N. Armament Depôts should forward Intermediate Demands to Admiralty for new parts required to complete the modification of breech mechanisms. Instruction plates should be manufactured locally.

2722.
2723. } *Issued Confidentially.*
2724.

2727.—Leading Cables into Turrets—Modification to Platform Method

H.M. Ships and Dockyards

(D. 16500/37.—16.12.1937.)

Trials in connection with the platform method of leading cables into turrets, have shown that when the turret is at the extremity of its travel, the cables in the sharp bend of the bight are liable to kink if the cable anchorage is too near the bend.

2. In order to obviate this tendency, arrangements are to be made in all future installations of this particular method of leading in cables, for the cable anchorages to be fixed so that there is, if possible, a distance of not less than 4 to 5 ft. between the anchorage and the nearest point where the cable leaves the structure, *i.e.*, the nearest point where the sharp bend begins to form.

3. These modifications are to be carried out on any installations in hand for repair or alteration where time and the state of the work permits.

4. As small cables have a considerably greater tendency to kink than large ones, cables smaller than Pattern 4518, *i.e.*, those having an overall diameter of 0·531 in., are not to be employed in this method.

2728.—Anti-Gas Respirators—Containers

(T. 01157/37.—16.12.1937.)

It has been decided to abolish the general use of a training container for the grade " C " (Service type) anti-gas respirator and to provide one container only for peace and war purposes. The container used will be of the type " E," but in any unit where the type " E " is not yet available, types " C " and " D " may be used in lieu as a temporary measure.

2. Containers type " A," " C " or " D " will still be issued to anti-gas schools and dockyards, etc., as required for fitting to those respirators which are issued on temporary loan to personnel for drill and instructional purposes. Demands for these containers should be forwarded to the nearest naval armament depôt to cover anticipated requirements.

3. Anti-gas respirators issued to Admiralty personnel at R.N. Anti-gas Schools on and after 1st December, 1937, are to be fitted with containers type " E."

4. Upon receipt of this Order all ships and establishments are to fit containers type " E " to all respirators which have been issued as personal respirators. This change-over is to be completed by 1st March, 1938. All personnel in possession of anti-gas respirators who are drafted from any of H.M. Ships or Naval Establishments after 1st December, 1937, are to have their anti-gas respirators fitted with containers type " E " (or type " C " or " D " as allowed for in paragraph 1) before discharge.

5. Any ships and establishments (*e.g.*, R.F.A.s) in which no rating who has undergone a respirator repair course is borne, are to make arrangements through their Administrative Authorities for the loan of such a rating from fleet or depôt resources, or, where this is not possible, are to return their respirators to the nearest naval armament depôt and draw respirators fitted with containers type " E " in lieu. Where this involves the exchange of a personal respirator the fitting of the new respirator is to be checked in a gas chamber at the first opportunity. The Officers-in-Charge of Shore Signal and Wireless Stations at home should make arrangements with the Commander-in-Chief of the command in which their station is situated.

6. All containers type "A" which are un-fitted from respirators and any spare containers type " A " carried, except those required in accordance with paragraph 2, and empty cases respirator anti-gas R.5 and R.8, are to be returned to the nearest naval armament depôt.

7. Personnel in possession of Service type respirators who are detached from Service units, *e.g.*, Admiralty Officers, R.N.R. Executive Officers, etc., are to have their respirators fitted with container type " E " at the first available opportunity, either at a Naval Anti-gas School or on joining one of H.M. Ships or Establishments for duty or training.

8. Containers returned for test in accordance with O.U. 5427, paragraph 205, are to be represenative of the containers on board being un-fitted from respirators and others from the 5 per cent. spare containers carried being fitted in lieu.

The information to be supplied in accordance with O.U. 5427, paragraphs 205 (2), should be modified to read :—

(*a*) Name of ship and station,
(*b*) The range of deck temperatures during the past six months ; and
(*c*) The average deck temperature during the past six months.

2729.—Searchlight Lamps, Patterns 4300, 4301, 3968, 3899 and 172—Modification to Lamp Driving Motors

Ships and Yards concerned

(T. 3775/37.—16.12.1937.)

It has been found that the design of the lamp driving motors for the above-mentioned lamps is such that it is possible for the armature to move in its ball-races until it fouls the end bracket, unless it is prevented by the spring coupling being fitted close to the ball-race housing.

2. Arrangements will be made for a suitable modification to be incorporated in the relevant schedule drawings so that this fault will not occur in future supplies.

3. Lamps already in the Service are to be modified as shown on A.F.O. Diagram 143/37.

(*a*) By the ships' staffs for lamps carried on board and in establishments, and
(*b*) By Yards before issue from stock.

4. Reports of modification are not required.

2731.—Pitometer Log—Calibration Trials

(H. 6830/37.—16.12.1937.)

Vessels equipped with Pitometer Logs require to do calibration trials on the log being first installed, or after a refit which has involved any change in the under water design of the hull.

2. As from the date of receipt of this Order, in the general programme of trials forwarded on completion, the proposal to carry out this calibration is to be included, in the case of contract-built ships, by the Admiral Superintendent, Contract-Built Ships, and in all other cases by the Yard concerned.

3. When two ships of a class are exactly similar, it may normally be anticipated that calibration results from one of them may be utilised for the other, without her also having to carry out trials, but an Admiralty decision will be given in each instance, after consultation with the British Pitometer Log Company.

4. The trials are to consist of one run in each direction, at a steady speed, over a measured distance of not less than one mile, at speeds of about 9 knots, 12 knots, 15 knots, and so on in 3-knot rises, up to and including "Full Speed." In new construction these trials can usually be carried out during the Measured Mile Runs specified for the purpose of obtaining observations of the speed of the ship.

5. A representative of the British Pitometer Log Company should attend the trials, and direct verbal communication should temporarily be arranged between the log compartment, and the position from which the beacons defining the measured distance are being observed.

6. The recording dials are engraved separately for each individual ship, based on her calibration results, and are usually available about three weeks after calibration. In the case of a ship due to proceed abroad, the dials can be sent after her for installation on arrival, and need not delay her leaving.

7. For Dockyard vessels, the Talland mile provides, in Home Waters, the most suitable measured distance which has sufficient depth of water to eliminate "bottom" effect, and is at the same time sufficiently adjacent to the three principal Dockyard Ports, and should, unless otherwise approved by the Admiralty, ordinarily be used for these trials.

2734.—W/T—Receiver-Outfits CI and QL or C and QL—Provision of Separate Lines of Reception

Escort Vessels, Patrol Vessels, Minesweepers and Gunboats on Foreign Stations

(S.D. 1234/37.—16.12.1937.)

It has been decided to re-arrange the receiving apparatus in escort vessels, patrol vessels, minesweepers, and gunboats on foreign stations, which are fitted with receiver-outfits CI and QL or C and QL in order to permit simultaneous reception on H/F and M/F.

2. Details of the wiring required are shown in A.F.O. diagram 150/37. The modifications are to be carried out by ships' staffs and ships concerned are to demand the following stores, quoting this Order as authority :—

Pattern 5869	Transformer 5/1 for telephones	1
,, 7275 or ,, 2473	Condenser for telephones...	1

3. The necessary amendments to W/T establishment lists will be promulgated.

2735.
2768. } *Issued Confidentially.*

2769.—Director Firing Gear—Types D Training and Elevation Receivers—Corrosion of Aluminium Casings—REPORTS

"Acasta," "Beagle," "Crusader," "Defender" Classes. "Codrington," "Keith," "Kempenfelt" and "Duncan" and Dockyards

(G. 5595/37.—30.12.1937.)

Reports are to be forwarded at the earliest opportunity in reply to the following questions affecting the condition of aluminium casings of Type D elevation and training receivers fitted at the gun mountings of the leaders and destroyers concerned.

Questionnaire.

(i) Is there any evidence of corrosion taking place in elevation and training receivers and if so to what extent. Particular attention is directed towards joint faces, and cable glands and those portions of the receivers through which shafts protrude.

(ii) Are the receivers watertight and does the internal mechanism show signs of rusting. Do defects noted in (i) lead to a breakdown in watertightness and if so what action has been taken to make these defects good.

(iii) To what extent has dockyard, depôt ship or repair ship's assistance been necessary in the past to make good defects due to corrosion of casings.

(iv) In the case of receivers already seriously affected or which have been repaired before, can the life of such receivers be assessed.

(v) At which mountings are any of the above defects the most conspicuous.

2. Dockyards should furnish reports in answer to any of the above questions on which they may have experience and in particular to (iii) and (iv).

3. Dockyards should report the numbers of reserve and base spare receivers issued to the ships concerned in exchange for component receivers and the condition of the replaced instruments stating what action has been found necessary to make good these appropriations.

2770.—Director Firing Gear—Corrosion of Terminal Covers of Training Receivers of Destroyers—"E" Class and later Leaders and Destroyers.

Gunnery Schools and Dockyards concerned

(G. 08047/37.—30.12.1937.)

Instances have been reported of the corrosion of the terminal covers of training receivers of "E" class and later leaders and destroyers.

2. Ships should examine these covers with particular reference to the state of joint faces and, where corrosion has set in which is liable to prejudice the watertightness of the instrument, an item to cover their replacement is to be included in the next defect list.

3. When new covers are made by the dockyards they are to be made of manganese bronze.

2772.
2773. } *Issued Confidentially.*

2777.—Torpedo Sights, Type "B"—Cyclic Errors of Pointers at the Relative Bearing Scale

Ships Fitted

(T. 5194/37.—30.12.1937.)

Investigation has shown that these errors may be experienced at sea with resultant uncertainty as to the exact movement transmitted from the sight.

2. These errors have, in certain instances, been found to result from incorrect alignment of the receiver motor coupling to its driven shaft, and may be eliminated by the use of suitable liners between the motor baseplate and the motor(s) as required to bring the members into alignment.

2778.—Torpedo Igniters—Use of Different Lot Numbers

(T. 1207/37.—30.12.1937.)

It is noted from the reports of failure of igniters rendered in accordance with C.B. 3019, that the regulation contained in the Handbooks for the Maintenance of Torpedoes, to the effect that igniters of different lot numbers should be used in any one torpedo, is not always observed.

2. The use of a manuscript ruling (specimen attached) in the "Torpedo Log and Progress Book" and "Torpedo and Tube Log in Submarines" will assist ships in keeping a record of the periods during which igniters have been inserted in torpedoes.

3. Naval Armament Depôts are to arrange that, when practicable, issues of igniters consist of three different lot numbers for vessels armed with 24½-in. and 21-in. torpedoes, of two different lot numbers for vessels armed with 18-in. torpedoes, the oldest lots being issued first as far as possible.

4. When forwarding demands for replacements, H.M. ships should indicate the lot numbers of igniters, if any, remaining on board.

PERIODS IN WHICH IGNITERS HAVE BEEN INSERTED IN TORPEDOES

Specimen manuscript ruling to be used in Forms S.304 and S.311

Igniter.			Torpedo in which inserted.	Date of		Torpedo in which inserted.	Date of		Torpedo in which inserted.	Date of		Torpedo in which inserted.	Date of		Remarks.
Mark.	Lot.	Blank Column.		Inser-tion.	With-drawal.		Inser-tion.	With-drawal.		Inser-tion.	With-drawal.		Inser-tion.	With-drawal.	

2780.
2781. } *Issued Confidentially.*
2782.

2784.—Bow P.V. Equipment

H.M. Ships " Black Swan " and " Flamingo "

(N.S. 13294/37.—30.12.1937.)

The protector paravane equipment for H.M. Ships " Black Swan " and " Flamingo " is to be based on the establishment for planing shoe sets.

2. Gear for the working of paravanes will be supplied by the shipbuilders, as indicated in B.R. 366, Chapter VI.

3. The length of towing ropes will be communicated to the storing yard by the Captain, H.M.S. " Vernon," in due course, and a pair of suitable wires should be fitted into roller cutters before despatch from yard.

4. Items of roller cutter gear should be supplied in accordance with the allowance shown in C.A.F.O. 549/36, Statement " A." This Order is being embodied in the revised issue of B.R. 366/37, which is expected to be distributed shortly, as stated in A.F.O. 2246/37.

2785.—Director Control Towers and Directors—Fitting Flexible Cables to

(T. 3879/37.—30.12.1937.)

When installing the flexible cables leading from the ship's structure into director control towers, H.A. directors and similar structures, it is important to ensure that:—

(*a*) The fixed cable clamp plate is fitted so that each clamp corresponds vertically with the appropriate clamp on the revolving structure, when the latter is at the mid-point of training.

(*b*) The cables are without twist when the revolving structure is at the mid-point of training.

(*c*) The excess length of cable, between clamps, is no more than is necessary to permit of the maximum training of the revolving structure.

2. It is important that these instructions are brought to the notice of all concerned.

2794.—*Issued Confidentially.*

2797.—Meteorological Offices and Pilot Balloon Shelters —Provision of

(C.W. 9051/37.—30.12.1937.)

It has been approved in principle to provide meteorological offices and pilot balloon shelters in the following ships:—

(*a*) All Flagships, whether carrying aircraft or not (with the exception of " C " and " D " Class cruisers and smaller vessels).

(*b*) All other ships carrying aircraft.

2. In ships not already so provided, or in which arrangements for such provision have not been made, a suitable existing sheltered position should be selected by the ship's officers for filling the pilot balloons. The dockyard officers concerned are to investigate, in conjunction with the ship's officers, the practicability of providing space for a meteorological office 8 ft. by 6 ft. in such ships and to select positions for the distant reading thermograph and other instruments. The positions proposed are to be reported to the Admiralty for consideration.

2798.—*Issued Confidentially.*

2804.—Bedding for Admiralty and Contractors' Personnel attending Trials—Supply, etc.

(N.S. 3848/37.—30.12.1937.)

In accordance with A.F.O. 2916/35, stocks of officers' and men's bedding for use of Admiralty and Contractors' personnel attending trials are at present held at the R.N. Barracks at Portsmouth, Devonport and Chatham. Owing, however, to the expansion in the new construction programme it has not been found possible to provide full storage accommodation at the R.N. Barracks for the increased quantities of *officers'* bedding now required. It has been decided, therefore, that *officers'* bedding for trial purposes shall, in future, be supplied from stocks held by the Superintending Naval Store Officers at the three Home Dockyards—Portsmouth Devonport and Chatham.

2. No change is made in connection with the supply of *men's* bedding, which will continue to be issued from stocks held at the three R.N. Barracks.

3. The following revised instructions, which supersede those in A.F.O. 2916/35, are promulgated for the information and guidance of all concerned:—

(i) The necessary stocks of bedding for supply *on loan* in connection with the trials of ships attached to the respective ports will be held as follows:—

(*a*) *Officers' Bedding.*—On the charge of the Superintending Naval Store Officer at Portsmouth, Devonport and Chatham.

(*b*) *Men's Bedding.*—On the charge of Accountant Officer (S) at R.N. Barracks, Portsmouth, Devonport and Chatham.

(ii) The respective Superintending Naval Store and Accountant Officers mentioned at (*a*) and (*b*) above are to ensure that receipts are duly obtained for all supplies made.

(iii) Timely notice is to be given on each occasion by the Admiral Superintendent to the Superintending Naval Store Officer in respect of *officers'* bedding, and to the Commodore, R.N. Barracks, in respect of *men's* bedding, of the quantities of each description of bedding, etc., which will be required for the trials, and the numbers of officers, officials, and men, for which provision is to be made.

(iv) Contractors' applications for the loan of bedding are to be forwarded by the Principal (Ship) Overseer (through the Admiral Superintendent, Contract Built Ships) to the Superintending Naval Store Officer for *officers'* bedding and to the Commodore, R.N. Barracks, for *men's* bedding. Each application is to be accompanied by the name and address of the contractors' agent who will assume responsibility on behalf of the firm for the safe custody and return of the articles.

(v) No charge will be made for the loan of the bedding but contractors are to be charged with carriage expenses, the cost of washing after use, and the value of any deficiencies or damage resulting from the loan.

(vi) The dockyard or R.N. Barracks lending the bedding is to be responsible for recovering the charges from the Contractor, and the R.N. Barracks for informing any Dockyard Department, etc., which may also be concerned (*e.g.*, in arranging carriage *of men's bedding*) of the Contractors' liability.

(vii) Before bedding is issued each article is to be marked so that it can be readily identified.

(viii) Bags, covers, etc., are to be provided as necessary in order that the bedding may be kept clean when not in use.

4. A suitable clause respecting the conditions governing the supply of bedding on loan to Contractors, as laid down in this Order, is already embodied in the contract documents.

5. The necessary amendments will be made to O.U. 5332—" Procedure for supervision of ships and vessels building and completing at Contractors' Yards."

6. Existing stocks of officers' bedding held at the three R.N. Barracks for this purpose should be returned to the Superintending Naval Store Officer at the respective dockyards. Quantities which may at present be on loan should also be returned after delivery from Contractors.

7. Suitable arrangements should be made for bedding, on return, to be disinfected or washed.

Section 4.

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

1924

3367.—Carbons—Agreement with General Electric Co. for Supply

(C.P. 33755.—12.12.1924.)

An agreement has been entered into with The General Electric Co., Ltd., Magnet House, Kingsway, W.C.2, by the Admiralty, War Office and Air Ministry, under which the three Departments have undertaken that, so long as the Company can manufacture carbons to the specifications from time to time required, in sufficient quantities and in all other respects to the satisfaction of the said Departments, all orders placed with the trade for searchlight and other arc carbons shall be placed with this Company.

The General Electric Co. will also carry out research and experiments in conjunction with the Departments concerned with a view to evolving better carbons and carbons of different types, and any proposals under this heading should be forwarded to the Secretary of the Admiralty, for the Interdepartmental Technical Committee, D.E.E. Department, Admiralty.

In normal circumstances all orders for carbons required for Naval use under this agreement will be placed by Director of Navy Contracts, who will settle the prices to be paid. If, however, in special circumstances, direct arrangements with the Company are made by any Establishment for a small supply, particulars should be immediately reported to the Director of Navy Contracts, who will arrange the price to be paid.

The agreement with the firm lays down definite terms of payment for *all* supplies, and it is therefore unnecessary to obtain local tenders from the Company.

In any special case, where it is essential that direct order for supply should be placed locally, that order should state that a further communication will be made by the Director of Navy Contracts as to terms, and request that the carbons be put in hand meanwhile in accordance with the provisions of the Agreement of 12th November, 1924. Such orders should, as hitherto, be reported immediately, with a copy, to the Director of Navy Contracts.

1930

1827.—Microscope Objectives, etc.—Care

(M.D.G. 7596/30.—11.7.1930.)

Cases have recently occurred of microscope objectives and other lenses being damaged by attempts to unscrew the mounts of the lens. In most cases the pressure of the pliers or gripping instruments used have loosened the setting of the lenses, and, even when this has not occurred, the centering of the lenses has been interfered with, as it is not possible to screw the lens mount into the same position as originally placed by the maker. The correct axis of the combination of lenses is obtained in a lathe by a series of intricate adjustments, and Medical Officers are to note, therefore, that the mounts of objectives, etc., are not to be unscrewed *under any circumstances.*

2. If lenses are considered to need cleaning *between combinations* they must be returned into store in order that arrangements may be made for the operation to be carried out by the makers.

3. Special care should be taken in handling old Ross $\frac{1}{12}$ in. objectives. These lenses have been repeatedly reset, with a resultant progressive thinning of the metal seating. As a consequence, the shoulder retaining the setting is reduced and the mount is rendered comparatively fragile.

4. Precautions should be taken to guard against lenses being loosened in their settings by heat transmitted from the source of illumination when incandescent or arc lamps are used.

3277.—Officers' Bedding—Charges for Washing

(N.S. 14041/30.—19.12.1930.)

All cash vouchers for charges for washing officers' bedding at the cost of the Crown are to show the names of the officers by whom the bedding was used, and the date of their discharge from the ship or establishment.

1931

1754.—Artificial Eyes and Trusses—Revised Procedure as regards First Supply and Replacements

(M.D.G. 1235/31.—17.7.1931.)

In future, prior Admiralty approval need not be obtained for the issue of artificial eyes or trusses, providing no doubt exists as to the man's eligibility under the regulations for a free supply or replacement, and the normal appliance meets requirements. Such supplies may be effected immediately by issue from stock or local purchase, but each case should be reported to the Medical Department, Admiralty, after the supply, with details as rendered at present.

2. When any doubt exists as to a man's eligibility for a free supply, or the case presents exceptional features (*e.g.*, where the normal appliance is unsuitable and a more expensive type is necessary), the application should be submitted to the Medical Department, Admiralty, as at present.

3. The cost of an appliance issued to a civilian employee as the result of an injury on duty will be chargeable to the contingency subhead of the Vote from which the man was paid at the date of the injury.

2631.—Storing Arrangements

Persian Gulf Division.

(N.S. 9720/31.—6.11.1931.)

(*This reprint embodies A.F.Os. 1270/32 and 332/36.*)

H.M. ships of the Persian Gulf Division are to obtain the main portion of their supplies of both permanent and consumable Naval stores and victualling stores direct from England. Certain provisions (*e.g.*, flour and rice) are, however, to be purchased from contractors at Bombay so long as the cost of supply of such items is considered reasonable, and instructions in regard to these will be issued by the Director of Victualling from time to time as necessary.

2. Vessels, when refitting at Colombo, are to replenish with both Naval and Victualling Stores from Trincomalee. Naval Stores required for making good defects of H.M.S. "Shoreham" while refitting at Bombay may be supplied from the H.M. Indian Naval Dockyard, instead of from Trincomalee, provided that all structural materials, important fittings, etc., used for such repairs, or for any alterations and additions, are in accordance with, and fully up to, the standards of materials approved for use in H.M. ships. The ship's officers concerned are to satisfy themselves on this point. Any stores not available at Bombay are to be obtained from Trincomalee. Naval Stores required at Bombay in connection with the half-yearly dockings of sloops are to be demanded from Trincomalee.

3. In regard to the main supplies from England, H.M. Dockyard, Chatham. will be the storing yard for Naval stores, and the Royal Victoria Yard, Deptford, for victualling stores. Demands from H.M. ships should be forwarded quarterly by the most advantageous route, so as to reach the Admiralty (Director of Stores or Director of Victualling as the case may be) not later than 25th January, 25th April, 25th July, and 25th October in each year. The demands are NOT to be sent direct to H.M. Dockyard, Chatham, or to Royal Victoria Yard, Deptford.

Stores will be consigned to the Clerk in Charge, Navy Stores, Bahrein, for H.M.S. .....

4. Messrs. Strick's steamers, which leave London about 20th of each month, call at Bahrein, and quarterly consignments of stores will be sent direct to Bahrein by steamers leaving London towards the end of February, May, August and November in each year.

5. Casual consignments of an urgent nature that cannot wait for the quarterly shipments of replenishments will be shipped to Bahrein per P. & O. and B.I. steamers via Bombay. As, however, the cost of small consignments via Bombay is heavy, it is essential that interim demands from ships for urgent shipment should be kept to the absolute minimum.

6. Except when H.M. ships of the Persian Gulf Division are refitting at Colombo or Bombay, defective stores and empties should either be surveyed on board (if of little or no value) or packed for shipment and landed at Bahrein, whence they will be conveyed by an Admiralty oiler proceeding with cargo from Abadan to Malta when the accumulation at Bahrein justifies the diversion of an oiler. The diversion of the Admiralty oilers is to be arranged by the Senior Naval Officer, Persian Gulf, direct with the Admiralty Inspector of Fuel at Abadan, and steps are to be taken to ensure prompt loading at Bahrein so as to cause as little delay to the oilers as possible. The landing of valuable and portable articles at Bahrein (*e.g.*, electro-plated mess traps, binoculars, telescopes, stop-watches, etc.) should be restricted. Such articles, together with those that can be repaired at Colombo and Bombay, should be dealt with during the annual refits at those ports as far as practicable. As regards Naval stores all requisitions for survey, and as regards victualling stores all reports of survey and return notes (*see* B.R. 93, Manual of Victualling, 1929, Chapter IIG and Chapter IIIE) on stores destined for Malta should be despatched to the Superintending Naval Store Officer or Superintendent and Victualling Store Officer at that port, who will give the necessary clearances to Ships' Accounting Officers when the articles arrive. A memorandum of instructions for dealing with such returns is appended.

7. In view of the frequent opportunities of free freight from Malta to England it is not necessary to send any consignments of such items as empty gas cylinders and used glass chemical tubes by paid freight from the Persian Gulf to England. It should also be borne in mind that certain arisings (*e.g.*, old canvas hose), although of little value in the East, have a market value at Malta or at home. The Superintending Naval Store Officer, Malta, should furnish the Senior Naval Officer, Persian Gulf, with particulars of arisings value which would justify condemned articles being returned by free freight to Malta instead of being dealt with by survey on board. Similarly no packing cases, wooden casks, iron drums, broken chairs, etc., should be condemned by survey on board unless it is clear that they are beyond economical repair and are incapable of further utilisation.

MEMORANDUM OF INSTRUCTIONS FOR DEALING WITH NAVAL AND VICTUALLING STORES AND EMPTIES LANDED AT BAHREIN FOR RETURN TO MALTA.

(i) Naval and victualling stores are to be packed separately on board H.M. ships concerned, and the packages are to be clearly addressed to the Superintending Naval Store Officer or to the Superintendent and Victualling Store Officer, Malta, after old markings on the cases, casks, etc., have been carefully obliterated so far as no longer applicable. Bulky articles which cannot be packed conveniently are to be tallied and addressed on board H.M. ships concerned in a similar manner.

(ii) Each package or bulky article is to bear the name of the returning ship and the ship's serial number of the survey or return note, on which the stores are listed. For articles packed on board, a separate requisition for survey, Form S.331 (or, for victualling stores a report of survey, Form S.330, or return note, Form S.549), should be prepared for each package or bulky article, and a spare copy should be inserted in the case, cask, etc., for use as a packing-note when the stores are unpacked at Malta. The name and rating of the packer should be shown on all copies of the requisitions for survey, etc.

Thus a case containing victualling stores returned from H.M.S. "Hastings" on report of survey, serial number 20 of 1931, would be marked:—

"Hastings"
20/31
S.V.S.O., Malta

and the package would be listed as—

"Case 20/31—Victualling Stores *ex* 'Hastings.'"

(*Note.*—Suitable abbreviations can be adopted for ship's names to save labour in marking packages, but the abbreviations adopted must be unmistakable at Malta.)

(iii) Empties will be easily distinguishable as belonging to the Naval store or victualling departments from their nature, or from the yellow (N.S.) or green (victualling) bands painted on the casks or cases. The name of the ship returning should be inserted if this is not already painted on the empty package, but there is no need to mark the serial numbers.

(iv) The packages containing returned stores, loose bulky articles and empties are to be handed over to the Clerk in Charge, Navy Stores, at Bahrein, who is to arrange for victualling and Naval store consignments to be stowed separately in the godowns while awaiting shipment. Lists of the *packages*, bulky articles and empties are to be prepared by ships' Accounting Officers in quadruplicate on Forms S.549 (separate lists for Naval and victualling consignments are necessary) and sent with the consignments to the Clerk in Charge, who will give dated receipts on the quadruplicates and return them at once to the ship's officers. The remaining three copies will be retained by the Clerk in Charge until the consignments are shipped, when, after insertion of the name of the oiler, date of shipment, and Master's receipt, they will be dealt with as follows:—

Original.—To be sent under cover to consignee (S.V.S.O. or S.N.S.O., Malta).

Duplicate.—Handed to Master of oiler for use as a bill of lading.

Triplicate.—To be retained and kept in a guard book by Clerk in Charge, Bahrein, as a proof that goods have been shipped. They should be arranged under ships' names and in order of date when raised, so as to facilitate reference in the event of queries.

(v) A copy of each survey or return note is to be posted to the S.V.S.O. or S.N.S.O., Malta, as soon as the consignments are landed at Bahrein. Ships' Accounting Officers are to keep the receipted quadruplicates of Forms S.549 with the pertinent batches of survey and return notes (ships' copies) until they receive detailed receipts for the stores from the S.V.S.O. or S.N.S.O., Malta. If such detailed receipts are not received within a reasonable time after it is known that a shipment from Bahrein has taken place, steps are to be taken to verify that the goods have actually been shipped from Bahrein, and enquiries as to the missing receipts addressed to S.V.S.O. or S.N.S.O. if necessary. Ships' accounts are not to be cleared until such receipts have been obtained, or until Admiralty approval has been obtained to write off any discrepancies.

(vi) In regard to permanent Naval stores demanded from England in lieu of those returned to Malta, cross references should be quoted on the requisitions for survey and the demands in lieu, thus:—

On the demand.

"In lieu of stores being returned to Malta on R/S ....." (quote ship's serial number).

On the requisition for survey.

"Stores in lieu are being demanded from England on demand ....." (quote ship's serial number).

1932

1467.—Provisions—Repayment Issues in Ships in which General Messing is in Operation

(V. 1149/32.—17.6.1932.)

The following arrangements for issue of provisions on repayment in ships in which the General Mess system is in operation are promulgated for information and guidance :—

Officers' Messes.

Provisions which are stocked on board for messing the ship's company may be taken up by officers' messes on repayment, provided that such issues will not be detrimental to the messing of the ship's company.

Ship's Company.

With the exceptions specified below, it should not be necessary under the General Mess system to provide for provisions to be taken up on repayment by men's messes.

The exceptions are as follow:—

(*a*) *Tea, Sugar, Milk, etc.*—Certain quantities of these articles may be required for consumption at other times than regular meals. Such quantities may be issued on repayment.

(*b*) *Butter* may be issued on repayment to messes desiring this article instead of margarine, which is normally supplied in H.M. ships. A quantity of butter, equivalent in value to the margarine which would otherwise be issued, may be included in the General Mess expenditure, the value of the balance being recovered from the messes.

(*c*) When entertainments are given by the ship's company such provisions as are necessary for the purpose may be taken up on repayment, provided the articles are not obtainable from the canteen.

Prices.

The prices charged against officers' and men's messes for provisions issued on repayment are to be those used in the General Mess accounts for valuation purposes, *i.e.*, Service Issuing Prices for articles included in the Issuing Price List and cost prices for other articles.

Accounting.

1. *Provision Account.*

(*a*) *Provisions Obtained from Victualling Yards or under Admiralty Contracts.*—Details of issues on repayment are to be shown on the pages provided for that purpose in Form S.83, Part 1A, issues to officers' messes being shown in black and those to men's messes in red ink.

A daily record of the provisions issued to various messes is to be kept on board in Form S.72. Weekly totals should be transferred to Form S.115.

In the fair account forwarded to the Admiralty, the following details only are required on the pages mentioned:—

Page 10. Cash account voucher.
Page 13. Monthly amount recovered.
Pages 10–13. Total issues for quarter.
Proving column.

(*b*) *Other Provisions, i.e., Purchased by Accountant Officer.*—Issues on repayment will not be shown separately in the body of Form S.83, Part 1A, but a statement is to accompany the account, giving details of the articles sold, with rates and values. Sales to officers' and men's messes are to be shown separately. The amounts recovered are to be shown in the Abstract of Expenditure on the final page of Form S.83, Part 1A.

A detailed record of the issues to various messes is to be kept on board, weekly totals being transferred to Form S.115.

2. *Cash Account.*

(*a*) *Officers.*—Recoveries are to be brought to account on Form S.73, amounts in respect of "victualling yard, etc., provisions" and "other provisions" being shown separately.

(*b*) *Men's Messes.*—The amounts due are to be recovered in cash monthly, or as may be arranged. The recoveries may be shown on a separate voucher to the Cash Account or, if preferred, the recoveries may be included on Form S.73, but in a separate column from that used for issues to officers' messes. Amounts due in respect of "victualling yard, etc., provisions" and "other provisions" are to be shown separately.

1569.—Storing Arrangements

Sloops.

(N.S. 5711/32.—1.7.1932.)

The attention of all concerned is called to the undesirability of completing sloops with stores for more than the authorised storing period (4 months for naval and victualling stores) if it can possibly be avoided.

2. When sloops are detached for cruises where they will be out of touch with a naval supply base for a prolonged period, arrangements should be made, if practicable, for the vessels to be replenished with the more bulky descriptions of stores at some convenient port visited during the cruise.

3. Red Sea sloops should be replenished by quarterly shipments from Malta.

4. Sloops operating for a prolonged period on the West Coast of Africa should demand any necessary replenishments from England (demands to be sent in good time to the Director of Stores and Director of Victualling), the port and date when the consignment is required to arrive being furnished in a covering letter.

5. Similar arrangements to those indicated in paragraph 4 should be made for sloops on detached cruises in South American waters, but any saving in weight that can be effected by purchasing supplies of sugar, flour and preserved meat at South American ports during the voyage should be taken into account when preparing for the cruise, so that the demands for other bulky stores from England can be reduced as much as possible.

6. Stores in excess of the authorised allowance of four months are not to be carried without prior Admiralty sanction; any such additional stores approved to be carried should be stowed as low down in the ship as can be conveniently arranged.

1933

196.—Stores and Empty Packages Returned to Medical and Dental Contractors—REPORTS

(M.D.G. 448/33.—20.1.1933.)

Medical and Dental Officers afloat and ashore are reminded that in the event of stores being returned to contractors as unsuitable and for exchange, details must be forwarded to the Director of Navy Accounts as soon as possible in order to ensure that proper financial adjustment is obtained from the contractors.

2. If the articles returned were supplies ordered from the contractors by the Admiralty, a report is also to be forwarded to the Medical Director-General of the Navy, indicating in what respects the articles supplied are regarded as unsuitable.

3. Care is also to be taken to report to the Director of Navy Accounts (Branch 7), without delay, full particulars, including prices according to contract, of all empty packages, bottles, etc., returned to contractors, in respect of which credit is due to Naval funds.

4. Shore establishments in which Accounts of Issue (Form M.117) are used will continue to report such transactions through that medium. In other cases the necessary particulars are to be reported on Reference Sheets.

5. The foregoing instructions are to be observed by Medical and Dental Officers both at home and abroad.

944.—Local Purchases—Cash Discounts for Prompt Payment of Accounts

(C.P. 6223/33.—13.4.1933.)

The following discounts are allowed by the firms named for prompt settlement of accounts :—

Singer Sewing Machine Co., Ltd.	2½ per cent. on all orders (excepting Type Z.28K4 hand machine with base and cover) subject to payment being made in 30 days from end of month in which goods are invoiced. All enquiries and orders to be sent to Singer Building, City Road, London, E.C.1, except those for goods for H.M. Dockyard, Devonport, which should be sent to 87, Victoria Street, Bristol.
Renold and Coventry Chain Co., Ltd., Didsbury, Manchester	3¾ per cent. for payment within seven days from date of invoice, or 2½ per cent. for payment during month following date of invoice. These discounts to apply to all orders except those under £1 in value. Order for Brampton Bros. to be sent to Renold and Coventry Chain Co., Ltd.

2. When these firms are invited to tender, the clause which reads " Net prices should be given, all trade discounts *including cash discounts* being allowed in the quotations ", as printed in current forms of invitation to tender (D.258–d and h) should be deleted, the words "*All trade discounts should be allowed in the quotation*" being inserted in lieu.

3. Attention is directed to the necessity for reporting promptly all local purchases for which payment will be made by the Admiralty in order that these discounts may be secured.

983.—Medical Stores—Invoices and Packing Notes

(M.D.G. 3480/33.—20.4.1933.)

All cases and packages of medical and dental stores sent to the Naval Medical Depôt, Deptford, or to other medical establishments, are to be clearly marked on the outside, indicating the character of the contents, consigning officer and name of ship or establishment, together with the date of despatch. Invoices in triplicate are to be posted immediately showing the same date and other identification marks.

2. Packing notes are to be enclosed in each particular case or package showing its contents in detail, except those packages containing definite quantities of stores, *e.g.*, medicine chests, bales of dressings, etc., packed to scale.

1238.—Towage on the River Tyne—Contract

(C.P. 2769/33.—25.5.1933.)

A contract has been arranged through the Admiralty Agents, Messrs. Wm. Mathwin & Son (Newcastle), Ltd., Newcastle-on-Tyne, with Messrs. Redhead & Dry's Tugs, Ltd., of 27, Quayside, Newcastle, for the provision of towage assistance in the River Tyne.

2. The contract will apply to destroyers, submarines, sloops, fishery-protection vessels, and all ships of merchant type, but it is not incumbent on tank vessels proceeding to the Tyne for docking to use this contract as the docking firms have their own towage arrangements.

3. Cruisers and vessels of heavier classes are not covered by the contract, but arrangements for such ships can be made on each occasion, in case of need within twenty-four hours.

4. Application should be made to Messrs. Wm. Mathwin & Son (Newcastle), Ltd., for all towage assistance on the Tyne, as much notice as possible being given.

5. Contractors' claims for payment will be settled by Messrs. Mathwin, and must be supported by a voucher from the Commanding Officer or Master, giving particulars of the services performed and the nett registered tonnage of ship or vessel concerned, and stating whether the towage has been carried out satisfactorily.

6. This contract will be in force until 22nd March, 1934, inclusive, continuing thereafter subject to one month's notice of termination.

1934

331.—Plate, Relics, Trophies, etc.—Insurance

(M.—8.2.1934.)

The following rules are promulgated governing the necessity for insuring articles of Naval plate, etc.:—

(i) *Articles presented to ships under dedication agreement or otherwise, or presented to ships' messes, etc.*

(ii) *Fleet silver allocated by the Commander-in-Chief to ships belonging to the Fleet.*

(iii) *Presentations not to an individual ship or one of its messes, but to the Flagship or one of its messes.*

Except where the dedication agreement or deed of gift stipulates for insurance, it is a matter for the ship or mess to decide whether they will insure. Donors of such articles must be held to have been aware of the perils of the sea and the possibility of articles being lost or irretrievably damaged. It must, of course, be understood that the Admiralty will not be responsible for making good any loss or damage, which also will be a matter for the ship or mess concerned.

(iv) *Articles presented to a ship of one name and loaned by the Admiralty to another ship.*

Articles so loaned should be insured by the ships to which they are loaned.

(v) *Fleet trophies competed for annually.*

These must be insured by the holder, or, if the Commander-in-Chief so decides, jointly by the ships eligible to compete.

2. Whenever these rules require insurance to be effected the value of the individual articles to be insured must be agreed with the Insurance Company by the unit responsible for insuring them.

3. The United Services Trustee (123, Pall Mall, S.W.1) is prepared to insure Naval plate at the following rates of premium:—

(*a*) To cover Naval plate, which definitely remains in Naval Shore Establishments and is not subject to transit during the currency of the Policy, against all risks, including War—3*s*. 4*d*. per £100.

(*b*) To cover other Naval plate, afloat, or liable to go afloat during the currency of the Policy, against all risks, including War, afloat or ashore, World Wide—7*s*. 6*d*. per £100.

4. The above rates are promulgated for information only. The choice of insurance company rests entirely with the unit responsible for the insurance.

1232—Magnetos—Repairs

(C.P. 8191/34.—31.5.1934.)

Any repairs to be carried out on Watford magnetos should in future be placed either with Messrs. Simms Motor Units (1920), Ltd., or with London Magneto Repairing & Winding Co., 78, Hampstead Road, London, N.W.

2. Purchase of new magnetos, whether for separate magnetos or for magnetos forming part of new machinery, will continue to be confined to Messrs. Simms Motor Units (1920), Ltd., and Messrs. British Thomson Houston Co., Ltd.

1872.—Tinned Vegetables—Gratuitous Issue

(V. 1183/34.—16.8.1934.)

With reference to A.F.O. 2401/32, para. 10, Their Lordships have approved the supply of tinned vegetables, for issue as part of the Standard Ration when fresh vegetables other than potatoes are not available, to ships employed as follows:—

(*a*) In the Persian Gulf.

(*b*) In the Red Sea.

(*c*) On the West Coast of Africa.

(*d*) On surveying duties in these and similar areas.

Supply of these vegetables will be made only to ships actually employed in these areas and not to ships on passage through them or to ships making brief visits.

2. The tinned vegetables may be issued on repayment to officers and men in the ships in which the ration issue is authorised, and issuing prices will be promulgated in due course.

3. The following varieties of vegetables will be supplied:—

Turnips. Carrots. Beetroot. Peas. Beans.

4. These vegetables will be supplied mainly in No. 2 size tin, containing approximately 20 ozs. of vegetable, but a proportion of No. 1 size tin (10 ozs.) will be included as far as practicable. For ration purposes, 10 ozs. of tinned vegetables are to be considered as the equivalent of 1 lb. of potatoes or other fresh vegetables. For example, when potatoes but no other fresh vegetables are available, the full vegetable ration could be issued as ½ lb. of potatoes and 5 ozs. of tinned vegetables.

5. A demand for first supplies, together with a statement of 12 months' estimated consumption of these tinned vegetables, should be forwarded immediately by each ship concerned to the Director of Victualling. Arrangements will then be made for purchase and shipment as soon as practicable.

6. Subsequent supplies will be arranged as follows:—

(*a*) *Sloops in the Persian Gulf.* Quantities required are to be included in the demands for the usual quarterly replenishment of Victualling Stores, and shipment will be made from England. No stocks will be maintained at Trincomalee.

(*b*) *Sloops in the Red Sea.* Demands are to be sent to H.M. Victualling Yard, Malta, and that Yard is to notify the quantities required to the Director of Victualling as soon as practicable, in order that supply *via* Malta may be arranged.

(*c*) *Sloops on the West Coast of Africa.* Demands for the quantities required during employment on the West Coast are to be sent to the Director of Victualling well in advance in order that the necessary shipment may be made from England to the most convenient port.

(*d*) *Surveying Ships.* Demands are to be sent to the Director of Victualling well in advance with information as to where and when the stores are required.

(*A.F.O. 2401/32.*)

(*K.R. and A.I., Appendix XIX.*)

2539.—Washing for Naval Establishments, etc., at Portsmouth, Devonport, and Plymouth, and Rosyth and Firth of Forth

(C.P. 17074/34, C.P. 19553/34, C.P. 13174/34.—15.11.1934.)

Present contracts for Washing, Cleaning, etc., for Naval Establishments, etc., at Portsmouth (Schedule A–H inclusive) terminate on 14th November, 1934.

2. New contracts dated 10th October, 1934, C.P.17074/34 have been arranged as follows and will come into force on 15th November, 1934:—

Schedules A, F, G, H and E (except Blankets, Seamen's, Hospital and Army Transport and Hammocks—Heavy Articles Section, and Watch Coats—additional articles section.)	Flux's Gosport Steam Laundries, Ltd., Haslar Street, Gosport.
Schedules B, C, D	Vita Dry Cleaners, Vita Road, Northern Parade, Portsmouth.
Schedule E. Following items only:—Blankets, Seamen's, Hospital, and Army Transport and Hammocks—Heavy Articles Section.	Southsea Laundry Co., Ltd., 201, Highland Road, Eastney, Southsea.

Note.—Watch Coats are to be sent through Royal Clarence Yard, Gosport, to Royal Victoria Yard, Deptford, for cleaning.

3. *Devonport and Plymouth.*—Present contracts for Washing, Cleaning and Dyeing terminate on 28th November, 1934.

4. New contracts dated 26th October, 1934, C.P.13174, have been arranged as follows, and will come into force on 29th November, 1934:—

Schedules A, D and I	Leggo-Wilson, Ltd., 58/59, Regent Street, Plymouth.
Schedules B, C, E and F*	Kingswear Steam Laundry Co., Kingswear, Devon.

(* Arrangement for cleaning by dry process and glazing where necessary will be made direct with the trade by the officers concerned.)

Schedule G	Three Towns Carpet Beating Co. Ltd., Pennycomequick, Plymouth.
Schedule H	Arrangements for the work will be made direct with the trade by Yard Officers.

Note.—The arrangement under which Watch Coats are sent to Royal Victoria Yard, Deptford, for cleaning is to be continued.

5. *Rosyth and Firth of Forth.*—The present contract for Washing, etc., terminates on 16th December, 1934.

6. A new contract dated 5th November, 1934, C.P.19553, has been arranged with Messrs. David Brown, Ltd., Dunfermline, and will come into force on 17th December, 1934.

7. Priced copies of all the contracts will shortly be available for issue, and Ships and Establishments requiring copies should inform the Director of Navy Contracts (Branch 6a) as soon as possible, stating how many copies are desired.

1935

296.—Trial of Contract-made Boots for Royal Marines—REPORT

(C.P. 2233/35.—7.2.1935.)

It has been decided to carry out a three years' trial of boots manufactured by the Trade for Royal Marines.

2. The trial will be carried out by N.C. officers and men of the Chatham Division, wherever serving, except recruits whilst at the depôt, R.M.

Initial issue will be made with annual clothing due 23rd April, 1935.

Boots of R.M. manufacture are not to be worn during the period of the trial, except in special circumstances, *e.g.*, during repair of Trade boots, etc.

3. The ranks concerned will not be permitted to take up compensation in lieu of issues in kind during the period of the trial.

4. In order to ascertain the wearing qualities, etc., under all conditions, of the Trade boot, a detailed record in the following form is to be maintained for N.C. officers and men belonging to Chatham Division by officers commanding R.M. detachments for ranks serving afloat and by Company Commanders for ranks serving at R.M. Establishments:—

To whom Issued.			Date of Issue.	Repaired.		If adversely affected by Action of Salt Water.	Whether Boots are still fit for Wear after 12 months' use.	General remarks as to Wearing Qualities (to include particulars of any specially arduous wear, to which subjected).
Reg. No.	Rank.	Name.		Date.	Cost and Nature of Repairs.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

NOTE:—A fresh record is to be maintained for each annual clothing year 1935, 1936, 1937.

5. The Commanding Officers of H.M. ships and Naval Establishments and Commandants of R.M. Establishments, under whose command ranks in possession of contract-made boots have served during the preceding 12 months, will render to the Adjutant-General, Royal Marines, on 1st May in each of the years 1936, 1937, 1938, a general report on the wearing qualities of these boots. The detailed record mentioned in preceding paragraph is to be attached to this report.

6. In the event of a N.C. officer or man being discharged to another ship or establishment during the period of the trial, the details in respect of his boots noted on the record mentioned in paragraph 4 are to accompany him.

7. Further instructions will be issued respecting the conduct of the trials in 1936 and 1937.

298.—Steel Wire Rope for Aircraft Cranes and Lifts

(N.S. 1332/34.—7.2.1935.)

It has been decided that, in future, extra special steel wire ropes are to be used for aircraft cranes of all ships, and supply should be made accordingly as the existing wires require renewal. The ropes are to be in accordance with Specification DNC/M/3H (Specification 5), and can be obtained under standing contracts.

2. A complete set of spare fitted ropes for seaplane cranes should be carried:—

Service.		*Description of Rope.*
Purchase rope ...	Ordinary lay	Extra special flexible S.W. rope, 6 × 37. Construction Specification 5 in DNC/M/3H. Size of ropes to be as fitted.
Topping lift rope ...	Lang's lay ...	

Where special thimbles are found necessary for fitting the ropes, supply should be obtained by local purchase or by yard manufacture.

3. The reports rendered in accordance with A.F.O. 2543/33 (not reprinted in Annual Volume) indicate that some vessels already have a full or partial complement of spare crane ropes. Demands should be forwarded to storing yards by vessels concerned for the ropes which are necessary to complete the complement of spares in accordance with this Order, and arrangements should be made by dockyards for early supply.

4. As regards aircraft carriers, spare wires for cranes are dealt with in A.F.O. 1213/32 (not reprinted in Annual Volume). It is not possible to standardise the ropes to be used with aircraft lifts, and spares and replacements for this purpose should be identical with the ropes now fitted. Particulars of spare ropes for lifts which are to be carried on board, and of yard reserves, are shown in A.F.O. 2158/31 (not reprinted in Annual Volume).

515.—Washing for H.M. Ships, etc., at Portland and Sheerness

(C.P. 13177/34, C.P. 13176/34.—28.2.1935.)

Present contracts for washing for H.M. ships, etc., Portland and Sheerness, terminate on 31st March, 1935.

2. New contracts have been arranged as follows and will come into force on 1st April, 1935.

Portland.

The South Dorset Steam Laundries, Ltd., Portland Laundry, Portland.	Contract dated 20th February, 1935, C.P. 13177/34.

Sheerness.

The Minerva Steam Laundry, Charles Street, Blue Town, Sheerness.	Schedules A and B. Contract dated 20th February, 1935. C.P. 13176/34.

3. Priced copies of the above contracts will shortly be available for issue, and ships and establishments requiring copies should inform the Director of Navy Contracts (Branch 6a) as soon as possible stating how many copies are desired.

1921.—Towage at Antwerp—Contract

(C.P. 17106.—8.8.1935.)

A new agreement, operating for a minimum period of three years from 1st July, 1935, has been entered into with Messrs. C. W. Kellock & Co., Ltd., the London Agents of the Union de Remorquage et de Sauvetage (Société Co-operative) of Antwerp, for the provision of towage assistance at that port when required by H.M. ships and vessels. It is a condition of the agreement that all towage of H.M. ships and vessels at Antwerp during the period of this contract shall be carried out by the Union and only the facilities of this firm should, therefore, be used.

2. Payment for services performed under this contract will be authorised by the Admiralty. Claims are to be forwarded by the Contractor to the Director of Navy Accounts, Admiralty, London, S.W.1, supported by a voucher from the Master, giving particulars of the services performed, the nett register tonnage of ship or vessel concerned, and stating whether the towage has been satisfactorily carried out.

*1985.—Transport Kit Bags

(V. 1084/35.—15.8.1935.)

The bag racks which have hitherto been specially fitted on the mess decks of transports and certain freight ships (where men are not berthed in existing accommodation) for the stowage of the ordinary Service kit bags of Naval ratings taking passage will not be provided in future, but the bags will be stowed in the kit bag room. Men *other than those entitled to second class accommodation* taking passage in these vessels in future are to be supplied on loan with a special " transport kit bag " to accommodate the articles required for use on the voyage (*see* below), and these special bags will be stowed in the " overheading " of the mess decks. Men will NOT have access to their ordinary kit bags or suitcases during the voyage.

2. Stocks of transport kit bags are available at the Victualling Yards, and, except as indicated in paragraph 5, ships and establishments sending drafts by transport or freight ship are to demand from the local Victualling Yard sufficient bags to enable one to be issued to each man requiring it. The bags are to be supplied to the men on personal loan, and are to be taken off the Accountant Officer's store charge on issue. A nominal list of the men to whom bags have been supplied is to be sent to the ship to which they are proceeding, and a copy of the list sent to each ship or establishment is to be forwarded into office with the loan clothing account.

3. A label, giving the name, rating, official number, and destination (ship) of the man to whom it is issued, is to be attached to each bag, and the following articles are to be stowed by the men in their bag prior to embarkation :—

Men Dressed as Seamen :—

*2 pairs tropical shorts.
*2 pairs tropical singlets.
*1 serge suit for use as night clothing.
*1 suit No. 6.
2 suits No. 5.
*2 pairs socks.
*2 pairs stockings.
*2 towels.
*1 pair boots or shoes.
2 flannels.
1 jersey (if not worn when joining in No. 3 suit).
1 silk.
1 overall suit.
*3 lb. of soap and tobacco.

Men not Dressed as Seamen.

2 pairs white trousers.
2 white shirts.
2 collars.
2 vests.
2 cap covers.
1 necktie.

And all articles marked * above.

Notes.

(*a*) At home all men should join in good No. 3 suits, wearing waist belts. If men abroad join in No. 5 suits, a No. 3 suit should be substituted for a No. 5 suit in the above list for disembarkation in England.

(*b*) Ditty boxes should be stowed in the Service kit bags.

(*c*) 1 cap box containing—

1 blue cap,
1 white cap,
1 blue collar,
Housewife,
Toilet gear,
Writing materials and small personal articles,

is to be carried separately and stowed in the overhead racks with the *transport* kit bag.

(*d*) 1 helmet and cover are to be carried separately and stowed in the special stowage.

4. On the arrival of the men on board their ships at their destination, the bags are to be collected and taken on charge by the Accountant Officer, who is to return them to the nearest Victualling Yard at the first opportunity or to a home Victualling Yard (*see* paragraph 5). The value of any bag lost or damaged by neglect is to be charged against the individual responsible for it.

5. When drafts are taking passage to and from a destination which is at a considerable distance from any Victualling Yard, *e.g.*, the Persian Gulf, the transport kit bags for the use of the homeward draft will be sent from England in charge of the Master of the transport to H.M. ship or ships concerned. In such instances the bags in the possession of the outward draft are to be collected and taken on charge as soon as the men arrive on board their ships, and returned to a home Victualling Yard properly packed and labelled in charge of the Master of the transport, the normal procedure for dealing with consignments being followed. (*See* Manual of Victualling B.R. 93, Chapter 2, Section F (page 10).)

6. A small stock of transport kit bags will be put on board transports and freight ships engaged for the conveyance of Naval drafts for issue to ratings who for any reason arrive on board without such a bag, and to replace casualties. The bags will be supplied to the Master and will be handed over by him as required to the officer in charge of the draft who will deal with them as laid down in King's Regulations and Admiralty Instructions, Article **830.**

7. Transport kit bags are to be accounted for at the Victualling Yards as Vote 2 Stores, and dealt with in the same way as other articles of loan clothing, those returned in sufficiently good condition being washed and repaired as necessary to make them fit for re-issue.

1990.—Bread Tins

Leaders and Destroyers.

(V. 2481/34.—15.8.1935.)

Leaders and Destroyers fitted with Pattern 7A galley ranges will be provided in future with the undermentioned bread tins which will enable a day's supply of bread to be baked in one batch :—

Pattern.	*Description.*	*Quantity.*
Special	Tins, bread, 8 lb.	16
284A	Tins, bread, 2 lb.	7

2. *Method of Use.*—The tins should be stowed in the ovens as follows :—

Large Oven

Upper Compartment.—Four 8-lb. tins side by side, each with one end to the side of the oven ; seven 2-lb. tins end to end along the other side and across the front.

Lower Compartment.—Six 8-lb. tins in pairs, end to end, along the depth of the oven.

Small Oven

Three 8-lb. tins, end to end, along the depth of the oven, in both upper and lower compartments.

3. *Arrangements for supply.*—

Home Fleet Flotillas.—Requirements are to be demanded from the victualling yards at ships' home ports.

Mediterranean Flotillas.—Requirements are to be demanded from Malta victualling yard.

8th Flotilla.—Requirements are to be demanded from Hong Kong victualling yard.

" *G* " *Class Destroyers.*—Depôts are to include the quantities shown in paragraph 1 in the commissioning demands for victualling stores.

4. Any bread tins, which are no longer required on board the leaders and destroyers concerned, are to be returned to store at a convenient opportunity when supplies on the new scale are available.

5. Amendment of the Manual of Victualling—B.R.93—will be deferred pending decisions on the report of the Mess Gear Committee.

2220.—Measures, Copper, for Victualling Purposes

Leaders, Destroyers, Minesweepers and River Gunboats

(V. 1757/35.—12.9.1935.)

The allowances of copper measures given below are to be substituted for those shown on page 215 of the Manual of Victualling (B.R. 93).

Pattern.	Article.	Ships with complements of :—			
		150–199	100–149	50–90	under50
72A	Measures copper, lipped, 1 gal. ...	1	1	1	–
73A	,, ,, ,, ½ ,, ...	–	–	–	1
74A	,, ,, ,, 1 qt. ...	1	–	–	–
75A	,, ,, ,, 1 pt. ...	1	1	1	–
76A	,, ,, ,, ½ ,,	1	1	1	1
77A	,, ,, ,, 1 gill ...	1	1	1	1
78A	,, ,, ,, ½ ,, ...	1	1	1	1
80	,, ,, round, ½ gal.* ...	1	–	–	–
81	,, ,, ,, 1 qt.* ...	1	1	1	1
82	,, ,, ,, 1 pt.* ...	1	1	1	1
83	,, ,, ,, ½ ,,* ...	1	1	1	–
85	,, ,, ,, ½ gill* ...	1	1	1	1

* To be demanded only if actually required.

2. Measures required to complete to the revised scales should be demanded from the Victualling Yard in the ordinary manner. Any victualling service measures now on board the vessels concerned no longer required or in excess of the new scale should be returned to store at a convenient opportunity.

2382.—Ships' and Boats' Badges and Mottoes

(M.F. 3866/35.—3.10.1935.)

The selection of ships' badges and mottoes is made on the recommendation of an Admiralty Committee on Ships' Badges.

2. On the completion of the designs for ships of the 1934 Naval Programme, the design work for the Committee will be carried out by Mr. Arthur W. S. Cochrane, C.V.O., Clarenceux King of Arms, who has been appointed Adviser on Naval Badges and a member of the Ships' Badges Committee.

3. Correspondence for the Ships' Badges Committee or for the Adviser on Naval Badges should be addressed to the Secretary, Ships' Badges Committee, Admiralty, S.W.1.

4. A sketch of each new design of badge approved is inserted in the Captain's Ship's Book, together with a statement of the reasons for the adoption of the particular design where necessary and an explanation of the motto.

5. No departure from the official ship's badge as approved and shown in the Captain's Ship's Book is to be made without Admiralty approval.

6. Orders concerning the supply of ships' and boats' badges for H.M. ships and the reproduction of designs for the public are as follows:—

A. *Badges for H.M. Ships.*—(i) H.M. ships should forward requests for supply of badges to the Superintending Naval Store Officer, Chatham, who, if the approved carving of badge for the ship concerned is available, will arrange supply within the limit of the allowance noted below, or, if the carving is not available, will forward the request to the Admiralty for instructions.

(ii) New carvings will be forwarded, after completion by the contractor, to Chatham. When the carvings have been inspected and passed, the Superintending Naval Store Officer, Chatham, will inform the Commanding Officers of the ships concerned, and will request details of the badges required to complete, on the following basis:—

Two large badges for each cutter or larger boat and each power-driven boat of 30 ft. and above.

Two small badges for each gig or smaller boat and each power-driven boat under 30 ft.

One spare boat's badge of each size and type allowed.

Badges are not supplied for collapsible boats.

(iii) All work in conection with the casting and finishing off of badges will be carried out at Chatham, and the carvings will be stored at that yard.

(iv) The cost of the badges is to be charged direct to the ships concerned in dockyard accounts.

(v) The ship's badge will be dealt with as a "fixture," and an estimate of the cost of its production should be approved before manufacture is proceeded with. The boats' badges will be supplied as permanent sea stores, and the approved allowances, as shown in A (ii) above, are embodied in the Sea Store Establishments concerned.

(vi) Ships' and boats' badges in H.M. ships and shore Naval establishments are to be accounted for in the Shipwrights' fixture list, and the pertinent Naval Store Account respectively.

(vii) Ships' and boats' badges and scrolls are to be removed from ships that are being prepared for sale and dealt with as follows:—

(*a*) The large ships' badges and scrolls actually worn by ships during the Great War, and one of any of the badges actually so worn by the boats of such ships, are to be deposited with the Imperial War Museum on loan, the cost of packing and transport, which should be kept as low as possible, being charged against the Museum Authorities. No other badges, etc., are to be sent to the Imperial War Museum. All transactions in connection with the loan of badges, etc., to the Museum are to be dealt with by Chatham Yard, and any badges, etc., sent to the Museum by other yards are to be invoiced to Chatham.

(*b*) All ships' badges, scrolls and boats' badges, other than those mentioned in (vii) (*a*) above are to be sent for storage to Chatham Yard, where they are to be taken on Naval store charge at a professional valuation for possible use in other ships of the same name. As there is no certainty, however, that further use will necessarily be found for the articles, the professional valuation at which they are taken on charge should be the value they might be expected to realise if disposed of by sale.

(viii) Badges and scrolls will not be available for sale to private individuals.

B. *Public Reproduction of Badge Designs.*—(i) The Crown copyright of the designs officially approved as the badges of H.M. ships is vested in the Controller of H.M. Stationery Office by Royal Letters Patent. Permission to reproduce the designs is granted to the public on payment of a royalty fee of one shilling in respect of each design reproduced. Each applicant is required to give an acknowledgement that the copyright of the design is held by the Controller of H.M. Stationery Office.

(ii) A photograph of the design, together with information as to colours and motto, is obtainable on payment of 1*s.* 6*d.* for each badge.

(iii) Applications should be addressed to:—

The Admiral Superintendent,
H.M. Dockyard,
Chatham.

(*A.F.O. 2389/35.*)

3030.—Sisal Cordage

(N.S./D. 5221/35.—12.12.1935.)

(*This reprint embodies A.F.O. 2288/37.*)

Consideration has been given to the use of tarred sisal cordage, and it has been decided that for the following services the class of sisal cordage indicated is to be used.

Services for which tarred sisal should be used.

Boat ropes.
Capstan swifters.
Jiggers and luffs.
Derrick guys.
Lamp halyards.
Accommodation ladder tackles.
Carley float lashings.
Guys to building slip gaffs.
Topping lift falls.
Spring tackles.
Staging lines.
Life lines.
Can hook strops.
Springs.
Lower boom guys.
General purpose tackles.
Awning tackles.
Man ropes.
Spirit-room tackles.
Provision tackles.
Deck tackles.
Derrick purchases and falls.
Shore tackles.
Gantlines.
Bale slings.
Paunch matting.
Breast ropes.

Services for which untarred sisal should be used.

Coaling-whip outhauls.
Nose and tail lines for torpedoes.
Awning earrings.
Compressor falls.
Lacings for canvas.
Fixtures, small awnings, blast screens, windsails, boats' covers, canopies, tarpaulins, etc.
Dressing-line whips (tailing).
Awning lacings.
Coaling-whip downhauls.
Burton falls.

Services for which sisal (tarred or untarred) should be used.

Guest warps.
Creeper lines.
Collision mat lines.
Sounding-boom gear.
Transporting hawsers.
Buoy ropes.
Hook ropes.
Side screen gear.
Dressing-line downhauls.
Heaving lines.

No stocks of New Zealand cordage are at present available, but the instructions in A.F.O. 325/34 as to the use of this cordage as an alternative to sisal are not modified by the foregoing.

(*A.F.Os. 325/34 and 765/36.*)

1936

233.
430. } *Issued Confidentially.*

562.—Towage Assistance for H.M. Ships and Vessels in Terneuzen-Ghent Canal

(C.P. 4076/36.—5.3.1936.)

The contract with Messrs. C. W. Kellock & Co., Ltd., the London Agents of the Union de Remorquage et de Sauvetage (Société Co-opérative) of Antwerp, for the provision of towage assistance to H.M. ships and vessels in the Terneuzen-Ghent Canal, will expire on 6th May, 1936, and will not be renewed at present.

As long notice as possible of any proposed transit of the canal by H.M. ships or R.F.A.s should be given to the Admiralty, so that the renewal of the contract may be considered.

706.—Supply of Aldis Lantern to Fleet Attendants

(N.S. Fuel 5457/35.—19.3.1936.)

Royal Fleet Auxiliaries on Fleet attendance, except 1,000-ton oilers manned by yard craft personnel, may be supplied with an Aldis lantern, provided that the existing visual signalling facilities have been proved by actual experience to be inadequate to meet Fleet requirements.

2. Details of such issues should be reported by the Naval Store Officer, together with particulars of the circumstances justifying the supply.

3. This Order does not apply to freighting oilers.

1205.—Fleet Air Arm Aircraft Badges and Mottoes

(M.F. 20048/35.—14.5.1936.)

All aircraft in a carrier-borne squadron will wear the distinguishing badge allocated to that squadron.

2. All other ship-borne aircraft will wear the badge of the ship to which they are attached.

3. A sketch (in colours) of the suggested design for a carrier-borne squadron is to be forwarded by the squadron concerned to the Secretary, Ships' Badges Committee, Admiralty, S.W.1, explanatory reasons for the adoption of the particular design being stated. The battleship frame as shown on A.F.O. Diagram 49/36, will be standard for all types of carrier-borne aircraft, but the proportions of the whole design may be enlarged, or reduced, to suit the area available on the fin. The addition of a scroll and motto underneath is optional.

4. After consultation with the Air Ministry Inspector of Badges (to prevent duplication or undue similarity in design), the proposed design will be submitted to the Ships' Badges Committee for approval.

5. The squadron will be supplied, without charge, with a copy of the approved design from which no departure is to be made without Admiralty authority.

6. The squadron concerned will be responsible for the cutting of the requisite stencils for the approved design which is to be worn on both sides of the fin, and in no other position.

7. Only gold leaf and the special dopes provided for use on aircraft are to be employed. On no account is paint to be used.

8. The Crown copyright of the designs officially approved as badges of Fleet Air Arm Squadrons is vested in the Controller of H.M. Stationery Office by Royal Letters Patent. Permission to reproduce the designs is granted to the public on payment of one shilling (royalty fee) in respect of each design reproduced. Each applicant is required to give an acknowledgment that the copyright of the design is held by the Controller of H.M. Stationery Office. A photograph of a design, together with information as to colours and motto, is also obtainable on payment of 1s. 6d. for each badge. Applications should be addressed to :—

The Secretary,
Ships' Badges Committee,
Admiralty, S.W.1.

(*Air Ministry Order A.14/36.*)

1783.—Ward Room Attendants' Clothing for Airmen Batmen in H.M. Ships

(V. 1098/36.—16.7.1936.)

Royal Marine Pattern Ward Room Attendants' clothing required for gratuitous issue to R.A.F. men employed as ward room attendants in aircraft carriers is to be supplied on requisition by the proper R.A.F. Officer by the Accountant Officer who is to demand the articles from the Royal Marine Division in the usual way if they cannot be supplied from the stock on board.

2. A claim for the value of the supplies will be raised in office against the Air Ministry on the examination of the ship's clothing account. For this purpose a nominal list of the men concerned, showing the items supplied to each and bearing the countersignature of the R.A.F. Stores Officer, should be forwarded as a supporting voucher to the account.

1785.—Cup and "U" Leathers, etc.—Local Purchase

(N.S. 2335/36.—16.7.1936.)

Attention is drawn to the fact that leathers for steering and helm indicator gear telemotors, refrigerating and cooling machinery, catapults, aircraft lifts, and other similar services, should be obtained from the makers of the machinery or installation.

2. Demands for these items in future are to indicate the makers of the plant from whom the leathers are to be obtained.

3. Leathers for hydraulic gun machinery should be made on board as far as possible. Any local purchases found necessary should be confined to Messrs. Vickers-Armstrong, Ltd.

2138.—King's Colour—Upkeep and Repair

(N.S. 7061/36.—27.8.1936.)

Consideration has been given to the question of the upkeep and repair of the King's Colour, and it has been approved to adopt the following policy, viz. :—

(*a*) Articles pertaining to the Colour itself (the silk cord, tassels, etc., the belt, buckles, etc., the stave and Colour Staff mount, and the leather case) should be maintained in first-class condition.

(*b*) As the life and state of the silk ensign itself must necessarily depend on climatic and other conditions, a reasonable amount of deterioration must be accepted before the ensign is renewed, and taking the life of a regimental Colour as a guide, a life of 15 to 20 years may be expected. Such resources as are available on each station should be employed to maintain the Colour, and the articles pertaining to it, in a condition fit for parade.

(*c*) The approximate total value of the articles referred to is £50, of which £13 10*s*. is the value of the silk ensign, and £23 10*s*. the value of the Colour Staff mount. Apart from the natural desire to preserve the Colour from decay or damage, every attention should be directed to ensure that deterioration of articles of such intrinsic value is reduced as much as possible.

2383.—Furniture, Upholstered—Use of Calico for Covering

(N.S. 8650/36.—24.9.1936.)

Future supplies of upholstered furniture to officers' cabins of sea-going ships at home or abroad which are permanently allowed cretonne overcases may, at the option of the officers concerned, be calico-covered instead of hide-covered.

2. Demands for any calico or calico-covered furniture that may be required in consequence of this decision should be forwarded by dockyards in due course.

2435.—Electric Cable supplied to H.M.S. "Kilmun"

(N.S. 5129/36.—1.10.1936.)

The following instructions regarding electric cable supplied to H.M.S. "Kilmun" are promulgated for information and guidance of all concerned:—

Cable laid by H.M.S. "Kilmun" when the Vessel is working under the direction of, or in association with, the Dockyard Officers.

This cable is to be charged direct to the specific service for which the material is laid, and S.134D Supply Vouchers (endorsed with full particulars of the service) sent to the Accountant Officer of the ship or service concerned. Cable should then be issued off charge as expended.

Cable and kindred Stores drawn otherwise than under the direction of Dockyard Officers.

(A) To be charged to 89.D.5 Submarine Cables, etc., as Maintenance Stores in the first instance and Supply Vouchers sent to "Kilmun" for the material to be taken on charge in the vessel's store account.

(B) When the cable is laid Vouchers S.549 (endorsed with particulars of the service) are to be prepared by "Kilmun" in quadruplicate and receipt obtained from the ship or establishment for which the cable has been laid. Vouchers S.549 are to be posted in the "Kilmun's" account under the heading "Supplies to other ships" and the several copies disposed of as follows:—

Original retained to support "Kilmun's" store account.

Duplicate sent to ship or establishment for which the cable has been laid. Cable to be taken on charge from this voucher and issued off charge as expended on the service quoted on the voucher.

Triplicate sent to the Expense Accounts Officer, H.M. Dockyard, Portsmouth, at the end of the quarter, for necessary adjustment of Expense Accounts.

Quadruplicate sent to Admiralty (N.S.) at the end of the quarter.

(C) Cable expended by "Kilmun" for maintenance of the vessel is to be recorded in the store account as "Ship's Expenditure."

2769.—Fleet Air Arm—Photographic Equipment—Policy—REPORTS

(N.S. 10705/36.—12.11.1936.)

The following revised allowances of cameras and camera fittings for the Fleet Air Arm have been approved:—

Per aircraft carrier	Cameras ...	4 F.24 plus 50 per cent. reserve. 1 P.18 plus 1 reserve (when aircraft equipment includes Osprey).
	Fittings ...	4 sets per type of aircraft suitable for vertical photography. Where only one type of aircraft is embarked, fittings will be provided for reserve cameras also.

Per catapult ship equipped with one or more aircraft.	Cameras ...	1 F.24 plus 1 reserve ; *or* 1 P.18 plus 1 reserve.
	Fittings ...	1 per I.E. and reserve F.24. Where different types of aircraft are embarked, installation fittings will be supplied to permit of F.24 camera being fitted into each type of aircraft.

2. It will be noted that the allowances provide for reserve cameras for the Fleet Air Arm to be held on board ship.

3. The fittings referred to in the above statement comprise the undermentioned removable items required to operate the F.24 camera :—

(*a*) Motor.
(*b*) Mechanical control.
(*c*) Electrical leads.
(*d*) Mountings for—
(i) Vertical and
(ii) Oblique (hand held) photography.

4. The P.14 and P.18 types of cameras, which are at present supplied to most catapult ships, are obsolete. They will be replaced by cameras, type F.24, except in ships equipped with Osprey aircraft, for which type of aircraft the F.24 is unsuitable. When Osprey aircraft are replaced in these ships cameras, type F.24, should be demanded to replace the cameras, type P.14 or P.18.

5. In the older catapult ships and in all small cruisers it is the intention that the type F.24 cameras shall be generally used for hand-held oblique photography only. Fully equipped dark rooms will not be fitted in these ships, each ship making its own arrangements for developing and printing as hitherto.

6. In large new construction cruisers, *e.g.*, " Southampton " class, and in certain re-constructed ships, *e.g.*, H.M. Ships " Repulse " and " Cumberland," more extensively equipped dark rooms are being or have been fitted. The additional photographic equipment necessary for vertical air photography will be supplied to these ships when aircraft capable of mounting a vertical camera are carried.

7. In order to ensure that the maximum number of P.18 cameras may be available for re-issue, it is essential that the cameras of this type should be returned immediately after the re-equipment with F.24 cameras has been effected.

8. A report on the suitability of the new allowances should be rendered by the ships concerned, through the usual Administrative Authorities, after a year's experience has been gained.

9. The items of equipment referred to in this Order are Air Ministry stores and should be accounted for in accordance with A.F.O. 768/36 promulgated in substitution of Appendix X to B.R. 4 (Instructions relating to Supply of Naval Stores to H.M. Ships, etc.).

2771.—Officers' and Men's Luggage—Conveyance at Torquay

(C.P. 32807/36.—12.11.1936.)

A contract has been renewed with C. J. Dimond & Son, Victoria Road, Torquay, for the conveyance of officers' and men's luggage between Torquay pier and the railway station and vice versa, at the following rates :—

	s.	*d.*	
Officers' trunks	1	0	each.
,, suitcases		3	,,
Tool chests	1	0	,,
Ratings' bags		6	,,
,, hammocks		3	,,
,, suitcases		3	,,

When the number of packages conveyed is more than 20 of any description, those of that description in excess of 20 shall be charged at half-price.

2. The contractor will be held responsible for the prompt delivery and safe custody of the goods entrusted to him for conveyance.

3. Claims for payment will be forwarded by the firm on each occasion to the Accountant Officers of H.M. ships concerned, but when baggage of men belonging to various ships is conveyed as one consignment it will be necessary to ensure that any benefit of the lower rates for large quantities is secured.

4. The contract became operative as from 28th October, 1936, and will continue until further notice.

2861.—Stores for Instructional Purposes—Issued from Dockyard Sale Charge

(N.S. 11205/36.—26.11.1936.)

Supplies of old canvas, hemp, cordage and steel wire rope may be made to H.M. ships of the Home Fleet for instructional purposes, and demands for such materials should be forwarded to the respective storing yards, quoting this Admiralty Fleet Order as the authority.

2. These materials should be supplied at sale values, *i.e.*, without enhancement.

3. To enable the cost of such supplies to be debited to the valuation allowance of H.M. ships on issue from central store, the sale prices should be obtained from the Expense Accounts Officer.

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(*See overleaf*)

82.—Carpets, Rugs, or Carpet Squares, Curtains and Overcases—Allowances

Ships and Shore Establishments

(N.S. 11473/36.—21.1.1937.)

(*This reprint embodies A.F.O. 510/37.*)

The existing instructions regarding allowances of Carpets, Curtains and Overcases have been consolidated as shown below.

H.M. Ships of 2,000 tons and over.	Carpets and/or Rugs. (Fitted Carpets are not supplied, except as provided for in Note 1.)		Curtains (Door, Scuttle, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture—e.g., Chairs, Sofas, Couches, and Settee Bunks.
	† *Carpet squares or carpets of rectangular shape, of Service pattern materials, or Service pattern rugs, but articles of trade pattern at the following limits of price may be selected :—*			
	Price limit per yard, based on material 27 in. wide.	*Total price limit per cabin, room, etc.*		
Flag Officer, Chief of Staff, Captain of Fleet, Commanding Officer of Captain's rank.	Not to exceed four and a half times that of Service pattern body carpet material.	Not to exceed one and a half times the cost of a fitted carpet of Service pattern body carpet material.	One set for each cabin, made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	Two sets, made up from cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time. A third set is allowed for a Flag Officer proceeding to a foreign station, if he has had no opportunity of selecting the pattern of material used in the two sets referred to above.
Officers of Captain's rank on Naval staffs (except as shown above), Commanding Officer of Commander's rank. Chaplains entitled to Captains' allowances.	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.		

Commanding Officer of rank below Commander.	Service pattern rectangular carpets with border, if desired.	One set for each cabin, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.
Officers' cabins, except as above.	Service pattern rectangular carpets of suitable size, or Service pattern hearth rugs.	One set for each cabin, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.
Wardrooms and ante-rooms in ships of 2,000 tons and over, commanded by officers of Commander's rank and above.	*See Heading at † above.* Not to exceed three times that of Service pattern body carpet material. | Not to exceed the cost of a fitted carpet of Service pattern body carpet material.	One set for each room, made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time time to time, may be selected.	Two sets, made up from suitable Service materials.
Wardrooms and ante-rooms in ships of 2,000 tons and over, commanded by officers of rank below Commander.	Service pattern rectangular carpets with border, if desired.	One set for each room, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.
Gunroom Officers' messes in ships of 2,000 tons and over.	—	One set for each room, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.
Warrant Officers' messes in ships of 2,000 tons and over.	*See Heading at † above.* Not to exceed three times that of Service pattern body carpet material. | Not to exceed the cost of a fitted carpet of Service pattern body carpet material. (*See* Note below.)	One set for each room, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.

(*Note.*—Carpets and rugs are only allowed to Warrant Officers' messes in ships where six or more such officers are borne, and providing space permits.)

H.M. Ships under 2,000 tons.	Carpets and/or Rugs. (Fitted Carpets are not supplied, except as provided for in Note 1.)		Curtains (Door, Scuttle, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture—e.g., Chairs, Sofas, Couches, and Settee Bunks.
	† *Carpet squares or carpets of rectangular shape, of Service pattern materials, or Service pattern rugs, but articles of trade pattern at the following limits of price may be selected :—*			
	Price limit per yard, based on material 27 in. wide.	*Total price limit per cabin, room, etc.*		
Flag Officer	Not to exceed four and a half times that of Service pattern body carpet material.	Not to exceed one and a half times the cost of a fitted carpet of Service pattern body carpet material.	One set for each cabin, made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	Two sets, made up from cretonne, casement cloth, or other suitable material within the limits of price approved from time to time. A third set is allowed for a Flag Officer proceeding to a foreign station if he has had no opportunity of selecting the pattern of material used in the two sets referred to above.
Captain (D) and Commanding Officer of Captain's rank, Commanding Officer of Commander's rank, including "A" and later class destroyers, but excluding (i) destroyers earlier then "A" class, and (ii) patrol boats, submarines, trawlers, drifters, and other small craft.	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.	One set for each cabin, made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	Two sets, made up from cretonne, casement cloth, or other suitable material within the limits of price approved from time to time.

Commanding Officer of rank below Commander, except in (i) destroyers, (ii) patrol boats, submarines, trawlers, drifters, and other small craft.	Service pattern rectangular carpets with border, if desired.			Two sets, made up from suitable Service materials.
Commanding Officer of Commander's rank in destroyers earlier than "A" class, and Commanding Officer of rank below Commander in all destroyers, and Commanding Officers in patrol boats.	Rugs of Service pattern—one for each cabin. (*See* * Note below.)		One set for each cabin, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials when serving on a foreign station.
Officers' cabins, except as above.				Two sets, made up from suitable Service materials.
Wardrooms in ships under 2,000 tons commanded by officers of rank of Commander and above, including "A" and later class destroyers, but excluding (i) destroyers earlier than "A" class unless commanded by an officer of Captain's rank, and (ii) patrol boats, submarines, trawlers, drifters, and other small craft.	*See Heading at † above.*		One set made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	Two sets, made up from suitable Service materials.
	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.		

**Note.*—The total value of rugs and carpet runners for Commanding and other officers' cabins, and for wardrooms, should not exceed £25 for each flotilla leader, £15 for each destroyer, £15 for "P.C. 74" and "Dart," and £10 for each of the remaining patrol boats.

H.M. Ships under 2,000 tons.	Carpets and/or Rugs. (Fitted Carpets are not supplied except as provided for in Note 1.)	Curtains (Door, Scuttle, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture, e.g., Chairs, Sofas, Couches, and Settee Bunks.
Wardrooms in ships under 2,000 tons commanded by an officer of rank below Commander, excluding destroyers, patrol boats, submarines, trawlers, drifters, and other small craft.	Service pattern rectangular carpets with border, if desired.	One set, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials.
Wardrooms in destroyers earlier than "A" Class commanded by officers below the rank of Captain, and in destroyers of "A" and later classes commanded by an officer below the rank of Commander, and in patrol boats.	Carpet runners or rugs of Service patterns.	One set, made up from rep or other suitable Service materials.	Two sets, made up from suitable Service materials, when serving on a foreign station.
Commanding and other officers' cabins in submarines.	Service pattern carpet runners.	Two sets, made up from suitable Service materials or cotton rep, for Commanding Officer in all submarines when stationed abroad, and one set for Commanding Officer in "Oberon" and later classes at home. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	—

Wardrooms in submarines.	Service pattern carpet runners where space permits.	Two sets, made up from suitable Service materials in all submarines, when stationed abroad, and one set in "Oberon" and later classes at home. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	
Other small craft (trawlers, drifters, etc.).	As laid down in Sea Store Establishments.	—	—

In H.M. Ships where fitted.	Carpets and/or Rugs.	Curtains (Door, Scuttle, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture, e.g., Chairs, Sofas, Couches, and Settee Bunks.
Sanctuaries of churches in ships having a permanent chapel used solely as such.	Carpets of appropriate design and colour. *If desired, fitted carpet may be supplied.* Following is the price limit per yard, based on material 27 in. wide :—	—	—
	Not to exceed three times that of Service pattern body carpet material.	—	—
Sick Bay	—	Two sets, made up from suitable Service materials or cotton rep.	Two sets, made up from suitable Service materials for armchairs allowed.
Midshipmen's study and enclosed mess berths in H.M. ships of :—Engine - room Artificers, Stewards and Cooks, Master - at - Arms, Sergeants of Marines, Regulating Petty Officers, Chief Petty Officers, Petty Officers, etc.	—	One set, made up from suitable Service materials or cotton rep.	—

Shore Establishments, etc.	Carpets and/or Rugs. (Fitted Carpets are not supplied.)		Curtains (Door, Window, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture, e.g., Chairs, Sofas, Couches, and Settee Bunks.
	Carpet squares or carpets of rectangular shape, of Service pattern material, or Service pattern rugs, but articles of trade pattern at the following limits of price may be selected:—			
	Price limit per yard, based on material 27 in. wide:—	*Total price limit per room.*		
Main Rooms.				
R.N. Barracks, Portsmouth, Chatham and Devonport; Gunnery School, Whale Island, Fort Blockhouse; Torpedo School, H.M.S. "Vernon," H.M.S. "Osprey," and H.M. Navigation School.	Not to exceed four and a half times that of Service pattern body carpet material.	Not to exceed one and a half times the cost of a fitted carpet of Service pattern body carpet material.	One set for each room, made up from suitable Service materials or cotton rep. If desired, cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time, may be selected.	One set, made up from cretonne, casement cloth, or other suitable material, within the limits of price approved from time to time. One set, made up from brown holland, white duck or other Service material for summer use.
Shore Establishments other than those mentioned above.	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.		

Shore Establishments, etc.	Carpets and/or Rugs. (Fitted Carpets are not supplied.)		Curtains (Door, Window, etc.). (*See* Note 12 in regard to selection of Cotton Rep.)	Overcases for Upholstered Furniture, e.g., Chairs, Sofas, Couches, and Settee Bunks.
	Carpet squares or carpets of rectangular shape, of Service pattern material, or Service pattern rugs, but articles of trade pattern at the following limits of price may be selected:—			
	Price limit per yard, based on material 27 in. wide.	*Total price limit per room.*		
MAIN ROOMS OF R.N.V.R. Headquarters ashore. (*See* (A) below.)	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.	As approved by Admiralty.	As approved by Admiralty.
Ante-room and/or smoking-room of Commissioned Warrant and Warrant Officers' messes.	Not to exceed three times that of Service pattern body carpet material.	Not to exceed the cost of a fitted carpet of Service pattern body carpet material.	One set for each room, made up from suitable Service material or cotton rep. If desired, cretonne, casement cloth, or other suitable material within the limits of price approved from time to time, may be selected.	One set, made up from cretonne, casement cloth or other suitable material, within the limits of price approved from time to time. One set, made up from brown holland, white duck or other Service material for summer use.
Mess rooms of Commissioned Warrant and Warrant Officers' messes ashore.	Carpet strips of Service pattern carpet material.			
Offices in Naval Shore Establishments, Dockyards, etc.	Carpet squares or carpets of rectangular shape, of Service material allowed only to officers of the rank of Captain, R.N., and corresponding ranks and above, and to principal officers.		—	—

(A) Subject to replacement being approved by Admiralty before purchase is made.

Notes

1. Where the supply of carpets of rectangular shape, carpet squares or rugs, would result in unsatisfactory covering of floor spaces, Officers of Flag rank, Chiefs of Staff, Captains of the Fleet and Commanding Officers of Captain's rank of ships over 2,000 tons, may apply to the Admiralty for approval for the supply of fitted carpets, but no application should be forwarded until the existing carpets or rugs require renewal. A rough dimensioned sketch of the apartments should be furnished with the application.

For new ships of over 2,000 tons, a decision whether or not fitted carpets may be supplied will be given before the first supply of carpets is made.

The price limits specified in this Admiralty Fleet Order will also be applicable in those cases where approval is given for fitted carpets to be supplied.

2. The object of the restriction of the supply of fitted carpets is to effect economy by enabling carpets to be " turned round " so as to equalise wear and thereby extend their life, and this object is defeated whenever a carpet of irregular shape is supplied, even though it may not be actually fitted close up to the bulkheads.

3. The longest possible wear should be obtained from all carpets, rugs, etc., either on shore or afloat, and requests are not to be made for renewals whilst the carpets are capable of further service. They are not to be replaced until a definite certificate has been given by the Surveying Officers that they are unfit for further service.

4. All carpets, rugs or mats selected, shall be subject to certification by the Surveyor of Stores (or Warship Production Superintendent in the case of Contract Built Ships) that their wearing qualities are likely to be at least as good as those of the alternative Service pattern carpets, etc., and that they are such as will be acceptable to successive officers.

5. Where selection is allowed, carpets or carpet material may be selected from stocks held by firms on the Admiralty approved list. Generally speaking, better value is obtainable for the money allowed by choosing made-up carpets instead of material to be made up into the required size or sizes, although this does not apply in the case of self-coloured carpets, patterns of which, manufactured by Messrs. Carpet Trades, Limited, are held by the (Superintending) Naval Store Officers at home dockyards.

A further addition to the total price limit may be made to the extent of the cost of such Service pattern hearthrugs and mats as would ordinarily be supplied. The total price limits thus ascertained must cover the cost of all carpets, rugs or mats selected.

6. In leaders, destroyers and patrol boats engaged on miscellaneous duties, not attached to running flotillas, including such vessels in reserve, supply should not be made to wardrooms not in use, nor to cabins not actually occupied as officers' sleeping cabins, the maximum total values mentioned in foregoing table being reduced proportionately.

7. If more expensive rugs, carpet squares, cretonnes, etc., than the Admiralty allowance permits, are desired, an undertaking in writing to refund to the Admiralty the excess cost incurred is to be given by the officer demanding to the officer responsible for making the necessary arrangements for the supply. Such carpets, rugs, etc., will remain the property of the Admiralty and no refund on account of the excess cost paid will be made. An excess price is permitted only on the total cost as regards carpets, rugs, etc. No excess is permissible on the price limit per yard.

8. All entries on Accounts of Receipt in respect of rugs and carpet squares should show the dimensions of the articles, the rank of the officer for whom they are required, and the estimated cost of fitted Service pattern carpet in lieu of which the purchase was made.

Demands from yards abroad for rugs or carpets should show the estimated cost of a fitted Service pattern carpet.

In the case of partial replacements of rugs or carpet squares, the above information need not be shown on the Accounts of Receipt, but the following endorsement should be made thereon, viz., " Partial replacement only—within the limits of price allowed."

9. When carpets are required by ships commissioning for short service, only the number of carpets actually required for use at the time is to be demanded, and new carpets are not to be supplied if worn or suitable articles are available for supply, or if transfer can be arranged from some other vessel in the port.

10. Carpets, carpet runners or rugs will not normally be repaired or replaced at Government expense during the term of a commission.

11. Under-felt is at present allowed only in shore establishments. Margins may be stained or covered with linoleum.

12. Cotton rep curtains are allowed in place of the old pattern woollen rep. Stocks of cotton rep are not maintained at dockyards, but samples of manufacturers' current products are held by the (Superintending) Naval Store Officer at each dockyard, and selections may be made from these samples, subject to the same limitations as regards colour and price per yard as for cretonne curtains.

Curtains for compartments of H.M. ships not previously allowed selection, will be limited to two patterns of cotton rep per ship, e.g., one for officers and one for enclosed messes, etc.

Cotton rep curtains may be supplied also as an alternative to linen curtains (Pattern T.325) which are allowed to vessels in hot climates. If, however, linen curtains are preferred, two sets may be supplied, as hitherto.

13. Curtains of plain blue colour, or having a proportion of red, green or blue in their colouring, are allowed in ships provided that the curtains are fitted with a neutralising lining, and there is no risk of the light showing from scuttles, portholes, etc., being mistaken for the ordinary navigation lights of the ship. Materials in plain shades of red or green are never to be used for curtains or cabin lights.

14. Cretonne, etc., covers for Flag and Commanding Officers will not be renewed during a commission, while it is anticipated that holland or duck covers will last at least two commissions.

15. Patterns of cretonnes from the stock of certain firms are kept by the (Superintending) Naval Store Officer at each home yard to enable officers to make selections, and, although these are revised periodically, it is not practicable to ensure that any particular pattern will be procurable when required. Alternative patterns should, therefore, be selected. If preferred, officers may select cretonnes from the stocks of approved London firms within the authorised limit of prices. Information in regard to these firms who allow a discount on catalogue or ticketed prices can be furnished by the (Superintending) Naval Store Officer.

Full particulars of the name of the firm from whom the selection has been made and the pattern or ticketed number of the material selected, should be communicated to the (Superintending) Naval Store Officer to enable an official order to be placed.

16. Designs of an extreme character are to be rigidly excluded, and, in all cases, the patterns selected should be concurred in by the Surveying Officer (or Warship Production Superintendent in the case of Contract Built Ships) before purchase is made.

17. Reference to destroyers includes flotilla and divisional leaders.

18. The selection of carpets, rugs, cretonnes, etc., for making up curtains and overcases is to be restricted to material of British manufacture.

173.—B.R. 165, 166, and 167—Instructional Drawings—Revision of Sets

(T. 3386/36.—28.1.1937.)

(This reprint embodies A.F.O. 514/37.)

The sets of instructional drawings, B.R. 165, 166, and 167, enumerated in Admiralty Fleet Order 2501/27, are being revised and brought up to date.

2. The approved list of drawings and establishment is given below. Some drawings shown in A.F.O. 2501/27 have become obsolete and are left out of this list, and these may be destroyed if no longer required.

Title.

No. *Torpedo (B.R. 165).*

1. 21-in. Warhead.
2. 21-in. Collision Head, Mark IX.
6. 21-in., Mark IV*, Diagram of Leads.
7. 21-in. Valve Group and Counter.
8. Servomotor.
9. 21-in. Reducing Valve.
10. Disc Reducer.
11. 21-in. Torpedo Tappet Engine.
12. Gyro Valve Chest, Diagrammatic Section.
13. Air Driven Angled Gyro, S.R.
18. Greenock Depth Gear.
19. Ignition Delay (Hammer) Gear.
20. Combined Non-return Valve.
21. " D " Type Generator.
22. Injection Oil Bottle.
23. Variable Oil Nozzle, 21-in., Marks II*****-IV*
24. Sectional Elevation of Tail.
27. 21-in. T.R.I. Torpedo Tubes.
28. 21-in., Mark V By-Pass Valve.
29. K.8 Blowing Head.
30. Latch Type Tripper.
32. Action of Greenock Depth Gear.
34. 21-in., Mark IX*, Diagram of Leads.
35. Type 3.F. Pistol.
36. Blowing Head, 21-in., Mark IX*, Type B.
37. L.T.A. Depth Gear.
38. 21-in., Q.R., Mark VIII* Tubes.
39. Sectional Elevation of Tail, 21-in., Mark IX*.

Electrical, Low Power (B.R. 167).

100. Vickers' " Follow-the-pointer " Range and Deflection instruments.
101. Barr and Stroud's Range Transmitter and Receiver Connections.
102. Arrangement of Hummer Circuits.
103. Connections for Navyphones, Patterns 2461A, 2462, and 3333.
104. Connections for Navyphones, Pattern 3333.
105. Low Power Distribution (" Royal Sovereign " Class).
106. Director Firing Circuits, Ships and Destroyers.
108. Henderson's Gyro Panel and Wiring Diagrams.
109. Firing and Night Sight Circuits for Turret Guns, 15-in.
110. Local Firing Circuits for 6-in. Guns.
112. Evershed Bearing Indicators. Wiring Diagrams.
113. Evershed Bearing Indicators (for Guns). Principles.
115. Sperry Gyro Compass Circuits. Typical Diagram.
116. Navyphone Exchange System.
117. Vickers' Range and Deflection Circuits. Typical Wiring Diagram. Barr and Stroud's Range, Order and Rate Circuits. Typical Wiring Diagram.
118. Forbes' Log Circuits.
119. Low Power Distribution (" Hood "), 2-wire Circuits.
120. Low Power Distribution (" Hood ") Single Wire Circuits.
121. Battery Selector Switch on Y, ZA and ZM Panels. Principle of Operation.
122. Firing and Night Circuits, 6-in. Guns.
123. Two-wire G.S. Phone.
124. Two-wire Exchange.
125. Navyphone, Pattern 3330.
126. Synchronous Transmission System.
127. Graham Multiphones.
128. Two-wire Diver's Telephone.
129. " York " Class Low Power Supply System.

Title.

Electrical, Low Power (B.R. 167).

No.

130. 8-in. Local Director Firing Circuits.
131. Chernikeef Log.
132. Pitometer Log.
133. Principle of Power-worked Evershed Control System.
134. " M " Type Motors. (2-pole and 4-pole.)
135. Torpedo Tube Firing Circuits. Cruisers.

Electrical, High Power (B.R. 167).

200. Ring Main General Diagram.
201. Supply Breakers and Connections to Dynamo.
202. Workshop Motor Starter.
203. Large Motor Controller (Modern Type).
206. Circuits for Emergency Electrical Supply.
207. Submersible Pump Wiring Diagram.
209. Lift Circuit. Smith, Major and Stevens Type.
211. Field Distortion in Dynamos.
212. Sparkless Commutation in Dynamos.
213. Lap and Wave Windings.
214. Navigation Light Circuits.
215. B.B. Controlling a Junction Box.
216. Branch Breaker Controlling a Motor.
217. Moving Coil Instrument.
219. Evershed Helm Indicator.
220. New Construction Cruiser Ring Main.
221. Seaplane Crane Motor and Controller Circuits.
222. Ward Leonard Capstan Control.
223. 24-in., Mark I S/L Lamp.
224. 36-in., Mark VIB S/L Lamp.

Mining (B.R. 166).

300. Mine H.II, Mark II.
302. Mark VIII Sinker.
303. Mark XII Sinker.
304. Depth Charge, Type D, Mark IV Pistol.
305. Depth Charge Thrower and Hydraulic Release Gear.
307. Detonators used in Mining.
308. Methods of Fitting Guncotton Primers.
310. Mark XVI Sinker.
311. Mark VII Paravanes (Protector Type).
312. Mark XIV Mine (XV and XVI similar).
313. Mark IV** Depth Charge Pistol.
314. Methods of Depth Taking.
315. Cycle of Action of Plummet Type Sinker.
316. " Oropesa " Sweep, Mark V (for use in Picket Boats).
317. T.III Cutter for use with Mark V Oropesa Sweep.
318. General Layout of T.S.D.S. Gear.
319. Mark XIV Sinker.
320. Mark VII Depth Charge.

Establishment.

Battleships, battle cruisers, cruisers and aircraft carriers in full commission, H.M.S. "Adventure" and repair ships.	1 set of Whitehead, electrical, L.P. and H.P. and mining.
Destroyer depôt ships in full commission, for use in flotillas as required.	3 sets of Whitehead, electrical, L.P. and H.P. and mining.

Torpedo schools	4 sets of Whitehead, electrical, L.P. and H.P. and mining.
Cadets' training ships	2 sets of Whitehead, electrical, L.P. and H.P. and mining.
R.N.V.R. divisional headquarters ... R.N.V.R. sub-divisional establishments	1 set of Whitehead, electrical, L.P. and H.P. and mining.
Submarine depôt ships in full commission.	1 set of Whitehead and mining.
Dockyards, home	2 sets of electrical, L.P. and H.P.
Dockyards, abroad...	1 set of electrical, L.P. and H.P.
R.N. Barracks, Chatham...	1 set of Whitehead, electrical, L.P. and H.P. and mining.
R.N. Training Establishment, Sheerness.	1 set of Whitehead, electrical, L.P. and H.P. and mining.
R.N. Training Establishment, Rosyth	2 sets of Whitehead, electrical, L.P. and H.P. and mining.

3. The new drawings will be issued, as they become available, without demand, from the R.N. Store Depôt, Royal Victoria Yard, Deptford, and current drawings held in excess of the above establishments are to be returned thereto.

331.—Obsolete Types of Electric Light Fittings, Switches, Sockets and Plugs—Subhead F, Item 2B—Fitting of later types

New Construction and Ships undergoing Large Repairs and Refits.

(N.S. 12381/36.—18.2.1937.)

Owing to the large number of modifications to electric light fittings, switches, sockets and plugs, which has taken place since the issue of A.F.O. 322/31 (not included in Annual Volume), the following statement is promulgated for guidance in estimating requirements, and in preparation of demands, etc.

2. New types of electric light fittings, switches, sockets and plugs are to be used for new construction.

3. Ships taken in hand for large repairs, including the fitting of new dynamos, ring main cables, ring main switchgear, etc., are to be dealt with as for new construction (paragraph 2).

4. Ships taken in hand for large repairs, other than as in paragraph 3, are to be fitted with the latest patterns in cabins and living spaces, the older patterns, which can be economically repaired, being used in the remaining compartments of the ship. If sufficient old patterns are not available on board or in store, the balance required is to be made up with the latest patterns. In this event, the same patterns or series of fittings are to be used in one compartment or group of compartments, special care being taken to ensure that all sockets or switch sockets of the same series and capacity are used throughout to facilitate the use of portable apparatus in any part of the ship required.

5. Ships taken in hand for normal refits, to carry out approved alterations and additions, or to make good defects, are to be equipped with fittings of the new types where it is found that the old pattern fittings, etc., are beyond economical repair in the whole compartment or group of compartments affected, but where the greater part is still serviceable, and it would therefore be uneconomical to replace the whole, the conditions laid down in the latter part of paragraph 6 are to apply.

6. On the introduction of new types of complete fittings, the older types are made " Obsolete " in the Authorised List of Naval Stores, and no further purchases are made, but owing to the quantities of the latter still remaining in ships, it is necessary to provide for replacements. *For this purpose, components of the old type fittings have been retained in the Authorised List, and purchases for making up the complete fittings, etc., can still be made.*

ELECTRIC LIGHT FITTINGS

Old Type Pattern No.	Superseded by				Remarks.
	Pattern No.	Pattern No.	Pattern No.	Pattern No.	
3800 series	9000	9000B	4217	—	—
	9000A	—	—	—	Deleted—no expenditure (A.F.O. 2636/34).
	9001	9001B	4217	—	—
	9001A	—	—	—	As Pattern 9000A.
	9002	9002B	—	—	—
	9002A	—	—	—	As Pattern 9000A.
	9003	9003B	—	—	—
	9003A	—	—	—	As Pattern 9000A.
	9004	5755	5755A	4215 (where possible).	—
	9004A	—	—	—	—
	8660	5756	5756A	4216 (where possible).	—
	9005	5757	5757A	—	—
	9005A	—	—	—	As Pattern 9000A.
	8661	5758	5758A	—	—
	9006	5759	5759A	—	—
	9006A	—	—	—	—
	9007	9007B	—	—	—
	9007A	—	—	—	As Pattern 9000A.
	9008	5760	5760A	4254 (where possible).	—
	9008A	—	—	—	—
	8662	5761	5761A	4256 (where possible).	—
	9037	5762	—	—	—
	8673	5763	—	—	—
	9112	5788	—	—	—
	9114	5789	—	—	—
	9106 and 9109	5790 5791 5792	4217 (for cabins, etc.)	—	Patterns 5790/1/2 still required for mess decks.
	9117	9117A	—	—	—
	4218	—	—	—	—
	9121A and 9122	4406 and 4421	—	—	—

SOCKETS

Old Type Pattern No.	Superseded by			
	Pattern No.	Pattern No.	Pattern No.	
324 404 5212 7072	7918/9	4468/9	—	
401 402 4552	8104	4114	4469	

Old Type Pattern No.	Superseded by		
	Pattern No.	Pattern No.	Pattern No.
		SWITCHES AND SOCKETS	
2347 2800 5207	7916/7	4460/1	—
6928	8104	4114 4472	4469
		PLUGS	
403 4553 6929	8105	4462	—
406 2348 5208 7073	7920	4462	—
		4473	—
		SWITCHES	
328	8113	5624 (328 only) 4099 (8113 only)	— 4089A
2801 or 2802A	7160A or 7162A	4090 or 4089	4090A 4089A
2326	7161A or 7163A	4092 or 4091	4092A 4091A
		4081	4081A
		4082	4082A
		4083	4083A
		4084	4084A
		4085	4085A
		4086	4086A
		4087	—
		4088	4081A
	7164A	4093	4093A
	7165A	4094	4094A
		4095	4095A
	7960A 7961A 7962A 7963A 7964A 7965A 7966A 7967A	4097 4098	— —
		4100	—
	7873A 7874A 7875A 7876A 7968A 7979A 7970A 7971A	4101	4101A
	7877A	4111 4112	4111A 4112A
	—	4113	4101A
GEC. Cat.S.385	4224	—	—
	1173	1173A	—
	1177	1177A	—
		4221	—
		4222	—

462.—Coaling at South Wales Ports

H.M. Ships

(N.S. Fuel/C.P. 34459/36.—4.3.1937.)

Commanding Officers of H.M. ships coaling at South Wales ports should consult with the Docks Manager of the port concerned as to the best method of taking in the coal, having regard to local conditions.

2. At these ports, vessels should coal from trucks alongside, or under a crane, and bunkering under coal tips should be avoided whenever possible.

783.—*Issued Confidentially.*

787.—Contracts for Washing, Cleaning, etc., at R.N. Establishments

(C.P. 12156/37.—15.4.1937.)

The conditions of Form of tender No. 1601—Washing, Cleaning, etc.—should be incorporated, as far as applicable, in any contracts made locally for these services, whether at home or abroad. A limited supply of these forms is available and copies (for information only) may be obtained on application to The Director of Navy Contracts, Branch 6A, Admiralty, London, S.W.1.

906.—Defect Report Procedure—New Types of Electrical and Wireless Apparatus—Fleet Air Arm

(N.S. 3143/37.—29.4.1937.)

The following Air Ministry Order No. A.68, dated 11th March, 1937, is re-issued as an Admiralty Fleet Order, for information and action accordingly, when necessary :—

> For a period of twelve months following the introduction of a new type of electrical or wireless apparatus into a command, units are to forward direct to the Royal Aircraft Establishment, Farnborough, a copy of the defect report which is submitted through the usual channels.
>
> The report forwarded to Farnborough is to be marked in red ink "Advance Copy."
>
> This action is additional to, and not in substitution for, that required by King's Regulations and Air Council Instructions, paragraph 681, clause 2.

907.—Aircraft Stores for H.M. Ships (other than Aircraft Carriers)—Storing from Home Yards

(N.S. 12574/36.—29.4.1937.)

In order to ensure, as far as practicable, that consignments of aircraft stores can conveniently be received on board H.M. ships (other than aircraft carriers) at home dockyards, directly on delivery from R.A.F. equipment depôts, without recourse to temporary storage by the Superintending Naval Store Office, and consequent double handling, the following procedure, to which the Air Ministry has agreed, is to be adopted in future:—

(1) All enquiries regarding delivery dates for aircraft stores to H.M. ships to be made by Headquarters, Coastal Command, that Headquarters communicating as necessary with all R.A.F. equipment depôts concerned. (As a temporary measure pending the issue of Unit Equipment Tables (A.P. 1384, Vol. I) in respect of all types of Fleet Air Arm aircraft it will be necessary for Coastal Command to communicate with the Air Ministry, E.15, in the first instance.)

(2) H.M. ships to give Coastal Command reasonable notice where it is found that the agreed delivery date cannot be worked to, and to propose a fresh date.

Copies of communications referred to at (1) and (2) to be sent to the Superintending Naval Store Officer for information.

(3) Where stores have been loaded for despatch prior to the receipt of a message from a ship cancelling the original arrangements, or amending the date of acceptance, and where inconvenience would be caused at R.A.F. depôts, by retention of the goods, Headquarters, Coastal Command, to enquire of the Superintending Naval Store Officer whether the consignment can be accepted, the approximate cubic capacity and weight being stated.

2. The foregoing does not apply to aircraft carriers, as enquiries are already made as to convenient dates for the delivery of aircraft stores and this arrangement will continue.

1371.—Aircraft involved in Forced Landings—Removal of Watches

(N.S. 6498/37.—1.7.1937.)

The following Air Ministry Order A.178, dated 3rd June, 1937, is re-issued as an A.F.O. for the information of ships concerned:—

"Immediately after an aircraft which has been involved in a forced landing or accident entailing its dismantling has been released by the Inspector of Accidents or other competent authority, all watches are to be removed from the aircraft or wreckage by the officer or airman in charge of the dismantling party and retained in his personal custody until handed into store."

1372.—Officer of the Watch Telescopes—Purchase by Naval Cadets direct from the Manufacturers

(C.P. 15359/37.—1.7.1937.)

Arrangements have been made with Messrs. W. Ottway & Co., Ltd., and Henry Hughes & Son, Ltd., for the supply at a specially reduced rate of suitable Officer-of-the-Watch Telescopes direct to individual Naval Cadets, for use on taking up their first sea-going appointment. The telescopes can be obtained at the following nett prices:—

Ottway Telescope—1¼ in. diameter O.G. Magnification X.16.
(Catalogue No. G.374) ... ... £2 10*s.* each.

Hughes Telescope—1¼ in. diameter O.G. Magnification X.15.
Catalogue No. 416) ... ... £3 8*s.* each.

The above arrangements hold good until further notice.

2. Cadets requiring either of these telescopes, or further information regarding the instruments or prices should communicate direct with:—

Messrs. W. Ottway & Co., Ltd.,
Orion Works,
Ealing, W.5, or

Messrs. Henry Hughes & Son, Ltd.,
Husun Works,
Barkingside, Ilford.

3. It should be clearly understood that the concession given by these firms to supply their telescopes direct to individual Cadets at a special price is strictly confidential and can only apply in case of application direct to the firms. These prices cannot be obtained for supplies through *retailers* and should not be disclosed to them.

1375.—Cases for Despatch of Stationery—Prompt Return of Empties

(N.S. 5063/37.—1.7.1937.)

Instructions in regard to the return of "nest" cases for packing stationery were issued in A.F.O.s 209/32 and 505/34 (omitted from A.F.O. Volume as sufficiently promulgated). It is evident that these instructions are not being strictly complied with.

2. Considerable economy can be effected by the return of these cases for re-issue, and steps are to be taken in all ships and establishments where such cases are now available, or are subsequently received, to ensure that they are returned to the R.N. Store Depôt, Deptford, at the first convenient opportunity. The cases and fibre cartons should be nested as far as possible to economise space.

1849.—Stowage of Aircraft Fabric Spares—Mock-up Spares for F.A.A. Aircraft

(D.N.C./M.F. 14647/37.—26.8.1937.)

The space available for stowage of aircraft fabric spares is very limited in certain classes of ships and difficulty is often encountered in the selection of suitable positions.

2. In order to facilitate selection of stowages and fitting of securing arrangements before the actual spares are available, it has been arranged that one set of mock-up fabric spares for "Walrus," "Seafox" (L/R), "Swordfish," "Shark" and all future types of F.A.A. aircraft shall be retained at Portsmouth, Devonport, and Chatham, for information in equipping ships with aircraft at these Yards.

3. In the case of contract-built ships, P.S.O.s concerned should make requisition on the Superintending Naval Store Officers of the Storing Yards for the loan of mock-up spares of the type to be carried in their respective vessels. Demands are not to be forwarded until the vessel is in an advanced condition, ready for arranging and fitting stowages, and mock-ups are to be returned without delay to the Storing Yards.

4. The mock-up spares, which are supplied by the Air Ministry, should be accounted for at the Dockyards under Subhead E, Item 2.

1851.—Rates of Customs Duty

(V. 1693/37.—26.8.1937.)

In connection with the arrangements laid down in Chapter III, Section G. of B.R. 93, Manual of Victualling, for the recovery and payment of duty on dutiable stores issued on repayment at duty-paid prices from Admiralty stocks to services which are not entitled to duty-free supplies, the following table shows the rates of duty now in force :—

	Gross Quantities.				*Small Quantities.*			
	£	s.	d.		£	s.	d.	
Celery Seed	0	9	0	per cwt.	0	0	1	per lb.
Chocolate	0	10	10	,,	0	0	1¼	,,
Coffee	0	0	2	per lb.	0	0	2	,,
Corned Beef	0	0	3½	per 6 lb. tin.	0	0	3½	per 6 lb tin.
	0	0	2½	per 4 ,,	0	0	2½	per 4 ,,
	0	0	1¼	per 2 ,,	0	0	1¼	per 2 ,,
	0	0	0¾	per 1 ,,	0	0	0¾	per 1 ,,
Currants	0	1	0	per cwt.	0	0	0¼	per lb.
Golden Syrup	0	0	0¾	per lb.	0	0	0¾	,,
Jams and Marmalade	0	0	0¾	,,	0	0	0¾	,,
Lime Juice	0	11	2	per gall.	0	11	2	per gall.
Pepper	0	0	0½	per lb.	0	0	0½	per lb.
Pickles, sweetened ...	0	4	0	per cwt.	0	0	0½	per nominal 1 lb. bottle.
Raisins	0	5	3	,,	0	0	0½	per lb.
Rum	3	14	4	per proof gall.	3	14	4	per proof gall.
Sugar	0	4	7·7	per cwt.	0	0	0½	per lb.
Sultanas	0	5	3	,,	0	0	0½	,,
Tea	0	0	4	per lb.	0	0	4	,,
Tomatoes, tinned ...	0	0	0¼	,,	0	0	0¼	,,
Tobacco, leaf or strip ...	0	9	6½	,,	0	9	6½	,,
Tobacco, manufactured	0	12	0	,,	0	12	0	,,

1956.—Petrol Regulations—Use of Oldham's Lamps, Pattern 8115, in Petrol Tank Compartments in Royal Fleet Auxiliaries

(N.S. Fuel 3886/37.—9.9.1937.)

To comply with the Petrol Regulations, Pattern 8115, Oldham's hand lamps, "Hewer" type, are to be used when lighting is required in petrol tank compartments in Royal Fleet Auxiliary Vessels.

2. Any other type of lamp in use for this purpose in Royal Fleet Auxiliaries should be returned to store, and Pattern 8115 demanded in lieu.

3. Copies of all Petrol Regulations, including Poster Form R.F.A. 22F, both in store and in use, are to be amended accordingly.

1957.—Markings on R.A.F. Stores off-loaded at Home Ports ex Admiralty Vessels

(N.S. 10346/37.—9.9.1937.)

Considerable difficulty has been experienced at home ports in identifying R.A.F. consignments, ex Admiralty vessels, owing to the obliteration of the R.A.F. markings during transit.

It is essential that the original R.A.F. consignor's markings should remain on the packings and be quoted on all forwarding documents in addition to any new marks which may have to be added by shipping yards.

2401.—Provisions—Landing at Home Ports

(V. 3846/37.—4.11.1937.)

The total value at current issuing prices of the quantities of provisions permitted to be landed weekly by any man under Article **1822**, King's Regulations and Admiralty Instructions, is to be limited to four shillings.

2. The individual articles and maximum quantities of each that may be taken up within this value are :—

Fresh meat	4 lbs.
Tinned salmon or meat and vegetable ration	2 lbs.
Flour	2 lbs.
Tinned suet	1 lb.
Rice	1 lb.
Potatoes	3 lbs.
Haricot beans or marrowfat peas	1 lb.
Condensed milk	2 tins.
Pickles (unsweetened only)	1 lb.
Butter	½ lb.
Sausages	1 tin (2 lbs.).
Herrings in tomato sauce	2 tins.

2464.—Butter Supplies

(V. 4112/37.—11.11.1937.)

Arrangements are being made for the supply of butter from the Victualling Yards and Victualling Depôts at Home from 1st December and on the Mediterranean and America and West Indies Stations from 1st January.

2. Supplies will be available for the present in the following packings :—

(*a*) 1-lb. packets in ordinary cases containing 48 lb. or 24 lb.
(*b*) 1-lb. packets in tin-lined cases containing 48 lb. or 24 lb.
(*c*) 1-lb. tins in cases containing 32 lb.
(*d*) Original cases containing 56 lb. butter in bulk.

3. The 24-lb. cases are intended for Destroyers and smaller ships only.

4. Supplies at home will normally be packed as at para. 2 (*a*), but butter packed as at (*d*) will continue to be available for certain establishments where this is at present used.

5. Except for day to day supplies in harbour and supplies for early consumption in cool weather, tin-lined cases are to be demanded by ships for any quantities of butter which cannot be kept in refrigerated storage.

6. 1-lb. tins will be supplied only to those ships in which butter may have to be kept under unfavourable conditions for a prolonged period or where it is liable to be subjected to severe conditions in transit.

7. Stocks in H.M. ships should generally be kept in refrigerated storage, preferably at cold room temperatures (16°–18° F.) and should be regulated as far as possible on the same basis as other refrigerated provisions. When circumstances render it necessary for quantities to be embarked in excess of those which can be accommodated in the refrigerated chambers, the excess quantities should be kept in the coolest storeroom available and should be utilised for first issue.

8. Arrangements should be made, as far as practicable, for ships with small or no refrigerated space to draw supplies from larger ships in company during cruises, in order to avoid the risk of deterioration of supplies carried for extended periods in non-refrigerated storage.

9. *Procedure for demands.*—All demands should specify the description of packing required, and demands for sea stocks from H.M. ships at home which are about to proceed abroad, should bear a notation that the butter is required for use abroad. The general arrangements for supplies at various places are shown below—

Home—

Royal Clarence Yard, Gosport. Royal William Yard, Plymouth.—The stocks held will consist of butter packed as at para. 2 (*a*). When tin-lined cases or tins are required, demands should be forwarded whenever practicable to reach the yards at least 10 days before supplies are required.

H.M. Victualling Depôts, Chatham and Portland.—Except for small day to day requirements, demands should reach the Depôts (i) for ordinary cases, 7 days before supplies are required, (ii) for tin-lined cases, 10 days before supplies are required.

Other Ports.—When supplies are required by Home Fleet Ships during cruises, requirements should be communicated to the Director of Victualling as long as possible in advance. Supplies required by small vessels which cannot obtain supplies from H.M. Ships, *e.g.*, Fishery Protection Vessels, should be obtained by local purchase. H.M. Ships "Ganges" and "Caledonia" should demand direct on Navy, Army and Air Force Institutes as necessary.

Mediterranean

Malta.—Stocks will be maintained in the various packages but only small quantities of 1-lb. tins will be kept. Ships requiring 1-lb. tins should, when practicable, give at least a month's notice to the Victualling Yard.

Gibraltar.—A small stock sufficient for local ships and establishments only will be maintained for the present. Demands by other ships should reach the Victualling Yard at least 14 days before supply is required.

America and West Indies

Bermuda.—A small stock for issue to local ships and establishments will be maintained. Demands for large replenishments by other ships should reach the Victualling Yard at least 48 days before supply is required.

Other Ports.—When shipment of butter from England is required, demands should be forwarded to the Director of Victualling, adequate notice being given to allow time for shipment and transit.

10. The arrangements on other stations are as follows :—

East Indies

Colombo.—Pending further instructions requirements should continue to be demanded from N.A.A.F.I.

Persian Gulf Escort Vessels.—Requirements for shipment from England should be included in the periodical demands for Victualling Stores which are forwarded to Director of Victualling.

Red Sea Escort Vessels.—Requirements should be demanded from H.M. Victualling Yard, Malta.

Other Ports.—When shipment of butter from England is required, demands should be forwarded to the Director of Victualling, adequate notice being given to allow time for shipment and transit.

Africa

Arrangements have already been made for supplies at Simonstown and at certain other ports under local contracts. Replenishments required to be shipped from England to West Coast ports during cruises should be communicated to the Director of Victualling.

China

Arrangements have already been made locally for supplies at Hong Kong and Singapore and other places under local contracts.

11. *Accounting.*—Daily or frequent supplies from Victualling Yards or Depôts should be dealt with under the arrangements applicable to Fresh Provisions.

2568.—Oilskin Clothing—Damage during Passive Defence Exercises

(V. 4177/37.—25.11.1937.)

Oilskins issued on loan for passive defence exercises have been returned into store so damaged by bleach powder as to be unfit for further use.

2. The attention of officers conducting passive defence exercises is to be drawn to the instructions contained in Clause 5, paragraph 99, of O.U. 5427 (Defence against gas) as amended by A.F.O. 1044/34. In order to prevent loss to the Crown, care is to be taken to ensure that any bleach adhering to oilskin garments is removed with the least possible delay and that the garments are free from bleach when returned into store.

2685.—Curtains and Overcases—Limits of Prices for Materials

(N.S. 12550/37.—9.12.1937.)

The following limits of prices for materials for overcases and curtains for the services specified are approved for the period ending 30th June, 1938 :—

	Price.	
	Per Yard Single Width of about 31 in.	Per Yard Double Width of about 50 in.
	s. d.	
Main rooms and best bedrooms of official residences	3 9	Five-thirds of single width price.
Other rooms of official residences	3 3	
Main rooms of officers' messes in shore establishments.	3 9	
Cabins and wardrooms of H.M. ships	3 9	
Gunrooms, Warrant Officers' and enclosed messes, etc., of H.M. ships.	3 3	
Commissioned Warrant and Warrant Officers' messes in shore establishments.	3 3	
Royal Fleet Auxiliaries	3 3	

2. When cretonne for official residences is demanded from England by yards abroad, it should be stated for what rooms the material is required.

2806.—Fleet Air Arm—Target-towing Gear—Anti-aircraft, Type "A" and Type " B," Mark II—Scale of Issue

(N.S. 9279/37.—30.12.1937.)

The following Air Ministry Order N.883, dated 4th November, 1937, is reissued as an Admiralty Fleet Order for information :—

1. Gear, target towing, anti-aircraft, Type " A " and Type " B," Mark II, are both in use in Fleet Air Arm units ; the Type " B," Mark II, gear is also used for anti-aircraft co-operation purposes in the Royal Air Force.

2. Type " A " gear is for use on IIIF and Seal aeroplanes. A set consists of the undermentioned items :—

Stores Ref.	*Nomenclature.*	*Quantity.*
9A/775	Gear, target towing, anti-aircraft, Type " A," winch.	1 off
9A/774	Pulleys, main, fixed	1 off
9A/832	Container, target flag, standard, single, 8 ft. ...	1 off
9A/833	Container, target flag, standard, twin, 8 ft. ...	1 off

3. Type " B," Mark II, gear is for use on Swordfish, Shark, Walrus, Vincent, Vildebeest and Wallace aeroplanes. In the case of Walrus aeroplanes, the winch is fitted with windmill (Stores Ref. 9A/954) instead of with the standard windmill (Stores Ref. 9A/803), and the pulley, main, fixed, is supplied with the installation fittings. A set of gear, Type " B," Mark II, consists of the undermentioned items :—

Stores Ref.	*Nomenclature.*	*Quantity.*
9A/790	Gear, target towing, anti-aircraft, Type " B," Mark II, winch.	1 off
9A/789	Pulleys, main, swivelling	1 off
or	or	
9A/774	Pulleys, main, fixed	1 off
9A/832	Container, target flag, standard, single, 8 ft. ...	1 off
9A/833	Container, target flag, standard, twin, 8 ft. ...	1 off

Pulleys, main, fixed (Stores Ref. 9A/774) are required for Vincent, Vildebeest and Wallace aeroplanes, and pulleys, main, swivelling (Stores Ref. 9A/789) are required for Swordfish and Shark.

4. The scale of issue of target towing gear, both of Type " A " and Type " B," Mark II, is as follows :—

H.M. Aircraft Carriers	Two sets for each squadron equipped with aeroplanes capable of being fitted with the gear and two sets for each carrier as spare.
H.M. ships other than aircraft carriers.	One set for each ship carrying aircraft capable of being fitted with the gear.
No. 1 Anti-aircraft Co-operation Unit	12 and 6 spare.
Lee-on-the-Solent, " B " Flight ...	2 and 1 spare.
Lee-on-the-Solent, No. 2 Anti-aircraft Co-operation Unit.	5 and 2 spare.
Hall Far, No. 3 Anti-aircraft Co-operation Unit.	6 and 3 spare.
Aden	1 and 1 spare.
Singapore	2 and 1 spare.
Kai Tak	2 and 1 spare.

5. Naval bases should hold spare sets of gear equivalent to 50 per cent. of the total held by H.M. ships, other than aircraft carriers operating from them.

6. *Supply.*—Demands to complete units' gear to scale are to be forwarded to No. 1 Equipment Depôt, Kidbrooke, quoting this Order as authority.

7. A.P. 830, Vol. III, will be amended in due course.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1923

2590.—Note Books

Battleships, Battle Cruisers and Cruisers.

(Sta. 6671/23.—28.9.1923.)

Arrangements have been made with H.M. Stationery Office to print, on repayment terms, note books containing particulars of the ship, posters of regulations, sentry's and other special orders, etc., which may be considered necessary for Battleships, Battle Cruisers and Cruisers, on a ship being commissioned, or in anticipation of commissioning, for circulation to different departments at the discretion of the Commanding Officer. The cost will be assessed on Stationery Office contract rates, and charges will consequently be less than would otherwise be the case.

Note Books produced by Ships' Officers for printing may contain extracts from books issued " For Official Use Only " (O.U. series), but on no account is confidential information to be included, and the use of the printed note books should be restricted to H.M. Service.

When such note books are required to be printed application should be made direct to the Controller, H.M. Stationery Office, Prince's Street, Westminster, London, S.W.1, quoting that Department's Letter of 11th October, 1919, to Admiralty, L.3705/19, the application being accompanied by the Commanding Officer's certificate that the printing is essential for the ship. The cost will not be chargeable to Public Funds, and H.M. Stationery Office will claim on the Commanding Officer.

As far as possible " copy " for printing should be typewritten, but in any case clearness of " copy " is essential to avoid errors.

1925

61.—Text Books—Supply to H.M. Fleet for Issue on Repayment—REPORT

(Sta. 6257/24.—2.1.1925.)

For the purpose of pursuing private study, a Naval Rating or Marine may, if he wishes, obtain an educational text book from the Admiralty provided it is allowed for school use in H.M. Ships. These educational books will be issued only on repayment.

2. No stock of books will be kept in H.M. Ships for this purpose, and any required must be demanded specially. The demands are to be sent to the Admiralty (K.S.P.), and *not* to the Superintendent, R.N. Store Office, Royal Victoria Yard.

3. Arrangements are to be made for all requests for these books to be incorporated in one demand instead of being separately demanded for each man. Casual demands may be forwarded when men are drafted to relieve others during a commission.

4. If a man requiring a text book has been transferred to another Ship or Shore Establishment before he has received his book, particulars of such transfer should at once be reported to the Admiralty (K.S.P.) by the Accountant Officer demanding the book, to enable the supply to be diverted as necessary.

5. The charges to be recovered from each rating for books of this character will be inserted on the advice notes, and, when recovered, these sums are to be debited in the Ship's Cash Account as received on H.M. Stationery Office Account.

1927

510.—S.519, Junior Officers' Journals—Demands for Re-binding

(Sta. 7030/26.—25.2.1927.)

Demands for the re-binding of S.519, Junior Officers' Journals, will in future be carried out to the two following patterns only, at the charges quoted:—

	s.	d.
½ buff buckram (i.e., original pattern of book)	9	6
Stout blue roan, with cloth sides	17	0

2. Demands for re-binding should be forwarded through the Accountant Officer of the ship or establishment, on Form D.2c, and, if necessary, should indicate the address to which the re-bound volume is to be sent.

3. The appropriate sum as quoted above should be charged on the despatch of the volume, and brought to account as a credit to the vote of H.M. Stationery Office.

4. Midshipmen will be allowed to have their journals re-bound in ½ buff buckram only. Officers, after completion of service as midshipmen, will be allowed the alternative of the more expensive binding.

5. Re-binding must on no account be carried out otherwise than in accordance with the above procedure.

1928

422.—Office Machinery—Annual Census—REPORT

All Ships, Fleet and other Naval Shore Establishments, Warship Production Superintendents and all Overseers.

(Sta. 6939/27.—17.2.1928.)

In order that a complete record of all typewriters, duplicators and other office machinery in the Fleet and in shore establishments may be maintained, reports are to be forwarded annually giving particulars of these machines in use or on charge on 1st January of each year. These reports, which are to be forwarded to the Secretary of the Admiralty (Stationery Branch) as soon as possible after 1st January, are to give the following information:—

(i) Name of ship, establishment, office or department.

(ii) Makers' names and full description, size, etc., of all typewriters, and also of all duplicators and other office machinery as detailed in paragraph 4 of this Order. The factory number of each machine is to be shown.

(iii) Statement showing whether the machines are in full use and whether by centralising typing work or by re-allocating the typewriters, etc., any of the machines can be surrendered.

Note (*a*).—Where the number of typewriters is not fixed by Establishment, the retention of a typewriter is not justified unless it can be employed for a minimum period of 4 hours per diem.

(*b*) Before any machine is included in the reports, both its existence and factory number must be verified by actual inspection. Reports must not be compiled from existing records.

(*c*) If a factory number is prefixed by index letters, the index letters as well as the number should be quoted.

2. The reports are also to include similar information for machines which may have been removed from charge in the accounts or have been sent for repair and not returned during the whole of the preceding year for subsequent annual returns. The reason for the removal and destination are to be shown against each machine. These machines are to be shown separately in the reports.

3. Reports from dockyards and large establishments are to show the allocation of each machine.

4. These reports are to give particulars of the machines as indicated in the following list, a "*nil*" return being furnished when not any of these articles are on charge or in use :—

Press copying machines. (Roneo, etc.).
Duplicators. (State make, size, and whether flat or rotary.)
Motabradors. (Envelope openers.)
Envelope-closing and franking machines.
Note-folding machines.
Multi-post stamp affixers.
Electric photo copiers.
Photostats.
True-to-scale tables.
Gammeters.
Roneotype machines.
Dictaphones.
Roneophones.
Linotypes.
Printing presses. (In addition to factory number state size, and whether hand or power driven.)
Litho presses and machines. (In addition to factory number state size, and whether hand or power driven.)
Wire stitching machines.
Guillotines. (In addition to factory number, state length of knife.)
Addressograph machines.
Calculating machines. } (State if hand-worked or electrically driven.)
Adding machines. }

5. If the position of the factory number on any type of machine is not known, application for this information should be made to the Secretary of the Admiralty (Stationery Branch.)

6. All typewriters, etc., surplus to requirements are to be returned to the Superintendent, R.N. Store Depôt, Royal Victoria Yard, Deptford, London, S.E.8, by Ships in Home Waters and Naval Establishments at Home and Abroad, and through the Naval Store Officer of the nearest Dockyard by Ships Abroad.

7. Reports are to be forwarded through the respective Senior Officers and Superintendents.

8. On previous occasions, various small detached services failed to supply the information. It is desired that Commanders-in-Chief and Senior Officers will bring this Order specially to the notice of any detached services under their command.

1933

412.—Admiralty Long Distance Telephone System and Phonograms

(M. 373/26.)

Part I.—Admiralty Long Distance Telephone System

The long distance Naval telephone lines terminating in London are concentrated in the Admiralty Trunk Exchange (A.T.X.), and the other ends of these lines terminate at the Naval Trunk Exchanges (N.X.) at Chatham, Sheerness, Portsmouth, and Plymouth. All these N.Xs. are connected by direct lines to the A.T.X.

2. The long distance telephone system is used for general Naval and dockyard messages, and also for communication with certain military authorities and R.A.F. stations in the vicinity of the home ports (*see also* para. 12).

3. It is to be used for Service purposes only, and private conversations are not allowed.

4. The general working of the system is controlled by the Admiralty, but each Naval Trunk Exchange is under the orders of the Senior Officer for local working.

5. *Hours of Attendance.*—The normal hours of attendance at the A.T.X. and for the long distance telephone system are from 0800 to 1830 on every week-day. They are closed on Sundays, Christmas Day, Good Friday and on Bank Holidays, unless orders to the contrary are promulgated, details being found in Admiralty Fleet Orders. (*See* A.F.O. 1748/34.)

When the A.T.X. is closed, the Resident Clerk and Duty Commander at the Admiralty may, in case of urgency, be communicated with by telephone *via* the Post Office Trunk telephone system. The caller should ask for (Whitehall 2815) "Admiralty Resident Clerk," or (Whitehall 9000), "Admiralty Duty Commander."

6. The A.T.X. will be kept continuously open during times of emergency, or when it is considered that continuous direct telephonic communication between the Admiralty and the home ports is necessary.

7. *Conversation.*—The lines are worked on the trunk lines system. When making a call, the caller will ring up the local exchange and will tell the operator the name, telephone number and department or establishment of the person to whom he wishes to speak. The operator will obtain the connection, if the trunk line required is available, or, if a line is not available, particulars will be noted and the caller will then ring off, after giving his own name and number, and will be called later. When the A.T.X. is required "Admiralty Trunks" should be asked for.

8. The operators keep a list of all calls which have been deferred, with the times at which they were asked for, and calls are connected in the order of the times recorded against them, calls in both directions being treated equally.

9. Conversations should be as short as possible. When a large number of calls is waiting on a line, conversations will normally be limited to three minutes from the time they begin, but may be extended if specially asked for, at the discretion of the Officer-in-Charge of the Exchange.

10. A call, which has been asked for and found subsequently not to be required, should be cancelled by informing the exchange operator, otherwise time on the long distance lines is wasted.

11. Calls may be made between the home ports *via* the A.T.X., but should circumstances, such as the bad state of the lines, render communication difficult it may be necessary to stop such calls.

12. Communications on Service matters *via* the Admiralty long distance telephone system is also possible between subscribers connected with the local Post Office Exchanges in London and the home ports. This system cannot be employed where the connection would involve a toll or trunk call on Post Office lines.

13. Except where otherwise stated, the rules given above apply only to Naval telephone lines and not to ordinary Post Office lines, on which different arrangements for working are in use.

14. The telephones are not to be used when a postagram or a letter will suffice, but are to be reserved for messages of an urgent nature or when actual conversation is necessary. Also, as no telephone line, even if direct or private, is entirely free from overhearing, the telephone is never to be used to discuss matters of a secret or confidential nature, unless the conversation is so worded that no information would be disclosed to a third party who might overhear the conversation. This also applies to Wireless Telephony. (*See* para. 25.)

15. It is essential for the satisfactory working of the lines that the foregoing rules should be strictly adhered to, and that no unnecessary conversations take place. In order to ensure this, arrangements exist whereby the Naval Officer-in-Charge of the A.T.X. can listen to any conversation over the lines. If he should hear matters of a secret or confidential nature being discussed or conversations on non-Service matters or on Service matters which are obviously not urgent and which could be dealt with by letter, the call will be summarily terminated and an explanation asked for.

16. *Naval Trunk Exchanges and Provincial Authorities connected to them.*

(*a*) *Chatham N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Lodge Hill, R.N. Armament Depôt; Chatham Garrison.

(*b*) *Portsmouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Priddy's Hard, R.N. Armament Depôt; Rear-Admiral (S); Lee-on-Solent, R.A.F. Headquarters, Coastal Command; Stokes Bay Experimental Station.

(*c*) *Plymouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity of Plymouth and Devonport, R.A.F. Station, Mount Batten, Devonport Military Central Exchange.

(*d*) *Sheerness N.X.*—All Naval and Dockyard Authorities and establishments in the vicinity; R.A.F. Air Armament School, Eastchurch.

17. *Phonogram Rooms.*—The A.T.X. and N.Xs. being merely telephone switchboards, no message can be taken down in writing at these exchanges. Consequently, connected with the A.T.X. and each of the N.Xs. is a Phonogram Room where phonograms are written down and recorded.

Part II.—Phonograms (P/N)

18. *Use of Phonograms.*—Messages should be sent as phonograms on all possible occasions when this method is cheaper than the telegraph, and when a letter or postagram will not suffice. (*See* para. 14.)

19. When the Admiralty Trunk Exchange (A.T.X.) is open, the Admiralty long distance telephone system is used as an alternative to W/T or inland telegraph for sending messages between the Admiralty and the home ports, *i.e.*, Portsmouth, Plymouth, Chatham, and Sheerness (*see* para. 1), and also between home ports.

Experience has shown that messages between Naval establishments can be sent as accurately by telephone as by telegraph, and in most cases phonograms will be delivered more expeditiously than telegrams.

20. Messages between home ports will be accepted by the Admiralty Phonogram Room as phonograms and re-transmitted via the A.T.X and a Naval Trunk Exchange (N.X.) to the Phonogram Room at the place of destination.

21. When the A.T.X. is open, phonograms may also be sent *via* the Phonogram Rooms and the long distance Naval telephone lines between any Naval Authorities who are connected to a telephone system. The phonogram is to be passed *via* the N.X. (Phonogram Room) nearest the sender. When economy is effected thereby, the Admiralty long distance telephone system will be utilised to pass the message *via* the Admiralty Phonogram Room to any other Phonogram Room which may be nearer the addressee, this Phonogram Room in turn taking down the message and forwarding it to the addressee *via* the Post Office telephone system.

22. *Phonograms to the Admiralty, etc.*—Phonograms can be sent *via* the Admiralty Phonogram Room to all departments of the Admiralty, Admiral Commanding Reserves, Deptford (R.N. Store Depôt and Victualling Yard), and Greenwich College.

When it is necessary to send a message to the Admiralty during the hours that the Trunk Exchange is closed, it should be sent by telegram. Only messages bearing the indication "Immediate," or an indication of a higher relative degree of priority in accordance with the instructions contained in General Signalling Instructions, will be dealt with immediately on receipt at the Admiralty during these hours (*see also* para. 5).

23. *Phonograms to the Air Ministry.*—Phonograms are also accepted by the Admiralty Phonogram Room for the Air Ministry.

24. *Phonograms to Firms.*—Phonograms, instead of telegrams, should be sent by Naval Authorities to firms which are connected to the Post Office telephone system in the vicinity of the A.T.X. or any N.X., the phonograms being transmitted by the local Phonogram Room to the addressee by telephone. In this connection it is observed that the expense of the local telephone call is only one penny. Phonograms sent to private firms are in all cases to be confirmed in writing by the originator of the message.

25. *Secret and Confidential Messages.*—Messages in code or cypher may be sent as phonograms, but no secret or confidential message is to be telephoned in plain language.

26. *Procedure.*—Phonograms are telephoned between the Phonogram Rooms of the A.T.X. and the N.Xs., where they are written down on receipt They are not telephoned direct from the Admiralty Phonogram Room to addressees at the home ports, nor direct from the Phonogram Rooms at the home ports to addressees at the Admiralty. Phonograms will usually be delivered to the addressee from the Phonogram Room at a Naval port by telephone, a written copy being forwarded in confirmation if required by the addressee, but, when more convenient, written copies may be sent without telephoning the phonogram. Phonograms received at the Admiralty are circulated in the same way as other messages.

27. Messages originating at a home port for despatch as phonograms should normally be sent in writing to the local Phonogram Room, but when of an immediate nature they may be telephoned to the local Phonogram Room.

28. Phonograms are treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

29. Particulars of all phonograms are recorded in the Phonogram Rooms, and copies are kept for reference.

30. All phonograms are to be repeated back after the whole of the message has been written down.

31. The names of the operators who actually pass and receive a phonogram are to be noted on the forms used, together with the time of receipt.

32. *Originators' Numbers.*—Phonograms bear originators' numbers in the same series as all other messages, except postagrams.

(*A.F.O. 1748/34.*)

(*Also issued as A.F.O. S.25/33.*)

*630.—Postal Regulations applicable to H.M. Naval Service

(M. 316/33.—10.3.1933.)

H.M. Ships in Home Waters.

(i) The ordinary inland rates of postage and general postal regulations apply to all kinds of packets despatched to and from H.M. Ships in Home Waters.

(ii) Official letters sent through the post offices of Great Britain, Northern Ireland or the Irish Free State to the Admiralty or to any Government Department in London, Edinburgh, Belfast, or Dublin, need not be prepaid. This regulation does not, however, apply to parcels which must be prepaid at the inland parcel rate.

Separate Naval Establishments, such as the Royal Victoria Yard, Deptford, are not treated by the General Post Office as Government Offices in London, and correspondence for them must be prepaid.

(iii) Postal packets should normally be addressed to the port at which a ship is lying, but the indefinite form of address, " H.M.S. ....., in Home Waters, c/o G.P.O.," may be used when the ship's position is not known with certainty.

(iv) The correct postal address for H.M. Ships at Port Edgar is South Queensferry, West Lothian. This address is also used by H.M. Ships when lying in the stream at Rosyth.

2. *H.M. Ships in Foreign Waters.*

(i) Letters, Post Cards, Newspapers, and printed papers should be addressed " H.M.S. ....., in Foreign Waters, c/o G.P.O., London," and prepaid at the rates applicable to British possessions. These rates are also payable in English postage stamps on letters, etc., for Great Britain, included in the closed mails made up on board H.M. Ships in foreign waters. Official letters sent to the Admiralty or to any Government Department in London, Edinburgh, Belfast or Dublin, in a closed mail need not be prepaid.

(ii) Parcels should be addressed as for letters, *see* paragraph 2 (i), and prepaid at the following rates of postage irrespective of the ship's location :—

	s.	*d.*
Not exceeding 3 lb.	1	3
Exceeding 3 lb. but under 7 lb.	2	6
Exceeding 7 lb. but under 11 lb.	3	3
Exceeding 11 lb. but under 22 lb.	6	0

Customs Declaration Forms are not required to accompany parcels addressed to H.M. Ships, wherever stationed, but they are required for parcels to H.M.A. Ships lying in Australian waters.

The above parcel rates also apply to parcels sent to this country in a mail made up on board one of H.M. Ships outside Home Waters. When it is not possible to arrange for the despatch of parcel mails direct from H.M. Ships, parcels must be posted on shore by the senders at the rates required by the Foreign or Colonial Post Office concerned.

(iii) *Home Fleet.*—When the Home Fleet is abroad during the spring cruise, letters, parcels, etc., should be prepaid as for ships in foreign waters (*see* paragraph 2 (i) and (ii)). Parcels may be addressed " H.M.S. . . . ., Home Fleet, c/o G.P.O., London " and be prepaid at the Inland Rate, but parcels addressed in this manner are despatched only by H.M. Ship and are therefore subject to delay.

(iv) *Registration.*—A registered letter for one of H.M. Ships outside Home Waters is subject to the regulations of the Foreign and Colonial Post. Letters and parcels for the United Kingdom posted on board H.M. Ships abroad may be registered. Parcels for places abroad, including H.M. Ships, cannot be sent by registered post.

(v) *Insurance.*—The insurance system does not apply to letters addressed to or sent from H.M. Ships abroad, even if the ship is stationed at a port to which the insured letter system extends. A parcel addressed to one of H.M. Ships abroad may be insured up to a limit of value of £50.

3. *Irish Free State.*—British postage stamps are not valid for the prepayment of letters posted in the Irish Free State. Letters posted on board H.M. Ships in the waters of the Irish Free State should be made up into closed mails addressed to the General Post Office, London, before being handed to a civil Post Office in the Irish Free State.

4. *Explosives.*—The transmission by post of shell, grenades, cartridges, fuzes, detonators, etc., or of portions of the same, containing explosives or other matter likely to endanger other postal packets or Officers of the Post Office is strictly prohibited.

5. *Economy and " Official Paid " envelopes.*

(i) The use of economy envelopes is restricted to Great Britain.

(ii) " Official Paid " envelopes are not recognised by foreign postal authorities, and the appropriate postage must be prepaid in stamps on correspondence addressed to foreign countries.

(iii) The following precautions should be taken to prevent the misuse of Official Paid " envelopes :—

(*a*) The main stocks should be kept under lock and key.

(*b*) Ready-use supplies should be issued to responsible members of the staff who make up letters for the post, and these supplies should be kept locked up at night and when not being drawn upon for official use.

(*c*) Registers of letters posted should be kept.

6. *Surcharges, affixing Stamps to Letter Bills :—*

When H.M. Ships in which no Accountant Officer is borne are cruising in foreign waters, postage stamps are to be affixed to the relevant letter bills in settlement of surcharges collected on unpaid, or insufficiently prepaid, correspondence addressed to the ships concerned.

Only British stamps are to be used for this purpose, and they must *not* be cancelled. Letter bills to which postage stamps have been affixed are to be returned to the Post Office in *closed* covers.

7. *Fleet Mails Despatched to Foreign Stations—Special Marking of Sack containing Form L.P.S., F.S.90.*—Arrangements have been made with the General Post Office for the sack containing Form L.P.S., F.S.90, to be marked with a conspicuous letter " F " on the label, and for a similar marking to be placed on the label of each bag which contains a letter bill.

This procedure will enable the sack containing the bag list and, later, the bag containing the letter bill to be picked out for prior treatment, and will admit of the immediate checking of the number of bags received against the number advised.

The Form L.P.S., F.S.90, and the letter bill will each be enclosed in an envelope.

It is necessary that the letter and parcel bills and registered and insured lists should be returned promptly.

8. *Mail Bags.*—Post Office mail bags, whether hessian bags, canvas bags, registered bags, or parcel bags, are on no account to be used for other than mail purposes. They are only to be used officially for letters and parcels, and registered letter bags are on no account to be employed except for enclosing registered letters.

H.M. Ships and Naval Authorities on shore are responsible for the return of empty letter and parcel bags from abroad. Bags not required for letter mails for the United Kingdom should be forwarded as a separate mail addressed " London, E.C.—Empty Letter Mail Bags from H.M. Fleet at ..... " Similarly, bags which are not required for parcel mails for this country should be forwarded as a separate mail addressed " London Parcel Section—Empty Parcel Mail Bags from H.M. Fleet at ....." Consignments of empty bags should normally be made up in bundles of 10 (*i.e.*, nine bags enclosed in one) and accompanied by an advice of the number of bags returned. It is important that parcel bags should be returned separately from letter bags, and that each consignment should show clearly from which Naval Station the bags are being returned.

Such steps as may be practicable are to be taken to keep an account of the number of mail bags received and to check their disposal.

9. *Lead Seals.*—The used lead seals on Post Office mail bags are to be preserved and returned periodically, with all surplus mail bags to the General Post Office, London, either direct or through the nearest Naval Authority. Similarly, used Admiralty lead seals are to be returned to the local Naval Store Officer for transmission to the Superintendent, R.N. Store Depôt, Royal Victoria Yard, Deptford.

1934

550.—Form D.320—Engineer's List of Spare Gear, Fittings, etc.—Preparation

(N.S. 3823/33.—8.3.1934.)

On receipt of approval to prepare Form D.320 (Engineer's List of Spare Gear, Fittings, etc.) for a ship in which a combined fixture list (Form D.6) is in use, the portion of the latter list relating to fixtures other than Engineer's is not to be revised unless prior Admiralty approval has been obtained to carry out this particular work.

2. When the Form D.320 has been completed the letters indicated below are to be shown on the Form D.6 against the items so dealt with, viz. :—

(A) Those actually included in Spare Gear List D.320.

(B) Those omitted from List D.320.

(C) Those items of value to be accounted for in the central store account.

3. A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Department concerned to the Superintending Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. Care should be taken to ensure that the list contains a full description of each item, including pattern number for articles of an authorised pattern, together with sufficient information to enable the Accounting Officer to obtain the necessary receipt from the Engineer Officer of the ship and also to record the articles in the central store account as " fitted " or on permanent loan to the Engineer Officer.

4. Details of the stocktaking differences revealed in the Form D.6 should also be forwarded to the Superintending Naval Store Officer by the Professional Dockyard Department concerned, and, after explanations have been furnished by the ships' officers, the list should be transmitted to the Admiralty (N.S.).

5. The above instructions also apply to Engineer's Fixture Lists Form D.6A.

855.—Electric Photo-copying Machines—Repairs—REPORTS

(Sta./E.94/34.—12.4.1934.)

Electric photo-copying machines in use in H.M. Dockyards and other Naval Establishments, at Home and Abroad, are the property of H.M. Stationery Office, and the cost of all repairs to these machines is chargeable to the Vote of that Department. No repairs to these machines, except repairs of a minor nature, are, therefore, to be undertaken locally without the prior authority of the Admiralty.

2. Submissions for authority to undertake locally large and expensive overhauls and repairs to such machines are to be accompanied by full details of the repairs necessary together with an estimate of the cost of labour, materials and oncosts.

3. Reports should indicate the degree of urgency of the work of repair.

1380.—Typewriters—Repair, Care and Use

(Sta. 5279/34.—14.6.1934.)

The following instructions in regard to the repair and maintenance of typewriters are circulated for general information:—

I.—Home Stations

1. Minor repairs and adjustments should, if possible, be effected by the Service.

2. Repairs of a more serious nature should be entrusted to the nearest accredited agent of the manufacturers, who has authority from the Stationery Office to effect necessary repairs. Where the estimated cost is more than £1, but not greater than £2, the agent will submit the estimate to the officer demanding the repairs, and he is to give his approval in writing.

3. The accredited agent will obtain approval from H.M. Stationery Office for putting in hand repairs in excess of £2.

4. Machines found by the agent after examination to be beyond economical repair will be reported by the agent to the Stationery Office, and a machine in replacement will be forwarded from Royal Victoria Yard, Deptford, S.E.8. *Machines should be repaired by a local typewriter firm, who is not an accredited agent, only where the repairs required are so light that their cost is likely to be exceeded by the cost of the carriage to the nearest accredited agent.* An abridged list of accredited agents for Empire typewriters is issued from time to time. For other makes of machines where the agent of the company is not known, application should be made to the Admiralty (Stationery Branch) for instructions as to where the machines are to be sent for repair.

5. *Payment for Repairs.*—All accounts for repairs by accredited agents will be sent by the agents to the ships or establishments for which repairs are effected. Upon receipt, the accounts are to be endorsed by the Accounting Officer as proof that the repairs have been satisfactorily performed, and that the amounts charged are fair and reasonable. The accounts are then to be forwarded without delay to the appropriate Branch of H.M. Stationery Office (London—Princes Street, Westminster, S.W.1; Scotland—113, George Street, Edinburgh; Northern Area Branch—Post Office Box No. 239, Manchester), and *not* to the Admiralty.

In no circumstances are the accounts to be paid by H.M. ships and Establishments.

6. *Loan of Machines.*—In view of the number of machines allowed to the larger vessels, the temporary replacement of a machine sent for repair is not considered necessary. For smaller vessels, when a machine is required to replace one sent for repair an application is to be forwarded to the Admiralty (Stationery Branch) for a serviceable typewriter, and an indication is to be given of the probable time for which it will be required.

II.—Abroad

1. On foreign stations it is undesirable to return typewriters to England for repairs. In making arrangements for repair, machines should be sent to accredited agents where possible and care is to be taken that the charges incurred are fair and reasonable. The cost of repairs effected locally abroad should be paid by H.M. ships or establishments, and the amount brought to account as a charge against H.M. Stationery Office.

2. *Loan of Machines during Lengthy Repairs.*—To avoid possible inconvenience when repairs cannot be effected quickly, a small reserve of Empire typewriters is kept by the Naval Store Officers at the following dockyards for issue on loan to H.M. ships:—

Malta.	Hong Kong.
Gibraltar.	Simonstown.

The machines lent should invariably be returned to the Naval Store Officer immediately after the receipt of the repaired machines. In the event of a ship leaving port before repairs are completed, the reserve machine lent should be taken on charge and a receipt obtained for the machine under repair, which should, on return from the Contractors, be dealt with by the Naval Store Officer as a reserve machine in lieu.

III.—General

1. *Accidents.*—Where machines have been damaged by accident or otherwise, a full report of the circumstances should be forwarded to the Admiralty when the machine is sent for repair so as to avoid subsequent correspondence and possible delay.

2. *Losses.*—The loss or theft of any typewriter should be notified to the *Admiralty* (Stationery Branch) *immediately*, with a full report.

3. *Identification in Correspondence.*—The make and factory number of machines are to be quoted invariably in all correspondence with the Admiralty and, when necessary, with H.M. Stationery Office.

4. *Transport and Packing.*—Care should be taken to forward machines complete with covers and baseboards, and in no circumstances should any parts be retained when machines are sent for repair, otherwise considerable correspondence will arise as to parts missing when the machines reach their destination. Special care should be taken to secure the moving parts of the machine before packing; to secure the machine itself to the metal or wooden base by means of the iron clamp screws; to see that *all* hooks holding the cover to the base are fastened securely; and finally to pass strong cord round the cover and base to ensure that the machine does not fall to the ground should the hooks become loose. Lack of these precautions have resulted in broken main or top frames and other damage from faulty packing.

When typewriters are sent by rail it has been found preferable not to pack them in wooden cases, as they are less roughly handled when the metal cover is exposed.

5. *Returns.*—When returning machines surplus to requirements, care is to be taken that they are addressed to the Superintendent, R.N. Store Depôt, Royal Victoria Yard, Deptford, London, S.E.8.

IV.—Notes on Care and Use of Typewriters.

1. *General.*—Keep the type clean. No machine will do good work when the type is clogged with an accumulation of ribbon, dust or ink. Clean the type frequently with a hard type-brush.

Keep all the working parts of the machine clean and free from dust. The best results can only be obtained when the machine is kept clean—and the working life of any machine can be greatly prolonged by careful attention to this point.

Keep feed rollers clean by wiping them over with a rag.

If wear has made the cylinder rough and uneven—full of pits, grooves and ridges—a new cylinder is needed.

When corrections are made, the carriage should be moved to one side to prevent the rubbings falling into the mechanism of the typewriter.

Do not take the machine apart.

Do not change the adjustments.

Keep the machine covered when not in use.

2. *Oiling.*—Never use any but typewriter oil. Care should always be taken in oiling, as too much oil is as bad as too little. All surplus oil should be wiped off thoroughly, except at the exact spot where friction may occur.

Superfluous oil catches dust, and such accumulations retard the free action of the machine.

At intervals of about a month the type-bar bearings should be oiled very slightly, a touch oiler being used for the purpose.

3. *Ribbons.*—No ribbon should be replaced until it has been turned and fully used.

4. When typing matter for reproduction by the hektograph and stencilling processes—

(*a*) Well clean the type with a hard brush before commencing work, and during typing, if necessary.

(*b*) *For hektograph work.*—When the type has been cleaned and a good ribbon is on the machine, satisfactory results should be obtained, especially if the jelly (*i.e.*, the hektograph) has a good surface and has been standing for a few days.

(*c*) *For stencil work.*—When the type has been cleaned, a slight wipe over with a clean oily rag will prevent the wax from clogging the type. Choose a machine with the best type, and use a backing sheet with the wax stencil. This will serve the purpose of a hard roller.

5. All users of typewriting machines should be made acquainted with these instructions.

1748.—Telegraph Offices and Telephone Exchanges at Admiralty and Naval Ports—Hours of Attendance

(M. 0355/34.—2.8.1934.)

The hours of service of Telegraph Offices, Telephone Exchanges, etc., of Naval interest are shown in the following table.

2. On occasions of special emergency, arrangements will be made for keeping Telegraph Offices and Telephone Exchanges open continuously.

Place.	P.O. Telegraph Office.	Naval (or Naval Officer-in-Charge's) Exchange.	Dockyard Exchange.	Naval Officer-in-Charge, Private Telephone Address.
(1)	(2)	(3)	(4)	(5)
Admiralty	Telegraph Office, 0900–1900 (Saturdays, 0900–1400). Closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated. A.T.X. and phonogram-room, 0800–1830 (closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated). Telephone Exchange, 0800–2000 (closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated).			
*Chatham	0800–2000 (Sundays 0900–1030)	—	Continuous	—
*Sheerness ...	0800–1930 (Sundays 0900–1030)	—	Continuous	—
Harwich (Shotley)	Ipswich 0800–2000 (Sundays 0900–1030)	Continuous	—	Woolverstone 5, or Harwich 43.
*Portsmouth ...	Continuous	Continuous	Continuous	—
Portland	0800–1930 (Sundays 0900–1030)	—	Continuous	—
Weymouth ...	0800–2100 (Sundays 0900–1030)	—	—	—

Note.—When the Admiralty Trunk Exchange is closed, it is possible to communicate by telephone with the Resident Clerk and Duty Commander at the Admiralty, via the Post Office Trunk System. The telephone numbers on these occasions are: Resident Clerk, Whitehall 2815; Duty Commander, Whitehall 9000.

Note.—Arrangements exist for the delivery of telegrams at all times to Naval Authorities at Chatham and Sheerness.

Note.—W. Messages and those bearing an indication of priority are telephoned direct from London Exchange at all hours. Telephonic communication can be effected at all hours with Captain-in-Charge's official residence by direct line from Training Establishment Exchange.

Note.—Arrangements exist for the delivery to Naval Authorities at Portland at any time, of telegrams bearing an indication of priority, and telephonic communication with Captain-in-Charge can be effected through the Dockyard Exchange any time day or night.

Place.	P.O. Telegraph Office.	Naval (or Naval Officer-in-Charge's) Exchange.	Dockyard Exchange.	Naval Officer-in-Charge, Private Telephone Address.
(1)	(2)	(3)	(4)	(5)
*Plymouth ... *Devonport ...	Continuous	Continuous	Continuous	—
Rosyth	(Edinburgh) Continuous	0700–1900 (Saturday 0700–1300). Closed on Sundays.	Continuous	—
Note.—Arrangements exist for the delivery to Naval Authorities at any time of telegrams bearing an indication of priority.				
Invergordon ...	0800–1930 (Sundays 0900–1000)	—	—	Invergordon 34

* The Naval Trunk sections of the Dockyard Exchanges at Chatham and Sheerness, and the Naval Trunk sections of the Naval Exchanges at Portsmouth and Plymouth, are closed when A.T.X. is closed.

(*Also issued as A.F.O. S.90/34.*)

1935

2872.—Dutiable Mess and Canteen Stores—Revised Application Form (C and E 90)

(N.L. 3429/35.—28.11.1935.)

A new form of application (C. and E. Form 90) for duty free mess and canteen stores is being introduced.

2. In future this form is to be filled up and despatched *in duplicate.*

3. The merchant from whom the stores are ordered will forward the forms to the Collector of Customs and Excise at the base port of the ship.

4. When stores are required urgently, and the ship is absent from the base port, a notification to this effect is to be sent to the merchant. The latter may request the officer of customs responsible for clearance of the goods to obtain by telegraph the necessary authority for delivery from the Collector of Customs and Excise at the base port.

1936

*479.—Ratings on Passage—Mails for

(M. 6150/35.—20.2.1936.)

Ratings drafted to a particular ship on a Foreign Station should inform their relatives before taking passage that correspondence should be addressed to their new ship.

2. Ratings drafted to a Foreign Station for disposal on the station should inform their relatives that, pending their allocation to a ship, correspondence should be addressed :—

Name, Rating, Official Number,
Draft in S.S..... (or H.M.S....., or H.T.....),
c/o Fleet Mail Officer,
(Place)*.....

*	Malta for ratings for disposal on		Mediterranean Station.
	Hong Kong	,, ,,	China Station.
	Colombo	,, ,,	East Indies Station.
	Simonstown	,, ,,	Africa Station.
	Bermuda	,, ,,	America and West Indies Station.

Example :—

John Smith, A.B., O.N. C/J.X.34567,
Draft in S.S. " Cathay,"
c/o Fleet Mail Officer,
Hong Kong.

3. Information as to the allocation of such drafts will be communicated to the Fleet Mail Officers to enable them to dispose of the correspondence.

1454.
1512. } *Issued Confidentially.*

1945.—Ships' Magazine Logs—Irregularities, Inaccuracies and Omissions

(G. 3723/36.—6.8.1936.)

The checking of ships' magazine logs is rendered difficult and involves undue clerical work owing to irregularities, inaccuracies and omissions which occur.

2. Recent examinations of ships' magazine logs have necessitated attention being called to the following irregularities, which can only occur through lack of attention to the regulations, viz. :—

	Naval Magazine and Explosives Regulations.
(*a*) Magazine keys drawn twice or more in one day, but no additional inspections recorded.	Articles 89, 121 and 124.
(*b*) Keys drawn for prolonged periods	Article 86 (3).
(*c*) Drawing of magazine keys by unauthorised persons ...	Article 86.
(*d*) Incorrect bunching of keys	Article 85.

3. The following more important inaccuracies or omissions have been noted :—

	Naval Magazine and Explosives Regulations.
(*a*) Omission to record the daily inspection of compartments containing explosives.	Articles 120 and 124.
(*b*) Date on which outfit of ammunition was supplied, and date it is due to be landed under Article 300 incorrectly recorded.	
(*c*) Indifferent keeping and writing up of records and certificates, particularly " List of Cordite Lots, etc."	Article 82.
(*d*) Testing of electrical hand lamps not recorded	Article 170(5).

4. The attention of Explosives Accounting Officers is called to Article 8, Naval Magazine and Explosives Regulations, as regards recording Admiralty Fleet Orders or other Orders affecting explosives under their charge. The following procedure should be carried out :—

S.285A, pages XIV *and* XV ; *S.285B, pages* XI *and* XII.

Columns 1, 3, 5, 6, 7 and 8 as at present.

Column (2).—To record any Orders affecting explosives and the serial numbers of *all* Admiralty Fleet Orders received during the month.

Column (4).—To record the numbers of Admiralty Fleet Orders or other Orders affecting explosives on *board* not complied with up to the last day of each month.

5. The attention of all concerned is called to the above irregularities and errors and to the necessity for accurate records in the Magazine logs. Particular attention is called to Appendix II of the Naval Magazine and Explosives Regulations as regards the Instructions for " Small Ships."

2081.—Telegraphic Regulations—Special Orders applicable to H.M. Naval Service

(M. 3346/36.—20.8.1936.)

GOVERNMENT TELEGRAMS.

Attention is called to the following regulations respecting Government telegrams, especially to regulations (iii) (*b*), (iv) and (vi):

(i) A telegram on Government service must be certified as such by the sender in the space provided in the right-hand top corner of the form.

(ii) Only Officers of the Crown whose salary is wholly provided for out of an Annual Parliamentary Vote are entitled to send a telegram on Government service without payment.

(iii) The following classes of telegrams, amongst others, even when arising out of matters connected with the Service, are not allowed to be sent as on Government service without payment; they must in all cases be paid for as private telegrams:—

(*a*) From the sender to a member of his family, advising his detention at the office on official business.

(*b*) Ordering sleeping or other accommodation at hotels or elsewhere for Officers of the Crown travelling on the public service.

(*c*) Advising an official superior of illness, except in case of urgency, when immediate steps have to be taken to provide for the duties of the sender.

(*d*) Requesting leave of absence.

(*e*) Sent by members of an Officer's family, or others, on that Officer's behalf.

(iv) A telegram must be sent only when a communication by post will not be quick enough.

(v) The utmost brevity consistent with clearness must be used in framing Government telegrams; needlessly long telegrams hinder the transmission of other telegrams.

(vi) A communication of a private nature must be excluded from a Government telegram and paid for as a separate message.

MESSAGES TELEPHONED TO POST OFFICES FOR DESPATCH AS TELEGRAMS.

2. The sender of a Service message is to inform the Post Office operator that the message is being sent as O.H.M.S., and is on Admiralty service, and the sender is to furnish his name and rank as evidence that he is entitled to send official telegrams without prepayment. The cost of telegrams so dictated as O.H.M.S. is charged against the Admiralty. All proper names and difficult words should be spelled, spelling by analogy being resorted to in cases of words and letters having similar sounds.

The operator will read over the telegram on completion, and the repetition should be carefully checked to eliminate errors. The above instructions apply only to messages telephoned to Post Offices for despatch over the public telegraph lines. They do not apply to phonograms sent over the Admiralty private telephone lines.

When a private telegram is sent by telephone the operator is to be informed to that effect at the time the message is accepted. Private telegrams sent over public lines are not to be certified as official, and are to be paid for.

REPLY-PAID TELEGRAM VOUCHERS.

3. In cases where a reply-paid voucher is received with a telegraphic inquiry, the reply should invariably be sent on the reply-paid voucher, and not on an official form.

REGISTERED TELEGRAPHIC ADDRESSES.

4. Any new telegraphic addresses that may be registered or submitted for registration should normally not consist of more than one word in addition to the necessary geographical particulars. Telegraphic addresses registered in Great Britain and Northern Ireland are to be reported to the Admiralty for cancellation when no longer required.

2144.—Postagrams (P/G)

(M. 04146/36.—27.8.1936.)

A postagram is a special postal message sent between Naval Authorities in home waters on occasions when the message need not reach its destination earlier than an ordinary letter posted at once. The system may be adopted on foreign stations, within the limits of the station, at the discretion of the Commander-in-Chief.

2. Except as regards method of transmission, postagrams are to be treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

3. Postagrams should be used in preference to W/T or L/T messages whenever it is not urgently necessary for the recipient to take action on the same day as the message is despatched, but they are not intended to replace ordinary postal correspondence.

4. *Originators' Numbers.*—A separate series of originators' numbers is to be used for messages sent as postagrams. To distinguish this series the number is terminated by the letter " P."

5. To the *Time of Origin* of a postagram is to be added the day of the month.

6. *Forms to be used.*—Form S.575D should normally be used for postagrams, except those from the Admiralty, which will be sent on an Admiralty form headed " Postagram."

7. *The Authority for Despatch* of a postagram will be the same as for any other form of message, and postagrams must be signed by the officer authorising them. Postagrams despatched from the Admiralty will not be signed if they are "Admiralty" messages, but will bear in lieu a special stamp of authenticity. Departmental messages, *i.e.*, messages emanating from the Head of a particular department or branch (Director of Stores, Director of Dockyards, etc.), despatched from the Admiralty will be signed.

8. *Secret and Confidential Postagrams.*—Messages which would be despatched in cypher or confidential code as L/T or W/T messages may be sent in plain language as postagrams. They should be clearly marked "Secret" or "Confidential," as appropriate. Messages so marked are to be enclosed in two envelopes, the inner being marked "Secret" or "Confidential," and the outer "P/G" in block letters both on the front and back. They are to be sent by registered post.

9. *Non-confidential Postagrams* need only be enclosed in one envelope, which is to be marked "P/G" in block letters both on the front and back.

10. *Postagrams to and from the Admiralty.*—All postagrams sent *from* the Admiralty will be enclosed in two envelopes, the outer being an ordinary O.H.M.S. envelope addressed as a letter, but having "P/G" in block letters both on the front and back.

Postagrams to the Admiralty are to be addressed to "The Secretary of the Admiralty, London, S.W.1."

11. Arrangements should be made to ensure that postagrams are dealt with on receipt in the same manner as other messages, *e.g.*, more expeditiously than ordinary postal correspondence. The inner envelope of a secret or confidential message and a message from the Admiralty is to be handed unopened to the officer who would have dealt with the message had it been received by W/T or L/T.

12. In the case of multiple-address messages the notation "Addressed .....repeated....." is to precede the text, as explained in the Coding Instructions. This notation will apply whether the messages are transmitted as L/T or W/T messages or as postagrams.

(*Also issued as A.F.O. S.151/36.*)

2601.—O.U. 5365 (a), (b), (c), (d), and (e)—Priced Vocabulary of Naval Armament Stores—Revised Edition

(A.S. 6026/36.—22.10.1936.)

The Priced Vocabulary of Naval Armament Stores is in hand for revision, and will be published in five volumes as at present, covering the following stores :—

Part I (O.U. 5365a)—Ordnance B.L. and Parts, Small Arms and Parts, Side Arms, Aiming Rifles, Anti-Gas Stores, etc.

Part II (O.U. 5365b)—Ammunition, Pyrotechnics, Bombs, etc.

Part III (O.U. 5365c)—Torpedoes and Paravanes (non explosive), Spare Parts, etc.

Part IV (O.U. 5365d)—Depth Charges, Throwers, etc., with explosive and non-explosive stores. Torpedo and Paravane Explosive Stores and general Torpedo (demolition) Stores.

Part V (O.U. 5365e)—Mines, with their explosive and non-explosive stores.

2. The lay-out with regard to store sections will follow generally those in the current edition, but the rates included will be factory or cost prices *exclusive* of the departmental percentage charges, and a comprehensive memorandum included in the Vocabulary will show the additions to the rates shown in the Vocabulary to be made for repayment, etc., purposes.

3. Supplies of the different parts of the Vocabulary will be made as soon as they are available for issue to all concerned, without demand, to replace those at present held.

4. Part II will be issued shortly and will come into force as from 1st January, 1937. The dates when the remaining parts will come into force will, as the books become available, be notified by Admiralty Fleet Order.

2921.—Books of Reference for R.N.R. and R.N.V.R. Accountant Officers

(N.R./Sta. 7353/36.—3.12.1936.)

Accountant Officers, R.N.R. and R.N.V.R., desiring personal copies of certain books of reference affecting their duties may obtain them either direct from H.M. Stationery Office, Adastral House, Kingsway, London, W.C.2, or, during training, from the Accountant Officer of their ship as follows :—

(*a*) *From H.M. Stationery Office or from Accountant Officer of Ship.*

B.R. No.	Title.	Price.	Postage.
		s. d.	*d.*
31	K.R. and A.I., Vol. I	4 0	6
32	K.R. and A.I., Vol. II	2 0	5
32A	K.R. and A.I., Index	1 0	3
*5	Manual of Naval Cookery	3 0	2
*5(1)	Manual of Naval Cookery—Addendum No. 1.	0 4	1

These books are subject to a discount of 25 per cent. when purchased on board.

(*b*) *From Accountant Officer of Ship only.*

B.R. No.	Title.	Price.
		s. d.
*4	Instructions relating to the supply of Naval Stores ...	0 9
*4(1)	Instructions relating to the supply of Naval Stores—Addendum.	0 1
49	Naval Secretariat Handbook	1 10
93	Manual of Victualling	4 6
93(1)	Manual of Victualling—Addendum No. 1	0 7
97	Manual for Officers' Stewards	0 6
*11	Court Martial Procedure, Admiralty Memo. on, including N.D.A.	3 6
	Court Martial Procedure, Admiralty Memo. on, including N.D.A.—Addendum No. 2.	0 4

Note.—Revised editions of books marked * will probably be available in 1937, and B.R. 93 will probably be revised in 1938.

3128.—*Issued Confidentially.*

3135.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc., in Charge of Boatswain

(N.S. 8174/36.—31.12.1936.)

Consequent on the abolition of Form D.6d—List of Fixtures in Charge of the Boatswain—an enclosure to Form D.789 (Memorandum for Boatswain) has been introduced and printed, showing—

(*a*) particulars of descriptions of canvas to be used in the manufacture of canvas articles;

(*b*) scale of allowances of certain canvas articles.

2. In cases where the Form D.789 has already been supplied, requirements of the enclosure should be obtained direct from the Naval Store Officer, Royal Victoria Yard, Deptford. Future supplies of Form D.789 will include the enclosure.

(*A.F.Os. 3026/35, 231/36.*)

3136.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc.

(N.S. 1845/36.—31.12.1936.)

The following revised forms have been sent to press, and supplies are expected shortly.

Form D.790—Memorandum for Gunner.
Form D.791—Memorandum for Torpedo Warrant Officer.

2. Requirements should be obtained direct from the Naval Store Officer, Deptford.

(*A.F.Os. 231/36, 2134/36, 2181/36.*)

1937

74.—Mails for the Fleet—Revised Arrangements

(M. 4796/36.—14.1.1937.)

With a view to simplifying the procedure for dealing with Fleet Mails, the possibility of reducing the number of forms which accompany the mails has been discussed with the General Post Office, and it has been agreed to replace the existing forms, seven in number, by the following :—

Form No.	*Title.*	*Remarks.*
F.S. 136 ...	Letter Bill for Ships of Royal Navy.	—
F.S. 63	Letter Bill for Ships of Dominion Navies.	—
P.S. 82	Parcel Bill	—
E.C.I.S. 103 ...	List of Registered Articles/ Insured Parcels.	Replaces Forms A.503, "Registered Articles for H.M. Ships," and A.817, "Registered Parcels for H.M. Ships."
E.C.I.S. 102 ...	List of Letter/Parcel Mails for H.M. Ships (Bag List).	Replaces Forms F.S. 90, "List of Bags for H.M. Ships," and P.S. 142, "List of Parcel Bags for H.M. Ships."

2. These forms will be used as follows :—

(a) *F.S. 136.*
F.S. 63.
P.S. 82.

Two copies of the appropriate form will be enclosed in the ship's mail bag. One copy is to be signed by the receiving officer and returned to the General Post Office in accordance with the instructions printed on the form. The other copy is to be retained on board.

(b) *New form (E.C.I.S. 103). List of Registered Articles/Insured Parcels.*

This form combines the existing form A.503 and A.817. The column for the signatures of individual addressees, which appears on the existing form A.817; will be abolished.

One copy only of this form will be enclosed in the ship's mail bag. This copy is to be signed by the officer receiving the mail and then pasted in form S.568 or S.568a as appropriate.

(c) *New form (E.C.I.S. 102). List of Letter/Parcel Mails for H.M. Ships.*

One copy only of this form will accompany the mail. This is to be signed by the receiving officer and retained in the mail office.

3. The return of Forms F.S. 136, F.S. 63, and P.S. 82 duly signed will in future be accepted by the General Post Office as an acknowledgment that the ship's mail, including the Registered Articles or Insured Parcels enclosed therewith, have been duly received, and separate acknowledgments for Registered Articles and Insured Parcels will no longer be required. Before these forms are signed, care must be taken to ascertain that the number of Registered Articles or Insured Parcels shown thereon corresponds with the number shown on the List of Registered Articles, etc., and the number actually received.

4. Mails received in bulk at Fleet Mail Offices, etc., should be checked against the List of Letter/Parcel Mails for H.M. Ships (Bag List) and any discrepancies reported as at present. In the absence of any report to the contrary the General Post Office will assume that the mail is in order. It will no longer be necessary to return a copy of the Bag List to the General Post Office.

5. The new arrangements will reduce the number of forms to be returned to the General Post Office from six to two.

6. It has also been agreed that where the letters or parcels for a particular ship fill a standard size bag, the bag will be addressed to the ship in care of the officer responsible for the distribution of the bags and will be forwarded unenclosed, *i.e.* it will not be placed in an outer container as is the case at present.

7. In the case of detached ships, a sealed bag or bags containing the necessary advices will be made up and addressed to the ship at the appropriate port but the mail will not be accompanied by a bag list. The number of bags received can be checked against tho number shown on the Letter or Parcel Bill as having been despatched and a bag list is therefore unnecessary.

8. These arrangements will be brought into force commencing with the first despatch of fleet mails from the United Kingdom on or after 1st February, 1937.

9. King's Regulations and Admiralty Instructions, Articles **1095** (4) and (5) and **1098** (1), will be amended.

(K.R. & A.I., Arts. 1095 (4) and (5) and 1098 (1).)

76.—Form S.1098—Alphabetical List of Consumable Naval Stores—Revision of—REPORTS

(N.S. 149/35.—14.1.1937.)

The Alphabetical List of Naval Stores, Form S.1098, has been revised and copies on the loose leaf principle, in hinged binder, will be distributed from the R.N. Store Depôt, Deptford, shortly, without demand. The list should be brought into use as from 1st April, 1937.

2. The new publication will comprise particulars of Consumable Naval Stores only. The " token " rates for such stores shown in the present list have been carried into the new list, except in a few abnormal instances, but many additions have been made to the new list, *i.e.*, articles added to the Rate Book in recent years and articles formerly classified as permanent stores, but which are now classified as consumable stores.

3. The rates shown on the consumable ledger pages should be compared with those in the new list and amended where necessary.

4. The cost of printing the details of the permanent Naval Stores is considered to be out of proportion to the use that can be made of such information, but skeleton loose leaf pages with headings only (numbered Form S.1098A), have been provided either for the entry in manuscript of the permanent items which are held in stock in the central store, or, as additional pages for insertion, when necessary, of new consumable items. These pages, when used for permanent items, may be secured at the back of the S.1098 or kept in a separate guard (Form S.599), whichever is the more convenient. An initial supply of the pages (S.1098A) will be included with the distribution of the S.1098 and further supplies may be obtained, on demand, from Deptford.

5. The column headed " Equivalent " in the present S.1098 has also been omitted from the new list. Consideration is being given to the printing of a separate book of " Equivalents " in a more convenient form, for use in the various storerooms.

6. After the new list has been in use for a year, reports should be forwarded from the Home and Mediterranean Fleets, stating whether the necessity for a printed permanent section has been felt.

7. If experience shows that the omission of these details has been the cause of inconvenience to accounting procedure, further consideration will be given to the printing of this section. It will be realised that a printed permanent section would have to include details of all the permanent stores *allowed* to the various classes of ships. Only a small proportion of these details would be appropriate to a particular ship, or class of ship, while most of the items would be on Permanent Loan (many fitted in installations, such as W/T, gyro compass, etc.), for which particulars of stowage are not required.

333.—Books, Amendments to—Promulgation

(E.F.O. 597/36.—18.2.1937.)

The existing procedure for promulgating amendments to the King's Regulations and Admiralty Instructions, and to signal publications of the B.R., O.U., and S.P. series, is not affected by the following revised arrangements for issuing amendments to books of the B.R., O.U., and C.B. series generally, and to other books of regulations and instruction. These arrangements are designed to bring the circulation of amendments into closer relationship with the distribution of the books they affect.

2. The normal method of promulgating amendments to books, in advance of new editions or of addenda volumes, is by Admiralty Fleet Orders. When amendments issued in this manner become too bulky or numerous for convenient retention as Admiralty Fleet Orders, they will be issued as a volume of addenda to the main book. Successive volumes of addenda will contain all amendments to the main book since its publication, and amendments that have not been promulgated previously as formal amendments in either Admiralty Fleet Orders or an addendum will be indicated by underlining or marginal ruling to show new matter or portions altered and re-enacted, and by deletion marks (▬ ▬) to show matter deleted.

3. Promulgation of amendments to books as " Errata " issues in the general series of Admiralty Fleet Orders has been discontinued as from the end of 1936. Thereafter, formal amendments to books will be promulgated in a separate series of Admiralty Fleet Orders numbered P.1, P.2, P.3, etc., from the beginning of each calendar year. They will be printed on one side of the paper only, and will be issued on Thursdays, as requisite, with Admiralty Fleet Orders of other series, except that Admiralty Fleet Orders, P series, that amend books in classes A and E (*see* next paragraph) will be distributed separately.

The system of serially numbering the issues of amendments to a particular book will be adopted for all books as new editions are amended for the first time, or as convenient opportunity offers with the issue of further amendments to editions that are now current.

4. Admiralty Fleet Orders, " P " Series, will be printed and distributed according to the classification of the books they amend, as follows :—

Classification of Books.	*Printing and Distribution of A.F.O.s, " P " Series.*
A.—Non-confidential books with a very restricted distribution and books issued to fleet units in large numbers, or of which copies are held personally.	Printed separately for each book. Distribution from the R.N. Store Depôt, Royal Victoria Yard, Deptford, without demand, according to the establishment of the book, together with an additional copy for filing (*see* para. 7), and on demand from ships and establishments for correction of copies held personally by officers and ratings.
B.—Non-confidential books issued to the fleet generally.	Printed in booklet form. Distribution from the Admiralty to the fleet on the same scale as Admiralty Fleet Orders of the general series (Fleet Edition), and to shore establishments as requisite.
C.—Non-confidential books issued mainly to shore establishments.	Printed in booklet form. Distribution from the Admiralty to shore establishments and senior officers afloat, as requisite.
D —Confidential books generally.	Printed in booklet form. Distribution from the Admiralty on the following scale :— Flag Officer or Commodore and staff ... ... 3 copies. Ships down to and including destroyer and submarine depôt ships ... ... 5 ,, Flotilla leaders, repair ships, destroyers, sloops ... ... 3 ,, Submarines, gunboats, etc. ... 2 ,, Shore establishments ... ... As requisite.
E.—Confidential books with a very restricted distribution.	Printed separately for each book. Distribution from the Admiralty direct to holders.

5. Ships, establishments, and authorities generally, will not necessarily be supplied with copies of every Admiralty Fleet Order, " P " Series, but the issue of all such Orders, classified as in the preceding paragraph, and giving particulars of the books amended, will be advertised in the same week's issue of Admiralty Fleet Orders in the general series, in Section 5, so that the various authorities may know of their issue.

6. On receipt of an Admiralty Fleet Order notifying the issue of amendments to a book in Class A, ships and authorities concerned will be responsible for demanding from the R.N. Store Depôt, Deptford, the copies required, additional to the established allowance, for distribution to holders of personal copies of the book affected.

7. Individual ships and establishments should maintain intact for reference and checking purposes, a copy of each of the confidential and non-confidential Admiralty Fleet Orders, " P " Series, that they receive, the additional copies supplied being used for cutting and pasting in the books affected.

8. Admiralty Fleet Orders containing amendments to books will be omitted from Sections I to IV of the Admiralty Fleet Order Index, and will be published against the C.B., B.R. or O.U. numbers of the books in a new (Amendments to Books) Section V of the Index.

9. Amendments to books that have already appeared in " Errata " issues of Admiralty Fleet Orders in the general series, which it is essential to retain as Admiralty Fleet Orders pending the issue of addenda volumes or of new editions of the books, will be reprinted, as and when necessary, in cumulative form, for convenience of reference and use in correcting reserve stocks, as Admiralty Fleet Orders, " P " Series. These reprints will be on one side of the paper and will indicate at the head of the amendments to each book that they are reprints of amendments

issued up to a specified date. The several amendments to each book will be noted with the number of the Admiralty Fleet Order in which they were originally promulgated.

10. The first reprint will consist of amendments issued to confidential books up to the end of 1933 that are still in force as Admiralty Fleet Orders, and will include amendments to C.B. 993(26), C.B. 1618 (D) and C.B. 1735(1) that were issued originally in C.A.F.O. 567/29, C.A.F.O. 1590/32 and C.A.F.O. 822/31, respectively, but which were not reproduced in the last Confidential Special " Errata " Issue dated 28th September, 1933.

11. Eventually, copies of books in Class A will be issued from the R.N. Store Depôt, Deptford, complete with copies of the relevant Admiralty Fleet Orders, " P " Series, subsequent to the latest addenda volume.

470.—Form S.305—Report of Bad or Special Investigation Running with Whitehead Torpedoes—Amendments

(T. 179/37.—4.3.1937.)

The following amendments are to be made to the back of Form S.305.

Details of tests on Head. *Cancel* and *substitute:*—

Head:
- Type of head, *vide* C.B. 3019, Tables 6 and 7.
- Weight/date of weighing (collision heads).
- Air pressure charged to date and time of last checking.
- Date and time of last " Before Running Routine " (hydrostatic blowing heads).
- Date and time of last test of blowing mechanism (K.9 blowing heads).
- Pull off of water tripper/Time of dashpot release (K.9 blowing heads).

472.—Form S.306—Record of Practice Running with Whitehead Torpedoes—Amendments

(T. 179/37.—4.3.1937.)

The following amendments are to be made to the back of Form S.306.

Details of tests on Head. *Cancel* and *substitute:*—

Head:
- Type of head, *vide* C.B. 3019, Tables 6 and 7.
- Weight/date of weighing (collision heads).
- Air pressure charged to/date and time of last checking.
- Date and time of last " Before Running Routine " (hydrostatic blowing heads).
- Date and time of last test of blowing mechanism (K.9 blowing heads).
- Pull off of water tripper/Time of dashpot release (K.9 blowing heads).

517.—O.U. 6090 (X)—Range Tables, Nos. 399, 400 and 401, for Q.F., 4·5-in. Guns, Mark I—Issue

(G. 7093/36.—11.3.1937.)

The above-mentioned range tables for Q.F., 4·5-in., Mark I guns, are now in the press.

2. The arrangements for the issue of these tables are as follows:—

(*a*) *Flag Officers, New Construction Ships and Establishments.*—Copies will be issued without demand, from the R.N. Store, Deptford.

(*b*) *Ships re-armed with 4·5, Mark I Guns.*—Demands should be forwarded to the R.N. Store Depôt, Royal Victoria Yard, Deptford, when copies are required.

583.—*Issued Confidentially.*

790.—O.U. 6090 (K)—Range Table, No. 358A, and Trajectory Chart, O.C.56A, for Q.F., 4-in. Guns, Marks V, XV and XVII—Issue

(G. 0781/37.—15.4.1937.)

The above-mentioned range table and trajectory chart are now in the Press. As soon as supplies become available copies will be distributed as follows:—

Flag Officers, new ships and all existing ships armed with 4-in., Marks V, XV and XVII guns, and Establishments.

Issue will be made, without demand, from the R.N. Store Depôt, Royal Victoria Yard, Deptford.

Existing ships when fitted with Mark XVII guns.

Demands should be forwarded to the Superintendent, R.N. Store Depôt, Royal Victoria Yard, Deptford, when required.

964.—O.U. 5419/36—Torpedo Training Manual—New Issue

(T.D. 34/35—6.5.1937.)

A new edition of the Torpedo Training Manual—O.U. 5419/36, will shortly be issued from R.N. Store Depôt, Deptford, without demand.

2. Copies of previous editions should be destroyed.

1029.—O.U. 6090 (K)—High Angle Range Table, No. 373A, and Trajectory Chart, O.C.58A, for Q.F. 4-in. Guns, Mark XVI—Issue

(G. 01455/37.—20.5.1937.)

A high angle range table, O.U. 6090 (K), No. 373A, and trajectory chart, O.C.58A, for Q.F., 4-in. guns, Mark XVI, are now in the press.

2. Supply will be made as follows:—

New ships, ships already fitted with the guns, and establishments

Issue will be made by the R.N. Store Depôt, Deptford, without demand.

Existing ships when fitted with the guns

Demands should be forwarded to the Naval Store Officer, R.N. Store Depôt, Royal Victoria Yard, Deptford.

3. Range table No. 373A supersedes No. 373, all copies of which should be disposed of on receipt of the new table.

1101.—O.U. 6090 (K)—H.A. Range Table, No. 245, for 4-in., Q.F. Guns, Marks V, XV, XVI and XVII—Revised page 1, dated April, 1937—Issue

(G. 1861/37.—27.5.1937.)

A revised page 1, dated April, 1937, of Range Table No. 245 for 4-in. Q.F. guns, Marks V, XV, XVI, and XVII is now in the press.

2. Copies will be supplied as follows:—

Ships Carrying the Guns, and Establishments.—Issues will be made to all concerned, without demand, from the R.N. Store Depôt, Royal Victoria Yard, Deptford, as soon as supplies become available.

Ships to be Re-armed with Mark XVI Guns.—Demands should be forwarded to the R.N. Store Depôt, Royal Victoria Yard, Deptford, when required.

1170.—Changes of Rating involving Assignment of New Official Numbers—Reports on Forms S.52 and S.52A

(D.N.A. 3017/37.—3.6.1937.)

Attention is drawn to King's Regulations and Admiralty Instructions, Articles **387** (7) and **1729** (K.R. 11/36), which require reports of any transfers involving a change in Official Number to be rendered to the Director of Navy Accounts on Form S.52 or S.52A.

2. In a considerable number of instances these instructions have not been carried out with the result that the Official Numbers of the men concerned have not been appropriate to their new rating.

1222.—*Issued Confidentially.*

1226.—O.U. 5464/37—Drill for 4-in., Q.F., Mark V Guns, on H.A., Marks III and IV Mountings—Issue

(G. 01162/37.—10.6.1937.)

A revised edition of O.U. 5464/35—Drill for 4-in., Q.F., Mark V gun, on H.A., Marks III and IV mountings—is now in the press.

2. Issues will be made as follows :—

(*a*) *Flag Officers, Ships fitted with the Mountings, and Shore Establishments.*

Copies will be issued, without demand, from the R.N. Store Depôt, Royal Victoria Yard, Deptford, as soon as supplies become available, based on the following establishment for the book, viz. :—

	Copies.	
Flag Officers	1	
Battleships and battle cruisers	30	Ships fitted with 4-in., Q.F., Mark V guns, on H.A., Marks III, III*, III** and IV mountings.
Cruisers and aircraft carriers	20	
Destroyer depôt ships and submarine depôt ships.	20	
Repair ships	8	
Escort vessels, patrol vessels, mine-sweepers and netlayers	4	
H.M.S. " Excellent "	200	
H.M. Gunnery School, Chatham ...	73	
H.M. Gunnery School, Devonport ...	100	
Australian authorities	60	
New Zealand authorities	50	
A.G.R.M.	96	
A.C.R.	2	
R.N. College, Greenwich	2	
Artillery College, Woolwich	2	
D. of A. (A.1), War Office	2	
I.N.O., Woolwich	1	
D.T.S.D., Admiralty	2	
C.I.N.O., Admiralty	2	
D.N.O., Admiralty	10	

(*b*) *Ships when re-armed with these Mountings.*

Demands should be made to the R.N. Store Depôt, Royal Victoria Yard, Deptford, when copies are required.

3. All copies of the 1935 edition of this book should be disposed of on receipt of the new edition.

1427.—*Issued Confidentially.*

1486.—O.U. 5495—Drill for 0·5-in. Guns on "M," Mark I, I**, II, II* and III Mountings—Issue

(G. 01813/37.—15.7.1937.)

A revised edition of the drill for 0·5-in. guns, O.U. 5495, is now in the press.

2. Issues will be made as follows :—

(*a*) *Ships already carrying the gun*

Copies will be issued, without demand, from the R.N. Store, Royal Victoria Yard, Deptford, as soon as supplies become available.

(*b*) *Ships when rearmed with the guns*

Copies should be demanded from the R.N. Store, Royal Victoria Yard, Deptford, when required.

3. The following is the establishment for the book :—

	Copies.	
Flag Officers	1	Ships fitted or to be fitted with the guns.
Battleship, battle cruisers, cruisers, aircraft carriers, and minelayers.	10	
Flotilla leaders	6	
Destroyers, destroyer depôt ships, escort vessels, patrol vessels, surveying vessels, minesweepers and netlayers.	4	
H.M.S. "Excellent"	200	
H.M. Gunnery Schools—		
Chatham	30	
Devonport	50	
Loan Libraries	2	
R.N. College, Greenwich	1	
Official Secretary, Commonwealth of Australia ...	25	
Secretary, Navy Office, Wellington, New Zealand	2	
R.M. Divisions—		
Chatham	2	
Portsmouth	6	
Plymouth	5	
A.G.R.M. Admiralty	1	
D.T.S.D. Admiralty	2	
C.I.N.O. Admiralty	1	
D.N.O. Admiralty	8	
Naval Staff Library	2	

4. All copies of O.U. 5453 should be disposed of on receipt of the revised edition.

*1794.—Correspondence—Earlier Posting of

(C.E. 2509/37.—19.8.1937.)

The Postmaster-General has drawn attention to the serious embarrassment which is experienced by the postal authorities owing to the tendency for correspondence to be accumulated during the day and posted during the early evening. It is thought that if arrangements could be effected whereby a larger proportion of correspondence is posted earlier in the day it would be possible to provide a better service and Government Departments have been invited to collaborate with this end in view.

2. All naval and civil staff, particularly senior and supervising officers, are invited to co-operate so far as may be possible to ensure the posting of correspondence earlier in the day and to avoid accumulating it until the evening.

1797.—Form S.180—Rendering of

(D. 6989/37.—19.8.1937.)

In connection with the rendering of Form S.180—report of examination of structure, W.T. doors, etc., in H.M. ships—it appears from the number of NIL returns received at the Admiralty that the authorities concerned have refrained from recording the less important defects discovered.

2. Arrangements are to be made for all defects discovered as the result of such examinations to be recorded in future returns—Form S.180.

2081.—Dental Stores—Surveys

(M.D.G. 6314/37.—23.9.1937.)

It has been decided, with a view to the elimination of unnecessary correspondence, that the survey of all dental stores in H.M. ships which are accounted for on Forms M.230a, 230c, and 230d, shall in future be carried out on Form M.176.

2. After the approval of the recommendations by the Commanding Officer, the disposal of the unserviceable stores is to be proceeded with in accordance with the recommendations made, and further approval from the Admiralty will be unnecessary.

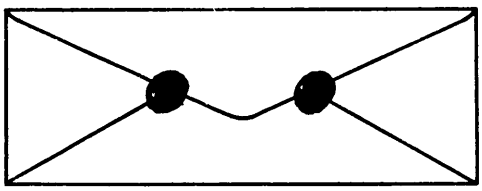
3. The Form M.176 is to be forwarded into office as an enclosure to the Store Accounts.

4. Form M.8 is to be used, as hitherto, in connection with the survey of dental stores at shore establishments, and this form should continue to be forwarded to the Admiralty for approval *prior* to the disposal of unserviceable stores.

2294.—Sealing of Envelopes containing Confidential or Secret Correspondence

(Sta. 8113/37.—21.10.1937.)

When transmitting confidential or secret matter in envelopes of the standard pattern a seal is to be affixed to each of the two points where the top and bottom flaps meet, viz.—



(*A.F.O. Diagram 141/37.*)

The sealing wax should be spread as thinly as possible and the die of the seal pressed firmly on to the wax, as a thin seal affords greater security, being less easily removed.

2402.—Private Telegrams—Transmission and Reception

(M. 4708/37.—4.11.1937.)

The following instructions regarding the transmission and reception of private telegrams by H.M. ships are promulgated for information.

Section I—Transmission of Private Radiotelegrams

1. Private radiotelegrams may be transmitted to all H.M. ships at home and abroad.

2. Private radiotelegrams for transmission to H.M. ships are normally routed through the following W/T stations :—

Home Station	Cleethorpes.
Mediterranean Station	Rinella (Malta) and Gibraltar.
All other stations ...	*Portishead.

As an alternative to the service *via* Portishead, private radiotelegrams may be sent to H.M. ships through the following W/T stations :—

Africa Station	*Jacobsnatal (Durban), *Slangkop (Capetown) or *Walvis Bay.
America and W. Indies Station.	Bermuda Dockyard.
Australian Station ...	*Melbourne.
China Station	Stonecutters (Hong Kong) and Seletar (Singapore).
East Indies Station ...	Matara (Ceylon) and Aden for ships within 500 miles of that station.
New Zealand Station ...	*Auckland.

(*Note.*—Stations marked with an asterisk are commercial W/T stations.)

3. Private radiotelegrams are not accepted by the G.P.O. for transmission *to* H.M. ships through Rugby W/T station.

4. Private radiotelegrams passed through Naval W/T stations are normally not to be transmitted until all Service traffic on band is cleared. This regulation may, however, be waived at the discretion of the officer in charge in the case of private messages of an obviously urgent compassionate nature.

5. Messages for transmission through coast stations must have in the address the word " Warship," followed by the name of the ship and the name of the coast station (written as one word) through which the message is to be sent ; for example :—

Name of addressee.....

Warship Nonsuch,

Bermudadockyardradio.

The prefix " Warship " is unnecessary in the case of private messages for H.M. submarines which are not named (*see also* Section IV, paragraph 3). If the W/T station is not known, enquiry may be made of the Admiralty by telegram with prepaid reply, or by letter, stating when it is proposed to send the radiotelegram.

6. Private radiotelegrams from H.M. ships are normally to be routed through a commercial W/T station. Where this is not possible such messages may be passed through any Naval W/T station detailed for communication with H.M. ships.

7. H.M. ships outside the range of coast stations in Great Britain working on 500 kc/s may, subject to such regulations as may be deemed necessary by Commanders-in-Chief and to non-interference with Service work, transmit private radiotelegrams *via* Portishead Radio on H/F or M/F.

8. Fixed services such as Stonecutters–Singapore, Singapore–Matara, are not to be used for the transmission of private radiotelegrams. Similarly, H/F is not to be used outside the limits of the station for this purpose, except under the rules laid down above and in Sections VII and VIII of this Order, or where it is not practicable to pass the message by any other means.

Section II—Charges

1. The charges for private radiotelegrams *transmitted to H.M. ships* consist of the charge for transmission to the coast station plus the appropriate coast station charge. No ship charge is made for reception. For radiotelegrams from the United Kingdom, which are routed through the coast stations normally used, the total charges are as follows :—

	Per word.
Cleethorpes	3*d.*
Portishead...	5*d.*
Rinella	6*d.*
Gibraltar	9*d.*

Further details are contained in paragraph 9 of the section of the Post Office Guide which deals with " Radiotelegrams."

2. The charges for private radiotelegrams *transmitted from H.M. ships* are as shown in the schedule hereto.

For the purpose of assessing the charges to be recovered from the sender of a radiotelegram, any gold franc portion of the charge should be converted into sterling at gold francs 25·2215 = £1 plus a special surcharge, at present 50 per cent., during the suspension of the gold standard basis. Any variation of this surcharge will be promulgated from time to time in Admiralty Fleet Orders.

The surcharge should not, however, be applied to any gold franc charge by Irish Free State or South African coast stations and ships.

3. If one of H.M. ships is in harbour and desires to send a radiotelegram to a merchant vessel, such radiotelegram must be passed *via* the coast station, except in the case of H.M. ships in harbour in South Africa, and the sender will, therefore, be liable for the coast station charge plus the ship receiving charge of the merchant vessel.

4. Whenever a prepaid private radiotelegram is passed through a Naval W/T station, the appropriate Operating Signal is always to be used, viz., " Charges on this private telegram have been prepaid."

Section III—Ship Letter Telegram Service

In addition to radio-telegrams H.M. ships* may make use of the Ship Letter Telegram service *via* all Post Office coast stations in the British Isles at all times, including both the long-wave and short-wave services *via* Portishead radio. The rules for this service are as follows :—

(*a*) The service is in the direction *from* ships only.

(*b*) Messages are to be prefixed SLT, which will be chargod as one word.

(*c*) Messages are only accepted for destinations in the British Isles.

(*d*) Messages are delivered by ordinary post, and in consequence must bear a full postal address. Telegraphic addresses are NOT allowed.

(*e*) Plain language only to be used.

(*f*) Birthday and Christmas greetings may include in the preamble an indication, for which no charge is made, of the desired date of delivery ; for example, " deliver 25th."

(*g*) Naval shore W/T stations are NOT to be used for this service.

(*h*) Should a ship be detailed for this service as transmitting ship, private messages may be passed by any ship of origin to the transmitting ship on Service frequencies only. Commercial frequencies are NOT to be used.

(*i*) Portishead keeps continuous receiving watc on 143 kc/s, answering on 121 kc/s and also as follows :—

8,210 kc/s	0000 to 1000.
	1500 to 2359.
12,360 kc/s	1030 to 1300.
	1330 to 1500.
16,845 kc/s	1000 to 1030.
	1300 to 1330.

(*Note.*—* Officers and men at Naval shore wireless stations may make use of the S.L.T. service, provided that their ship address is used and that the message is passed through H.M. ship acting as W/T guard for this service.)

Section IV—Counting

1. *In plain language* the maximum number of letters allowed to pass at the charge for a single word is 15, any excess being charged for at the rate of 15 letters to a word.

2. Subject to this limit, the following are counted as single words, if written without break :—

Ordinary compound words.
Names of towns, countries, provinces, etc.
Family names and names of ships.
Names of streets, squares, etc.
Compound numbers written in words.

The words "street," "square," etc., or their equivalent in other languages, can be combined with their names so as to form a single chargeable word, *e.g.*, Stjamesstreet, Hydeparksquare, etc. If joined by a hyphen, or separated by an apostrophe, compound words or names are counted as so many separate words.

3. The name of the ship to which a radiotelegram is addressed is counted as one word. The word "submarine" (*see* Section I, paragraph 5), together with the identifying letter and figures, are counted as one word in the address.

4. The name of the coast station, when written in the form given in the Post Office Guide, is counted and charged for as one word in the address.

5. Words incorrectly spelt, so as to reduce the number of letters below the maximum, or incorrectly joined together, contrary to the usage of the language, are inadmissible.

6. If the sender of a telegram from a place abroad irregularly joins together words for the purpose of reducing the charge, the amount undercharged is collected from the addressee.

7. In all telegrams every isolated letter or figure is charged for as a word. Groups of figures are counted at the rate of five figures to a word, and at the same rate for any excess. Groups of letters in current use are similarly counted when occurring in the text. But such letters are not admissible in groups in the address ; they are charged for as so many separate words. Letters added to figures to form ordinal numbers or commercial marks, or to represent the number of a house, are counted as figures. Bars of division, decimal points, and stops used in the formation of numbers are counted as figures ; otherwise signs of punctuation are not transmitted except at the special request of the sender, and they are then charged for as separate words.

8. *In code language* no word must exceed five letters in length. Words in plain language in the text of a telegram which also contains words in code language are charged for at the rate of five letters to a word, any excess also being charged for at the rate of five letters to a word.

9. Commercial or private codes may only be used provided that the sender can satisfy his Commanding Officer that the message is a *bona fide* one, and one which is in no way contrary to the interests of H.M. Service.

10. The foregoing instructions are extracted from the International Regulations. For accounting purposes only, however, code words in private radiotelegrams transmitted entirely by Naval wireless (*e.g.*, requests for withdrawals from Post Office Savings Bank) are to be counted as ten letters to a word, five letters being counted as half a word.

Section V—Accounting

1. The sender of a private message should in all cases prepay the charges to the Accountant Officer (or, where an Accountant Officer is not borne, to the officer performing accountant duties). The charges will be brought to account in a separate schedule to the cash account as a credit to "P.I. Commercial Wireless Account." The original message is to bear the initials of the Accountant Officer (or, where an Accountant Officer is not borne, the officer performing accountant duties) before despatch, to show that charges have been prepaid.

2. All private radiotelegrams transmitted and received by H.M. ships should be summarised on Schedule Forms S.536 and S.536A respectively, in order of date and under calendar months, the forms being transmitted to the Director of Navy Accounts (Branch 9) within eight days of the expiration of the month. It is not necessary for a copy of these forms to be attached to the Cash Account voucher, Form S.27.

3. A summary of all S.L.T. messages transmitted by H.M. ships should be rendered monthly to the Director of Navy Accounts (Branch 9) by the ship of origin within eight days of the expiration of the month. Where supplies of Form S.536 (revised March, 1937) are available, the summary should be included in that return (*see* preceding paragraph). Otherwise the return should be prepared separately as in the following example :—

H.M.S.....

Return of S.L.T. Messages transmitted during September, 1937.

No. of Messages.	*Excess Words.*	*Charges.*
6	10	19*s.* 8*d.*

If the amount collected is not taken on charge in the ship of origin, it should be stated where the money will be brought to account.

As the Post Office accounts are rendered strictly under calendar months it is essential to include in the return all messages transmitted in the calendar month.

4. Naval W/T stations are to forward monthly to the Director of Navy Accounts (Branch 9) copies—on Form S.1326—of all private messages transmitted by W/T to H.M. ships. NIL returns are required. The " To " space on this form is always to show the address of the message as received at the W/T Station, *e.g.*, " ..... Warship.....Stonecutters Radio " or " .....Warship..... Hong Kong " in order to differentiate between messages originated as radiotelegrams and messages originated as cables and re-transmitted by W/T under the arrangements mentioned in Section VI, paragraph 5. It is also essential that particulars of the " Office of origin " should be inserted on the form in the space provided.

Section VI—Private Telegrams

1. All cables to and from H.M. ships are subject to the same rules with regard to the counting of words as radiotelegrams (*see* Section IV).

2. Private telegrams to H.M. ships should be addressed in the style :—

" Warship (name.....)
(at.....) "

except those for submarines which are not named, when the prefix " Warship " is unnecessary.

3. The name of the office of destination in the address is charged for as one word, whatever its length ; and when the name of the country, state, province or district has to be added to distinguish the office from others of the same name, the whole expression is charged for as one word, provided it is written in accordance with the International List of Telegraph Offices.

4. If the correct cable address is not known, senders of private messages to H.M. ships known to be in foreign waters, should apply to the Admiralty by telegram with prepaid reply, or by letter stating when it is proposed to send the telegram.

5. If, by local arrangement on the station concerned, private messages addressed to officers and men serving in H.M. ships which are absent from the port to which messages received by telegraph or cable are addressed (*i.e.*, the port to which the messages have been prepaid) are re-transmitted by wireless from Naval shore stations, the coast station charge is to be recovered from the addressee in all cases, at the rate of 2*d.* per word, except at Gibraltar and Aden W/T stations where the charge is 6*d.* per word. Such messages are not to be re-transmitted until all Service traffic on hand is cleared, except as laid down in Section I, paragraph 4. When messages which were not originated as radiotelegrams are re-transmitted by W/T under this procedure, the Naval shore wireless station is to inform the ship so that recovery of the coast station charge from the addressee may be effected.

6. Telegrams for ships in home waters may be addressed " Warship..... London."

Section VII—Use of Ship's W/T for Remittances

When officers or ratings serving in H.M. ships desire to telegraph money home *for the benefit of dependants*, the message may, subject to the concurrence of the Commanding Officer, be transmitted by ship's W/T and routed through normal Service channels without charge. If sent by commercial channels, the cost must be borne by the sender.

2. When officers or ratings desire to telegraph money home for any other purpose and the ordinary shore facilities are not available, the message may be similarly transmitted by ship's W/T, but in this case a charge of 1*s.* a word is to be made. The cost is to be recovered at the time of sending the message and brought to account in the current Cash Account as a credit to " P.I. Commercial Wireless."

3. Particulars of such remittances are to be included in a special Remittance List (S.66), and clearly shown as confirmatory of the previous W/T message of appropriate date.

Section VIII—Use of Ship's W/T for Making Withdrawals from Savings Banks

When officers or ratings serving in H.M. ships desire to authorise the payment of money from Post Office Savings Bank accounts or from Naval Savings Bank accounts at Home Dockyards and Royal Marine Divisions *for the benefit of dependants*, the message may, subject to the concurrence of the Commanding Officer, be transmitted by ship's W/T and routed through normal Service channels without charge. Messages, however, requesting withdrawal from these accounts for any other purpose, together with the reply thereto, are to be charged for at the rate of 1*s*. per word, if sent by Naval Wireless, or at the appropriate rate, if sent by commercial channels.

Schedule showing how to Assess Charges for Private Radiotelegrams and Ship Letter Telegrams transmitted from H.M. Ships

(For circumstances in which Naval W/T stations may be used, *see* Section I, para. 6.)

To.	Transmitted *via* (*See* Note 1.)	Charges for Messages in Plain Language. (*See* Note 2 for messages in code.)
(1) United Kingdom and Irish Free State.	(*a*) Commercial coast station in U.K. or I.F.S.	5*d*. per word, *i.e.*, 4*d*. per word coast station charge plus 1*d*. per word inland telegraph charge. In the case of ship letter telegrams (*see* Sec. III), 3*s*. 0*d*. for 20 words or less, and 2*d*. per word for each word in excess of twenty.
	(*b*) Naval W/T station in U.K.	3*d*. per word, *i.e.*, 2*d*. per word coast station charge plus 1*d*. per word inland telegraph charge.
	(*c*) Any coast station abroad except a Naval W/T station.	Coast station charge in gold francs plus cable charge in gold francs.†
	(*d*) Naval W/T station abroad except Rinella.	Coast station charge in sterling (2*d*. per word except Gibraltar and Aden, which are 6*d*. per word) plus cable charge in gold francs.†
	(*e*) Rinella W/T station	2*d*. per word coast station charge plus cable charge of 4*d*. per word.
(2) Countries *other than* United Kingdom and Irish Free State.	(*a*) Coast station in U.K. or I.F.S.	Coast station charge of 4*d*. per word for commercial station or 2*d*. per word for Naval W/T station plus cable charge in sterling.*
	(*b*) Any coast station abroad except a Naval W/T station.	Coast station charge in gold francs plus cable or inland telegraph charge in gold francs.†
	(*c*) Naval W/T station abroad except Rinella.	Coast station charge in sterling (2*d*. per word except Gibraltar and Aden, which are 6*d*. per word) plus cable or inland telegraph charge in gold francs.†
	(*d*) Rinella W/T station	2*d*. per word coast station charge plus cable charges in sterling,†† or for messages to Malta plus 1*d*. per word inland telegraph charge.

To.	Transmitted *via* (*See* Note 1.)	Charges for Messages in Plain Language. (*See* Note 2 for messages in code.)
(3) Merchant ships registered in United Kingdom.	(*a*) Direct	Ship receiving charge converted into sterling at rate of 10 centimes to 1*d.*† (*N.B.*—Usual charge is 40 centimes per word, *i.e.*, 4*d.* per word.)
	(*b*) Commercial coast station in U.K. or I.F.S.	Coast station charge of 4*d.* per word plus ship receiving charge as at (3) (*a*) above, except that ship receiving charges of over 30 centimes are payable at 3*d.* per word.
	(*c*) Naval W/T station in U.K.	Coast station charge of 2*d.* per word plus ship receiving charge as at (3) (*a*) above.
	(*d*) Any coast station abroad except a Naval W/T station.	Coast station charge in gold francs plus ship receiving charge in gold francs.†
	(*e*) Naval W/T station abroad.	Coast station charge of 2*d.* per word (except Gibraltar and Aden, which are 6*d.* per word) plus ship receiving charge in gold francs.†
(4) Merchant ships *not* registered in United Kingdom.	(*a*) Direct	Ship receiving charge in gold francs.†
	(*b*) Commercial coast station in U.K. or I.F.S.	Coast station charge of 6*d.* per word for ships with ship receiving charge of over 30 centimes per word or 4*d.* per word for ships with ship receiving charge of 30 centimes or less per word, plus ship receiving charge converted into sterling at the rate of 10 centimes to 1*d.*†
	(*c*) Naval W/T station in U.K.	Coast station charge of 2*d.* per word plus ship receiving charge in gold francs.†
	(*d*) Any coast station abroad except a Naval W/T station.	As (3) (*d*) above.
	(*e*) Naval W/T station abroad.	As (3) (*e*) above.
(5) H.M. ships ...	(*a*) Direct	No charge.
	(*b*) Coast station in U.K. or I.F.S. or a Naval W/T station (*see* Note 3).	Coast station charge of 4*d.* per word for commercial station or 2*d.* per word for Naval W/T station (except Gibraltar and Aden, which are 6*d.* per word).
	(*c*) Any coast station abroad except a Naval W/T station.	Coast station charge in gold francs.†

Note 1.—Where more than one coast station is used, the inland telegraph charge involved in transmitting the message from station to station, together with the charges for both coast stations, should be included in the total cost of the message.

Note 2.—*Code messages* are charged at 6/10ths of the full rate in the case of the Extra European system and at 7/10ths of the full rate in the case of the European system except in the case of traffic between ship stations direct or through the intermediary of a single coast station where the charge is always equal to 6/10ths of the full charge.

Note 3.—When messages are passed between H.M. ships on the same station, *any Naval W/T station* charge may be waived.

† For ship receiving, coast station and inland telegraph charges *see* " List of Coast Stations and Ship Stations " which gives rates in gold francs. For cable rates and in cases of doubt the appropriate charges should be ascertained from the station through which the message is passed. The method of conversion of gold francs into sterling is shown in Section II, paragraph 2, of this Order, except where a special conversion rate is shown at (3) (*a*), (3) (*b*), (3) (*c*), and (4) (*b*) above.

†† Charge obtainable from the station.

* For charges *see* Post Office Guide.

(*Also issued as A.F.O. S.162/37.*)

2471.—O.U. 5499/37—Drill for Q.R. IX Torpedo Tube Mountings in " Tribal " Class Destroyers—Issue—REPORTS

(T. 0845/37.—11.11.1937.)

Copies of O.U. 5499/37 will shortly be issued, without demand, from the R.N. Store Depôt, Royal Victoria Yard, Deptford.

2. This drill is being issued for trial, and reports giving suggested alterations are to be forwarded by the ships concerned on 31st December, 1938.

Blank reports are required.

2571.—*Issued Confidentially.*

2690.—Parcels for H.M. Ships in Home Waters

(M. 6554/37.—9.12.1937.)

A report has been received which indicates that large sums of money are being paid by H.M. Ships on redirected service parcels which have in the first instance been addressed to definite ports by persons not aware of the movements of those ships.

2. Parcels for H.M. Ships in Home Waters should therefore only be addressed to a particular port when it is *definitely known* that the ship is lying at, or is bound for, that port. In all other cases the following address should be used :—

H.M.S. (Name of ship),
In Home Waters,
c/o G.P.O.,
London, E.C.1.

2694.—Form S.316 (Electrical Report)—Additional Remarks on Training

(T. 4823/37.—9.12.1937.)

Additional remarks to those detailed on the cover of form S.316 are desired on the subject of the training of torpedo ratings.

2. The principal object of these remarks is to keep the Torpedo Schools in closer touch with the requirements of sea-going ships, and to give Torpedo Officers an opportunity to remark on training matters in so far as they affect the maintenance of the electrical equipment.

3. The proposed remarks should be on such matters as :—

(1) Methods of operating equipment, such as searchlight control gear, which have been found by experience to give good results,

(2) Difficulties which have arisen in the maintenance of electrical equipment and faults which are likely to prove common,

(3) Remarks on care and maintenance routines and inspections,

(4) Whether ratings have insufficient knowledge on any particular subject, and

(5) Any other matters of interest from the training point of view.

4. When remarks are made in accordance with this order, they should be on a separate sheet headed with the name of the ship and the word " Training."

2743.—Form S.450—Certificate Books

(C.W. 11972/37.—16.12.1937.)

Attention is drawn to the necessity for compliance with the instruction in *each* Certificate Book (Form S.450) that an alphabetical index be prepared before the book is forwarded to the Admiralty. Considerable inconvenience is caused by the omission, or partial completion of an alphabetical index.

2811.—O.U. 5407—Regulations for Naval Armament Services

(A.S./D. 895/35.—30.12.1937.)

With reference to A.F.O. 1749/34—revision of O.U. 5407/28 and other books of regulations—O.U. 5407(3) (R.N.A.S., Appendix XXIV to O.U. 5407/28—Regulations for the Electrical Equipment of R.N. Armament Depôts) will remain as a separate publication, and, on receipt of the revised O.U. 5407, Parts I and II, which supersede O.U. 5407/28, the pamphlet O.U. 5407(3) is to be abstracted from the copies of the 1928 edition before the latter are disposed of.

2. The revised O.U. 5407, Parts I and II, are in press and will be distributed as soon as they become available.

*2821.—Navy List—Revised Dates of Issue of Half-yearly Editions

(C.W. 12244/37.—30.12.1937.)

The half-yearly edition of the Navy List which includes the lists of retired officers will in future be issued in February and August and not in January and July, commencing with the February, 1938 edition. The January, 1938 edition, will be an ordinary monthly issue.

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