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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
23rd March, 1944.

The following Orders having been approved by My Lords Commissioners of the Admiralty are hereby promulgated for information and guidance and necessary action.

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels, and C.O. Craft (see A.F.O. 494/44), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

NOTE:—The scale of distribution is shown in the Admiralty Fleet Order Volume, 1941, Instructions, paragraph 10.

HEAD OF "P" BRANCH

P1 *[Signature]*

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ADMIRALTY FLEET ORDERS

- | No. | Subject. | |
|-------|---|---|
| 1457. | Volunteers for Harvesting—Non-Industrial Staff. (<i>Issued separately on 16th March, 1944, only to Commanders-in-Chief (not C.-in-C., H.F.), Flag Officers, Senior Naval Officers Ashore, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i>) | } |
| | Home only. | |

23rd March, 1944.

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

Section 1

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

1458.—Consular Appointments

(M. 95/44.—23 Mar. 1944.)

- The Vice-Consulate at Manzanillo, Mexico has been closed.
2. The Vice-Consulate at Bata, Rio Muni has been closed.
3. The Vice-Consulate at Fredricksted, St. Croix has been closed. All consular matters which may arise at St. Croix will be dealt with by the British Consul at St. Thomas, Virgin Islands.

1459.—Defence Regulations—Navigation Order No. 30, 1944

(N.L./HO. 3868/43.—23 Mar. 1944.)

The following Order has been issued by Their Lordships under Regulation 43 of the Defence (General) Regulations 1939.

Navigation Order No. 30, 1944

By Command of the Lords
Commissioners of the Admiralty.

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

Navigation Order No. 13, 1942, and Navigation Order No. 26, 1943, are hereby cancelled.

2. This Order shall come into force forthwith and may be cited as Navigation Order No. 30, 1944.

By Command of Their Lordships,
(Signed) H. V. MARKHAM.

Admiralty, S.W.1.
15th March, 1944.

1460.—Defence Regulations—The Preston (Exemption from Compulsory Pilotage) Order, 1944

(N.L. 21085/43.—23 Mar. 1944.)

The following Order (S.R. & O. 238) which has been issued by Their Lordships under Defence Regulation 43, is promulgated for information:—

The Preston (Exemption from Compulsory Pilotage) Order, 1944.

By Command of the
Lords Commissioners of the Admiralty.

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

- Vessels not exceeding 250 tons gross tonnage navigating in the Preston Pilotage District shall, when trading coastwise and not carrying passengers, be exempt from compulsory pilotage.
- In this Order the expression "The Preston Pilotage District" means the Preston Pilotage District as defined by the Preston Pilotage Order, 1921.
- This Order shall come into force forthwith and may be cited as the Preston (Exemption from Compulsory Pilotage) Order, 1944.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.
29 Feb. 1944.

1461.—Coastal Force Base—Ramsgate

(M. 0250/44.—23 Mar. 1944.)

On 1 Mar. 1944 the Coastal Force Base at Ramsgate and coastal forces based there were transferred from H.M.S. "Wasp" (accounts in H.M.S. "Lynx") to H.M.S. "Fervent", which will henceforth act as an independent Coastal Force establishment.

2. The Commanding Officer of H.M.S. "Wasp" will co-ordinate training, maintenance and material development of all Coastal Forces in the Dover Command, and will correspond direct with the Commanding Officer, H.M.S. "Fervent" on these subjects.

3. The Coastal Force Staff Officer (accommodated in H.M.S. "Wasp") is available to advise the Commanding Officer, H.M.S. "Fervent" on questions of torpedo and gunnery.

4. Correspondence regarding the training of personnel, exercises, new material requirements, maintenance, trials and experiments, should be forwarded through H.M.S. "Wasp", and routine reports on material forwarded in accordance with Coastal Force Temporary Memoranda, with a copy to H.M.S. "Wasp".

*†1462—Minelaying Operations

(M/O.D. 2001/44.—23 Mar. 1944.)

Their Lordships have noted with much satisfaction the work of the Naval and Air Forces engaged on minelaying operations in all theatres of war. Since the beginning of hostilities these forces, by unremitting effort, skill and devotion to duty, have rendered notable service both in offensive operations in enemy waters—as a result of which the enemy has suffered heavy losses—and in the efficient laying of the great minefields which protect our own coasts.

2. Their Lordships desire to express to all concerned their appreciation of the fine results achieved in minelaying operations, including those engaged on the vital duties connected with the design, trial, production, supply and preparation of mines for service.

1463.—R.N. Air Station, Bermuda—Reduction to Care and Maintenance

(A. 0541/44.—23 Mar. 1944.)

R.N. Air Station, Bermuda, was reduced to care and maintenance on 1st February, 1944.

1464.—United States Hospital Ships

(M. 531/43.—23 Mar. 1944.)

The War Department has designated the following ships as hospital ships under the terms of the Hague Convention:—

		Length in feet	G.R.T.	Number of funnels	Masts
U.S.A.T.	"Iris" (ex "President Buchanan")	502.1	10,533	1	4
U.S.A.T.	"Yucca" (ex "Samuel F. B. Morse")	422.8	7,181	1	2
U.S.A.T.	"Zinnia" (ex "Zebulon B. Vance")	422.8	7,177	1	2
U.S.A.T.	"Poppy" (ex "Stamford White")	422.8	7,176	1	2

2. Hulls and superstructures will be painted white with a horizontal green band the whole length of ship on both sides, red crosses on each side, on deck and each side of funnel. All red crosses will be illuminated at night. The name of the ship will be painted on the port and starboard side of the bow and on centre line of stern. Lifeboats will be similarly painted.

(A.F.Os. 784/44 and 1307/44.)

1465.—Order of March of Regular and Auxiliary Services in Combined Parades of the Armed Forces of the Crown

(N./D.P.S. 201/44.—23 Mar. 1944.)

The normal rule as regards order of precedence in Parades containing all three Services is that the terms Royal Navy, Army and Royal Air Force embrace every portion of those Services whether Regular, Militia, Reserve, Territorial or their equivalent, and order of precedence is :—

Royal Navy
Army
Royal Air Force.

2. Since the war, however, the Home Guard and Women's Services have come into being and the Cadet Forces have been taking a more active part in combined parades, with the result that strict compliance with the above order of precedence has, in the absence of the Regular portion of one or more Services, occasionally produced orders of march which were inappropriate.

3. It has therefore been agreed between the three Services that in the absence of one or more of the Regular Forces, "orders of march" of the ancillary Services shall be based neither on order of precedence nor on legal status but upon certain guiding principles which, among other things, will take into account differences between sexes and between adults and adolescents.

It is desired to emphasize, however, that these agreed principles are to be used as a guide only, and that there is no objection to a departure from them by agreement in order to suit the particular object of the parade or for other reasons. (See paragraphs 6, 7 and 8 below.)

4. These agreed principles are as follows :—

(a) The component parts of a Service will normally remain grouped.

(b) Within each Service group the order of march will be :—

- (i) Regulars (i.e. embodied male Forces).
- (ii) Adult male ancillary Services.
- (iii) Adult female ancillary Services.
- (iv) Youth organizations.

For this purpose the Home Guard will be regarded as an ancillary Service of the Army.

Where mixed units of male and female exist, as in the A.A. Command, the unit shall take precedence as an "all male" unit, and within the unit the females shall follow the males.

(c) The order of march as between Service groups will depend :—

- (i) Firstly, on which Service provides the higher ranking category as defined in paragraph 4 (b) above.
- (ii) Secondly (subject to (c) (i) above), on normal Service precedence (i.e. Royal Navy, Army, Royal Air Force).

5. *Examples.*—Thus when a Service has no Regular Forces (i.e. embodied male Forces) on parade, ancillary Services will take order of march as follows :—

(a) A Service with an adult male component will always precede a Service without such component.

(b) A Service with an adult female component will always precede Services represented only by Youth Organizations.

<i>Example 1</i>	<i>Example 2</i>	<i>Example 3</i>	<i>Example 4</i>
Army	R.N.	R.N.	R.A.F.
Home Guard	W.R.N.S.	W.R.N.S.	W.A.A.F.
A.T.S.	Sea Cadets	Sea Cadets	A.T.C.
A.C.F.	—	—	—
—	R.A.F.	Army	Home Guard
R.A.F.	W.A.A.F.	Home Guard	A.T.S.
W.A.A.F.	A.T.C.	A.T.S.	A.C.F.
A.T.C.	—	—	—
—	Home Guard	W.A.A.F.	W.R.N.S.
W.R.N.S.	A.T.S.	A.T.C.	Sea Cadets
Sea Cadets	A.C.F.	—	—

<i>Example 5</i>	<i>Example 6</i>	<i>Example 7</i>
W.R.N.S.	A.T.S.	Sea Cadets
Sea Cadets	A.C.F.	—
—	—	A.C.F.
A.T.S.	Sea Cadets	—
A.C.F.	—	—

6. These principles are issued only as a guide to be used when differences of opinion arise. It has frequently been found most difficult and often undesirable to organize mixed Service and Civilian parades in strict order of precedence. For instance, the order of march is sometimes determined by the object of the occasion. At other times it has been found appropriate to place a uniformed body as the last unit in the procession to prevent members of the public joining on casually at the end. Again, the effect of the procession is often enhanced by interspersing civilian groups between different groups of uniformed personnel.

7. Where it is considered desirable for non-Service organizations to take the lead, the difficulty of precedence may be overcome by treating the parades as being in two parts, civilian and Service. This may be marked by an increased interval between these two parts.

8. *Bands.*—Whilst it is generally desirable that a band shall lead its own unit, this is not to be regarded as an invariable rule and it may be required at the discretion of the authority organizing the parade to take duty in any part of the parade so that the music may be equally distributed.

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

*1466.—Honours and Awards—"London Gazette" Supplement of 14th March, 1944

(H. & A.—23 Mar. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

St. James's Palace, S.W.1,

14th March, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Most Excellent Order of the British Empire :—

To be Additional Members of the Military Division of the said Most Excellent Order:

Lieutenant John Egbert Falls Dickson, R.N.

Temporary Lieutenant Alfred Myer Burnford, R.M.

For gallant and distinguished services.

The KING has been graciously pleased to approve the award of the George Medal to :

Acting Petty Officer Peter John Holdstock, C/JX.161138,

For gallantry and undaunted devotion to duty.

The KING has been graciously pleased to approve the award of the British Empire Medal (Military Division) to :—

Chief Engine Room Artificer Edwin Williams, C/MX.50121 (South Kilworth, Warwickshire).

Chief Electrical Artificer Frederick William Butler, C/M.35624 (Brynmawr, South Wales).

Electrical Artificer Fourth Class Eric Ralph Mitchem, C/MX.76629 (Pinner).

Stoker Petty Officer James Samuel Guthrie Anstiss, C/K.66120.

For skill and endurance under enemy air attack.

Acting Leading Steward George Leslie Bowman, P/LX.24279 (Southend).

For skill and resource in damage control.

Acting Temporary Petty Officer Mons Harold James, P/X.21458A.

For gallantry and devotion to duty.

Wren Elizabeth Glen Booth, 57572 (Leeds).

For outstanding bravery in helping to rescue the observer of a crashed and burning aircraft.

ADMIRALTY,
Whitehall,
14th March, 1944.

The KING has been graciously pleased to approve the following awards :

For gallantry, skill and devotion to duty in a successful engagement between H.M. ships "Glasgow" and "Enterprise" and eleven enemy destroyers in the Bay of Biscay on the 27th and 28th December, 1943.

The Distinguished Service Cross

Commander (E) Edward James Herbert Kirby, R.N. (Basingstoke).
Commander (E) Henry Leonard Mathews, R.D., R.N.R. (Southampton).
Lieutenant-Commander Ronald Edward Hutchins, R.N. (London).
Acting Lieutenant-Commander Eric Bertrand Rhead, R.N.R. (Largs).
Lieutenant Leonard Bertram Fletcher, R.N. (Portsmouth).
Temporary Acting Lieutenant Denis Harris, R.N.V.R. (Liverpool).

Bar to the Distinguished Service Medal

Temporary Acting Chief Engine Room Artificer Harold James Otley, D.S.M., P/MX.47750 (Birmingham).

The Distinguished Service Medal

Chief Petty Officer John Valentine Lovell, B.E.M., P/JX.134550 (Portchester).
Chief Petty Officer Reginald Clarence Neale, P/J.101383 (London, S.W.18).
Chief Engine Room Artificer Louis Killham, P/M.14961 (Gosport).
Chief Ordnance Artificer Lawrence Reginald Watts, P/MX.46576 (Gosport).
Chief Stoker Sydney Raymond Baber, P/KX.75218 (Weymouth).
Chief Mechanician Charles Jack Murdoch, P/K.51612 (Widley, Hampshire).
Petty Officer Kenneth John Ludwig, P/J.105744 (Fratton).
Petty Officer Frederick George Wills, P/JX.150989 (Portsmouth).
Sergeant Thomas Douglas Atkinson, Po.X.1584, R.M. (Portsmouth).
Leading Seaman Reina Newlands Fitch, P/J.66582 (Midhurst).
Temporary Acting Leading Seaman John Henry Moore, P/JX.288030 (Nottingham).
Able Seaman Robert Dennis Booth, P/JX.345676 (Sheffield).
Corporal (Temporary) Leslie John Walters, Po.X.3161, R.M. (Trowells, Nottinghamshire).

Mention in Despatches

Acting Paymaster Commander Thomas Tristram Theophilus, R.N. (Portsmouth).
Lieutenant Patrick Dalrymple Gilmour, R.N. (Comrie, Perthshire).
Lieutenant (E) Hugh Seeds, R.N.
Temporary Lieutenant John Crompton Carter, R.N.V.R. (Redbourne, Hertfordshire).
Midshipman Wadham James Diggle, R.N. (Biggleswade).
Midshipman Hugo Baldwin Huntington-Whiteley, R.N. (Stourport-on-Severn).
Mr. Leslie Ernest Harris, Commissioned Gunner, R.N. (Portchester).
Mr. Alfred Henry West, Gunner, R.N. (Erdington, Birmingham).
Mr. Walter Frederick George Bailey, Temporary Acting Gunner, R.N. (Portsmouth).
Mr. Frederick Kenry George Farrant, Temporary Warrant Mechanician, R.N. (Cambridge).
Chief Petty Officer Telegraphist Allister Gordon Warren, P/J.32761 (Fleet).
Chief Petty Officer Telegraphist Edward George Welch, P/J.55576 (Southsea).
Temporary Acting Chief Engine Room Artificer Leslie Charles Crabbe, P/MX.50017 (Portsmouth).
Chief Ordnance Artificer John Horley Wickson, P/MX.53663 (Portsmouth).
Chief Stoker Frank Bloodworth, P/KX.77061 (Ilkeston).
Chief Stoker William Leeson, P/K.50109 (Portsmouth).
Sick Berth Chief Petty Officer Henry William Main, P/MX.45033 (Portsmouth).
Petty Officer Radio Mechanician Charles Frederick White, P/MX.117190 (Brentwood).
Able Seaman Frederick Dearing, P/JX.201529 (Hull).

For outstanding bravery and skill in Light Coastal Craft in action with the enemy :

The Distinguished Service Cross

Temporary Lieutenant John Colville Erskine-Hill, R.N.V.R. (Edinburgh).

The Distinguished Service Medal

Able Seaman John Edward Hughes, D/SSX.27677 (Vron, North Wales).

For good services during landing operations in Sicily .

Mention in Despatches

Temporary Lieutenant Leslie Harold Sidney Baxter, R.N.V.R.

For outstanding skill and resource in bringing a damaged ship to port :

Mention in Despatches

Lieutenant Peter Draisey, R.N. (Barnet).
Lieutenant John Anthony Hodnot Hamer, R.N. (London).
Mr. Bertrand Harry Woodford, D.S.M., Temporary Warrant Engineer, R.N. (Penzance).
Chief Engine Room Artificer George Milbourne Angus, D.S.M., P/MX.47968 (Weymouth).
Acting Leading Stoker Ronald John Brice, P/KX.147319 (Portsmouth).
Stoker First Class Jack Ronald Brett, P/KX.119511 (Mitcham).

For courage and resource :

Mention in Despatches

Acting Petty Officer Lionel Belcher, D.S.M., C/JX.150602.

For good services in rescuing an airman from a crashed aircraft :

Commendation

Acting Lieutenant-Commander (A) Philip Noel Charlton, D.F.C., R.N. (Newcastle-on-Tyne).

The following amendment, where underlined, is made to a previous Order of Honours and Awards under the heading shown :

A.F.O. 1/44

British Empire Medal, (Military Division).

Petty Officer Air Mechanic (A) Alfred Anthony Frederick Janes, FAA/FX.76096.

1467.—Honours and Awards—Polish Navy

(H. & A. 57/44.—23 Mar. 1944.)

The King has been graciously pleased to approve the following awards for good services in the Polish Submarine "Dzik" in War Patrols in the Mediterranean :—

The Distinguished Service Cross

Lieutenant-Commander Boleslaw Szymon Romanowski, Polish Navy.

The Distinguished Service Medal

Petty Officer Rudolf Buszman, Polish Navy.
Petty Officer Ryszard Roznowski, Polish Navy.
Petty Officer Jozef Ziajka, Polish Navy.
Petty Officer Franciszek Gasowski, Polish Navy.
Petty Officer Stefan Magdziarek, Polish Navy.

2. These awards will not be gazetted.

1468.—The Armed Forces (Administration of Oaths) Order, 1940

See AFO. 1270/45.

(N.L. 5061/39 and 9416/40.—23 Mar. 1944.)

The following Order has been made by the Lord Chancellor under Section 1 of the Evidence and Powers of Attorney Act, 1940 :—

1. (i) During the present war any officer of His Majesty's Naval, Military, or Air Forces who holds a rank not below that of Lieutenant-Commander, Major, or Squadron Leader, or, being an officer of the staff of His Majesty's Judge Advocate-General, holds a rank not below that of Captain or Flight-Lieutenant, shall have power, while serving within or without the United Kingdom, to administer oaths to, and take affidavits from, any person subject to the Naval Discipline Act, to military law, or to the Air Forces Act.

The deponent and the officer administering would append their signatures.

It is not essential or usual for a copy of the New Testament to be in the hands of the deponent when he takes the oath. He simply holds up his right hand and it is sufficient if he swears by Almighty God—though the words “as I shall answer to God at the great day of judgment” are usually added, they are not essential.

Affirmation in lieu of oath is permitted in the same circumstances in Scotland as in England and in that case the form will be:—

“I do solemnly and sincerely affirm
Affirmed this day of , 19 , before me (name
and designation of the officer).”

4. What is said in paragraphs 5 and 6 above as regards blind, illiterate and physically incapacitated persons applies with the necessary modifications.

(A.F.Os. 3105/40 and 3443/40 are cancelled.)

See AFO 4864/45
1469.—Naval and Marine Officers—Servant Allowance

(C.W./D.N.A. 5611/44.—23 Mar. 1944.)

Servant allowance at the rate of £60 per annum is issuable to all Naval and Marine Officers of the undermentioned classes living on shore (except when undergoing courses) without the services or partial services (as defined in paragraph 4 below) of a servant or servants provided at the expense of the Crown, and in receipt of Naval full pay, and either in receipt of the ordinary rates of lodging allowance laid down in K.R. & A.I., Article 1669, or accommodated in official residences.

2. These regulations are applicable to all Retired, Emergency List, Reserve and Temporary Officers, except that permanent active list R.M. Officers granted temporary rank are eligible only in accordance with their Substantive rank.

- (a) (i) Officers of the rank or relative rank of Captain, R.N. and above, including Acting Captains and Captains (retired) serving in that rank.
- (ii) Secretaries to Flag Officers who are granted the temporary rank of Paymaster Captain under K.R. & A.I., Article 304. (A.F.O. 1034/43).
- (iii) Lieutenant-Colonels, R.M. and above, including Acting Lieutenant-Colonels, and Lieutenant-Colonels (retired), serving in that rank.
- (b) Chaplains eligible for allowances on the Captain's scale (*see* K.R. & A.I., Article 1479).
- (c) Officers of the rank or relative rank of Commander as follows:—
 - (i) Commanders or Commanders (A) in receipt of command money for independent command of a ship or establishment.
 - (ii) Majors, R.M., in receipt of command money for command of a battalion or analogous unit.
 - (iii) Medical Officers in charge of a hospital or sick quarters and in receipt of charge pay.
 - (iv) In other cases with special Admiralty approval.
- (d) Secretaries to Flag Officers who are allowed a Flag Lieutenant.
- (e) Flag Lieutenants to Commanders-in-Chief, Portsmouth, Plymouth and the Nore, and other Flag Officers in command of shore establishments.

3. At the discretion of the Admiralty, servant allowance is payable under the same conditions but higher rates to Flag Officers, and to Captains in command of ships or establishments, where more than one servant is allowed in the complement.

4. The receipt of marriage allowance at Schedule B rates (old rates or revised rates), is to be regarded as satisfying the requirement of receipt of Lodging Allowance in paragraph 1.

5. Servant allowance is not payable where “partial services” are provided from naval sources. Partial services shall include—

- (a) personal services, e.g., valeting, or,
- (b) catering services, e.g., the preparation of and attendance at meals in a wardroom mess for those officers who are accommodated there.

Where, however, an officer is allowed more than one servant, and this entitlement is reflected in the payment of a certain rate of servant allowance specifically authorized by the Admiralty in lieu of, or in addition to, the provision of Naval servants in kind, this allowance shall continue to be payable, unless “partial services”, as defined above, are provided in addition to the services rendered by the approved Naval servant or servants.

6. Subject to the foregoing conditions, servant allowance will be paid concurrently with lodging allowance in an appointment, or where officers are accommodated in official residences, for such periods as lodging allowance would otherwise be payable. It is continuable during extensions of lodging allowance under K.R. & A.I., Article 1672, even though subsistence allowance may be temporarily in issue.

7. Officers of the rank or relative rank of Commander, not in receipt of servant allowance, who are promoted, whilst serving, to the rank or relative rank of Captain, R.N., are entitled to the allowance as from the date of notification of promotion, or the date of commencement of pay in the higher rank, whichever is the later.

8. Paying Officers are authorized to credit the £60 rate of Servant Allowance where such rate is clearly payable under the terms of this Order.

9. This Order replaces K.R. & A.I., Appendix V, as from 1st October, 1943.

10. K.R. & A.I., Appendix V, will be amended accordingly.

(K.R. & A.I. Appendix V.)

(A.F.Os. 1034/43 and 4409/43.)

(A.F.O. 790/44 is cancelled.)

See AFO 132/45
" " 401/46
1470.—R.N., Reserve, and Warrant Officers—Specialist Allowances to

(C.W. 43599/43.—23 Mar. 1944.)

Officers, including those of the Reserves, who have completed Wartime Emergency Specialist Courses are to receive specialist allowance initially at the following rates under the general conditions laid down in K.R. & A.I. Article 1566.

	Lieut.-Cdr. and Lieut.		Sub.-Lieut.
	s.	d.	
T. Course	2	6	2 0
A/S Course	2	6	2 0
S Course (short) (A.F.O. 5443/43, paragraph 3)	2	0	2 0
S Course (long) (A.F.O. 5443/43, paragraph 7)	2	6	2 0
*Short G. Course (excluding those under A.F.O. 851/40)	2	0	2 0
Full G Course	2	6	2 0
P. and R.T. Course	2	0	2 0

*Note.—Short “G” Course is no longer carried out.

2. Officers of the rank of Sub-Lieutenant who are promoted to Lieutenant will be eligible for the 2s. 6d. rate of allowance on promotion, provided that this is the rate appropriate to their Specialist qualification, as shown above.

3. Officers who have already completed the short G. course and are in receipt of the 2s. allowance, and who have served 18 months in a Specialist G. appointment with a minimum of 1 year at sea, will be eligible, subject to recommendation from their Commanding Officers, to receive the full 2s. 6d. allowance, with effect from 5th May, 1942.

4. Ex-Warrant Officers who have been promoted to commissioned rank for general service under A.F.O. 1874/42, but who are employed in a specialist capacity, will be eligible to receive Specialist Allowances under the conditions laid down in K.R. & A.I. 1566 and 1569, at the following rates :—

	Actually when appointed "in lieu of specialist" (A.F.O. 1470/44)		When granted full specialist qualification payable continuously	
	s.	d.	s.	d.
Ex-Boatswain A/S	2	6	2	6
Ex-Gunner (T)	2	6	2	6
Ex-Instructional Gunner	2	6	2	6
Ex-Warrant Telegraphist	2	0	—	—
Ex-Signal Boatswain	2	0	—	—
Ex-Gunner (non-Instructional)	2	0	—	—

These allowances will be discontinued when officers revert to general service. They are payable only to officers promoted direct from Warrant rank under A.F.O. 1874/42, and not to those promoted under A.F.O. 1875/42, and in receipt of Lieutenant (ex-Warrant officer) rates of pay. Payment is to take effect from 5 May, 1942.

5. None of the above allowances are payable to officers of the Special Branch, except in the case of those transferred from the Executive Branch subject to the following conditions :—

- (i) That they are qualified for the Executive Branch and are medically fit therefor.
- (ii) That they were transferred to the Ex-S category solely because the nature of their appointments precluded them from obtaining a Watch-keeping Certificate.

(K.R. & A.I., Articles 1566 and 1569.)

(A.F.Os. 851/40, 1874/42, 1875/42, 2234/43 and 5443/43.)

(A.F.O. 3083/42 is cancelled.)

1471.—Royal Marine Officers Promoted from the Ranks—Payment of Specialist Allowance

(C.W. 23573/43.—23 Mar. 1944.)

Approval has been given for temporary officers, R.M., who have been promoted from the ranks and appointed as specialist officers, e.g. instructor of small arms, assistant instructor of gunnery, instructor of signals, etc., to be considered as having qualified in the particular officers' course, and paid specialist allowance at the higher rate of 2s. 6d. per day, or in the case of P. & R.T. officers, at 2s. per day, under K.R. & A.I., Article 1571.

2. This concession is only applicable to officers appointed in a particular specialist appointment, and also performing general administrative duties who, prior to promotion, were employed in a similar capacity as a N.C.O. instructor e.g. a N.C.O. gunnery instructor on promotion is appointed as assistant instructor of gunnery.

3. Payment will take effect from 29th January, 1944, but will not be made without first obtaining verification from G.O.C., R.M., as to the eligibility of the officer concerned for granting this allowance.

4. Other temporary officers promoted from the ranks not qualified under this rule are eligible only for the non-specialist allowance of 1s. a day under K.R. & A.I. Article 1572.

(K.R. & A.I., Articles 1571 and 1572.)

1472.—Cancelled.

1473.—†Naval Cadetships at the Royal Naval College—June, 1944, Examination

(C.W. 9829/42.—23 Mar. 1944.)

The next examination for Cadetships at the R.N. College will be held in June, 1944.

2. Candidates must have been born on or between 1st December, 1930, and 31st March, 1931, and their completed application forms must be received by the Admiralty not later than 10th May, 1944. The educational test to be undertaken is the Common Entrance Examination for entrance to the Public Schools. Successful candidates join the R.N. College in September, 1944.

3. Twenty-five ordinary cadetships will be offered, and in addition ten scholarships are offered for competition to boys from grant-aided Secondary Schools and up to ten scholarships to boys from other schools. Generous financial assistance towards the fees and expenses at the R.N. College is given to the parents of boys awarded scholarships if their income is below a certain limit. In cases of small incomes all fees and expenses may be remitted.

4. Application forms and detailed regulations may be obtained from the Secretary of the Admiralty (C.W. Branch). Entry regulations are also to be found in the Appendix to the Navy List.

1474.—(A) (P) Officers, R.N.V.R.—Transfer to Electrical Officers, R.N.V.R.

(C.W. 13341/44.—23 Mar. 1944.)

A limited number of officers qualified as Pilots in the Naval Air Arm, who also hold a degree or diploma in Electrical Engineering, are required for transfer to the Electrical Branch, R.N.V.R., for employment as Air Electrical Officers.

2. Technical qualifications should be as for entry into the Electrical Branch, R.N.V.R., i.e., a University degree in electrical engineering, or the Higher National Certificate in electrical engineering, or a certificate of the City and Guilds Institute.

3. Officers will be transferred with their existing rank and seniority and will receive on transfer the rates of pay applicable to other officers of the Electrical Branch.

4. Applications should be submitted to Commanding Officers and forwarded to Admiralty in accordance with normal procedure.

*1475.—Temporary Warrant Aircraft Officers for Ordnance Duties—Requirement for

(C.W. 52037/43.—23 Mar. 1944.)

To meet outstanding requirements in posts at sea and in certain Naval air stations and aircraft repair yards at home and abroad, a certain number of Temporary Warrant Aircraft Officers for ordnance duties are required. The following are eligible to volunteer :—

- (a) Pensioner Chief and Ordnance Artificers, and Chief and Ordnance Artificers within three years of pension.
- (b) Temporary Warrant Ordnance Officers.

2. Ratings selected for promotion from (a) above will be subject to the conditions laid down in A.F.O. 1107/40 and the procedure for recommendation should be as laid down in A.F.O. 1489/40, applications being forwarded to the Captain, H.M.S. "Excellent".

3. Applications for transfer under (b) above should be forwarded to the Secretary of the Admiralty, through the Administrative Authority, accompanied by Form S.206.

4. Applications from officers and ratings recommended for promotion or transfer to Temporary Warrant Aircraft Officer under the terms of this Order will be considered in the light of existing requirements in the Naval Ordnance Branch and those selected for promotion or transfer will undergo a special two months' course in H.M.S. "Excellent".

(A.F.Os. 1107/40 and 1489/40.)

1476.—Special Branch Cypher Officers, R.N.V.R.—Promotion of "H.O." Ratings
(C.W. 10360/44.—23 Mar. 1944.)

With reference to A.F.O. 4673/43, it has been decided to modify the present arrangements for the selection of candidates for special branch R.N.V.R. commissions for cypher duties.

2. In future a separate Selection Board to be known as the Admiralty (Cypher) Selection Board (as distinct from the Admiralty (Accountant) Selection Board), will be held in R.N. Barracks, Chatham, on the Thursday immediately preceding the Admiralty (Accountant) Selection Board, which sits on the first Monday and successive days as necessary, each alternate month. The first Cypher Board will accordingly be held on Thursday, 30th March, and will consist of two senior Accountant Officers and a senior Officer representing Captain, H.M. Signal School.

3. Candidates should be discharged to arrive in R.N. Barracks, Chatham, at least one day before the Board sits.

(A.F.Os. 1163/43, 1789/43 and 4673/43.)

1477.—Arrangements for Issue of Pay Books and Clothing Coupons to Officers Borne on the Salary List of Civil Shore Establishments

(V. 11/2048.—23 Mar. 1944.)

With reference to paragraph 24 of A.F.O. 5817/43, which directs that the issue of clothing coupons to officers is to be noted in the officers' pay books, and to paragraph 2 of A.F.O. 4611/41, which directs that all officers serving on shore in the United Kingdom are to be issued with pay books, it has come to notice that there are a number of officers who are borne on the salary list of civil shore establishments and in similar appointments who have not been issued with pay books.

2. Officers who are borne on the salary lists of civil shore establishments and hold Naval identity cards and who have not received pay books or clothing coupons should forward applications through the cashier by whom they are paid to the Accountant Officer of the Naval establishment on whose books they are borne "for time only." In the event of any officers being in possession of civilian identity cards and civilian clothing rationing documents, these should be forwarded for cancellation with the application. In the event of a civilian food ration book being held, application should also be made for a Naval food ration book and on receipt the civilian food ration book should be returned immediately to the Accountant Officer for cancellation.

3. The Accountant Officer should issue the pay books and Naval ration documents as necessary, noting the issue of the clothing coupons in the pay books. Any current civilian clothing books which are returned have less than 24 coupons, representing the allowance from 1st February, 1944, coupons should be cut out of the Naval book before issue corresponding to the number of civilian coupons which are deficient. The token coupons in the civilian book have the following values: W and X, 1 coupon each; Y and Z, 3 coupons each.

4. Any civilian documents which may be returned should be dealt with as follows: Identity cards to be forwarded to the Central National Registration Office, Southport, Lancashire; clothing books to be sent to Board of Trade Area Collecting Office, Bloomsbury Way, London, W.C.1; food ration books to be sent to the Ministry of Food (Rationing Documents Branch), Hotel Whitehall, Colwyn Bay, North Wales. Returned documents should always be forwarded by registered post.

5. Officers should arrange for pages 2 and 3 of pay books to be completed by the cashier by whom they are paid.

(A.F.Os. 4611/41, 5817/43 and 167/44.)

1478.—Carriage of Official Documents by Admiralty Personnel and Contractors' Representatives Travelling from Northern Ireland and the Isle of Man to Great Britain.

(N.L. 1612/44.—23 Mar. 1944.)

The arrangements outlined in Part II of A.F.O. 462/43 concerning the carriage of official documents to Northern Ireland and the Isle of Man apply vice versa to journeys in the reverse direction from Northern Ireland or the Isle of Man to Great Britain. Documents will be sealed as necessary by the appropriate Naval authorities in Northern Ireland or the Isle of Man.

(A.F.O. 462/43.)

***1479.—Yeoman of Signals (A/M)—Advancement to**

(N. 27625/43.—23 Mar. 1944.)

A.F.O. 4794/43 is to be amplified as follows:—

Paragraph 3. The service qualification for advancement to yeoman of signals (A/M) is one year's seniority in the leading rate; no sea service qualification is required. Advancement is direct to the confirmed rate.

(A.F.Os. 4794/43 and 15/44.)

1480.—Petty Officer Air Fitter—Advancement to

(N. 4758/44.—23 Mar. 1944.)

The attention of Commanding Officers is called to K.R. & A.I., Article 406, clause 1, which is to be complied with whenever a recommendation for the advancement of a rating is under consideration.

2. It has been brought to notice that Leading Air Fitters are being advanced to Petty Officer on their technical skill and without sufficient consideration being given to their ability to command and control subordinates.

3. A workshop supervisory certificate should in no case be awarded to a rating unless he shows himself able to exercise the authority of a Petty Officer.

See A.F.O. 6007/44.
***1481.—Air Fitters—Accelerated Advancement to Leading Air Fitter**

(N. 31566/43.—23 Mar. 1944.)

In order to gain advantage of a recommendation for accelerated advancement provided for in A.F.O. 5189/43, ratings must pass the technical examination for Leading Air Fitter not later than 12 months from the date of being rated Air Fitter, otherwise the recommendation will become void.

2. In exceptional cases, however, where the Commanding Officer is satisfied that a man has not had a proper opportunity to qualify within the twelve months, he may allow the time for examination to be extended without effect on the recommendation.

3. The Commanding Officer's decision should be noted on the man's history sheet in all cases.

(A.F.Os. 2800/41, 5189/43.)

***1482.—Cook Ratings—Courses of Instruction**

(N. 19210/43.—23 Mar. 1944.)

The following revised arrangements for Cook ratings have been approved:—

(a) *New Entry Cook ratings*

- | | | | |
|-------------------------|-----|-----|--|
| (i) Disciplinary course | ... | ... | Not less than five weeks nor more than ten weeks. |
| (ii) Technical course | ... | ... | Thirteen weeks plus (if drafting conditions permit) two weeks' bakery instruction for ratings selected as Cooks (S). |
| (iii) Advancement | ... | ... | War time rules (A.F.O. 687/43) to remain unchanged. |

(b) *Cooks (S) and Cooks (O)*

- | |
|--|
| (i) Cooks (S) and Cooks (O) to be drafted whenever possible to a depot for a four weeks' course at the Cookery School before undergoing the examination laid down in K.R. & A.I., Appendix XVII, Part 1, Nos. 125 and 130. |
| (ii) Advancement rules to remain unchanged (K.R. & A.I., Appendix XVII, Part 1) except that Cook ratings should be eligible to take the examination for leading rate at any time after being rated Cook (S) or Cook (O). |

(A.F.O. 687/43.)

1483.—Convoy Signal Section—Entry, Advancement, etc.

(N. 6593/44.—23 Mar. 1944.)

Ratings will be entered, through H.M.S. "Royal Arthur," as Convoy Ordinary Signalmen for "Hostilities Only" and will undergo at that establishment a special course of shorter duration than the normal course for "H.O." General Service Ordinary Signalman. They will be allocated to the Chatham Port Division and on completion of this course will be drafted for service in convoys.

2. In order to avoid confusion and misappropriation, ratings of the Convoy Signal Section will be shown as Convoy Signalman, Convoy Leading Signalman, etc., and these terms are to be used on all documents referring to them.

3. The transfer of General Service ratings to the Convoy Signal Section will not be considered.

4. The scale of pay for the Convoy Signal Section will be identical with that of the Communications Branch, but non-substantive pay will not be allowed.

5. All ratings of the Convoy Signal Section will wear the same badge, viz.: crossed flags, Pattern 20A (red) or 20B (blue).

6. Advancement.—

- (a) Authority to give rating.
- (b) Previous service and other qualifications required.
- (c) Nature of examination.
- (d) Examining officers.
- (e) Lowest rating to which may be disrated for punishment.
- (f) Remarks.

Convoy Signalman	<ol style="list-style-type: none"> (a) Commanding Officer of ship or establishment on whose books the ratings are borne, on recommendation by the Commodores of convoys. (b) Minimum 9 months, maximum 15 months' service as Convoy Ordinary Signalman (including training course). To be recommended by Commodore of Convoy. (c) None. (d) None. (e) Cannot be disrated for punishment.
Convoy Leading Signalman.	<ol style="list-style-type: none"> (a) Commodore, R.N. Barracks, Chatham. (b) Six months' sea service as Convoy Signalman. (c) Must have passed the professional examination for Convoy Leading Signalman. The examination is held at the conclusion of a qualifying course at Chatham Signal School of four weeks' duration. Ratings who fail in this examination are not to be re-examined for six months. (d) The examination is to be conducted by a qualified Signal Officer. (e) Convoy Signalman.
Convoy Yeoman of Signals.	<ol style="list-style-type: none"> (a) Commodore, R.N. Barracks, Chatham. (b) One year's service as Convoy Leading Signalman including acting time. Any rating who was advanced to Acting Convoy Leading Signalman under the provisions of A.F.O. 3296/40, paragraph 7, may count his time served in the "Acting" (i.e. unqualified) rating. (c) Must have passed the professional examination for Convoy Yeoman of Signals. The examination is held at the conclusion of a qualifying course of four weeks' duration at Chatham Signal School. Ratings who fail in this examination are not to be re-examined for 10 months. (d) The examination is to be conducted by a qualified Signal Officer. (e) Convoy Signalman.

7. Recommendations for courses are to be made to the Commodore, R.N. Barracks, Chatham, through the Director of Trade Division, Admiralty, on Form S.1303A, suitably amended to refer to substantive instead of non-substantive ratings.

Selections for courses will be made by the Commodore, R.N. Barracks, Chatham, and lists of men selected will be sent to the Flag Officer in Charge at Liverpool and London. These ratings will be discharged to R.N. Barracks, Chatham, by the Flag Officer concerned as they become available and men are not to be sent to depot for course except when so selected.

8. Advancements to Convoy Leading Signalman and Convoy Yeoman of Signals will be regulated by advancement rosters based on the date of passing.*

Recommendations on Form S.507 are not to be rendered. Form B.13, authorising advancements, will be issued by the Commodore, R.N. Barracks, Chatham.

If a man is considered unfit for advancement or if he has been reverted for unsuitability, Form B.13 is to be returned to depot with recommendation that the man be brought forward again for advancement in a definite period which should be not less than six months and may be any time longer.

If a man is ineligible for advancement owing to conduct, on receipt of B.13, the form is to be returned to depot with a statement of date on which the man becomes eligible. Conduct sheets of men concerned are to be noted to show (i) the date of advancement brought forward by depot, and (ii) period recommended by Commanding Officer during which the man will be regarded as being off the roster.

A man who is suffering from venereal disease may not be advanced. The Commanding Officer is to inform the depot when such a man is clear of the disease, when, if recommended, the man will be placed on the advancement roster.

Men who are permanently medically unfit for General Service may not be advanced, except as laid down in A.F.O. 2241/43.

*Note.—The advancement roster for advancement to Convoy Leading Signalman has hitherto been based on seniority as Convoy Signalman. It has now been decided that advancement rosters for Convoy Signal Ratings are to be based on "date of passing" instead of on seniority and the present advancement roster will be adjusted accordingly on 1st April, 1944. Advancements will be made from the present roster until exhausted, after which the new roster will become operative.

9. *Reduced Training.*—Reduced technical training for certain Convoy Ordinary Signalmen is carried out at Southend, and these men will receive only eight weeks' Part II training, and 15 trainees will be received each week. On completion of training, these ratings will be called Convoy Ordinary Signalmen (N.Q.). They will be eligible for advancement to Acting Convoy Signalmen (N.Q.) between 9 and 15 months' service which is the usual period for other Convoy Signal ratings, if they have not had the opportunity of qualifying properly as Convoy Signalmen. When possible, these (N.Q.) Convoy Signal Ratings should be put through a further course and on its successful completion the "N.Q." should be removed whether they are Ordinary Signalmen or Signalmen. Signalmen of this special type will not be eligible for Leading or higher rating until they have completed the proper course, and then they would form part of the Convoy Signal Branch.

As these young ratings will be representing the Royal Navy in merchant ships of all kinds, but principally in foreign tramp steamers, a high standard of conduct is a primary qualification.

10. One Convoy Yeoman of Signals and one Convoy Leading Signalman will be allowed in each staff of an Ocean Naval Commodore. One Convoy Leading Signalman will be allowed in each staff of Coastal Commodores, Masters who act as Commodores of Convoys and Vice-Commodores of Ocean Convoys.

11. *General References.*—(a) Six months V.G. time is required for advancement or re-advancement to leading rate and 12 months' V.G. time for advancement or re-advancement to Petty Officer rate.

(b) Advancement to Leading and Petty Officer rate to be on an "Acting" basis for minimum period of one year's actual service (K.R. & A.I. Art. 407).

(c) Disrating (K.R. & A.I. Art. 560).

(d) Provisional advancements in the absence of Service Certificates (A.F.O. 1752/42).

(A.F.Os. 1752/42 and 2241/43.)

(A.F.Os. 3296/40, 4124/41 and 3280a/43 are cancelled.)

1484.—Naval Examination Service—Drafting of Royal Marines

(N.—23 Mar. 1944.)

The drafting of Royal Marine signallers for naval examination service is now being carried out by the Superintendent, R.M. School of Signalling, St. Brides' Hotel, Saundersfoot, Pems. (Tel. No. Saundersfoot 4.)

2. All correspondence relating to drafting of R.M. N.E.S. personnel should be forwarded to that authority.

1485.—Royal Marine Tradesmen—Additional Category

(N. 6053/44.—23 Mar. 1944.)

The following trade has been added to the list of Royal Marine trades published in A.F.O. 1795/43, which is to be amended accordingly:—

Group "B".

Projectionist (Cinema).

2. Complements and War Establishments showing the appointment of Cinema Operator should be amended, where necessary, to show this trade.

(A.F.O. 1795/43.)

A.F.O. 638/44. 1486.—Diving Non-substantive Ratings—Reorganization

(N. 11694/43.—23 Mar. 1944.)

Paragraph 4 of A.F.O. 4413/43 is to be amended as follows. *Delete* from the list of ships concerned:—

H.M.S. "Tana."

(A.F.O. 4413/43.)

1487.—Meritorious War Service—Grant of Additional Seniority

(C.W. 12635/44.—23 Mar. 1944.)

Additional seniority, under the terms of A.F.O. 1027/41, has been granted to the following officers:—

Lieutenant-Commander E. G. Savage, D.S.O., D.S.C., R.N.	3 months
Lieutenant-Commander J. E. Scotland, D.S.C., R.N.	6 "
Lieutenant-Commander P. D. G. Mathers, R.N.	3 "
Lieutenant-Commander T. M. Blake, R.N.	6 "
Lieutenant-Commander R. C. Biggs, D.S.O., D.S.C*., R.N.	9 "
Lieutenant-Commander M. G. Greig, R.N.	6 "
Lieutenant-Commander A. W. F. Sutton, D.S.C*., R.N.	9 "
Lieutenant-Commander D. T. McBarnet, D.S.C., R.N.	6 "
Lieutenant-Commander J. V. Wilkinson, D.S.C., R.N.	12 "
Lieutenant-Commander W. R. Muttram, D.S.C., R.N.	12 "
Lieutenant A. R. E. Evans, R.N.	6 "
Lieutenant (Acting Lieutenant-Commander) H. D. M. Slater, R.N.	3 "
Lieutenant E. G. Warren, R.N.	6 "
Lieutenant J. C. Cartwright, D.S.C., R.N.	6 "
Lieutenant N. D. Campbell, R.N.	6 "
Lieutenant J. L. West, D.S.C., R.N.	12 "
Lieutenant A. A. Cavendish, R.N.	9 "
Lieutenant (Acting Lieutenant-Commander) R. N. Everett, R.N.	12 "
Lieutenant A. C. McCulloch, D.S.C., R.N.	6 "
Lieutenant E. T. Stanley, D.S.O., D.S.C., R.N.	6 "
Lieutenant M. F. R. Ainslie, D.S.O., D.S.C., R.N.	12 "
Lieutenant H. E. P. Wilkin, R.N.	6 "
Lieutenant T. W. Best, R.N.	6 "
Lieutenant G. W. Vavasour, R.N.	6 "
Lieutenant C. P. Norman, D.S.O., R.N.	9 "
Lieutenant A. C. G. Mars, D.S.O., D.S.C., R.N.	6 "
Lieutenant P. D. O'Brien, R.N.	6 "

Lieutenant H. B. Turner, D.S.C., R.N.	9 "
Lieutenant B. C. Ward, D.S.C.,* R.N.	6 "
Lieutenant G. G. Wilson, R.N.	2 years
Lieutenant K. I. Hamilton, D.S.C.,* R.N.	12 months
Lieutenant G. D. W. Ram, M.B.E., R.N.	12 "
Lieutenant D. McEwen, D.S.C., R.N.	9 "
Lieutenant J. Wood, D.S.C., R.N.	9 "
Lieutenant (Acting Lieutenant-Commander) P. C. Chorley, D.S.C., R.N.	6 "
Lieutenant J. S. Stevens, D.S.O.,* D.S.C., R.N.	9 "
Lieutenant I. N. D. Cox, D.S.C., R.N.	3 "
Lieutenant (Acting Lieutenant-Commander) A. A. T. Seymour-Haydon, R.N.	3 "
Lieutenant B. H. Brown, R.N.	12 "
Lieutenant E. G. N. Bremner, R.N.	6 "
Lieutenant A. R. Daniell, D.S.O., D.S.C., R.N.	9 "
Lieutenant W. D. Shaw, R.N.	12 "
Lieutenant M. L. C. Crawford, D.S.C.,* R.N.	6 "
Lieutenant J. H. Mitton, R.N.	6 "
Lieutenant J. E. L. Martin, D.S.C., R.N.	3 "
Lieutenant N. A. McNeile, R.N.	6 "
Lieutenant R. B. Richardson, R.N.	6 "
Lieutenant H. C. A. Middleton, R.N.	12 "
Lieutenant T. K. Edge-Partington, R.N.	6 "
Lieutenant D. Williams, R.N.	6 "
Lieutenant R. T. Walker, D.S.C., R.N.	3 "
Lieutenant (A) (Acting Lieutenant-Commander (A)) C. B. Lamb, D.S.O., D.S.C., R.N.	12 "
Lieutenant (A) C. Murray, R.N.	6 "
Lieutenant (A) J. K. Cannon, R.N.	6 "
Lieutenant (A) A. Aitken, R.N.	6 "
Lieutenant (A) P. Winter, D.S.C., R.N.	3 "
Lieutenant (A) (Acting Lieutenant-Commander (A)) S. P. Luke, R.N.	6 "
Lieutenant (E) (Acting Commander (E)) C. F. Kemp, R.N.	2 years
Lieutenant (E) J. C. U. Hayward, R.N.	6 months
Lieutenant (E) F. J. S. Corney, R.N.	12 "
Lieutenant (E) G. A. Partridge, R.N.	6 "
Lieutenant (E) J. Fleming, R.N.	12 "
Paymaster Lieutenant-Commander A. Hawkins, R.N.	6 "
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) J. D. Trythall, R.N.	6 "
Paymaster Lieutenant R. P. Peter, R.N.	3 "
Paymaster Lieutenant R. M. Levett, R.N.	3 "
Paymaster Lieutenant C. C. H. Dunlop, R.N.	6 "
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) P. White, R.N.	6 "
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) R. R. S. Fisher, R.N.	6 "
Paymaster Lieutenant T. P. B. Wilkinson, R.N.	3 "
Paymaster Lieutenant E. A. Berrey, R.N.	6 "
Lieutenant (Acting Lieutenant-Commander) W. R. K. Clark, D.S.C., R.D., R.N.R.	18 "
Lieutenant A. H. Francis, R.N.R.	12 "
Lieutenant G. O. Graham, D.S.C., R.N.R.	12 "
Paymaster Lieutenant (Acting Paymaster Lieutenant-Commander) C. E. Tarry, R.N.R.	6 "
Paymaster Lieutenant (Acting Paymaster Commander) J. P. Bray, R.N.R.	12 "

2. No adjustments of pay are to be made as a result of these awards without further authority. In the case of:—(a) Officers becoming eligible for increments, instructions will be issued by the D.N.A.; (b) Lieutenants attaining eight years' seniority through an award, promotion to Lieutenant-Commander and the date from which the increment rate of pay is issuable, will be notified in the Daily List.

(A.F.O. 1027/41.)

1488.—Reserve Long Service and Good Conduct Medals—Counting of Time Served Under "H.O." Engagement

(N. 24995/43.—23 Mar. 1944.)

Ratings of the Royal Fleet Reserve, Royal Naval Reserve, Royal Naval Volunteer Reserve (including the R.N.V.(W).R.) and Royal Naval Auxiliary Sick Berth Reserve, who have been transferred to a new branch of the Royal Navy which has entailed their discharge from the Reserve and the execution by them of engagements for service "until the end of the period of the present emergency", are to be allowed to count their time under the "Hostilities Only" engagement towards the appropriate Long Service and Good Conduct Medal in the same way as Reservists are already allowed to count it towards Gratuity and other Reserve benefits under the provisions of A.F.O. 4306/40.

(A.F.O. 4306/40.)

***1489.—C.S.N. Telegrams—Second Nomination**

(M. 010681/43.—23 Mar. 1944.)

The C.S.N. telegram scheme outlined in A.F.O. 1457/42, is now extended to cover exchange of messages between naval personnel and a second nominee other than their next-of-kin. Officers, ratings and other personnel entitled to send C.S.N. messages and wishing to take advantage of this further concession, are to apply to the Commanding Officer of their ship or establishment. Commanding Officers, after ensuring that the applicant has adequate reasons for wishing to exchange telegrams with a person other than the next-of-kin, will sign and issue a form of authority as described in the following paragraph. This form should be completed by the applicant and forwarded to the person appointed as the second nominee. The nominee should then send it on, with an application for a C.S.N. form, to the appropriate home depot, which is to be indicated by the applicant on the form. Reasonable time should be allowed to enable the form of authority to reach the nominee before the first homeward message is sent; outward messages may be sent as soon as the C.S.N. form is received by the nominee. One signal a month may be sent either way (additional to those exchanged under existing arrangements with next-of-kin). In all other respects the conditions of the C.S.N. service will apply.

2. Forms of authority should be issued on cards or stiff paper measuring 7 in. by 3 in., and should be worded as shown below:—

C.S.N. Telegrams—2nd Nomination

This form should be filled in and forwarded to your second nominee, who should send it on, with an application for a C.S.N. form, to

Name, Rank or Rating and Number IN BLOCK LETTERS.....

(insert above, for ratings: address of your Port Division; for officers: Secretary of the Admiralty (C.W. Branch)); for T.124 ranks and ratings: R.G.S.S., Cardiff. Name and address of second nominee IN BLOCK LETTERS.....

Signature of Commanding Officer.....

3. Commanders-in-Chief are to ensure that these instructions are brought to the notice of hospital ships for the benefit of naval personnel and nursing sisters serving therein, and of all categories of personnel entitled to the C.S.N. service.

4. The Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, is to be regarded as the depot for T.124, T.124X, Rescue Tug and Cable Ship personnel (officers and ratings) and the applications for C.S.N. forms should be addressed accordingly by the second nominees.

5. Commanding Officers of H.M. rescue tugs and T.124T shore establishments should obtain the second nomination forms from the bases to which they are attached.

6. A comprehensive Fleet Order summarizing former orders on C.S.N. telegrams is in course of preparation.

(A.F.Os. 1457/42, 2442/42, 2942/42, 4651/43, 5292/43 and C.A.F.O. 2123/43.)

***1490.—Uniform of Acting Petty Officers**

(E.F.O. N./V. 8082/44.—23 Mar. 1944.)

As several applications have been made for Acting Petty Officers employed in combined operations to wear Class III uniform, with gilt buttons and gold cap badge, after one year's service as such, it is notified that the above change of uniform is not to be made until confirmation in the rank of Petty Officer.

(A.F.O. 1179/44 is cancelled.)

1491.—White Uniform—Ratings

(V./1/858/44.—23 Mar. 1944.)

Paragraph 2 of A.F.O. 671/44 should be amended to read as follows:—

"Attention is therefore drawn to the fact that for all general service ratings dressed as seamen two duck suits (No. 5s.) are part of the compulsory kit and for men not dressed as seamen, two drill suits. Men dressed as seamen proceeding abroad should also be in possession of a white duck cap."

(A.F.O. 671/44.)

***1492.—Clothing and Effects—Despatch and Advice to Home Address**

(N. 29268/43.—23 Mar. 1944.)

When clothing or other personal effects are sent to a man's home the addressees are to be informed by postcard (*see* paragraph 2) as to the despatch of the package and that if it does not arrive within 10 days the matter should be taken up with the local postal or railway authorities as the case may be. A claim for compensation would be prejudiced by undue delay.

2. The following form has been added to the established list:—

S. 1570. "Official Paid" postcard advising despatch of effects.

3. Stocks of the form will be maintained at the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, and requirements should be demanded as necessary.

(A.F.O. 5199/43 is cancelled.)

1493.—Eyesight—Recording of Interocular Distance of Seaman Ratings

(G.D./T.S.D. 698/43.—23 Mar. 1944.)

It is important that all Seaman ratings should know their interocular distance so that they can use a pair of binoculars efficiently as a lookout.

2. The interocular distance of Seaman ratings is therefore to be recorded on page 17 of their Pay and Identity Books at the time of their ophthalmic examination.

3. This Order does not affect the recording of interocular distance on other documents as well—e.g., on the Gunnery History Sheet in the case of men at the ophthalmic examination for a gunnery non-substantive rating.

1494.—Leave and Free Travel Warrants

R.F.As. and Non-Commissioned M.F.As.

(T.M. 808/41/STN. 3.—23 Mar. 1944.)

The attention of officers authorized to issue free travel warrants is drawn to the revised arrangements recently made in connection with free travel for Merchant Navy personnel generally. (Ministry of War Transport Notice No. M.261, dated January, 1944.)

2. Four rail travel coupons have been incorporated in each Merchant Navy clothing book issued on and since 1st February, 1944, to Merchant Navy personnel entitled to four refunds a year from the Ministry. These coupons are on the last page of the book and are valid only for the rationing year for which the book is issued. Seamen will be able to obtain a refund of the reduced fare paid by them by production at a Mercantile Marine Office of their Merchant Navy clothing book from which a rail travel coupon will be cut and attached to the Merchant Navy Leave Certificate.

3. A.F.O. 4042/41 (paragraph 5) will not be affected by the above arrangements and free travel warrants on Form D.N.A. 800 should be issued as heretofore on the production of Form T.630, but in view of paragraph 2 above, for personnel of *non-commissioned M.F.As.* it will be necessary for officers issuing free travel warrants to ensure that when each completed Form T.630 (Application for Leave) is forwarded to the Ministry of War Transport it is accompanied by one rail travel coupon cut out from the applicant's Merchant Navy clothing book. It should be noted that T.630s should now be addressed to F.S.3C, County Hotel, Blackpool.

4. The arrangements in paragraph 3 will also apply to personnel serving in *Royal Fleet Auxiliaries*, except that Forms T.630 will not be used. The free rail travel coupon should be cut from the Seamen's Merchant Navy clothing book, cancelled to prevent further use, and retained with the counterfoil of the appropriate travel warrant D.N.A. 800.

5. A refund of the cost of journeys by air may be allowed to Seamen proceeding on leave to the Shetlands on production of the airways receipt; in such cases, however, the officer authorizing payment should satisfy himself that delay would have resulted if the Seamen had travelled by the normal steamship service.

(A.F.Os. 4042/41 and 6375/42.)

1495.—Grant of Leave to Naval Personnel Proceeding to Shetlands

See AFO 1161/45
" 722/46

(N./E.F.O. 184/43.—23 Mar. 1944.)

As vessels will not in future sail from Invergordon to the Shetlands, A.F.O. 4550/43 is to be amended by the deletion of "and N.O.I.C. Invergordon" from line 4 of paragraph 4. "Invergordon" should also be amended to "Aberdeen" in A.F.Os. 4263/42 and 4946/43.

2. Personnel from London for the Shetlands should be routed to Aberdeen and should travel by the 1900 hours train on alternate Mondays ex King's Cross and report to E.S.O. on arrival. Personnel from other points should be routed to Aberdeen to report to E.S.O. by 0930 hours on Tuesdays.

3. Applications for accommodation by this steamer service should be made to P.R.T.C. Admiralty, or R.N.R.T.O. Scotland.

4. There are fortnightly sailings from Aberdeen on Tuesdays, for example on February 8th and 22nd. In addition there is a weekly Aberdeen/Shetland service usually sailing from Aberdeen on Fridays, but there is no fixed day. If accommodation is not available in the fortnightly service, the date of sailing of the weekly service may be obtained from the Flag Officer in Charge, Aberdeen. Personnel for the weekly service should report to the Royal Naval Base, Aberdeen.

5. D.N.A. Forms 811 and 822 for personnel travelling by this service should be made out to Aberdeen. A.F.O. 6356/42 should be amended as necessary.

(A.F.Os. 4263/42, 6356/42, 4550/43, 4946/43.)

(A.F.O. 541/44 is cancelled.)

1496.—Admiralty Salvage Vessels under Commercial Management—Supply of Cash—REPORTS

See AFO 1971/45

(S. 184/44.—23 Mar. 1944.)

Masters of Admiralty salvage vessels or attendant craft in service overseas or with expeditionary forces under commercial management may obtain advances of cash from the Naval authorities. Such advances are to be dealt with in accordance with K.R. & A.L. Article 1799a, and reported promptly by signal to the Director of Navy Accounts (Branch 6).

2. Cash account vouchers relating to these transactions should be endorsed by the Accountant Officer as follows:—

"Advance reported to D.N.A.6 on 194 . . . (A.F.O. 1496/44)"

1497.—W.R.N.S.—Kit Upkeep Allowance

(V. 8524/43.—23 Mar. 1944.)

As 1944 is a leap year the kit upkeep allowance payable to W.R.N.S. ratings for Lady Quarter of this year is £1 14s. 8d. and not the standard allowance quoted for that quarter in A.F.O. 1049/44.

(A.F.O. 1049/44.)

1498.—Pensions Awarded by Ministry of Pensions—Not to be Paid by Accountant Officers of H.M. Ships and Naval Establishments

(S.A./D.N.A. 25351/44.—23 Mar. 1944.)

Serving members of H.M. Forces in receipt of pensions awarded by the Ministry of Pensions who leave the United Kingdom may choose one of the following alternatives:—

- to allow the pension to accumulate for payment on the pensioner's return.
- payment into a banking account in the pensioner's name in the United Kingdom.
- payment to a dependant in the United Kingdom as the pensioner's nominee.

2. Pensions awarded by the Ministry of Pensions are not to be paid by Accountant Officers of H.M. Ships and Naval Establishments.

1499.—Dental Treatment—Particulars of the New Dental Scale of Fees Coming Into Operation on the 1st March, 1944

(M.D.G. 12289/44.—23 Mar. 1944.)

The instructions shown below have been issued to civilian dental practitioners by the Dental Benefit Council, and will equally apply to the Naval service in regard to all patients referred by the appropriate Naval authorities to civilian dental practitioners for treatment at the public expense.

2. In respect of all cases commenced on or after the 1st March, 1944, the revised and consolidated scale of fees is to be substituted for any Admiralty scale previously published. The new scale for prosthetic work also applies to all dentures supplied, etc., at Naval dental centres on a repayment basis, except that in the case of ratings the amount chargeable will be four-fifths of the scale fee.

3. It should be generally understood that Forms S-31 and M-234 constitute the Naval equivalent of the dental letter used in connection with treatment of civilians under the National Health Insurance Scheme, and that in all cases where the cost of treatment of Naval personnel exceeds 12s. 6d. (exclusive of any fee for examination and report), as indicated in paragraph 6 of the Dental Benefit Council's instructions, an estimate of the cost is similarly to be referred on the Naval forms to the responsible Naval authority for approval before such treatment is proceeded with.

4. This Order is to be brought to the notice of all Medical and Dental Officers.

Particulars of the New Dental Scale of Fees coming into Operation on the 1st March, 1944

The National Health Insurance Joint Committee, acting jointly with the Minister of Health and Secretary of State for Scotland, have decided that the Scale of Fees, Second Schedule to the Dental Benefit Regulations, 1938, and the scale of War increases prescribed by the Dental Benefit Amendment Regulations, No. 2, 1943, should be replaced by a consolidated scale. With a view to securing careful and accurate diagnosis the new scale, which has been designed to improve the remuneration for operative treatment relatively to that for prosthetic work, includes a fee for examination and report.

The new scale which is set out in the Appendix to this letter, will become effective on the 1st March, 1944, by virtue of the National Health Insurance (Dental Benefit) 1944.

Special attention is directed to the following points:—

(1) *Date of Operation.*—All dental letters accepted by dentists on or after the 1st March, 1944, must conform with the new scale. The question whether the new scale is applicable in any particular case will be determined by the date of the certificate in Part C of the dental letter.

(2) *Examination and Report Fee.*—Except in cases in which the member does not return for treatment, payment of the fee is subject to the condition that not less than 6 natural teeth are present in the mouth at the time of the examination.

The fee is *not* chargeable in any case in which the examination is made within 12 months of the date of a previous examination of the member by the same dentist for which a fee was payable.

The dental letter will, in due course, provide for the inclusion of this item in the estimate. In the meantime the fee and date of examination should be inserted by the dentist in the space provided for the war increase. In those cases in which the insured person does not return for treatment the fee of 5s. should be substituted for 2s. 6d. in Part F of the dental letter before submission for payment.

It is also essential that the dentist should show the date of examination in the record kept by him under paragraph 2 of the Conditions of Service.

For the purpose of determining the grant payable, Approved Societies will, in accordance with the terms of the Regulations, regard this item as operative treatment.

(3) *Definition of "Same Dentist."*—For the purposes of Items 7 (remakes) and 9 of the new scale of fees the "same dentist" is defined as including any dentist who is a partner, employer or employee of the dentist who carried out the previous examination or treatment, or is an employee of the employer on whose behalf the previous examination or treatment was provided by another employee.

(4) *Scaling and Treatment of the Gums.*—The condition governing payment of the fee for scaling and treatment of the gums now provides that the fee is not chargeable if fewer than 4 natural teeth are to remain in the mouth after completion of the treatment specified in the estimate.

(5) *General Anaesthetics—Administration Fee.*—The necessary alteration to the dental letter consequent upon the increase to 10s. of the maximum fee for the administration of a general anaesthetic, unless a doctor or dentist (other than the dentist performing the extractions) administers the anaesthetic, will be made when the present stock of dental letters is exhausted.

(6) *Title of Dentist to Proceed with Treatment after the issue of the Dental Letter but before the Authority of the Approved Society is Given.*—The Regulations have been amended to enable a dentist to proceed with treatment without the authority of the Society where the cost of the whole of the necessary treatment according to the new scale of fees does not exceed 12s. 6d. (exclusive of any fee for examination and report). Similarly it will now be in order for a dentist to provide emergency treatment at a cost according to the scale fees of 12s. 6d. (exclusive of any fee for examination and report), provided the Approved Society is notified immediately of the details of the treatment so provided and the nature of the emergency.

(7) *Minimum Payment by Approved Societies.*—Under the new Regulations the Society is required to pay a minimum sum of 12s. 6d. or the actual cost of treatment, whichever is less, plus the fee for examination if correctly chargeable.

(8) *Denture Base Materials.*—The requirement that a dentist shall specify on a dental letter the material he proposes to employ in the construction or remaking of dentures remains in operation, and in this connection the Council is informed that Kallodent 333 has been added to the list of the materials approved by the Ministry of Supply.

Yours faithfully,

J. L. SHACKLETON,

Acting Secretary.

APPENDIX

Scale of Fees

- | | |
|---|--|
| 1. Scaling and treatment of the gums, per individual. | 10s. 6d., but not chargeable if fewer than four natural teeth are to remain in the mouth after completion of the dental treatment specified in the estimate. |
| 2. Fillings, per filling | 10s. 6d., with a maximum charge of 17s. 6d., for fillings in any one tooth. |
| 3. Root treatment, per tooth. | 12s. 6d., with a maximum charge of £1 6s. 6d., for fillings and root treatment in any one tooth. |
| 4. (a) Extractions:— | |

	£ s. d.
One tooth	0 5 0
Two teeth	0 7 6
Three or four teeth	0 10 0
Five or six teeth	0 12 6
Seven or eight teeth	0 15 0
Nine or ten teeth	0 17 6
Eleven or twelve teeth	1 0 0
Thirteen or fourteen teeth	1 2 6
Fifteen or sixteen teeth	1 5 0
Seventeen or eighteen teeth	1 7 6
Nineteen or more teeth	1 10 0

- (b) Administration of general anaesthetics: fee per case in connection with the extraction of:—

	£ s. d.
One to four teeth	0 7 6
Five to eight teeth	0 10 0
Nine to thirteen teeth	0 15 0
Fourteen to eighteen teeth	1 0 0
Nineteen or more teeth	1 5 0

Provided that no fee in excess of 10s. 0d. shall be payable for the administration of a general anaesthetic unless a doctor or dentist (other than the dentist performing the extractions) administers the anaesthetic.

5. Dentures:—

	£ s. d.
One or two teeth	1 12 6
Three teeth	1 17 6
Four teeth	2 2 6
Five teeth	2 7 6
Six teeth	2 12 6
Seven teeth	2 17 6
Eight teeth	3 2 6
Nine or more teeth	3 5 0
Maximum fee for upper and lower dentures	6 7 6

6. Repairs 10s. 0d. for the first item and 5s. 0d. for each additional item in respect of a denture as specified, at (1), (2), (3) and (4) below, with a maximum for each denture of 15s. 0d., in respect of items under (1), (2) and (4), and a maximum for each denture of £1 5s. 0d., in respect of all items:—
- (1) Repair of cracks, fissures or fractures of a denture.
 - (2) Replacing of a loosened tooth or loosened band or wire.
 - (3) Adding of one new tooth or one band or one wire.
 - (4) Extension of the plate, even when that extension embraces part of a natural tooth.

7. Remakes:—

	£	s.	d.
One or two teeth	1	1	8
Three teeth	1	5	0
Four teeth	1	8	4
Five teeth	1	11	8
Six teeth	1	15	0
Seven teeth	1	18	4
Eight teeth	2	1	8
Nine or more teeth	2	3	4
Additions, per tooth	0	5	0
Maximum per denture	2	10	0

Provided that, if the denture is remade within twelve months by the same dentist, the fee shall be half the appropriate fee under item 5.

8. Crowning, per crown (including any necessary root treatment. £ s. d.
2 2 0
9. Examination and report. 5s. 0d., chargeable if the patient had six or more natural teeth in the mouth at the time of the examination, or does not return for treatment, provided in either case there has not been within the twelve months preceding the examination a previous examination of the patient by the same dentist for which a fee for examination and report was payable.

(A.F.Os. 2476/37, 3074/39, 3472/39, 963/40, 177/41, 5135/42 and 3279/43 are cancelled.)

*1500.—H.M. Ships "Lagan" and "Queen Empress"—Disposal of Canteen Funds (N.—23 Mar. 1944.)

(Included in Notice Boards Issue only.)

1501.—South African Naval Forces Seconded to the Royal Navy—Pay, etc.

See AFO 1832/40. (C.W. 48628/43.—23 Mar. 1944.)

With reference to A.F.O. 3022/43, Appendix I, service towards increase in pay for sub-lieutenants after six months' and four years' service, should be reckoned from the date of first promotion to acting sub-lieutenant.

2. A.F.O. 3022/43 is to be amended as follows:—

Paragraph 30, add:—

"For periods of detached duty after entitlement to subsistence allowance has expired, S.A.N.F. officers (both married and single) should receive lodging allowance at S.A.N.F. single rates."

Appendix I, paragraph 25, add:—

"Lodging allowance may be carried over up to 30 days in respect of retention of lodgings while on detached duty."

(A.F.O. 3022/43.)

1502.—Flying Accidents and Breaches of Flying Discipline—Endorsements in Flying Log Books
Cancelled by AFO 5637/46. (N.L. 2591/44.—23 Mar. 1944.)

Where accidents to service aircraft occur in circumstances which, in the opinion of the Commanding Officer of the ship or establishment concerned, involve some degree of culpability on the part of the pilot, but the circumstances are not sufficiently serious to warrant trial by court-martial or summary punishment, the Commanding Officer is, at his discretion, to cause a notation of the occurrence to be entered in the pilot's log book.

2. Similarly, in cases where, although no accident occurs, the Commanding Officer considers that a pilot has been guilty of a breach of flying discipline not sufficiently serious to warrant a trial by court-martial or summary punishment, he is at his discretion to cause a notation to be entered in the pilot's log book.

3. The entry in the pilot's log book is to show (a) the type of incident and (b) the degree of responsibility as follows:—

Classification of incident—

- (A) Day or night.
- (B) Land or sea.
- (C) Taxying.
Taking off.
Landing.
Faulty cockpit drill.
Air collision.
Forced landing (lost, fuel exhausted, etc.).
Low aerobatics.
Unauthorised low flying.

Degree of responsibility—

- Error of judgment.
- Negligence.
- Gross negligence.
- Disobedience.

4. Entries in the flying logs should be as brief as possible. The classification of the incidents set out in paragraph 3 above should be used whenever they are applicable, but if a case does not readily fall under any of these headings, the Commanding Officer may, at his discretion, use a different classification to describe the occurrence. The degree of responsibility, however, is always to be expressed by reference to one of the above classifications.

5. The endorsement in the pilot's log book is purely a matter of record and is not a punishment. Nevertheless such an endorsement is to be regarded as a bar to future proceedings, and therefore, in cases of doubt as to the desirability of bringing a pilot to trial by court-martial or by disciplinary court or summarily, an endorsement is not to be made in the pilot's log book until a decision has been obtained from the Administrative Authority as to whether such proceedings are or are not to be taken.

6. If the pilot is to be tried either by court-martial, disciplinary court or summarily, no entry should be made in the pilot's log book until a decision is reached and the result of such trial is known. When on such trial a pilot is acquitted, no entry with regard to the occurrence should be made in the log book. Whenever the pilot is convicted by court-martial or disciplinary court or punished summarily in consequence of an accident to Service aircraft or of a breach of flying discipline, the notation of the occurrence and of the punishment awarded is to be entered in the pilot's log book.

7. The fact that an endorsement has been made in the pilot's log book should not be reported to the Admiralty. If the pilot is an Officer and the Commanding Officer considers that the occurrence in respect of which he has endorsed his log book amounts to an offence for which the Officer should be logged an entry should be made in the ship's log in accordance with K.R. and A.I. Article 509 and if a permanent record against the Officer is thought to be warranted the procedure laid down in that Article should be followed.

It should be noted particularly that an *endorsement* in a pilot's log book in accordance with this Order has no connection with, and is distinct from, the *logging* of an offence by entry in the ship's log in accordance with K.R. and A.I., Article 509.

This paragraph does not alter the necessity for reporting flying accidents in accordance with A.F.O. 4257/43 and of completing paragraphs 17 (ii) and (iii) of Form A 25 and the relevant column of Form A 25A when rendering such reports.

8. It should be impressed on all pilots that the present number of avoidable accidents is a serious and needless waste of national resources. Endorsements in flying log books will, it is hoped, bring about a reduction in the number of accidents for which the pilot is to blame without causing loss of initiative and enterprise, and will provide a Commanding Officer with a record from which some estimate can be formed of a new pilot's characteristics and progress. It should also afford to each pilot who maintains a "clean" log book a sense of pride, additional to that in his own positive war service, that no fault of his has detracted from the war effort of the nation as a whole.

9. In cases of damage to aircraft caused by flying accidents occasioned by negligence on the part of the pilot or other Naval personnel, abatements from pay under K.R. and A.I., Article 1528, by way of restitution for damage done to Government property, should not be made in future.

10. Where an endorsement is made in a pilot's flying log book, it should be made on a separate page headed "Endorsements regarding avoidable flying accidents or other breaches of flying discipline". This page is to be gummed into the log book immediately before the last page entitled "Record of Service".

11. Entries are to be written in red ink, and are to be signed by the Commanding Officer. No tentative endorsements are to be made.

(K.R. & A.I., Articles 509 and 1528.)

(A.F.O. 4257/43.)

(A.F.Os. 2246/43 and 389/44 are cancelled.)

1503.—Supplies and Services to the National Fire Service

(W.G.F./N.S. 14425/44.—23 Mar. 1944.)

The arrangements for the waiver of financial adjustment between the Admiralty and certain Departments of State have now been extended to cover supplies and services to the National Fire Service.

2. Accordingly, no claims for supplies and services should be made against, or accepted from, this Service.

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1504.—Smallpox

(M.D.G. 15621/44.—23 Mar. 1944.)

Recently there have been reports of epidemics of virulent smallpox from several places abroad. A few cases have occurred in this country.

2. Fatal cases have occurred among the unvaccinated and those not vaccinated since childhood.

3. In the present outbreaks, although the strain is intensely virulent, vaccination, where it fails to give complete protection, greatly modifies the course of the disease and also adds to the difficulty of diagnosis, viz.—

(a) by altering the maturation of the rash; many of the lesions not passing beyond the macular or papular stage.

(b) by modifying the distribution. Although the classical centrifugal distribution has been present in every case in this outbreak, in some of the vaccinated patients this fact was by no means obvious and very careful scrutiny and counts were necessary to establish the diagnosis.

4. It is of the utmost importance that the possibility of smallpox should be borne in mind when Medical Officers are called in to see doubtful cases.

5. The attention of Medical Officers is drawn to A.F.O. 3497/42 as to the necessity for bringing all vaccination records up to date and to the importance of ensuring a successful take. R.N. Medical Bulletin No. 9, which will be issued shortly, will contain an article on the technique of recent methods of performing vaccination.

(A.F.O. 3497/42.)

1505.—Machinery Allowance—Aircraft Maintenance Ratings

(N. 18744/43.—23 Mar. 1944.)

Air Engineer Officers are allowed or approved in principle for:—

- (a) Operational Squadrons;
- (b) Ships' Staff (Air);
- (c) Air Stations and Air Sections;
- (d) Storage Sections.

If an Air Engineer Officer is not borne in any of the above units, the Chief or other Air Artificer (A/E) employed as the Senior Aircraft Maintenance Rating or the Senior Air Fitter (A) or (E) drafted in lieu may be paid Machinery Allowance at the rate of 1s. per day.

2. Machinery Allowance is not payable in Operational Squadrons having aircraft, the maintenance of which in the opinion of the Administrative Authority is less than the equivalent of maintaining six first line Naval aircraft, or in training and ancillary squadrons permanently based at Naval Air Stations where an Air Engineer Officer is available, or in respect of less than six aircraft on detached duty from any unit.

(A.F.O. 3620/42 is cancelled.)

1506.—Cancelled.

1507.—Summary Punishment—Enforcement of Sentences Suspended after Committal

See AFO 3302/40.

(N.L. 3104/44.—23 Mar. 1944.)

Where a sentence of detention or imprisonment is suspended in accordance with either K.R. & A.I., Article 559, Clause 3, or C.A.F.O. 1250/42, after a committal order has been issued and the man is subsequently committed to serve the residue of his sentence by reason of having committed a further offence, the residue is to be reckoned as the period of the original sentence less the number of days actually served, no account being taken of any remission which might have been earned on the portion already served. For example, a man whose sentence of 90 days' detention is suspended after having served 40 days and who is sentenced to a further 90 days' detention for an offence committed during the period of suspension, should be committed for 140 days, assuming it is decided that the sentences are to run consecutively, and he would then be eligible to earn remission on this period.

(K.R. & A.I., Article 559.)

(C.A.F.O. 1250/42.)

(C.-in-C., Portsmouth, No. 1024/A/5774/1 of 21 Feb. 1944.)

1508.—Officiating Ministers of Religion

(C.E. 59205/43.—23 Mar. 1944.)

The following appointments have been approved:—

Church of Scotland

Tighnabruaich	...	...	...	Rev. G. T. Fenton Wilson, The Manse, Tighnabruaich, Argyll, vice Rev. Anderson Nicoll.
Troon	...	...	...	Rev. A. G. Stewart, Pontland Manse, Troon.

Methodist

Belfast Rev. S. H. Baxter, M.A.,
549, Antrim Road,
Belfast,
vice Rev. H. N. Medd.
R.M.T.G. (O.), Arthog and Bar- Rev. D. Egwys Jones,
mouth Area. Epworth Villa,
Barmouth,
Merionethshire.

Presbyterian

Brighton and Hove (appointment to Rev. W. Purves Boyes,
include United Board personnel). 16, Eaton Gardens,
Hove,
Sussex.

2. The usual facilities are to be afforded.

3. The appointment of Rev. J. T. Watson, of Golders Green, is extended to include W.R.N.S. establishments at England's Lane. (A.F.O. 3493/42.)

(A.F.O. 3493/42.)

1509.—W.R.N.S.—Personnel Returning from Abroad—Procedure

(N. 5064/44.—23 Mar. 1944.)

The following addition is to be made to A.F.O. 273/44:—

12. *Foreign Service Leave.*—W.R.N.S. personnel are eligible for the grant of foreign service leave on the scale laid down for Naval personnel in A.F.O. 4944/43, paragraph 2 (e).

(A.F.Os. 1371/42, 4944/43 and 273/44.)

1510.—W.R.N.S.—Medical History Sheets—Information to be sent to Medical Officers, W.R.N.S.

(M.D.G. 13477/44.—23 Mar. 1944.)

The disposal of medical history sheets of W.R.N.S. ratings is still unsatisfactory and is caused to some extent because Medical Officers to W.R.N.S. are frequently not informed of (a) drafting changes, and (b) change of name on marriage.

2. Steps should be taken to ensure that this information is passed immediately it is known to the Medical Officer in order that the medical history sheets can be corrected.

(A.F.O. 6214/43.)

1511.—Radio Improvement Funds

(N. 30877/43.—23 Mar. 1944.)

With reference to K.R. & A.I., Article 1527, clauses 9 and 12, and Appendix VII, Part 4, funds for Air W/T and Radar improvements have been introduced and combined with W/T Improvement Funds under the title "Radio Improvement Funds".

2. Grants to these funds are only available to ships where a qualified Signal Officer or Air Signal Officer is borne and to Commands on shore in which a fully qualified Signal Officer or Air Signal Officer is borne on the Staff.

3. The funds are to be administered by the qualified Signal or Air Signal Officer, the money being employed chiefly in connection with radio experiments, for the purchase of small condensers, inductances, etc., and accounted for as laid down in K.R. & A.I., Article 1527, clause 12.

4. The annual amounts allocated are as follows:—

	£	s.	d.
(1) Heavy Ship Flagship	24	0	0
(2) Fleet Carriers	12	0	0
(3) Escort Carriers	6	0	0
(4) Cruiser Flagship	12	0	0
(5) Flagship of each R.A. (D) or Commodore (D)... ..	14	0	0
(6) Each Captain (D) afloat	20	0	0
(7) Commanders-in-Chief, Commodores (D) and Captains (D) Commands ashore.	12	0	0
(8) Iceland (C) and Gibraltar Commands	10	0	0
(9) Minelaying Squadron	6	0	0

5. K.R. & A.I., Article 1527, clauses 9 and 12 and Appendix VII, Part 4, will be amended and the amendments thereto in A.F.O. 5383/41 are superseded by this Order.

(K.R. & A.I., Article 1527, and Appendix VII.)

(A.F.O. 5383/41.)

(A.F.O. 4952/43 is cancelled.)

*1512.—Recorded Entertainment Available to H.M. Ships Fitted With S.R.E.

(N./D.P.S. 180/44/W.—23 Mar. 1944.)

Overseas Recorded Broadcasting Service (O.R.B.S.)

In conjunction with the other services, the Navy has for some time participated in a scheme for recording programmes of music and entertainment on gramophone records, performed by service bands and personnel with an occasional civilian guest star. Although, primarily these programmes are made for dispatch to Overseas Radio Stations for broadcasting to the forces in their various areas, copies of the programmes are available for use in H.M. ships fitted with S.R.E.

2. Sets of double-sided records—playing time approximately 5 minutes per side—are obtainable from P.A.L.Os. at the following bases:—

Lyness, Rosyth, Londonderry, Greenock, Liverpool, Milford Haven, Gibraltar, Cape Town, Colombo.

3. These programmes, distributed by E.N.S.A. should be relayed through the ships' loudspeakers as complete quarter or half hour radio programmes when other sources of radio entertainment are not available. They should be returned to or exchanged at the source of supply or circulated to other ships. They are not intended to be used in the same way as commercial records, i.e. as fill-ins during the changing of cinema reels nor should they be retained on board as part of the ship's library of records. For purposes of exchange they should be regarded as a file.

4. As great a use as possible is made of Naval talent in these programmes, but, owing to the exigencies of the service, it is difficult either to locate such talent or to arrange for its inclusion in programmes which have to be planned some weeks ahead. Names and details of suitable personnel should be forwarded to the Director of Personal Services, Admiralty, including any information as to their availability—on leave, during refit, etc., so that arrangements for an audition may be made in advance.

R.N.—B.B.C. Broadcasts.

5. There are two programmes each week by the B.B.C. in which the services of Naval personnel are desired by the B.B.C. if available, namely "Navy Mixture" (recorded on Tuesdays for broadcasting on Thursdays at 1730 at present) and "Mediterranean Merry-go-round" for the three services in turn, the Navy's programme being every third Friday evening. Details of personnel of a sufficiently high standard of performance to appear in these programmes should also be sent to the Director of Personal Services, Admiralty, Queen Anne's Mansions, St. James's Park, London, S.W.1.

1513.—Cinema Projectors—Instructional and Recreational—Charges and Payments—REPORTS

(T.S.D. 2019/44.—23 Mar. 1944.)

In order that charges and payments under paragraphs 7 and 9 of A.F.O. 4251/43 may be reviewed, all establishments at which publicly or privately owned cinemas are operated are to forward details under the undermentioned headings to cover an ensuing period of three months:—

- (a) Total number of persons admitted to recreational film shows.
- (b) Number of personnel borne on the books of the establishment.
- (c) Amount credited to Navy Votes weekly on account of levy under paragraph 7 of A.F.O. 4251/43.
- (d) Maintenance and servicing charges paid in the past three years (privately owned projectors) for regular servicing.
- (e) The number of separate exhibitions given for training and for entertainment on each projector.
- (f) The number of hours for which the projector has been run for the exhibition of (i) instructional, and (ii) recreational films.

(A.F.O. 4251/43.)

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

1514.—Guns—Q.F., U.S., 5-in., Mark XII—Removal of Coppering from Bores

(A.S. 04916/42.—23 Mar. 1944.)

The bores of Q.F., U.S., 5-in., Mark XII guns are liable to become heavily coppered if a large number of cartridges without lead foil or lead powder added to the charge are fired. Cartridges containing lead foil are not marked but the cartridge tanks are marked ".....lead foil added". This coppering should not be removed by the chemical or lapping methods, described in the handbook but by the firing of five cartridges each containing 2-oz. tinfoil at the first opportunity.

2. H.M. ships concerned should demand cartridges as required from the nearest R.N. Armament Depot.

N.A. Depots only.—Should demands for cartridges containing 2-oz. tin foil be received in accordance with the above, the necessary number of service cartridges should be prepared by carefully removing the cork plug, inserting 2-oz. tin foil or lead foil and replacing the plug; if necessary using a new cork plug.

1515.—Guns—Q.F., 4-in., Mark XII*—Fitting of Stop Stud for Aiming Rifle

(A.S. 2352/44.—23 Mar. 1944.)

The following modification is approved:—

<i>Gun</i>	Q.F., 4-in., Mark XII*.
<i>Part affected</i>	Body.
<i>Purpose</i>	To enable fitting of 1-in. Elswick "A" Aiming Rifle.
<i>Nature of modification</i> ...	Fitting of stop stud.
<i>Drawings</i>	N.O.D. 2103/4.
<i>New parts required</i>	Stop stud and check screw, which should be made locally.
<i>By whom to be done</i>	Royal Naval Armament Depots.
<i>Degree of urgency</i>	Guns in service at first opportunity; those in store before issue.

1516.—Guns—Q.F. 3-in. 20 cwt., Mark I-IE, Q.F. 3-in., S., Marks I, ID, IE, and Q.F. 4-in., Marks XII-XII*—Ejectors, Projectile, for Submarines

(A.S. 7346/43.—23 Mar. 1944.)

Ejectors, projectile, Q.F., 4-in., Mark VI and ejectors, projectile, Q.F., 12-pdr., Mark II, will be issued in future for Q.F., 4-in., Marks XII-XII* and Q.F., 3-in. 20 cwt., Mark I-IE guns respectively, mounted in submarines. The allowance will be one per ship.

2. The end and intermediate staves already supplied to submarines for use with cleaners are to be used with these ejectors.

3. H.M. submarines should demand appropriate ejectors from nearest R.N. Armament Depot.

4. Naval Proportion Book will be amended.

1517.—Guns—0.5-in. Browning—Unloading

Ships and Aircraft

(G. 6749/43.—23 Mar. 1944.)

An accident has occurred resulting in injury to three ratings, when unloading a 0.50-in. Browning gun in a Wildcat aircraft while the wings were folded. Difficulty was experienced in cocking the gun from the cockpit and in order to assist this operation the back plate of the gun was partially removed causing the buffer to rotate the trigger bar, thereby operating the sear and releasing the firing pin.

2. It is unsafe partially or wholly to remove the back plate of a loaded gun, to assist unloading operations.

3. The procedure laid down in A.P. 1641L, Vol. 1 and B.R. 641 for unloading guns must be strictly adhered to.

(B.R. 641 and A.P. 1641L, Vol. I.)

1518.—Guns—20-mm., Oerlikon—Depression Rails—Stiffening

B.Y.M.Ss.

(G. 620/44.—23 Mar. 1944.)

It has been reported from one of the above vessels that the depression rail for the Oerlikon gun lacked rigidity and the pressure of the gun barrel was sufficient to distort the rail and allow the muzzle to pass below it.

2. Commanding Officers of B.Y.M.S. vessels are to examine the arrangements on their vessels and, where similar conditions exist, are to arrange for depression rails to be suitably stiffened. The item is to be treated as a defect and carried out at the earliest available opportunity.

1519.—Guns—Browning 0.5-in.—Aircooled and Watercooled—Springs, Firing Pin Mark II, Ref. 107K/230—Introduction

(A.S./G. 5242/43.—23 Mar. 1944.)

An improved type of spring firing pin, Mark II (Ref. 107K/230) for 0.5-in. Browning aircooled and watercooled guns has been introduced. The spring is approximately 3 $\frac{3}{8}$ in. long, and has 37 coils compared with the existing spring firing pin, Mark I (Reference 107K/71) which is approximately 5 $\frac{1}{2}$ in. long and has 47 coils.

2. All springs (Ref. 107K/71) in aircraft guns are to be exchanged by R.N. Air Stations, H.M. Ships, etc., at the next Group "F" maintenance operation or by R.N. Armament Depots before issue. Spare springs are also to be exchanged.

3. Springs, Mark I, in deck guns are to be replaced by Mark II when the weight of block of striker falls below 5.5 in./lbs. (A.F.O. 4514/42, paragraph 1 refers).

4. Demands by Ships and Air Stations should be forwarded to the appropriate R.N. Armament Depot. Depots should render intermediate demands to Director of Armament Supply (Branch A) as necessary.

(A.F.O. 4514/42.)

1520.—Gun Mountings—40-mm. Bofors Twin Mark IV Mountings—Nomenclature
Ships fitted, Gunnery Schools, Dockyards, G.M.Os. and P.S.Os.

(G. 977/44.—23 Mar. 1944.)

The design of 40mm. Bofors twin, Mark IV Mountings, Reg. Nos. 51 onwards, differs materially from that of Reg. Nos. 1-50. To provide a means of distinguishing readily between the two models, Reg. Nos. 51 onwards will be known as 40mm. Bofors twin, Mark IV* (four star); Reg. Nos. 1-50 will continue to be known as Mark IV.

2. The main differences are :—

- (i) The mechanism in the training and elevation control boxes has been redesigned for easier manufacture and maintenance and improved access.
- (ii) The range column is on the Left-hand side of the mounting and in the position which it formerly occupied on the Right-hand side there is a Cathode Ray Bearing Tube.
- (iii) The associated Radar is Type 282.P(2) on the Mark IV*, and Type 282.M(4) on the Mark IV.
- (iv) The Deflection gearing in the Right-hand Sight Bracket has been simplified.
- (v) The correction for wander of the roll and cross roll gyros is of the EM. type in the Mark IV* control gear replacing the fluid dampers fitted in control gear of Mark IV mountings.

1521.—Gun Mountings—0.303-in. Twin Browning—Accidental Firing

Ships and Establishments concerned

(G. 549/44.—23 Mar. 1944.)

The accidental firing of one of the guns of a Browning 0.303-in twin mounting recently caused a fatal casualty.

2. The firing was attributed to insufficient clearance between the plunger of the firing lever and the rear sear lever, resulting in the breech block being held on a "hair trigger" and being fired by a jar on the gun or mounting.

3. All guns and mountings of this type are to be inspected on receipt of this Order, and thereafter periodically to ensure that there is a small clearance between the top of the plunger and the bottom of the rear sear lever.

1522.—Guns, Breech Mechanisms, Gun Mountings, Directors and Fire Control Equipment—Introduction of Improved Lubricating Greases

Ships and Establishments concerned

(G. 011723/43.—23 Mar. 1944.)

The following is to be added to the list of uses for "Low Temperature Grease No. O" in the table in A.F.O. 691/1944 :—

"Packing space under vane and between vane and body of fuze No. 720."

A.F.O. 691/44.)

1523.—Gun Mountings—40mm. Bofors U.S. Marks I and II—Lubrication Charts and Diagrams

Ships concerned, and A.S., Portsmouth

(G. 09263/43.—23 Mar. 1944.)

Lubrication charts and diagrams for 40-mm. Bofors, U.S. Marks I and II mountings (and guns), and associated power equipments are available on demand from the M.E.D., Portsmouth.

2. The drawings have been amended to agree with the latest American practice, which may necessitate the replacement of some oil lubricators by grease nipples, and also modified to include alternative British lubrication.

3. Ships requiring such data should demand prints on the basis of one set per mounting carried; the marks of the mountings and power drives are to be clearly stated on the demands.

1524.—Small Arms—Rifles No. 2 (0.22-in.)—Restoration of Full Allowance.

Battleships, Battle Cruisers and Cruisers in Home Waters

(A.S. 2763/44.—23 Mar. 1944.)

The reduction by 50 per cent. in the allowance of Rifles No. 2 (0.22-in.) to Battleships, Battle Cruisers and Cruisers in Home Waters, instituted in 1940, is now cancelled.

2. H.M. Ships should demand rifles to complete to full allowances, as detailed below from the nearest R.N. Armament Depot or O.C.A.S. :—

Battleships, Battle Cruisers, and Cruisers (except "Arethusa", 16
"Dido", C.D. and E Classes, and A/A Cruisers).

Cruisers ("Arethusa", "Dido", C.D. and E Classes and A/A 10
Cruisers).

(C.A.F.O. 398/40 is cancelled.)

1525.—Aircraft—Guns, Machine Browning—0.303-in. Mark II* Cocking Stud and Cocking Pin—Excessive Wear

(A.S. /G. 2970/43.—23 Mar. 1944.)

A number of stoppages have occurred owing to excessive wear on the cocking stud pin of 0.303-in. Browning Mark II* guns.

This is caused in most cases by the cocking stud fouling the slot in the gun, thereby inducing a rotary movement in the cocking stud, with subsequent wear on the pin and the recess in the cocking stud.

2. Mark II cocking studs were introduced to prevent fouling between the stud and its slot in the side plate, but it has been found that some guns are still fitted with Mark I cocking studs. On receipt of this Order, all guns are to be examined, and if Mark I studs are found, they are to be exchanged for Mark II at the first opportunity. Mark II studs can be identified by Mark II being stamped on the out board end of the stud. Details are given in A.P. leaflet 1641C-D6-W.

3. Careful attention to these components is to be given in Group F examinations.

4. Cocking studs held as spares should also be exchanged for the latest pattern. Demands by H.M. ships carrying aircraft, R.N. Air Stations, etc. should be limited strictly to the number required for exchange. Mark I studs should be retained in store until further notice, suitably labelled.

5. R.N. Armament Depots in United Kingdom should notify Director of Armament Supply (A.17) Bath, one month after the date of this Order of the number exchanged, and the number of Mark II studs remaining in stock as spares. R.N. Armament Depots abroad should notify requirements by signal specifying numbers for exchange and stock.

6. Where stock of Mark II studs is insufficient for exchange of all Mark I studs, the latter may be used in training and non-operational aircraft.

7. A separate Admiralty Fleet Order will be promulgated regarding "deck" guns.

1526.—Aircraft—Ammunition—Pyrotechnics—Cartridges, signal 1½-in. Brown Smoke Puff, Mark II and Cartridges, Signal 1½-in. White Smoke Puff, Mark III—Introduction

(G. 04450/43.—23 Mar. 1944.)

Existing marks of smoke puffs will be superseded in course of time by cartridges, signal, 1½-in. brown smoke puff, Mark II, and cartridges, signal, 1½-in. white smoke puff, Mark III.

2. In the new marks a metal delay sleeve is fitted in place of the plastic sleeve, which has been found to be liable to split. As a result these marks should not be used in the vicinity of airfields and landing grounds, because of the damage to aircraft tyres which may be caused by spent delay units.

3. The new cartridges will continue to be supplied in Box H.13, Mark I E, which holds 40 brown smoke puffs or 72 white. Classification for stowage—Group IX.

4. A.P. 1661E, Vol. 1, Section 4, will be amended.

1527.—Ammunition, Q.F., 2-pdr., Marks II* C and VIII Guns, 20-mm. Oerlikon Guns and all 0.5-in. Machine Guns—Exposure to Weather—Use of Cooper's Grease—Periodical Proof at Sea—Return of Defective Ammunition.

(G./A.S. 076/43.—23 Mar. 1944.)

Sea trials have been carried out with very successful results with links lightly coated inside and outside, and ammunition lightly coated all over the outside, with Cooper's grease. It was found that such ammunition left in the gun-ready positions for four weeks was, notwithstanding the appearance of some rust and corrosion, in a fit and serviceable condition for firing.

2. All ships and establishments should arrange that during war and emergency the ammunition, 2-pdr., and 0.5-in., actually on 0.5-in. and 2-pdr., Marks VIII and II* C guns, is lightly coated all over the outside of the links, and outside of the ammunition with Cooper's grease and that, as far as may be possible, the grease is applied on that part of the ammunition covered by the links, using a painter's tool or other suitable brush. Ammunition supplied linked should not be unlinked for this purpose and the grease application is only to be applied to ammunition which may be expected to be exposed on the guns to weather conditions for a protracted period.

Note.—20-mm. Oerlikon gun ammunition must always be lightly coated with Cooper's grease No. 4 before being loaded into the gun magazines, otherwise short recoils and/or separated cases will occur.

3. In the case of ammunition supplied unbelted in bulk, the links should be lightly coated inside and outside and the ammunition lightly coated all over the outside with Cooper's grease, before being belted up, when it is expected to be exposed on the guns to weather conditions for a protracted period.

Climatic trials are in progress to ascertain whether it will be possible to supply packed and linked ammunition from Naval armaments depots already lightly coated with Cooper's grease.

4. A report has been received from the Fleet in which 0.5-in. Vickers III guns have failed to function correctly owing to excessive Cooper's grease on the ammunition. Trials have established that excessive greasing of the ammunition is always productive of No. 3 stoppages. Attention is, therefore, drawn to the need for care in the use of Cooper's grease and of wiping surplus grease off the belts before placing them on the mountings.

5. On no account is the ready use ammunition 2-pdr., 20-mm. Oerlikon or 0.5-in., to be lubricated except lightly with Cooper's grease No. 4.

6. As much protection as possible, from both sun and bad weather, at all times should be given for 2-pdr., 20-mm. Oerlikon, and 0.5-in. ammunition at gun positions by extemporised shelter, capable of speedy removal.

7. At the end of four weeks, or earlier if the appearance of the ammunition gives cause to doubt its serviceability, a few rounds should be fired from each barrel to test the functioning of the cartridge and the fuze.

The number of rounds to be fired should normally be:—

2-pdr. guns	...	...	...	...	14
20-mm. Oerlikon guns	...	...	...	...	10
0.5-in. guns	...	...	...	...	10

The firing, in the case of the 2-pdr. and 20-mm. Oerlikon guns, should be at low elevation so that the fuze can be seen or heard to function on the water, bearing in mind that at small angles of entry it is possible that the 20-mm. fuze may not function.

When muzzle covers are in place, they should be removed before firing.

8. If the above proof has been correct the following action should be taken:—

2-pdr. guns.

Unload the gun. Link two practice rounds on to the front of the next belt. Load a new belt on to the rails at the outboard end and clip on. Load the gun and replace the muzzle cover.

A record should be kept of the date that each belt was loaded on to the rails, *vide* paragraph 9 below.

20-mm. Oerlikon guns.

Remove the magazine and unload it. Clean and re-grease the ammunition. Reload the magazine, starting with new rounds (normally 8) and finishing with two new practice or practice tracer rounds. Load the magazine on to the gun and replace the muzzle cover.

0.5-in. guns.

Normal maintenance only.

9. In the event of the proof *not* being correct the following action should be taken:—

2-pdr. guns.

Remove from the gun all belts that have been on the gun as long as the belt which failed and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot for examination. If more recently loaded ammunition remains on the gun, test it for functioning as in paragraph 7 above. Reload the rails as necessary with fresh ammunition.

Finally leave the gun so that the next firing will start with two practice rounds.

20-mm. Oerlikon guns.

Remove the magazine from the gun, unload it and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot.

Reload the gun with a fresh magazine in which the first rounds to be fired should be practice or practice tracer.

Reload the old magazine with fresh ammunition.

0.5-in. guns.

Remove the drum, pan, or box, unload it and return the ammunition at the first convenient opportunity to the nearest Naval Armament Depot.

Reload the mounting and drum, pan, or box.

10. All ammunition returned to Naval Armament Depots under the terms of paragraph 9 above should be clearly marked to show that it has been kept on gun mountings and with the number of this Order. Forms S.1148 (i) and (j) should also be forwarded.

This ammunition is then to be subjected to the inspection normal to ammunition suspected of failure at sea.

11. The periods for which ammunition may be permitted to remain loaded on guns are:—

2-pdr. guns.

Indefinitely subject to the monthly proofs laid down in paragraph 7, which will, in fact, limit the period according to the number of rounds carried on the rails.

20-mm. Oerlikon guns.

Four months.

Proofs are to be fired monthly (*vide* paragraph 7) for the first three months.

At the end of the fourth month the magazine is to be removed, unloaded and the ammunition returned to Naval Armament Depot.

0.5-in. guns.

Four months.

Proofs are to be fired monthly (*vide* paragraph 7), the belt getting progressively shorter.

At the end of the fourth month the belt is to be removed and the ammunition returned to Naval Armament Depot.

12. None of the ammunition referred to above is completely oil or water-tight and officers should therefore fully exercise their discretion in ordering proofs at more frequent intervals as they may consider necessary.

(C.A.F.O. 660/41 is cancelled.)

1528.—Ammunition—20-mm., 40-mm., and 2-pdr.—20-mm. Oerlikon Tracer Lot N.F.H. 2257F—Withdrawal

(A.S. 17002/43.—23 Mar. 1944.)

Twenty millimetre Oerlikon H.E. tracer ammunition of lot N.F.H.2257F has caused missfires owing to insensitivity of the caps and is to be withdrawn from service.

2. Ammunition of this lot on board ships is to be returned to the nearest Naval armament depot or Officer-in-Charge of armament supply, at the first opportunity, and ammunition of other lots drawn in lieu.

3. D.E.M.S. Staff Officers are to arrange for similar action to be taken in merchant ships.

4. H.E. tracer ammunition of this lot in store at Naval armament depots or subsequently received, should be brought to produce.

1529.—Ammunition—Cartridges, S.A., 0·30-in., Tracer M.2—Acceptance for Use in Naval Service

(A.S. 12782/43.—23 Mar. 1944.)

Limited quantities of cartridges, S.A., 0·30-in., Tracer M.2, have become available for use in Naval service, and will be issued for use in deck guns only.

2. The cartridges may be identified by the marking M.2 shown on the box or by the bullet tips which are painted white.

3. Packages containing this ammunition will be stencilled "Not to be fired from aircraft guns".

4. This ammunition is interchangeable with tracer M.1 for 0·30-in. Marlin and Lewis machine guns.

1530.—Ammunition—Fuzes, Tubes and Primers—Primers, Percussion, No. 9 V.A.D., Lot 424, V.A.D. 5/40—Withdrawal

(A.S/G. 2182/43.—23 Mar. 1944.)

All primers, percussion, No. 9 V.A.D., Lot 424, V.A.D. 5/40, either loose, or in cartridges, are to be withdrawn for examination and repair.

2. These primers are known to have been fitted in cartridges, Q.F., 4-in., Mark V, and Mark V* F.A. guns, full charge, practice, H.A., filled G.D. 8·40, but may also be found in other types of cartridges taking primers, percussion, No. 9.

3. Commanding Officers of H.M. ships are to arrange for all loose primers and ammunition fitted with primers, percussion, No. 9, on board to be examined and for any cartridges found with primers of the above lot to be landed and other ammunition drawn in lieu.

4. Category (b) of C.A.F.O. 991/42 refers.

5. At N.A. depots, ammunition and/or loose primers so landed, together with any in stock, are to be examined and dealt with in accordance with paragraphs 4 to 7 inclusive of Admiralty Letter A.S. 17166/42/B.95 dated 31 Jan. 1944.

6. All cartridges assembled with N.H. propellant found to be assembled with primers of the above lot should be broken down, the primers examined and repaired as requisite, and remade.

(C.A.F.O. 991/42.)

1531.—Ammunition—Pyrotechnics—Portfires—Common, Mark I—Time of Burning

(G. 018863/43.—23 Mar. 1944.)

In portfires of current manufacture, owing to wartime degradation of the quality of paper available for building up the bodies, the hitherto specified *minimum* time of burning of 9½ minutes has been *reduced to 8 minutes*. Such portfires, however, will usually burn for about 10 minutes.

(Ammunition Handbook.)

1532.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—Restriction of Index S.P.D. 2415

(A.S. 3466/44.—23 Mar. 1944.)

In consequence of low heat test results given by Index S.P.D. 2415 assembled into Q.F. 1-pdr. ammunition it has been decided that no further issues of cartridges of this index are to be made to N.A. Depots abroad or to ships proceeding abroad. All cartridges of this Index may, however, be issued to ships on Home Stations without restriction.

1533.—Ammunition—General—Landing and Return of Ammunition from Ships in Correct Packages

(A.S. 2242/44/B.89.—23 Mar. 1944.)

In connection with the landing of outfits of ammunition, and return to store of ammunition from H.M. Ships, Auxiliary Vessels and D.E.M.S., it is desired to draw Commanding Officers' attention to the urgent necessity for care to be taken in the packing of ammunition prior to landing.

2. It is increasingly being found that ammunition is not packed with due regard to the instructions on the subject. For example, different types of ammunition have been found in one package, ammunition has been returned in incorrect or unauthorised packages, different natures of cartridges or shells are packed in one box and mixed cordite lots are included in the same package.

3. The examination for safety in transport and storage of ammunition landed in broken-seal packages, involves a heavy expenditure of man-power which is urgently required for other services, and which, in view of the man-power shortage it is impracticable to meet; and the accumulation of mixed explosives in packages other than those authorized, creates an undesirable explosive risk which cannot be promptly detected when present in large quantities.

4. Attention is therefore drawn to Naval Magazine and Explosives Regulations (B.R. 862/1941), Articles 22 (1), (2), (3) and (5); 24 (1) and (4); 62 (3); and 64 (2). A.F.O. 349/44 also refers.

5. In addition, it is important to avoid the breaking of seals and opening up of complete packages except when the contents are actually required for use.

6. D.E.M.S. Staff Officers are to make the necessary arrangements in regard to Merchant Vessels.

(A.F.O. 349/44.)

1534.—Ammunition—Boxes, Packages, Cartridge Containers and Labels—Hedgehog—Boxes Incorrectly Stencilled

(A.S. 2375/44.—23 Mar. 1944.)

A number of boxes containing Hedgehog projectiles have been found to be stencilled "Cordite RNC.4835" although the cartridges contain Cordite H.S.C.T.134/055 of Lot RNC.4385.

2. All boxes of Hedgehog projectiles stencilled as containing cartridges made up with Cordite H.S.C.T.134/055 of Lot RNC.4835 are to be examined and where necessary the stencilling on the box corrected.

1535.—Ammunition—General—Use of Unauthorized Charges

(M/A.S. 676/44.—23 Mar. 1944.)

B.L., 4-in. mortars have been seriously damaged by attempts to increase the range by firing a double charge.

2. The firing of any weapon with a charge in excess of that authorized for the projectile in use is likely to cause fatal accidents and is never to be permitted.

1536.—Wind Gear—American Type—Modification to Master Intensity Transmitter
(Julien P. Friez & Sons)

(G. 015713/43.—23 Mar. 1944.)

In order that wear and maintenance work should be minimised the following modification should be undertaken when the Master Intensity Transmitter is overhauled.

2. Ships fitted with this gear should include an item in their next defect list, "To overhaul American Wind Master Intensity Transmitter and carry out modification", quoting this A.F.O.

3. The part numbers quoted in brackets in the description of the modification which follows refer to Drawings No. V.34540 in the Wind Direction and Intensity Indicating and Recording System Instruction Book No. 56G, a copy of which was issued with the gear to all ships fitted.

4. It has been found that wearing of roller (103) from its diameter of 0.627-in. to one smaller than that of the 0.625-in. spacing balls (111) is lessened by the use of only one spacing ball (111) instead of three. All future units will be equipped with only one spacing ball (111).

5. Instruments in service, therefore, having three balls should incorporate this modification at the first convenient opportunity. The following procedure should be followed when making the change. To perform the removal, the unit, removed from the case (4), must be stood on edge with the base (11) in a vertical position and the disc and roller assembly at the top. Place a block under the generator bracket (123 or 189) to level up the unit. Before anything is removed, the trip disc shaft assembly (73), the circular rack (38), and the trip disc idler gear assembly (97) must be tied securely together with wire so that their mesh cannot be changed during the adjustment.

6. Remove the four spacing post screws (16) and the two lower ball retainer post screws (107). In removing the lower disc plate (34), it is advisable to hold the roller disc gear (108) and disc (109) so as to lift them off with the lower disc plate (34). Lay this removed section down with the roller disc (109) upward.

7. The balls (111) and the roller (103) will now be exposed. Remove the ball on either side of the roller leaving only the one located in line with the roller. Replace the roller disc (109) and lower disc plate (34), holding them together as one unit, for ease in re-assembly. Replace the ball retainer post screws (107) and the spacing post screws. Do not forget to untie the rack (38) and pinions (73 and 97).

1537.—Torpedoes—21-in. G.7A and G.7AD—Replacement Dry Batteries for Pistols

(T.O. 8715/44.—23 Mar. 1944.)

The standard British 4½-volt dry battery, Pattern 14005, has been established by trial to be a suitable replacement for the 2-cell German dry battery at present fitted to operate the electric detonators in the earlier types of pistol used with 21-in. G.7A and G.7AD torpedoes.

2. Ships should draw from the nearest (superintending) naval store officer a sufficient number of batteries, Pattern 14005, to replace all German dry batteries in pistols so fitted, since the latter should now be regarded as near the end of their useful life.

3. The German batteries in pistols in naval armament depots will not be replaced before issue. Replacement by batteries, Pattern 14005, is to be carried out by ships on receipt.

4. Ships are to remove the batteries before returning pistols to a naval armament depot.

5. Batteries, Pattern 14005, fitted in pistols, are to be renewed annually in temperate climates or six-monthly in hot climates.

6. The "Descriptive Pamphlet of the 21-in. G.7A and G.7AD Torpedo" is to be amended as follows:—

Chapter V, "The Pistol," paragraph 95. *Add* at end of paragraph:—

"The German 2-cell dry battery originally fitted to the pistol is to be replaced by the standard British 4½-volt dry battery, Pattern 14005. This is secured to the existing clamp with insulating tape and the leads soldered to the spills for the electric detonator."

"Particulars of Preparation and Maintenance Routines, and Instructions for Overhaul," paragraph 67. *Cancel* and *substitute*:—

"67. Remove the German battery (if still fitted) and replace it by the British 4½-volt battery, Pattern 14005, securing the latter to the clamp with insulating tape, and soldering the leads to the spills for the electric detonator. Batteries, Pattern 14005, are then to be renewed annually in temperate climates and 6-monthly in tropical climates. Before returning the pistol to a naval armament depot, remove the battery."

(*Last amendment to the "Descriptive Pamphlet" issued as A.F.O. 3167/43.*)

1538.—Internal Torpedo Tubes—Preservation

Submarines

(T. 0710/44.—23 Mar. 1944.)

When preparing torpedo tubes in accordance with A.F.O. 435/44 for painting with "Detel", all rubber fittings, on which naphtha has a deleterious effect, should be removed.

(*A.F.O. 435/44.*)

1539.—Torpedo Tubes and Torpedo Equipment—Trials of Coastal Force Torpedo Craft (C.F.T.C.)

(T. 2299/43.—23 Mar. 1944.)

With reference to A.F.O. 6247/43, as other commitments preclude attendance of dockyard representatives at all equipment trials of new or repaired L.C. torpedo tubes, it is essential that all specified shop tests and adjustments be correctly carried out in the dockyards and the tubes dispatched in a thoroughly efficient condition.

2. Particulars of any defects discovered during torpedo equipment trials and details of requirements to make good should be communicated by the trial officers to the Admiralty Engineer Overseer or Principal Emergency Repair Overseer concerned, who should arrange for the satisfactory completion of all defects before the craft leaves the contractor's yard.

(*A.F.O. 6247/43.*)

1540.—High Rupturing Capacity Fuses—Priority of Fitting in Branch Breakers

Ring Main Ships

(D. 2054/44.—23 Mar. 1944.)

In a recent instance of torpedo damage, flooding of certain motor starters caused widespread loss of power due to ring main breakers opening on overload.

2. The starters concerned were fed from branch breakers arranged for single motor control and the breakers failed to clear the faults because they were fitted with solid links instead of high rupturing capacity fuses.

3. Flooding of a starter of this type short circuits the branch breaker "ON" contacts and, if its control switch is already closed, automatically closes the breaker. Consequently a heavy overload is imposed on the breaker through the flooded starter, while at the same time, the short circuiting of the breaker "ON" contacts increases the time taken for the breaker to open on overload and discrimination between branch breaker and ring main breaker is lost.

4. In these circumstances, the only safeguard against unnecessary opening of ring main breakers is the blowing of high rupturing capacity fuses in the branch breakers.

5. The Commanding Officers of ships concerned are, therefore, to check that all single motor controlled branch breakers are fitted with high rupturing capacity fuses. In the event of shortage of these fuses, such breakers are to be given priority.

6. Ample supplies of high rupturing capacity fuses are now available in storing yards, and ships should demand sufficient fuses to ensure that they have, as spares, at least 20 per cent. of the number fitted in branch breakers. In certain ships only a small number of some ratings of branch breakers are fitted and 50 per cent. spares should be demanded for these services.

1541.—Adaptor, Detonator, Depth Charge, Mark I

(T.298/44.—23 Mar. 1944.)

With reference to C.A.F.O. 1147/41, it is laid down that depth charges, used as underwater demolition charges, should be primed with 1½ lb. T.N.T. block (in fitted tin) in conjunction with primer D.C., Mark VII.

2. Adaptor, detonator, D.C., Mark I (A.F.O. Diagram No. 88/44) has now been introduced into service for use with depth charges, Marks VII, VIII and XI as demolition charges generally. This adaptor is used with primers, D.C., Marks VII or VIII.

3. Adaptor, detonator, D.C., Mark I, has the same dimensions as a depth charge pistol, and fits the primer tube of the depth charges in the same manner, i.e. engaging the washer joint (St. No. 6662) in the bayonet joints of the primer tube. By use of spanner (St. No. 6161) the securing nut (St. No. 6748) will make a watertight joint in the primer tube by compressing I.R. ring, adjuster joint (St. No. 6645). The head of the adaptor is perforated to enable electric cable, safety fuse or Cordtex to be led out as desired. A gland is fitted to make a watertight joint. The detonator carrier is the standard one (St. No. 6046) for D.C. pistols.

4. The adaptor is supplied with a variety of bushes and washers which can be assembled on the adaptor for use with the different systems of initiation as follows:—

5. *Fitting.*—A. *For use with Detonators, Briska No. 6 Electric or Service No. 21 for Earth Return.*

- (i) Remove the body gland nut (St. No. 6791) using spanner (St. No. 4944) and the detonator carrier gland nut (St. No. 6793) using finger and thumb.
- (ii) Thread the legs of the detonator through the appropriate bush and washer and, in the case of Briska Detonator engage neck of detonator in the centre bore of the bush.
- (iii) Insert the detonator into the detonator carrier and gently press home. The bush will seat snugly in the flange.
- (iv) Thread the detonator carrier nut (St. No. 6793) over the legs of the detonator and screw home detonator carrier nut into detonator carrier, finger tight only.
- (v) Connect one leg of the detonator to the earthing terminal (St. No. 6795) which is sited on one of the brackets, cut off surplus length of detonator leg.
- (vi) Pass the electric cable, Pattern No. 1888 (single core) through the body gland nut (St. No. 6791), through the appropriate gland washer, through I.R. bush and second gland washer, and through the body gland.
- (vii) Make an insulated joint to the other leg of the detonator.
- (viii) Ease back spare cable, without pulling on the detonator leg and slide the gland washer, bush and second gland washer, followed by the body gland nut down to the body gland.
- (ix) Screw home the body gland nut with spanner (St. No. 4944). This will give a watertight grip on the cable. When tightening gland nut ensure that the cable is not turned with the nut.

The adaptor, detonator, D.C., Mark I, is now fitted for firing with earth return circuit.

B. *For use with Detonators, Briska, No. 6 or Service No. 21 for Complete circuit.*

- (i) Where earth return firing is unsuitable, electric cable, Pattern No. 991A (twin core) should be used.

- (ii) Proceed with fitting as laid down in A (i) to (ix), excluding (v) and (vii), above, except that both legs of the detonator are to be connected to the cable and each connection insulated. In this case the earthing terminal is not to be used.

The adaptor, detonator, D.C., Mark I, is now fitted for firing with complete wire circuit.

C. *For use with Safety Fuse and Detonator, Briska, No. 6, for Safety fuse or Service No. 25.*

- (i) Remove body gland nut (St. No. 6791) using spanner (St. No. 4944 or 6857) and detonator carrier gland nut (St. No. 6793), using finger and thumb.
- (ii) Choose the appropriate washers and bushes and thread the safety fuse through the body gland nut, body gland washer, I.R. bush and second body gland washer and then through the body gland.
- (iii) Pass the safety fuse through the detonator carrier nut and appropriate bush.
- (iv) Crimp detonator, Briska, No. 6, or Service No. 25, on to end of safety fuse.
- (v) Slide bush down to engage the neck of the detonator.
- (vi) Insert the detonator into the detonator carrier. See that the bush seats snugly in the detonator carrier when gently pressed home.
- (vii) Screw home detonator carrier nut into detonator carrier, finger tight only.
- (viii) Ease back spare safety fuse, without pulling on detonator carrier nut and slide the body gland washer, bush, and second body gland washer, and the gland nut, down to the body gland. Screw home the body gland nut with spanner (St. No. 4944 or 6857) to ensure a watertight grip on the safety fuse.

The adaptor, detonator, D.C., Mark I, is now fitted for firing the safety fuse.

D. *For use with Cordtex led direct to Detonator, Briska, No. 6, for Safety Fuse or Service No. 25.*

Note.—When using Cordtex it is necessary to crimp a detonator on the end of the Cordtex to be inserted in the adaptor. Cordtex alone will not initiate the primer through the detonator envelope. In no circumstances should the detonator carrier be removed to assist detonation of the primer.

- (i) Proceed for fitting as laid down in C, paragraph (i) to (ix) using Cordtex in place of safety fuse.
- (ii) The initiating end of the Cordtex must be sealed against damp by using rubber solution and tape I.R. or Chatterton's Compound, or pitch.

6. *Assembly.*—When assembling depth charges for demolition work, using Adaptor, Detonator, D.C., Mark I, the following primers should be used:—

With Depth Charge, Mark VII	D.C. Primer, Mark VII
With Depth Charge, Mark VIII	D.C. Primer, Mark VIII
With Depth Charge, Mark XI	D.C. Primer, Mark VIII

7. *Fitting of D.C. for demolition work.*—(a) *Depth Charge, Mark VII.*—When fitting D.C., Mark VII, the following procedure must be carried out:—

- (i) Remove the detonator carrier from the Adaptor, Detonator, D.C., Mark I, after releasing the set screw (St. No. 6139). Examine the detonator envelope for defects and ensure that no foreign matter is inside. Replace the carrier and tighten with spanner (St. No. 6213). Screw down on set screw tightly.
- (ii) Insert inert adaptor (i.e., before fitting with detonator and initiating system) into the D.C. primer tube and engage the joint washer in the slots. Screw on securing nut with spanner (Stamp No. 6216). Tighten until the rubber ring is compressed and the adaptor is securely held on the primer tube.
- (iii) Pass the primer gauge (St. No. 6074) gently through the primer tube from the opposite end, until it is right home, i.e., until the mark on the primer gauge handle, stamped Mark VII, is in line with the end of the primer tube.

- (iv) If the gauge shows correct placing of the detonator carrier, remove adaptor and fit in accordance with instructions, paragraphs 5, A, B, C or D.
- (v) Insert fitted adaptor in primer tube and tighten securing ring as laid down in paragraph 7A(ii).
- (vi) Take Primer, Mark VII, from box and remove split pin. Unscrew handle and remove primer tube stopper. Ensure that rubber ring is in serviceable condition and dust with french chalk, and re-assemble. See that detonator envelope (large) is clear of obstructive matter.
- (vii) Insert primer in tube, from opposite end to that holding adaptor, and press gently home until it bears against adaptor, when the handle of primer should protrude approximately $\frac{3}{4}$ in. from primer tube.
- (viii) Engage the slotted end of the primer locking tool (St. No. 6177) with the split pin on the primer spindle to prevent rotation of the primer and then turn handle to expand the rubber ring. Screw up taut by inserting the locking tool in the handle and ensure a watertight joint.

Note.—Should there be need to unfit the charge D.C., Mark VII, the primer should be removed first, the adaptor afterwards. (See paragraph 8 (a).)

(b) *Depth Charge, Marks VIII and XI.*—The preparation for service as demolition charges of Depth Charges, Marks VIII and XI, differs in procedure from that of D.C., Mark VII. The primer tube of D.C., Marks VIII and XI, does not extend the whole length of the charge; hence one end of the primer tube is blind.

Proceed as follows :—

- (i) See that the primer tube is clean and using primer gauge, i.e., Primer D.C., Mark VIII, empty, test to prove that primer will enter.
 - (ii) Insert primer buffer (pad I.R., St. No. 6094 or spring, St. No. 6547) into primer tube and confirm that it seats correctly.
 - (iii) Confirm that detonator envelope (large) in the primer, Mark VIII, is clear of obstructive matter, and insert primer into the primer tube, bung end first.
 - (iv) Push the primer home until it bears on the primer buffer.
 - (v) Using unfitted Adaptor, Detonator D.C., Mark I, gauge that detonator carrier engages envelope of primer. The adaptor should slide easily, but if primer buffer (St. No. 6094) is being used, slight pressure is required when within $\frac{1}{2}$ in. of right home to engage the joint washer in the slots of the primer tube. This confirms that stores are serviceable.
 - (iv) Remove the Adaptor, Detonator, D.C., Mark I, and fit as laid down in paragraphs A, B, C or D, according to the method of initiation required.
 - (vii) Insert fitted Adaptor, Detonator, D.C., Mark I, and gently press home and engage the joint washer in the slots of the primer tube. Screw on securing nut with spanner (St. No. 6216). Tighten until the rubber ring is compressed and the adaptor is held firmly in the primer tube.
8. *Unfitting of D.C. used as demolition charges.*—Should the charge require to be unfitted the adaptor and primer may be removed from the primer tube.

The following procedure must be carried out :—

(a) *D.C., Mark VII :—*

- (i) Using locking tool (St. No. 6177), unscrew handle of primer, thereby releasing rubber ring. Ensure that the locking tool engages the split pin and does not permit the primer to rotate in the primer tube.
- (ii) Gently withdraw primer.
- (iii) Using spanner (St. No. 6161 or 6825) release securing nut of Adaptor, Detonator, D.C., Mark I, and gently withdraw adaptor.
- (iv) The fitted adaptor is to be stored in a detonator tank (in accordance with N.M.E.R.) or destroyed by firing or dumping in deep water.

The D.C., Mark VII, is now unfitted.

(b) *D.C.s., Mark VIII and Mark XI.*—Since one end of the primer tube is blind, the Adaptor, Detonator, D.C., Mark I, is to be removed first. Proceed as follows :—

- (i) Using spanner (St. No. 6161 or 6825) release securing nut of Adaptor, Detonator, D.C., Mark I, and gently withdraw adaptor.
- (ii) The fitted adaptor is to be stored in a detonator tank (in accordance with N.M.E.R.) or destroyed by firing or dumping in deep water.
- (iii) Using primer removing tool (St. No. 5714) remove the primer.
- (iv) Remove primer buffer from primer tube.

The D.C., Mark VIII or Mark XI, is now unfitted.

9. This method of using a depth charge for demolition purposes should invariably be used when Adaptors, Detonator, D.C., Mark I, are available; should, however, these be not available, the instructions laid down in C.A.F.O. 1147/41 will apply.

(C.A.F.O. 1147/41.)

1542.—Submerged Signal Ejectors—Interlocking Gear

H.M. and Allied Submarines concerned

(T. 02437/43.—23 Mar. 1944.)

Interlocking gear to prevent the breech and sluice valve being opened simultaneously is to be fitted to all submerged signal ejectors.

2. An item for this work is to be inserted in the list of As. and As., classification "A", drawings of the modification being obtained from Officer-in-Charge, Engineering Workshops, Ringwood Road, West Howe, Bournemouth.

1543.—Smoke Screening—Smoke Float, Mark VI—Flame Baffles for Night Use on Deck

(T. 05268/44.—23 Mar. 1944.)

When it is required to burn smoke floats on deck for defence purposes by night, the flames and sparks emitted with the smoke can be obscured within reasonable limits by means of baffles. Unless, however, the baffling is of suitable design, the smoke efficiency of the float may be reduced by as much as 50 per cent. to 75 per cent.; this is due to the condensation of the smoke on the walls of the baffles. Not only must smoke emission be restricted as little as possible but a free entry of air beneath the baffles is desirable to assist the free discharge of the smoke.

2. The following method of improvising a suitable smoke float baffle from an unserviceable 40-gallon oil drum is promulgated for information and for construction by ship or base staffs as required. Designs on similar lines can be made up where 40-gallon drums are not available :—

- (i) *Construction.*—Remove the base of the 40-gallon drum by cutting at the lower of the two corrugations in the side of the drum. This will leave a lip which can be hammered out to fit loosely over the top of the float.
- (ii) Drill or cut a row of eight equally spaced 1-in. diameter holes round the side of the drum about 6-in. above the lipped base.
- (iii) Drill or cut eleven equally spaced 2-in. diameter holes in the top of the drum, their centres being on the circumference of a circle of about 1-ft. 6-in. diameter.
- (iv) The method of construction is shown on A.F.O. Diagram 84/44.
- (v) To function a smoke float on deck employing the flame baffle, the baffle unit is placed on top of the float and is tilted sufficiently to allow of igniting the float by normal methods. As soon as the float has been ignited the baffle unit is dropped into place. In a seaway it may be necessary to secure the baffle with seizing wire.

- (vi) By employing this type of baffle light will be obscured down to a range of about 1,500 yards. If further obscuration is required, visibility down to about $1\frac{1}{2}$ to 2 cables can be obtained by covering the side and top holes in the drum with asbestos in the early stages of functioning whilst the igniter is burning. After about $2\frac{1}{2}$ minutes the igniter will have become expended and flame and sparks thereby reduced; the covering over the holes are then removed. The best method of covering the holes is to employ a strip of asbestos secured round the drum in the wake of the side holes and a disc of asbestos over the top of the drum secured by weights such as a coil of wire.
- (vii) Owing to the low positive buoyancy of a smoke float this type of baffling is not possible for floats functioned in the sea as the floats would sink. To baffle such floats without seriously reducing smoke efficiency a complicated baffle system would be required.
- (viii) Similar methods may be employed for baffling smoke generators, No. 24, Mark III, the generator being placed under the baffle unit. A smaller drum, such as a 10-gallon oil drum, would, however, be more convenient. With the No. 24 generator the baffle is liable to become red hot, and to obtain obscurity down to 2 cables it is necessary to lag the drum completely with asbestos, holes being cut in the lagging in the wake of the side and top holes.

1544.—Searchlight Projectors, 44-in.—Modifications Necessary to Ventilating Motor, Pattern 191

(T. 368/44.—23 Mar. 1944.)

Reports from sea indicate that the failure of motors, Pattern 191, is liable to occur due to the entry of water through two holes which are drilled in the end plate at the impellor end of the motor. These holes were intended to assist in the cooling of the motor, but no appreciable temperature rise occurs if they are omitted.

2. Arrangements are therefore to be made for the two holes to be plugged by ships' staffs, at the earliest convenient opportunity.

3. No action is necessary where ventilators, Pattern 190A, are fitted. The end plate in these ventilators is undrilled.

1545.—Anti-Gas Respirators—General Service and Light Type—Marking

(A.S./D.C.O.M. 347/43.—23 Mar. 1944.)

The marking of anti-gas respirators, General Service and light type, is not being carried out as laid down, resulting in inconvenience and confusion.

2. Every respirator and haversack must be marked with the name of the person to whom it belongs.

3. The respirator is to be fitted with a tally, stamped with the name and official number of the owner. The tally, in the case of the General Service respirator, is attached to the container end of the connecting tube by two turns of binding wire, a separate loop being made on the securing wire round the hole in the tally. For the light type respirator, the tally is to be attached to the container mount by one turn of binding wire. The joint should be opposite the outlet valve unit, and a piece of adhesive tape, $\frac{1}{2}$ -in., put over the twisted ends which should be laid well back.

4. The haversacks are to be marked with the owners' names in white paint on the slings, so as to be visible when the respirators are worn in the side position. In addition, haversacks are to be painted with a continuous horizontal black line 1-in. wide on the front and on the back of the haversack at the base. In the case of the General Service haversack, the line should be on the upper part of the reinforced canvas which forms the base of the haversack.

Black paint suitable for marking is made up as under :—

To make one gallon—

Pattern 6D	Lamp black	...	...	...	2 lbs.
Pattern 107	Methylated spirit	...	...	...	6 pints
Pattern 42a	Knotting spirit	...	...	...	2 pints

Dissolve black in methylated and add knotting last.

This black line marking does not apply to Royal Marines or Royal Marine Establishments.

5. Paragraphs 5 and 6 of A.F.O. 2629/43 are cancelled.

6. Supplies of fibre tallies for attachments to the respirators are obtainable from the nearest R.N. Armament Depot or Officer-in-Charge of Armament Supply, and should not be confused with identity discs issued to personnel which are supplied by the nearest Victualling Establishment.

(A.F.Os. 2807/40, 872/41, 3782/42 and 2629/43 paragraphs 5 and 6 are cancelled.)

1546.—Compasses, Pattern 1151A

(C.D. 140/44.—23 Mar. 1944.)

Under A.F.O. 3434/43 supply of Pattern 1162 grid rings to coastal craft, other than those who specially demanded them, was discontinued. This provision is now to be extended to all craft fitted with Pattern 1151A compasses.

2. In future, Pattern 1162 grid rings will not be supplied with Pattern 1151A compasses. Commanding Officers of craft who wish to use them may demand them from Naval Store Officer, Slough.

3. Grid rings in service which are not required and all those in store at home yards and depots should be returned to Naval Store Officer, Slough.

(A.F.O. 3434/43)

1547.—Safe Distances from Magnetic Compasses

(C.D. 166/44.—23 Mar. 1944.)

The following additional safe distances for electrical instruments from magnetic compasses are promulgated. C.D. Pamphlet No. 11, dated 15th Dec. 1943, should be amended accordingly :—

	<i>Ft.</i>
A/S recorder, Pattern A.2057	5
D.G. reversing switches for course corrector coils :—	
30 amp.	5
60 amp.	6
Helm'sman's indicator, A/S 360, Pattern 2128	2
Gyro direction indicator, Sperry	1
Anti-shock mounting for Sperry	$3\frac{1}{2}$
Vacuum pump and compressor, type IV (W. Edwards and Co.)	10
Horn, Altette, Type H.F. 1235	4
Loudspeakers, Pattern A.2475	$6\frac{1}{2}$
Loudspeakers, Pattern 12525	$6\frac{1}{2}$
Loudspeakers, Pattern 12554	$6\frac{1}{2}$
Loudspeakers, Type P.M.R.E., Pattern 2041	12
Loudspeakers, Type R.C.A.	15
Mine detector amplifier	10
Motors :—	
G.E.C. fan motor, Type 3026F.3	7
Telephones and headgear :—	
Headphones, Pattern 3662	4

	<i>Ft.</i>
W/T and Radar apparatus :—	
Army No. 22 set	10
C.N.Y. 1 Equipment :—	
Control unit, Pattern W.5729	6
Transmitter receiver, Pattern W.5731	6½
Loudspeaker, Type P.M.R.E. Pattern 2041	12
Headset (Marconi)	2½
Handset	4
Morse key	2
Wavemeter, Pattern W.6103	1½
Handy Talky	3
D.R. outfit, Type M.D.F.3B	4
Headphones, Pattern 3362	4
Headache receiver, Type S.27	9
Marconi, Type T.W.12 :—	
Transmitter, Pattern M.335C	5½
Receiver, Pattern M.361	10
Fuzeboard, Pattern M.303A	4
Switch, Pattern M.334A	4
Telephone, Pattern M.318	4
Voltage regulator, Pattern M.345	4½
Rotary transformer, Pattern M.346E	6
Starter switch, Pattern M.344	7

1548.—Boiler Tubes, etc.

H.M.S.V. "Salvage Duke"

(N.S./P. 1790/44.—23 Mar. 1944.)

Particulars of the boilers and tubes fitted in H.M.S.V. "Salvage Duke" are identical with those published in A.F.O. 1415/43 for H.M. Ships "Salventure" and "Salvestor".

Records affected D.354 and D.682 (Standard Copy).

(This order will not be reprinted.)

(A.F.O. 1415/43.)

1549.—Fuelling Escorts at Sea—Output of Oil Fuel Transfer Pumps

"Illustrious" Class, "Implacable" Class and "Unicorn"

(P. 1253/44.—23 Mar. 1944.)

The oil fuel transfer pumps in ships of the above classes are specified to deliver 50 tons of oil per hour against a discharge pressure of 40 lbs./in.² and a suction lift of 15 ft. (approximately equivalent to 6 lbs./in.²).

2. In general a pump discharge pressure of at least 75 lbs./in.² is required when using the buoyant hose fuel transfer equipment. It has been ascertained from the makers that the transfer pumps fitted in ships of the above classes are capable of operating with total heads considerably in excess of those specified without overloading the pump or the motor.

3. Accordingly when transferring fuel to escorts the pumps may be operated with safety up to the following rates of output when pumping oil of viscosity not exceeding 2000 secs. Redwood No. I:—

If total head is 90 lbs./in.² output should be not greater than 45 tons/hr.

If total head is 80 lbs./in.² output should be not greater than 50 tons/hr.

If total head is 70 lbs./in.² output should be not greater than 60 tons/hr.

If the total head exceeds 95 lbs./in.² there is a danger that the pump bearings will fail on prolonged running and a total head of 90 lbs./in.² is not to be exceeded in any circumstances.

4. The loading on the electric motors driving the oil fuel transfer pump is not to exceed the normal current rating under any of the above pumping conditions in order to avoid overheating and damage to the motors.

1550.—Propeller Shafts and Muff Couplings—Corrosion of—REPORTS

B.Y.M.S.

(D. 032444/43.—23 Mar. 1944.)

To overcome the severe corrosion experienced in the after shafting and muff coupling the following work is to be carried out in all B.Y.M.S. at the first opportunity :—

(i) All non-ferrous parts, including the "A" brackets and intermediate struts, are to be coated with three coats of Detel Red A(C). The steel muff coupling is to be coated with three coats of Detel D.M.U., followed by three coats of Detel Red A(C). Where the rubber covering of the shafting is in good condition, it is not to be disturbed, but if it has been penetrated or broken, it is to be removed and the shafting treated in the same way as the muff coupling.

(ii) Non-ferrous fittings, such as gunmetal retaining plates and gland rings on the muff coupling, are to be replaced by steel.

(iii) All corrosion products are to be removed and metallic surfaces are to be thoroughly cleaned before applying the compositions.

2. If the protective paints referred to in paragraph 1 (i) are unobtainable Debecote or other high-duty protective paint should be used.

3. Reports on the effectiveness of the above-mentioned treatment are to be forwarded after the first docking subsequent to the work being carried out.

4. Shafts can be considered serviceable until the pitting is so distributed that the effective diameter is reduced by $\frac{1}{8}$ -in.

(A.F.O. 5895/43 is cancelled.)

1551.—Centralized Power Supply System for W/T Base Ships, Using Boards 2BF Distributing Pattern Nos. W.8394, W.8395, W.8399 and W.8400—Fitting-out Information.

(R.E. 10258/44.—23 Mar. 1944.)

A.S.E. Preliminary Specification No. B.384/44 has been prepared to show the method of fitting and wiring centralized power supply system for W/T Base Ships, using boards 2BF, distributing, Pattern Nos. W.8394, W.8395, W.8399 and W.8400.

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

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships concerned are therefore to apply to the Warship

Production Superintendents of their areas for a copy of A.S.E. Specification No. B.384/44, in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**1552.—Radar Types 282P/P(1)/P(2)/P(3), 283 and 285M(3)/M(4)/P(3)/P(4)Q—
Modifications to Panel L22, Pattern W.4137**

(R.E. 01177/44.—23 Mar. 1944.)

Experience has shown that the following defects are affecting the efficient working of Panel L22, Pattern W.4137, fitted as part of the receiver outfits for the above-mentioned sets :—

- (i) Overheating of Resistor R4, Pattern W.2742.
- (ii) No discharge resistances for condensers C.27 and C.28 in 1,000-volt circuit.
- (iii) Valves shaken loose by gunfire and vibration.
- (iv) Transformer, Pattern W.4267, unreliable in service.
- (v) Potentiometers P4 and P5, 10,000-ohms dual ganged, Pattern W.4229, unreliable in service.

Note.—Reference is to be made to circuit diagram of Panel L.22 in C.B.4221 Series, Chapter 16, Figs. 216/18.

2. To overcome these defects, the following modifications are to be made :—

- (i) (a) Replacing of Resistor R4, Pattern W.2742, by two resistors, Pattern W.3056.
- (b) Addition of ventilating holes in time-base unit, Design "H".
- (ii) Addition of two discharge resistors across Condensers, C.27 and C.28.
- (iii) Addition of valve retaining devices.
- (iv) Replacement of Transformer, Pattern W.4267, by Transformer, Pattern W.8827.
- (v) Replacement of Potentiometer, Pattern W.4229, by Potentiometer, Pattern 50784.

3. Ships fitted with any of the above-mentioned Radar sets which have Panels L22 with a serial number below ML.330 and for MC.200, are to demand, from S.N.S.O., Haslemere, the following stores for each Panel L22 fitted, quoting this Order as authority :—

Pattern No.	Description	Quantity
W.8827	Transformer	1
W.50784	Potentiometer, 10,000 ohms, dual ganged	1
54107	Box of parts for modifying Panel L22, containing the following :—	
	Resistor Board (fitted with 2 Pattern W.2295 Resistors).	1
3056	Resistor, 1 watt, 22,000 ohms	2
W.3986	Valve Retaining Ring	6
W.9357	Retainer for Valve, Wireless	3
W.9356	Retainer for Valve, Wireless	7
54444	Mounting Plate for Pattern W.8827 Transformer ...	1
—	Pillars, complete with spring clip, screws, nuts, etc.	2

4. In ships already fitted the modifications are to be carried out by the ship's staff, assisted as necessary by depot ships' staff. In ships fitting the work is to be done by the dockyards or contractor concerned, in accordance with the following instructions and A.F.O. Diagram 87/44 (1-5) :—

- (i) Remove cathode ray tube and all valves from Panel L22 to a place of safety.
- (ii) Remove transformer, Pattern W.4267, the wires to valveholder V21 and the grommets they pass through.
- (iii) Drill the holes in the chassis as detailed in figures 1 and 2 of A.F.O. Diagram 87/44 (1) (A.S.E. Drawing 35722). Care must be taken to ensure that no components or wiring are damaged during these operations.
- (iv) The existing two screws partly securing condensers C41 and C42 are to be removed, the holes are to be countersunk to take 4 B.A. screws, and screws 4 B.A., countersunk head, $\frac{1}{2}$ -in. long to be fitted, using existing nuts.
- (v) Secure transformer, Pattern W.8827, to mounting plate, and mounting plate to chassis, using the screws provided in the mounting plate, as shown in figure 10 of A.F.O. Diagram 87/44 (2) (A.S.E. Drawing 35726).
- (vi) Fit the two grommets for wires to V21 valveholder in the $\frac{1}{2}$ -in. holes drilled in chassis. Wire the transformer as shown in figure 9 of A.F.O. Diagram 87/44 (2) (A.S.E. Drawing 35726). Note that the connections are different from those which previously existed, but are correct for transformer, Pattern W.8827.
- (vii) Fit and wire up resistor board, as shown in figures 3 and 4 of A.F.O. Diagram 87/44 (3) (A.S.E. Drawing 35723).
- (viii) Remove the screws securing the 9-pin valve holders marked V1, V4, V5, V12, V15 and V16, shown in A.F.O. Diagram 87/44 (1) (A.S.E. Drawing 35722). Fit valve retaining rings on top of chassis and secure ring and holder by screws, 6 B.A., cheese head, $\frac{1}{2}$ -in. long, and existing nuts as shown in figure 5 of A.F.O. Diagram 87/44 (4) (A.S.E. Drawing 35724).
Note.—If suitable valve retaining rings are found to be already fitted, this operation can be omitted.
- (ix) Fit retainer for valve, wireless, Pattern W.9357 (this has the longer spring fitted), to valves marked V17, V20 and V21, as shown in figure 6 of A.F.O. Diagram 87/44 (4) (A.S.E. Drawing 35724).
- (x) Fit retainer for valve, wireless, Pattern W.9356 (this has the shorter spring fitted), to valves marked V3, V7, V8, V11, V14, V19 and V23, as shown in figure 6 of A.F.O. Diagram 87/44 (4) (A.S.E. Drawing 35724).
- (xi) In the time-base unit, Design "H", the two screws that secure the paxolin board for supporting valves V6 and V10 are to be removed, and replaced by pillars and spring clip, using the existing nuts to secure the pillars as shown in figure 11 of A.F.O. Diagram 87/44 (4) (A.S.E. Drawing 35724).
- (xii) The locating pin at the centre of the valveholders for valves V6 and V10 is to be disconnected from the rest of the wiring and connected to an earth point on the chassis.
- (xiii) Open the door on front of time-base unit, Design "H", and remove resistor marked R4. Replace this resistor by two resistors, 1 watt, 22,000 ohms, Pattern W.3056, wired in parallel, as shown in figures 7 and 8 of A.F.O. Diagram 87/44 (5) (A.S.E. Drawing 35725).
- (xiv) Remove potentiometer, 10,000-ohms, dual ganged, Pattern W.4229, marked "sweep rate" from time-base unit, Design "H", taking note of the connections. Remove the sleeve from potentiometer spindle and fit the sleeve in a similar position on potentiometer, 10,000 ohms, dual ganged, Pattern 50784. Fit this potentiometer in place of the one removed and make the connections the same as before.
- (xv) Replace cathode ray tube and all valves.

1553.—Radar, Types 282M(3)/M(4)/P/P(1)/P(2)/P(3), 284M(3)/M(4)/P(3)/P(4) and 285M(3)/M(4)/P(3)/P(4)/Q. Aerial Outfits ASE, ASF and ASG—Junction Boxes and Lead-Wool Packed Glands

(R.E. 01384/44.—23 Mar. 1944.)

Reports from sea indicate that trouble is still being experienced with junction-boxes and lead-wool packed glands used in Aerial Outfits ASE, ASF and ASG fitted with the above-mentioned sets.

2. The following instructions supplement those contained in A.F.O. 4590/43, which instructed ships and authorities concerned to fit dermatine and steel washers to lead-wool packed glands.

(a) *Clamping of aerial feeder cables.*—Lead-wool packed glands cannot be watertight unless the cable is prevented from moving about inside the gland. Any movement of the cable causes distortion of the lead-wool packing, thus permitting moisture to seep into the gland. This can only be prevented by clamping the cable at a point outside the gland and to the part of the ships' structure on which the junction box or line unit, adjustable, is mounted. The clamps are to have rounded edges to avoid cutting the outer case of the cable and be fitted completely round the cable; clips will not suffice. The fitting of such clamps is to be treated as a defect, quoting this Order as authority, and carried out by ship's staff assisted by depot ship's staffs where necessary.

In new construction or ships converting to "M" and "P" modifications of the above-mentioned Radar sets, the work is to be carried out by dockyards and shipbuilding contractors concerned. Authority for fitting the clamps is given in A.S.E. Specification B.182/43, page 4.

(b) *Cold flow of lead-wool packing.*—When lead-wool glands are being packed, the strands of lead-wool are pressed together by the packing tool, Pattern No. 4672/3; this, however, does not form a solid block of lead and air spaces exist between the strands. After the gland sleeve has been tightened up, the lead-wool and dermatine washer are left under pressure which slowly causes the mass of lead-wool strands to change shape, becoming more compact with smaller air spaces. The elastic dermatine washer takes up this volume when trying to regain its natural thickness. Once this latter stage has been reached, however, the washer no longer presses against the cable sheath and the wall of the junction box, with the result that moisture will enter the gland sleeve and affect the insulation of the aerial system. To ensure that the dermatine washer is always under compression, the nut which secures the gland sleeve to the junction-box must be periodically inspected (at least once a month) by ships' staff and tightened up if found loose; detailed instructions will be found in the relevant handbooks.

3. It is not considered that the liberal application of Henley's compound or other substances external to the glands assists in maintaining their watertightness to any degree and as this practice precludes the periodical inspection and adjustment of the gland nuts referred to in paragraph 2, it is to be discontinued; previous instructions advocating this method are to be cancelled.

(A.F.O. 4590/43.)

1554.—Radar, Types 286 PU., 291U and 251M—Testing Equipment

(R.E. 01382/44.—23 Mar. 1944.)

It has been decided that testing equipment as at present allowed to trawlers for Radar, Types 286PU, 291U and 251M under outfit TOA, will not in future be supplied. All major servicing of Radar equipment on trawlers should in future be carried out by base staffs.

2. Commanding Officers of trawlers concerned should arrange for this equipment to be returned to the S/N.S.O. or B.A.O. at the base.

3. Establishment List E.506 for Testing Outfits TOA, TOB, TOC and TOD will be amended in due course.

1555.—Radar Type 291/U/W—Securing of Covers to Receiver P.25

See AFO 4586/45.

(R.E. 01304/44.—23 Mar. 1944.)

Cancelled by
AFO 5336/46.

In early models of receiver P.25 the cover of the receiver has not been secured to the chassis. To prevent damage to the chassis when being removed for servicing, the covers of receivers not already modified should be secured in accordance with A.F.O. Diagram 85/44 (A.S.E. Drawing No. 37252), as follows:—

Figure 1.—Drill two holes $\frac{1}{2}$ -in. diameter on the Centres A and B at the rear of the receiver, penetrating into the chassis and no further.

Figure 2.—Remove cover from the chassis and enlarge the holes in the cover to $\frac{1}{2}$ -in. diameter. Enlarge the holes in the chassis to $\frac{1}{8}$ -in. Make two packing pieces of $\frac{1}{8}$ -in. thick, brass or steel.

Figure 3.—Assemble the "Oddie", part No. 213, into the cover, as shown, by pressing the ring, part No. 214, over the plunger. Assemble the springs, part No. 212, and the packing pieces inside the chassis by means of $\frac{3}{8}$ -in. diameter rivets or 6BA countersunk headed screws on $\frac{1}{4}$ -in. centres.

Figure 4.—Slide the cover over the receiver and with the slots vertically up and down, press them home. They should enter with a snap action. To remove the cover, turn the heads of the plunger through 90° and they will automatically disengage from the chassis.

2. Commanding Officers of ships and coastal craft concerned should arrange for the receivers to be modified by bases as convenient.

3. One box of parts, Pattern 53063, is required for modification of each receiver, and bases concerned should demand the necessary number from S.N.S.O., Haslemere.

1556.—Radio Set Type 650—Fitting-out Information

(R.E. 10393/44.—23 Mar. 1944.)

A.S.E. Preliminary Specification No. B.400/44 has been prepared to show the method of fitting and wiring Radio Set Type 650.

2. Copies of the specification have been forwarded to Commander-in-Chief, Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys and Rosyth; Flag Officer, West Africa; Commodore, Algiers; Commodores Superintendent, Gibraltar and Malta; Commodore-in-Charge, Sheerness; Captain Superintendent, Alexandria; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Secretary, Naval Board (N.D.A.), Ottawa; and to B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North-Western, Humber, Southern, London, South Wales, Belfast, Scottish and North-Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radio Set Type 650 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.400/44, in accordance with the procedure laid down in A.F.O. 790/40.

4. In addition to the above, it has been decided to include a copy of Specification No. B.400/44 with each planned packed set.

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

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

1557.—Type 277—Aerial Outfit AUK—Return of Containers

(N.S. 16591/44.—23 Mar. 1944.)

It is imperative that the special container "AUK/I" in which the assembled aerial outfit AUK is packed, be returned to the appropriate contractor as soon as empty. Invoices should be forwarded to Superintending Naval Store Officer, Haslemere.

2. A cast aluminium plate is affixed to the container and bears the following information:—

- (a) "AUK/I"
- (b) Admiralty Pattern No. 54217.
- (c) Gross weight.
- (d) Net weight.
- (e) Serial No. of container.
- (f) Slings instructions.
- (g) Unpacking instructions.
- (h) The words "Shackles and all loose packing pieces MUST be returned to (Name of contractor)".

3. Failure to comply with item (h) will seriously impede supply of outfit AUK.

1558.—A.C. Supply Outfit DUW—Fitting-out Information

(R.E. 10257/44.—23 Mar. 1944.)

A.S.E. Preliminary Specification No. B.368/43 has been prepared to show the method of fitting and wiring A.C. Supply Outfit DUW.

2. Copies of the specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys and Rosyth; Flag Officers, East Africa, West Africa and Ceylon; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director, Coastal Force Material Division; Director, Combined Operations Material; Commodore, Algiers; Commodores Superintendent, Gibraltar, Simonstown and Malta; Commodores-in-Charge, Sheerness and Halifax; Commodore, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle); Commanding Officers, H.M. ships "Helder", "Lizard", "Monek", "Northney", "Sea Serpent", "Squid", "Tormentor" and "Vectis", and to the Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S. 1; Commanding Officers, H.M. ships "Fox", "Midge", "Mantis", "Beehive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II", "Mosquito" and "Gregale"; Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Base, Corpach and Dunstaffnage; and to B.A.M.R., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. supply outfit DUW are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.368/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

1559.—E/S Equipment Types 762, 763 and 763A—Introduction of Attachable Junction Box for Oscillator Pattern 2775

(N.S. 017346/43.—23 Mar. 1944.)

Considerable trouble has been experienced in E.S. equipment Type 762, 763 and 763A, through frequent immersion of oscillator cables in oily bilge water with consequent failure of the insulation.

2. Two junction box attachments, Pattern A.1979, are being issued with new equipments for fitting to oscillators, Pattern 2775, thereby enabling cable, Pattern 2533D, to be carried right through from the recorder and amplifier to the oscillator positions to provide the necessary protection. The separate junction boxes, Pattern A.988, and braiding, Pattern A.1917, hitherto supplied for fitting in these runs are thus no longer required.

3. Existing installations are to be modified by ship or base staffs concerned and for this purpose two junction boxes, Pattern A.1991, will be required to replace existing junction boxes, Pattern A.988, and permit the existing cable runs, Pattern 2533S, to be extended to the oscillators. Cable, Pattern 2533D, should be used for this purpose and an adequate bight must be left at the oscillator end to permit withdrawal of the latter together with the tank lid. The attachment, Pattern A.1979, must be screwed on to the oscillator body (after the latter has been mounted in the tank lid) and then locked in position by a suitable nut cut from the existing large hexagonal gland nut.

4. Care must be taken to ensure effective bonding of the cable sheathing, both across junction boxes Pattern A.1991, and also to the oscillator tank lid fixing bolt.

5. Two junction boxes, Pattern A.1991, and two attachments, Pattern A.1979, are to be demanded for each conversion from Superintending Naval Store Officer, Copenacre, by ships and bases concerned and arrangements made for the necessary length of cable, Pattern 2533D, to be obtained from the nearest storing yard.

6. Relevant establishment lists of stores, Handbooks and "Instruction for installing" are being amended.

(A.F.Os. 3979/43 and 4477/43 are cancelled.)

1560.—Aircraft—Gun Harmonization Stands

(A./A.W.D. 2067/43.—23 Mar. 1944.)

To enable the fixed guns of fighter aircraft to be aligned to any required pattern, without the necessity of moving aircraft from their dispersal point or hangar, a Harmonization Stand (type A), Ref. 4C/1901, was introduced and supplied to Aircraft Carriers and Naval Air Stations. This stand can be set up to reproduce the 50-yard wall diagram by means of wooden discs bolted to an adjustable horizontal bar.

2. It has now been decided to introduce a new Harmonization Stand (type C), Ref. 4C/2010, which is provided with adjustable discs which can be positioned as required. This stand can readily be used for the alignment of the guns of any type of fighter and will be supplied, in future, in place of the type A stand.

3. Adjustable discs will be supplied for use with the type A Stand which will have to be modified as follows:—

- (a) Remove the batons supporting the two horizontal beams and re-affix on the rear side of the beams. Alternatively, it may be found more convenient to reverse the complete beam, in which case a new horizontal sighting line must be provided.
- (b) From the centre line of the stand mark out horizontally a distance of 10½-in. each side. Mark this point as 12-in.
- (c) From the 12-in. mark, continue the graduations for the full length of the beam in units of feet and inches.

(d) Cut a slot down the centre line of the vertical gunsight post, the width of the slot to be such that the shank of the gunsight disc bolt will easily fit.

4. The instructions for harmonizing the fixed guns in Naval aircraft, when using Gun Harmonization Stand (type C) or Gun Harmonization Stand (type A) modified in accordance with paragraph 3 above, are given as an Appendix to this Order.

5. The undermentioned services, to which supply of Type A Stand, Ref. 4C/1901 has not been made, should forward demands for the Type C Stand, Ref. 4C/2010, to their respective R.N. Store Depots at home or Storing Yard abroad, quoting this Order as the authority for supply:—

(a) All Aircraft Carriers.

(b) All R.N. Air Stations and Sections accommodating fighter type aircraft.

6. Delivery from contractors of the Type C Stands, Ref. 4C/2010, is only just about to commence and supply to services will be made as soon as the stands become available. Undue hastening should be avoided.

7. Admiralty Letter No. A/N.A.D. 1314/41, dated 26 May 1942, amended by Admiralty Letter No. A/N.A.D. 1314/41, dated 14 Jul. 1942, is superseded by this Order.

APPENDIX

Instructions for Harmonizing the Fixed Guns in Naval Aircraft

(i) A harmonization base, fifty yards long, should be chosen, so that the aircraft will if possible stand on tarmac, concrete, or some firm base, and will stand level laterally. The ground between the positions for aircraft and stand need not be level.

(ii) Before the aircraft is taken on to the harmonization base, and if desired, while it is standing with tail wheel on the ground, place a straight edge on the datum blocks and measure the angle of inclination of the aircraft to the horizontal by means of an inclinometer or Abney level.

Note:—If an Abney level only is available it will be necessary to stand the aircraft tail wheel on, say, two fitter's tool boxes, in order to reduce this angle because the Abney level has a maximum reading of 10° whereas an aircraft with tail on the ground is inclined at an angle of about 14° to the horizontal.

(iii) Set the master gun at the angle to datum as stated on the harmonization diagram for the particular aircraft, by means of the inclinometer or Abney level placed on the rear cover of the gun.

(iv) Take the aircraft on to the harmonization base.

(v) Place an adjustable trestle under the tail and see that it is level laterally. Place a trestle under each wing to stop the aircraft tilting out of this position.

(vi) Drop plumb lines from the points provided at spinner and tail.

(vii) Erect the harmonization stand at a distance of 50 (fifty) yards from the aircraft, measured from the hubs of the main under-carriage wheels, and ensure that it is at right angles to the fore and aft line of the aircraft.

(viii) Line up the plumb lines, with vertical sighting line on the stand.

(ix) Select a suitable height for the horizontal beam, and adjust the height of the tail of the aircraft, until the master gun is sighted anywhere on the horizontal sighting line, using the instrument gun aligning.

(x) Position the sighting discs on the harmonization stand in accordance with the harmonization diagram appropriate to the aircraft. (Discs are painted distinctive colours and those for the guns are in pair.)

Note.—It is important to observe that in positioning the discs horizontally, the calibration on the beam must be read against the edge of the disc support nearest to the centre of the stand. This reading will indicate the actual distance of the disc centre, from the vertical sighting line.

(xi) Adjust the master gun in azimuth until the appropriate disc appears exactly in the centre of the bore. Check the alignment after clamping.

(xii) Adjust all guns so that their appropriate sighting discs appear exactly in the centre of the bore. Check the alignment after clamping.

(xiii) Adjust the gunsight so that the central dot on the image appears directly in the centre of the gunsight disc. Check alignment after clamping.

(xiv) Camera gun alignment falls into two categories:—

(a) Aircraft fitted with G.45 camera and new type graticule, i.e. vertical and horizontal cross wires and sighting + above the centre spot.

(b) Aircraft fitted with G.S.A.P. N.4A camera.

In the case of (a): align the sighting + on to the centre of the camera gun disc as indicated on the gun alignment diagram.

In the case of (b); align the intersection of the centre lines of the graticule on to the camera gun disc as indicated in the diagram.

1561.—Cancelled.

1562.—Hellcat I Aircraft—Wing Flap Control Valve

(A.M.R. 2820/43.—23 Mar. 1944.)

To avoid any failure of the driving mechanism of the wing flap control valve in Hellcat I aircraft, its proper function must be thoroughly understood.

2. Wing flap operation should normally be carried out by the electric switch just outboard of the throttle.

3. If it is necessary to use the manual control due to electric failure, the red handle must first be pressed downward in order to disconnect it from the electric drive motor and then moved forward or aft as stated on the instruction plate. If the handle is forced without first depressing it, the splined shaft in the electric motor or the rubber clutch may be damaged.

4. Whenever the manual control handle has been used, it must be returned to the neutral position or reset in the notch of the electric motor drive shaft. This is because the manual handle has more throw than the normal electric motor motion, and if the handle is left fully forward or aft, it will not be picked up by subsequent electric operation.

1563.—B.S.S. and A.G.S. Bolts—Specifications A.1, A.15 and A.17—Demanding of Alternatives

(A.M.R. 166/44.—23 Mar. 1944.)

Whereas bolts of the latest issues to the above specifications are described by quoting only the length of the plain portion of the shank from under the head of the bolt, earlier issues of specifications A.1, A.15 and A.G.S. drawings quoted the whole length of the shank.

2. A.P.1086, part 12, compares all the above-mentioned specifications on a basis of plain length only. The length of threaded portions are not necessarily identical, but are sufficient to permit the use of a washer, slotted nut and split pin.

3. If the alternative bolts of identical plain length are not acceptable to units, and if only these are available, the acceptable alternative as shown in A.P. 1086, Part 12, should be quoted on demands.

1564.—Combustion Tubes for Oil Fuel Burning—Supports for

(N.S. 17305/43.—23 Mar. 1944.)

Supports for combustion tubes of mild steel for oil fuel burning equipment in boilers of H.M. ships are to be standardized similarly to those of heat-resisting steel referred to in A.F.O. 612/43, and pattern numbers have been assigned as follows:—

Pattern No.	Description
5933	Supports for combustion tubes, mild steel, to A.F.O. Diagram 45/43.
5934	Supports for combustion tubes, mild steel, to A.F.O. Diagram 45/43.

2. The "first outfit" and "emergency stock" quantities of Patterns 5930-1 and 5933-4 to be carried on board ships concerned are as follows:—

Cruisers and above ...	... One-eighth of the number fitted.
Other ships ...	... One-quarter of the number fitted.

3. The Establishments of Naval Stores will be amended, and the supports are being added to the Rate Book of Naval Stores under Subhead B.3. The supports should be deleted from the Special Stores Lists.

4. In ships where supports, Patterns 5930-1 and 5933-4 are suitable for use in lieu of those at present shown in Engineers' Special Stores List, the latter should be amended to show the appropriate pattern.

5. *Home Yards.*—Requirements of mild steel supports should be arranged by the dockyards, by local manufacture as necessary.

6. *Yards overseas.*—Requirements should be demanded on Director of Stores, Admiralty, London, unless satisfactory local supply can be arranged.

(A.F.O. 612/43.)

1565.—Watertightness of Transverse Bulkheads*Converted Trawlers, Drifters, Whalers and Yachts*

(D. 2885/44.—23 Mar. 1944.)

Cases have recently come to notice where holes have been drilled in W.T. transverse bulkheads or piping removed and the holes left unplugged in vessels such as converted Trawlers, Drifters, Whalers and Yachts on Admiralty service.

2. The attention of Administrative Authorities, Emergency Repair Overseers, Staffs of Maintenance Bases, and the Commanding Officers of the vessels concerned is drawn to K.R. & A.I., Chapter XVIII, Article 457, of the Engineering Manual, and to the importance of preserving the watertightness of the main transverse bulkheads of such vessels.

3. Commanding Officers of the vessels concerned should arrange for an inspection of W.T. transverse bulkheads to be carried out at the first convenient opportunity, either before or during repairs or boiler cleaning and for any holes discovered in main transverse W.T. bulkheads to be blanked at the first opportunity either by ship's staff by temporary plugs or by repair yard, the item being treated as a defect.

4. Attention is drawn to A.F.O. 6275/43, which lays down Naval Stores for Damage Control Purposes to be carried in converted Trawlers, Whalers, Drifters and Yachts.

(K.R. & A.I., Chapter XVIII.)

(Engineering Manual, Article 457.)

(A.F.O. 6275/43.)

1566.—Rotol Propeller Tools

(N.S. Air 4403/44.—23 Mar. 1944.)

The revised allowances of tools for the maintenance and repair of Rotol Propellers are shown in the Appendix to this Order.

2. Services are to arrange forthwith for the adjustment of the range and quantities held to conform to allowances detailed in this Appendix.

3. The tools allowed will limit the work which can be undertaken by these services to the following:—

(a) Squadrons ...	... Changing propellers and minor inspections. Curing simple external oil leaks.
(b) Aircraft carriers (Fleet and Light Fleet)	... Changing propellers, major inspections and replacements affecting balance. Special balancing equipment to be supplied. Field service repairs to blades.
(c) Aircraft carriers (Escort) ...	... Changing propellers, minor inspections and minor replacements not affecting balance. Field service repairs to blades.
(d) Naval air stations (Class "A", "B" and "C") and repair yards (Class "B" normal).	... Changing propellers, major inspections and repairs of a minor nature including those involving propeller rebalancing. Field service repairs to blades.
(e) Naval air stations (class "D" and "E").	... Changing propellers, minor inspections and minor replacements not affecting balance. Field service repairs to blades.
(f) Repair yards (class "A" and "B" Special).	... Changing propellers and major inspections. Major hub repair including small amount of salvage work. Minor wood blade repairs.
(g) Repair ships ...	... As for repair yards but on a limited scale.

APPENDIX
Rotol Propeller Tools

R.A.F. Ref. No.	Part No.	Description	Aircraft and Types of Propellers							Allowances										
			Master I and II Sea Otter	Fulmar I and II	(See *)	(See †)	Seafire IIC, III and LIII	Barracuda II	Squadrons (per 6 I.E. a/c or less)	Fleet and Light Fleet Carriers	Escort Carriers	Catapult Ships	R.N. Air Stations				R.N. Aircraft Repair Yards			Repair Ships
													Class "A"	Class "B"	Class "C"	Class "D" and "E"	Class "A"	Class "B" Normal	Class "B" Special	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
<i>Section 25M</i>																				
20005	TL2156	Split adaptor ...	-	-	x	x	-	x	-	-	-	-	-	-	-	-	1	-	1	1
20007	TL2270	Shaping adaptor ...	x	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	1
20011	TL2268	Shaping adaptor ...	-	-	-	x	x	-	-	-	-	-	-	-	-	-	1	-	1	1
20019	TL2276	Tool bag ...	x	x	x	x	x	x	1	-	-	1	-	-	-	1	-	-	-	-
20021	TL2221	Base for hub assembly ...	-	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-
20023	TL2166	Base for hub assembly ...	x	-	-	-	-	-	-	2	1	-	1	1	1	1	2	1	2	2
20024	TL2261	Protractor block ...	x	x	x	x	x	x	-	-	1	-	1	1	1	1	2	1	2	2
20028	TL2087	Bracket for gauging table ...	-	-	x	x	x	x	-	-	1	-	1	1	1	1	1	1	1	1
20029	TL2278	Bracket for gauging table ...	x	x	-	-	-	-	-	-	1	-	1	1	1	1	3	1	3	1
20038	TL2215/1	Pilot bush ...	-	-	x	x	x	x	1	2	1	-	3	3	2	1	4	3	4	2
20040	TL2281	Clamp group ...	x	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
20044	TL2280	Clamp group ...	-	x	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
20046	TL2054/1	Drift ...	-	x	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
20049	TL2056	Extractor ...	x	x	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	2
20058	TL2201	Extractor—locking ...	-	-	x	-	-	-	1	2	2	-	2	2	1	1	2	2	2	2
20059	TL2205	Extractor ring ...	x	-	-	-	-	-	-	-	-	2	2	2	1	1	2	2	2	2
20060	TL2206	Extractor ring ...	-	x	-	-	-	-	1	2	1	-	2	2	1	1	2	2	2	2
20061	TL2207	Extractor ring ...	-	-	x	-	-	-	1	2	1	-	3	3	2	1	3	2	3	2
20062	TL2204	Hub extractor nut ...	-	-	x	-	-	-	1	1	1	-	3	3	2	1	4	3	4	2
20063	TL2022	Extractor assembly ...	x	-	-	-	-	-	1	2	1	-	3	3	2	1	4	3	4	2

20066	TL2034	Extractor assembly ...	-	x	-	-	-	-	-	-	-	-	-	-	-	-	8	-	8	1
20083	TL2198	Piston extractor ...	-	-	x	x	x	x	1	2	2	-	2	2	1	1	2	2	2	2
20084	TL2202	Shaft nut extractor ...	-	-	x	x	x	x	1	1	-	-	3	3	2	2	4	3	4	2
20085	TL2124	Blueing gauge ...	-	-	x	x	x	x	-	-	-	-	-	-	-	-	2	-	2	2
20097	TL2271	Gauge block ...	-	-	x	x	x	x	-	-	-	-	-	-	-	-	1	-	1	1
20360	TL2126	Height gauge ...	-	-	x	x	x	x	-	1	-	-	1	1	1	1	2	1	2	1
20362	TL2259	Setting gauge ...	x	x	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1
20363	TL2264	Centring gauge ...	-	-	x	-	-	-	-	-	-	-	1	1	1	1	2	1	2	1
20364	TL2265	Plug gauge ...	-	-	-	x	-	-	-	1	1	-	1	1	1	1	2	1	2	1
20367	TL2277	Gauging table ...	x	x	x	x	x	x	-	-	-	-	1	1	1	1	3	1	3	1
20378	TL2155	Headstock ...	-	-	x	x	x	x	-	-	-	-	-	-	-	-	1	-	1	1
20392	TL2145	Headstock ...	x	-	x	x	x	x	-	-	-	-	-	-	-	-	1	-	1	1
20418	TL2217	Spinner key ...	x	-	-	-	-	-	1	-	-	-	6	6	3	2	6	6	6	2
20419	TL2085	Spinner key assembly ...	-	x	x	x	x	x	2	5	2	-	6	6	3	2	6	6	6	2
20420	TL2121	Lead-in for oil seal ...	-	x	x	x	x	x	1	1	1	-	1	1	1	1	2	1	2	1
20421	TL2020	Balancing mandrel ...	x	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1
20434	TL2037	Balancing mandrel ...	-	x	x	x	x	x	-	1	-	-	1	1	1	1	1	1	1	1
20441	TL2311	Sleeve for mandrel ...	-	x	-	-	-	-	-	1	-	-	1	1	1	1	1	1	1	1
20450	TL2063	Assembly mandrel ...	-	-	x	x	x	x	-	1	-	-	2	2	1	3	2	2	3	2
20460	TL2070	Assembly mandrel ...	x	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1
20464	TL2061	Mandrel (parallel) (see †)	x	-	-	-	-	-	-	-	-	-	1†	-	-	-	1†	1†	1†	1†
20471	TL2060	Assembly mandrel (see †)	-	x	-	-	-	-	-	-	-	-	1†	1†	1†	1†	1†	1†	1†	1†
20484	TL2242	Adaptor plate ...	x	-	-	-	-	-	-	-	-	-	1	1	1	1	2	1	2	1
20488	TL2200	Circlip pliers ...	-	-	x	x	x	x	1	2	1	-	3	3	2	1	4	3	4	2
20489	T 1190	Press tool ...	x	x	x	x	x	x	1	1	1	-	1	1	1	1	2	1	2	1
20490	TL2254	Bearing housing protector ...	x	x	x	x	x	x	-	3	2	-	4	4	2	1	8	4	8	4
20492	TL2262	Protractor straight edge ...	x	x	x	x	x	x	1	1	-	-	1	1	1	1	1	1	1	1
20494	TL2260	Protractor ...	x	x	x	x	x	x	1	1	-	-	1	1	1	1	1	1	1	1
20520	TL2065/1	Clamping sleeve ...	-	-	x	x	x	x	-	1	-	-	1	1	1	1	1	1	1	1
20521	TL2147	Spanner ...	-	-	x	x	-	-	1	-	-	-	1	1	1	1	2	1	2	1
20532	TL2004	Spanner, assembly ...	x	-	-	-	-	-	-	-	-	-	1	1	1	1	2	1	2	1
20540	TL2038	Spanner, assembly ...	-	x	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1
20554	TL2275	3/8-in. Whit. box spanner (spec.)	-	x	-	-	-	-	1	2	1	-	2	2	1	1	2	2	2	2
20555	TL2211	Extractor nut spanner ...	-	-	x	x	x	x	1	2	2	-	2	2	1	1	2	2	2	2
20556	TL2014/1	Box spanner assembly ...	x	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	1
20558	TL2007	Spanner, assembly ...	x	x	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
20563	TL2033	Spanner ...	-	x	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	1
20564	TL2003	Spanner, assembly ...	x	x	-	-	-	-	-	1	1	-	1	1	1	1	2	1	2	1
20574	TL2019	Spanner, assembly ...	x	x	x	x	x	x	1	1	-	-	1	1	1	1	1	1	1	1
20575	TL2252	Spanner, assembly ...	x	x	x	x	x	x	1	1	1	-	1	1	1	1	2	1	2	1
20595	TL2244	Spanner ...	x	-	x	x	-	-	-	1	-	-	1	1	1	-	2	1	2	1

APPENDIX—contd.
 Rotol Propeller Tools—contd.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	
		<i>Section 25M—contd.</i>																			
20597	TL2263	Spanner ...	×	×	-	-	-	-	-	-	-	-	1	1	1	-	1	1	1	1	
20599	TL2209	Extractor spanner ...	×	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
20600	TL2210	Extractor spanner ...	-	×	-	-	-	-	-	-	-	2	2	2	1	1	2	2	2	2	
20601	TL2069	Tube spanner ...	-	-	×	-	-	-	1	1	-	-	3	3	2	1	4	3	4	4	
20603	TL2012	Assembly spanner ...	×	×	-	-	-	-	-	-	-	-	2	2	1	1	2	2	2	2	
20605	TL2011	Assembly spanner ...	×	×	-	-	-	-	-	-	-	-	-	-	-	-	2	2	2	2	
20608	TL2081	1/4-in. B.S.F. ring spanner ...	-	-	×	×	×	×	-	1	-	-	1	1	1	-	2	1	2	2	
20609	TL2226	Spanner, assembly ...	×	-	-	-	-	-	-	-	-	-	1	1	1	-	2	1	2	2	
20610	TL2227	Spanner, assembly ...	×	×	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	1	
20612	TL2018/1	Spanner, assembly ...	×	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	3	
20613	TL2032/1	Spanner ...	×	×	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	2	
20614	TL2232	Hub retaining nut spanner ...	×	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	3	
20615	TL2246	Spanner ...	×	-	-	-	-	-	-	-	-	-	2	2	2	1	2	2	2	2	
20616	TL2247	Spanner ...	×	-	-	-	-	-	-	-	-	-	1	1	1	1	1	1	1	1	
20619	TL2009	Spanner, assembly ...	-	×	-	-	-	-	-	1	-	-	1	1	1	-	2	1	2	1	
20620	TL2016	Box spanner, assembly ...	×	-	-	-	-	-	-	-	-	-	1	1	1	-	2	1	2	1	
20621	TL2002	Preload spanner ...	×	×	-	-	-	-	-	-	-	-	1	1	1	-	2	1	2	1	
20632	TL2250	Preload spanner ...	×	×	-	-	-	-	-	1	1	1	1	1	1	1	1	2	1	2	
20652	TL2030	Spanner, assembly ...	×	×	-	-	-	-	-	-	-	-	2	2	1	-	2	1	2	1	
20653	TL2079	Spanner ...	-	-	-	-	-	-	-	1	-	-	2	2	1	-	2	1	2	2	
20655	TL2163	Hub extractor spanner ...	-	-	×	×	×	×	1	2	1	-	3	3	2	1	4	3	4	2	
20656	TL2182	Hub extractor spanner ...	-	×	-	-	-	-	1	2	2	-	2	2	1	1	2	2	2	2	
20661	TL2164	3/8-in. B.S.F. ring spanner ...	-	×	-	-	-	-	1	2	2	-	2	2	1	1	2	2	2	2	
20663	TL2199	Piston spanner ...	-	-	×	-	-	-	1	2	1	-	3	3	2	1	4	3	4	2	
20666	TL2196	Pin and chain ...	-	-	×	×	×	×	1	2	1	-	3	3	2	1	4	3	4	2	
20667	TL2195	Tube spanner ...	-	-	×	×	×	×	1	2	1	-	3	3	2	1	4	3	4	2	
20668	TL2220	3/8-in. B.S.F. spanner ...	×	-	-	-	-	-	1	2	1	-	3	3	2	1	4	3	4	2	
20669	TL2213	Tommy bar ...	×	×	-	-	-	-	-	-	-	-	3	3	2	-	4	3	4	2	
20672	TL2032/2	Tommy bar ...	×	×	×	×	×	×	1	4	2	2	4	4	2	1	6	4	6	2	
20699	TL2039	Assembly tackle ...	-	×	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	1	
20704	TL2231	Piston assembly fixture ...	-	×	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	1	
20710	TL2257	Fixture for holding blade ...	-	×	-	-	-	-	-	-	-	-	1	1	1	-	1	1	1	1	
20731	TL2224	Oil seal assembly fixture ...	-	-	-	-	-	-	-	-	-	-	1	1	1	-	1	1	1	1	
20738	TL2055	Assembly tool ...	-	×	×	-	-	×	1	1	-	-	1	1	1	-	2	1	2	1	
20746	TL2058	Drift ...	×	×	-	-	-	-	-	-	-	-	-	-	-	-	3	-	3	2	
20747	TL2256	Assembly fixture ...	×	-	-	-	-	-	-	-	-	-	1	1	1	-	3	-	3	1	

20757	TL2229	Assembly fixture ...	×	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	1
20763	TL2230	Assembly fixture ...	-	×	-	-	-	-	-	-	-	-	1	1	1	-	2	-	2	1
20768	TL2258	Setting fixture ...	-	-	×	×	-	-	-	1	-	-	1	1	1	-	2	1	2	1
20782	TL2228	Spanner retaining attachment ...	×	×	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
20794	TL2241	Assembly fixture ...	×	-	×	×	-	-	1	2	2	-	1	1	1	-	2	1	2	2
20885	TL2181	Spanner ...	-	-	×	×	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20887	TL2284	Assembly spanner ...	-	-	-	×	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20888	TL2283	Preload spanner ...	-	-	-	-	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20889	TL2148	Preloading adaptor ...	-	-	-	-	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20890	TL2149	Nut for preloading adaptor ...	-	-	-	-	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20903	TL2142	Setting fixture ...	-	-	-	-	×	×	1	-	-	-	1	1	1	-	2	1	2	1
20904	TL2143	Adaptor and lockplate ...	-	-	-	-	×	×	1	-	-	-	1	1	1	-	2	1	2	1
20905	TL2144	Adaptor for Ref. 20903 ...	-	-	-	-	×	×	1	-	-	-	1	1	1	-	2	1	2	1
20907	TL2150	Nut for preload adaptor ...	-	-	-	-	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20908	TL2151	Shaping adaptor ...	-	-	-	-	×	-	-	-	-	-	-	-	-	-	1	-	1	1
20911	TL2162	Oil seal assembly fixture ...	-	-	-	-	×	-	1	1	-	-	1	1	1	1	2	1	2	1
20912	TL2168	Spanner ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20914	TL2176	Blade bearing extractor ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20915	TL2178	Bearing assembly tool ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20916	TL2179	Assembly tool ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20917	TL2180	Stripping tool ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20918	TL2282	Assembly spanner ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20919	TL2285	Spanner, assembly ...	-	-	-	-	×	-	1	1	-	-	1	1	1	-	2	1	2	1
20920	TL2286	Spanner ...	-	-	-	-	×	-	1	-	-	-	1	1	1	-	2	1	2	1
20922	TL2169	Support ring ...	-	-	×	×	-	-	1	-	-	-	1	1	1	-	2	1	2	1
20924	TL2289	Piston nut spanner ...	-	-	-	-	×	×	1	2	1	-	3	3	2	1	4	3	4	2
20925	TL2298	1/4-in. B.S.F. jaw spanner C.S.U. ...	×	×	-	-	-	-	1	-	-	-	3	3	2	1	4	3	4	2
20926	TL2314	Governor unit spanner ...	×	×	×	×	×	×	1	3	2	1	3	3	2	1	4	3	4	2
20927	TL2310	Preloading adaptor (single) ...	-	-	-	-	×	×	1	1	1	-	1	1	1	-	2	1	2	1
20928	TE2312	Extension piece ...	×	×	×	×	×	×	1	1	1	1	1	1	1	-	2	1	2	1
20933	TL2154	Split adaptor ...	-	-	-	-	×	-	-	-	-	-	-	-	-	-	1	-	1	1
20936	TL2214	Spanner, hub extractor ...	-	×	-	-	-	-	-	-	-	-	3	3	2	1	4	3	4	2
21166	TL2337	Hub, balancing ...	×	×	×	×	×	×	-	-	-	-	-	-	-	-	1	-	1	1
21167	TL2400	Adaptor, balancing ...	-	-	-	-	×	-	-	-	-	-	-	-	-	-	2	-	2	2
21168	TL2401	Counterpoise ...	-	-	-	-	×	-	-	-	-	-	-	-	-	-	1	-	1	1
21169	TL2402	Shaft weight ...	×	×	×	×	×	×	-	-	-	-	-	-	-	-	1	-	1	1
21170	TL2416	Adaptor, preload ...	-	-	×	×	-	-	1	1	-	-	1	1	1	-	2	1	2	1
21176	TL2418	Adaptor, balancing ...	-	-	-	-	×	-	-	-	-	-	-	-	-	-	2	-	2	2
21177	TL2421	Adaptor, balancing ...	-	-	×	×	-	-	-	-	-	-	-	-	-	-	2	-	2	2
21180	TL2419	Counterpoise ...	-	-	×	×	-	-	-	-	-	-	-	-	-	-	1	-	1	1
-	TL2131-2135	Form gauges (see †) ...	-	-	×	×	-	-	-	-	-	-	-	-	-	-	1 set†	-	1 set†	1 set†

APPENDIX—contd.
Rotol Propeller Tools—contd.

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)
		Service Supply Spanners and Tools																		
		R.A.F. Section 1C																		
2244		Spanner, D.E., $\frac{1}{4}$ -in. \times $\frac{3}{8}$ -in. Whit.																		
2264		Spanner, S.E., $\frac{1}{4}$ -in., Whit. ...																		
5580		Spanner, box, D.E., 4 B.A. \times 6 B.A., 9-in.																		
5841		Spanner, D.E., 2 B.A. \times 4 B.A. ...																		
5843		Spanner, S.E., 6 B.A.																		
		Naval Subhead B11																		
665		Screwdriver, 8-in. ...																		
3005		Pliers, flat nose, 6-in. ...																		
3650		Spanners, D.E., $\frac{1}{4}$ -in. \times $\frac{3}{8}$ -in. Whit.																		
3651		Spanners, D.E., $\frac{3}{8}$ -in. \times $\frac{1}{2}$ -in. Whit.																		
3652		Spanners, D.E., $\frac{1}{2}$ -in. \times $\frac{3}{4}$ -in.																		
3862		Spanners, box, D.E., $\frac{1}{4}$ -in. \times $\frac{3}{8}$ -in. Whit.																		

* = Fulmar I, II; Hurricane I; Spitfire VA, VB; Seafire IB, IIC; Barracuda I.
 † = Firefly; Hurricane IA, II; Defiant TT, Mk. I; Beaufighter; Spitfire VA, VB; Seafire IB, IIC.
 ‡ = An equivalent to be made by Services from local resources.

(A.F.Os, 5452/42 and 5270/43 are cancelled.)

1567.—Propellers

L.C.T.(4)

(D.C.O.M. 0524.—23 Mar. 1944.)

Comparative trials have indicated that propellers of 36-in. diameter by 22-in. pitch by $4\frac{1}{2}$ sq. ft. developed blade area give better performance than those of 21-in. pitch as fitted to the earlier L.C.T.(4). The former will therefore become standard for L.C.T.(4).

2. Existing 21-in. pitch propellers should not be scrapped as long as they are serviceable, but when their replacement becomes necessary owing to damage, 22-in. pitch propellers should be used.

3. There is no objection to a craft being run with one 21-in. and one 22-in. propeller if circumstances necessitate, but this should be avoided wherever possible.

1568.—60-kW. Main Dynamos—Paralleling—REPORTS

H.M. ships "Jed," "Kale," "Rother," "Spey," "Swale," "Tay," "Trent," "Waveney," "Wear," "Dart," "Ness," "Nith," "Test," "Teviot," "Exe," H.N.M.S. "Johan Maurits"

(D. 12460/43.—23 Mar. 1944.)

Reports have been received regarding the unsatisfactory performance in respect of load sharing and regulation of two groups of reciprocating steam-driven dynamos in "River" class Frigates.

First Group.—Bellis & Morcom—G.E.C. generator sets fitted in "Jed," "Kale," "Rother," "Spey," "Swale," "Tay," "Trent," "Waveney," "Dart," and "Wear."

Second Group.—Peter Brotherhood—B.T.H. generator sets fitted in "Ness," "Nith," "Test," "Teviot," "Exe," and H.N.M.S. "Johan Maurits."

2. *First Group.*—It has been demonstrated in the first group of ships that the desired voltage regulation of 12½ per cent. from full load to no load and satisfactory parallel operation can be obtained by slight adjustment of the brush position and normal routine governor maintenance.

3. *Second Group.*—With regard to the second group of ships, tests have indicated that the governors may be sensitive to small fluctuations in steam and/or exhaust conditions, and this is under investigation, having in view that the adverse effect of the resulting speed variations on the voltage regulation is aggravated by low saturation of the dynamo magnetic system.

4. In order to increase the saturation of the dynamos, experiments with modified pole pieces are in hand and when tests are completed further instructions will be issued.

5. Of the vessels in this group two have been fitted with equalisers which have assisted the load sharing performance. This is not normal for this design of dynamo nor are the breakers and switchboard designed to include equalisers. Therefore in the remainder of these ships, viz: "Exe," "Ness," "Nith," and "Test," every endeavour should be made to obtain correct load sharing by adjustment in accordance with paragraph 6a and 6b below before resorting to the expedient of fitting a temporary equaliser, pending the instructions referred to in paragraph 4. If, however, it is necessary to fit a temporary equaliser an item is to be inserted in the defect list to cover the work involved.

6. *Both Groups.*—If difficulties are experienced with load sharing or if the steady voltage variation with full load thrown off is over 12½ per cent. on either type of set, the generators should be regarded as defected and the following action should be carried out by Dockyard Staff:—

(a) The governors should be checked and adjusted to ensure that their performances are similar and that the speed of the engines never varies permanently more than 3 per cent. when the full load is taken off or put on.

(b) With each dynamo at its normal working temperature and the auxiliary shunt field not energised, the brush position and ballast resistance should be adjusted so that the full-load voltage is 225 volts at normal speed and the no-load voltage is approximately 253 volts with the speed controlled by the governor, i.e. to give a 12½ per cent. drooping voltage characteristic.

7. Detailed instructions for these defect items are not necessary, as this work is of a specialist character and should not be done by bases which have not the requisite skilled supervision possessing a knowledge of the problem.

8. Dockyard or refitting authorities required to carry out trials are to report the results and the action taken immediately.

9. *General.*—With regard to operation it has been observed in certain vessels that ship's staff tend to operate the dynamos at too low a voltage at low loads, under the mistaken idea that the red mark on the voltmeter means that the pressure must never be allowed to rise above the marked value of 225 volts. This is not the case; the red mark indicates the mean working voltage, not the maximum permissible.

10. When a watchkeeper is on duty at the switchboard, he should of course adjust the regulators to keep the voltage reasonably constant at 225. During periods when no watchkeeper is available, however, the regulators should be set so that the voltage is high enough to ensure that additional loads likely to be thrown on at short notice will not cause the voltage to drop below 220. Reductions of load during this period will of course result in a rise in voltage and this rise is generally acceptable. However, the voltage should be checked periodically and the regulators adjusted as necessary to avoid running for long periods above 235 volts.

(*C.-in-C. W.A., 31 Aug., 1943, No. W.A. 3037/4853M.*)

1569.—General Motor Quad Units—Modifications to L.C.I. (L)

(D. 2795/44.—23 Mar. 1944.)

The following modifications to main engines of the above-mentioned craft should be carried out on the next occasion of removal of engines for major overhaul:—

(a) To improve the lubrication of the clutch pilot bearing, the grease baffle fitted in the end of the crankshaft to retain the grease for the lubrication of the clutch pilot bearing is to be replaced by the oil wick assembly and oil baffle, as shown in A.F.O. Diagram 83/44 (1).

(b) It has been found on service that excessive wear of the splines on pinion drive shafts has taken place. This is due to the lubricating oil following round the housing instead of dripping on the shaft. To improve the lubrication (i) the oil holes are to be drilled out and a piece of ¼-in. bore copper tube is to be fitted as shown on A.F.O. Diagram 83/44 (2), and (ii) a taper is to be turned on the engine drive shaft as shown in A.F.O. Diagram No. 83/44 (3).

2. Modification (a), and where craft are refitting in the U.K. modification (b) (ii), should be carried out by the Combined Operations Engine Overhaul Organization. Modification (b) (i), and, where craft are refitting abroad, modification (b) (ii), should be carried out by base staffs. The material should be obtained locally.

(*A.F.O. 5498/43 is cancelled.*)

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

1570.—Reid's Steering Gear—Fitting of

"B" Type M.Ls.

(D. 011981/43.—23 Mar. 1944.)

In addition to those vessels to be fitted out as Navigational Leaders, it is approved to fit Reid's steering gear in lieu of Lockheed, Mark V, steering gear in the following craft, in the priorities stated:—

- (i) Vessels at present fitted with wheelhouse steering position only.
(ii) M.Ls. "256", "263", "265", "266", "272", "274", "278", "209", "244", "271", "277", "279", "281" and "289".

2. Material will not be available immediately, but it is anticipated that the necessary sets will be completed three months from the date of this Order.

3. Demands should be made on C.F.M.S.O., Cobham, copy to Admiralty (D.C.F.M.).

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

1571.—Stabilizers—Denny-Brown—Maintenance

"Hunt" Class. "Black Swan" Class and other Ships so fitted

(D. 2048/44.—23 Mar. 1944.)

Reports received from sea indicate that in certain vessels fitted with stabilizers due attention has not been given to the regular working of the gear and to its lubrication. Fouling of the fin guides and damage to the bearings has resulted.

2. In all ships fitted with Denny-Brown ship stabilizers the following routine is to be carried out:—

- (i) The fins are to be extended and withdrawn at least once every twenty-four hours.
(ii) The outboard bearings and fin guides, which are fed from a single lubricating point, and the sea gland bearing, are to be lubricated during the operation at (i) above.
(iii) The Tecalemit Junior hand compressor grease gun, supplied with the gear, is to be used and strictly reserved for lubrication of the stabilizers.
(iv) Heavy filtered mineral oil is to be used for the outboard bearings, since ordinary grease has been found to clog the lubricating pipes.
(v) When the gear is in operation the outboard bearings and sea gland bearings are to be lubricated at least every four hours. The adjusting screw of the spring feed lubricators on the sea glands is to be set so that the lubricator empties itself in approximately four hours.
(vi) Strict attention is to be paid to the following instructions when lubricating the outboard bearings:—

The Junior hand compressor is to be used to pump the system up solid, the pet cock then opened to release pressure from the system and the cock finally closed.

(*A.F.O. 1172/42 is cancelled.*)

1572.—Combined Operations Craft—Supply of Naval Store Accounting Forms

(N.S. 011449/44.—23 Mar. 1944.)

The East Indies distributing authorities as shewn in Admiralty Fleet Order 368/44, is to be amended to read:—

EAST INDIES	
S.N.S.O., Naval Offices, Colombo.	Distributing Authority, C/o N.S.O., H.M. Indian Dockyard, Bombay.

(*A.F.O. 368/44.*)

1573.—L.B.E.—Supply of Anvil and Forge to Workshop Lorries

(N.S. 011853/44.—23 Mar. 1944.)

One Pattern 4448 portable forge, hand blown, and one Pattern C.821 anvil (with wooden anvil block) are to be carried in each L.B.E. workshop lorry not already equipped with these items.

2. Demands should be forwarded by Commanding Officer of Barges concerned, to Superintending Naval Store Officer, Portsmouth.

3. *Portsmouth only.*—Provision of forges, Pattern 4448, is being arranged as necessary in the Ninth War Demand.

(Captain Landing Barges, L.B. 9, dated 5 Feb. 1944.)

1574.—Landing Barges—Additional Equipment for*L.B.V. (2), L.B.E. and L.B.F.*

(N.S. 16672/44.—23 Mar. 1944.)

Consequent upon the fitting of a heavier type of anchor to L.B.V. (2), L.B.E. and L.B.F., it has been approved to supply the following stores to each of these craft for use when cutting the anchor and also when raising and lowering the after steel jury bulkhead :—

Pattern 5115A.	Block, sheave, single	... ..	1 No.
Pattern 5119A.	Block, sheave, double	... ..	1 No.
Pattern C3205.	Cordage, sisal, 1½-in.	... ..	10 fms.

2. Bases to which craft are attached should forward demands to nearest storing yard or depot.

3. The equipment list of Naval stores for landing barges will be amended.

(Captain Landing Barges, L.B. 61, 17 Nov. 1943.)

(A.F.O. 851/44.)

1575.—60-ft. Fast Seagoing Motor Boats—Hotchkiss Gun Mounting*Naval Air Stations*

(M./C.D. 584/43.—23 Mar. 1944.)

Drawing D.N.C. 28B/A/579 (A.F.O. Diagram No. 86/44) shows repositioning of the Hotchkiss gun mounting in 60-ft. fast seagoing motor boats. Commanding Officers of Naval Air Stations are to arrange for necessary action in boats already in service.

1576.—Life-saving Equipment—Torches and Sleeves for Inflatable Lifebelts*Minor Landing Craft and Landing Barges*

(N.S. 12364/44.—23 Mar. 1944.)

The allowance of torches and sleeves for inflatable lifebelts promulgated in A.F.O. 6022/43 is applicable to all personnel of minor landing craft and landing barges who are normally accommodated ashore, but proceed to sea, either for training or operations.

2. Bases at which minor landing craft and landing barges are accommodated should arrange for sufficient stocks to be maintained to meet requirements of craft personnel.

3. Supplies for major landing craft should be obtained in accordance with paragraph 4 of A.F.O. 6022/43.

(C.O., H.M.S. "Mylodon", A/P.14/2/A, 23 Dec. 1943.)

(A.F.O. 6022/43.)

1577.—Voice pipe from Commanding Officer to Radar Operator—Provision of—*As. and As.**L.C.T.(R)*

(D. 02785/44.—23 Mar. 1944.)

Where a voice pipe from the Commanding Officer to the Radar Operator is not already fitted in L.C.T.(R), the unused voice pipe from the bridge to the engine room is to be suitably extended to the Radar operator.

2. The work is to be carried out where necessary by base staffs, with material supplied by dockyards, as an item of As. and As., Classification "A".

(F.O.C. Force "S", 26 Jan. 1943, No. 27/383.)

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

1578.—Haze Screen—Supply*Major Landing Craft*

(N.S./D.C.O.M. 235/44.—23 Mar. 1944.)

The anti-glare goggles supplied to Major Landing Craft provide insufficient protection to the eyes when a constant lookout is being maintained round the sun.

2. Pattern 952 haze screens are therefore to be supplied to Major Landing Craft as follows :—

	No. per craft
L.C.F.	8
L.C.G. (L)	4
L.C.I. (L)	4
L.C.S. (L) (2)	2
L.C.I. (S)	2
L.C.T. (2)-(5)	2

3. Storing yards should arrange supply to new construction craft without demands. Bases should demand on nearest storing yard or depot for craft attached.

4. The establishments of stores will be amended.

(Captain, M.L.Cs., M.760/73, 31 Jan. 1944.)

1579.—Anchor Shackles and Swivel Pieces—Revised Requirements*L.C.I. (S) and L.C.S. (L) (2)*

(N.S. 28786/42.—23 Mar. 1944.)

The existing allowance of anchor shackles and swivel pieces to L.C.I. (S) and L.C.S. (L) (2) is superseded by the following :—

	Craft allowance	Flotilla allowance
Swivel piece, ordinary, M.Q., ½-in. ...	No. 1	2
Shackle, anchor, ordinary, M.Q., ½-in. ...	No. 6	6
	(includes 3 spares)	

2. Supplies are available in the Mersey area and bases should forward demands to Superintending Naval Store Officer, Mersey, for the shackles and swivel pieces required to equip craft in commission, quoting this Order. Surplus ½-in. shackles and swivel pieces should be returned to Storing Yards.

3. The establishment of stores will be amended.

(Captain, M.L. Brightlingsea, A.1/6/3453, 5 Aug. 1943.)

1580.—Gauges, Feeler, Metric

(N.S. 16477/44.—23 Mar. 1944.)

Feeler gauges, Pattern 851, subhead B.11F, are now obsolete.

2. Yard services requiring metric feelers in future should demand DHT Pattern 1074—Gauges, feeler, 3-in., taper, 10 blades, metric, 0.05, 0.10, 0.20, 0.30, 0.40, 0.50, 0.60, 0.70, 0.80 millimetres.

1581.—Trolleys, Pattern 5420—Increased Allowance
 “Kempenfelt” and later Emergency Leaders and Destroyers

(N.S./G. 012859/43.—23 Mar. 1944.)

The fitting of 21-in. sills at all watertight doors giving access to the weather decks in new construction emergency destroyers will obstruct the course of Bofors and Oerlikon ammunition which was previously by trolley from the forecastle mess deck to the weather deck, negotiation of the coamings of the watertight doors being effected by ramps.

2. An additional trolley, Pattern 5420, is to be allowed to all vessels fitted with 21-in. sills to enable the ammunition to be transported aft.

3. It is expected that all ships of emergency flotillas completing subsequent to “Kempenfelt” will be fitted with the 21-in. sills. 21-in. sills are fitted in “Kempenfelt”.

4. Supply of trolleys to vessels under construction should be arranged by warrant and supplying yards and depots in the usual manner. Supply to “Kempenfelt” should be made without demand by Superintending Naval Store Officer, Rosyth. Purchase to augment stocks as necessary is being arranged in connection with the Ninth War Demand.

5. The Establishment of Naval Stores for Flotilla Leaders and Destroyers (B.R. 332A) and the List of Particulars will be amended.

(A.F.O. 351/44 is cancelled.)

1582.—Switches, Door, Patterns 1183 and 1184—Allowance
 Flotilla Leaders and Destroyers

(N.S. 34934/43.—23 Mar. 1944.)

Spare door switches, one each of Patterns 1183 and 1184 (Subhead F2B) are to be allowed to flotilla leaders and destroyers (all classes).

2. Ships in commission should forward demands for these items to their storing yards or depots.

3. Supply to ships under construction should be arranged in the usual manner.

4. The Establishments of Naval Stores (B.R. 332A and B.R. 373) will be amended.

1583.—Photographic Equipment for Naval Air Services—Supply

(N.S. Air 8783/43.—23 Mar. 1944.)

With the exception of G.45, F.46 and F.24, Cameras and their Ancillary Equipment, all photographic stores required by Naval Air Services under Section 14 of the R.A.F. Vocabulary will, in future, be dealt with as Naval Stores under Subhead F3A and all stocks thereof held at depots in the United Kingdom are being transferred to the S.N.S.O. Severn Area, R.N. Store Depot, Stanley Mills, Stroud, Gloucestershire. (A small stock of G.22 and G.28 cameras is also being transferred to Stroud to be utilised in the maintenance of A.A. Verifying Cameras, etc.)

2. Details of the items which will still be dealt with under Section 14 are as follows:—

F.24 Cameras, consisting of:—

Body,
 Gearbox,
 Magazine,
 Shutter,
 Watch or Counter Unit,
 Case.

Accessories:—

Mirror attachment,
 Extension leg,
 Controls,
 Drive,
 Indicators,
 Motors,
 Leads,
 Mountings,
 Lens and Cones Unit,
 Tools and Testers.

G.45 Cameras complete:—

Accessories:—

Harmonizing Unit,
 Titrating Unit,
 Magazine Test Unit,
 Leads,
 Mountings.

F.46 Cameras complete:—

Accessories:—

Mountings,
 Tools and Testers.

3. There is still a number of G.42B and P.39 Cameras in service, and spares for these are also to be demanded on the normal source of supply of Air Stores.

4. Ships and services requiring photographic stores allowed by Establishment are to forward demands as follows:—

In the United Kingdom or Home Waters.

For items already under, or now transferred to, Subhead F3A—to S.N.S.O., Stroud.

For items detailed in paragraphs 2 and 3—to the normal source of supply of Air Stores.

Abroad.

For items already under, or now transferred to, Subhead F3A—to the (S) N.S.O. at the nearest Yard or Depot.

For items detailed in paragraphs 2 and 3—to the normal source of supply of Air Stores.

Demands for items now transferred to Subhead F3A are to bear the Naval Pattern number where known. Pattern numbers allocated to certain Section 14 items are shown in A.F.O. 4319/41, and an order, giving particulars of the pattern numbers allocated to all Section 14 items transferred, will be promulgated in due course.

5. Stocks under Section 14 at Yards and depots abroad are to be transferred to Subhead F3A.

6. The Air Stores Establishments will be amended in due course.

7. The instructions concerning demands contained in A.F.O. 4319/41 are cancelled.

(A.F.O. 4319/41.)

1584.—Lignum Vitae (Subhead A)—Storage

(N.S. 020994/43.—23 Mar. 1944.)

Lignum vitae logs are to be stored as far as possible under cover and in dim, cool conditions, with the ends coated with paint and varnish to prevent evaporation of the oily content of the wood.

2. The strips required for use in re-wooding propeller shaft bushes are to be cut from the logs as required.

3. The shaft clearances to be allowed after re-wooding of these bushes are to be kept to the minimum consistent with the type of material used.

(C.S., Simonstown, 061441C, Dec. 1943.)

1585.—Lamps, Pattern 16214 and 16215 (Subhead F2A)—Introduction

(N.S. 35659/43.—23 Mar. 1944.)

The undermentioned lamps, for use with instruments plotting for L.A. marking, Pattern F.3/5792, have been added to the Authorised List of Naval Stores under Subhead F2A :—

Pattern 16214 Lamp, tubular, double-ended, 221 mm., 110 v. 30 w.
Pattern 16215 Lamp, tubular, double-ended, 221 mm., 220 v. 30 w.

2. First purchase has been arranged for delivery at Stroud.

1586.—Furniture—Allowances*Vessels built in U.S.A.*

(N.S. 016321/43.—23 Mar. 1944.)

Where the scale of furniture in H.M. ships built in the U.S.A. does not meet requirements and is not to the normal British allowances, demands may be forwarded by the ships to their storing yards on arrival in the United Kingdom.

2. The demands should show against each description :—

- (a) Quantity allowed (normal British).
(b) Quantity on board (supplied by U.S.A.).
(c) Quantity required (A.F.Os. 5395/43 and 5396/43).

*(A.F.Os. 5395/43 and 5396/43.)***Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS****1587.—Commanding Officers' Mess Traps for Senior Officers of Minesweeping Flotillas**

(V. 5/720/44.—23 Mar. 1944.)

Senior Officers in command of minesweeping flotillas, if of Captain's or Commander's rank, may be allowed Commanding Officers' mess traps to enable them to mess separately or undertake necessary entertaining.

2. Such supplies are to be strictly limited to those items, within the Commanding Officers' scale appropriate to the Senior Officer's rank, which are actually required for the purpose, and demands are to be framed in detail accordingly.

3. When a ship no longer bears the Senior Officer of the Flotilla the mess traps are to be returned into store or transferred to the new Senior Officer's ship by agreement with the parent ship.

4. Where supplies of Commanding Officers' mess traps are made as authorized above, the articles allowed to Commanding Officers of minesweepers, by the special note on page 12 of A.F.O. 94/42, are not to be drawn or retained in addition.

(A.F.O. 94/42.)

AFO. 5746/44

1588.—Victualling Arrangements in Small Ships Without Accountant Officers—Parent Ship of Vessels on Modified Form of General Messing

(V. 3/1057/44.—23 Mar. 1944.)

With reference to A.F.O. 2727/43, attention is drawn to the fact that certificate "C" of the Provision Account—Form S.99—should be completed at the local base, which should take on charge cash received for sale of soap, tobacco and provisions issued on repayment.

2. The cash account vouchers should be rendered in schedule form under the two headings—

- (i) Sale of soap and tobacco, and
(ii) Provisions issued on repayment,

and should indicate the name of each ship from which the cash is received and each period to which the cash relates.

3. The cash should *not* be remitted to the base where pay accounts are kept.

*(A.F.Os. 1674/43, 1741/43, 2727/43, 4553/43, 5459/43 and 6105/43.)***1589.—Dutiable Victualling Stores—Procedure for Recovery and Payment of Duty**

(V./D.N.A. 5908/43.—23 Mar. 1944.)

The procedure to be followed in accounting for and paying over the duty on dutiable victualling stores issued on repayment at duty paid rates from Admiralty stocks, is laid down in the Manual of Victualling, Volume 1, Chapter III, Section G. The instructions contained in Clause 2 of the Section quoted should be cancelled and the following substituted :—

- "(2) *Losses in transit of dutiable stores consigned from H.M. Victualling Yards and Depots.*—All such losses are to be reported immediately to the local Officer of Customs and Excise and payment of duty is to be made to the local collector of Customs and Excise by the consignor as soon after report as possible. When the carrier is considered liable for the loss, the duty is to be recovered locally. When the carrier disputes liability for the loss of the stores the matter is to be referred to the Director of Victualling for instructions.
- (3) *Dutiable stores pilfered or lost otherwise than in transit, and losses in transit of dutiable stores consigned from H.M. ships.*—Particulars of such losses should be reported immediately to the Local Officer of Customs and Excise with a notification that the matter has been referred to the Admiralty (Director of Victualling). Adjustment of duty will in all such cases be made by the Director of Navy Accounts direct with the Accountant and Comptroller General, H.M. Customs and Excise.
- (4) *Miscellaneous transactions.*—Particulars of returns of dutiable stores to contractors and sales of dutiable stores, are to be notified by the Superintendent of the Victualling Yard, or other Store Officer concerned, to the local Customs and Excise officials, and the latter will examine the goods and assess the duty. Delivery of the goods is to be withheld until the Customs and Excise officials have notified that the purchaser, or receiver, has paid the duty (or repaid the drawback)."

2. With reference to the instructions contained in the revised clause (2) above, it is pointed out that, in view of the arrangements promulgated in A.F.O. 4657/43, the duty payable to H.M. Customs and Excise in respect of losses of stores in transit by rail in Great Britain is not, as a war time measure, recoverable from the Railway Companies.

*(B.R. 93. Manual of Victualling, Volume 1, Chapter III. Section G.)**(A.F.O. 4657/43.)***1590.—M.F.Vs. Ferried Abroad by Service Crews—Victualling Arrangements**

(V. 15/0189/44.—23 Mar. 1944.)

Detailed victualling arrangements for Naval crews ferrying M.F.Vs. abroad are set out below.

2. Victualling allowance at the special rates shown below should be credited on the ledger to individual officers and ratings from the date of embarkation in M.F.Vs. until date of arrival at final destination :—

Home and Mediterranean (Zones A and B)	2s. 6d.
East Indies (Zone E).	2s. 7d.

3. All provisions, other than emergency provisions (*see* paragraph 5 below) whether drawn from Service or other sources, should be paid for in cash at the time of supply. The victualling allowance should be paid fortnightly in advance, with

the fortnightly payments, and additional advances should be arranged as necessary to enable the crews to purchase stocks of provisions for use on long passages.

4. No adjustment in the credits of victualling allowance should be made if the crews are victualled for a period at a base en route. If victualled in a general mess, the crews should be charged at the appropriate rate of victualling allowance. If accommodated in a victualling allowance mess, they should settle their bills with the mess and they should not be included in the numbers victualled for the purpose of payment of victualling allowance to the mess.

5. A supply of provisions for use in emergency, representing fourteen days' requirements for the crew (*see* scale in A.F.O. 1445/42, paragraph 11) should be placed on board each vessel; these provisions should be entered on an Inventory (Form S.1071) by the supplying base. In the event of any of these provisions being consumed, they should be replaced by the crew taking up provisions on repayment at the earliest opportunity and the whole stock should be returned and taken on charge at the base of the final destination.

6. Mess gear and loan clothing should be embarked on the scale given in the Appendix to this order, and should be accounted for on the inventory system described in A.F.O. 1445/42, the crew being charged on arrival at their destination for any shortages for which they are unable to account satisfactorily.

7. Supplies of rum for issue to "G" ratings may be drawn as required, and quantities supplied should be entered in Form S.1072 (Victualling and Spirit Book) by the supplying base.

8. The Accountant Officer of the depot from which the crew are sent should provide the Commanding Officer with Forms S.1072, and explain the procedure for completing the forms. The Base Accountant Officer at final destination should check the record of issues of rum on Form S.1072, take on charge any quantity of rum remaining, and forward Forms S.1072 with his provision account.

APPENDIX.

Pattern No.	Article	No.
	<i>Mess Gear</i>	
49	Cups	1
87	Saucers	1
86	Plates, soup	2
C.1860E	Forks, table	1
11507	Knives, table	1
C.1863	Spoons, large	2
C.1870E	Spoons, tea	1
P.437	Tumblers, table	1
C.1790	Knives, carving	1
50	Knives, lever	2
C.1807	Forks, carving	1
52/53E	Spoons, mustard/salt	2
C.961E	Basins, sugar	2
125B	Canisters, tea and sugar	2
C.963E	Castors, pepper	2
29A	Cellars, salt	2
227	Pots, mustard	2
218/9	Dishes, butter	2
	and cover	1
224	Jugs, enamelled, 2-qt.	1
123	Kettles, tin, 1½-gall.	1
C.984E	Kettles, tea, 4-qt.	1
C.992E	Pots, tea, 4-qt.	1
C.993E	Pots, coffee, 4-qt.	1
223	Dishes, meat, 12-in.	2
107C	Dishes, meat, No. 3	1
C.996E	Dishes, pie, 10-in	2
C.934	Pans, frying, 10½-in.	1
970E	Pans, stew, 4-qt.	2
968E	Pans, stew, 6-qt.	1
267	Spoons, wood	1
136A	Pans, tin, washing	1
	Cloths, dish	3

for each member of the crew, plus 20 per cent. spare

Loan Clothing

Oilskin coats	1	} for each member of the crew.
Oilskin leggings	1 pr.	
Oilskin sou'wester	1	
Boots, sea	1 pr.	

(A.F.O. 1445/42.)

1591.—Foodstuffs Contaminated by Phosphorus—Disposal of

(M. 578/43.—23 Mar. 1944.)

Notes on the question of the disposal of foodstuffs contaminated by phosphorus:—

- Routine gasproofing methods as for war gas contamination apply equally to phosphorus.
- Exposed foods, especially oily fatty foods such as butter, lard, meat, milk, dripping, oils and also alcohol, are liable to become poisoned either by particulate matter or by the fumes.
- If foodstuffs are situated so close to the point of burst of the incendiary bomb that particles of phosphorus, thrown out by the explosion, contaminate the foodstuff directly, then the foodstuff will usually have to be condemned. It should be borne in mind, however, that the foodstuff will only be contaminated in this way if it is unprotected.
- If the foodstuffs have only been exposed to the fumes arising from the bomb, then they will not seriously be affected since the oxidation products of phosphorus which are formed are not toxic.
- The phosphorus bomb usually also contains oil and the palatability of foodstuffs may be affected by contamination from this source.
- Usually contamination from either constituent of these incendiary bombs will be self-evident, the presence of phosphorus being particularly detectable by its luminosity, fumes, garlic smell and taste. The phosphorus particles will inflame spontaneously and leave a charred scar as evidence of their presence. The particles may be driven quite deeply into either exposed or sacked goods and in this case the only indication of their presence may be the dark colour of the oil, with which the phosphorus was associated, left on the surface.
- Foodstuffs contaminated by phosphorus should be treated or destroyed in the same way as foods affected by liquid vesicants and arsenical smokes.

(C.-in-C., Plymouth, No. 607/Ply. 1471, 2 Feb. 1943.)

(A.F.O. 639/43.)

1592.—Rubber Hose and Tubing—Endorsement of Orders

(P. 9846/43.—23 Mar. 1944.)

To keep a check on the amount of rubber allocated to manufacturers of rubber hose and tubing, Government Departments have agreed to a procedure proposed by the Rubber Control whereby all orders placed by Admiralty contractors for rubber hose and tubing for production purposes (i.e., all purposes except for their plant and machinery) must be endorsed by the appropriate Department before they are placed with the manufacturer.

2. Contractors have been instructed to send, through the officers indicated below, the original and one copy of all orders for rubber hose or tubing required to form part or component of an article to be supplied to the Admiralty and therefore subject to inspection by an Admiralty Overseer or Resident Inspector of C.V.I.'s. staff:—

For Naval Work:	Hull	Appropriate Warship Production Superintendent or Emergency Repair Overseer.
	Engineering	Admiralty Engineer Overseer.
	Electrical Engineering	Admiralty Regional Electrical Engineer.
	Gun Mountings	Admiralty Gun Mounting Overseer.
	Articles inspected by a Resident Inspector of C.V.I.'s. staff.	C.V.I.'s. Resident Inspector.

For Merchant Ship Work :	} For merchant ships under construction.	D.D.M.B. (M. and P.), St. Enoch Hotel, Glasgow, C.1.
		} For merchant ships under repair... Admiralty Merchant Ship Repair Licensing Officer.

3. The order is to include the following details :—

- Main contractor (if any).
- Rubber manufacturer with whom order is to be placed.
- Type, size, quantity (ft.) of hose.
- Purpose for which required.
- Period in which delivery required.

If, after examination, the Admiralty Overseer or Resident Inspector is satisfied that the contractor's need for rubber hose and tubing is genuine he will stamp and sign the order and return one copy to the contractor placing the order. The contractor will, in turn, send it to the rubber hose or tubing manufacturer. The other copy will also be stamped and signed and, at the end of each month, all the copies of orders endorsed in that month will be forwarded to the Secretary of the Admiralty, P. Branch (175), Empire Hotel, Bath.

4. Where the articles ordered by the Admiralty are not made under inspection (e.g. oxyhydrogen underwater cutting equipment, Pyrene Company's fire-fighting equipment, etc.), the same procedure as in paragraph 3 is to be followed, except that the order is to be referred to the Director of Contracts.

5. Where the articles have been ordered by dockyards and area naval store depots under standing contracts or by local purchase orders, none of the articles being subject to inspection, the orders should be referred for endorsement to the Superintending or Area Naval Store Officer on whose behalf the order has been placed. The procedure described in paragraph 3 is then to be followed.

6. Where orders for tubing or hose ordered *as such* are placed by the Director of Contracts, by dockyards, or by area naval store depots under standing contracts or by local purchase no further Admiralty endorsement will be required, as the fact that the orders have been placed by the Admiralty or by locally authorised Admiralty representatives will be considered as sufficient authorisation by the rubber hose or tubing manufacturer.

7. Contractors who intend to obtain their requirements through a factor have been instructed to send their orders to the appropriate Admiralty authority as indicated in paragraphs 2 and 3 above, attaching a special certificate which they should obtain direct from P. Branch, entitling the holder to place an order with suppliers for the quantity of hose required. If the requirement is certified to be essential the certificate will be endorsed by the Admiralty authority and returned to the contractor with the order. The contractor will then send the certificate to the factor with his order.

(A.F.Os. 3121/43, 3240/43, 3367/43, 4783/43 and 5047/43 are cancelled.)

1593.—Oxygen Cylinders for F.A.A.—Supply and Refilling Arrangements—REPORTS

(N.S. 1317/44.—23 Mar. 1944.)

Arrangements are being made for stocks of oxygen transport cylinders (Refs. 6D/121 and 6D/512) to be maintained at R.N. Store Depots, Perth, Stafford and Copenacre; and the holding of cylinders at Portsmouth will be discontinued.

2. Stocks of filled cylinders at Portsmouth should accordingly be transferred to Copenacre, the quantity forwarded being reported to Admiralty.

3. The following cylinders have been ordered from the Air Ministry for delivery to the depots named :—

Ref. 6D/512—100 for Perth.
25 for Stafford.
25 for Copenacre.

4. On receipt of these cylinders arrangements should be made for them to be registered and the Air Ministry number prefixed by the letter "N", which should be stamped on the cylinder in front of the Air Ministry number to distinguish them as Admiralty cylinders. History sheets should be prepared if not supplied.

5. Supplies of oxygen should be obtained by the Superintending Naval Store Officer at the depot from Messrs. British Oxygen Gas Co., Ltd., under the existing Air Ministry contract, orders being placed as follows :—

Depot.	British Oxygen Co.
By Perth ...	... Glasgow or Leith.
By Stafford ...	... Wolverhampton.
By Copenacre ...	... Southampton.

6. The accounting procedure should be as follows :—

"Each consignment of partially filled cylinders returned for refilling is to be supported by a local order form (R.A.F. Form 531) recording the registered number and the gas pressure of each cylinder returned, which is to be signed by the Superintending Naval Store Officer. Whenever possible the Form 531 should be forwarded to the contractors' works 48 hours in advance. When cylinders are sent to filling station the pressures are to be shown on Form 531. All refilled cylinders are to bear the seal affixed by the Air Ministry's Inspecting Officer."

Copies of the pertinent contract are being obtained and will be forwarded to R.N. Store Depots concerned as soon as available.

7. In view of the pressure to which these transport cylinders are charged (viz., 3,600-lb. per sq. in.), they should be *transported by service lorry only*.

8. H.M. Ships in home waters and R.N. Air Stations in United Kingdom should return empty cylinders to R.N. Store Depots, Perth, Stafford or Copenacre, as appropriate with the least possible delay, in order that the maximum use may be made of available stocks of cylinders.

9. Care is to be taken in the handling, etc., of these cylinders, the following precautions being taken in connection with transport and storage :—

- The cylinders should be so conveyed as not to project beyond the sides or ends of the vehicle. Cylinders should not be loaded in vehicles more than four cylinders high. Cylinders when loaded into vehicles are to be secured against movement, and care taken to ensure that no cylinder can fall from the vehicle.
- So as to obviate the possibility of explosion, filled cylinders are not to be dropped, rolled or subjected to rough handling of any kind. Valves should not be jammed tight against the side of the vehicle or subjected to any external pressure or strain whilst in transit.
- Cylinders should be legibly marked or labelled with the name of the gas and the name and address of the person or firm by whom it was compressed.
- Cylinders should not be placed or stored in the vicinity of boilers or other bodies so that they are liable to become unduly heated.

10. *Testing of Cylinders.*—Cylinders are subject to test at the expiration of 3 years and the date when the test is due to be carried out is either stamped on a metal tally affixed to the cylinder or painted on the cylinder. A notation to this effect is also made on the History Sheet. Care should be taken to ensure that cylinders due for test are returned to store, for return to the firm for the purpose of carrying out the test.

11. Allowances of oxygen cylinders (Ref. 6D/121 or 512) and associated item to Aircraft Carriers and R.N. Air Stations are included in the Aircraft Stores Establishment (B.R.377 and B.R.378).

(C.A.F.Os. 3855/39 and 1267/40 are cancelled.)

1594.—Aircraft Radio—Transmitter Receiver TR.1196 Series—Ventilated Covers

(A.C.R.D. 995/43.—23 Mar. 1944.)

To provide improved ventilation for the rotary transformer in power units, types 87 and 104 of T.R. 1196 Series Aircraft Radio equipment, it has been found necessary to modify the top cover.

2. The new items are known as Covers, Type 400 (Stores Ref. 10A/15993).

3. These covers are to be fitted as a direct replacement for the existing non-ventilated type and the latter are to be returned to store in accordance with current authorized procedure.

4. Supplies of the new covers, type 400 are now available and should be demanded from the appropriate R.N. Store Depot.

5. The serial numbers of sets which have been modified during production are as follows:—

<i>TR.1196</i> from 25100 to 29200	<i>TR.1196B</i> from 20287 to 20945
from 32935 to 34648	from 34649 to 40611
from 40612 to 46611	from 64012 to 64911
from 65312 to 78291	<i>TR.1196C</i> from 64912 to 65311
<i>TR.1196A</i> from 46612 to 64011	from 78292 to 78741

No modification action is necessary in these equipments.

Cancelled by **1595.—Propane Gas**
A.F.O. 6376/46. (C.P. 33493/43.—23 Mar. 1944.)

The local purchase arrangements made with the British Oxygen Co., Ltd. of Grosvenor House, Park Lane, London, W.1, for the supply of propane gas has been extended to cover cylinders of a larger size than 23-lb. capacity according to local requirements.

(A.F.O. 749/44.)

1596.—First-Aid Outfits for Aircraft Dinghies—Alteration in Contents

(M.D.G. 11741/44.—23 Mar. 1944.)

Hyoscine, hydrobromide, tablets, oval, gr. 1/200, tube of 50, 1 No., are now issued in dinghy first-aid outfits for aircraft in lieu of chloretone capsules for the relief of sea-sickness.

2. As opportunity arises, substitution in outfits containing chloretone capsules already issued to aircraft should be made by Medical Officers or Officers-in-Charge of R.N. medical store depots.

(A.F.Os. 6205/42 and 510/43.)

1597.—Engine Spares and Replacement Parts—Discounts Applicable to Government Orders

(C.P. 55064/43.—23 Mar. 1944.)

The following amendments are to be made to A.F.O. 6038/43:—

Paragraph 1, line 4. *After* "engines", *insert* "and also for".

Paragraph 2. *Add* following to list of firms and discount details shown:—

"J. I. Thornycroft & Co., Ltd. List prices less 20 per cent.

List prices less 20 per cent. less 10 per cent."

(A.F.O. 6038/43.)

1598.—*Cancelled.*

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1599.—Amendments to Books

(E.F.O.—23 Mar. 1944.)

The undermentioned amendments (A.F.Os. P.181–215/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

A.F.O.*P.181/44.—B.R. 378 (F) Fulmar—A.S.E.—Amendment No. 7.

P.182/44.—B.R. 201/1935—Turret Gun Drill for 15-in., Mark I Guns on Twin Marks I, I* and II Mountings—Amendment No. 13.

P.183/44.—B.R. 202/1934—Drill for 6-in. B.L. and 5.5-in. B.L. Guns on Transferable Mountings—Amendment No. 14.

P.184/44.—B.R. 203/1934—Drill for 4.7-in. B.L. and 4-in. B.L. Guns—Amendment No. 12.

P.185/44.—B.R. 210—Drill for 4-in. Q.F. Semi-Automatic Guns on Low Angle Mountings—1934—Amendment No. 10.

P.186/44.—B.R. 214—Drill for 4.7-in. Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings—1934—Amendment No. 18.

P.187/44.—B.R. 233 (1942)—Drill for 12-pdr. 12-cwt. Gun on HA/LA, Marks VIII* and IX Mountings—Amendment No. 3.

P.188/44.—B.R. 236—Turret Gun Drill for 14-in. B.L., Mark VII Guns on Twin Mark II and Quadruple Mark III Mountings—1942—Amendment No. 2.

P.189/44.—B.R. 256/42—Handbook and Drill for 6-pdr. Hotchkiss Gun on HA/LA, Mark VI Mounting, 1942—Amendment No. 2.

P.190/44.—B.R. 272—Drill for 4.7-in. Q.F., Mark XII and XII* Guns on C.P. Twin XIX Mounting—1942—Amendment No. 5.

P.191/44.—B.R. 941—Turret Gun Drill for 8-in. B.L. Guns, Marks VIII and VIII* on Twin, Marks II and II* Mountings, H.M. Ships "York", "Dorsetshire", "Norfolk" and "Exeter"—1937—Amendment No. 13.

P.192/44.—B.R. 279—Drill for 4.7 in. Q.F., Mark IX** Gun on C.P. XVIII Mounting—1942—Amendment No. 5.

P.193/44.—B.R. 283/41—Turret Gun Drill for 5.25-in. Q.F. Guns, Mark I on Twin HA/LA, Mark I Mounting—Amendment No. 7.

P.194/44.—B.R. 287—Turret Gun Drill for 5.25-in. Q.F. Guns, Mark I on Twin HA/LA, Mark II Mounting—1942—Amendment No. 8.

P.195/44.—B.R. 295A—Handbook for Naval Rangefinders and Inclino-meters—Volume II—Instruments in Capital Ships and Cruisers—1943—Amendment No. 1.

P.196/44.—B.R. 297—Turret Gun Drill for 4.7-in. Q.F., Mark XI Guns on Twin, Mark XX Mounting—1942—Amendment No. 5.

P.197/44.—B.R. 312—Turret Gun Drill for 15-in., Mark I Guns on Twin, Mark I/N Mountings—1938—Amendment No. 10.

P.198/44.—B.R. 942—Drill for 6-in. B.L., Mark XII Guns on Twin, Mark XVII Mountings and 6-in. B.L., Mark XXII Guns on Twin, Mark XVIII Mountings—1938—Amendment No. 4.

P.199/44.—B.R. 616—Drill for 5-in. U.S. 51 Calibre, Mark VIII Gun on 5-in. U.S., Mark XV Mounting, 1942—Amendment No. 2.

P.200/44.—B.R. 632C—Gunnery Training Manual, Volume III—Amendment No. 14.

P.201/44.—O.U. 5511/39—Paravane Drill Book—Amendment No. 14.

P.202/44.—B.R. 778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII Gun on Single, Mark XVI Mounting (Powered)—1943—Amendment No. 3.

- P.203/44.**—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII** Torpedoes—Amendment No. 6.
- P.204/44.**—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes (excluding Certain Periodical Routines for 21-in. VIII** Torpedoes)—Amendment No. 4.
- P.205/44.**—B.R. 862A—Naval Cordite Regulations—1939—Amendment No. 12.
- P.206/44.**—B.R. 901/34 (1)—Addendum No. 1 to the Handbook for the Admiralty Fire Control Clock, Mark I for Marks II and III—1935—Amendment No. 1.
- P.207/44.**—B.R. 901/38 (4)—Addendum No. 4 to the Handbook for the Admiralty Fire Control Clocks, Mark III* VIII and VIII*—1940—Amendment No. 1.
- P.208/44.**—B.R. 939—Turret Gun Drill for 16-in. B.L., Mark I Gun on 16-in., Mark I (Triple Turret) Mounting for H.M. Ships "Nelson" and "Rodney"—1935—Amendment No. 10.
- P.209/44.**—B.R. 940—Turret Gun Drill for 8-in. B.L. Guns, Marks VIII and VIII* on Twin, Marks I and I* Mountings—1937—Amendment No. 13.
- P.210/44.**—B.R. 943—Turret Gun Drill for 6-in. B.L. Guns, Mark XXIII on Twin, Mark XXI Mounting—1933—Amendment No. 21.
- P.211/44.**—B.R. 944—Turret Gun Drill for 6-in. B.L. Guns, Mark XXIII on Triple, Mark XXII Mounting—1936—Amendment No. 14.
- P.212/44.**—B.R. 945—Turret Gun Drill for 6-in. B.L. Guns, Mark XXIII on Triple Mark XXIII Mounting—1940—Amendment No. 6.
- P.213/44.**—B.R. 950—Drill for the 4-in. American, Mark XI Gun—on Mark XII Mounting—1941—Amendment No. 4.
- P.214/44.**—B.R. 962—Handbook for 6-in. B.L., Mark XXIII Guns on Triple, Mark XXIII Mounting—1939—Amendment No. 7.
- P.215/44.**—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes and 21-in., Mark II S.O. Torpedoes in Submarines—Amendment.

* Exceptionally A.F.O. P.181/44 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.

(A.F.O. 1423/44.)

1600.—A.M.S.Is.

(E.F.O.—23 Mar. 1944.)

Admiralty Merchant Shipping Instructions Nos. 21–23/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 1424/44.)

1601.—Air Publications, etc., Distributed during February, 1944

(N.S. Air 9397/43.—23 Mar. 1944.)

The undermentioned Air Publications, Leaflets, etc., were distributed during February, 1944.

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

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

General Publications

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| A.P.(N) 1. | Establishment of Air Publications—Amendment List No. 16 (P.44/44). |
| 855B. | Vol. I—Regulations for Works Squadrons—Amendment List No. 3. |
| 957B. | Vol. I—Accidents to Aircraft, Fire, etc.—Initial Distribution. |

General Publications—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 958. | Vol. I.—K.R. & A.C.Is. for the R.A.F., 2nd edition, 1928.—Amendment List Nos. 125, 126. |
| 970. | Vol. I.—Design requirements for Aeroplanes for R.A.F.—Amendment List No. 24. |
| 1086. | Vol. I, Part 2.—Tools and Portable Machinery—Initial Distribution. |
| 1086. | Vol. I, Part 2A—Workshop and Ancillary Equipment—Amendment List No. 1. |
| 1086. | Vol. I, Part 3—Electrical Stores—Initial Distribution. |
| 1086. | Vol. I, Part 3A—Wireless, Telephone and Telegraph Stores—Sub-Division No. 5. |
| 1086. | Vol. I, Part 4B—Gaseous Apparatus, Aircraft Personnel Equipment, etc.—Initial Distribution. |
| 1086. | Vol. I, Part 9—Accoutrements and Accessories—Amendment List No. 3. |
| 1086. | Vol. I, Part 11E—Propellers, Cases, Radiators, etc.—Amendment List Nos. 1, 2. |
| 1086. | Vol. I, Part 12—A.G.S. and General Hardware—Initial Distribution. |
| 1086. | Vol. I, Part 13A—Timber, Cordage, Textiles, etc.—Initial Distribution. |
| 1086C. | Vol. I, Book 2—Tools and Portable Machinery, Workshop and Ground Equipment—Initial Distribution. |
| 1086C. | Vol. I, Book 4—Aircraft Instruments, etc.—Initial Distribution. |
| 1095. | Vol. II, Part 1—Electrical Equipment Manual—Leaflet No. M.32. |
| 1095A. | Vol. I—Electrical Equipment Manual (General) Airborne—Amendment List Nos. 7, 28. |
| 1095C. | Vol. I—Power Services (Airborne)—Amendment List No. 13 and slips re Amendment List No. 12. |
| 1095H. | Vol. I—Electrical Equipment Manual, Meters and Testing Apparatus—Loxon Binders and Amendment List No. 7. |
| 1095M. | Vol. I—Electrical Equipment Manual (Marine Aircraft)—Amendment List Nos. 11, 12. |
| 1112. | Vol. I—Regulations for promotion, etc.—Amendment List No. 6. |
| 1181. | Vol. III, Part 1C, Section 4/5—B.T.H. Starter Motors, Types C.A.3750 and C.A.4125—Initial Distribution. |
| 1182. | Vol. I, Part 3—Safety Equipment Manual—Amendment List Nos. 24, 25. |
| 1182. | Vol. II, Part 1—Safety Equipment Manual—Leaflet Nos. A.54 and B.40. |
| 1186. | Vol. II, Part 1—R.A.F. Signal Manual—Leaflet Nos. A.175 (A/L. 1), A.195, A.200, A.201, A.202, A.203, B.70, E.91. |
| 1186A. | Vol. II, Part 1—R.A.F. Signal Manual, V.H.F. Equipment—Leaflet Nos. A.31, B.3 (A/L. 1). |
| 1186A. | Vol. I—R.A.F. Signal Manual, V.H.F. Equipment—Amendment List No. 38. |
| 1186B. | Vol. I—Signal Manual, Part IV, Radio Aids to Navigation—Amendment List No. 6. |
| 1186B. | Vol. II, Part 1—Radio Aids to Navigation—Leaflet No. B.2. |
| 1186D. | Vol. I—R.A.F. Signal Manual, Part IV, Electrical Equipment—Amendment List Nos. 8, 9, 10, 11, 12. |
| 1269A. | Vol. I—Appendices to Manual for Medical and Dental Officers of R.A.F.—Amendment List No. 7. |
| 1275. | Vol. I—Instrument Manual—Amendment List No. 79. |
| 1275. | Vol. II, Part 1—Instrument Manual—Leaflet Nos. B.43, B.44, E.5, J.19. |
| 1275B. | Vol. I—Instrument Manual (Navigation Instruments)—Amendment List No. 1. |
| 1355. | Vol. I—Photographic Equipment Manual—Amendment List No. 25. |
| 1355. | Vol. II, Part 1—Photographic Equipment Manual—Leaflet No. B.48. |
| 1355A. | Vol. I—Leading Particulars of Photographic Equipment—Initial Distribution with Orange Label and Binder. |
| 1374. | Vol. I—Aero Engine Ignition Equipment—Amendment List No. 40. |
| 1374. | Vol. II, Part 1—Aero Engine Ignition Equipment—Leaflet Nos. H.24, Z.34. |
| 1374. | Vol. III, Part 1E—B.T.H. Type "S" Hand Starting—Amendment List No. 7. |
| 1464. | Vol. II, Part 1—Engineer Manual for R.A.F.—Leaflet Nos. B.97 (A/L. 1), D.201, G.141. |

General Publications—contd.

- | <i>Air Publications No.</i> | <i>Description</i> |
|-----------------------------|--|
| 1464A. | —Vol. I, Part 5A—Engineering Manual for the R.A.F. General Principles, Workshop Layout and Practices—Amendment List No. 29. |
| 1464B. | —Vol. III, Part 8, Section 42U.—Engineering Manual for the R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Amendment List No. 8. |
| 1480A. | —Vol. I—Recognition Handbook of British Aircraft—Amendment List Nos. 106, 107, 108. |
| 1480X. | —Vol. I—Recognition Handbook of British Experimental Aircraft—Amendment List No. 23. |
| 1512. | —Vol. III, Part 1—"Queen Bee" Rigging and Maintenance Notes—Amendment List No. 18. |
| 1519. | —Vol. II, Parts 2/3—Air Pump Units—Amendment List No. 8. |
| 1538. | —Vol. II, Part 1—Adjustable and Variable Pitch Airscrews—Leaflet No. J.1 (A/L. 1). |
| 1538E. | —Vol. I—Adjustable V.P. Airscrews—Amendment List No. 1. |
| 1641B. | —Vol. II, Part 3—Vickers 0.303-in., G.O. Mark I Guns—Amendment List No. 14. |
| 1641F. | —Vol. I—Hispano 20-mm. Guns, Marks I and II—Amendment List No. 9. |
| 1641F. | —Vol. II, Part 3—Hispano 20-mm. Guns, Marks I and II—Amendment List No. 34. |
| 1641P. | —Vol. I—Small Arms—Amendment List No. 7. |
| 1659A. | —Vol. I—Frazer Nash Gun Turrets—Amendment List No. 28. |
| 1661C. | —Vol. I—Bomb Components—Amendment List No. 39. |
| 1664. | —Vol. I—Bomb Carriers—Amendment List No. 39. |
| 1664B. | —Vol. I—American Bomb Carriers—Initial Distribution. |
| 1664B. | —Vol. II, Part 3—American Bomb Carriers—Initial Distribution with Amendment List Nos. 1 to 7. |
| 1664C. | —Vol. I—Bomb Winches—Amendment List No. 8. |
| 1664C. | —Vol. II, Part 1—Bomb Winches—Leaflet No. 4. |
| 1668C. | —Vol. II, Part 1—Instructional Equipment for Armament—Turretry—Leaflet No. B.2. |
| 1803. | —Vol. I—Aeroplane Hydraulic Equipment—Amendment List Nos. 24 to 29. |
| 1907. | —Scales of Equipment, Beaufighter II—Amendment List No. 6. |
| 1976. | —Vol. I—Performance Tables of Foreign Service Aircraft—Amendment List Nos. 53, 54. |
| 1982A. | —Standard Technical Training Notes: Fitters II—Slips stating that Sect. Card No. 2 and Sect. Nos. 3 and 4 constitute Amendment List No. 1. |
| 2005. | —Vol. II, Part 1—Morris 14-h.p. Ambulance—Leaflet No. 4. |
| 2058A. | —Vol. I—Provisional Ammunition Memorandum—Page Nos. F.10, F.11, E.8, K.5, K.6, M.7. |
| 2121A. | —Vol. II, Part 1—Hamilton Standard Airscrews—Leaflet No. 7. |
| 2179. | —Vol. I—Photographic Trailer, Type J—Initial Distribution with Amendment List No. 1. |
| 2239A. | —Vol. I—General Principle of Carburation—Initial Distribution. |
| 2240. | —Vol. III, Sections 1/6—Aero Engine Accessory, Gear Boxes and Drives—Amendment List No. 2. |
| 2241. | —Vol. II, Part 1—Fuel Pump Manual—Leaflet No. Z.3. |
| 2275a. | —Vol. II, Part 1—Operating Manual for Navy Models, A.B.K. Series—Leaflet No. 6. |
| 2287A. | —Vol. I, Part 1—Automatic Pilot, U.S. Air Corps Technical Orders—Amendment List Nos. 3, 4. |
| 2311. | —Technical Notes for De Haviland Aero Engine—Technical Notes Nos. E.4, L.1. |
| 2450. | —Vol. I—Aircrew Clothing Manual—Amendment List No. 2. |
| 2457A. | —Vol. I—Smoke Screening Equipment—Amendment List No. 21. |
| 2486A. | —Vol. I—Hispano 20-mm. Ground Gun Mounting—Amendment List No. 1. |
| 2544A. | —Vol. I—Indicating Unit, Type 96—Amendment List No. 1 as Initial Distribution. |
| 2577. | —Vol. II, Part 1—Sperry Gun Turrets—Initial Distribution consisting of Leaflets Nos. A.1, 2, 3, 4, 6, 7, 8. |

General Publications—contd.

- | <i>Air Publications No.</i> | <i>Description</i> |
|-----------------------------|--|
| 2578. | —Vol. II, Part 1—Bendix Gun Turrets—Table of Contents, Leaflets Nos. C.2, D.2. |
| 2599B. | —Vol. II—Index of Army and Navy Aeronautical Equipment Landing Gear—Initial Distribution. |
| 2599C. | —Vol. III—Index of Army and Navy Aeronautical Equipment, Miscellaneous and Oxygen—Initial Distribution. |
| 3024. | —Flying Control in R.A.F.—Amendment List No. 5. |
| 3030. | —June, 1943—Schedule of Interchangeable Parts for Rolls-Royce and Packard Merlin Engines—Initial Distribution. |
| 3031A. | —Instructions for Use of the Combined Panel Code and R.A.F. Airfield Control Signals—Initial Distribution. |
| 3038. | —The German Air Force in Maps and Diagrams, 1939-1943—Initial Distribution. |

Airframes and Engines

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1449B. | —Vol. II, Part 1—Tiger Moth II Aircraft—Leaflet No. Z.30. |
| 1449B. | —Vol. II, Part 2, Issue 3—Tiger Moth II Aircraft—Initial Distribution. |
| 1451F. | —Vol. II, Part 1—Pegasus XX Engine—Leaflet No. Z.46. |
| 1451H. | —Vol. II, Part 1—Pegasus XVIII Engine—Leaflet No. E.4. |
| 1500. | —Vol. II, Part 2—Gipsy Major Engine—Amendment List No. 5. |
| 1500A. | —Vol. III, Part 1—Gipsy Major Engine—Amendment List No. 22. |
| 1515A. | —Vol. II, Part 1—Walrus I Aircraft—Leaflet No. M.33. |
| 1515B. | —Vol. II, Part 1—Walrus II Aircraft—Leaflet Nos. D.2, M.6, M.7. |
| 1517. | —Vol. II, Part 1—Swordfish Aircraft—Leaflet Nos. M.44, M.45, M.46, Q.26, Z.75, Z.76. |
| 1522G. | —Vol. II, Part 1—Whitley VII Aircraft—Leaflet Nos. M.8, M.9, P.7, Z.33 (A.L. 1). |
| 1525. | —Vol. II, Part 1—Anson Aircraft—Leaflet Nos. F.14, Q.16 (A.L. 1), Z.42 (A.L. 2), Z.59 (A.L. 3), Z.83 (A.L. 1), Z.87. |
| 1526A. | —Vol. II, Part 1—Cheetah IX Engine—Leaflet No. Z.30. |
| 1526A. | —Vol. III, Part 1—Cheetah IX Engine—Amendment List No. 21. |
| 1526B. | —Vol. II, Part 1—Cheetah X Engine—Leaflet No. Z.22. |
| 1530A. | —Vol. II, Part 1—Blenheim I Aircraft—Leaflet Nos. M.12 (A.L. 1), P.28 (A.L. 1). |
| 1530A. | —Vol. III, Part 1—Blenheim I Aircraft—Amendment List No. 11. |
| 1530B. | —Vol. II, Part 1—Blenheim IV Aircraft—Leaflet Nos. C.33, P.14 (A.L. 1), Z.16 (A.L. 4), Z.35 (A.L. 1), Z.51. |
| 1564A. | —Vol. II, Part 1—Hurricane IA and IB Aircraft—Leaflet Nos. C.14 (A.L. 1), M.20 (A.L. 2), Z.78. |
| 1564B. | —Vol. II, Part 1—Hurricane IIA, IIB and IIC Aircraft—Leaflet Nos. A.9 (A.L. 1), Z.67. |
| 1565A. | —Vol. II, Part 1—Spitfire IA and IB Aircraft—Leaflet No. Z.64. |
| 1565B. | —Vol. II, Part 1—Spitfire IIA and IIB Aircraft—Leaflet No. Z.58. |
| 1565E. | —Vol. II, Part 1—Spitfire VA, VB and VC Aircraft—Leaflet Nos. Z.29 (A.L. 1), Z.35 (A.L. 1), Z.45 (A.L. 1), Z.49 (A.L. 1), Z.53 (A.L. 1), Z.59, Z.61. |
| 1578A. | —Vol. II, Part 1—Wellington I, IA and IC Aircraft—Leaflet Nos. A.17, Z.80. |
| 1578B. | —Vol. II, Part 1—Wellington II Aircraft—Leaflet No. A.6. |
| 1578A, D and H. | —Vol. II, Part 3—Wellington Aircraft—Initial Distribution. |
| 1578L, M, N and P. | —Vol. II, Part 1—Wellington XI Aircraft—Leaflet Nos. P.4, Z.11 (A.L. 2), Z.13, Z.20. |
| 1580A. | —Vol. II, Part 1—Beaufort Aircraft—Leaflet Nos. J.18, Z.40 (A.L. 1), Z.49 (A.L. 1), Z.76 (A.L. 1), Z.77 (A.L. 1), Z.79, Z.80, Z.81. |
| 1590B. | —Vol. II, Part 1—Merlin II, III and V Engine—Leaflet No. Z.22. |
| 1590C. | —Vol. II, Part 1—Merlin IV Engine—Leaflet No. Z.21. |
| 1590D and M. | —Vol. II, Part 1—Merlin VIII and XXX Engine—Leaflet No. Z.22. |
| 1590E. | —Vol. II, Part 1—Merlin X Engine—Leaflet No. Z.20. |
| 1590F. | —Vol. II, Part 1—Merlin XII Engine—Leaflet No. Z.19. |
| 1590G and N. | —Vol. II, Part 1—Merlin XX, XXI, 22, 23, 24 and 25 Engine—Leaflet Nos. D.10, M.19, Z.18. |

Airframes and Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 1590J and L. | —Vol. I—Merlin Engine—Amendment List No. 7, which amends to read 1590J, L and T. |
| 1590J and L. | —Vol. II, Part 1—Merlin 45 Engine—Leaflet No. Z.15. |
| 1592A and D. | —Pilot's Notes—Defiant F, Mark I and T.T., Mark III, Aircraft—Initial Distribution. |
| 1592C. | —Vol. II, Part 1—Defiant I Aircraft—Leaflet Nos. J.3 and M.2. |
| 1592C. | —Vol. III, Part 1—Defiant T.T. Aircraft—Amendment List No. 1. |
| 1593B. | —Vol. II, Part 1—Gipsy Queen II Engine—Leaflet No. Z.15. |
| 1595A. | —Vol. II, Part 1—Seafox I Seaplane—Leaflet No. Z.29. |
| 1669A. | —Vol. II, Part 1—Master I Aircraft—Leaflet Nos. Q.6 (A.L. 1), Z.64. |
| 1707A and B. | —Vol. III, Part 1—Taurus II and VI Engine—Amendment List No. 10. |
| 1708A. | —Vol. II, Part 1—Proctor I and II Aircraft—Leaflet No. K.2 (A.L. 1). |
| 1717A. | —Vol. II, Part 1—Cyclone Engine—Leaflet No. C.5. |
| 1721B. | —Vol. II, Part 1—Beaufighter II Aircraft—Leaflet Nos. B.7 (A.L. 1), Z.61 (A.L. 1). |
| 1721A,B.F. | —Vol. III, Part 1—Beaufighter Aircraft—Amendment List No. 7. |
| 1728D. | —Vol. II, Part 1—Hercules VI Engine—Leaflet No. D.37, D.38, E.3 (A.L. 1). |
| 1760A. | —Vol. II, Part 1—Fulmar I and II Aircraft—Leaflet Nos. C.12, M.18, Z.33. |
| 1760A. | —Vol. II, Part 2 (Naval)—Fulmar I and II Aircraft—Amendment List No. 1. |
| 1760A. | —Vol. III, Part 1—Fulmar I and II Aircraft—Amendment List No. 8. |
| 1810A. | —Vol. III, Part 1—Sabre I and II Engine—Amendment List No. 9. |
| 1847C. | —Vol. II, Parts 2 and 3—Twin Wasp C Series Engine—Gummed Label. |
| 1847C. | —Vol. III, Part 1—Pratt and Whitney R.1830—86 and 88 Engines (A.P.1847C refers)—Gummed Label and Caution Slips. |
| 2018A. | —Vol. II, Part 1—Barracuda I Aircraft—Leaflet Nos. A.3, A.9, A.10, C.11, C.13, F.1 (A.L. 1), J.10, M.12, N.3, O.1, P.6, P.9, P.11, Q.6, Q.7, Z.26. |
| 2018B. | —Vol. II, Part 1—Barracuda II Aircraft—Leaflet Nos. A.9, A.10, C.11, C.13, F.1 (A.L. 1), J.10, M.11, M.13, M.14, M.16, N.3, O.1, P.6, P.9, P.11, Q.5, Q.6, Z.3 (A.L. 2), Z.5 (A.L. 3), Z.9 (A.L. 1), Z.12. |
| 2018A, B. and C. | —Vol. II, Part 4—Barracuda I, II and III Aircraft—Page Nos. Ao/1, 2, 3, 4, 5, D.1/1, 3, D.2/1, D.3/1, D.5/1, D.6/1, F.1/1, 2, F.3/1, F.6/1. |
| 2018A. and B. | —Vol. III, Part 1—Barracuda I and II Aircraft—Amendment List No. 11. |
| 2031A. | —Vol. II, Part 1—Wildcat I Aircraft—Leaflet Nos. D.3, J.3. |
| 2031B. | —Vol. II, Part 1—Wildcat II Aircraft—Leaflet Nos. D.3, J.4, M.9. |
| 2031C. | —Vol. II, Part 1—Wildcat III Aircraft—Leaflet Nos. D.3, J.5. |
| 2031D. | —Vol. II, Part 1—Wildcat IV Aircraft—Leaflet Nos. D.1, F.1, F.2, M.7. |
| 2031E. | —Vol. II, Part 1—Wildcat V Aircraft—Leaflet Nos. Z.10, Z.11. |
| 2031E. | —Vol. III, Part 1—Parts Catalogue for Wildcat V Aircraft (A.P.2031E refers)—Gummed Labels. |
| 2031E. | —Vol. III, Part 1—Final Spare Parts List R.2800—8 and R.2800—10 type Engines—Initial Distribution. |
| 2044C. | —Vol. I—Pratt and Whitney Engine—Caution Slips and Orange Labels. |
| 2044C. | —Vol. II, Parts 2/3—Pratt and Whitney Engine—Caution Slips and Gummed Labels. |
| 2102A. | —Vol. II, Part 1—Firefly I Aircraft—Leaflet Nos. D.1, N.1, Z.9A/L1, Z.11, Z.12. |
| 2102A. | —Vol. III, Part 1—Firefly I Aircraft—Amendment List No. 2. |
| 2209A. | —Vol. I—Sea Otter I Aircraft—Initial Distribution with Amendment List Nos. 1, 2. |
| 2209A. | —Vol. II, Part 1—Sea Otter Aircraft—Leaflet No. Z.5 (A.L. 4). |
| 2234A. | —Vol. II, Part 1—Griffon II Poer Plant—Leaflet No. Z.11. |
| 2280A. | —Vol. II, Part 1—Seafire I Aircraft—Leaflet No. Z.25. |
| 2280B. | —Vol. II, Part 1—Seafire II Aircraft—Leaflet No. Z.25. |
| 2280C. | —Vol. II, Part 1—Seafire III Aircraft—Initial Distribution consisting of Leaflet No. C.1. only. |

Airframes and Engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|---|
| 2281A. | —Vol. II, Part 1—Martinet Aircraft—Leaflet No. P.12. |
| 2281A. | —Vol. III, Part I—Martinet Aircraft—Amendment List No. 4. |
| 2338A. | —Vol. I—Stinson Reliant Aircraft—Notes to Official users and Amendment List cert., also Caution Slips. |
| 2338A. | —Vol. II, Part 1—Reliant Aircraft—Initial Distribution consisting of Leaflet No. Z.1. |
| 2339A. | —Vol. II, Part 1—Kingfisher Aircraft—Leaflet No. J.2. |
| 2342A. | —Vol. II, Part 1—Seamew Aircraft—Leaflet Nos. B.1, Z.3 (A.L. 1). |
| 2351A and B. | —Vol. I—Corsair Aircraft—Gummed Labels and Caution Slips. |
| 2351A. | —Vol. II, Part 1—Corsair Aircraft—Leaflet No. Z.1 (A.L. 1). |
| 2351A and B. | —Vol. II, Part 3.—Corsair Aircraft—Front Titles, Buff Covers and Back Covers, Notes to Official Users and Amendment List Certificate. |
| 2380A. | —Vol. II, Part 1—Avenger Aircraft—Leaflet No. Z.4 (A.L. 1). |
| 2382A. | —Vol. II, Part 1—Hellcat Aircraft—Additional Distribution. |
| 2358A. | —Vol. II, Part 3a—Two Ranger—6-440-C.5 Engines—Initial Distribution. |
| 2359A. | —Vol. III, Part 1—Parts Catalogue for Ranger S.G.V.770C.1 Engine—Gummed Label. |
| 2359A. | —Vol. II, Parts 2/3—Ranger Overhaul Manual—Initial Distribution. |
| | Parts Catalogue for Wright Cyclone 9 Engines, Models R.1820-40-40B-87—Initial Distribution. |
| | Provisional Pilot's Notes to Grumman Widgeon J.F.2-2—Initial Distribution. |
| | Photographic Catalogue T.B.F.1 (Avenger) Aircraft—Initial Distribution. |
| | Photographic Catalogue F.4.U.1 (Corsair) Aircraft—Initial Distribution. |
| | Photographic Catalogue O.S.2.U.2 (Kingfisher) Aircraft—Initial Distribution. |
| | Photographic Catalogue F.4.F.3.A (Wildcat) 3 and 3A Aircraft—Initial Distribution. |
| | Photographic Catalogue S.O.3.C.1 (Seamew) (Seagull)—Initial Distribution. |
| | Aircraft—Provisional Pilot's Notes, Seafire I and II Aircraft—Amendment List No. 2. |

Appendices "A"

- | <i>Air Publication No.</i> | <i>Description</i> |
|----------------------------|--|
| 933. | —Oxford I and II Aircraft—Amendment List No. 84. |
| 946. | —Tiger Moth II—Amendment List No. 24. |
| 1069. | —Spitfire IIA and IIB—Amendment List No. 92. |
| 1189. | —Spitfire V—Amendment List No. 106. |
| 1237. | —Oxford I—Amendment List Nos. 56, 57. |
| 1256. | —Blenheim IV—Amendment List No. 30. |
| 1277. | —Beaufighter II—Amendment List No. 71. |
| 1306. | —Kingfisher—Amendment List No. 10. |
| 1308. | —Seafire IIC—Amendment List No. 33. |
| 1311. | —Firefly I—Amendment List No. 39. |
| 1318. | —Barracuda—Amendment List Nos. 82, 83, 84, 87, 88. |
| 1345. | —Hurricane IA, IB—Amendment List No. 17. |
| 1355. | —Anson—Amendment List Nos. 3, 6, 7, 11. |
| 1366. | —Wildcat IV—Amendment List Nos. 7, 8, 9. |
| 1381. | —Wellington IC—Amendment List No. 19. |
| 1387. | —Proctor IV—Amendment List No. 7. |
| 1388. | —Sea Hurricane IIB, IIC—Amendment List No. 1. |
| 1394. | —Firefly—Amendment List Nos. 23, 25, 30. |
| 1415. | —Wildcat—Amendment List Nos. 1, 2, 3. |
| 1418. | —Hurricane IIA, IIB, IIC—Amendment List Nos. 11, 19. |
| 1437. | —Beaufort I—Amendment List Nos. 1, 2. |
| 1439. | —Proctor III—Amendment List No. 1. |
| 1446. | —Corsair (B.C.)—Initial Distribution. |
| 1465. | —Queen Bee (this supersedes 957)—Initial Distribution. |

Appendices "A"—contd.

Air Publication No.

Description

- 3060.—Reliant—Amendment List No. 6A.
3079.—Hellcat I—Amendment List No. 4A.
3098.—Corsair II—Amendment List No. 2A.

Ground Handling Notes

- 6001.—Mitchell I and II Aircraft—Amendment List No. 3.
6005.—Beaufighter Aircraft—Amendment List No. 4.
6012.—Halifax I, II and IV Aircraft—Amendment List No. 2.
6017.—Mosquito I, II, III and IV Aircraft—Amendment List No. 7.
6020.—Stirling I and II Aircraft—Amendment List No. 4.
6064.—Kittyhawk Aircraft—Amendment List No. 2.
6068.—Argus Aircraft—Amendment List No. 3.
6069.—York Aircraft—Initial Distribution.
6076.—Tarpon Aircraft—Amendment List No. 2.
6077.—Tempest Aircraft—Amendment List No. 1.

Air Diagrams

- 2311.—Sheet 1, Nov. 1943—Installation and Removal Procedure for Griffon II Power Plant, Mark I—Initial Distribution.
2417.—Electrical Installation, Wellington X and XIV—Amendment List No. 2 to Sheet 3.
2532.—Sheet 1, July 1943—Check Your Mask Fit—Initial Distribution.
2536.—Automatic Pilot, Mark VIII—Amendment List No. 1.
3215.—Beaufighter I, II and IV, Hydraulic System—Amendment List No. 1 to Sheet 2.
3980.—"K" Dinghy Seamanship—Additional Distribution.

Miscellaneous

- Erection and Maintenance Instructions for T.B.M.1 Tarpon I Aircraft—Initial Distribution.
Erection and Maintenance Instructions for T.B.M.F. Tarpon II Aircraft—Initial Distribution.
Erection and Maintenance Instructions for T.B.F.1 and T.B.M.1 Tarpon I and II Aircraft—Initial Distribution.
R.A.F. Journal, Feb. 1944, Vol. I, Part 1—Initial Distribution.
A.M. Pamphlet, No. 158—Initial Distribution.
Tee Emms, Vol. III, No. 11, Feb. 1944—Initial Distribution.
R.A.E. Instruction Leaflet P.H.82, Oct. 1943 (cancels issue Apr. 1943)—Initial Distribution.
Pamphlet on Water Injection, Preliminary Information—Initial Distribution.
Operating Instructions for C.P.R.—46A.C.—J. Receiver for Use in A.S.B. Series Radar Equipment—Initial Distribution.

1602.—Naval Store Department—Addresses of Headquarters Staff

(N.S. 70/44.—23 Mar. 1944.)

In order to reduce the amount of handling of correspondence, etc., for the Naval Store Department in the Main Building at Whitehall, it has been decided to modify the arrangements set out in A.F.O. 1139/43.

2. The allocation of the Headquarters staff over the various buildings is as follows:—

Main Building, Whitehall ... (Telephone: Whitehall 9000)	}	Director of Stores.
		Director of Special Supplies.
		Staff; Storage; Transport; Shipment (Branch 1).
2/4/6 Bainbridge Street ... (Telephone: Chancery 8800)	}	Fuel (Branch 2).
		Supply Branch (Divisions 5, 6, 9). Ships' Establishments and Accourts (Division 4).
Union House, Lower Regent Street (Telephone: Whitehall 2191)	}	Finance; Management and Manning of R.F.As. (Branch 3).
		Air Stores Branch (Divisions 7 and 8).

3. Routine correspondence should now be addressed direct to the Branch concerned. Questions of policy and of special importance should, however, continue to be addressed to Director of Stores, Admiralty, Whitehall. All telegrams, messages, etc., should also be sent to the Admiralty, Whitehall.

(A.F.O. 1139/43.)

1603.—First of June Appeal for Naval Officers' Charities, 1944

(E.F.O. 24/44.—23 Mar. 1944.)

Distribution of the 1944 "First of June Appeal" will be made from Admiralty Fleet Order Branch in two instalments:—

- (a) Foreign stations and fleets abroad (excepting North Atlantic) on 23rd March, 1944.
(b) North Atlantic and Home Commands on 27th April, 1944.

2. Additional copies of the appeal can be obtained on application to Admiralty (E.F.O.) c/o H.M.S.O. Press, Wealdstone, Middlesex.

(A.F.O. 1140/43 is cancelled.)

1604.—B.R. 640 Series—"Combined Operations Pamphlets"

(C.O.D. 0107/44.—23 Mar. 1944.)

A.F.O. 495/44 is to be amended as follows:—

- (a) Under "14(b)" against "Flotilla Officer of each Minor Landing Craft Flotilla". For "1" read "12".
(b) Delete all reference to B.R. 640 (14d).
(c) Add Scale of Supply for B.R. 640 (14e):—
- | | |
|---|-----|
| H.M.S. "Westcliff" | 100 |
| H.M.S. "Stopford" | 50 |
| "All other L.C. Bases" | 25 |
| "All other L.C. Maintenance Bases" | 1 |
| "Squadron Commander of each Major L.C. Squadron" | 1 |
| "Flotilla Officer of each M.L.C. Flotilla" | 1 |
| "C.O. of each Major Landing Craft" | 1 |
| "Squadron Commander of each Minor L.C. Squadron" | 1 |
| "Flotilla Officer of each Minor L.C. Flotilla" | 12 |
| "All H.M. ships and depot ships not shore establishments, including O.B.Vs. and A.M.Cs." | 1 |

(A.F.O. 495/44.)

1605.—B.R. 872—Provisional Instructions for the Bomb and Torpedo Loading, Carrying and Release Mechanism in Avenger Aircraft—Issue

(G. 3353/43.—23 Mar. 1944.)

Supplies of the above-mentioned book will shortly be available and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherd's Bush, W.12, in accordance with the following establishment, viz. :—

	Copies
Flag Officers; D.A.E., D.A.M.R., C.N.R., D.T.M.	1 each
C.N.O.	2
Squadrons armed with Avengers	1 each
Large Stations; Schools; Repair Yards	2 each
Small Stations	1 each
H.M.S. "Excellent"	10
Air Ministry (for H.Q. T.T.C. and No. 10 School of T.T., Kirkham) N.A.T.E. :—	12
Newcastle-under-Lyme	5
Millmeece	5
S.A.M., Lee-on-Solent	2

1606.—B.R. 1035—Landing Craft Signal Book—Issue

(S.D. 08051/44.—23 Mar. 1944.)

B.R. 1035—Landing Craft Signal Book—is in the course of distribution to Shore Authorities, all H.M. Ships and Major Landing Craft on the Home Station.

2. This book has been written primarily to enable British and U.S. Landing Craft to co-operate, and employs International Flags. The groups have been selected so that they do not conflict with those in Mersigs, B.R. 637.

3. It is to be brought into force as ordered by Admiralty.

1607.—Form O.6.—Ammunition Labels—Additions

(A.S./Sta. 12698/44.—23 Mar. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
	Cartridges, Q.F., 4-in. 50 cal., U.S., Mark IX Gun, Mods. 5-23, F.A. :—			
N.911	H.E.	On top of tank	9	12698/44
N.912	H.E.	On top of box	9	12698/44

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

1608.—Form S.255—Quarter Bill—Demands for*All Ships*

(G. 03632/44.—23 Mar. 1944.)

A considerable amount of unnecessary correspondence is caused between the Admiralty and H.M. ships due to the increasing practice of demand notes being forwarded from certain ships for abnormal numbers of blank forms S.255, Quarter Bill.

2. When Commanding Officers concerned are requested to report for what purpose these forms are required, the reply invariably states that they have been demanded in error and are not required.

3. In order to clarify the policy concerning the supply of these blank forms S.255 and to reduce unnecessary correspondence the following is promulgated for the information of all concerned:—

(a) There is no authorized annual allowance of these forms.

(b) Ships which are issued with a completed copy of Form S.255 by the Admiralty will be supplied with 2 blank forms annually, if required. Demands should be forwarded to the Director of Naval Ordnance, Admiralty, Bath.

(c) The supply of these forms to small and auxiliary ships which are not issued with a completed copy of Form S.255 by the Admiralty is not considered necessary.

1609.—Form S.364—R.N. Patrol Service—Engine-Room Register for Steam Vessels

(E.-in-C./Sta. 11020/43.—23 Mar. 1944.)

This form is introduced for trawlers and other small vessels with steam-reciprocating machinery for which no standard engine-room register has been available.

2. Columns are provided for recording daily pressures and temperatures when running at normal speed, for keeping a record of coal and oils and for noting defects.

3. The form is made up in pads of 100 sheets to facilitate the making of a carbon copy for the base and instructions for keeping the form are printed inside the cover.

4. Issue will be made on demands addressed to R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

1610.—Book Prizes*H.M. Naval Establishments, Dockyard Schools, etc.*

(Sta. 13062/44.—23 Mar. 1944.)

In view of the difficulties now being experienced in the publishing trade, it becomes necessary, when demanding book prizes for presentation in training establishments, dockyard schools, etc., for a wide choice of title to be submitted. These titles should be arranged in order of preference, and in meeting the demand H.M. Stationery Office will automatically supply the second or third choice, if the first is unobtainable. It is hoped that this procedure will obviate correspondence regarding prize books out of print or otherwise unobtainable, and enable the prizes to be available for presentation on the day allotted.

1611.—Forms S.365 and S.365a for Royal Marine (L.C.) ranks—Rendering of

(N./44.—23 Mar. 1944.)

Forms S.365 and S.365a of R.M. (landing craft) personnel will be rendered by Commanding Officers to H.M.S. "Copra," G.P.O. Box 456, Chelsea, London, S.W.3, who will forward them to the R.M. divisions concerned.

2. Separate returns are to be rendered in respect of ranks belonging to each R.M. division.

3. The forms are to be forwarded separately from other correspondence, and envelopes containing them are to be marked "R.M.D.O." in the bottom left hand corner.

*(K.R. & A.I., Article 759 and Appendix XXII, Part I.)***†1612.—Forces Book Club and Books Obtainable at Reduced Prices for Seagoing Ships**

(V. 7/4896/42.—23 Mar. 1944.)

The first section dealing with books obtainable at reduced prices is incorporated in A.F.O. 4905/43 and the Forces Book Club has now been closed.

*(A.F.O. 4905/43.)**(A.F.O. 1151/44 is cancelled.)***1613.—Supply of A.F.O. Publications to Landing Ships—Increased Scale**

(E.F.O. 53/44.—23 Mar. 1944.)

When "White Ensign" landing ships are acting as Assault Group H.Q. ships, or S.N.O.L. ships, they are to be supplied with the publications contained in Table (A) of A.F.O. 494/44 on a similar scale to L.S.H.

2. Table (A) of A.F.O. 494/44 is to be amended accordingly.

*(A.F.O. 494/44.)***1614.—H.M.S. "Penelope"—Reconstruction of Accounts**

(D.N.A. 3931/44.—23 Mar. 1944.)

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

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

- (a) Duplicate pay documents (including nominal transfer lists) for all officers and ratings discharged to H.M.S. "Penelope" on or after 1 Dec. 1943.
- (b) A copy of pay documents (including nominal transfer lists) received for all officers and ratings entered from H.M.S. "Penelope" since 1 Jan. 1944.

1615.—H.M.S. "Tennyson"—Addressing of Correspondence for

(M. 423/44.—23 Mar. 1944.)

Correspondence is still being received in H.M.S. "Tennyson" addressed to H.M.S. "Salcombe". It should be noted that the latter ship was renamed H.M.S. "Tennyson" on 10 Jan. 1944.

2. In addition, letters for H.M.S. "Tennyson" are being addressed c/o L.N.O., Salcombe, and attention is drawn to the fact that this establishment is now at Exmouth (C.A.F.O. 2696/43 refers).

(C.A.F.O. 2696/43.)

1616.—Wrongly Addressed Correspondence Received in H.M.S. "Colombo"

(M. 409/44.—23 Mar. 1944.)

A considerable amount of correspondence is being received in H.M.S. "Colombo" which is intended for the following ships and authorities:—

- (a) Shore based authorities in Ceylon (e.g. F.O.I.C. Colombo, B.A.O. Colombo, R.A.N.A.S. I.O., Colombo).
- (b) H.M.S. "Columbine".
- (c) H.M.S. "St. Columbia".
- (d) H.M.C.S. "Columbia".

2. In order to avoid unnecessary confusion and delay special care is to be taken when addressing correspondence to these ships and authorities.

(A.F.O. 5929/43.)

1617.—Major Landing Craft—REPORTS

(D.C.O.M. 142/44.—23 Mar. 1944.)

A.F.O. 6043/43, Paragraph 1 (4) is to be amended as follows:—

delete words "Base Engineer Officer or Flotilla".

(A.F.O. 6043/43.)

1618.—"Official Paid" Parcel Post Label (Form S.518E)—Issue of, etc.—Returns

(Sta. 12342/44.—23 Mar. 1944.)

The issue of the plain "Official Paid" label (form S.518E) used for the purpose of transmitting parcels by post, without the prepayment of postage, is restricted to establishments at home which regularly post 100 or more parcels weekly, on which it can be used, and its use is to be confined to official parcels for addresses in Great Britain and Northern Ireland, and to similar parcels for H.M. ships, addressed c/o G.P.O., London, irrespective of whether the ship is at home or abroad. It is not to be used on parcels addressed to H.M. ships "St. Angelo," "Afrikander," "Gregale," "General Botha," "Gnu," "Kongoni" and "Assegai." The label cannot be used at sub-establishments, unless weekly expenditure will be more than 100, and it is not to be brought into use at any establishment not already using it, without Admiralty approval first being obtained. When seeking approval, information should be furnished as to whether the parcels will be taken to the sorting office, or collected by the local postal authorities, as parcels bearing the label will not be accepted at post office counters.

2. The use of this label instead of postage stamps on unregistered parcels containing the civilian clothing of new entries, in no way modifies the Admiralty decision that the ratings concerned are the consignors of the parcels, and in the event of claims for loss of parcels by relatives, etc., such claims will be dealt with by the

General Post Office in the same way as if postage had been prepaid in stamps. The wording of the statement given to claimants should, however, be amended to read as follows:—

"The responsibility of the naval authorities ceases when the parcels are posted."

3. Registered and express parcels bearing this label, will be accepted provided the fees in respect of such supplementary services are prepaid by means of postage stamps affixed to the parcels.

4. In order to assess the postage charges to be recorded in connection with the despatch of official parcels bearing this label, returns are to be rendered to the Secretary of the Admiralty (Stationery Branch) on 1st January, 1st April, 1st July and 1st October in each year, by establishments using this label, showing separately the number of registered and unregistered parcels despatched during the preceding quarter, or portion thereof.

(A.F.Os. 4930/42, 1994/43 and 2677/43 are cancelled.)

1619.—R.N. Signal Station, Hurst Castle—Confusion with H.M.S. "Hurst Castle"

(M. 386/44.—23 Mar. 1944.)

Considerable confusion is occurring owing to correspondence for R.N. Signal Station, Hurst Castle, being incorrectly addressed to H.M.S. "Hurst Castle."

2. The correct address for correspondence to the Signal Station is:—

R.N. Signal Station,
Hurst Castle,
Milford on Sea,
Hants.

1620.—Atlas of the World in Japanese Characters

(N.I.D. 272/44.—23 Mar. 1944.)

An Atlas of the World in Japanese Characters is being reproduced and when available it will be supplied without demand on the following basis:—

D.N.I., Melbourne	...	...	...	3
D.N.I., Wellington	...	...	...	1
S.O. (I), Colombo	...	...	...	1
S.O. (I), Kilindini	...	...	...	1
S.O. (I), Diego Suarez	...	...	...	1
C.O.I.S., Eastern Fleet	...	...	...	3
C.O.I.S., Colombo	...	...	...	6
S.O. (I), Bombay	...	...	...	1
I.S.T.D., India	...	...	...	3
S.O. (I), Delhi	...	...	...	1
V.A. 2 i/c	...	...	...	1
F.O.C.R.I.N.	...	...	...	1
C-in-C., Eastern Fleet	...	...	...	3
C.C.O., Far East	...	...	...	3
A.N.B.	...	...	...	3
N.Z.N.B.	...	...	...	3

2. A token B.R. number, B.R. 1027, has been allotted to this book.

Section 6.—SHORE ESTABLISHMENTS

1621.—Civil Servants Serving with the Forces—Returns

(C.E. 3841/44.—23 Mar. 1944.)

Establishments are reminded that a further return, showing the position as at 1 Apr. 1944, is to be rendered of Civil Servants, non-industrial and industrial, who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in A.F.O. 3127/39, and is to be forwarded to the Admiralty (C.E. Branch II, Bath), *not later than 10 Apr. 1944.*

3. It should be observed that when any Draughtsmen are included in the return, the number of such officers whose grades are basically industrial should be stated.

(A.F.Os. 1135/39 and 3127/39.)

1622.—Typists under 15—Pay of

(C.E. 50874/44.—23 Mar. 1944.)

A girl aged 14, selected for training as a typist, who has completed six months at the trainee rate and has passed a typing test at 30 w.p.m., together with a simple test in English grammar, punctuation, and spelling, may be paid at whichever of the following rates is appropriate :—

London	22s. a week
Intermediate	20s. a week
Provincial	18s. a week

(A.F.O. 2445/43.)

1623.—Marriage Gratuities to Established Women Civil Servants—Qualifying Period for the Grant

(C.E. 4035/44.—23 Mar. 1944.)

The qualifying period for the grant of a gratuity to an established woman civil servant who resigns on marriage is six years. Unestablished service prior to establishment may reckon towards the qualifying period, but the award is calculated on the established service only.

2. The Treasury has intimated that in future during the war consideration on merit will be given to an application for the award of a marriage gratuity from any established woman civil servant *who has served at least 5½ years qualifying service* where the marriage has been expedited on the ground that the prospective husband is liable to be suddenly ordered to proceed abroad for service with H.M. Forces outside the United Kingdom.

3. An applicant who wishes to be considered for this concession should give *prior written notice* to her department of her intention to be married in the circumstances stated and should state the full name, rank and official number (if any) *but not the unit* of the branch of the forces (*i.e.* Navy, Army or Air Force) of her prospective husband.

4. This written notice, together with the copy of the marriage certificate (or full certified copy) should be forwarded with the usual application Form D. 73d for transmission to H.M. Treasury for special consideration.

1624.—Income Tax, Civilian Non-Industrial Staff—Completion of Forms 36B for the Year 1943/44

(D.N.A. 960/44.—23 Mar. 1944.)

With reference to A.F.O. 2571/43, it will be necessary for the Forms 36B issued by the Chief Inspector of Taxes for the year 1943/44 to be completed by Paying Officers after the 31st March, 1944, and the following detailed instructions should be observed.

2. Section III of Form 36B should be completed to show the tax taken at the establishment returning the form, the tax deducted at other establishments, and the under-collection or over-collection carried forward, the total to agree with the total of the assessment shown in Section II of the Form.

3. On completion, Forms 36B should be forwarded to the Chief Inspector of Taxes, together with a reconciliation statement on the following lines :—

£ s. d.

- (a) Tax collected at *this establishment* as per attached Forms 36B. (*Note.*—This will relate to personnel still serving in the establishment at the end of the year for whom Forms 36B have been received.)

£ s. d.

(b) Tax collected at *this establishment* from personnel transferred to other establishments during the year. (*Note.*—In some cases Forms 36B may not have been received prior to transfer.)

(c) Tax collected at *this establishment* and carried forward to 1944/45 as “over-collection” due to non-receipt of Forms 36B. (*Note.*—This will relate to personnel still serving in the establishment at the end of the year.)

(d) Tax collected at *other establishments* and carried forward in the records of *this establishment* as “over-collection” due to non-receipt of Forms 36B. (*Note.*—This will relate to personnel still serving in the establishment at the end of the year.)

Total£
less (d) above£

Total of tax brought to account in this establishment £

4. Nominal lists (showing Name, File No. Assessment No. Establishment and amount of tax collected) should be attached to the reconciliation statement in respect of the cases at (b), (c) and (d).

5. Section IV of Form 36B, showing the gross taxable emoluments for the year 1943/44, should be completed in all cases. This information should also be furnished on the lists forwarded in connection with (c) and (d) above.

6. With reference to paragraph 13 of A.F.O. 2571/43, the Chief Inspector of Taxes will continue to issue notifications of final tax liability up to the 31st March, 1944, and Paying Officers should accordingly allow sufficient time to elapse after that date for these notifications to reach them, before forwarding the reconciliation statement and completed Forms 36B previously received, unless final assessments have actually been received for all personnel concerned. Any Forms 36B received by Paying Officers after the 1st April in respect of personnel transferred to other establishments should be forwarded to the new establishment by the most expeditious route.

7. As stated in paragraph 15 of A.F.O. 960/44, no arrears of tax at the 31st March, 1944, should be taken into account in commencing deductions during 1944-45 under the “Pay-as-you-earn” scheme. If Forms 36B are received by Cashiers and Paying Officers subsequent to the 31st March, 1944, and show that a refund of tax collected is due, the refund may be made locally and Form 36B completed accordingly. Such refunds should be classified in the cash account to “Income Tax, 1943/44”, but no entries should be made on the Tax Deduction Cards.

(A.F.Os. 2571/43 and 960/44.)

1625.—“Pay-as-You-Earn” System of Collection of Income Tax—Monthly Paid Personnel

(D.N.A. 2574/44.—23 Mar. 1944.)

With reference to paragraph 7 of A.F.O. 960/44, the following procedure should be observed in connection with monthly paid personnel.

2. The instructions given on the yellow card (P.10) and in the “Employers’ Guide” will apply, subject to modifications which are incorporated in the following paragraphs.

3. Tax Deduction Card (P.14) should be used.

4. The normal procedure for completion of Tax Deduction Cards will be as follows :—

- (a) *First Quarter.*—Compute gross salary, including bonus, for the quarter and enter in columns 3 and 4. (*Note.*—If an increment is due in the quarter it may be included in this computation.) Ascertain the amount of tax to be deducted from the gross salary due for the quarter by reference to the Tax Tables for *Month 3* and enter in columns 5 and 6a. The tax charge so ascertained should be used for the purpose of calcula-

ting the monthly advances to be made during the quarter. *In each quarter the tax on gross salary should invariably be calculated first, even though payments of overtime will precede payment of the advance of salary for the first month.*

- (b) *Payments of Overtime* throughout the quarter should be entered in column 3. Column 4 should then be totalled and the tax chargeable on that total ascertained again by reference to *Month 3* of the Tax Tables. This tax figure should be entered in column 5, the previous entry in column 5 being deducted to give the entry for column 6b, which will be the amount of tax to be deducted from the overtime payment *despite the instructions contained in paragraph 43 of the "Employers' Guide"*. Where overtime is not issued with salary, it will be necessary for the amount of tax taken from overtime to be shown on the overtime pay vouchers.
- (c) *Subsequent Quarters*.—Similar procedure should be followed for subsequent quarters, Tax Tables for months 6, 9 and 12 being used for the second, third and fourth quarters respectively. Where in any case the latest entry in column 5 is *less* than the entry immediately preceding, the difference represents a refund of tax to be entered in column 7 and to be taken into account in making advances of salary, etc.
- (d) *Increases of Pay*.—If there is an increase of pay during a quarter, e.g., increase of bonus or increase of pay on promotion, the additional pay should be entered in column 3 and columns 4, 5 and 6a should be completed as in (a) and (c) above. The amended tax for the quarter thus ascertained should be incorporated in the Salary Book and the computations adjusted accordingly.
- (e) *Reduction in Pay*.—If for any reason the pay for the quarter is reduced, the adjustment should be made by a minus entry in column 3. Columns 4 and 5 should be completed as in (a) and (c) above, but the reduction in tax, i.e., the difference between the figures in column 5, should be shown as a *minus* entry in column 6a. *Column 7 is not used in this instance as the tax shown in column 6a will not at the time of adjustment have actually been deducted from pay.* The tax originally shown in the Salary Book should be reduced by the amount of the minus entry in column 6a and the monthly advances etc. recalculated accordingly.
- (f) *Cessation of Employment*.—A *minus* entry should be made in column 3 to reduce the amount of salary already entered in that column to the amount actually due for the quarter up to the date of cessation. Columns 4, 5 and 6a (not 7) should be completed, the tax in column 5 being ascertained by reference to the Tax Tables for the *month of cessation*. This corrected amount of tax to date is the amount to be taken into account in the final settlement and to be entered on the "Leaver's" certificate. (Form P.45). *Column 7 is not used in this instance as the tax shown in column 6a will not at the time of cessation have actually been deducted from pay.*
- (g) *Change of Code No.*—When a change of code is notified during a quarter, a fresh entry should be made in column 4 repeating the figure of gross pay entered on the preceding line. The figure of tax as shown by the Tax Tables for the new code should be entered in column 5 and a *minus* entry made in column 6a of the difference between the last two figures in column 5. The amended tax charge for the quarter thus ascertained should be incorporated in the Salary Book and the calculations adjusted accordingly.
- (h) *Transfers between Establishments*.—The Paying Officer of the new establishment should always open the new Tax Deduction Card with the entries notified to him by the Paying Officer of the old establishment and not, as in paragraph 8 of the yellow card (P.10), with the correct figure of total tax due to date as shown by the Tax Tables.

5. An example is given below illustrating the entries necessary on a Tax Deduction Card where there is a change of Code No. in the second quarter and cessation takes place in the third quarter.

- (a) Initial salary £300 Enter a quarter's salary, viz. £75, in column 3.
per annum. Initial
Code No. 11.

- (b) Increment of £12 per annum due on 10th May. Enter proportion of increment due for the quarter, viz. £1 14s. 3d., in column 3, and insert total of column 3 in column 4. Look up Tax Tables for Code 11, Month 3, and enter the tax shown (£17 4s.) in columns 5 and 6a. Use this figure of tax (£17 4s.) to determine amount of first month's advance.
- (c) Overtime £10 (April) Enter £10 in column 3 and insert total of column 3 in column 4. Look up Tax Tables for Code 11, Month 3, and enter the tax shown (£21 14s.) in column 5. Enter in column 6b the excess (£4 10s.) of £21 14s. over the column 5 entry (£17 4s.) immediately above. The £4 10s. will be deducted from the £10 overtime.
- (d) Promotion on 5th June to £400 per annum. Enter additional salary due for the quarter, viz. £6 5s. 9d., in column 3 and insert total of column 3 in column 4. Look up Tax Tables for Code 11, Month 3, and enter the tax shown (£24 12s.) in column 5. The excess of £24 12s. over £21 14s. is entered in column 6a and the total of column 6a (£20 2s.) is taken from the last instalment of the first quarter's salary.
- (e) Overtime £9 (August) ... Salary entry is first made and the tax figure in column 6a (£27 16s) is used for ascertaining the first month's advance for the second quarter. The tax on overtime is then determined as in (c) above.
- (f) Change of Code from Code 11 to Code 20 on the 15th August. Carry down the total of £202 in column 4 to line below. Look up Tax Tables for Code 20, Month 6, and enter the tax shown (£45 4s.) in column 5. Subtract this amount from the previous entry in column 5 and make a *minus* entry of the difference (£11 5s. 0d.) in column 6a. Total column 6a for the quarter (not half year) and use the total (£16 11s.) to determine the second month's advance and the tax to be taken from the last payment for the second quarter.
- (g) Overtime £10 (October) ... As in (e) above.
- (h) Ceased on the 24th November. Salary for the quarter becomes £59 15s. 6d. Make a *minus* entry in column 3 to reduce salary to the amount actually due. Enter the reduced total remuneration in column 4 and use the new total (£271 15s. 6d.) to determine the tax to be taken from the last payment. *Tax Tables for Month 8 (not 9) should be consulted.*—Enter the tax (£62 10s.) in column 5, subtract the amount from the entry above and make a *minus* entry of the difference (£9 7s.) in column 6a. Add column 6a for the quarter and take the total tax (£12 16s.) from the last payment of salary.
(A.F.O. 960/44.)

1626.—Weekly Pay Programme for non-Industrial Staff at Home Establishments— Deferment of Adjustments for Sick, etc., Absences

(C.E. 51180/44.—23 Mar. 1944.)

The effect of the "Pay-as-you-Earn" Income Tax Deduction Scheme upon the weekly pay programme for non-industrial staff has been under consideration, and in order to facilitate the preparation of the weekly pay accounts and the computation of the charge to be made for Income Tax, it has been decided that where the Pay Office routine requires such a procedure, adjustments for sick, etc., absences may be delayed up to one week in arrear of the actual pay day.

2. At outpost establishments at Home, the pay day prescribed by A.F.O.178/38 is Thursday, the weekly wages being calculated to Wednesday.

3. It is appreciated that the deferment of adjustment now authorised will involve the risk of overpayments, which cannot eventually be adjusted owing to the discharge of the payees concerned. Where such overpayments arise, the charge will be allowed to remain on the pay subhead, and Paying Officers will not be required to pursue the question of recovery or to initiate the further action normally necessary to write off the loss involved.

4. The normal precautions should, however, be taken by Paying Officers to avoid such losses where prior information available makes this possible, and in a period of disbandment of staff special measures should be taken to obtain and action up-to-date information concerning absences of staff being discharged.

1627.—Non-industrial Staff Serving in Australia and New Zealand—Transfer of Accounts to Admiralty

(C.E. 4300/44.—23 Mar. 1944.)

Consequent on the introduction of the "Pay-as-you-Earn" Income Tax Deduction Scheme, all civilian non-industrial staff serving in Australia and New Zealand, whether on Admiralty account or on loan repayment terms, will in future be borne for pay at Admiralty Headquarters.

2. Arrangements should accordingly be made for the transfer of the accounts of all such staff to the Admiralty (Civil Establishments Branch II, Salary Section, Bath) with effect from 1st April, 1944, wherever possible.

3. Forms D.135 forwarded should show full details of the existing arrangements for disposal of salary, etc., and where the transfer is effective from the 1st April, 1944, the Income Tax Code No. should be quoted and the Chief Inspector of Taxes, Departmental Claims Branch, informed of the transfer.

4. Should the transfer of accounts from Establishments abroad be necessary under this arrangement, the date to which payment has been made, together with essential pay and tax particulars, should be reported by message.

1628.—Supplies and Services from Italy—Accounting

(W.G.F. 29/44.—23 Mar. 1944.)

Any payments made in Italy are made in Allied Military lira, which are obtainable either from the Army Authorities or direct from A.M.F.A. These lira have no backing in sterling or any other currency, and it is the eventual responsibility of the Italian Government to redeem them.

2. Financial relations with the Italian Government derive from the terms of the Armistice. These terms are implemented by the Allied Control Commission or the Allied Military Government, according to the area affected, and advice in doubtful cases should be sought from these bodies.

3. Under the Armistice, Allied Forces have a right to call upon the Italian Government to provide such resources and services as they require without payment, the Italian Government being left to make any necessary settlement with private firms or individuals upon whom they have had to call to meet any of the requirements in question. It is, however, recognized that in practice this procedure must necessarily be modified in many cases where direct orders are placed with private concerns in order to avoid the delay, economic dislocation and hardship to individuals which would be the result of a refusal to pay lira for the goods or services provided.

4. Normally, it will not be necessary to make any payments to Italian Naval or other Government organizations, or to public corporations. In the case of private individuals and firms, however, it will usually be found desirable to effect settlement locally in lira. Any payments so made should be brought to account in the usual way.

(A.F.O. 1047/44.)

1629.—Guns—Q.F. 2-pdr. Mark VIII—Water Circulation—Modification

(A.S. 2780/44.—23 Mar. 1944.)

Mountings for Q.F., 2-pdr., Mark VIII guns are being fitted with circulating systems for the cooling water in the gun jackets.

2. Further instructions regarding modification of guns will be issued. In the meantime, normal (i.e., *not* modified for water circulation) Q.F., 2-pdr., Mark VIII guns should be fitted in modified mountings.

1630.—Emergency Lighting for Shore W/T Transmitting and Receiving Stations—REPORTS

(D./S.D. 08862/43.—23 Mar. 1944.)

Emergency lighting for the operational buildings at shore W/T transmitting and receiving stations, including Radar and D/F stations, is to be provided by means of magazine hand lamps, pattern 8115.

2. At stations where standby generating plant is installed, these lamps will provide illumination for transmitting, receiving and engine rooms, during the period between the failure of the main electricity supply, and the starting of the standby generating plant.

3. In the cases of small stations with no standby generating plant, these lamps will provide a means of alternative illumination on failure of the mains supply, and will facilitate tracing of faults.

4. The authorised allowance of stores for this service is as follows :—

- | | |
|-------------------------------|--|
| (a) W/T transmitting stations | 6 magazine hand lamps, complete with battery and lamp, Pattern 8115. |
| | 6 batteries (spare), Pattern 8117. |
| | 6 lamps (spare), Pattern 8119, and electrolyte (as necessary), Pattern 95. |
| (b) W/T receiving stations | ... As transmitting stations |
| (c) Radar stations | ... 2 magazine hand lamps, complete with a battery and lamp, Pattern 8115. |
| | 2 batteries (spare), Pattern 8117. |
| | 2 lamps (spare), Pattern 8119, and electrolyte (as necessary), Pattern 95. |
| (d) D/F stations | ... As Radar stations. |

5. Arrangements have already been made for the supply of the necessary stores for emergency lighting at Plan "R" W/T stations.

6. All other shore W/T stations, Radar and D/F stations not already equipped with this system of emergency lighting are to forward demands at an early date, to their respective storing yards for the supply of the necessary stores.

7. Arrangements are to be made for charging the batteries by means of the station battery charging equipment, where this is installed. Where battery charging facilities are not available at or near the station, local arrangements are to be made for supply and installation of a suitable battery charging equipment in the station. The action taken, together with the cost, is to be reported in each instance.

1631.—Ministry of War Transport Road Haulage Organization

(N.S.M.T. 770/44.—23 Mar. 1944.)

Appendices 1 and 2 of A.F.O. 5165/43 are to be amended as follows :—

Appendix 1—Road Haulage Unit Controllers

Add additional road haulage units :—

Page			
5	Cardiff	... 8Q.4	Mr. G. H. Williams, c/o Metropolitan Transport Supply Co., Ltd., 263, Bute Street, Cardiff. Tel. No. Cardiff 3167.
7	Edinburgh	... 11R.12	Mr. H. Harper, c/o Hugh Harper and Sons, 4, Armadale Road, Whitburn, West Lothian. Tel. No. Whitburn 24.

Page	Area	Unit No.	Amendments
9	Glasgow ...	11Q.25	Mr. N. Black, c/o Youngs Express Deliveries, Ltd., Exhibition Garage, Abington, Lanarkshire. Tel. No. Abington 233.
9	Glasgow ...	11Q.26	Mr. J. Wilson, c/o Wm. Mitchell (Strone), Ltd., 8-10, Gibson Street, Glasgow. Tel. No. Bell 1153.
9	Horsham...	12S.7	Mr. H. Rackcliffe, c/o H. Rackcliffe, Mangles Road, Guildford. Tel. No. Guildford 936.
11	Leicester ...	3S.15	Mr. B. J. Bagshaw, c/o Bagshaw and Sons (Kettering), Ltd., Tanners Lane, Kettering. Tel. No. Kettering 3064.
12	Liverpool ...	10Q.19	Mr. H. Rainford, c/o Garlick, Burrell and Edwards, Ltd., Progress House, Regent Road, Bootle, Liverpool 20. Tel. No. Bootle 2084.
13	London ...	5Q.12	Mr. A. W. D. Adams, c/o Adams Bros (Super Transport) Ltd., New Malden, Surrey. Tel. No. Malden 3242.
13	London ...	5Q.13	Mr. R. A. Pierson, c/o Pierson Haulage (1933), Ltd., 411, Beulah Hill, S.E.19. Tel. No. Pollards 3434.
14	London ...	5S.8	Mr. W. J. Irons, c/o H. and G. Duffield, Ltd., Dover House, 170, Westminster Bridge Road, S.E.1. Tel. No. Waterloo 7441.
16	Nottingham ...	3Q.8	Mr. E. W. Lerpiniere, c/o Scott (Mansfield), Ltd., Nursery Street, Mansfield, Notts. Tel. No. Mansfield 978.
16	Oxford ...	6R.7	Mr. W. Gibbard, c/o The Banbury General Motor Co., Warwick Road, Banbury. Tel. No. Banbury 2164.
16	Plymouth ...	7V.6	Mr. F. T. Williamson, c/o Whitehall Transport (Plymouth), Ltd., 39, St. Andrews Street, Plymouth. Tel. No. Plymouth 4293.
18	Sheffield ...	2S.9	Mr. F. C. Galley, c/o Bouts Tillotson Transport, Ltd., Transport House, Penistone Road, Sheffield. Tel. No. Sheffield 43824.
19	Stoke-on-Trent ...	9S.6	Mr. T. J. Smith, c/o Mrs. M. Smith and Sons, Station Garage, Kidsgrove, Stoke-on-Trent. Tel. No. Kidsgrove 22.

Amendments

Page	Area	Unit No.	Amendments
3	Aberdeen ...	11V.8	Substitute "Mr. W. R. McDonald" for "Mr. W. J. Macintosh".
4	Bristol ...	7Q.5	Substitute "Mr. H. N. Inch" for "Mr. H. H. V. Guest".
5	Coventry...	9T.8	Substitute "Mr. W. H. Yardley" for "Mr. W. M. Miles".
5	Coventry...	9T.8	Amend Tel. No. to read "Leamington Spa 1769".

Page	Area	Unit No.	Amendments
8	Glasgow ...	11Q.3	Amend Tel. No. to read "City 6671".
8	Glasgow ...	11Q.17	Amend Tel. No. to read "Greenock 1016".
9	Hull ...	2R.2	Amend Tel. No. to read "Hull 32385".
10	Kendal ...	10V.3	Delete "W. A." before "Athersmith and Sons".
10	Kendal ...	10V.4	Substitute "C/o Cumberland Roadways Ltd." for "C/o J. Downes".
11	Lincoln ...	3T.8	Amend name to read "Mr. C. J. Dodson".
12	Liverpool ...	10Q.5	Amend Tel. No. to read "Central 1155".
12	Liverpool ...	10Q.14	Amend Unit Controller to read "Mr. W. Davies, 15-17, African Chambers, 19, Old Hall Street, Liverpool, 3".
14	London ...	5R.3	This Unit has been allocated Unit No. "5S.8".
14	Manchester ...	10R.2	Amend address to read "12, East Ordsall Lane, (near Bexley Square), Salford".
14	Manchester ...	10R.8	Delete "Frank Shufflebottom (Transport) Ltd." and add "Dutfields Transport (Manchester) Ltd.".
15	Manchester ...	10R.19	Amend Tel. No. to read "Eccles 3291".
15	Manchester ...	10R.20	Substitute "Mr. W. McClean" for "Mr. J. McClean".
15	Newcastle ...	1Q.4	Add "Ltd." after "(County Motor Services)".
16	Norwich ...	4S.2	Add "and Toby Motor Garage and Service Station" after "Toby Motor Transport".
16	Nottingham ...	3Q.3	Add "Ltd." after "Sergeants Transport".
17	Reading ...	6Q.1	Amend address to read "Cardiff Road, Reading".
17	Reading ...	6Q.2	Add "Slough Ltd." after "Johns Transport".
20	Warrington ...	10S.3	Amend "De Burgh Transport Ltd." to "De Burgh Transports".
20	Warrington ...	10S.8	Amend Tel. No. to read "Widnes 2693".
20	Warrington ...	10S.12	Insert "Mr. A. E. Handscombe, Tel. No. Tarporley 48".
20	Warrington ...	10S.14	Amend address and Tel. No. to read :— "Elton Head Road, Sulton Heath, St. Helens. Tel. No. St. Helens 3687".

Appendix 2—Divisional and Area Road Haulage Officers
Amendments :—

Page	Area	Unit No.	Amendments
21	Division 2 (North Eastern) ...	Hull (2R)	Yorkshire (East Riding)—Delete "and Osgoldcross". Hull (2R) Yorkshire (West Riding)—Amend "Rural District of Selby" to read "Rural Districts of Selby and Osgoldcross".
22	Division 3 (North Midland) ...	Nottingham (3Q)	Amend ARHO's and out of office hours contacts to read :— "Mr. G. W. Travers *Long Eaton 534". Derby (3R)—"Mr. L. J. York*, Derby 44348". Lincoln (3T)—"Mr. G. A. Bowser*, Lincoln 1615". Leicester (3S). Amend Tel. No. to read "Leicester 34886".
22	Division 4 (Eastern) ...	Staff Officer.	Delete "Mr. H. E. Scougal".

Page

- 23 Division 4 (Eastern) ... *Norwich (4S). Amend "out of office hours contact" to read "*Norwich 33464".*
- 23 Division 4 (Eastern) ... *St. Albans (4V). After "Hertfordshire—The whole of the County" add "except the Urban Districts of Bushey, Barnet, E. Barnet, Friern Barnet and Cheshunt, the Rural District of Elstree, and The Parish of Aldenham in the Rural District of Watford. (These districts are in the London Division)".*
- 23 Division 5 (London) ... *Amend list of ARHO's and "out of office hours" contacts to read:—*
*"Chief ARHO, Mr. H. V. Payne, MITA *Waltham Cross 3475".*
*"A.R.H.O. (5Q). Mr. S. B. Rushworth *Itford 1113 (Police Office)".*
*"A.R.H.O. (5R). Mr. C. T. Thompson, *Brixton 1113 (Police Office)".*
"A.R.H.O. (5S). Mr. F. Beauchamp".
"A.R.H.O. (5T). Mr. F. H. Wilson".
- 23 Division 6 (Southern) ... *Amend "out of office hours" contact for Mr. M. F. Horner to read "*Reading 73108".*
- 24 Division 7 (South Western) ... *Amend A.R.H.O.s. and "out of office hours" contacts to read:—*
Bristol (7Q). "Mr. F. Lever, Bristol 43341".*
Gloucester (7R). "Mr. C. E. Skinner, †Gloucester 2486".
Salisbury (7S). "Mr. T. J. H. Smith".
Exeter (7T). "Mr. F. W. Redhead, †Kennford 273".
- 25 Division 8 (Wales) ... *Swansea (8S). Substitute "Mr. H. Spooner" for Mr. F. Beauchamp. Delete "*Bishopston 94." Add "†Mumbles 6180 (Police Office)".*
- 25 Division 9 (Midland) ... *Mr. J. Morton, D.R.H.O. Delete "A" in "A.M. Inst. T".*
- 26 Division 9 (Midland) ... *Shrewsbury (9V). Substitute "Mr. O. R. Owen" for "Mr. F. G. Messenger, A.I.T.A.".*
- 26 Division 10 (North Western) ... *Mr. W. A. Bridge, Asst. D.R.H.O. Add "A.M. Inst. T".*
- 27 Division 10 (North Western) ... *Substitute "Mr. H. D. Clark" for "Mr. W. O. King".*
- 28 Division 11 (Scotland) ... *D.R.H.O. Add Tel. Nos. "Douglas 7562—5" and "Glasgow Western 1237—8".*
- 28 Division 11 (Scotland) ... *Amend A.R.H.O.s. and "out of office hours" contacts to read:—*
Edinburgh (11R). Mr. A. Riddell, †Edinburgh 36475 (Police Office)".
Falkirk (11S). Mr. T. A. Alcorn, †Falkirk 1000 (Police Office)".
Dumfries (11W). Mr. G. Scott, †Dumfries 400 (Police Office)".
- 28 Division 12 (South Eastern) ... *Horsham (12S). Amend "out of office hours contact" to read "*Horsham 1258".*

(A.F.O. 5165/43.)

1632.—Coal and Coke Reports

Home Shore Establishments

(N.S. Fuel 480/44.—23 Mar. 1944.)

Reports, in duplicate, should be forwarded to the Director of Stores, Admiralty, London, by the end of April, 1944, of Coal and Coke required during the year ending 30th June, 1945. At establishments where contract arrangements have already been made to cover requirements up to 31st December, 1944, reports should be forwarded not later than the end of October, 1944, covering the 12 months ending 31st December, 1945. They are *not* necessary from dockyards, from establishments already supplied from Naval stocks at dockyards, or in respect of *Bunker Coal* at bases at which Admiralty contracts already operate.

2. Provision should be made for building up reserve stocks during the summer months. Deliveries should therefore be regulated to provide for a reserve of two months' winter expenditure by the end of October. Lack of such reserves may cause shortages in winter when, for various reasons, contractors are unable to make adequate deliveries. The reserves should be allowed gradually to fall to about three weeks' winter expenditure by the end of April.

3. The reports should furnish the following particulars:—

- Full description of each grade of fuel required, including size, and purpose for which wanted.
- Storage capacity for each grade of fuel.
- Stock of each grade of fuel on hand at the date of rendering report.
- Estimated annual requirement of each grade *after allowing for maximum possible economies and for building up reserve.*
- Monthly rates of consumption of each grade of fuel, *summer and winter.*
- Delivery points, mode of delivery and monthly delivery rate of each grade desired in *summer and winter.*

4. The strictest economy in the use of all forms of fuel is still essential.

(A.F.O. 548/43.)

1633.—Admiralty M.T. Vehicles—"Split" or "Two-Piece" Road Wheels—Precautions as to Release of Nuts

(N.S.M.T. 830/44.—23 Mar. 1944.)

A number of service vehicles are equipped with road wheels of the "split" or "two-piece" type, in which either two steel discs, each carrying one half of the tyre-rim, are bolted to each other to form the complete wheel, or a half-rim is bolted to a main disc in which the other half-rim is incorporated, the securing medium in each instance being studs and/or bolts, and nuts.

2. Such wheels can be identified by the fact that they have two "circles" of nuts, each circle being of different diameter, the outermost being that of the nuts, etc., which connect to each other the two halves of the wheel and/or rim, the smaller circle being that of the nuts etc., which secure to the hub the wheel as a whole.

3. The ends of the outermost circle of studs and/or nuts which connect the two halves of the wheel or rim, if not already so marked, are to be painted bright red, to indicate that the nuts must not be released whilst the tyre is at more than atmospheric pressure.

4. Before any such nut or bolt is released, it is essential first to ensure that the tyre has been *fully* inflated, as there is a risk of serious injury to personnel, should the wrong nuts be released whilst removing a wheel from a vehicle; the attention of all M.T. staff should be drawn to this point.

5. *Repainting.*—When any vehicle fitted with such wheels is being repainted, the outermost circle of studs and nuts is to be repainted bright red.

(C.-in-C. Plymouth, 4 Mar. No. 831/Ply 1164.)

1832 - Coal and Oil Reports

Wm. S. ...

(N. E. ...)

Reports to ... should be forwarded to the Director of Stores ...

Provision should be made for ...

The reports should contain the following particulars:

- (a) Full description of each grade of fuel required, including size and purpose for which required.
- (b) Stock of each grade of fuel on hand at the date of rendering report.
- (c) Estimated annual requirement of each grade of fuel for the year, and monthly requirements for each grade of fuel, summer and winter.
- (d) Delivery points, mode of delivery, and monthly delivery rate of each grade of fuel, summer and winter.

The ... of all forms of fuel is still essential.

(N. E. ...)

1832. Admiralty M. S. ...

W. S. M. T. ...

A number of ... are equipped with ...

... should be ...

... the ...

... it is essential ...

... should be ...

... (N. E. ...)