

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
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| 1634. | Griffon Engine and Power Plant Tools. <i>Issued separately on 30th March, 1944, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels carrying Aircraft, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i> |

30th March, 1944.

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

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

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| 1635. | Prevention of Abuse of R/T. |
| 1636. | Amphibian Aircraft—Handling of Boats Alongside. |
| 1637. | L.C.T. (4)—Projection into Ramp Entrance. |
| SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC. | |
| 1638. | Honours and Awards—"London Gazette" Supplement of 21st March, 1944. |
| 1639. | Honours and Awards—United States Navy. |
| 1640. | Cancelled. |
| 1641. | Clasp to the 1939-43 Star. |
| 1642. | Defence Regulations—Additional Protected Areas—Declaration of, by Secretary of State for War. |
| 1643. | Appointment of Naval Officers as Ministry of Aircraft Production Overseers at Factories Manufacturing Naval Aircraft. |
| 1644. | Acting Sub-Lieutenants, R.N.—Courses, May, 1944—REPORTS. |
| 1645. | Examination for Paymaster Sub-Lieutenant, R.N., September, 1943—Results. |
| 1646. | Junior Engineer Officers, R.N.—Syllabus of Training Afloat—REPORTS. |
| 1647. | Foreign Languages—Annual Examination, 1943—Result. |
| 1648. | Charge Pay—Accountant Officers. |
| 1649. | Weekly Pay Programme for Non-Industrial Staff at Home Establishments—Deferment of Adjustments for Sick, etc., Absences. (<i>See A.F.O. 1626/44.</i>) |
| 1650. | Temporary Commissions—Discharge of Ratings for Interview by Admiralty Selection Board (Executive and Special Branch). |
| 1651. | Royal Marines—Candidature and Promotion of "Hostilities Only" Personnel. |
| 1652. | Petty Officer Stewards and Cooks (Patrol Service) Employed as Instructors—Payment of Additional Allowance. |
| 1653. | Combined Operations Personnel and Royal Marine Landing Craft—Definition. |
| 1654. | Combined Operations Personnel—Use of Official Number and Ship's Book Number. |
| 1655. | Non-Substantive Ratings—Training—Conditions Governing Grant of Miscellaneous Gunnery Non-Substantive Ratings. |
| 1656. | Progressive and Good Conduct Badge Pay—Modification of Normal Rules for Counting Former Time. |
| 1657. | Submarine Pay—Conditions of Payment and Rates. |
| 1658. | Cable Ship Transferable Agreement—Virtualing of Officers. |
| 1659. | Continuity of Medical Treatment—Supply to Ministry of Health of Necessary Information Concerning Personnel Discharged "Invalided" from the Royal Navy, Royal Marines, Women's Royal Naval Service, Members of the Q.A.R.N.N.S.(R) and V.A.Ds. |
| 1660. | Dental Treatment—Particulars of the New Dental Scale of Fees Coming Into Operation on the 1st March, 1944. |
| 1661. | Men With Monocular Vision—Entry and Retention. |
| 1662. | Survivors—Provision by R.N.B.T. of Extra Clothing, etc. |
| 1663. | Loss of Effects—War Risks Insurance—Revised Premiums. |
| 1664. | Officiating Ministers of Religion. |
| 1665. | W.R.N.S. Vision Standards. |
| 1666. | W.R.N.S. (1) Uniform of Ratings on Discharge or Promotion—Disposal.
(2) Plain Clothes Gratuity—Forfeiture. |
| 1667. | W.R.N.S.—Chevrons for War Service—Notations on Service Certificates. |
| 1668. | W.R.N.S.—Canteen Amenities—REPORT. |
| 1669. | Instructional Film "Damage Control—Elements of Stability" (Serial No. G.88, Part 6). |
| 1670. | Speeches, Publications and Political Activities of Naval Personnel. |
| 1671. | Naval Canteen Service. |
| 1672. | Passages to Australia for Dependants of Members of the Australian Forces who have married Abroad. |
| 1673. | Sixth Victory Loan—Canada—Instructions for Canadian Borne for Pay in R.N. Ships and Establishments. |
| 1674. | Sports—R.N. and R.M. Sports Control Board—Donation. (<i>Notice Boards Only.</i>) |

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

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

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| 1675. | Guns—20 mm. Hispano—Maximum and Minimum free length of Return Spring. |
| 1676. | Gun Mountings—5.25-in. Marks I and II—Size 31 Newton (Derby) Hydraulic Pump—Modification to Control Cylinder Piston.—REPORTS. |
| 1677. | Gun Mountings—0.303-in. Vickers Twin M/G, Mark V—Introduction of Gunners' Body Belts. |
| 1678. | Ammunition—2-pdr. Q.F., Mark VIII H.V.—Separations in the Feed Block. |
| 1679. | Ammunition Supply—Ready Use and Magazine Lockers—Lockers for 2-in. Rocket Flares. |
| 1680. | Royal Naval Air Stations Magazine and Explosives Regulations—Introduction. |
| 1681. | Training—Non-Substantive Ratings—Re-examination for Higher Gunnery Rating after Failure. |
| 1682. | Telescopes (including Director Telescopes, Director Binoculars and Periscopes)—Modification to Rubber Face Piece. |

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

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| 1683. | Pitometer Logs—Care and Maintenance of Speed and Distance Transmitters. |
| 1684. | Lamp Fitting in Wheelhouse at W/T Watchkeeper's Position—Provision of—As. and As. |

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

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| 1685. | Magnetic Compasses—Unreliability. |
| 1686. | L.C.I. (L) and L.C.H.—Steering Compasses. |
| 1687. | New Marine Pattern Bubble Sextant—Trials and Reports. |

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

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| 1688. | Boiler Tubes, etc. |
| 1689. | Boiler Tube Cleaning Apparatus—Power Driven—REPORTS. |
| 1690. | Boilers—Wear and Waste Test. |

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

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| 1691. | Asdic Installations, Types 144 and 144Q—Establishment Lists. |
| 1692. | Asdic Installation, Types 144 and 145 Series—Establishment Lists. |

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

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| 1693. | Radar, Type 242, Pedestal 19W—Fibre Couplings—Issue of Replacements (Pattern No. 55472). |
| 1694. | Direction Finding Outfit F.V.4—Fitting-out Information. |
| 1695. | 6-in. Hand Signalling Lanterns, Patterns 5153 and W.898 Incorporated in Outfits, Patterns W.1060 and W.1061—Cold Weather Attachment. |

Aircraft.—(*Technical.*)

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| 1696. | Aircraft Equipment—Accountant Responsibilities of Squadron Commanders and Flying Personnel. |
| 1697. | Aircraft—Wildcat IV and V, Avenger I and II, Hellcat I and Corsair I, II and III—Quick Release Gun Mountings. |
| 1698. | Provisional Checking List for the Avenger I Power Plant. |

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

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| 1699. | No. 3 and 4 Deep Tanks—Blanking of Cross-Connections—REPORT—As. and As. |
| 1700. | 70-ton Pumps—Fitting of. |
| 1701. | Aircraft Radio—Barracuda W/T Installation—Microphones. |
| 1702. | Ammunition Davit—Replacement of, by Eyebolt. |
| 1703. | Binoculars and Other Valuable Stores—Care of and Prevention of Loss. |
| 1704. | Camera, Type G.45—Magazine. |
| 1705. | Electric Toasters, Patterns 4490, 4491, 4492, 5193 and 5194—Defective Elements. |
| 1706. | Firefighting Equipment—Allowances. |
| 1707. | Fire and Smoke Risk in H.M. Ships—Types of Paints to be Used for Interior Painting. |
| 1708. | Forced Lubrication Pumps—Duplication of Electrical Supplies—As. and As. |
| 1709. | Guard Chains—Method of Securing—As. and As. |
| 1710. | Lantern, Signalling, Patterns 5110E, 5153, 1038, etc.—Provision of. |
| 1711. | R.N. Shore Wireless Stations—Introduction of Relay Test Set for High Speed Signalling Relays. |
| 1712. | Secondary Lighting for Medical Distributing Stations—Supply of Portable Battery Operated Floodlights. |
| 1713. | Sextants, Pattern 491M and 702M—Batteries for. |

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

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

- 1714. Sick Bays—Amendment to Painting Specification.
- 1715. Taut Wire (Subhead B.5)—Return of Empty Drums.
- 1716. Towing—Method of—As. and As.
- 1717. Ventilation Arrangements.
- 1718. Victualling Stores—Security of Doors.
- 1719. Welding of D Quality and H.H.T. Plating.
- 1720. W/T, A/S, etc., Sets—Modification in Method of Accounting for Stores Incorporated in.

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

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

- 1721. Clothing Supplies from Service Stocks to Officers on Detached Duty in the United Kingdom.
- 1722. Kits—Combined Operations Personnel.
- 1723. O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Alterations and Amendments.
- 1724. Victualling of Naval Personnel Embarked for Temporary Duty.
- 1725. Supply of Naval and Victualling Stores to British and Allied Merchant Ships.
- 1726. U.S. Navy—Supply of Fresh Provisions.
- 1727. Jars for Rum and Vinegar.
- 1728. Landing Craft and Landing Barges—Settlement of N.A.A.F.I. Bills.
- 1729. Washing of Bedding—Ratings.
- 1730. Aircraft Equipment and Stores—Losses of.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 1731. Amendments to Books.
- 1732. A.M.S.Is.
- 1733. Admiralty Fleet Orders—Issue dated 23 March, 1944.
- 1734. B.R.97A—Handbook for Junior Officers' Stewards.
- 1735. B.R. 358—Establishment of Naval Stores for Executive Purposes and Form D.254D—List of Particulars, Lists of Errata No. 8.
- 1736. B.R.863—Royal Naval Air Station. Magazine and Explosive Regulations }
Form S.285G—Explosives Log. } Issue
Form S.285D (A)—Cover for Explosives Log. }
Form S.1131—Explosives which may be Stowed in a Danger Building. }
- 1737. B.R.1014—Valentine IX Tank Turret Instruction Book. }
B.R.1014 (1)—Naval Addendum to B.R.1014—Handbook for 6-pdr. } Issue
7-cwt. Valentine Tank Mounting Modified to suit an L.C.S. (L) Craft }
- 1738. B.R.1041—Equipment of Naval Stores for Defensively Equipped Merchant Ships and Staffs of the Naval Control Service—Issue.
- 1739. A.P. 1976—Performance Tables of Foreign Service Aircraft—Revised Distribution.
- 1740. Form S.1523—W.R.N.S. Conduct Sheet.
- 1741. Royal Naval Medical Bulletin No. 8—Issue.
- 1742. Closing Down of Admiralty Chart Depot, Taunton, Somerset.
- 1743. Trafalgar D.T.N. Switching Centre—Address.
- 1744. Rail Transport Regulations—Renumbering.

SECTION 6.—SHORE ESTABLISHMENTS

- 1745. Easter Holidays, 1944—Arrangements for Civilian Non-Industrial Staff.
- 1746. Public and Privilege Holidays 1944—Civilian Non-Industrial Staff.
- 1747. Arrangements for Issue of Pay Books and Clothing Coupons to Officers Borne in the Salary List of Civil Shore Establishments.
- 1748. Admiralty Industrial Employees—Travelling Warrants for Free or Partly Free Journeys—Restrictions.
- 1749. Transferred Workpeople and Workpeople on Detached Duty—"Transfer Allowance," etc.
- 1750. Factories (Canteens) Order, 1943.
- 1751. Production Technique and Methods—Exchange of Information with U.S.A.—REPORTS.
- 1752. Recorders of Work—Duty Pay.
- 1753. Introduction of Synchronous Electric Clocks to Supplement Supply of Clocks. Pattern 305—REPORTS.
- 1754. Admiralty M.T. Vehicles—"Split" or "Two-Piece" Road Wheels—Precautions as to Release of Nuts.
- 1755. Accidents on Bombing and Firing Ranges.
- 1756. Packages—Return of Empties.
- 1757. Defence Regulations—Additional Protected Areas—Declaration of, by Secretary of State for War. See A.F.O.1642/44.

(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.

1635.—Prevention of Abuse of R/T

(M. 03185/44.—30 Mar. 1944.)

There has been a very great increase recently in the use of R/T in the Royal Navy. Many reports of recent operations stress that:

- (a) Important information has been unnecessarily revealed to the enemy through the improper use of R/T.
- (b) Officers and ratings using R/T are insufficiently acquainted with R/T procedure.
- (c) R/T has been used for non-service messages.

2. Commanding Officers are to ensure that all officers and ratings who may have to use R/T are aware of the dangers to which they expose their own or other ships through indiscreet use of R/T, especially for the passing of messages in plain language or by R/T code or vocabulary words; no R/T code or vocabulary in general use has any security.

3. Commanding Officers are also to ensure that such officers and ratings are given adequate instructions in R/T procedure. Details of facilities for training which are being made available are given in A.F.O. 5570/43.

(A.F.O. 5570/43.)

1636.—Amphibian Aircraft—Handling of Boats Alongside

(A.C.R.D. 433/44.—30 Mar. 1944.)

A recent accident has shown that there is a general lack of knowledge of the safest methods of bringing boats alongside aircraft when exchanging personnel and equipment.

2. Commanding Officers of ships, R.N. air stations and establishments are to draw the attention of all concerned to the following procedure.

3. The pilot of the aircraft is to conduct the entire operation and give all necessary instructions no matter who is in charge of the boat. It should be borne in mind that Naval pilots, during the course of their seaplane training, have usually acquired experience in this operation, whereas the majority of coxswains have had no such opportunities.

4. Boats tending on aircraft should always have at least two or more F.A.A. ratings in the stern sheets in addition to the boat's crew. Their duties are to hold on to or fend off the aircraft, handle equipment and assist in embarkation of personnel. They must also be prepared to advise the coxswain if necessary and to pass him orders from the pilot of the aircraft.

5. Boats must also be well fendered on the quarter, especially in the vicinity of any projection which might possibly hole the hull of the aircraft. The ensign staff must also be unshipped if fitted.

6. Boats' crews should be warned to use their boathooks in emergency only and then with considerable discretion, and if bearing out spars are available these should be used instead. It should be explained to them that the leading edge of the mainplanes is the *only* part of the aircraft, except the hull or floats, against which boathooks may be used with any degree of safety.

7. *Walrus or Sea Otter Aircraft.*—(a) *Aircraft Secured to a Buoy.*—The aircraft should veer mooring rope to at least the length of the boat being used, and allow itself to drop astern to wind or tide.

The boat should approach, make fast to the buoy and veer the painter so that its stern lies just abreast the nose of the aircraft. Care must be taken

that the boat does not drop astern sufficiently far for it to strike the main-planes, and one of the aircrew should be ready to veer further cable instantly should this appear likely to occur.

Note.—If the aircraft is secured to the buoy with the mooring bridle then the latter should be cast off before the boat approaches and the anchor grapple, being the longest rope in the aircraft, rove in its place.

(b) *Aircraft at Anchor.*—The boat anchors well to windward of the aircraft and drops astern on its cable as in (a).

(c) *Aircraft Remaining Under Way.*—The boat steers into wind at not less than 5 knots in calm weather, but a lower speed may be used in a strong wind. The aircraft taxis alongside so that its nose just touches the boat's quarter. On completion of the transfer the aircraft throttles back and drops clear of the boat.

Notes—

1.—The boat's run into wind must be started sufficiently far to leeward to allow ample sea room for the operation to be carried out, and if space is limited the aircraft must lose no time in taxiing into position.

2.—The coxswain of the boat must maintain a steady course into wind, preferably steering on some fixed mark. He should not keep on glancing astern at the aircraft for this will result in erratic steering.

3.—The pilot's seat in the aircraft is on its port side and therefore he can most safely taxi up on the boat's starboard quarter.

4.—If the coxswain decides that for some navigational reason he must alter course or stop, then he must signal his intentions in sufficient time to allow the aircraft to draw clear.

5.—It is preferable to use the smallest boat available for this operation on account of its manoeuvrability, but the size must, of course, be governed by the weather, number of personnel to be embarked, etc.

6.—The front hatch of the aircraft should be opened in good time and one of the crew in readiness beneath it. In order not to obscure the pilot's view during the approach he should not stand up until the aircraft is alongside the boat.

1637.—L.C.T. (4)—Projection into Ramp Entrance

(M/D.C.O.M. 391/43.—30 Mar. 1944.)

A.F.O. 1015/44 is to be amended as follows:—

Paragraph 1 (1).

Amend to read “(1) Rollers and brackets.”

(A.F.O. 1015/44.)

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

***1638.—Honours and Awards—“London Gazette” Supplement of 21st March, 1944**

(H. & A.—30 Mar. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

21st March, 1944.

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

To be an Additional Officer of the Military Division of the said Most Excellent Order
Lieutenant-Commander Alexander Wyatt, R.N. (Ret.),

for undaunted courage and enterprise in preventing serious damage to a harbour by leading a party of volunteers to remove depth charges and ammunition from a burning vessel.

ADMIRALTY,
Whitehall,

21st March, 1944.

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

For outstanding courage, enterprise and devotion to duty in
H.M.N.Z.S. “Leander” in an action with Japanese forces.

The Distinguished Service Cross

Commander Stephen Wentworth Roskill, R.N.
Mr. Victor Edward Bull, Commissioned Engineer, R.N.

The Distinguished Service Medal

Chief Electrical Artificer William Robert Joseph Jones, C/MX.46158.
Chief Shipwright John Weir Stewart, N.Z.556.
Stoker Petty Officer Albert Fiekling, N.Z.292.
Master-at-Arms Thomas Eric Tollerton, N.Z.916.

Mention in Despatches

Captain Cecil Aubrey Lawson Mansergh, D.S.C., R.N.
Acting Commander (E) Brian Usher Alcock, R.N.
Surgeon Lieutenant-Commander Eric Snow McPhail, R.N.Z.N.V.R.
Mr. Walter Henry Quick, Temporary Gunner, R.N.
Chief Petty Officer Telegraphist Charles Joseph Rosbrook, C/J.103511.
Acting Temporary Chief Engine Room Artificer Morris Buckley, D/MX.52353.
Petty Officer Charles Alan Patchett, N.Z.940.
Sick Berth Attendant Norman Craven, N.Z.4365.

For bravery, resolution and skill in carrying vitally important supplies to North Russia under continuous attack from enemy submarines and aircraft:

The Distinguished Service Cross

Captain William Thompson Brown, Master, Merchant Navy.
Mr. Donald Geddes, Chief Officer, Merchant Navy.
Mr. John Robertson, Chief Engineer Officer, Merchant Navy.

Mention in Despatches

Mr. Norman Hindmarsh Meyer, Second Engineer Officer, Merchant Navy.
Mr. George Bruce, Chief Steward, Merchant Navy.

For skill and daring in Light Coastal Craft in a sharp engagement with the enemy:

The Distinguished Service Medal

Petty Officer Motor Mechanic Ronald Douglas Hanks, P/MX.126465 (Luton).
Able Seaman John Gilchrist, P/JX.348279 (Motherwell, Lanarkshire).

Mention in Despatches (Posthumous)

Able Seaman Joseph Robinson, D/JX.313912 (Bradford).

Mention in Despatches

Lieutenant Michael Osbert Frederick Forsyth-Grant, R.N.V.R. (Montrose).
Telegraphist Joseph Dixon Currie, P/JX.343320.
Able Seaman William Archer, C/JX.369307 (Chiswick).
Able Seaman Terence James Bowyer Dawes, D/JX.347993 (Crich, Matlock).

For courage and skill in successfully bombarding a Japanese occupied island:

The Distinguished Service Medal

Petty Officer Alyar Khan, R.I.N., 2358.

Mention in Despatches

Acting Lieutenant-Commander Hugh MacDonald Darbyshire, R.I.N.V.R.

For gallantry and undaunted devotion to duty in leading a successful counter-attack against a strongly held enemy position in Italy. He did not return from the attack:

Mention in Despatches (Posthumous)

Regimental Sergeant Major Norman Tierney, Po.22609, R.M.

For dauntless courage and skill, operating from H.M.S. "Battler", in air operations against the enemy during the successful landings at Salerno :

Mention in Despatches

Acting Temporary Lieutenant-Commander (A) Kenneth Firth, R.N.V.R.
 Acting Temporary Lieutenant-Commander (A) Albert Creighton Wallace, R.N.V.R.
 Temporary Lieutenant (A) Murray Lawrence Heath, R.N.Z.N.V.R.
 Temporary Sub-Lieutenant (A) Alan Charles Powell, R.N.V.R. (Enfield).
 Air Artificer Fourth Class James Edward Duff, FX/75627 (Cannock).
 Petty Officer Air Fitter William Arthur Harmer, FX/76963 (Wigan).
 Petty Officer Air Mechanic (E) Jack Clark, FX/75188.
 Petty Officer Air Mechanic (E) Charles George Thomas, FX/80005.
 Petty Officer Air Mechanic (A) Patrick Fleming, FX/82046.
 Leading Air Fitter Albert Jess Betts, FX/89734 (Lewisham).
 Leading Air Fitter (E) Andrew Brown, FX/89407.
 Leading Air Fitter (A) Arthur Charles Latham, FX/86077.
 Leading Air Mechanic John Hunter Robertson, FX/78806 (Glasgow).
 Acting Leading Air Mechanic (E) Arthur James Wilson, FX/83646.

For outstanding courage in volunteering to remove depth charges and ammunition from a burning vessel which was endangering a harbour :

Mention in Despatches

Temporary Lieutenant George Edward Watson, R.N.V.R.
 Mr. Frank Sanderson, Temporary Gunner (T), R.N.
 Petty Officer Frederick William Bowring, P/J.87472.
 Petty Officer Motor Mechanic Arthur William Vernon Jarratt, D/MX.71637.
 Temporary Acting Leading Seaman Ernest Albert Natrass, D/JX.191289.
 Temporary Acting Leading Seaman Thomas Bertram Travers, D/JX.238444.
 Seaman James Penman Martin, LT/JX.302189.
 Stoker James Edward Smith, LT/KX.513469.

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

A.F.O. 1310/44

Mention in Despatches

Acting Able Seaman William Edward Fletcher, C/JX.312656.

1639.—Honours and Awards—United States Navy

(H. & A. 13/44.—30 Mar. 1944.)

The KING has been graciously pleased to approve the Award of a Mention in Despatches to :

Commodore William Aloysius Sullivan, United States Navy, for good service in command of the U.S. Salvage Ship "Moreno".

2. This award will not be gazetted.

1640.—Cancelled

1641.—Clasp to the 1939-43 Star

(H. & A. 21/44.—30 Mar. 1944.)

The following amendments are made to A.F.O. 661/44 :—

Delete "H.M.S. 'Corncrake.'"

For "H.M.S. 'Nubian' (Tug)"

read "H.M.S. 'Nubian.'"

(A.F.O. 661/44.)

1642.—Defence Regulations—Additional Protected Areas—Declaration of, by Secretary of State for War

(N.L. 3304/44.—30 Mar. 1944.)

Reproduced in Appendix I of this Fleet Order are copies of or extracts from the Protected Areas Orders Nos. (5), (6), (7), (8), (9), (10), (11) and (12) of 1944 which have been made by the Secretary of State for War under Regulation 13 of the Defence (General) Regulations, 1939. So far as Orders Nos. (6) *et seq.* are concerned, only the Schedules thereto showing the areas affected by the Orders are printed in this Fleet Order, the body of the Orders being in the same terms as the Protected Areas Order No. 5, 1944, which is reproduced in its entirety.

2. It will be seen that on and after the 1st day of April, 1944, on which date the orders come into force and subject to the exemptions provided for in the Orders, no person being either an enemy alien or a person who was not at the beginning of the said day resident in the particular area shall be therein without permission of the Secretary of State for War. The exempted categories include members of His Majesty's Forces, of the W.R.N.S. or Q.A.R.N.N.S. or of an Allied Force whose duty requires him or her to be within the area and these persons do not require to obtain permission to be in the area on duty but must be prepared to produce to any police constable or member of His Majesty's Forces or of an Allied Force in uniform and acting in the course of his duty, evidence that they belong to an exempted class.

3. Persons not in the exempted class require the Secretary of State's permission to enter or be within any of the said Protected Areas. Such permission is granted by an Order of the Secretary of State for War dated 20th day of March, 1944, which is reproduced in Appendix II of this Fleet Order. It will be seen that permission to be within the Protected Area is granted, *inter alia*, to any person engaged on essential business which cannot be deferred or transacted otherwise than by entering the Protected Area. This permitted class is intended to cover civilian personnel employed under the Admiralty or by Admiralty contractors who are entering the Area on Admiralty business and although there is no system of permits they should be prepared to produce clear evidence of their reasons for entering the area and must carry their identity cards. *No individual permits are required.*

4. In the case of members of His Majesty's Forces or of an Allied Force, of the Women's Royal Naval Service, the Queen Alexandra's Royal Naval Nursing Service and the V.A.D., permission to enter a Protected Area when not on duty may be granted to personnel qualified under Appendix II, sub-paragraphs (a) to (j) as the case may be and, in addition, Service personnel (including the W.R.N.S., Q.A.R.N.N.S. and V.A.D.) authorized to proceed on leave under the regulations for the time being in force may enter a Protected Area for the purpose of visiting the home at which they normally spend their leave or to visit their nearest relative or officially recorded next of kin if not included in categories (a) to (j) of Appendix II.

5. Personnel entering a Protected Area on leave must carry a leave pass or in the case of officers a note signed by or on behalf of their Commanding Officer authorizing them to proceed to an address in the particular area. The address to which they are proceeding must be endorsed on the leave pass or note by the authority by whom it is issued and the pass or note must be produced on demand to the police or any member of His Majesty's Forces or of an Allied Force acting in the course of his duty as such. It must be supported by the production of the person's Service identity document.

6. Personnel already on leave in a Protected Area on April 1st, 1944, will be permitted to complete their leave in the ordinary course.

7. Everyone over the age of 16 in a Protected Area whether a resident or not is required to carry his or her identity card and to produce it on demand to the police or military.

8. The above procedure does not apply to the existing Nos. (1), (2), (3) and (4) Protected Areas in the North and West of Scotland and the Orkneys and Shetlands where a military permit to enter will continue to be required and where the procedure laid down in A.F.O. 847/42 should be followed until further notice.

APPENDIX I

THE PROTECTED AREAS ORDER (No. 5), 1944, DATED MARCH 20, 1944, MADE BY THE SECRETARY OF STATE FOR WAR UNDER REGULATION 13 OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

I. His Majesty's Principal Secretary of State for the War Department, being satisfied that it is necessary or expedient in the interests of the efficient prosecution of the war to regulate the entry of persons into the area described in the Schedule to this Order, in exercise of the powers conferred on me by Regulation 13 of the Defence (General) Regulations, 1939, by this Order declare the said area to be a Protected Area for the purposes of the said Regulations, and on and after the day hereinafter appointed for the coming into force of this Order, and subject to the exemptions hereinafter provided, no person being either an enemy alien or a person who was not at the beginning of the said day resident in the said area, shall be therein without my permission.

Any person shall be exempted from the requirement to obtain permission to be in the said area who, on being required so to do by any constable in uniform, or any member of His Majesty's Forces or of an Allied force in uniform and acting in the course of his duty produces evidence that he belongs to any of the following classes of persons :—

- (a) a person whose duty as a member of any of His Majesty's Forces, of an Allied force, of the Women's Royal Naval Service, of Queen Alexandra's Royal Naval Nursing Service, of the National Fire Service, of the Civil Defence Services, or of any police force in the United Kingdom, requires him to be within the said area :
- (b) a Member of Parliament :
- (c) a person who is the holder of an Official Pass (including D.R. Form 1, A.M. Form 1551, and A.M. Form 1552) enabling him to enter a Protected Area : Provided that his duty requires him to be within the said Area :
- (d) an enemy alien who was at the beginning of the day appointed for the coming into force of this order resident within the said area in pursuance of permission granted to him under the Aliens (Protected Areas) Orders.

This Order shall come into force on the first day of April, 1944, and may be cited as the Protected Areas Order (No. 5), 1944.

The War Office,
20 March, 1944.

(Sgd.) P. J. Grigg.

SCHEDULE

That part of the County of Fife consisting of the parishes of Tulliallan, Culross, Saline, Torryburn, Carnock, Dunfermline, Beath, Inverkeithing, Dalgety, Aberdour, Auchtertool, Ballyngry, Auchterderran, Burntisland, Kinghorn, Kirkealdy and Dysart, Kinglassie, Leslie, Wemyss, Markinch, Kennoway, Scoonie, Largo, Newburn, Kilconquhar, Elie, St. Monans, Carnbee, Pittenweem, Anstruther, Wester Kilrenny and Craig and all the burghs therein but excluding that portion of the parish of Tulliallan lying westward of the eastern side of the main road from Kincardine Road Bridge running north.

THE PROTECTED AREAS ORDER (No. 6), 1944

SCHEDULE

Those parts of the Counties of Midlothian, West Lothian and Stirling bounded on the east by the western boundary of the City of Edinburgh from the mouth of the River Almond to its intersection with the main Edinburgh-Falkirk road ; on the south by the north side of said road through Linlithgow (but excluding any part of the Burgh of Linlithgow) to the cross-roads about one mile west of Polmont ; on the west by the east side of the main road (A.905) from the said cross-roads direct to Kincardine Road Bridge.

THE PROTECTED AREAS ORDER (No. 7), 1944

SCHEDULE

That part of the County of East Lothian bounded on the east by the River Tyne ; on the south by the north side of the main road from Dunbar to Edinburgh through East Linton, the Haddington by-pass and Tranent (excluding any parts of the burghs of East Linton, Haddington and Tranent) ; and on the west by the County Boundary which runs to the Firth of Forth east of Musselburgh.

THE PROTECTED AREAS ORDER (No. 8), 1944

SCHEDULE

All those parts of the Counties of Norfolk, Suffolk and Essex described as follows :—

In the County of Norfolk :—

- The County Borough of Great Yarmouth.
- The Borough of King's Lynn.
- The Urban Districts of North Walsham, Cromer, Sheringham, Wells, and New Hunstanton.
- The Rural Districts of Erpingham, Walsingham, Smallburgh, Docking, Blofield and Flegg, Freebridge Lynn, Marshland, and Loddon.

In the County of Suffolk :—

- The County Borough of Ipswich.
- The Boroughs of Aldeburgh, Southwold, Beccles and Lowestoft.
- The Urban Districts of Felixstowe, Woodbridge, Stowmarket, Saxmundham, Leiston-cum-Sizewell, and Halesworth.
- The Rural Districts of Lothingland, Samford, Gipping, Deben, Blyth, and Wainford.

In the County of Essex :—

- The County Borough of Southend-on-Sea.
- The Boroughs of Maldon, Chelmsford, Harwich and Colchester.
- The Urban Districts of Canvey Island, Billericay, Benfleet, Rayleigh, Thurrock, Brentwood, Hornchurch, Burnham-on-Crouch, West Mersea, Brightlingsea, Clacton, Frinton and Walton, and Wivenhoe.
- The Rural Districts of Rochford, Maldon, Chelmsford, Lexden and Winstree, and Tendring.

THE PROTECTED AREAS ORDER (No. 9), 1944

SCHEDULE

All those parts of the Counties of Kent and Sussex described as follows :—

In the County of Kent :—

- The County Borough of Canterbury.
- The Boroughs of Rochester, Chatham, Gravesend, Deal, Dover, Faversham, Folkestone, Gillingham, Hythe, Lydd, Margate, New Romney, Queenborough, Ramsgate, Sandwich and Tenterden.
- The Urban Districts of Ashford, Broadstairs and St. Peter's, Herne Bay, Sheerness, Swanscombe, Northfleet, Sittingbourne and Milton, and Whitstable.
- The Rural Districts of Bridge Blean, Dover, East Ashford, Eastry, Cranbrook, Elham, Romney Marsh, Dartford, Malling, Sheppy, Swale, Strood, Tenterden and West Ashford.

In the County of Sussex :—

- The County Boroughs of Brighton, Eastbourne and Hastings.
- The Boroughs of Arundel, Bexhill, Chichester, Hove, Lewes, Rye and Worthing.
- The Urban Districts of Bognor Regis, Burgess Hill, Littlehampton, Newhaven, Portslade-by-Sea, Seaford, Shoreham-by-Sea and Southwick.

In the County of Sussex—*contd.*

The Rural Districts of Chailey, Chanctonbury, Chichester, Hailsham, Worthing, and Battle.

The parishes of Albourne, Clayton, Fulking, Hurstpierpoint, Keymer, Newtimber, Poynings, Pyecombe and Twineham, in the Rural District of Cuckfield.

THE PROTECTED AREAS ORDER (No. 10), 1944

SCHEDULE

All those parts of the Counties of Southampton and Dorset described as follows :—

In the County of Southampton :—

The County Boroughs of Portsmouth, Southampton and Bournemouth.

The Boroughs of Gosport, Romsey, Lyminster, Christchurch, Eastleigh and Winchester.

The Urban Districts of Havant and Waterloo, Petersfield, and Fareham.

The Rural Districts of New Forest, Droxford, Petersfield, Winchester, Romsey and Stockbridge, and Ringwood and Fordingbridge.

In the County of Dorset :—

The Boroughs of Poole, Wareham, Weymouth and Melcombe Regis, Blandford Forum, Dorchester, Bridport and Lyme Regis.

The Urban Districts of Wimborne Minster, Swanage, and Portland.

The Rural Districts of Wareham and Purbeck, Dorchester, Beaminster, Bridport, Blandford, and Wimborne and Cranborne.

THE PROTECTED AREAS ORDER (No. 11), 1944

SCHEDULE

The Administrative County of the Isle of Wight.

THE PROTECTED AREAS ORDER (No. 12), 1944

SCHEDULE

All those parts of the Counties of Devon and Cornwall described as follows :—

In the County of Devon :—

The County Boroughs of Exeter and Plymouth.

The Boroughs of Honiton, Torquay, Dartmouth and Totnes.

The Urban Districts of Axminster, Seaton, Ottery St. Mary, Sidmouth, Dawlish, Exmouth, Budleigh Salterton, Ashburton, Newton Abbot, Teignmouth, Buckfastleigh, Paignton, Brixham, Kingsbridge, and Salcombe.

The Rural Districts of Axminster, Honiton, St. Thomas, Totnes, Kingsbridge, Plympton St. Mary and Newton Abbot.

In the County of Cornwall :—

The Boroughs of Saltash, Liskeard, Lostwithiel, Fowey, Truro, Penryn, Falmouth, Helston, St. Ives and Penzance.

The Urban Districts of Torpoint, Looe, St. Austell, Newquay, Camborne-Redruth and St. Just.

The Rural Districts of St. Germans, Liskeard, St. Austell Truro, Kerrier, West Penwith, and Isles of Scilly.

APPENDIX II

Classes of Persons Permitted to Enter a Protected Area in England or on the Firth of Forth

In pursuance of the provisions of Regulation 13 of the Defence (General) Regulations, 1939, and for the purposes of each of the Orders made thereunder,

and entitled The Protected Areas Orders (Nos. 5 to 12), 1944, respectively, His Majesty's Principal Secretary of State for the War Department hereby gives permission to be within the Protected Area prescribed by that Order to any person who belongs to any of the following classes of persons :—

- (a) Persons engaged or employed on necessary business which cannot be deferred and which they cannot transact or carry on otherwise than by entering that Protected Area.
- (b) Persons visiting their parents, parents-in-law, persons *in loco parentis*, husbands or wives: Provided that the person to be visited was ordinarily resident in the Protected Area on 1st April, 1944.
- (c) Parents or persons *in loco parentis* visiting their children or wards in the Protected Area, if under the age of 16 years.
- (d) Persons visiting near relatives in the Protected Area who are seriously ill.
- (e) Patients going to or being in a hospital or nursing home within the Protected Area and tubercular patients going to or being in a sanatorium within the Protected Area.
- (f) Persons passing through the Protected Area by train or public service vehicle without breaking their journey in the Protected Area.
- (g) Students or pupils of a university, college or school within the Protected Area.
- (h) Persons taking up residence with a person resident in the Protected Area of whose household they are ordinarily members.
- (i) Persons who hold a certificate issued by a local authority that they have been rendered homeless as a result of enemy action, and who enter the Protected Area to reside with relatives or friends therein.
- (j) Members of the Merchant Navy holding Form C.R.S.52 or Form C.R.S.53 returning home on leave.

By Order of His Majesty's Principal
Secretary of State for the War Department.

The War Office,
London, S.W.1.
20th March, 1944.

(A.F.O. 847/42.)

1643.—Appointment of Naval Officers as Ministry of Aircraft Production Overseers at Factories Manufacturing Naval Aircraft

(C.W. 14592/44.—30 Mar. 1944.)

It has been agreed with the Ministry of Aircraft Production that Naval officers with Fleet Air Arm experience as pilots should be appointed as overseers in factories in the United Kingdom, manufacturing aircraft for the Royal Navy.

2. The following officers have already taken up duty :—

<i>M.A.P. Overseer at—</i>	
Acting Captain H. C. Ranald, O.B.E., R.N.	Messrs. Blackburn Aircraft, Ltd., Brough, East Yorks.
Acting Commander P. L. Mortimer, D.S.C., R.N.	Messrs. Fairey Aviation Co., Ltd., Hayes, Middx.

Additional appointments may be made later.

3. The duties of these officers comprise the co-ordination of all Ministry of Aircraft Production interests at the firm to which they are detailed, and also liaison with both Admiralty and Air Ministry Departments. They work directly under the Chief Overseer at the Ministry of Aircraft Production, and their terms of reference are the same as those which apply to officers of the R.A.F. detached for duty as M.A.P. Overseers.

4. These officers have direct access to the Chief Naval Representative (C.N.R.) at the Ministry of Aircraft Production. Their Naval liaison duties necessitate visits to H.M. ships, R.N. air stations, R.N. aircraft repair yards and other Naval establishments. All necessary facilities should be afforded to assist them in the performance of these duties.

5. All communications with the firms to which these officers are attached should be made through the Overseer and not with individual members of the firm.

(C.A.F.O. 645/43 is cancelled.)

1644.—Acting Sub-Lieutenants, R.N.—Courses, May, 1944—REPORTS

(C.W. 10574/44.—30 Mar. 1944.)

Provided that they are duly recommended, the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on 1st May, 1944, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses p.m. on 7th May, 1944.

2. Midshipmen are to be discharged in sufficient time to take a short period of leave before commencing their studies.

3. Attention is particularly invited to K.R. & A.I., Article 263, as amended by K.R. 4/41 and A.F.Os. 2968/42 and 12/43.

4. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch). Officers discharged from ships on foreign stations are also to report their addresses to H.M.S. "Excellent" and the date of their arrival.

5. Individual appointments will not be promulgated in C.W. List of Appointments nor will personal appointments be sent to officers except where deviation from the programme becomes necessary. Officers will be borne on the books of "Excellent" throughout the courses. They will be accommodated at the establishment named against the respective courses.

6. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of receipt of this Order are made acquainted with its details.

7. Officers proceeding to the R.N. Air Station, Arbroath, for the Air Course should leave London, for Arbroath, on Saturdays, travelling by the train leaving King's Cross at 1900 hours, and arriving at Arbroath at 0641 hours on Sundays.

8. A number of Acting Sub-Lieutenants (ex-Lower Deck) now undergoing instruction will also be appointed to these courses.

Name.	Group "A"	Ship.	Courses.
W. A. S. Murray	...	"Meteor" ...	Gunnery—
O. F. Rendell	...	"Stevenstone" ...	Begins ... 8 May 1944
D. C. Hirst	...	"Newcastle" ...	Ends ... 17 Jun. 1944
R. B. Moore	...	"Wildgoose" ...	(Firefighting 17 May 1944
J. M. Pinsent	...	"Onslaught" ...	Submarine 18 May 1944)
A. H. E. Cook	...	"Suffolk" ...	H.M.S. "Excellent"
I. B. Mackenzie	...	"Raleigh" ...	Torpedo—
J. C. S. Johnston	...	"Bermuda" ...	Begins ... 19 Jun. 1944
P. B. Cree	...	"Venus" ...	Ends ... 8 Jul. 1944
A. J. Robertson, R.A.N.	H.M.A.S.	"Australia"	H.M.S. "Vernon," Roedean
F. F. Simmons, R.A.N.	H.M.A.S.	"Australia"	Anti-Gas—
M. E. Poynter, R.A.N....	H.M.A.S.	"Australia"	Begins ... 10 Jul. 1944
			Ends ... 11 Jul. 1944
			H.M.S. "Excellent," Portsmouth
			Radar—
			Begins ... 12 Jul. 1944
			Ends ... 15 Jul. 1944
			H.M.S. "Excellent," Portsmouth
			Signals—
			Begins ... 17 Jul. 1944
			Ends ... 5 Aug. 1944
			H.M.S. "Excellent," Portsmouth
			Air—
			Begins ... 7 Aug. 1944
			Ends ... 12 Aug. 1944
			R.N. Air Station, Arbroath
			Navigation—
			Begins ... 14 Aug. 1944
			Ends ... 2 Sep. 1944
			R.N. College, Greenwich
			Anti-Submarine—
			Begins ... 4 Sep. 1944
			Ends ... 9 Sep. 1944
			H.M.S. "Excellent"

Name.	Group "B"	Ship.	Courses.
M. J. N. Dean	...	"Stevenstone" ...	Gunnery—
S. R. Sandford	...	"Newcastle" ...	Begins ... 8 May 1944
G. K. Findlay	...	"Belfast" ...	Ends ... 17 Jun. 1944
I. B. Hartnell	...	"Nelson" ...	(Firefighting 24 May 1944
M. D. Jackman	...	"Opportune" ...	Submarine ... 25 May 1944)
C. A. Pask	...	"Onslow" ...	H.M.S. "Excellent"
W. A. L. Dann	...	"Duke of York" ...	Torpedo—
J. G. Corbett	...	"Verulam" ...	Begins ... 19 Jun. 1944
D. W. Lupton	...	"King George V" ...	Ends ... 8 Jul. 1944
R. E. Lesh, R.A.N.	...	"Renown" ...	H.M.S. "Vernon," (Roedean)
K. W. Shands, R.A.N.	...	"Jamaica" ...	Air—
G. D. Moore, R.A.N.	H.M.A.S.	"Australia"	Begins ... 10 Jul. 1944
			Ends ... 15 Jul. 1944
			R.N. Air Station, Arbroath
			Anti-Gas—
			Begins ... 17 Jul. 1944
			Ends ... 18 Jul. 1944
			H.M.S. "Excellent"
			Radar—
			Begins ... 19 Jul. 1944
			Ends ... 22 Jul. 1944
			H.M.S. "Excellent"
			Signals—
			Begins ... 24 Jul. 1944
			Ends ... 12 Aug. 1944
			H.M.S. "Excellent"
			Anti-Submarine—
			Begins ... 14 Aug. 1944
			Ends ... 19 Aug. 1944
			H.M.S. "Excellent"
			Navigation—
			Begins ... 21 Aug. 1944
			Ends ... 9 Sep. 1944
			R.N. College, Greenwich
			Group "C"
R. R. Rossiter	...	"King George V"	Navigation—
H. B. Huntington-	...	"Tanatside" ...	Begins ... 8 May 1944
Whiteley			Ends ... 27 May 1944
			R.N. College, Greenwich
J. D. Hope	...	"Suffolk" ...	Anti-Submarine—
D. J. T. Turbett	...	"Kite" ...	Begins ... 29 May 1944
A. M. Ralph	...	"Duke of York" ...	Ends ... 3 Jun. 1944
R. J. Rickcord	...	"Suffolk" ...	H.M.S. "Excellent"
R. B. Clayton	...	"Albrighton" ...	Anti-Gas—
H. J. Startin	...	"Bleasdale" ...	Begins ... 5 Jun. 1944
D. D. E. Gay	...	"Lanka" ...	Ends ... 6 Jun. 1944
J. Gunn, R.A.N.	...	H.M.A.S.	H.M.S. "Excellent"
		"Australia"	Radar—
P. H. Doyle, R.A.N.	...	"Kenya" ...	Begins ... 7 Jun. 1944
B. A. J. Spittle, R.A.N.	...	"Jamaica" ...	Ends ... 10 Jun. 1944
			H.M.S. "Excellent"
			Signals—
			Begins ... 12 Jun. 1944
			Ends ... 1 Jul. 1944
			H.M.S. "Excellent"
			Air—
			Begins ... 3 Jul. 1944
			Ends ... 8 Jul. 1944
			R.N. Air Station, Arbroath
			Torpedo—
			Begins ... 10 Jul. 1944
			Ends ... 29 Jul. 1944
			H.M.S. "Vernon" (Roedean)

Name.	Ship.	Courses.
<i>Group "C"—contd.</i>		
<i>Gunnery—</i>		
		Begins ... 31 Jul. 1944
		Ends ... 9 Sep. 1944
		(Firefighting 9 Aug. 1944)
		Submarine 10 Aug. 1944)
		H.M.S. "Excellent"
<i>Group "D"</i>		
D. M. Dixon ...	"Brissenden"	<i>Anti-Gas—</i>
J. P. David ...	"Suffolk"	Begins ... 8 May 1944
M. D. Hollis ...	"Forester"	Ends ... 9 May 1944
J. H. Golds ...	"Belfast"	H.M.S. "Excellent"
C. A. C. Hodgson ...	"Lanka"	<i>Radar—</i>
J. E. T. Hales ...	"King George V"	Begins ... 10 May 1944
W. J. M. Roberts ...	"Magpie"	Ends ... 13 May 1944
C. M. C. Lawson ...	"Huron"	H.M.S. "Excellent"
R. W. Herbert-Smith ...	"Belfast"	<i>Signals—</i>
H. B. Gerrett, R.A.N. ...	"Renown"	Begins ... 15 May 1944
I. M. Burnside, R.A.N. ...	H.M.A.S. "Australia"	Ends ... 3 Jun. 1944
		H.M.S. "Excellent"
<i>Anti-Submarine—</i>		
		Begins ... 5 Jun. 1944
		Ends ... 10 Jun. 1944
		H.M.S. "Excellent"
<i>Navigation—</i>		
		Begins ... 12 Jun. 1944
		Ends ... 1 Jul. 1944
		R.N. College, Greenwich
<i>Gunnery—</i>		
		Begins ... 3 Jul. 1944
		Ends ... 12 Aug. 1944
		(Firefighting 12 Jul. 1944)
		Submarine 13 Jul. 1944)
		H.M.S. "Excellent"
<i>Air—</i>		
		Begins ... 14 Aug. 1944
		Ends ... 19 Aug. 1944
		R.N. Air Station, Arbroath
<i>Torpedo—</i>		
		Begins ... 21 Aug. 1944
		Ends ... 9 Sep. 1944
		H.M.S. "Vernon" (Roedean)
<i>Group "E"</i>		
W. J. Diggle ...	"Wensleydale"	<i>Torpedo—</i>
W. R. Fletcher ...	"Suffolk"	Begins ... 8 May 1944
I. A. Beattie ...	"Milne"	Ends ... 27 May 1944
P. H. R. Glennie ...	"Wren"	H.M.S. "Vernon" (Roedean)
A. A. Hoffman ...	"Forester"	<i>Air—</i>
R. L. Garnons Williams ...	"Matchless"	Begins ... 29 May 1944
G. A. Briggs ...	"Lanka"	Ends ... 3 Jun. 1944
E. A. Gibson ...	"Kent"	R.N. Air Station, Arbroath
A. N. Cupples, R.C.N. ...	"Jamaica"	<i>Gunnery—</i>
F. H. Boord, R.A.N. ...	"Kenya"	Begins ... 5 Jun. 1944
J. M. Armstrong, R.N.Z.N. ...	"Devonshire"	Ends ... 15 Jul. 1944
		(Firefighting 14 Jun. 1944)
		Submarine 15 Jun. 1944)
		H.M.S. "Excellent"
<i>Anti-Submarine—</i>		
		Begins ... 17 Jul. 1944
		Ends ... 22 Jul. 1944
		H.M.S. "Excellent"

Name.	Ship.	Courses.
<i>Group "E"—contd.</i>		
<i>Navigation—</i>		
		Begins ... 24 Jul. 1944
		Ends ... 12 Aug. 1944
		R.N. College, Greenwich
<i>Anti-Gas—</i>		
		Begins ... 14 Aug. 1944
		Ends ... 15 Aug. 1944
		H.M.S. "Excellent"
<i>Radar—</i>		
		Begins ... 16 Aug. 1944
		Ends ... 19 Aug. 1944
		H.M.S. "Excellent"
<i>Signals—</i>		
		Begins ... 21 Aug. 1944
		Ends ... 9 Sep. 1944
		H.M.S. "Excellent"
<i>Group "F"</i>		
J. F. Mackenzie ...	"Quadrant"	<i>Torpedo—</i>
J. M. Hunter ...	"Oribi"	Begins ... 8 May 1944
E. M. V. Farey ...	"Albrighton"	Ends ... 27 May 1944
J. V. W. Fleming ...	"Lanka"	H.M.S. "Vernon," (Roedean)
P. J. Rushbrooke ...	"Vesper"	<i>Navigation—</i>
M. H. T. Carlisle ...	"Scourge"	Begins ... 29 May 1944
D. B. Morison ...	"Inconstant"	Ends ... 17 Jun. 1944
J. D. Stuart ...	"Obedient"	R.N. College, Greenwich
A. N. Tranter, R.A.N. ...	"Jamaica"	<i>Gunnery—</i>
D. L. H. Dyke, R.A.N. ...	"Kenya"	Begins ... 19 Jun. 1944
E. C. Thorne, R.N.Z.N. ...	"Redoubt"	Ends ... 29 Jul. 1944
		(Firefighting 28 Jun. 1944)
		Submarine 29 Jun. 1944)
		H.M.S. "Excellent"
<i>Air—</i>		
		Begins ... 31 Jul. 1944
		Ends ... 5 Aug. 1944
		R.N. Air Station, Arbroath
<i>Anti-Submarine—</i>		
		Begins ... 7 Aug. 1944
		Ends ... 12 Aug. 1944
		H.M.S. "Excellent"
<i>Anti-Gas—</i>		
		Begins ... 14 Aug. 1944
		Ends ... 15 Aug. 1944
		H.M.S. "Excellent"
<i>Radar—</i>		
		Begins ... 16 Aug. 1944
		Ends ... 19 Aug. 1944
		H.M.S. "Excellent"
<i>Signals—</i>		
		Begins ... 21 Aug. 1944
		Ends ... 9 Sep. 1944
		H.M.S. "Excellent"
<i>Group "G"</i>		
A. D. Fletcher ...	"Lanka"	<i>Anti-Submarine—</i>
C. F. James ...	"Suffolk"	Begins ... 8 May 1944
C. D. Boyd ...	"Wren"	Ends ... 13 May 1944
P. G. Tidboald ...	"Kent"	H.M.S. "Excellent"
P. B. Beasley ...	"Lanka"	<i>Navigation—</i>
M. J. McDowell, R.N.Z.N. ...	"Redoubt"	Begins ... 15 May 1944
B. K. Lawless-Pyne, R.A.N. ...	H.M.A.S. "Australia"	Ends ... 3 Jun. 1944
		R.N. College, Greenwich

Name	Ship	Courses.
Group "G"—contd.		
I. S. Benny, R.A.N.	"Kenya" ...	<i>Air</i> —
K. M. Nanavati, R.I.N.	"Kite" ...	Begins ... 5 Jun. 1944
M. F. W. Dunlop, R.I.N.	"Bermuda" ...	Ends ... 10 Jun. 1944
A. E. Donnelly, R.I.N.	"Garlies" ...	R.N. Air Station, Arbroath
J. C. Maydew, R.I.N.	"Anson" ...	<i>Anti-Gas</i> —
		Begins ... 12 Jun. 1944
		Ends ... 13 Jun. 1944
		H.M.S. "Excellent"
		<i>Radar</i> —
		Begins ... 14 Jun. 1944
		Ends ... 17 Jun. 1944
		H.M.S. "Excellent"
		<i>Signals</i> —
		Begins ... 19 Jun. 1944
		Ends ... 8 Jul. 1944
		H.M.S. "Excellent"
		<i>Torpedo</i> —
		Begins ... 10 Jul. 1944
		Ends ... 29 Jul. 1944
		H.M.S. "Vernon," (Roedean)
		<i>Gunnery</i> —
		Begins ... 31 Jul. 1944
		Ends ... 9 Sep. 1944
		(Firefighting 16 Aug. 1944)
		Submarine 17 Aug. 1944)
		H.M.S. "Excellent"

(A.F.Os. 2968/42 and 12/43.)

1645.—Examination for Paymaster Sub-Lieutenant, R.N., September, 1943—Results

(C.W. 12469/44.—30 Mar. 1944.)

The following table shows the results of the examination for the rank of Paymaster Sub-Lieutenant R.N., held in September, 1943.

Name.	Ship's Office Work.	Capt's Secy. Work.	N.D.A. & C.M. Procedure.	V. calling and Naval Stores.	Typewriting.	Coding and Cyphering.	Foreign Language.	Optional Subject.	Prof. Report Marks.	Total.	Class.
Maximum marks	300	150	150	400	50	50	100	100	100	1,400	1-1,000
Minimum marks	150	75	75	200	20	20	—	—	—	600	2- 800
											3- 600
Segrave, P. M. J.	262	117	131	261	43	41	78	13	64	1,010	First
Rosser, I.	257	80	104	236	40	32	62	64	89	964	Second
*Lee, M. A.	205	106	112	262	41	36	44	67	69	942	Second
Bilson, J. F.	198	102	131	259	45	48	81	—	71	935	Second
Jacobs, W. H.	190	101	119	234	38	34	48	76	85	925	Second
Preedy, T. G.	229	103	109	238	49	36	—	69	77	910	Second
Hay, M.	190	86	125	225	43	40	50	60	85	904	Second
Slattery, M. G.	241	78	110	238	41	41	57	19	66	891	Second
Rolston, J. P. M.	233	92	84	209	40	28	50	38	75	849	Second
Vernon, J. M.	210	102	114	255	42	29	65	55	84	956	Third†
Prescott, J. R.	234	75	100	254	36	22	36	45	57	859	Third†

*Officer since reported missing, presumed killed.

† Although obtaining sufficient aggregate for a second class pass, these candidates have been given "Thirds" only, having failed at the first attempt.

1646.—Junior Engineer Officers, R.N.—Syllabus of Training Afloat—REPORTS

(C.W. 9713/44.—30 Mar. 1944.)

See AFO 31/45.
469/46
With reference to A.F.O. 678/43, it is now necessary to appoint Midshipmen (E) to other than Home Fleet ships for training.

2. Paragraph 2 of that Order summarizes the system of training now in operation. The syllabus of training referred to in paragraph 2 (3) which is to be followed in all cases so far as circumstances will permit, is set out below.

3. *Object of training afloat.*—The principal objects of this period of training afloat are:—

- To acquaint young officers with Service customs and routines and with ship life.
- To bring them into contact with ratings at an early age and to give them the opportunity, as junior officers, to exercise their powers of command and initiative.
- To give them an insight into the working of other branches and into the organization of the ship as a whole, and of the engineering department in particular.

4. *Allocation of training time.*—On coming to sea, after a short initial period, during which they will be expected to find their way round the ship, their time is to be apportioned as follows:—

Engineering department and damage control	... 12 weeks.
Executive duties	... 4 weeks.
Armament	... 6 weeks.
Accountant department	... 2 weeks.
Small ship time	... 4 weeks.

If more time is available it should be added to the time spent in the engineering department, but generally speaking it will be necessary to keep 1 month spare for travelling, examinations, etc.

5. *Syllabus of instruction.*—(i) Engineering department (12 weeks):—

In general, officers should start their training by working as a rating, with ratings, in the various sections, so that they can master the individual jobs and ultimately take charge and assume full responsibility for the work in a small section of the department.

All officers are to undergo the Auxiliary Machinery Course and to qualify for the award of the Auxiliary Watchkeeping Certificate.

Whilst at sea officers are to undertake the duties of various rating watchkeepers and are to qualify for the award of a Boiler Room Watchkeeping Certificate. They are also to understudy and, when practicable, carry out the duties of the Engineer Officer of the watch.

A short period should be spent in the engineer's office, becoming familiar with engine room registers, defect lists, As. and As., spare gear lists, store accounts, etc.

Officers under training are to be employed in various capacities in the damage control organization, e.g. initially as telephone watchkeepers, on watertight integrity patrols, etc., until they are ultimately able to assist the section officers or even to take over the duties of section officer.

They are to obtain a thorough knowledge of the X.Y.Z. system of marking doors and the organisation for maintaining watertight integrity, of the use of the flooding board and the arrangements for pumping, flooding and correction of "heel and trim" and of the fire-fighting equipment and its use.

(ii) Executive duties (4 weeks):—

- In harbour ... To keep watch as Midshipman of the watch.
Work with Midshipmen of boats.
Be attached to part of ship for drills, etc.
- At sea ... To keep watch on the bridge.
To assist navigator.
Take a trick at the wheel under supervision of Quartermaster.
Work on the fo'c'sle when entering or leaving harbour.

Officers under instructions should study the V/S and W/T organization, practise sending and receiving semaphore and morse, and learn the more usual stationing and speed signals.

(iii) Armaments (6 weeks) :—

- (a) Torpedo ... Torpedo organization for war.
Work with electrical artificers on H.P. and L.P. systems, gyro and fire control.
Damage control (electrical) in accordance with A.F.O. 4790a/43 (Training of Midshipmen, R.N., afloat), with special attention to :—
Supply and distribution of power with special attention paid to the ring main.
Alternative supplies.
Emergency arrangements.
- (b) Gunnery ... Gunnery organization for war.
Knowledge of turrets and turret machinery.
Work with ordnance artificers on gun-mounting machinery.
- (c) Radar and asdic Lectures on the types of equipment and their operational uses should be given, and officers under training should be given opportunities of keeping watches on the sets.

(iv) Accountant department (2 weeks) :—

Officers should be attached to the accountant branch for at least 2 weeks and should spend some time in the ship's office and victualling office, central stores, galley and bakery.

They should be given brief lectures on central storekeeping and on the action organization of accountant department, with particular reference to damage control.

(v) Small ship time (4 weeks) :—

While officers under instruction will always be appointed to aircraft carriers, battleships or cruisers, they should, when a suitable opportunity occurs, spend a period of about 1 month in a destroyer or other suitable small ship carrying an engineer officer.

During this small ship period they should follow in brief the main syllabus as laid down in this order for their big ship training as far as it is applicable.

6. *Divisional work.*—Midshipmen (E) are to be attached to a division throughout their period of training afloat and are to be fully instructed in the duties and responsibilities of a divisional officer by the officer of their division.

Particular attention is to be paid to the instruction on K.R. & A.I., Chapter XII, Chapter XXXVII and Appendix XVII, Part I, No. 23-40.

7. *Visiting ships.*—When ships are in company in harbour, opportunity should be taken to exchange visits with other ships in order to widen their experience as much as possible.

If possible, arrangements should be made for officers to go to sea in a submarine for a short exercise and to spend a day in an M.T.B.

For officers not initially appointed to aircraft carriers, an opportunity should be given to spend a few days in an aircraft carrier to study the flight deck equipment and the operation of aircraft from carriers.

8. *Journals.*—All Midshipmen (E) under training are to keep journals which, while being as descriptive and informative as possible, should not contain secret matter, as they are required for reference purposes later in their training.

9. The engineer officer of the ship to which Midshipmen (E) are appointed is to be responsible to the Captain for their training and he is to detail an officer to supervise their instruction.

10. On completion of their time afloat, Midshipmen (E) are to be examined by a Fleet Board appointed by the Commander-in-Chief, on the result of which the Board will report on their suitability for promotion to Acting Sub-Lieutenant (E).

In assessing the officer's suitability for promotion, marks should be awarded as follows :—

By Commanding Officers of all ships served in for general officer-like qualities, power of command, keenness and initiative. 30 per cent.

For written and oral examination on the above syllabus ... 60 per cent.

By examination board for journal ... 10 per cent.

Recommendations should be forwarded direct to the Captain (E)-in-Charge, R.N. Engineering College, Devonport; copy to Admiralty (Engineer-in-Chief), stating whether officers are "above average," "average" or "below average."

11. Confidential reports on each officer under training are also to be forwarded to the Admiralty on completion of the period served afloat.

12. Commanding Officers of ships having Midshipmen (E) under training are asked to forward any comments on the training or proposals for its improvement should they so desire, reports being forwarded in duplicate; original to Admiralty (Engineer-in-Chief); copy to Captain (E)-in-Charge, R.N. Engineering College.

(A.F.Os. 678/43 and 4790a/43.)

1647.—Foreign Languages—Annual Examination 1943—Result

(C.W. 13241/44.—30 Mar. 1944.)

Awards have been approved as shown below, on the result of the Annual Examination in Foreign Languages, held in December, 1943.

French

*Lieutenant J. W. de M. Carey, R.N.V.R.	...	...	Certificate of Merit.
Lieutenant C. K. Anthony, R.N.	...	...	£10 and Certificate of Merit.
*Mr. L. E. Boyer, Wt. Electrician	...	...	Certificate of Merit.
*Mr. W. L. Dart, Boatswain	...	...	Certificate of Merit.
Lieutenant M. F. J. Symes-Thompson, R.N.	...	...	£5 and Certificate of Merit.
Paymaster Lieutenant J. C. Edmonds, R.N.	...	...	Certificate of Merit.

German

*Commander (E) G. Hearson, R.N.	...	...	Certificate of Merit.
*Acting Paymaster Sub-Lieutenant A. R. Cole, R.N.	...	...	Certificate of Merit.

Spanish

Paymaster Lieutenant (Acting Paymaster Lieutenant Commander) W. T. Blunt, R.N.	£15 and Certificate of Merit.
Paymaster Lieutenant J. L. Rigge, R.N.	...

* Not eligible for a prize.

2. The necessary authorities for the payment of the money prizes are being issued. The Certificates of Merit will be forwarded.

1648.—Charge Pay—Accountant Officers

(C.W./D.N.A. 9924/43.—30 Mar. 1944.)

Owing to differences in the methods of computing the "number of pay accounts" which in some (but not all) cases determines Charge Pay for Accountant Officers, as well as other differences in the wording of the various relevant orders, it has been decided to cancel all previous regulations on this subject and to substitute a single schedule in which *average* numbers borne is the uniform basis for all such calculations.

2. The following schedule has therefore been drawn up to replace the instructions at present given in:

King's Regulations and Admiralty Instructions, Appendix I, Part 3 (25)
A.F.O. 1898/40
A.F.O. 2234/41
A.F.O. 2208/42

3. It is emphasised that these allowances are based on the degree of responsibility imposed by the total duties of the Accountant Officers concerned, of which charge of pay accounts is but one item. Where, therefore, the appointment qualifies for charge pay according to the number of pay accounts for which the officer is responsible, this is but a criterion and is not intended to be taken as a direct measure of the full responsibilities for which the allowance is granted.

No.	Rank of Officer in charge of Accounts and Stores	Schedule	Criterion	Rate per diem	
				s.	d.
1	Paymaster Lieutenant and below ...		Irrespective of number of pay accounts.	2	6
2	(a) Paymaster Commander and below...		Not less than 900 accounts	2	6
	(b) Paymaster Commander and below...		Not less than 1,400 accounts	3	6
	(c) Paymaster Commander and below...		Not less than 2,000 accounts	4	0
	(d) Paymaster Captain and below ...		Not less than 2,500 accounts	5	0
3	Paymaster Captain and below in charge of a division of R.N. Barracks at Portsmouth, Chatham and Devonport.		Irrespective of number of pay accounts.	5	0

Notes

(i) These allowances are not payable while closing accounts.

(ii) In the case of allowances under 2, where the number of pay accounts is the criterion, the numbers are to be computed and the allowance paid per quarter. The computation is to be the average number of accounts calculated as follows: Count the number of open accounts on the ledger on the first day of the quarter, and keep a running record of the total number of open accounts on each day of the quarter by adding or subtracting the number of entries and discharges each day as they occur; at the end of the quarter divide the sum total of these figures by the number of days in the quarter. (This running record and final calculation are to accompany the ledger into office.) The following may be included in addition to those appearing on the ledger on lists 1-16 inclusive: Accounts of civilian employees, including crews of drifters and small craft serving under ENG 6 agreement, who are regularly employed (i.e. excluding casual workpeople who are employed on a day-to-day basis) for which the Accountant Officer is responsible for the full and final calculation of all wages, payments, etc. The account of an officer or man entered on List 17—Victuals only—may be included, and counted as equal to one-quarter of an account on Lists 1-16.

(iii) The allowance under 2 (d) is approved as a war-time measure only.

(iv) Where the size of an establishment makes it quite obvious that the average number of accounts will be in excess of 3,000, the record referred to in Note (ii) may be dispensed with in order to save clerical work and a certificate, signed by the Commanding Officer, may be substituted for it to the effect that the average numbers borne for pay have been in excess of 3,000 throughout the quarter.

4. The provisions of this Order will take effect from 1st April, 1944. No adjustments are to be made by reason of past interpretations differing from the above.

5. K.R. & A.I., Appendix I, Part 3 (25) is in abeyance. A.F.Os. 1898/40, 2234/41 and 2208/42 are cancelled.

6. Charge Pay to Officers of other Branches.—Attention is directed to K.R. & A.I., Article 1576, which defines the conditions under which Charge Pay is payable to officers of other branches when no Accountant Officer is borne. Applications which do not fulfil these conditions should not be forwarded. The rates payable in such cases are given in K.R. & A.I., Appendix I, Part 3, No. 49.

(K.R. & A.I., Appendix I, Part 3 (25).)

(A.F.Os. 1898/40, 2234/41 and 2208/42 are cancelled.)

1649—Weekly Pay Programme for Non-Industrial Staff at Home Establishments—Deferment of Adjustments for Sick, etc., Absences.

(C.E. 51180/44.—30 Mar. 1944.)

Attention is drawn to A.F.O. 1626/44 dated 23rd March, 1944.

1650.—Temporary Commissions—Discharge of Ratings for Interview by Admiralty Selection Board (Executive and Special Branch)

(C.W. 51312/43.—30 Mar. 1944.)

With reference to A.F.O. 1163/43, paragraphs 14 and 17, in future, C.W. candidates for temporary executive commissions who have completed sea time and are recommended for interview by the Admiralty Selection Board may be discharged to R.N. Barracks, Portsmouth, or R.N.P.S. Depot, Lowestoft, as applicable, without further authority from the Admiralty.

2. C.W. candidates for Special Branch commissions are to be retained until authority for discharge to R.N. Barracks, Portsmouth, is received. Any cases of doubt where candidates appear overdue for interview by the Admiralty Selection Board should be referred to the Secretary of the Admiralty (C.W. Branch).

(A.F.O. 1163/43.)

("A" Message 300A is cancelled.)

(A.F.O. 6091/43 is cancelled.)

***1651.—Royal Marines—Candidature and Promotion of "Hostilities Only" Personnel**

(N. 6670/44.—30 Mar. 1944.)

Royal Marine H.O. personnel desirous of becoming candidates for promotion may, if recommended, be accepted as such under the following conditions:—

(a) *If trained at a R.M. division.*—On date of completion of 22 weeks' training on the authority of the Commandant concerned;

(b) *If trained at any other training establishment.*—On the expiration of 22 weeks' service on the authority of the Commanding Officer under whom the prospective candidate is serving at the expiry of the period mentioned.

2. With reference to sub-paragraph (b), should a prospective candidate leave a training establishment before completing the specified period of 22 weeks' service, the Commanding Officer concerned will notify the new Commanding Officer of the date of eligibility for acceptance as a candidate for promotion. The Commanding Officer under whom any prospective candidate is serving at the expiration of the 22-week qualifying period will notify the Commandant of the R.M. Division concerned of final acceptance as a candidate for promotion.

3. Applications for candidature may be submitted at any time subsequent to the completion of training and approved on the authority of the Commanding Officer of the ship, establishment or unit in which the applicant is serving. Details of candidates so accepted will be reported to the Commandant of the R.M. Division concerned.

4. Accepted candidates will be placed on a roster to be maintained at each R.M. Division and from which promotions to Corporal (Temporary) may be effected in the ratio of one H.O. for every three Continuous Service, Pensioner and/or R.F. Reservist.

5. Any non-candidates who may be promoted to Corporal (Acting Temporary) within the establishments of R.M. units will automatically become candidates as from date of promotion.

6. Reports on accepted H.O. candidates and Temporary N.C. officers will be made in quarterly returns on Form S.365A.

7. H.O. ranks promoted Corporal (Temporary) will be placed on one roster from which promotion to Sergeant (Temporary) will be effected in the ratio of one H.O. for every four Continuous Service, Pensioner and/or R.F. Reservist.

8. The above procedure is applicable to H.O. personnel of the Royal Naval School of Music.

(A.F.Os. 204/41 and 748/42 are cancelled.)

**1652.—Petty Officer Stewards and Cooks (Patrol Service) Employed as Instructors—
Payment of Additional Allowance**

(N. 31104/43.—30 Mar. 1944.)

Approval is given for payment of an allowance of 6*d.* a day to all Petty Officer Stewards and Petty Officer Cooks (Patrol Service) employed in accordance with A.F.O. 6254/42 on instructional and general advisory duties.

(A.F.O. 6254/42.)

1653.—Combined Operations Personnel and Royal Marine Landing Craft—Definition

See AF01818/46.

(N./C.O.P. 167/43.—30 Mar. 1944.)

Officers and ratings who are allocated permanently to Combined Operations for manning the following will be known as "C.O. personnel":—

- (a) All types of landing craft and landing barges (but *not* landing ships).
- (b) Staffs of landing craft and landing barge squadrons and flotillas.
- (c) Naval beach commandos, naval beach signal sections, support and reconnaissance units, and other special parties allotted by the Admiralty e.g., L.C.O.C.U., C.O.P.P., L.C.R.U., etc.

2. Officers of the Naval Reserves and H.O. ratings who have undergone C.O. training will not normally be reverted to general service during the present war, and requests for transfer to general service should only be forwarded in exceptional circumstances.

3. Royal Marine officers and other ranks allocated for employment as in paragraph 1 remain available for general service, but for the period of their employment in these duties, they will be known as "R.M.L.C. personnel."

4. C.O. naval ratings as defined above can be identified by the suffix "C.O." to their official number. This suffix is to appear on their identity discs and Service certificates and in their pay books.

5. Details of the centralised drafting, records and accountant organization for C.O. and R.M.L.C. personnel and the functions of H.M.S. "Copra" are laid down in A.F.O. 5941/43.

(C.A.F.O. 1732/43, A.F.Os. 5940/43, 5941/43 and 6308/43, paragraph 1 (c) and (d).)

(C.A.F.O. 1631/42 (paragraphs 1-8) and A.F.O. 1171/43 are cancelled.)

1654.—Combined Operations Personnel—Use of Official Number and Ship's Book Number

(N./C.O.P. 167/43.—30 Mar. 1944.)

The following instructions on the use of official and ship's book numbers are to be followed in all correspondence relating to C.O. ratings, as defined in A.F.O. 1653/44:—

(a) In all documents primarily affecting pay and victualling, such as emergency pay lists, Forms S.1072a, the C.O. ship's book number is to be quoted. In these instances the official number need not be quoted except in formal letters or where specifically required by the nature of the form.

(b) In all documents primarily affecting drafting and records, the official number, complete with suffix "C.O." is to be quoted. As, however, official numbers in Admiralty records do not show the C.O. suffix, any communication originating inside Admiralty will not bear the distinguishing letters.

(c) Where any doubt arises both numbers should be given.

(A.G.M. 298A is cancelled.)

1655.—Non-substantive Ratings—Training—Conditions Governing Grant of Miscellaneous Gunnery Non-substantive Ratings

(N./G.D. 0104/44.—30 Mar. 1944.)

A.F.O. 1161/44 is to be amended as follows.

Delete Table, Section II (d) and substitute:—

Non-substantive Rating.	Open to.	Special Qualifications.	Where Course may be carried out.	Authority to give Rating.	Examining Officers.	Rate per Diem.	Remarks.
Q.O. (L.C.).	Ordinary Seaman from H.O. training establishment or base.	Be recommended from training establishment or base.	H.M.S. "Excellent." Coastal Force Base, Alexandria.	The Captain, H.M.S. "Excellent." Commanding Officer of Base.	Officers of H.M.S. "Excellent." Officers of Coastal Force Base.	3 <i>d.</i>	(1) Acting rating only on qualifying (see paragraph 22) and until rated A.B. (see paragraphs 23 and 24). (2) Badge to be worn is that of Q.R.3.

(A.F.O. 1161/44.)

1656.—Progressive and Good Conduct Badge Pay—Modification of Normal Rules for Counting Former Time

(N. 6051/44.—30 Mar. 1944.)

The following is a consolidation of former A.F.Os. relating to the modification of normal rules for counting former time towards progressive and good conduct badge pay for various classes of ratings serving during the present emergency.

2. *Voluntary "H.O." re-entrants.*—With effect from 14 Dec. 1939, and as a temporary measure, men who voluntarily re-enter the Royal Navy or Royal Marines for "service until the end of the period of the present emergency" may count their former Naval or Marine service, subject to the usual conditions, towards progressive pay and good conduct badges irrespective of the period which has elapsed since their discharge from such former service (i.e. they may count all former Naval or Marine service which they would have been entitled to reckon had they re-entered within 5 years). It must be clearly understood, however, that the former service will not be allowed to reckon towards pension.

3. *Naval reservists.*—Also with effect from 14 Dec. 1939, men called up as Naval reservists for service in the present emergency, may, during that period, similarly be allowed to reckon their previous Naval or Marine service irrespective of the period which elapsed between the date of their discharge from the active service and that of their enrolment in the reserve.

4. *Re-entries under the National Service (Armed Forces) Acts and ratings on special engagements.*—With effect from 1 Jan. 1942 the concession outlined in paragraph 2 was extended to men called up for service in the Royal Navy or Royal Marines under the National Service (Armed Forces) Acts, and from the same date or from the conclusion of their agreements, whichever is the later, to ratings now serving under special engagements, as detailed below, who are detained, under A.F.O. 3192/40, until the end of the present emergency under the engagements by which they contracted to serve for varying periods before the war :—

- (a) R.N. Supplementary Party.
- (b) R.M. Supplementary Party.
- (c) F.A.A. Supplementary Party.
- (d) Reserve Fleet Supplementary Party.
- (e) Reserve Fleet Working Party.
- (f) Controlled Minefields Party.
- (g) Ratings serving on a special non-continuous Service Engagement (S.56X) for a period of 3 years, under the special scheme promulgated in 1937, who did not choose to be regarded as mobilised reservists on the outbreak of the war and are detained under A.F.O. 3192/40.

5. *Boom defence ratings.*—With effect from 1 Jul. 1942, boom defence ratings who transferred from civil to Naval status at the commencement of hostilities, may count their former service for progressive pay and good conduct badge purposes under ordinary rules as laid down in K.R. & A.I., Appendix XVII, Part 1.

6. The concession does not apply to men re-entered under normal engagements

(K.R. & A.I., Appendix XVII, Part I.)

(A.F.O. 3192/40.)

(A.F.Os. 215/41, 2852/42, 5378/42 and 6263/42 are cancelled.)

1657.—Submarine Pay—Conditions of Payment and Rates

(C.W. 32939/43.—30 Mar. 1944.)

In future, appointments heretofore described as "for duty Class I with submarines" will be confined to officers qualified in submarines and serving in appointments in which they make use of their special knowledge. The present limitation of such appointments to submarine depot ships (K.R. & A.I., App. I, Part 3, No. 51 (iii)) is abolished.

2. It has also been decided to discontinue the appointment of officers "for duty Class II with submarines" (K.R. & A.I., App. I, Part 3, No. 51

(iv) (a). Officers not appointed for submarine duty who proceed to sea in submarines for specific duty will continue to be eligible to receive the appropriate allowance under Clause IV (b).

3. As a corollary, the officers referred to in paragraph 1 will be appointed "for duty with submarines", or "as Submarine Staff Officer" as appropriate.

4. Existing appointments will not be amended.

5. K.R. & A.I. will be amended.

(K.R. & A.I., App. I, Part 3, No. 51.)

1658.—Cable Ship Transferable Agreement—Victualling of Officers

(V.2/A/S.M. 124/44.—30 Mar. 1944.)

With reference to A.F.O. 251/44, Section J, paragraph 66, details of the messing arrangements for officers in cable ships are being issued as an amendment to the memorandum on victualling.

2. Copies of the amendment will be distributed to all cable ships and naval bases concerned.

(A.F.O. 251/44.)

1659.—Continuity of Medical Treatment—Supply to Ministry of Health of necessary information concerning Personnel Discharged "Invalided" from the Royal Navy, Royal Marines, Women's Royal Naval Service, Members of the Q.A.R.N.N.S. (R) and V.A.Ds.

(P.M. 1962/43.—30 Mar. 1944.)

In order to ensure continuity of medical treatment, arrangements have been made to supply the Ministry of Health with a brief summary of the relevant medical histories of service personnel invalided from the service for disclosure to their doctors in civil life in cases where the consent of the patients is given to such disclosure.

2. In the case of an insurable person who has given consent, the information will be forwarded through the Ministry of Health to the civilian doctor concerned. In the case of a non-insurable person or one who has withheld consent, the information will be retained centrally.

3. Form M.168 has accordingly been established and is to be completed at the hospital or medical establishment at which final invaliding takes place, care being taken to show whether the person consents to the disclosure of his service medical history to his doctor in civil life. The completed form is then to be disposed of as follows :—

Officers

Form M.168 should be completed and attached to the copies of Form M.98 which are submitted to the Secretary of the Admiralty, the place for date of ceasing pay being left blank. It should be ascertained from the officer whether he is insured under the National Health Insurance Scheme and the Form M.168 noted at the top "Insured" or "Not Insured".

Form M.168 will be transmitted to the Ministry of Health by the Admiralty. As at present Forms S.1034 in respect of officers will be forwarded direct to the Ministry of Health by the Accountant Officer who closes the officer's final pay account.

Ratings

Form M.168 is to be completed at the hospital or medical establishment at which the rating is surveyed and forwarded together with the other invaliding documents (Forms D.145, etc.) to the Ministry of Pensions, Liaison Officer, c/o D.N.A., Bath. The Director of Navy Accounts will attach Form M.168 to the notification of the cease pay date which is sent to the rating's Accountant Officer.

The Accountant Officer is to forward Form M.168 attached to Form S.1034 to the Ministry of Health, Insurance Department, Blackpool.

II.

*Personnel Invalidated while Serving on Agreements T.124X,
T.124T and Cable Ship Agreements*

Officers—T.124X and T.124T

Form M.168 should be completed and attached to the copies of Form M.88 which are submitted to the Secretary of the Admiralty, the place for date of ceasing pay being left blank. The necessary action to enable Form M.168 to be passed to the Ministry of Health by the Accountant Officer closing the officer's account will be taken at the Admiralty. In the case of officers who are insurable, the Accountant Officer of the depot should attach Form M.168 to Form S.1034 and forward both forms to the Ministry of Health, Insurance Department, Blackpool.

Ratings—T.124X, T.124T and Cable Ship Agreements

Form M.168 is to be completed at the Hospital or medical establishment at which the rating is surveyed and forwarded to the man's depot ship. The Accountant Officer of the depot should attach Form M.168 to Form S.1034 and forward both forms to the Ministry of Health, Insurance Department, Blackpool.

4. Forms S.1034 should continue to be rendered and endorsed "invalidated" in both officers' and ratings' cases.
5. Supplies of Forms M.168 should be demanded from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, by the hospitals concerned.
6. The monthly return of men and boys invalidated from the service (Form N.A.199) which is rendered to the Ministry of Health should be discontinued.

1660.—Dental Treatment—Particulars of the New Dental Scale of Fees Coming into Operation on 1st March, 1944

(M.D.G. 12289/44—30 Mar. 1944.)

The following amendment is to be made to A.F.O. 1499/44 :—

Paragraph I, after "public expense," add :—

"under the general conditions shown in A.F.O. 2476/37 (as amended by A.F.Os. 3074/39, 3472/39, 963/40, 177/41 and 5135/42)."

2. The reference at the end to previous A.F.Os. is to be substituted by "A.F.Os. 2231/42, 5135/42 and 3279/43 are cancelled."

1661.—Men with Monocular Vision—Entry and Retention

(N. 5799/44.—30 Mar. 1944.)

The following is a consolidation of former A.F.Os. concerning the entry and retention of men with monocular vision.

2. Cases of men who have lost the sight of one eye and are considered to be unfit for further service of any description are to be submitted to the Admiralty for decision, and the following details are to be furnished :—

- (a) The cause of the loss of vision in one eye ;
- (b) details of the vision in the remaining eye ;
- (c) an opinion as to whether the man is otherwise medically fit ; and
- (d) details of the man's pre-entry occupation.

3. Men who have lost the sight of one eye but are fit for service of some description are to be retained "until the end of the period of the present emergency".

4. Candidates for entry or re-entry in the R.N. with monocular vision, will be considered for service "until the end of the period of the present emergency" provided that they are otherwise suitable, and that their services are particularly desirable. All such cases should be submitted to the Admiralty for decision.

5. Care must be taken that when men with monocular vision are entered or retained for further service, they are not employed on duties where they are at all likely to be a danger to themselves or others.

6. In general, men with monocular vision are not considered to be suitable for service at sea. Consideration will, however, be given to men who have special qualifications for comparatively sedentary duties.

(A.F.Os. 4753/40 and 2825/43 are cancelled.)

***1662.—Survivors—Provision by R.N.B.T. of Extra Clothing, etc.**

(D.P.S. 206/44/P.—30 Mar. 1944.)

Arrangements have been made whereby the Royal Naval Benevolent Fund will assist Naval personnel who are survivors from H.M. ships sunk, etc., by the provision of underclothing, night clothing, money for telegrams, shaving gear and one packet of cigarettes, up to a limit of £1 total value per head.

2. Senior Naval Officers concerned are requested, therefore, to effect local purchases at their discretion on the above basis, as and when the occasion may arise. Men to whom non-consumable items are issued should be informed that they are expected to return these to the local office of the R.N.B.T. as convenient on arrival at the Home Port.

3. The purchases, and issue of cash may, if essential, be made in the first instance by utilising public money. The service to which the transaction relates is to be clearly shown on the relative cash account voucher, quoting number of this A.F.O. Both payment to and contra receipt from the R.N.B.T. should be classified under the head "Private Individuals—R.N. Benevolent Trust".

(A.F.O. 3031/41 is cancelled.)

***1663.—Loss of Effects—War Risks Insurance—Revised Premiums**

(N.L. 15506/43.—30 Mar. 1944.)

The rates of premium applicable for the insurance of cargoes to and from the United Kingdom, or voyages indicated under paragraph A below, will be withdrawn with effect from Wednesday, 15th March, 1944, when the rates indicated under paragraph B below will be substituted :—

	Per cent.
	s. d.
A. Rates withdrawn :—	
Canada (Atlantic) and/or United States (Atlantic) not south of Cape Hatteras	30 0
United States (Atlantic), south of Cape Hatteras and/or United States Gulf	40 0
West Indies, including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic) and Mexico (Atlantic)	40 0
Azores—direct	40 0
Canada and/or United States and/or Central America (Pacific)	50 0
B. Rates substituted :—	
Canada (Atlantic) and/or United States (Atlantic), not south of Cape Hatteras	25 0
United States (Atlantic), south of Cape Hatteras and/or United States Gulf	35 0
West Indies, including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic), and Mexico (Atlantic)	35 0
Azores—direct	35 0
Canada and/or United States and/or Central America (Pacific)	45 0

(A.F.Os. 2024/43 and 813/44.)

1664.—Officiating Ministers of Religion

(C.E. 52230/44.—30 Mar. 1944.)

The following appointments have been approved :—

Roman Catholic

Inverness	Rev. Valentine J. Mackenzie, St. Mary's, Huntley Street, Inverness.
W. R. N. S. Establishments, Woburn, Wavenden, etc.	Rev. Edmund J. Gotston, 40, Wood Street, Woburn Sands, Bletchley, Bucks.
R.N. College, Eaton Hall	Very Rev. Fidelis Gatt, D.D., Franciscan Friary, Grosvenor Street, Chester. Vice : Rev. Berard Fleming.
H.M.S. "Arbella"	Right Rev. Monsignor J. Bigland, St. Mary's, Horncastle Road, Boston, Lincs.

2. The usual facilities are to be afforded.

1665.—W.R.N.S. Vision Standards

(M.D.G. 16669/44.—30 Mar. 1944.)

The eyesight standards for entry into the W.R.N.S. are based on those issued in M.R.B.I. (Instructions for the guidance of Medical Boards under the National Service Acts); for naval purposes Standards 2 (L) and 3 (L) are introduced to include women with better vision in their left eyes.

2. Standards are :—

Standard 1.—Unaided vision is not less than 6/6 in one eye and not less than 6/9 in the other.

Standard 2.—Unaided vision is less than in Standard 1 but is either not less than 6/12 in each eye or is not less than 6/6 in the right eye and not less than 6/36 in the left.

Standard 2 (L).—Unaided vision is less than Standard 1 but is either not less than 6/12 in each eye or is not less than 6/6 in the left eye and not less than 6/36 in the right.

Standard 3.—Unaided vision is less than Standard 2 but can be corrected to at least Standard 2.

Standard 3 (L).—Unaided vision is less than Standard 2 but can be corrected to at least Standard 2 (L).

Standard 4.—Unaided vision is less than in Standard 2 and vision cannot be corrected to Standard 2 but can be corrected to at least 6/12 in one eye and to at least 6/36 in the other.

Standard 5.—The conditions in Standards 1-4 cannot be attained but vision can be corrected to at least 6/24 in each eye.

Standard 6.—Vision in one eye with or without glasses is not less than 6/12 and in the other is less than 6/36 with or without glasses or has been lost, or practically lost and investigation as to the cause of the loss is satisfactory.

Standard 7.—Vision is below Standards 1-6.

Notes.—If a myopia of more than minus 7 in any meridian is found in either eye and there is not more than minus 2 in any meridian in the other eye, she will be placed in Standard 6; if there is more than minus 2 in any meridian in the other eye, she will be placed in Standard 7.

Strabismus.—No woman with strabismus of any degree will be placed in a higher standard of vision than Standard 4, irrespective of her visual acuity. Whether the woman will be placed in Standards 4, 5, 6 or 7 will depend on the visual acuity found.

3. Grading.—Women whose visual acuity is in Standards 1-4 will be placed in Grade I so far as eyesight is concerned, and those whose visual acuity is in Standards 5 and 6 in Grade II. Those whose visual acuity is in Standard 7 will be placed in Grade IV. Women who are placed in Grade II solely because their visual acuity is in Standard 5 or 6 will be graded IIa (vision).

It will be noted that Vision Standard 5 includes women with poor corrected distant vision due in many cases to the results of past disease or injury.

Vision Standard 6 is in general a standard implying monocular vision, but may include women who retain sufficient vision in the worse eye to be of material practical value.

It is not considered that the lower standards of vision in the ratings, and types of service shown for these standards, should be adhered to rigidly.

4. Colour Vision.—Although compared with men there is a much less percentage of colour vision defectives in women yet these very occasionally occur, and it is important that women in certain duties, e.g., visual signallers, boats' crew, and recruiters, have normal colour vision. Others, if their duties include the recognition of colours, should have at least Colour Grade III.

5. Minimum Visual Standards of Entry.—The following are in force as from the date of this Order :—

Boats' crews	Vision Standard I ...	Colour Vision Grade I. Glasses not allowed.
Visual signallers	Vision Standard I ...	Colour Vision Grade I. Glasses not allowed.
Bomb range markers	Vision Standard I ...	Glasses not allowed.
Cine gun assessors	Vision Standard I.	

T/P Operators	Vision Standard 2L.
Special duty ("Pembroke V")	Vision Standard 2L.
Classifiers	Vision Standard 2L.

Radar Operators (A.F.O. 5149/42, paragraph 4) ... Vision Standard 3.

Cooks	} Vision Standard 6.
Gardeners	
Hairdressers	
Laundry maids	
Messengers	
Quarters assistants	
Stewards	
Switchboard operators	

All other categories ... Vision Standard 4.

M/T Drivers.—Unaided vision 6/18 both eyes together, worse eye not less than 6/60 correctable to 6/9 both eyes together, with the worse eye correcting to at least 6/24.

6. Spectacles.—These are permitted if required, in all categories excepting visual signallers and boats' crews and bomb range markers. A.F.O. 1187/43 is the authority for the method of supply.

7. W.R.N.S. ratings who have lost the sight of one eye, and who would normally be brought forward for survey with a view to invaliding, may be retained until the end of the present emergency if their services are particularly desired and they are otherwise fit.

All such cases are to be submitted to the Admiralty for decision and, where retention is approved, care should be taken that the ratings are not employed in duties where they are at all likely to be a danger to themselves or to others.

(A.F.Os. 5149/42, 1187/43 and 1900/43 (paragraph 5).)

(A.F.Os. 2023/42, 4265/42 and 3270/43 are cancelled.)

1666.—W.R.N.S.—(1) Uniform of Ratings on Discharge or Promotion—Disposal (2) Plain Clothes Gratuity—Forfeiture

(N.1946/44.—30 Mar. 1944.)

Subject to the modifications set out below, the rules laid down in K.R. & A.I., Article 1879, are applicable to the uniform kits of W.R.N.S. ratings on discharge.

2. Deserters.—(a) Uniform kit.—So far as possible, all articles of uniform kit forming part of the gratuitous issue are to be appropriated. It is to be understood that there is no authority to demand the return of a W.R.N.S. deserter's kit, but every reasonable effort should be made to recover it. Underwear to the scale required as qualification for the authorised grant is also to be recovered, if possible, from deserters with less than two years' service.

(b) Private effects.—In the case of deserters formally discharged under A.F.O. 1190/44, private effects and items of uniform not included in the gratuitous issue are to be sent to the rating. Private effects of ratings not formally discharged are to be held for six months, and then disposed of as follows :—

- Non-valuables are to be sold, and the cash realised is to be reported on Form S.46 for payment to the rating if she is subsequently discharged.
- Any valuables are not to be disposed of until the wishes of the next-of-kin have been ascertained.

3. *Discharge for misconduct.*—This is to be regarded as embracing the following causes of discharge for the purpose of applying the provisions of the regulations quoted :—

- (a) Article 1602, clause 2 (c).—Deserted. Dismissed H.M. Service, S.N.L.R.
 (b) Article 1879—Dismissed H.M. Service, S.N.L.R.

4. Uniform clothing withdrawn from W.R.N.S. ratings, including deserters, is to be taken on charge by the Accountant Officer, and, if in new condition and unworn, it is to be utilised for kitting up new entries or for repayment issue in the ordinary way. If worn but otherwise in good condition and fit for further use, it is to be cleaned and subsequently utilised for repayment issue at two-thirds of the ordinary prices.

Local arrangements are to be made on the best terms obtainable for the cleaning of the clothing, the cost being charged to Vote 2M.

Articles not in sufficiently good condition to be dealt with as above, are to be returned to a victualling yard for disposal in the usual way. ,

5. *Ratings promoted to officer rank.*—When W.R.N.S. ratings who have been granted commissions have kitted themselves as officers, the articles included in their regulation kit as ratings which as officers they cannot use (e.g. overcoats, jackets and skirts, trousers, navy shirts, cotton flannels and caps) are to be withdrawn and disposed of in accordance with paragraph 4 of this order.

(K.R. & A.I., Articles 1602 and 1879.)

(A.F.Os. 348/42, 3372/42, 5646/42, 921/43 and 1190/44.)

(A.F.O. 2604/43 is cancelled.)

1667.—W.R.N.S.—Chevrons for War Service—Notations on Service Certificates

(N.2965/44.—30 Mar. 1944.)

Notations of the award to W.R.N.S. ratings of chevrons for war service are to be made in the blank space on the Service Certificate to which paragraph 2 of A.F.O. 1342/44 refers.

(A.F.Os. 7/44 and 1342/44.)

1668.—W.R.N.S. Canteen Amenities—REPORT

(V2/1034/44.—30 Mar. 1944.)

Consideration is being given to the question of canteen amenities for W.R.N.S. personnel accommodated at isolated R.N. Camps, Naval Air Stations, etc., and Commanding Officers of R.N. Camps, Naval Air Stations, etc., at which W.R.N.S. personnel are accommodated, are to report to the Admiralty through their Administrative Authorities what canteen amenities are at present available for W.R.N.S. personnel, and whether such amenities are considered adequate. If they are not considered adequate, recommendations for remedying this should be included by the Commanding Officer in his report.

1669.—Instructional Film “Damage Control—Elements of Stability” (Serial No. G.88, Part 6)

(T.S.D. 2137/44.—30 Mar. 1944.)

With reference to A.F.O. 4251/43, part 6 of the film “Damage Control” entitled “Elements of Stability” (serial No. G.88), produced by the U.S. Navy Department, is now available and copies will be issued in accordance with paragraph 3 below, without demand.

2. This film has a running time of approximately 37 minutes and it explains and demonstrates the mechanics of ship stability, the meaning of buoyancy, gravity, righting moment, etc., and the effect of a free surface of water or liquid.

3. The distribution will be as follows :—

	Copies for re-issue on temporary loan, Command Instructional Film Libraries.	
	35 mm.	16 mm.
Lyness	1	1
Rosyth	1	1
Glasgow	1	1
Liverpool	1	1
Chatham	1	1
Portsmouth	1	1
Devonport	1	1
London	1	1

A.F.O. 4251/43, paragraph 10, refers

4. Application for copies of this film on temporary loan should be made to the libraries referred to in paragraph 3 above, in accordance with A.F.O. 4251/43, paragraph 10.

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

1670.—Speeches, Publications and Political Activities of Naval Personnel

(N.L. 1917/44.—30 Mar. 1944.)

Cases have occurred recently which indicate that the provisions of Articles 17 and 17a of K.R. & A.I. governing publications, speeches and political activities by naval personnel are not sufficiently known. The text of these two articles is accordingly set out below :—

Article 17.—An officer or man is forbidden to communicate any information which might directly or indirectly assist an enemy, to any person other than a person to whom he is authorized to communicate it, or a person to whom it is, in the interests of the State, his duty to communicate it. See 925 and 925a. (*Communication of confidential information is a breach of the Official Secrets Acts.*)

2. All persons belonging to the Fleet are forbidden to write or otherwise to communicate to the Press, or publish or allow to be published, directly or indirectly, any matter or information relating to the Naval Service, or anything of a controversial nature affecting other departments of the public service or relating to matters of public policy, unless the permission of the Admiralty has been first obtained. They are further forbidden, without first obtaining Admiralty permission, to deliver publicly or broadcast any lecture or read any paper on such subjects, or in any public speech dealing with such subjects, to express opinions which are likely to give rise to controversy.

As a general rule Admiralty permission will not be given for the publication in the press of accounts of current or recent Service operations, nor will permission be given, in general, for the publication of books of memoirs or reminiscences of their Naval career by authors who are still serving on the Active List or in the Fleet. (*For the publication of photographs see 1253d.*)

3. Matter for the publication of which permission is required must be submitted to the Admiralty through the usual Service channels in duplicate and in type or print, except that, as a special arrangement, matter intended for the Naval Review and the Royal United Services Institution Journal may be submitted to the editors direct.

4. Clauses 2 and 3 of this Article apply to all officers on ship's books, but not to officers on half pay or officers on the intermediate rate of unemployed pay. Such officers, however, will be held responsible for any publication which is considered by the Admiralty to be subversive of discipline or contrary to the best interests of the Naval Service, and they should remember not only that the Official Secrets Acts apply to them, but also that public expressions of opinion about the Naval Service or on controversial questions of public policy are incompatible with their position as officers on the active list and may make it difficult to consider them for re-employment.

5. The publication without Admiralty permission of any wireless message, cable or other communication, received or intercepted through naval channels, or of the fact that any such communication has been received or intercepted, is prohibited.

Article 17a.—Political Activities and Candidature for Parliament.—No officer or man is permitted to take any active part in the affairs of any political organization or party, either by acting as a member of a candidate's election committee, or by speaking in public or publishing or distributing literature in furtherance of the political purposes of any such organization or party, or in any other manner.

2. No officer or man is permitted to issue an address to electors or in any other manner publicly to announce himself or allow himself to be announced as a candidate or a prospective candidate for any constituency for election to the Parliament of the United Kingdom or of Northern Ireland, the Dail of the Irish Free State or the Malta Senate or Legislative Assembly.

3. Officers desiring to retire or resign, and men desiring to be discharged or transferred to the Royal Fleet Reserve, with a view to standing as candidates for election to the Parliament of the United Kingdom or of Northern Ireland, the Dail of the Irish Free State or the Malta Senate or Legislative Assembly must make application through the usual Service channels. The approval of such applications will depend on the exigencies of the Service. An officer whose application is approved will be treated as retiring or resigning voluntarily. A man whose application is approved will be granted a free discharge or transferred to the Royal Fleet Reserve as from the day before he issues his address or is otherwise publicly announced as a Parliamentary candidate.

4. The prohibitions contained in clauses 1 and 2 above apply to officers (except Admirals of the Fleet when they are unemployed) and men, notwithstanding that they may be on unemployed or half-pay, or seconded or lent or granted leave without pay. They also apply to retired officers and officers on the emergency list and pensions when such officers or men are recalled to service or re-employed, and to officers and men of the reserve forces when actually serving.

Article 17a should be read in conjunction with A.F.O. 6077/43 by which it is to some extent modified.

It is emphasized that under clause 2 of Article 17, permission is required for the publication of matter coming within the categories enumerated therein even though it may not be of a political nature or in furtherance of the political activities of any political organization.

(K.R. & A.I., Articles 17 and 17a.)

(A.F.O. 6077/43.)

1671.—Naval Canteen Service

(N/N.L. 16122/43.—30 Mar. 1944.)

With reference to A.F.O. 2238/42, it has been decided that a new rating of Boy Canteen Assistant is to be introduced and that the rating of Junior Canteen Assistant is to be altered to Ordinary Canteen Assistant.

2. In future, youths under 17½ years of age will be entered as Boy Canteen Assistants. They should be advanced to Ordinary Canteen Assistant at 17½ and to Canteen Assistant at 18, both advancements being made by Commanding Officers and reported to the Manager, Naval Canteen Service.

3. Paragraphs 2 and 5 of A.F.O. 2238/42 should be amended as follows:—

Paragraph 2—

Title.	Relative rank.	Post.
Chief Canteen Manager ...	C.P.O.	Canteen Manager in capital ships, cruisers and other large ships.
Canteen Manager ...	P.O.	Canteen Manager in other ships.
Leading Canteen Assistant ...	Ldg. Sea.	First Assistant in ships bearing a Chief Canteen Manager.

Title.	Relative rank.	Post.
Canteen Assistant ...	A.B.	Other Canteen Assistants.
Ordinary Canteen Assistant ...	Ord. Sea.	Junior Assistant.
Boy Canteen Assistant ...	Boy 1st Cl.	Boy Assistant.

Paragraph 5—

	s.	d.
Chief Canteen Manager ...	5	0 a day
Canteen Manager...	3	9 a day
Leading Canteen Assistant ...	2	6 a day
Canteen Assistant ...	2	0 a day
Ordinary Canteen Assistant ...	1	6 a day
Boy Canteen Assistant ...	1	0 a day

4. Junior Canteen Assistants at present serving as such will now become Ordinary Canteen Assistants irrespective of age (i.e. the new rules for entry as Boy Canteen Assistant will apply only to future entrants).

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

*1672.—Passages to Australia for Dependants of Members of the Australian Forces Who Have Married Abroad

(N. 5163/44.—30 Mar. 1944.)

The following is a copy of Commonwealth Navy Order, No. 600, dated 16th November, 1943:—

In view of the improved war situation, the Commonwealth Government has lifted the suspension imposed on the free passage scheme, and the Repatriation Commission is authorized to provide passages to Australia, at limited cost, for the wives and children of members of the Forces who marry during the period of their active service abroad. Passages will include travelling facilities to the port of embarkation and from the port of disembarkation to the ultimate destination in Australia, and will be provided without regard to the financial means of the persons concerned.

2. The cost to the Commonwealth for the sea voyage must not exceed £55 sterling from the United Kingdom, £50 sterling from the Middle East, £40 sterling from South Africa, and from other ports of embarkation the amount of the normal pre-war third-class fare to the port of disembarkation in Australia. During the war it is improbable that berths will be available at these rates, and, if a member desires his wife and children to travel at present, he or his wife must pay the difference involved. The number of passages which can be granted during the war, however, is restricted by the shipping accommodation available.

3. Copies of application forms for passages are printed in the appendices to this Order. An application must be made by a member himself, or, if deceased, by his widow. An application will not be accepted from a wife.

4. A member, who has returned to Australia, should direct his application to the Deputy Commissioner of Repatriation in the capital city of the state concerned. A member still serving overseas should apply through his Commanding Officer to the nearest Repatriation Agent. Agents appointed to act on behalf of the Commission are the Official Secretary, Australia House, London; the Australian Military Liaison Officer, General Headquarters, Middle East Forces, Cairo; and the Commissioner of Pensions, Pretoria, South Africa. A widow should apply direct to one of these authorities.

5. Commanding Officers, who receive applications, should certify the identity of the applicant, and, as far as possible, satisfy themselves that the particulars are correct, especially in regard to the applicant's conjugal condition upon his embarkation from Australia.

APPENDIX I

Form 28

COMMONWEALTH OF AUSTRALIA

REPATRIATION COMMISSION

Application by Soldier for Free Passage to Australia for His Dependents.

I, (Full Name).....apply to the Repatriation Commission for a free passage to (Port of Disembarkation)..... Australia, for my wife (and children). I fully understand that, irrespective of my rank, only a third-class passage (or its equivalent) can be granted, and that, if I desire superior accommodation, I will have to pay the difference in cost myself. I also understand that excess luggage will not be paid for by the Department. In support of my application, I tender the following particulars :—

Regt. No..... Rank..... Unit.....

Full maiden name of wife.....

Present postal address of wife.....

Date of Marriage..... Place of Marriage.....

Proposed postal address in Australia of wife.....

Arrangements (if any) which have been made or will be made for wife to be met on her arrival in Australia (state full particulars)

Name and postal address of person (if any) who will meet wife on her arrival in Australia.....

Names and ages of any dependent children in respect of whom passage is also desired.....

Have you ever been married before?.....

If so, state if your first wife is deceased or divorced.....

If deceased, state date and place of death.....

If divorced, state date and place of divorce.....

and I solemnly declare that the foregoing particulars are true and correct in every respect.

Declared at...../ 19

Signature of Applicant.....

Witness.....

For official use only.

APPENDIX II

Form 28A

COMMONWEALTH OF AUSTRALIA

REPATRIATION COMMISSION

Application by Widow for Free Passage to the Commonwealth

I, (Full Name).....apply to the Repatriation Commission for a free passage to (Port of Disembarkation)..... Australia, on behalf of myself (and my children).

I fully understand that, irrespective of my late husband's rank, only a third-class passage (or its equivalent) can be granted, and that, if I desire superior accommodation, I will have to pay the difference in cost myself. I also understand that excess luggage will not be paid for by the Department. In support of my application, I tender the following particulars :—

Full name of Soldier.....

Regt. No..... Rank..... Unit.....

Date of death.....

My full maiden name was.....

My present postal address is.....

Date of Marriage..... Place of Marriage.....

My proposed postal address in Australia is.....

Arrangements (if any) which have been made with relatives or friends in Australia with regard to accommodation on my arrival in Australia

Name and postal address of such relative or friend.....

Names and ages of any dependent children in respect of whom passage is also desired.....

Rate of war pension (if any) payable to me in respect of my deceased husband

Government by which war pension is paid.....

and I solemnly declare that the foregoing particulars are true and correct in every respect.

Declared at...../ 194

Usual signature of applicant.....

Maiden signature.....

Witness.....

For official use only.

***1673.—Sixth Victory Loan—Canada—Instructions for Canadian Borne for Pay in R.N. Ships and Establishments**

(N. 6259/44.—30 Mar. 1944.)

Canada's Sixth Victory Loan campaign will be conducted during the period 24 Apr. 1944 to 15 May 1944. All Canadian officers and ratings are to be given the opportunity to invest in these bonds.

2. The loan consists of an issue of 3 per cent. Government Bonds offered at par, maturing on 1 Jun. 1960; interest payable semi-annually on 1 Jun. and 1 Dec. Bonds are either bearer or registered, and will be held by the Department of Finance for safe keeping or delivered to any address in Canada. Special forms, combining application and allotment declaration are being sent to personnel without demand. Where these are not available, ordinary forms of allotment in favour of the Receiver-General of Canada may be used with a memorandum stating the purpose of the allotment.

3. Outright purchases must be accompanied by cheque or remittance payable to the Receiver-General of Canada and forwarded to the Senior Canadian Naval Officer (London). Sterling cheques and remittances require a certificate signed by the purchaser, stating that the amount represents Canadian Naval pay and allowances. Foreign exchange requirements will be arranged by the Senior Canadian Naval Officer (London).

4. Bonds are available in the following denominations:—

<i>Bond in Dollars.</i>	<i>Sterling Equivalent.</i>	<i>Monthly Allotment, 31 May to 31 Oct. 1944, inclusive.</i>	
<i>\$</i>	<i>£ s. d.</i>	<i>\$</i>	<i>£ s. d.</i>
50.00	11 3 9	8.40	1 17 7
100.00	22 7 5	16.80	3 15 2
500.00	111 17 2	84.00	18 15 10
1,000.00	223 14 3	168.00	37 11 8

5. All applications are to be forwarded, and enquiries addressed to the Senior Canadian Naval Officer (London), Navy Office of Canada, King's House, 10, Haymarket, London, S.W.1.

(a) Applications for outright purchases are to be forwarded in duplicate.

(b) Applications for purchase by allotment are to be forwarded in triplicate.

6. When nominal accounts only are held for personnel borne in the books of an R.C.N. establishment, the application forms are to be forwarded to that establishment for necessary ledger action.

7. Allotments for the purchase of the Fifth Victory Loan Bonds, terms of which are the same as above (paragraph 4), are to be stopped paid on the 30 Apr. 1944, quoting this order.

***1674.—Sports—R.N. and R.M. Sports Control Board—Donation**

(N.—30 Mar. 1944.)

(Included in Notice Boards Issue only.)

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

1675.—Guns—20-mm. Hispano—Maximum and Minimum Free Length of Return Spring

(G. 999/43.—30 Mar. 1944.)

Recent trials with return springs for 20-mm. Hispano guns have shown that a maximum free length of 710 mm. (27.95 ins.) down to a minimum free length of 660 mm. (25.98 ins.) give satisfactory gun functioning.

2. Return springs issued by R.N.A. depots as replacement spares should be of a maximum free length of 710 mm. (27.95 ins.) down to a minimum free length of 675 mm. (26.57 ins.). Those incorporated in guns which have fired are acceptable down to 660 mm.

3. All springs in service before assembly and at Group F maintenance operations are to be examined for free lengths and those in excess of 710 mm. (27.95 ins.) and below 660 mm. (25.98 ins.) are to be returned to the appropriate N.A. depot and serviceable springs obtained in lieu.

(A.F.O. 1920/43 is cancelled.)

1676.—Gun Mountings—5.25-in. Marks I and II—Size 31 Newton (Derby) Hydraulic Pump—Modification to Control Cylinder Piston—REPORTS

H.M. Ships of "King George V" and "Dido" Classes

(G. 02238/44.—30 Mar. 1944.)

To prevent leakage past the pistons of the Newton pump control cylinders, it has been found necessary to adapt the pistons for the fitting of "U" leathers.

2. A.F.O. Diagram No. 91/44 (1) (G.R.6544) shows the assembly of the leathers on the pistons which are to be adapted from either the plain lapped type or later type with C.1 rings, whichever is fitted.

3. The modification for the piston ring type differs from the modification for the lapped piston type and is shown as assembly III on the diagram.

4. A.F.O. Diagram No. 91/44 (2) (G.R.6547) shows details of the die, mould, and wooden chuck necessary for the manufacture of the leathers. These items should be held on board to augment the set of dies, moulds, etc., in the "C" set of spares.

5. In cases where appreciable cylinder wear is discovered, the bores should be fescolised with hard chromium and re-ground to plan size, before a new or modified piston with leather is fitted.

6. The Commanding Officers of ships concerned should include an item, Classification "A", in the ship's list of As. and As. to cover the work involved, if not so fitted.

7. The numbers of the pumps so modified should be reported to the Admiralty in due course.

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

1677.—Gun Mountings—0.303 in Vickers Twin M/G, Mark V—Introduction of Gunners Body Belts

Ships and Depots

(G. 1124/44.—30 Mar. 1944.)

Reports indicate that Vickers Twin M/G, Mark V, mountings are more easily controlled if a suitable body support is provided for the gunlayer.

2. It has therefore been decided to provide gunners body belts for all Vickers Twin M/G, Mark V, mountings.

3. These belts will be similar to those used for Hotchkiss and Marlin mountings except that special hooks will be provided to attach the belt chains to the rear connecting rod on the guns.

4. Supplies of belts and fittings will shortly be available at Coventry and Parkhead for issue on demand.

5. Ships and depots should demand as required at the rate of one belt complete with fittings for each mounting fitted.

1678.—Ammunition—2-pdr., Q.F., Mark VIII H.V.—Separations in the Feed Block

(G. 015370/43.—30 Mar. 1944.)

An analysis of the reports of stoppages with 2-pdr., Mark VIII H.V. guns due to separation of the round in the feed block of the gun indicate that these stoppages have been confined to relatively few ships.

2. An inference to be drawn from this is that good maintenance of the gun, mounting and ammunition will very much reduce the incidence of this failure.

(A.F.O. 181/44.)

1679.—Ammunition Supply—Ready-use and Magazine Lockers—Lockers for 2-in. Rocket Flares

(G. 010730/43.—30 Mar. 1944.)

With reference to paragraph 4 of A.F.O. 828/44, lockers, Pattern 7786, are suitable for either horizontal or vertical stowage.

(A.F.O. 828/44.)

1680.—Royal Naval Air Stations Magazine and Explosives Regulations—Introduction

(G. 04750/43.—30 Mar. 1944.)

Magazine and Explosives Regulations for Royal Naval Air Stations have been approved and will be issued in accordance with A.F.O. 1736/44. These Regulations will replace those contained in A.P. 2608A, and should be brought into effect on receipt.

2. To comply with the Regulations three forms have been introduced.

(a) Form S.285G—Explosives Log and S.285D(A)—Cover for Explosives Log.

(b) Form S.1131—Authorization Form (to replace R.A.F. Form 1003).

These forms should be taken into use—

(a) on receipt;

(b) at new stations forthwith, at other stations when ordered by the administrative authorities.

3. Provided explosives store houses, etc., are in accordance with previously approved Admiralty drawings, proposals for structural alterations to conform with the new regulations should not be put forward at present.

4. Proposed amendments to the Regulations should be forwarded to the Admiralty (Naval Ordnance Department) through the appropriate administrative authorities.

(A.P. 2608A.)

(A.F.O. 1736/44.)

1681.—Training—Non-Substantive Ratings—Re-Examination for Higher Gunnery Rating after Failure

(G.D. 0124/44.—30 Mar. 1944.)

For the duration of the war, ratings who are unsuccessful in their examination for Higher Gunnery Rating, are eligible to undergo a further course and be re-examined after a period of 12 months has elapsed.

2. The existing regulations, whereby the period between failure and re-examination is 2 years, are placed in abeyance.

1682.—Telescopes (Including Director Telescopes, Director Binoculars and Periscopes)—Modification to Rubber Face Piece

(G.D./S.R.E. 162/44.—30 Mar. 1944.)

The hard red rubber face pads (A.P. 2550) supplied with director binoculars (A.P. G.363 -4, -5, -6) do not position the eyes correctly. This means that both eyes do not see the full field and the effective light transmission (at night) is reduced. The loss is not important by day, but the performance by night is very seriously impaired.

2. Black rubber pads of the same A.P. No. are available in most stores. These are generally softer and if the user presses his head firmly into the pad, he can get his eyes into the correct position, though it is not comfortable to keep the head in this position for long.

3. Investigation at A.R.L. has shown that the hard red rubber face pad can be improved by cutting away some of the rubber with a sharp knife (or razor blade), especially in the region where the pad touches the nose (see A.F.O. Diagram 92/44).

4. The following test shows when the correct amount has been cut away. Set the interocular distance correctly; place the head against the face-pad (with normal comfortable pressure); then, if each eye be closed in turn without moving the head, a full field should be seen with the other eye. This test must be made after sunset.

5. Cutting the rubber has the disadvantage that it removes some of the protective coating of sheet rubber and exposes the sponge rubber inside. The latter will absorb sweat, dirt, etc., and the life of the pad will thus be shortened. This defect may be minimised by covering the exposed sponge rubber with cellophane tape or surgical adhesive tape.

6. Ships should, therefore, obtain the black rubber pad from store whenever this is possible and should preferably use it without cutting. Where the black rubber pad is not available, the red rubber pad should be cut, provided that there are some reserve pads in stock.

7. Similar rubber pads are in use on gunsights (G.352 and G.353). In this case the difficulty is less, since it is easier to force one eye into the correct position than two.

8. An improved face-pad will be issued as soon as it becomes available.

1683.—Pitometer Logs—Care and Maintenance of Speed and Distance Transmitters

(T. 252/43.—30 Mar. 1944.)

It is desired to draw attention to the following instructions regarding care and maintenance of speed and distance transmitters of Pitometer log equipment.

2. *General.*—For periodical cleaning and oiling, etc., of the instruments the covers are removed. As soon as possible afterwards they should be replaced and all securing screws tightened thoroughly to prevent ingress of dampness. As an additional safety measure the joint surface should be coated with tallow or other suitable grease before replacing the cover. Gland nuts should be kept tight.

3. *Speed transmitter*.—The cover at the side of the box providing access to the motor brush on the side should be well screwed down on its leather washer.

4. *Distance transmitter*.—The impulse contacts which control the distance register have been found to give more satisfactory operation if the gaps, fully open, are maintained at 0.09-in.

5. A note to this effect should be added to the relevant page in the instructional handbook issued by the makers.

1684.—Lamp Fitting in Wheelhouse at W/T Watchkeeper's Position—Provision of—As. and As.
L.C.T. (4)

(D. 031310/43.—30 Mar. 1944.)

The following item of As. and As., No. 221, has been approved, classification "A", for L.C.T.(4) fitted with T.V.5 or C.N.Y.1 W/T sets:—

"To provide a lamp fitting, A.P. 17105, in the wheelhouse at the W/T watchkeeper's position, to be fed from the 220 volt supply by looping-in to the live side of the existing stern light switch, A.P. 4090A".

2. The work should be carried out by flotilla and squadron staffs.

(Capt., M.L.C., 7 Mar. 1944, No. M.673/43.)

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

1685.—Magnetic Compasses—Unreliability

(C.D. 87/44.—30 Mar. 1944.)

Cases have occurred recently where certain small craft fitted with only magnetic compasses have sailed without having had their compasses corrected on the assumption that the compass although not corrected would be sufficiently reliable for navigation.

In such circumstances the performance of the compass would in almost all cases be such as to render it quite useless for navigation. It would probably point vaguely in the direction of some large magnetic object near at hand, e.g. funnel, gun, etc., merely deviating from side to side as the ship altered course. Further, any movement of the ship in pitch or roll would cause the card to oscillate in an erratic manner over wide arcs because of uncorrected heeling error.

2. Proposals have been made from time to time that in ships with gyro-compasses the standard compass could be dispensed with and that if the gyro-compasses broke down a boat's compass could be erected on the bridge to navigate the ship. This compass would be entirely uncorrected and even though erected in the original position of the standard compass from which proper safe distances have been observed during building no useful performance could be expected of it.

3. In confirmation of the above statements a table of actual figures is appended, paragraph 5, showing the performance of the magnetic compasses before any corrections have been made in certain ships of different classes taken at random.

It will be seen that it is only in the wooden craft (L.C.A.) that the deviations are not excessive, and that even there they are too large for practical navigation.

4. At the same time it should be borne in mind that even if a compass is only roughly adjusted and still has large deviations, say over 20°, such a compass will be almost unusable as due to the uncompensated magnetic forces of the ship, it will be very unsteady in certain arcs, and small alterations of course of the ship may cause large movements of the compass and so make steering almost impossible. Further, if the ship is rolling the effect of heeling error in such a compass may be sufficient to make it so unsteady as to be absolutely useless.

5. Maximum deviations encountered in ships of the following classes before their compasses have been corrected:—

Class.	Deviation.
(1) "K.G.V."	Deviations up to 180°. Compass confined to an arc of North to N. 46° W.
(2) "Dido"	Deviations vary from 50° E. to 48° W.
(3) "County"	Deviations vary from 61° E. to 59° W.
(4) Sloop	Deviations vary from 29° E. to 28° W.
(5) Old destroyer	Deviations over 170°.
(6) Modern destroyer	Deviations vary from 87° E. to 73° W.
(7) L.C.T. (4)	Deviations vary from 90° E. to 81° W.
(8) L.C.A.	Deviations varied from 29° W. to 30° E.
(9) L.C.M.	Deviations varied from 60° W. to 58° W.
(10) L.C.P. (R)	Deviations varied from 110° E. to 91° W.

6. It does not follow, of course, that these excessive deviations will always be met with at an uncorrected compass; in exceptional cases very little correction may be required, particularly where the compass is well away from all steel structures. In these circumstances the performance of an uncorrected compass may be fairly good.

In this connection it is interesting to note that in ships built before the bridge had become a fighting and control position as well as the navigating position, it was possible to observe every precaution in favour of the standard compass and, as a result, uncorrected deviations were generally small. For instance, in H.M.S. "Diadem" only one corrector magnet was required at the standard compass while in H.M.S. "Fearless" (1900) it was not found necessary to insert any corrector magnets in the binnacle at all.

1686.—L.C.I.(L) and L.C.H. Steering Compasses

(C.D. 116/44.—30 Mar. 1944.)

Experience has shown that many L.C.I.(L) and L.C.H. require larger spheres than the 4 ins. diameter normally fitted for the correction of their steering compasses.

2. Ships in which swinging has shown that the 4 in. spheres are too small should demand and fit pattern 176 in lieu, the compasses being immediately readjusted.

3. Ships at home should demand from the N.S.O., Slough, those in the Mediterranean from S.N.S.O., Malta, those in the East Indies from S.N.S.O., Colombo.

4. In the majority of ships it will be found that the 6 in. spheres require fitting at 10 in. (centre of compass to centre of sphere), in which position they correct 10¼° of coefficient D.

5. In view of the great weight of the spheres and the weakness of the sphere brackets it is not desirable that 6 in. spheres be fitted at greater distances.

1687.—New Marine Pattern Bubble Sextant—Trials and Reports

(H. 02294/43.—30 Mar. 1944.)

Tests at sea of a modified form of the R.A.F., Mark IXA bubble sextant, having continuous (clockwork) integration have shown that, even in fairly rough weather, the instrument is capable of providing a valuable check on position when the horizon is obscured, provided the observer is well practised in using it.

2. The modifications referred to, however, fell short of the ideal, leaving the instrument still too heavy, badly balanced, having too volatile a bubble and too long a period of observation, and being liable to be obscured by spray in parts of the optical system inaccessible for cleaning.

3. A special type marine model, Pattern No. 704, eliminating the above defects as far as possible, has been designed, and a limited number are now coming into production off Contract C.P.88802/43, with Messrs. Henry Hughes and Son, Ltd. A first allocation of these will be as follows:—

N.S.O., Lyness, for issue as directed by C.in-C., H.F.	...	10
S.N.S.O., Mersey Area, for issue as directed by C.in-C., W.A.	...	20
F.O. (S)	...	1
H.M.S. "Dryad"	...	1

H.M.S. "Dryad" and F.O. (S) will each be supplied with 1 out of the first batch delivered, the remainder of that batch, and all subsequent batches until numbers are completed, going to S.N.S.O., Mersey Area, for C.in-C., W.A., and N.S.O., Lyness, for C.in-C., H.F., in the proportion of 2 to 1.

4. These instruments will, for the present, be in excess of horizon sextants allowed by establishment.

5. Administrative Authorities are requested to allocate the sextants within their Commands and to inform Admiralty of the detailed allocation.

6. Reports should be called for at the end of three months from the date of first delivery, for forwarding to the Admiralty. It has been decided not to issue a stereotyped questionnaire, but the reports should pay special reference to ease of handling, growth of proficiency with practice, balance of instrument, length of period of observation (i.e. 1 minute), and the accuracy and reliance which has been found can be placed on results.

7. Careful attention should be paid to the pamphlet of instructions for use issued with each sextant. It is, however, highly desirable that officers called upon to use these sextants should receive short preliminary instruction. Authorities indicated in paragraph 3 should, therefore, if practicable, arrange through the Director of Navigation, Admiralty, for a suitable officer from each base concerned to visit the works of Messrs. Henry Hughes & Son, in London, for 1 day's instruction. If this is impracticable, Director of Navigation should be so informed. Endeavour will then be made to arrange for a representative of the firm to visit the bases concerned.

1688.—Boiler Tubes, etc.

H.M. Ships "Berkeley Castle", "Clinton", "Diadem", "Friendship", "Lightfoot", "Recruit", "Statrice" and N.A.V. "Throsk"

(N.S/P. 23559/43.—30 Mar. 1944.)

Particulars of the boilers and tubes fitted are as follows:—

H.M.S. "Berkeley Castle" (P. 23559/43)

Type and No. of boilers	...	Admiralty 3 drum	...	...	2 No.
Total No. of tubes fitted	...	Generator	...	...	2912 No.

No. 1 Boiler

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
	in.	WDG	ft. in.		
A	1½	116	7 9 ¹¹ / ₁₆	66	} All tubes are bent.
B	1½	116	7 8 ³ / ₈	64	
C	1½	116	7 7 ¹ / ₈	86	
D	1½	116	7 6 ⁵ / ₈	86	
E	1½	116	7 6 ¹³ / ₁₆	86	
F	1	104	7 9 ³ / ₁₆	98	
G	1	104	7 10	96	
H	1	104	7 10 ³ / ₄	98	
J	1	104	7 11 ³ / ₄	96	
K	1	104	8 0 ⁵ / ₁₆	98	
L	1	104	8 2 ¹¹ / ₁₆	96	
M	1	104	8 4 ¹³ / ₁₆	98	
N	1	104	8 7 ¹ / ₁₆	96	
O	1	104	8 9 ¹ / ₂	98	
P	1	104	8 11 ⁷ / ₈	96	
Q	1	104	9 3 ¹ / ₄	98	

No. 2 Boiler

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
	in.	WDG	ft. in.		
A	1½	116	7 9 ⁷ / ₁₆	66	} All tubes are bent.
B	1½	116	7 8 ¹ / ₄	64	
C	1½	116	7 7	86	
D	1½	116	7 6 ¹⁵ / ₁₆	86	
E	1½	116	7 6 ¹ / ₂	86	
F	1	104	7 9 ¹ / ₁₆	98	
G	1	104	7 9 ³ / ₄	96	
H	1	104	7 10 ¹ / ₂	98	
J	1	104	7 11 ¹ / ₂	96	
K	1	104	8 0 ⁷ / ₈	98	
L	1	104	8 2 ⁹ / ₁₆	96	
M	1	104	8 4 ³ / ₁₆	98	
N	1	104	8 6 ¹¹ / ₁₆	96	
O	1	104	8 9 ³ / ₁₆	98	
P	1	104	8 11 ¹¹ / ₁₆	96	
Q	1	104	9 3	98	

H.M.S. "Statrice" (P.20133/43)

H.M.S. "Lightfoot" (P.0220/44)

H.M.S. "Clinton" (P.0219/44)

H.M.S. "Diadem" (P.1024/44)

H.M.S. "Friendship" (P.0218/44)

Particulars of the boilers and tubes fitted in the ships shown under Column "A" are identical with those published in the A.F.Os. quoted against those shown under column "B".

A	B	A.F.Os.
"Clinton" } "Friendship" } "Lightfoot" }	... .. "Aries"	587/44
"Diadem" ... ..	... .. "Royalist"	4727/43
"Statrice" ... ..	... .. "Potentilla"	1675/42

H.M.S. "Recruit" (P.1565/44)

Type and No. of boilers	...	Water tube 3 drum	...	...	2 No.
Total No. of tubes fitted	...	Generator	...	...	2908 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of tubes fitted.	Remarks.
	in.	WDG	ft. in.		
A	1½	116	7 9 ³ / ₂	128	} All tubes are bent.
B	1½	116	7 7 ³ / ₈	128	
C	1½	116	7 6 ³ / ₈	172	
D	1½	116	7 6 ⁵ / ₁₆	172	
E	1½	116	7 6 ¹ / ₂	172	
F	1	104	7 8 ¹³ / ₁₆	196	
G	1	104	7 9 ¹ / ₂	192	
H	1	104	7 10 ¹ / ₄	196	
J	1	104	7 11 ⁵ / ₁₆	192	
K	1	104	8 0 ³ / ₄	196	
L	1	104	8 2 ¹¹ / ₁₆	192	
M	1	104	8 4 ³ / ₂	196	
N	1	104	8 6 ¹¹ / ₁₆	192	
O	1	104	8 8 ¹ / ₁₆	196	
P	1	104	8 11 ⁵ / ₈	192	
Q	1	104	9 2 ¹¹ / ₁₆	196	

N.A.V. "Throsk" (P.656/44)

Type and No. of boilers	...	Single-ended Marine Type	
Total No. of tubes fitted	...	Scotch boiler	... 1 No.
		Generator	... 457 No.
		Air preheater	... 310 No.

Row.	Ext. Dia.	Thickness.	Fitted Length.	Total No. of Tubes fitted.	Remarks.
Smoke tubes	2½ in. Swelled to 2⅝ in. dia. one end for a length of 2⅝ in.	9 I.W.G.	7 ft. 8⅜ in.	325	All tubes are straight.
Stay ...	2½ in. Staved to 2⅝ in. dia. one end for a length of 2⅝ in., other end 2⅝ in. dia. and screwed 9 T.P.I. for a length of 2½ in.	⅝ in.	7 ft. 8⅜ in.	69	
Stay ...	2½ in. Staved to 2⅝ in. dia. one end for a length of 2⅝ in., screwed 9 T.P.I. and nutted, other end 2⅝ in. dia. screwed 9 T.P.I. for a length of 2½ in.	⅝ in.	7 ft. 9⅜ in.	30	
Stay ...	2½ in. Staved to 2⅝ in. dia. one end for a length of 2⅝ in., other end 2⅝ in. dia. and screwed 9 T.P.I. for a length of 2½ in.	⅝ in.	7 ft. 8⅜ in.	33	
Plain ...	2⅝ in.	<i>Air Preheater Tubes</i> 14 W.G.	4 ft. 1½ in.	310		All tubes are straight.

Records affected—D.354 and D.682 (Standard copy).

This Order will not be reprinted.

(A.F.Os. 1675/42, 4727/43 and 587/44.)

1689.—Boiler Tube Cleaning Apparatus—Power-driven—REPORTS*Depot Ships (ex "Sandhurst"), Repair Ships and Bases concerned*

(N.S. 34309/43.—30 Mar. 1944.)

It has been reported that the brushes supplied with the power-driven boiler tube cleaning apparatus are oversize for the size of tube in which they are to be used, with the result that jamming of the brushes in the tube and fracture of the driving casing occurs.

2. Depot ships, repair ships, and bases are to forward reports on their experience with this apparatus, especially as regards the suitability of the brushes provided, as it is understood that the diameter of the brush for use with a particular size of tube is the same as the external diameter of that tube.

3. Reports should state whether it is considered that brushes of diameter similar to those used with hand cleaning could be used with satisfactory results.

1690.—Boilers—Wear and Waste Test

(D.4020/44.—30 Mar. 1944.)

With reference to the instructions contained in Engineering Manual Article 531, as amended by A.F.Os. 909/42 and 5796/42, relative to the wear and waste test of boilers in H.M. ships in time of war, the attention of officers detailed to carry out such examinations is drawn to the necessity for exercising caution in estimating the durability of boiler tubes on the result of visual examination only.

2. In general, estimates of durability of tubes on the result of visual examination only, should not be such as to justify visual examination when wear and waste test again becomes due in accordance with Engineering Manual, Article 249. In effect this limits the durability assessed on a visual examination to a maximum of 5 years.

3. In all cases where there is visible evidence of the existence of scab pitting in the tubes, sufficient tubes are to be removed for cutting up and gauging to furnish a reliable estimate of durability.

*(Engineering Manual, Articles 249 and 531.)**(A.F.Os. 909/42 and 5796/42.)***1691.—Asdic Installations, Types 144 and 144Q—Establishment Lists***See AFOs 069*

(N.S. 011744/44.—30 Mar. 1944.)

Establishment Lists of Naval Stores comprising the undermentioned Asdic installations have been prepared, and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire, viz.:

No.	Date	Description
A/S 113	7 Feb. 1944	Asdic installation, Type 144.
A/S 114	7 Feb. 1944	Asdic installation, Type 144Q.

1692.—Asdic Installations, Types 144 and 145 Series—Establishment Lists

(N.S. 022851/43.—30 Mar. 1944.)

Establishment Lists of Naval Stores comprising the undermentioned Asdic installations have been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire, viz.:

No.	Date	Description
A/S 103	3rd February, 1944	Asdic installations, Types 144XBQ and 144XCQ
A/S 104	3rd February, 1944	Asdic installations, Types 145XBQ and 145XCQ
A/S 106	3rd February, 1944	Asdic installations, Types 144XD and 144XE
A/S 107	3rd February, 1944	Asdic installations, Types 145XD and 145XE
A/S 108	3rd February, 1944	Asdic installations, Types 144XDQ and 144XEQ
A/S 109	3rd February, 1944	Asdic installations, Types 145XDQ and 145XEQ

1693.—Radar Type 242 Pedestal 19W—Fibre Couplings—Issue of Replacements (Pattern No. 55472)

(R.E. 01449/44.—30 Mar. 1944.)

The existing fibre coupling between the driving motor and the pedestal swells with moisture. The resulting tightening of the motor bearing will cause excessive current through the follow-up switch, which may burn out.

2. Replacements (Pattern 55472) for these couplings are being issued.

3. In the meantime, if the above trouble is experienced, ships should replace by a coupling ⅞ in. thick, made on-board, of teak, brass, paxolin or similar non-absorbent material.

(Admiralty "A" Message No. 700A (2B) is cancelled.)

1694.—Direction Finding Outfit FV3—Fitting-out Information

(R.E. 10455/44.—30 Mar. 1944.)

A.S.E. Preliminary Specification No. B.204/43, issue 2, has been prepared to show the method of fitting and wiring direction finding outfit FV3.

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 African 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 Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; 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 approved to be fitted with D/F outfit FV3 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B204/43, issue 2, in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that B.204/42, issue 1, promulgated on A.F.O. 6300/42, and any advance fitting-out drawings, etc., which may already have been distributed, are superseded by this specification and should be destroyed as confidential salvage,

(A.F.O. 790/40 and 6300/42.)

1695.—6-in. Hand Signalling Lanterns, Patterns 5153 and W.898 Incorporated in Outfits Patterns W.1060 and W.1061—Cold Weather Attachment

(R.E./S.D. 16/44.—30 Mar. 1944.)

It has been found in practice that the operation of the 6-in. hand signalling lantern becomes difficult in very cold weather and when thick gloves or mittens, etc., are being worn.

2. To overcome this, the cold weather attachment shown in A.F.O. Diagram 90/44 (1) (A.S.E. Drawing 37699) has been designed.

3. Two types of trigger exist, and the radius of the attachment must be made to suit the particular trigger involved.

4. The method of construction recommended is as follows:—

(a) Secure figures "A", items 1 and 2, to suitable sheet metal and cut round the figures. An extra copy of the diagram is provided for this purpose.

(b) The slope of item 6 depends on the curve of the stirrup of the trigger, but will be less steep than is shown on the diagram and should be left for adjustment on assembly. To prevent any movement of the attachment when operating the lantern, this slope, and the chamfer of item 2, should be adjusted to jam the attachment close to the stirrup.

5. A.F.O. Diagram 90/44 (2) shows the attachment reeved into a lantern with a short trigger. In the case of longer triggers, one corner of the attachment may need removal, to facilitate reeving without removing the screw. The attachment must be forced hard home against the stirrup of the trigger.

6. The work involved should be carried out by ship's or depot ship's staff.

1696.—Aircraft Equipment—Accountant Responsibilities of Squadron Commanders and Flying Personnel

(A.E. 3800/44.—30 Mar. 1944.)

Examination of reports received at Admiralty concerning discrepancies in aircraft equipment and alleged shortages in squadron mobile equipment indicate that, in too many instances, the procedure laid down in the following orders is being neglected:—

Checking of Appendix "A" equipment A.F.Os. 2080/42, 5086/43, 72/44, 1397/44, B.R. 4, Part II, B.R. 380 series.

Allowances of squadron mobile equipment and method of accounting.	}	B.R. 4, B.R. 377 and B.R. 378 series. A.F.Os. 2653/43, 3094/43.
Action to be taken to propose changes in allowances or to obtain items not allowed.		
Periodical musters		B.R. 4, Part I, Article 120, paragraph 5.

2. Despite these instructions, reports indicate that Squadron Commanders and flying personnel frequently leave these matters entirely to supply ratings. The fact that supply ratings are often H.O. ratings with little experience makes it all the more important that they should receive adequate supervision and assistance from the officers upon whom responsibility properly rests.

3. It is necessary, therefore, to emphasise again to Squadron Commanders and to all flying personnel charged with the handling of air equipment, that carelessness leads ultimately to a loss of fighting efficiency. In future, a serious view will be taken of reports of deficiencies when it is obvious that non-observance of the instructions has contributed to a loss, or that failure to study existing orders has led to inaccurate reports of deficiencies in equipment.

(A.F.Os. 2080/42, 2653/43, 3094/43, 5086/43, 72/44 and 1397/44.)

1697.—Aircraft—Wildcat IV and V, Avenger I and II, Hellcat I, and Corsair I, II, and III—Quick Release Gun Mountings

(A.M.R./A.W.D. 1258/43.—30 Mar. 1944.)

Due to manufacturing tolerance the quick release gun mountings in the above types of aircraft may not lock correctly because the male spigot is an incorrect fit in the quick release ring. This may result in the guns jumping off their mountings when fired.

2. All units are to carry out the following check and take modification action if required:—

(a) Before fitting the gun to the aircraft make two vertical marks in line, one on the knurled ring and one on the standing portion of the quick release ring.

(b) Fit the gun to the aircraft.

(c) Close the knurled ring as far as possible and measure the distance between the two marks referred to at (a). If this exceeds $\frac{1}{2}$ -in. for either the front or rear mounting the spigot is oversize and the sides and possibly the top must be carefully stoned down to bring the groove in line with the balls in the quick release ring. If the distance is less than a quarter inch the mounting must be carefully tested for positive locking. To do this the mounting spigot should be removed from the aircraft and the stoning down carried out on a lathe. Should the ring return to the same position as at (a), *i.e.*, with the two marks in line, excessive stoning has been carried out and the spigot made unserviceable.

(d) The fact that the ring does not go fully home indicates that the balls are holding tight and are correctly in groove. The groove should not be touched unless it is burred or the balls fail to seat properly.

(e) The mountings should be locked with Jubilee clips.

3. The above instructions cancel and supersede S.T.I./R.N./6, to which Admiralty messages 763R, 772R and 947R refer, and should be recorded on the appropriate log cards as follows according to the type of aircraft:—

S.T.I./Wildcat/2

S.T.I./Avenger/13

S.T.I./Hellcat/1

S.T.I./Corsair/1

(A.F.O. 6265/43 is cancelled.)

1698.—Provisional Checking List for the Avenger I Power Plant

(A.M.R. 170/44.—30 Mar. 1944.)

The following amendment is to be made to A.F.O. 1233/44 :—
Between items 13 and 14 insert heading "DUCTS, OIL COOLER".

(A.F.O. 1233/44.)

1699.—No. 3 and 4 Deep Tanks—Blanking of Cross-Connections—Report—As. and As.
"Tracker" and "Smiter" Classes of Escort Carriers

(D/P. 20698/43.—30 Mar. 1944.)

In order to minimise as much as possible the effect of free surface on stability in "Tracker" and "Smiter" Classes of Escort Carriers, the American Bureau of Ships have decided to discontinue the practice of fitting cross-connections between No. 3 deep tanks, port and starboard (frames 149-161) and No. 4 deep tanks, port and starboard (frames 161-171). This policy is fully concurred in.

2. It is understood that in some ships which have been fitted with cross-connections, the latter have been blanked by the U.S. authorities. The tanks referred to above are to be examined in all ships of the classes mentioned, and where cross-connections are in existence, they are to be blanked by the ships' staffs at the first available opportunity.

3. The Flag Officer, Carrier Training, is to arrange for an item to be inserted in the Class lists of alterations to these ships to cover the work involved, and for a report to be forwarded when the modification has been carried out in all ships concerned.

*(This Order is to be retained until complied with.)***1700.—70-ton Pumps—Fitting of**
L.C.Ts., etc.

(D.C.O.M. 0692/43.—30 Mar. 1944.)

It has been decided to fit 70-ton pumps in all L.C.Ts., Marks I-IV, L.C.T.(R), L.C.G.(L) and L.C.F. at present fitted with 20-ton pumps, and to remove the latter.

2. An item, classification "A", should be added to the A. and A. list of craft concerned; work of conversion to be carried out by base staffs.

3. Pumps should be demanded from L.C.M.S.O.

1701.—Aircraft Radio—Barracuda W/T Installation—Microphones

(A.C.R.D./A.D.P. 150/42.—30 Mar. 1944.)

The microphone equipment forming part of the W/T installation of First Line Barracuda aircraft is to be standardized within one of the following categories :—

- (a) *T.R. 1366 not fitted.*—An audio-amplifier (A.1134 or A.1219) is used—
(i) for electrical inter-communication
(ii) as a sub-modulator for the T.1115.

All members of the crew should wear E.M. microphones in their masks. No carbon microphones are required.

- (b) *T.R.1366 fitted.*—All members of the crew should wear E.M. microphones in their masks for inter-communication and low power R/T over the T.R.1366. The Air Gunner should have a hand-held carbon microphone, Type 51, for modulating the T.1115 where fitted.

2. Aircraft requiring audio-amplifiers under 2 (a) above, will be equipped with Type A.1134 amplifiers in preference to Type A.1219

1702.—Ammunition Davit—Replacement of, by Eyebolt*"Flower" Class Corvettes (Water-Tube Boiler type)*

(D. 01389/44.—30 Mar. 1944.)

In "Flower" class corvettes (water-tube boiler type), difficulty has been experienced in obtaining sufficient clearance between ammunition cases and the coaming to the ammunition hatch fitted on the forecastle deck abaft the bridge structure.

2. The davit fitted at this ammunition hatch may, therefore, at the discretion of individual Commanding Officers, be surrendered, and a suitable eyebolt fitted to the deckhead over to take the ammunition tackles.

3. Commanding Officers of vessels concerned desiring this modification should include an item in their defect lists to cover the work involved, quoting this order as the authority.

*(Capt. (D) Liverpool, 14 Jan., 1944, No. 389/291M.)**(This Order is to be retained until complied with.)***1703.—Binoculars and other Valuable Stores—Care of and Prevention of Loss**

(N.S. 36362/43.—30 Mar. 1944.)

Reports of losses of binoculars, watches and other valuable stores are still prevalent, and administrative authorities are to ensure that the attention of all concerned is drawn to the necessity for strict compliance with the instructions contained in K.R. & A.I., Article 1936 (6) and B.R. 4, Article 71.

2. With regard to binoculars in particular, it is evident that the number available at any time is seriously reduced by careless handling and wanton damage.

3. Under the stress of war conditions and with binoculars in the hands of inexperienced Seamen, occasional damage is unavoidable; but Commanding Officers should ensure that damage to binoculars is reduced to the minimum and that all who use these important instruments are aware of the fact that they are easily damaged.

4. Pattern 1900 series binoculars will stand up to normal careful handling, but they are very sensitive to anything approaching rough usage; much can be done to reduce "casualties" by the use of rubber bands supplied for the protection of the objectives and of the prism box.

5. Occasions have occurred in ships on foreign service, where dockyard repair facilities were not readily available, when repair or internal clearing of optical instruments has been carried out on board or by local shore facilities. This practice is permissible only in cases of extreme emergency.

6. Ordnance Artificers (Optical) have been appointed for the work at various bases and repair ships, a list of which is given in A.F.O. 154/43; where practicable, defective instruments should be returned to one of these ships or establishments for repair. Where circumstances do not allow of these services being utilized, or where, owing to lack of spares they are unable to effect the necessary repair, arrangements should be made to return the defective instruments to dockyards. It should be borne in mind that while incipient defects are easily repaired, extensive damage which results when these are allowed to accumulate, frequently renders instruments beyond repair when eventually taken in hand.

7. Attention is also drawn to B.R. 797—Handbook on Look-Outs and Service Optical Instruments—pages 31-33.

*(K.R. & A.I., Article 1936—B.R. 4, Article 71.)**(A.F.O. 154/43.)**(A.F.Os. 4798/40, 880/42, 1044/42 and 4196/43 are cancelled.)*

1704.—Camera, Type G.45—Magazine
(A.C.R.D./A.M.R. 131/44.—30 Mar. 1944.)

Instances have occurred of arcing between the footage indicator contacts of G.45 cameras and the brass segment on the spindle of the magazine eight-toothed sprocket, causing damage to the bakelite portion on the sprocket spindle.

2. Sprocket spindles (Ref. 14A/1612) should be replaced when damage to bakelite occurs and when necessary demands for replacement spindles should be sent to the appropriate naval store depot.

3. A countersunk recess will be incorporated in the trailing edge of the brass segment in new magazines under production.

**1705.—Electric Toasters, Patterns 4490, 4491, 4492, 5193 and 5194—
Defective Elements**
(N.S. 31470/42.—30 Mar. 1944.)

Reports from the Fleet indicate that many toaster elements become defective in service. These failures are attributed to contact between the rack and the element, when the rack is being inserted in or withdrawn from the toaster.

2. Guides have been provided by the manufacturers of toasters in recent years to prevent lateral motion of the racks and to ensure that they are in a central position in the apertures, under all conditions of normal use.

3. If defects of this nature are experienced in ships supplied with earlier types of toasters, suitable guides should be fitted at each side of the rack apertures to prevent contact between the rack and the element.

4. Ships' Officers should report, through the Administrative Authorities, full particulars, including maker's name and number, and the Admiralty pattern number of each toaster which it has been found necessary to modify. The manner in which the guides have been fitted should also be reported.

5. Where the work is beyond the capacity of the ships' or base staffs, an item should be inserted in the defect list to cover the work involved.

1706.—Firefighting Equipment—Allowances

Sloops, Corvettes ("Kingfisher" and "Guillemot" Classes), Minesweepers ("Algerine," "Bangor," "Halcyon" and Twin Screw Classes), Surveying Vessels, "River" Class Frigates and certain Minelayers

(N.S. 014848/42.—30 Mar. 1944.)

The allowances of fire-fighting equipment to the above classes of ships have been under review. A statement of the allowances of permanent stores, some of which have been revised, and of the first supply quantities of certain consumable stores, is shown in the appendix to this Order.

2. Ships concerned in commission should forward demands as necessary to complete to the allowances or first supply quantities of the items shown in the appendix. Supply to ships concerned of new construction should be arranged by warrant yards and supplying yards and depots in the usual manner.

3. When demanding branchpipes (fixed jet, jet/spray, oilfyre or foam), the type of coupling required should always be stated. Branchpipes can be supplied with either No. 3 size Admiralty standard bayonet joint or 2½-in. Male instantaneous couplings; fixed jet and jet/spray branchpipes can also be supplied with No. 2 size A.S.B.J. couplings. Where adaptors are necessary to convert existing fittings, they should be demanded from the nearest dockyard or base. A sample coupling, or a detailed sketch of the existing fitting, should be forwarded when making demands to enable the adaptors to be made. Only those ships which can maintain a fire-main pressure of at least 35 lbs. per square inch will be allowed jet/spray nozzles, and the pressure which can be maintained in the fire-main should be stated when demanding these.

4. B.R. 368—Establishment of Naval Stores for Sloops, Minesweepers, Corvettes, etc.—will be amended.

APPENDIX
Allowances of Firefighting Stores

-Pattern.	Description.	Sloops (all classes).	Corvettes		Frigates "River" Class.	Minesweepers,			Surveying Vessels.	Remarks.
			"Kingfisher" and "Kidwale" Types, and H.M. Ships "Plover," "Linnet," and "Ringdove."	"Guillemot" Class.		"Halcyon" and "Algerine" Classes, including H.M. Ships "Jason" and "Gleaner."	"Bangor" Class.	Twin-screw Class.		
	<i>Permanent Stores</i>									
	Fire extinguishers, Nuswift type Pumps, manual, Sigmund or Beresford type, complete with gear and spares in accordance with A.F.O. 3639/41.	10 2	10 2	8 2	10 2	8 2	8 2	8 2	8	A.F.O. 1250/44. Normally both pumps to be of same type.
	F.B.2 (L.P.) foam branch pipes (A.F.O. 3148/42)	2	2	2	2	2	2	2A	—	For use with knapsack tank supplied with manual pump, and to be operated from the fire main.
	Hoses, canvas, unlined, 40-ft. lengths or 20-ft. lengths.	1	1	1	1	1	1	1	—	A.—Not to coal-fired ships unless fitted with diesel generators. (A.F.O. 5126/43.)
4723	Fire extinguishers, Pyrene, 1 quart, fully charged, without brackets.	1	1	1	1	1	1	1	—	For operation in cold climates—Pattern 4730 fire extinguishers, Pyrene, 1 quart, charged with low freeze Pyrene liquid, should be supplied in lieu of Pattern 4723.
4725	Brackets for extinguishers, Pattern 4723.	1	1	1	1	1	1	1	—	
4724	Fire extinguishers, Pyrene, 2 galls.	1	1	1	1	1	1	1	—	
4724A	Hose, metallic, 12-ft., for ...	1	1	1	1	1	1	1	—	

Pattern.	Description.	Sloops all classes).	Corvettes		Minesweepers.			Surveying Vessels.	Remarks.
			"Kingfisher" and "Kittiwake" Types, and H.M. Ships "Plover," "Linnet" and "Ringdove."	Frigates "River" Class.	"Halcyon" and "Algerine" Classes, including H.M. Ships "Jason" and "Gleaner."	"Bangor" Class.	Twin-screw Class.		
4726	Fire extinguishers, Foam type, 2 galls., without charges or hose.								1 for each diesel or petrol-driven generator. 1 for each petrol stowage position. 1 for each filling position if ship carried petrol in tanks or in drums on deck for boats. 1 for each petrol valve operating position if so fitted. 1 for each firing space if fitted with oil-fired boilers. 1 for each main machinery compartment (diesel-driven "Bangor" class minesweepers only). 1 for each compartment other than boiler rooms adjacent to oil fuel tanks. 1 for each oil-fired galley if fitted. In addition, normal allowances for motor boats. <i>Additional Allowances</i> <i>Class of Ship.</i> Modified "Black Swan," "Black Swan," "Egret," "Bittern"; Corvettes ("Kingfisher" and "Kittiwake" types), H.M.S. } No. per ship. "Plover," "Linnet" and "Ringdove." } 4 "Grimsby," "Shoreham," "Hastings," "Bridgewater"; mine- sweepers (except twin screw); frigates ("River" class); H.M. } 3 ships "Franklin," "Scott" and "Challenger." } Twin screw minesweepers and "Endeavour" 1 1 for each extinguisher, Pattern 4726, supplied for petrol or diesel-driven generators 1 for each extinguisher, Pattern 4726, supplied for firing spaces. 1 for each extinguisher, Pattern 4726, supplied for main machinery compart- ments (diesel-driven "Bangor" class minesweepers only).
4726A	Hoses, metallic, for fire extinguishers, Pattern 4726.								1 for each fire-main hose connection not equipped with a jet/spray nozzle. Pattern as required.
1520 or 1521	Branch pipes, A.S.B.J. coupling, with fixed jet,								1 for each fire-main hose connection not equipped with a jet/spray nozzle. Pattern as required.
1552	Branch pipes with 2½-in. male instantaneous coupling.								
1557	Nozzles for ½-in. bore								

(10000)

1504	Branch pipes with H.O. type jet/spray nozzles, base terminating in No. 3 A.S.B.J. coupling,	} A number equivalent to 50 per cent. of the total number of fire-main hose connections fitted. Pattern as required.							
1501	Branch pipes, with H.O. type jet/spray nozzles, base terminating in No. 2 A.S.B.J. coupling,								
1563	H.O. type jet/spray nozzle terminating in 2½-in. male instantaneous coupling to obviate use of branch pipe.								
1504	Branch pipes, complete with Oilfyre nozzle, base terminating in No. 3 A.S.B.J. coupling,	} 4	3	4	4	4	—	4	For oil-burning ships only.
1564	Oilfyre nozzle terminating in 2½-in. male instantaneous coupling.								
230	Breathing apparatus (for use by action fire parties).	} One 60-ft. length (Pattern 2313) or two 30-ft. lengths (Pattern 2314) for each set of breathing apparatus, Pattern 230.	10	10	10	10	10	10	
2313	Hose, india-rubber, asbestos covered, with connections, 60 ft.								
2314	Hose, india-rubber, asbestos covered, with connections, 30 ft.								
2305	Strainer	} 1 for each set of breathing apparatus, Pattern 230.							For use by fire parties.
3485	Salvus breathing apparatus (A.N.S. type), complete with two oxygen flasks for fire fighting and shallow water diving.		2	2	2	2	2	2	
3498	Combined tool and testing set for Salvus apparatus.		1	1	1	1	1	1	
8115	Lanterns, "Hewer"		—	—	—	—	—	—	Requirements for fire-fighting are to be met from the lanterns already allowed for secondary lighting, etc.
8117	Accumulators for								
16034	Head lamps, complete								A.F.O. will be issued on the subject.

Pattern.	Description.	Sloops (all classes).	Corvettes		Minesweepers.			Surveying Vessels.	Remarks.
			"Kingfisher" and "Kittiwake" Types, and H.M. Ships "Plover," "Linnet," and "Ringdove."	Frigates "River" Class.	"Halcyon" and "Algerine" Classes, including H.M. Ships "Jason" and "Gleaner."	"Bangor" Class.	Twin-screw Class.		
	<i>Consumable Stores</i>								
4728	Refills, for extinguishers, Pattern 4723 and 4724.	2 for each extinguisher, Pattern 4723. 16 for each extinguisher, Pattern 4723.							
4731	Refills for extinguishers, Pattern 4730	Ships operating in cold climates only:— 2 for each extinguisher, Pattern 4730. 3 (includes two as spare) for each extinguisher, Pattern 4726.							
4729	Charges for foam extinguishers, 2-gall., Pattern 4726.	4—as spare—for each "Nuswift" extinguisher.							
—	Charges for "Nuswift" extinguishers.								
—	Foam compound, improved.	32 gallons for use with knapsack tanks and foam-making branch pipes; includes allowance for two-man manual pump equipment.							
—	Pyrene.	1 set for each Salvus breathing apparatus, each set comprising—							
—	Spares for Salvus breathing apparatus, each set comprising—								
Pattern.	Description.	No.							
3741	Valve, outlet, rubber, for neck bags.	1							
3490	Funnel, for charging canister	1							
3491	Diaphragm, I.R., for reducer	6							
3492	Floating valve for reducer	6							
3493	Relief valve	1							
3494	Spring for relief valve	1							
3495	Washers, various	6 of each size.							
3496	Washers for gland by-pass valve	6							
3489	Charges, protosorb	25							
3742	Plugs, blank, for pressure gauge end of flexible pipe.	1							
16085	Light shields for lanterns, Pattern 8115.	1 for each lantern, Pattern 8115 allowed.							
54	Torch cases	Sloops and surveying vessels, 30 per ship; remaining ships, 20 per ship.							
55	Batteries for	2 (includes one spare) for each torch, Pattern 54.							
56A	Bulbs for	2 (includes one spare) for each torch, Pattern 54.							
8119	Lamps for lanterns, Pattern 8115, etc.	2 (includes one spare) for each lantern, Pattern 8115, 16012, 16012A, and relay unit, Pattern 16052 and 16053.							
400	Gloves, I.R.	12 per ship—for use by fire parties.							

(A.F.Os. 3639/41, 3148/42, 5126/43 and 1250/44.)

1707.—Fire and Smoke Risk in H.M. Ships—Types of Paints to be used for Interior Painting

(D. 028907/43.—30 Mar. 1944.)

With reference to A.F.O. 1251/44 and A.F.O. 4746/43, experience has shown that red lead paint, largely used as a primer, and oil based paints of the type in general use for finishing coats for interior paint work, constitute a grave fire risk. Experiments have been made which show that a substantial measure of improvement would result from the adoption for interior painting of an aluminium paint primer and a finishing coat of white titanium paint, pattern 374, where a white finish is necessary.

2. Schemes of painting for new construction are to arrange for a paint system for interior work not exceeding two coats. The whole of the accommodation spaces, magazines, storerooms, gangways and lobbies, etc., are to be coated with a first coat of aluminium paint. A second coat of aluminium paint is to be applied only where excessive corrosion conditions prevail, e.g., bathrooms, washplaces, galleys, laundries, bakeries, etc.

Where a white finish is required, e.g., living spaces, white titanium paint, pattern 374, should be applied as a second coat. Weather work, watertight compartments, etc., are to be painted as laid down in the paint economy scheme now in force.

The use of cork cementing and anticondensation paint is to be restricted to the essential minimum.

3. The supply position of the materials used in mixing the aluminium and titanium paints is difficult and until adequate supplies are forthcoming the available stock and supplies should generally be restricted to ships of the classes quoted below and in that order of priority.

Aircraft carriers.
Cruisers.
Capital ships.
Flotilla leaders.
Destroyers.
Fast minelayers.

4. This order is not to be regarded as restricting in any way the approval of the use of aluminium paint promulgated in A.F.O. 1843/40, paragraph 11.

(A.F.Os. 1843/40, 4746/43 and 1251/44.)

1708.—Forced Lubrication Pumps—Duplication of Electrical Supplies—As. and As.

(T. 301/44.—30 Mar. 1944.)

A.F.Os. 5787/42 and 5643/43 authorise the fitting of duplicate electrical supplies to certain vitally important services.

2. It has now been decided to extend the fitting of duplicate electrical supplies to forced lubrication pumps in all ships except 1942 light fleet aircraft carriers. The small electrically-driven forced lubrication pumps fitted in destroyers and fast minelayers for harbour service are also excepted.

3. A.F.O. 5787/42 is to be amended by the addition of "Forced Lubrication Pumps" to paragraph 1(b).

4. Some difficulty may be experienced in certain ships in accommodating the necessary additional branch breakers and switchboard control units. Such cases are to be reported and will be dealt with on their merits as and when they arise.

5. Commanding Officers of ships concerned are to insert an item, Classification "A," in their next list of As. and As. to cover the work involved; alternatively, to amend as necessary the item already included, *vide* A.F.O. 5878/42.

(A.F.Os. 5787/42 and 5643/43.)

1709.—Guard Chains—Method of Securing—As. and As.

Admiralty Design Trawlers of "Tree", "Dance", "Shakespearean", and "Isles"
(including "Indian" and "Western") Classes

(D. 2479/44.—30 Mar. 1944.)

A fatal accident has been reported on one of the vessels of the classes quoted above as a result of fitting hooks for securing the ends of the chain on the boat deck.

2. In order to minimise the risk of further accidents of this nature guard chains, where fitted, are to be examined, and hooks, where fitted, are to be replaced by suitable shackles.

3. The Commanding Officer, H.M.S. "Marshall Soult," is to insert an item, classification "A", in the class list of As. and As. to these ships to cover the work involved.

4. Separate action is being taken at the Admiralty for vessels of the class under construction.

(Capt., "Lochinvar", 12 Feb., 1944, No. U78/182.)

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

1710.—Lantern, Signalling, Patterns 5110E, 5153, 1038, etc.—Provision of Submarine Depot Ships and Bases

(N.S. 21695/43.—30 Mar. 1944.)

To facilitate repairs to lanterns, Pattern 5110E and Pattern 5153, the undermentioned spares have been introduced for issue to Submarine Depot Ships and Bases, as Depot Ship spares, and have been added to the Authorized List of Naval Stores, under Subhead F2A:—

Spare Parts for Lantern, Signalling, Aldis, Pattern 5110E—

Pattern	Description
53971	Aeroscope.
53972	Contacts, set of, including switch grip.
53973	Mirror, complete with housing.
53974	Set of screws and locking nuts.
53975	Trigger, signalling.

Spare Parts for Lantern, Signalling, 6-in., Pattern 5153—

53976	Switch, complete.
53977	Trigger.
53978	Contacts.

2. Purchase has been arranged for delivery at Stockport, and demands from Submarine Depot Ships and Bases should be forwarded to storing yards for the quantities required in accordance with paragraph 3 below. Storing yards should obtain requirements in accordance with the usual procedure.

First supply to the Depot Ships for the following flotillas should, however, be forwarded direct without demand by the Naval Store Officer, Preston, on the basis shown:—

Flotilla	Basis for Supply (i.e., number of Vessels—see para- graph 3 of this Order)
First Submarine Flotilla	5
Fourth Submarine Flotilla	25
Eighth Submarine Flotilla	10
Tenth Submarine Flotilla	15

3. The allowances of the items mentioned in paragraph 1 above, for every five or less submarines attached, are as follows:—

Pattern No.	Allowance
53971	1
53972	10
53973	2
53974	2
53975	2
53976	1
53977	1
53978	1

4. Endeavour has been made to introduce spares for signalling lanterns, Pattern 1038, but it has been found that owing to recent modifications in design, replacement parts are not interchangeable. Each Submarine Depot Ship and Base will, however, be allowed, as Depot Ship spares, one battery, Pattern 1040, for these lanterns, for every four or less submarines attached. (Lanterns, Pattern 1038, are already allowed on this basis.)

Spares of the following articles should be held by Depot Ships and Bases as for other consumable stores required for maintenance of attached submarines:—

Pattern No.	Description	Remarks
5154	Front glasses	For 6-in. hand signalling lantern, Pattern 5153.
W.2175	Front glasses	For signalling lantern, Pattern W.2174.
1039a	Lamps, 2 volt	For signalling lantern, Pattern 1038.

5. Ships and Bases concerned, in commission, should forward demands to their storing yards or Naval Store Depots accordingly. Supply to ships under conversion should be made by warrant and storing yards in the usual manner.

6. The Sea Store Establishment concerned will be amended.

(F.O.(S), 22 May 1943, No. SM.819/332.)

1711.—R.N. Shore Wireless Stations—Introduction of Relay Test Set for High Speed Signalling Relays

R.N. Shore Wireless Stations Supplied with Creed Relays, Pattern 5509

(N.S. 16583/44.—30 Mar. 1944.)

It has been decided to introduce relay test set, Pattern W.7550, for use at R.N. Shore Wireless Stations supplied with Creed relays, Pattern 5509.

2. Use.—The relay test set is for use in the accurate adjustment of Creed relays, Pattern 5509, used for high speed, hand speed and automatic transmission and reception apparatus. It may also be used for other Creed relays of the same type having coil windings of valves different from Pattern 5509, as explained in the instructions on the test set.

3. Facilities.—The relay under test jacks into the standard relay base fitted to the panel of the test set, so that spare relays may be serviced while not in use.

4. Full instructions for each operation detailed below are affixed to the test set.

5. Demagnetization.—Residual magnetization caused by an overload on the relay coils can be removed, thus restoring the relay to magnetic condition essential for minimum signal distortion.

6. Contact Adjustment.—The relay contacts may be adjusted to achieve both electrical and mechanical neutrality.

7. With the relay adjusted to this condition, the minimum distortion to signals handled is achieved.

8. Sensitivity.—The relay sensitivity can be measured.

9. Polarity.—The relay polarity may be checked after it has been dismantled for maintenance and reassembled.

10. *Measurement of Contact and Transit Times.*—The percentage contact on "Mark" and "Space" can be measured and transit times can be checked.

11. *Automatic Transmitter Adjustment.*—Contacts on automatic transmitters may be adjusted for neutrality.

12. *Supply.*—Relay test set, Pattern W.7550, will be supplied, without demand, to all stations to which Creed relays, Pattern 5509, are allowed.

13. *Reports.*—Stations concerned which have not received the above test sets by 31 Dec., 1944, are to demand this apparatus in the normal manner.

14. *Establishment Lists.*—Establishment Lists will be amended.

1712.—Secondary Lighting for Medical Distributing Stations—Supply of Portable Battery Operated Floodlights

H.M. Ships in which a Medical Officer is Borne

(N.S. 18124/44.—30 Mar. 1944.)

Portable battery operated floodlights, Pattern 17081, are to be allowed to H.M. ships for medical distributing stations on the basis of one floodlight per medical officer borne. This allowance is additional to those authorized for machinery spaces and for damage control purposes by A.F.O. 5772/43. As stated in the Order quoted, the floodlight is not flameproof and should not be used in areas in which there is likely to be an explosive vapour.

2. The instructions contained in paragraphs 2, 3 and 4 of A.F.O. 5772/43 are to be followed by ships concerned in commission when forwarding demands, and by warrant and supplying yards and depots when arranging supply to ships concerned under construction. It should be noted, however, that the number of spare accumulators, Pattern 8117, to be carried per ship in accordance with paragraph 4 of the Order quoted should be based on the total number of floodlights allowed for damage control, machinery spaces and medical distributing stations.

3. Dockyards and Naval Store Depots at home and abroad should demand their requirements in accordance with paragraphs 7 and 8 of A.F.O. 5772/43.

4. The Sea Store Establishments concerned will be amended.

(A.F.O. 5772/43.)

1713.—Sextants, Pattern 491M and 702M.—Batteries for

(N.S. 13313/44.—30 Mar. 1944.)

The Ever Ready battery No. 1915 supplied with sextants, patterns 491M and 702M, has now been standardised under Subhead F, Item 2A, and pattern number 14075 assigned.

2. A running contract has been placed with Messrs. Ever Ready & Co., Ltd.—C.P.54734/44—for monthly deliveries as follows:—

	Ports- mouth	Devon- port	Rosyth	Mossley	Stroud	Lathal- mond	Sheer- ness
Chatham	50	50	50	150	50	50	10

3. In view of the short life of these batteries, future deliveries from contractors of sextants, patterns 491M and 702M will be without the batteries which are to be added before issue from store.

4. Replacement batteries should be demanded in the usual manner.

5. The Authorised List of Naval Stores is being amended.

1714.—Sick Bays—Amendment to Painting Specification.

(D/M.D.G. 58382/43.—30 Mar. 1944.)

The present colour scheme of painting for sick bays and annexes is to be discontinued and the following scheme adopted in lieu:—

(i) The bulkheads and ship's sides of the sick bay and annexes to be painted pale cream with a 2-ft. dado of green. The shades to conform with

No. 52 Pale Cream and No. 26 Middle Brunswick Green respectively of War Emergency British Standard 381C/1943.

(ii) The underside of deck and the overhead fittings such as ventilation trunking to be painted with white titanium flatting.

(iii) Doors to be painted with a white hard gloss paint and to have a black finger plate fitted.

(iv) The colour of the swinging cots and their stanchions to be Shade No. 26 Middle Brunswick Green.

2. Special instructions will be issued by the Admiralty for vessels under construction.

(Surg. Capt. on staff of A.S.C.B.S., 26 Nov., 1943, No. 1028/11.)

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

Cancelled 1715.—Taut Wire (Subhead B5)—Return of Empty Drums by AFO 5466/44.

(N.S./C.P. 54696/41.—30 Mar. 1944.)

With a view to their eventual re-use, thus securing economy of labour and material, all available empty drums for taut wire, patterns 8711, 8713, 8797 (Mark IV, Port) and 8798 (Mark IV, Starboard) should be landed from vessels equipped with taut wire measuring apparatus, Marks I, II and IV.

2. Yards should arrange for the empty drums and any partially-filled ones returned to be forwarded to Deptford as they become available. S.N.S.O., Park Royal, is to render a return to Director of Stores (9A) on the second Monday in each month showing the number of (a) empty and (b) partially-filled drums in stock of each pattern. Director of Contracts, Admiralty, will arrange contracts to cover the work of refilling and, where necessary, truing up drums. Drums should only be forwarded by S.N.S.O., Park Royal, to Messrs. The Telegraph Construction and Maintenance Company as arranged in connection with such contracts.

(A.F.O. 1041/42.)

(A.F.O. 1836/40 is cancelled.)

1716.—Towing—Method of—As. and As.

H.M. Destroyers

(D/M. 05933/43.—30 Mar. 1944.)

In order to facilitate the method of towing as described in B.R. 68—Manual of Seamanship, Volume II, 1932 (A.F.O. P.600/43) the outboard lengths of chain cable fitted in destroyers are to be converted into two half lengths. The method of conversion to be dealt with as follows:—

The work should be dealt with as an A. and A. for older vessels which are fitted with wrought iron chain cable. The Commanding Officers of ships so fitted should land the two outboard lengths at a dockyard for conversion.

The work should be carried out by ship's staff in modern destroyers fitted with forged steel chain cable, the centre link of the 12½ fathom lengths being cut out, each half length then consisting of an odd number of links.

The supply of two additional joining shackles will be made when stocks are available. Meanwhile the spare joining shackles carried on board should be used for connecting the half lengths after conversion.

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

1717.—Ventilation Arrangements

L.C.P.(L)—British and American Types

(D./D.C.O.M. 0588/43.—30 Mar. 1944.)

To minimize the risk of explosions of concentrations of petrol vapour in the bilges of the above-mentioned craft, the following modifications to existing ventilation arrangements should be made:—

(i) *Craft already supplied with two fans.*

The ventilation arrangements are to be fitted in accordance with the arrangement shown on A.F.O. Diagram 89/44 (1) (D.N.C. 26/AB/373, Sheet 2).

(ii) *Craft already supplied with one fan.*

The ventilation arrangements are to be fitted in accordance with the arrangement shown on A.F.O. Diagram 89/44 (2) (D.N.C. 26/AB/373, Sheet 1).

2. These instructions also take into consideration the difficulties in supply of 3-in. fans.

3. The work should be carried out by carrier ship or base staffs at the earliest opportunity.

(C.C.O., 28 Dec. 1942, No. A.L.B. 2626/42.)

(A.F.O. 3208/43 is cancelled.)

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

1718.—Victualling Stores—Security of Doors

(D/V. 25014/44.—30 Mar. 1944.)

Investigations into the loss of victualling stores in a destroyer revealed that it was possible, by clever manipulation of the bolts through the wire mesh, not only to open the store without unlocking it, but also to re-secure it leaving no evidence of it having been opened.

2. For single doors rim locks are more convenient, and if well fitted, are considered to afford a greater measure of security than padlocks.

3. When necessary to fit double doors, one of which is secured by bolts at the top and bottom and the other locked to it, padlocks should be fitted and triangular brackets arranged at each corner of the doors to prevent access to the bolts and also to stiffen the door frames.

4. Whenever possible, it is desirable to arrange for all doors to store room to be single in future.

5. Commanding Officers are to have the doors of all store rooms examined, and are to raise a defect item covering the work involved in any necessary modifications. Suitable securing arrangements for store room doors are to be fitted in all vessels under construction.

(A.S.C.B.S., 3 Jan. 1944, No. 47/1.)

(A.F.O. 2064/43 is cancelled.)

1719.—Welding of D Quality and HHT Plating

Destroyers

(D. 02920/44.—30 Mar. 1944.)

A number of reports have been received giving details of repairs carried out in destroyers in which welding has been employed on the shell and upper deck plating.

2. The attention of Dockyards, W.P.Ss, E.R.Os. and P.S.Os. is drawn to the restrictions on the use of welding set out in A.F.O. 2635/41, which are to be strictly adhered to.

3. Attention is also drawn to A.F.O. 1104/43 concerning the application of welding by ships' staffs.

(A.F.Os. 2635/41 and 1104/43.)

1720.—W/T, A/S, Etc., Sets—Modification in Method of Accounting for Stores Incorporated in.

(N.S. 13053/44.—30 Mar. 1944.)

This Order is a re-issue of A.F.O. 3851/41, and now includes the accounting procedure for permanent and consumable stores supplied after the initial installation of the sets for incorporation therein due to modifications—see paragraph 5 below.

2. For the duration of the war one ledger page is to be used for accounting for each set (and for each outfit required as an assembly of the main set) comprised

under the following headings, the details of the components of which are incorporated in Establishment Lists of Stores, instead of accounting for the several components separately in naval store accounts of H.M. Ships and Establishments:—

W/T, D/F, Radar, A/S, E/S, WA/T, Hydrophone, S.R.E. VC/VF.

3. All accessories (other than those dealt with as components of a set or outfit or as a separate assembly outfit) and spares, both permanent and consumable are, however, to be accounted for as individual items in the usual manner.

4. The method of recording the sets and outfits on the ledger pages will be the same as that used for permanent loan list purposes (see B.R.4. Article 50, paragraph 5). It will not be necessary, however, to attach a copy of the relevant Establishment List of Stores to the ledger pages, but a cross reference is to be made in each case to the Permanent Loan List copy kept by the Accountant Officer.

5. Additional new items (both permanent and consumable stores) supplied after the initial installation of the sets for fitting in accordance with approved modifications, are not required to be taken on charge in the naval store accounts, but all transactions involving alterations in the quantities and descriptions of components are to be recorded in the Permanent Loan List copies of the Establishment Lists in the possession of the Accountant Officer and the W/T or other responsible departmental officer. It will be necessary for a receipt to be obtained from the responsible departmental officer by the Accountant Officer on the pertinent supply notes, which should be filed in a separate pack for ready reference when required.

6. This modified procedure has been introduced in respect of H.M. ships building and under reconstruction, and it can be adopted in instances where it is necessary to prepare new naval store accounts (e.g., on account of loss or damage to the accounts by enemy action). It may also be adopted in ships in commission or under refit in instances where a set is replaced completely by another set or where an additional set is supplied.

A.F.O. 3851/41 is cancelled.)

Section 4

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

1721.—Clothing Supplies from Service Stocks to Officers on Detached Duty in the United Kingdom

(V.8/2027/44.—30 Mar. 1944.)

Officers employed at the Admiralty or elsewhere at home on detached duty who cannot conveniently take up officers' clothing in the usual way from the Accountant Officer of a ship or Fleet Establishment, may purchase officers' clothing and (as a purely war-time concession) the items of seamen's clothing specified in paragraph 3 below for their personal use on application to:—

The Victualling Store Officer,
H.M. Naval Victualling Sub-Depot,
(Southern Area),
Guildford, Surrey.

The Victualling Store Officer,
H.M. Naval Victualling Depot,
(Midland Area),
Leicester.

whichever is the nearer.

2. Particulars of the items of *officers'* clothing stocked and the issuing prices (including purchase tax) are shown in A.F.O. 652/44, Appendix I.

3. The articles of *seamen's* clothing which may be taken up from the above victualling depots by officers employed at the Admiralty or elsewhere at home on detached duty are *restricted to the following* :—

Belts, waist, blue.	Laces, boot.
Belts, waist, white.	Laces, shoe.
Boots, ankle.	Oilskin coats.
Braces.	Oilskin leggings.
Brushes, boot hard.	Oilskin sou-westers.
Brushes, boot, polishing.	Pullover.
Brushes, clothes.	Razors, hollow ground.
Brushes, hair.	Razors, safety, 3 peg.
Brushes, nail.	Scarves, plain, white
Brushes, shaving.	Slippers, black leather.
Brushes, tooth.	Soap, tooth, and container.
Cases, suit, large.	Soap, tooth, refills.
Combs, hair.	Ties, black, first quality.
Dungaree, brown.	Towels, hand.

The present issuing prices (including purchase tax) of the above articles are shown in A.F.O. 652/44, Appendix II.

4. Articles of officers' and seamen's clothing are provided in a normal range of sizes. Details are shown in B.R. 93A, Manual of Victualling, Appendix H, or can be obtained on application to either of the Victualling Depots indicated in paragraph 1. Full particulars of sizes and fittings are to be given on demands which should show clearly the officer's name (in block letters), rank and department, and the address to which the articles are to be sent.

5. Applications should be accompanied by a remittance for the value of the articles at the appropriate issuing prices and the necessary clothing coupons. If supply is required at short notice it is recommended that remittances should be in the form of postal orders or money orders in preference to cheques.

6. Attention is drawn to the limitation of supplies of sheets, pillow cases, and towels referred to in A.F.Os. 5832/42, 210/43 and 5817/43 (paragraph 10).

(B.R. 93A, Appendix H)

(A.F.Os. 5832/42, 210/43, 5817/43, 167/44 and 652/44.)

(A.F.Os. 734/42 and 5214/42 are cancelled.)

1722.—Kits—Combined Operations Personnel

See AFO 1906/40 (V.1/6817/43.—30 Mar. 1944.)

The following amendments are to be made to A.F.O. 488/44 :—

(1) To Appendix No. 2, C.O. Kit No. IIA, *add* :—

“(b) Army pack : 1 No.

(b) Straps, supporting : 2 No.”

(2) Paragraph 13 (ii) is to be amended as follows :—

Delete “(The desirability of providing a suitable container for such articles is under consideration)” and *substitute* “A pack and supporting straps are included in C.O. Kit No. IIA for this purpose.”

(3) Paragraph 8 is to be amended as follows :—

Insert after “there” in line 5—“Where stocks are required at other bases to meet the training requirements of personnel in groups (iii), (iv) or (v) demands, which should be kept as low as possible, should be referred to Director of Victualling.”

(4) Paragraphs 1 (iv) and 1 (v) are to be amended *to read* :—

“(iv) R.N. personnel in support and reconnaissance units, and beach signal sections and landing craft recovery units.

(v) Landing craft obstruction clearance units.”

(5) The heading of Appendix No. 4 is to be amended *to read* :—

“R.N. personnel in support and reconnaissance units, and beach signal sections and landing craft recovery units”.

The heading of Appendix No. 5 is to be amended *to read* :—

“Landing craft obstruction clearance units”.

(6) Paragraph 10 is to be deleted. Stocks of army type boots without nails are now available.

(7) Paragraph 9 is to be amended as follows :—

Add “(ii)” after “groups” in line 2.

(8) The following is to be added to C.O. Kit No. IVA.

“(d) (a) Blue and white signal flashes : 2 Prs.”,

and the following is to be added to the notes at the foot of Appendix No. 4.

“(d) To R.N. personnel in Beach Signal Sections only”.

The present note (d) at the foot of Appendix No. 4 is to be note (e).

(9) Paragraph 7 of A.F.O. 488/44 is to be amended *to read* :—

“Stocks of items of all the kits (except Arctic kit and blue and white signal flashes) shown in the appendices can be demanded from :—

Victualling Store Officer, H.M. Naval Victualling Depot, Jamestown.

The Superintendent, Royal Victoria Yard.

Superintending Victualling Store Officer, Southern Area.

Superintending Victualling Store Officer, South Western Area.

Demands for items included in the Arctic kits should, when required, be addressed to the Director of Victualling. Supplies of blue and white signal flashes should be obtained locally from Army sources.”

(A.F.O. 488/44.)

1723.—O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Alterations and Amendments

(V. 1787/43.—30 Mar. 1944.)

The following alterations are to be made to the Victualling Rate Book (O.U. 5420/42), the revised rates being brought into force on 1st April, 1944 :—

Page	Line	Description of Stores	Rate			
			£	s.	d.	
1	1a	Action Rations	tin	*0	0	4½
	4	Beans, haricot	100 lbs.	1	0	9
	7	Biscuit	100 lbs.	*2	12	10
	8	Biscuits for submarines	lb.	*0	0	6½
	9	Boiled Beef and Carrots	lb.	*0	0	8
	13	Chocolate	100 lbs.	*3	9	0
	15	Cocoa Essence	lb.	*0	1	1½
	16	Coffee	100 lbs.	*7	10	0
	Emergency Flying Rations :—					
	18a	Mark II	tin	0	1	8
	18b	Cans, water	tin	0	0	4½
2	24	Blackberries, No. 2½ size	tin	*0	1	5
	2	Gooseberries, No. 2½ size	tin	*0	1	2
	7	Plums, No. 2½ size	tin	*0	1	0
	8	Herrings in Tomato Sauce	tin	*0	0	7½
	10	Jams, Apricot, in 1 or 2 lb. tins	lb.	*0	0	8½
	11	Jams, Apricot, in 7 lb. tin	tin	*0	4	8
	15a	Jams, Peach, in 1 or 2 lb. tins	lb.	*0	0	7½
	15b	Jams, Peach, in 7 lb. tins	tin	*0	4	4
	22	Jams, Strawberry, in 1 or 2 lb. tins	lb.	*0	0	8½
	23	Jams, Strawberry, in 7 lb. tins	tin	*0	4	9
26	Malt, in 5 lb. tins	lb.	*0	0	3	
27	Malt Extract	lb.	*0	1	9½	

Page	Line	Description of Stores		Rate			
				£	s.	d.	
3	4a	Mashed Potato Powder	lb.	*0	2	6	
	14a	Milk Powder, Full Cream	lb.	*0	2	0	
	20	Peas, marrowfat	100 lb.	3	1	9	
	23	Pickles, mixed, sweetened	lb.	*0	1	3½	
4	1	Pickles, onions, sweetened	lb.	*0	1	3	
	2	Pickles, onions, unsweetened	lb.	*0	1	1½	
	5	Pickles, soft vegetables	lb.	*0	1	0½	
	7a	Pork and Vegetable Ration	tin	*0	1	0	
	9	Rice	100 lbs.	2	4	6	
	10	Rum, issuing strength	gall.	0	6	8	
	11	Rum, proof	gall.	0	7	0	
	13	Salt, fine white	100 lbs.	0	4	0	
	15	Sausages in 2 lb. tins	tin	*0	2	0	
		Soups:—					
	16	Asparagus	lb.	*0	0	9½	
	17a	Celery, concentrated	lb.	*0	0	7	
	18a	Chicken Broth, concentrated	lb.	*0	1	0	
	19a	Kidney, concentrated	lb.	*0	0	8½	
	20a	Mock Turtle, concentrated	lb.	*0	0	7	
	21a	Mutton Broth, concentrated	lb.	*0	0	6½	
	23a	Oxtail, concentrated	lb.	*0	0	8	
	24a	Tomato, concentrated	lb.	*0	0	9½	
	25a	Vegetable, concentrated	lb.	*0	0	8½	
5	2	Stewed Steak, No. 2½ size	lb.	*0	1	3	
	3	Suet, refined, in 1 or 2 lb. tins	lb.	*0	0	8½	
	4	Suet, refined, in 7 lb. tins	tin	*0	5	0	
	6	Sugar, granulated	100 lbs.	1	0	0	
	14	Veal and Ham	lb.	*0	2	4	
		Vegetables, tinned:—					
	15	Beans, runner, No. 2 size	tin	*0	0	9	
	16	Beans, runner, No. 2½ size	tin	*0	1	1	
	19	Celery Cuts, No. 2 size	tin	*0	1	0	
	20	Celery Cuts, No. 2½ size	tin	*0	1	4	
	25	Spinach, No. 2½ size	tin	*0	1	1½	
	26	Turnips, No. 2½ size	tin	*0	0	10	
		Vegetables, dehydrated:—					
6	3	Cabbage, in 2 lb. tins	lb.	*0	7	0	
	4	Carrots, in 4 lb. tins	lb.	*0	3	0	
	5a	Mixed	lb.	*0	3	6	
	6	Onions, in 6 lb. tins	lb.	*0	2	3	
	6a	Dried Peas	lb.	*0	3	6	
	7	Potatoes, in 4 lb. tins	lb.	*0	2	4	
	10	Vinegar	100 galls.	6	13	6	

Amendments

Page 1, lines 19, 20 and 21. Insert "0".

Page 2, line 25. Insert "0".

Page 5, line 9. Amend to read "in 14 lb. or 15 lb. tins".

2. This Order does not affect the current Fleet Issuing Prices.

(A.F.O. 5012/43.)

1724.—Victualling of Naval Personnel Embarked for Temporary Duty Major Landing Craft

(V3/2195/44.—30 Mar. 1944.)

The arrangements for victualling Naval personnel embarked for temporary duty in major landing craft or landing barges are as follows:—

(a) *Craft with complements of over 25—*

(i) When the period of duty is 24 hours or over the personnel should be included in the numbers victualled in the mess, their names being entered in Forms S.461 and S.1072a. Victualling allowance will

be credited to the mess in respect of such persons. Officers will pay the usual mess subscription. Particular care should be taken that the name of the ship or base on whose books the officers or ratings are borne for pay is noted in the Notes and Remarks column of Form S.1072a.

(ii) When the period of duty is under 24 hours, the personnel should not be borne for victuals; such provisions as may be required by the mess to provide the necessary meals should be issued and accounted for as extra issues on page 11 of Form S.462, Part I; the meals (i.e., number of breakfasts, dinners, teas or suppers) provided should be shown in the statement on this form. The value of the provisions expended should not exceed the amount of the appropriate meal allowances (see A.F.O. 5719/43, paragraph 5).

(b) *Craft with complements of 25 or under and/or Landing Barges—*

(i) When the period of duty is 24 hours or over, personnel embarked in these craft will be credited on the ledger with victualling allowance at the rate laid down in A.F.O. 5719/43, Appendix C (a), and will be required to pay cash to the mess for their victualling. The Accountant Officer of the ship or base from which they are embarked is to make any necessary advances in respect of the amount of victualling allowance for the approximate number of days for which it is anticipated personnel will be embarked. If a further advance is required, the Commanding Officer of the craft is to arrange this, making payments on Form S.1039, but taking care to ensure that separate forms are used for those ratings who are not borne for pay on the books of H.M.S. "Copra." The names of the personnel so embarked are to be entered on Form S.1072a, and particular care should be taken to note the name of the ship or base on whose books they are borne for pay in the Remarks column.

(ii) When the period of duty is under 24 hours, arrangements should be made, where applicable, for bag meals to be provided for personnel before leaving their ship or base. Where bag meals cannot be provided, provisions may be supplied from the stock of emergency provisions under the arrangements referred to in A.F.O. 5170/43, paragraph 4 (b).

2. On receipt of Form S.1072a, the Accountant Officer, H.M.S. "Copra," will credit the accounts of C.O. personnel with any allowances to which they may be entitled when embarked and will communicate particulars of allowances (including Victualling Allowance where applicable under paragraph 1 (b)) payable to non-C.O. personnel to the ship or base on whose books they are borne for pay, for credit to their accounts.

(A.F.Os. 5170/43, 5719/43 and 1012/44.)

1725.—Supply of Naval and Victualling Stores to British and Allied Merchant Ships

(V. 01491/43.—30 Mar. 1944.)

The following procedure is to be followed in dealing with demands for Naval and victualling stores from British and Allied merchant ships under the control of the Ministry of War Transport on military and commercial service.

2. Supplies are only to be made when requirements cannot be met from ordinary commercial sources or from stocks laid down by Ministry of War Transport at certain ports abroad. In general, it should only be necessary to make such supplies in operational areas where normal sources of supply have broken down.

3. The quantities supplied should be restricted to the minimum required to enable ships to reach ports at which normal sources of supply are available.

4. Cases of doubt and difficulty should be submitted for decision to the senior Naval officer of the port, who should consult the Ministry of War Transport representative or the Sea Transport Officer as necessary.

5. Where supplies to merchant ships constitute an appreciable proportion of the total issues in any particular port or area, the matter should be brought to the notice of the Admiralty.

6. The accounting arrangements laid down in A.F.O. 5306/43 should continue to be followed until further notice.

7. Separate instructions will be issued in regard to supply of Naval and victualling stores to U.S. vessels.

(A.F.O. 5306/43.)

1726.—U.S. Navy—Supply of Fresh Provisions

(V. 6730/43.—30 Mar. 1944.)

In order to simplify accounting and to obviate entries in provision accounts in respect of supplies of fresh provisions obtained from Admiralty contractors or by local purchase to meet demands from the U.S. Navy under the arrangements in A.F.O. 864/43, the following procedure is to be adopted:—

(a) *Supplies obtained from Admiralty Contractors.*—The R.N. Accountant Officer who arranges supply is to maintain a separate record of supplies ordered for the U.S.N. and is to furnish a separate receipt to the contractor on Form S.92 for the quantities obtained. Payment to the contractor will be made in the usual way by the Director of Navy Accounts. The Accountant Officer is to include details of these supplies in his quarterly report to the Director of Victualling, rendered in accordance with A.F.O. 4553/42, paragraph 3, and is to forward with this report a copy of the receipt furnished to the contractor, together with receipts furnished by the U.S.N.

(b) *Supplies obtained by local purchase.*—Payment for these supplies is to be made by the R.N. Accountant Officer who arranges supply and a receipt obtained from the U.S.N. either on the supplier's invoice or separately. The supplier's invoice, supported by the receipt furnished by the U.S.N. is to be forwarded as a voucher to the cash account, and details of such purchases, together with reference to cash vouchers on which payment has been effected, are to be included in the quarterly report referred to at (a) above.

2. Demands for supplies should normally be made by the U.S.N. Supply Officer.

3. The arrangements in paragraph 1 (b) above apply only where supplies are demanded from the local Admiralty Supply Officers in accordance with A.F.O. 864/43, paragraph 2. Accounts for supplies obtained by the U.S.N. from N.A.A.F.I. will be dealt with at the Admiralty (see A.F.O. 864/43, paragraph 3). If other purchases are arranged direct by U.S. Navy settlement will be made by the latter as a charge to the U.S. Government.

(A.F.Os. 4553/42, 545/43, 864/43, 1881/43, 3146/43 and 4147/43.)

1727.—Jars for Rum and Vinegar

(V. 1617/44.—30 Mar. 1944.)

Owing to the position of the wickering industry, great difficulty is being experienced in obtaining sufficient wicker-covered jars for packing rum and vinegar for issue to small ships and vessels which cannot take supplies in casks.

2. To meet this a number of unwickered jars are now being obtained and these unwickered jars will be supplied in wood cases, two jars in a case, each jar being packed round with wooden chips.

3. Jars in cases should be dealt with as follows:—

When required for use, the top of the case should be carefully removed and the full jars taken out, leaving the chips in the case. As soon as the jars are emptied they should be replaced in the case, most of the wooden chips used as packing material being first removed and only sufficient left to form

a protective layer between the base of the jars and the bottom of the case. The jars should then be placed in the centres of the compartments of the case, and the rest of the wooden chips packed around and over them. The lid should then be securely replaced.

4. It is most important, in view of difficulties of supply, that every effort should be made to avoid damage to jars both wickered and unwickered, and to the cases in which the latter are packed. Empty wickered jars and empty unwickered jars in their cases should be returned to a victualling yard or depot at the first available opportunity for re-issue.

5. Requests for rum and vinegar in jars should be reduced to a minimum. H.M. ships and establishments should indicate on their demands for these items the largest size package that can be taken.

(A.F.O. 2097/42 is cancelled.)

1728.—Landing Craft and Landing Barges—Settlement of N.A.A.F.I. Bills

(V.3/2270/44.—30 Mar. 1944.)

Major Landing Craft with complements over 25.—(a) *Bills for supplies to Messes:—*

(i) *The Commanding Officer of each vessel is to arrange for all invoices for goods supplied by N.A.A.F.I. or their agents to the messes to be forwarded with the provision account.*

(ii) *The arrangements laid down in A.F.O. 4078/41 should be followed as far as practicable by Base Accountant Officers dealing with victualling accounts of these vessels.*

(iii) *If in any case it is impracticable for the Base Accountant Officer to obtain particulars of amounts due from messes from N.A.A.F.I. Headquarters or local N.A.A.F.I. representatives, or if there is any delay in the receipt of these particulars, he should calculate the amount due to N.A.A.F.I. from the bills and invoices rendered with the provision account and should include this amount in the statement on Form S.1252 furnished to the Commanding Officer of the vessel. The Base Accountant Officer should inform the Commanding Officers that any supplies not included in the amount advised on Form S.1252 will be included in the account in the subsequent month.*

(iv) *It is the responsibility of the Commanding Officer to ensure that any outstanding balances of N.A.A.F.I. bills shown on Form S.1252 are paid to N.A.A.F.I. by the messes concerned.*

(b) *Bills for supplies of Cigarettes, etc., to the Vessel.*—Supplies of cigarettes, etc. required for sale on board will be invoiced by N.A.A.F.I. to the Commanding Officer who is responsible for payment for such supplies. He should make arrangements for a record to be kept showing details of the quantities and value of supplies received, cash takings from sales and amounts paid to N.A.A.F.I. Payments should be made to N.A.A.F.I. at least once a month representing the value of goods sold. These payments should normally be made to the nearest local N.A.A.F.I. representative.

2. *Landing Craft with complements under 25.*—(a) All purchases for messing are to be paid for in cash, and no bills are to be incurred.

(b) Small supplies of cigarettes, etc., may be obtained by the Commanding Officer from N.A.A.F.I. on credit for sale on board. The Commanding Officer is responsible for payment to N.A.A.F.I. for such supplies and should arrange for a record to be kept on board showing details of quantities and value of supplies received, cash takings from sales and amounts paid to N.A.A.F.I.

(A.F.Os. 4078/41, 5170/43 and 1012/44.)

1729.—Washing of Bedding—Ratings

(V./1/8484/43.—30 Mar. 1944.)

With reference to A.F.O. 5904/43, Commanders-in-Chief and Flag Officers in Charge of Ports may at their discretion authorize the washing at public expense of the blankets of crews of minor landing craft and landing barges when they are satisfied that the men have for a considerable time been living under conditions which have prevented them from washing the blankets themselves, either afloat or ashore.

2. Blankets should not be washed at Crown expense oftener than once in three months.

3. Local contracts should be utilized when practicable.

(A.F.O. 5904/43.)

1730.—Aircraft Equipment and Stores—Losses of

(A./A. E.6002/43.—30 Mar. 1944.)

The provisions of Articles 1130 and 1936, K.R. and A.I., modified by the procedure laid down in A.F.O. 1872/43, are, in future, to be regarded as applying to losses of Naval aircraft equipment and stores as well as ordinary Naval stores.

2. Losses of aircraft and aero-engines are to continue to be dealt with in accordance with A.F.O. 2725/42.

3. Paragraphs 4 and 5 of Article 1130, K.R. and A.I., and Article 15 (e) of B.R.4, Part II, are being cancelled.

4. Whenever a loss is considered by the Commanding Officer to have contributed to a failure in the operational efficiency of an aircraft, it is to be reported to the Admiralty in accordance with paragraph 1 (a) of A.F.O. 1872/43, provided such loss has not already been included in reports required by A.F.O. 4257/43.

(K.R. and A.I., Articles 1130 and 1936.)

(A.F.Os. 2725/42, 1872/43 and 4257/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**1731.—Amendments to Books**

(E.F.O.—30 Mar. 1944.)

The undermentioned amendments (A.F.Os. P.216-236/44) 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.216/44.—B.R.377 (Photographic)—Amendment No. 1.
P.217/44.—B.R.274/43—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—Amendment No. 4.

A.F.O. P.218/44.—B.R. 317 (14)—Mining Drill Book—Preparation of the Mark XV Mine Assembly, Nos. 33 and 34 and the Mark XVII Mine Assembly Nos. 33-40 and 45-48—Amendment No. 2.

*P.219/44.—O.U. A.P. (N) 1—Amendment No. 20.

P.220/44.—B.R. 669—Instructions for Conduct of Cash Duties—Amendment.

P.221/44.—B.R.991—Procedure for Transfer of Depth Charges at Sea, 1943—Amendment No. 1.

P.222/44.—O.U.5225—Home Dockyard Regulations, 1925—Amendments.

P.223/44.—O.U.5225 (3)—Home Dockyard Regulations, 1925—Addendum No. 3—1939—Amendment No. 22.

*P.224/44.—B.R.380/J—Seafire—S.C.L.—Amendment No. 4.

P.225/44.—B.R. 274/43—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Marks III, II U.S.N. and IV U.S.N. on Marks I, IIA, IV U.S., V U.S., VII and VIIIA Mountings—Amendment No. 5.

P.226/44.—B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments.

P.227/44.—B.R.780 (4)—Re-arming Fighter Drill for Naval Fighter Aircraft—Corsair 1943—Amendment No. 2.

P.228/44.—B.R.11—Admiralty Memorandum of Naval Court Martial Procedure (1937)—Amendment No. 20.

P.229/44.—B.R.632C—Gunnery Training Manual Volume III—Amendment No. 15.

P.230/44.—B.R.669—Instructions for the Conduct of Cash Duties—Amendment.

P.231/44.—B.R.778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII, Gun on Single, Mark XVI, Mounting (Powered)—1943—Amendment No. 4.

P.232/44.—B.R.796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII**, Torpedoes—Amendment No. 7.

P.233/44.—B.R.825 (2)—D.G. Manual, Part II—Instructions for the operation of D.G. Equipment in Vessels larger than Destroyers—Amendment No. 1.

P.234/44.—B.R.825 (3)—D.G. Manual, Part III—Instructions for the operation of D.G. Equipment in Destroyers and small vessels requiring World-wide Settings—Amendment No. 1.

P.235/44.—B.R.825 (4)—D.G. Manual, Part IV—Instructions for the operation of D.G. Equipment in locally Based Minor War Vessels—Amendment No. 1.

P.236/44.—B.R.901/43—Handbook of the Admiralty Fire Control Clock, Marks I and I*—Amendment No. 1.

* Exceptionally A.F.Os. P.216, P.219 and P.224 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 1559/44.)

1732.—A.M.S.Is.

(E.F.O.—30 Mar. 1944.)

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

(A.F.O. 1600/44.)

1733.—Admiralty Fleet Orders—Issue Dated 23 March 1944

(E.F.O.—30 Mar. 1944.)

A.F.O. issue, dated 23 March 1944, is to be amended as follows:—
Front page. For A.F.Os. 1457-1633/44 read A.F.Os. 1458-1633/44.

1734.—B.R.97A—Handbook for Junior Officers' Stewards

(Sta. 17896/43.—30 Mar. 1944.)

An abridged version of B.R. 97, Manual for Officers' Stewards, has been prepared omitting much that is unnecessary in time of war.

2. The new book of reference will be numbered B.R. 97A, and entitled "Handbook for Junior Officers' Stewards".

3. A personal copy will be issued to all new entry officers' stewards and Depots should demand the necessary stocks accordingly.

4. B.R. 97, Manual for Officers' Stewards, the stock of which is exhausted, will not be reprinted during the period of the war, but existing copies in ships and establishments should continue to be used and will not be replaced by B.R. 97A until worn out.

1735.—B.R. 358—Establishment of Naval Stores for Executive Purposes and Form D.254D—List of Particulars—Lists of Errata No. 8

(N.S. 30960/43.—30 Mar. 1944.)

Lists of Errata No. 8 to B.R. 358—Establishment of Naval Stores for Executive Purposes and Form D.254D—List of Particulars, have been prepared, and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies of the List of Errata to Form D.254D will be required to complete each copy of the List of Particulars already supplied to ships under construction, and these should be supplied, without demand, by the appropriate warrant yard. Ships' Officers, etc., concerned with preparing the lists should *not* demand the Lists of Errata from R.N. Store Depot, Park Royal.

3. One copy of the Lists of Errata Nos. 6 and 7 (Special Issues) and No. 8 will be supplied with each copy of the establishment issued from Park Royal. Earlier Lists of Errata are no longer required.

4. Each copy of Form D.254D—List of Particulars (1943 Reprint), when supplied from Park Royal (normally to warrant yards only), will be accompanied by three copies of List of Errata No. 8 to that form (amendments promulgated in earlier Lists of Errata are incorporated in this reprint).

1736. { B.R. 863—Royal Naval Air Station Magazine and Explosives Regulation—Issue
Form S. 285G—Explosives Log—Issue
Form S. 285D(A)—Cover for Explosives Log—Issue
Form S. 1131—Explosives which may be Stowed in a Danger Building—Issue

(G. 04750/43.—30 Mar. 1944.)

B.R. 863 is now available and copies will be issued to all concerned without demand, (A) by the Superintending Naval Store Officer, Askew Road, Shepherds Bush, W.12., (B) by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishments viz :—

(A)	Copies
Administrative Authorities for Naval Air Stations (Abroad) ...	1 each,
Large Royal Naval Air Stations (Home) ...	8 each
Large Royal Naval Air Stations (Abroad) ...	8 each
Small Royal Naval Air Stations and Sections ...	3 each
Observer's and Air Gunner's Schools ...	20 each
Fighter Schools ...	20 each
Air Torpedo Schools ...	20 each
R.N.A.T.E., Millmece ...	10
R.N.A.T.E., Newcastle-under-Lyme ...	10
R.N. Aircraft Repair Yards ...	10 each

(B)

Flag Officers Ashore and Afloat concerned :—

Copies

Rear Admiral, Aircraft Carriers	} 1 each
Commander-in-Chief, Home Fleet ...	...
Commander-in-Chief, Eastern Fleet ...	...
Commander-in-Chief, Levant ...	...
Commander-in-Chief, Mediterranean ...	...
Commander-in-Chief, South Atlantic ...	...
Commander-in-Chief, Western Approaches ...	...
Admiral Commanding, Orkneys and Shetlands ...	...
Flag Officer, Carrier Training ...	...
S.B.N.O., Western Atlantic ...	...
Flag Officer Commanding, West Africa	} 2 each
Rear Admiral Naval Air Stations, Indian Ocean ...	...
Flag Officer-in-Charge, Malta ...	...
Flag Officer-in-Charge, Gibraltar ...	...
Commodore, Naval Air Stations (North) ...	...
Commodore, Naval Air Stations (Ceylon)	} 1 each
Commanding Officer, Naval Air Stations, Egypt ...	...
Flag Officer, Naval Air Stations ...	...
Fleet Carriers	} 1 each
Light Fleet Carriers ...	...
Escort Carriers ...	...
Seaplane Carriers	
Dockyards :—		
Portsmouth	} 2 each
Devonport ...	...
Chatham ...	...
Sheerness ...	...
Rosyth ...	...
Orkneys ...	...
Pembroke ...	...
Malta ...	...
Gibraltar ...	...
Alexandria ...	...
Durban	} 70
Bermuda ...	...
Simonstown ...	...
Ceylon ...	...
Kilindini ...	...
H.M.S. "Excellent" ...	...
H.M.S. "Vernon" ...	...
Captain (G), R.N. Gunnery School, Chatham ...	...
Captain (G), H.M. Gunnery School, Devonport ...	...
Cdr. (G), Gunnery School, Durban ...	...
Supt. Mine Design, Havant ...	...
Loan Libraries ...	...
Naval Staff Library, Admiralty ...	...
R.N. College, Greenwich ...	...
General Officer Commanding Royal Marines ...	...
N.S.H.Q., Ottawa ...	...
B.A.D., Washington ...	...
B.A.C., U.S.A. ...	...
D.N.O., Washington ...	...
B.A.S.R. ...	...
B.A.M.R. ...	...
B.A.T.M. ...	...
Air Ministry ...	...
War Office C2C (Books) ...	...
Secretary Navy Office, Melbourne ...	...
Secretary Navy Office, Wellington N.Z. ...	...
High Commissioner for Union of South Africa ...	...
Armament Supply Depots and Establishments ...	...
Inspectors of Naval Ordnance ...	...

As necessary.

2. Forms, S.285G—Explosives Log and S.1131—Authorisation Form (replacing R.A.F. Form 1003), which are applicable to the Royal Naval Air Stations Magazine and Explosives Regulations will also be issued without demand. A cover S.285D(A) will be supplied to each recipient of Form S.285G. This cover should be retained when Explosives Logs are forwarded to the Admiralty in accordance with Royal Naval Air Stations Magazine and Explosives Regulations, Article 61(4).

3. The establishment for the forms is as follows:—

Form S.285G	... For each R.N. Air Station	2 copies per annum.
Form S.285D(A)	... For each R.N. Air Station	1 copy (to be retained on the station).
Form S.1131	... For each R.N. Air Station	50 copies as an initial supply.

(A.F.O. 1680/44.)

1737.—B.R. 1014—Valentine IX Tank Turret Instruction Book—B.R. 1014(1)—Naval Addendum to B.R. 1014—Handbook for 6-pdr. 7-cwt. Valentine Tank Mounting modified to suit an L.C.S.(L) Craft—Issue

(G. 6410/43.—30 Mar. 1944.)

The above-mentioned books are now available and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, as follows:—

	<i>Copies</i>
Captain, M.L.C.	1
Force J	12*
H.M.S. "Excellent"	1
Captain (G), R.N. Gunnery School, Chatham	1
Captain (G), H.M. Gunnery School, Devonport	1

Dockyards—

Portsmouth, Chatham, Devonport 1 each

* Including ten copies for issue to L.C.S.(L), Mark II, on the basis of one copy per craft fitted.

2. D.A.S. and C.I.N.O. will each be supplied with three copies.

3. Demands for further copies of this book should be forwarded to the Director of Naval Ordnance (Gunnery Branch), Bath.

1738.—B.R. 1041—Equipment of Naval Stores for Defensively Equipped Merchant Ships and Staffs of the Naval Control Service—Issue

(N.S. 12416/44.—30 Mar. 1944.)

The equipment list of Naval Stores for Defensively Equipped Merchant Ships and Staffs of the Naval Control Service at present included in O.U. 6280 has been reprinted and will be issued as B.R. 1041.

2. The remaining portion of O.U. 6280 relating to equipment stores for Armed Merchant Cruisers will not be reprinted as this information is no longer required.

3. Distribution of B.R. 1041 will be made by the Superintending Naval Store Officer, Park Royal, without demand.

4. On receipt of B.R. 1041, copies of O.U. 6280 should be destroyed.

1739.—A.P. 1976—Performance Tables of Foreign Service Aircraft—Revised Distribution

(A.W.D. 1869/43.—30 Mar. 1944.)

The above-mentioned publication will in future be issued without demand on the following scale:—

Commanders-in-Chief	... ..	1 copy
Flag Officers afloat	... ..	1 copy
Fleet carriers	... ..	} 3 copies (for ship's staff, airstaff, and F.D.O.)
Light fleet carriers	... ..
Escort carriers	... ..

Capital ships	... ..	} 2 copies (for ship's staff and F.D.O.)
Cruisers	... ..
Headquarters ships	... ..
F.D. ships	... ..
Destroyer depot ships	... ..	1 copy
Flotilla leaders	... ..	1 copy
Large naval air stations	... ..	2 copies
Small naval air stations	... ..	1 copy

1740.—Form S.1523—W.R.N.S. Conduct Sheet

(N.L./N. 1843/44.—30 Mar. 1944.)

Attention is drawn to the following occasions on which W.R.N.S. officers are required to remark on the back of the W.R.N.S. Conduct Sheet (Form S.1523)—on transfer, recommendation for transfer, change of category, promotion to officer rank, discharge (including discharge "deserted"); and on 31st December, except in cases where remarks have been made within the previous 6 months. This has been made clear on the reprint of the form which is now being undertaken.

2. Character and efficiency assessments are to be awarded on transfer to another ship, and are to be attested by the Commanding Officer.

3. The space for clothing grant has been omitted from the reprinted form and, in future, notations are to be placed in the Pay and Identity Book (Form S.43A). A column has, however, been provided for the entry of issues of free travelling warrants, but entries should also continue to be made on page 13 of the Pay and Identity Book in accordance with paragraph 32 of A.F.O. 3843/42.

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

1741.—Royal Naval Medical Bulletin No. 8—Issue

(M.D.G. 62579/42.—30 Mar. 1944.)

With reference to A.F.O. 1986/43, Royal Naval Medical Bulletin No. 8 is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand addressed as follows:—

Ships and Establishments at Home:—

R.N. Store Depot,
Elveden Road,
Park Royal,
London, N.W.10.

Ships and Establishments Abroad:—

The Local Naval Distributing Authority.

(A.F.O. 1986/43.)

1742.—Closing Down of Admiralty Chart Depot, Taunton, Somerset

(H.C. 6474/43.—30 Mar. 1944.)

With reference to A.F.O. 839/44, regarding the closing down of the Admiralty Chart Depot, Taunton, and in view of misunderstanding which appears to have arisen, it should be noted that this chart depot formed only part of the Hydrographic Supplies Establishment, which still remains at Creechbarrow House, Taunton, in charge of the Chief Superintendent of Hydrographic Supplies. All correspondence for this establishment should, therefore, continue to be forwarded to the latter address, and if this address has been deleted from circulation lists for routine matter it should be restored thereto.

(A.F.O. 839/44.)

1743.—Trafalgar D.T.N. Switching Centre—Address

(M. 606/44.—30 Mar. 1944.)

The D.T.N. Switching Centre in London, known as "Trafalgar", is not a commissioned ship, and, therefore, should never be referred to as H.M.S. "Trafalgar", as this can lead to confusion, especially in the addressing of correspondence.

2. Attention is drawn to the correct postal address of the Switching Centre, viz. :—

The Officer-in-Charge,
Trafalgar D.T.N. Centre,
c/o D.S.D., Admiralty,
London, S.W.1.

1744.—Rail Transport Regulations—Renumbering

(Sta. 13177/44.—30 Mar. 1944.)

With reference to A.F.O. 5661/43, the "Rail Transport Regulations" are in future to be accounted for as B.R. 1010, and not B.R. 877, as printed in B.R. 1 (Catalogue of Books of Reference), which will be amended accordingly on reprint.

(A.F.O. 5661/43.)

(A.F.O. 6048/43 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

1745.—Easter Holidays, 1944—Arrangements for Civilian Non-Industrial Staff

(C.E. 52302/44.—30 Mar. 1944.)

The following arrangements will apply :—

Good Friday, 7 April, will be treated as an ordinary working day. In England, Wales and Northern Ireland, persons eligible for overtime pay will be dealt with under the Sunday attendance rules (but without the grant of time off in lieu) except that in the case of classes for whom Sunday attendance reckons as normal duty, e.g. civilian shore wireless personnel, the hours worked on Good Friday must count as ordinary attendance for overtime purposes. Those ineligible for overtime pay will not be granted a day off in lieu of attendance. In Scotland the day will be treated in all respects as an ordinary working day.

Saturday, 8 April, will be treated as a privilege holiday, and *Easter Monday, 10 April*, as a public holiday in England and Wales. In Scotland the corresponding Spring holiday will be observed and similar arrangements will apply in Northern Ireland.

Any person who may be required for Service reasons to attend on both or either of these days should be granted time off in lieu of attendance wherever practicable (time off in lieu of Saturday, 8 April, being given on a later Saturday); but where time off cannot be granted no additional payment should be made.

Part-time workers whose spell of duty falls on a public holiday should be paid for such attendance as they would normally have given, but should not be paid or given any additional holiday if they would not have been in attendance.

2. Members of Departmental A.R.P. or Home Guard units who attend their office solely for A.R.P. or Home Guard purposes during the holiday may, wherever practicable, be given equivalent time off in lieu in respect of hours of duty inside their normal working hours. The ordinary subsistence arrangements prescribed respectively for A.R.P. and Home Guard duties performed outside working hours will apply.

3. The usual restrictions on travel during the holiday period will be imposed and it may be necessary to impose further restrictions later. Leave which involves travelling by rail (other than local travel) between 6 April and 11 April, both days inclusive, should not normally be granted. The use of free or partly free travel warrants by evacuated officers or others entitled to the same privileges must not be allowed during this period except where an officer is given leave on compassionate grounds; for example, where the person is summoned home because of the serious illness of a near relative.

(A.F.Os. 1290/44 and 1746/44.)

1746.—Public and Privilege Holidays, 1944—Civilian Non-Industrial Staff

(C.E. 50492/44.—30 Mar. 1944.)

With reference to A.F.O. 1290/44, paragraph 5, the following eight days will be treated as Public (or Privilege) Holidays for members of the civilian non-industrial staff in England and Wales :—

8th Apr. (Saturday)	7th Aug. (Monday)
10th Apr. (Easter Monday)	23rd Dec. (Saturday)
27th May (Saturday)	25th Dec. (Monday)
29th May (Whit Monday)	26th Dec. (Tuesday)

2. In Scotland corresponding arrangements will be applied at each of the holidays customarily observed in the Spring, Summer, Autumn and New Year, 1945, the eight days thus granted to include three Saturdays.

3. Similar arrangements involving a maximum of eight days, including three Saturdays, will be applied to officers serving in Northern Ireland.

(A.F.Os. 1641/43 and 1290/44.)

1747.—Arrangements for Issue of Pay Books and Clothing Coupons to Officers Borne on the Salary List of Civil Shore Establishments

(V.11/2048/44.—30 Mar. 1944.)

The attention of Paying Officers is drawn to A.F.O. 1477/44 in Section 2 of last week's issue regarding arrangements for issue of pay books and clothing coupons to officers borne on the salary list of civil shore establishments.

2. Paying Officers should see that the A.F.O. is brought to the notice of the above-mentioned officers who have not applied for a pay book.

(A.F.Os. 4611/41, 5817/43, 167/44 and 1477/44.)

1748.—Admiralty Industrial Employees—Travelling Warrants for Free or Partly Free Journeys—Restrictions

(L. 3162/44.—30 Mar. 1944.)

The difficulties of travel on the railways during 1944 are likely to be greater than in 1943 and it is accordingly necessary to impose the usual restrictions. Indeed, it may be necessary later to impose further restrictions.

2. Leave which involves travelling by rail (other than local travel) at public holiday periods should not be granted. The use of free and partly free travel passes by workpeople entitled to such privileges must not be allowed at these periods, except when an employee is given leave on compassionate grounds.

3. The periods to which these restrictions apply at Easter and Whitsun are 6th April to 11th April and 26th May to 30th May, all dates inclusive. Restrictive dates covering the August and Christmas holiday periods will be announced later.

(A.F.Os. 2577/42 and 1631/43.)

1749.—Transferred Workpeople and Workpeople on Detached Duty—"Transfer Allowance", etc.

(L. 2593/44.—30 Mar. 1944.)

The new war-time allowance, known as "Transfer Allowance," introduced with effect from 24 Jul., 1943 by A.F.O. 906/44 is payable to all Admiralty industrial employees who have been "transferred" from one district to Admiralty employment in another since 3 Sep., 1939. Every Admiralty industrial employee who is eligible for lodging allowance of 24s. 6d. a week, or continuing liabilities allowance, or removal of home (whether from Ministry of Labour and National Service or Admiralty), and those referred to in paragraph 5, will receive the transfer allowance in addition. The new allowance will not be payable to workers falling outside these categories, nor to workers who have actually moved their homes and are not in receipt of continuing liabilities allowance; see also paragraph 6.

2. Unmarried transferred workpeople, who are ineligible for payment of lodging allowance after an initial period of one week (A.F.O. 2712/42, paragraph 3 (b) (iii) or Ministry of Labour rules), will nevertheless continue to be eligible thereafter to receive the transfer allowance.

3. The rate and conditions of payment are as follows:—

- (a) The allowance consists of a flat payment of 5s. for each 7-day week.
- (b) It is payable normally during the whole period in which the transferred worker is in employment.
- (c) When, owing, for example, to absence without leave, or to commencement of duty at the new establishment in the middle of the week, it is necessary to pay, in a particular week, for less than 7 days, the payment is to be assessed at *9d.* a day.
- (d) It is payable irrespective of the number of hours worked on any particular day or shift.
- (e) It is payable in respect of—
 - (1) Sundays, public holidays and closed days, whether worked or not, except that
 - (a) If, when the employee was not at work on such days, he or she were absent *without leave* on the previous or succeeding day, the allowance will not be payable.
 - (b) Similarly, if the employee fails to work on such days, though called upon to do so and thus failure would justifiably have been booked as absence without leave, had the day been an ordinary working day, the allowance will not be payable.
 - (c) When a Sunday, public holiday or closed day is immediately *preceded* by some period of unpaid leave or approved sick absence without pay, the allowance will be payable, if the employee commences work on the next working day.
 - (d) It will not be payable when the Sunday, public holiday or closed day is immediately *followed* by a period of unpaid leave or approved sick absence without pay.
 - (2) All periods of annual leave with pay.
- (f) It is reckonable as earned income for the purpose of Income Tax, and is chargeable to the appropriate Wages Vote. It is also reckonable as earned wages for the purpose of calculating hurt pay and compensation.
- (g) It is *not* payable—
 - (i) For any day or shift during which a worker may have been absent on unpaid leave.
 - (ii) During sickness (except to such workpeople as may enjoy some paid sick-leave privileges).
 - (iii) To persons transferred abroad.
- (h) It is not reckonable for superannuation or for the calculation of balance of civil pay.
- (i) The allowance is to be shown separately on all pay cards; it is not to be added to the basic rate of wages for *any purpose*.

4. Workpeople sent away from their normal place of employment on temporary detached duty will receive subsistence allowance (10s. 6d., 7s. 6d., etc., a night, or 4s. or 2s. a day) as hitherto, *without* the addition of the 5s. a week transfer allowance. Unmarried workpeople, who at present cease to receive nightly subsistence allowance after an initial period of one month (A.F.O. 820/41, Part I, paragraph 32 (d)), will, as from 24 Jul., 1943, receive subsistence allowance at the rate of 3s. a night for the second month (making two calendar months in all), and will thereafter be eligible for payment of the 5s. a week transfer allowance for so long as they remain on detached duty. Any employees who, during a period of detached duty, are joined by their dependants, or who are deemed to have been transferred, will, in accordance with existing regulations, receive payment of "continuing liabilities" allowance up to a maximum of 21s. a week or lodging allowance of 24s. 6d. a week (pending removal of home and/or dependants) as the case may be; the transfer allowance of 5s. a week will be payable *in addition*.

5. Employees dispersed with their establishments, who travel daily from their homes at the previous station to the new station, and who may be eligible for payments under the terms of A.F.O. 2454/42, will be granted the 5s. a week transfer allowance *in addition*.

6. The new transfer allowance is payable in substitution for any "dispersal bonus" that would have been payable under A.F.O. 5101/42, but any workpeople who may at present be in receipt of "dispersal bonus" under the terms of that Order will continue to receive it, as hitherto, *instead of* the 5s. a week transfer allowance, unless they made a special application to the Head of their Establishment before 31 Mar., 1944, to come within the new arrangements. It may happen in odd cases that workpeople might have qualified for a "dispersal bonus" under A.F.O. 5101/42 without transfer to a new district (e.g., transfer, within the limits of the same town, of a man with a high individual "merit" rate). In such cases the employee will be considered as eligible for the payment of transfer allowance (despite the fact that his case is not covered by paragraph 1 above) subject to the employee submitting an application and to prior Admiralty approval being obtained.

(A.F.Os. 820/41, 2454/42, 2712/42 and 5101/42.)

(A.F.O. 906/44 is cancelled.)

1750.—Factories (Canteens) Order, 1943

(L. 4122/43.—30 Mar. 1944.)

In substitution of the Factories (Canteens) Order, 1940, the Minister of Labour and National Service has issued an amended Order applicable, like the former Order, to all factories (including Government Establishments) within the meaning of Section 151 of the Factories Act, 1937, in which more than 250 persons are employed. This Order came into force on 19th April, 1943.

2. The attention of Heads of Establishments is drawn to paragraph 5 of this Order, as set out below, under which, in addition to his powers to require the occupier of any factory to make arrangements to his satisfaction for the setting up of a canteen where hot meals can be purchased by the employees, the Chief Inspector of Factories is empowered to supervise the maintenance of a satisfactory canteen service, viz:—

"5. Where such a canteen as aforesaid has been established by the occupier of a factory to which this Order applies, the Chief Inspector of Factories may, whether or not the canteen was established in accordance with the foregoing provisions of this Order, serve on the occupier notice in writing that in his opinion the canteen is not satisfactory in certain respects specified in the notice, whether as regards construction, size, equipment meals supplied, services rendered therein, or otherwise, and thereupon it shall be the duty of the occupier to make arrangements to remedy the defects mentioned in the notice."

1751.—Production Technique and Methods—Exchange of Information with U.S.A.—REPORTS

(P.L. 672/44.—30 Mar. 1944.)

Arrangements have been made with the U.S. Navy Department, Washington, for the interchange of information between U.K. and U.S.A. on production technique and methods.

2. By "production technique and methods" is understood:—

- (a) Production planning,
- (b) Jigs and special tools or fixtures,
- (c) Manufacturing processes, welding, grinding, etc.
- (d) Materials, finishes, etc.
- (e) Training of labour.

3. Requests on behalf of the Admiralty for information from U.S.A. will be made through B.A.D., Washington, and requests on behalf of the U.S. Navy Department through the U.S. Navy Headquarters in London. The work of co-ordination within the Admiralty will be undertaken by Production and Priority Branch (London) in conjunction with Inspector of Machine Tool Utilisation, and for matters under paragraphs 2(d) in conjunction with D.S.R.

4. To promote the exchange of this information, Heads of departments have been asked to make and maintain close contact with firms in this country, to whom they will disseminate information obtained through B.A.D. and from whom they will collect information at the request of the U.S. Navy Headquarters in London.

5. It is desired to encourage the direct flow of information between firms in this country and those in the U.S.A., both by correspondence and personal visits. To promote this interchange, Heads of departments have also been asked to assist in arranging, through P. Branch, for contact to be made between a firm in this country and its opposite number in the U.S.A. Exchange of information will be on an official basis, for which the authority of the responsible government department has been obtained before the exchange is arranged. In order that full benefit may be obtained from such contacts, reports of ensuing correspondence and of visits to U.S.A. arranged under such auspices will be rendered to P. Branch, so that information obtained may be disseminated to interested Admiralty departments and contractors.

6. Administrative authorities and heads of establishments should report through the usual Service channels any instances where they consider that the above facilities should be utilised.

1752.—Recorders of Work—Duty Pay

(L. 9246/43.—30 Mar. 1944.)

The clock mustering scale of duty pay for Recorders of Work, H.M. Dockyards, is amended as follows, with effect from the first pay week commencing on or after 29th January, 1944, namely:—

	<i>As at Present</i>	<i>As Amended</i>
	<i>Authorized</i>	
First 3 years' service as Recorder	20s.	20s.
After 3 years' service as Recorder	23s.	23s.
After 6 years' service as Recorder	26s.	27s.
After 9 years' service as Recorder (subject to special conditions prescribed in Article 90, Cash Duties Instructions) ...	29s.	31s.
After 12 years' service as Recorder	31s.	34s.
All confirmed Recorders (after 15 years' satisfactory service)	33s.	37s.

2. Cash Duties Instructions will be amended in due course.

1753.—Introduction of Synchronous Electric Clocks to Supplement Supply of Clocks, Pattern 305—REPORTS

Shore Establishments

(N.S./C.P. 19933/43.—30 Mar. 1944.)

With a view to alleviating the pressure on production of escapements, springs, etc., for clocks, Pattern 305, it has been decided to permit some portion of clock demands to be met by the provision of synchronous electric clocks with an 8-in. dial, and the same design of case as the Pattern 305.

2. These electric clocks, to which Pattern 309 (Subhead F.3) has been assigned, will be supplied *only* to establishments at home or abroad having an electricity supply of 200–250 volts single phase alternating current of 50 cycles periodicity, from the mains of a *frequency controlled system*.

3. Before raising a demand for such electric clocks, the Electricity Supply Authority should be approached through the appropriate Admiralty Electrical Officer, regarding the suitability of the supply. Further, it should be determined that the building or office in which the clock(s) are proposed to be installed will not be disconnected from the supply (vide H.D.R.270, paragraph 2, and 272, paragraph 9).

4. The electric clocks should only be installed where minor alterations or additions to existing circuits are involved, and it is not intended that circuits which would normally be made dead under the regulations quoted in paragraph 3 should be maintained solely to operate electric clocks. Clocks, Pattern 305, are to be installed in such instances.

5. Reports should be forwarded to the Director of Stores from shore establishments, through the Commanders-in-Chief, and Admirals Superintendent, as appropriate, stating the number of electric clocks required under the conditions laid down in paragraphs 3 and 4 above. A Pattern 305 clock, where existing, will have to be surrendered for each electric clock installed in lieu. The electric clocks will not be available for issue until May, 1944.

6. Subsequent demands for electric clocks should be endorsed to the effect that the conditions of paragraphs 3 and 4 are satisfied, viz. :—

- Electricity supply is suitable and frequency controlled.
- Supply will not be interrupted under normal conditions.
- Installation can be effected without extensive additional wiring.

7. Responsibility for installation and maintenance of electric clocks will rest with the appropriate Admiralty Electrical Officer.

1754.—Admiralty M.T. Vehicles—"Split" or "Two-Piece" Road Wheels—Precautions as to Release of Nuts

(N.S.M.T. 830/44.—30 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* deflated, 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.)

(A.F.O. 1633/44 is cancelled.)

1755.—Accidents on Bombing and Firing Ranges

(N.L. 19112/43.—30 Mar. 1944.)

Cases continue to occur in which claims are received from the public for injuries caused as a result of the use of these ranges. Their Lordships have noted that it is very seldom that an effective warning notice has been displayed and the following types of notices should in future be adapted and used according to the circumstances prevailing:—

- To be erected at any place which is regularly used and fenced off as a bombing range, the land being in the possession of the Crown.

" Danger Notice

This land is Admiralty property and no one may enter upon it without permission. The land is used for Naval training with explosives and anyone who enters without permission may suffer injury. Children are warned not to cross the boundary fence on any excuse whatever."

- (b) To be erected where the ground is Government-owned or requisitioned property, but no boundary fence has been erected and the property has certain rights of way over it.

" Danger Notice

The land bounded by these notice boards is Government property and it is forbidden to enter upon it or cross it except by the recognised rights of way. The land is used by the Navy for training with explosives. Every precaution is taken to recover these explosives after use but such recovery cannot be certain. No person, therefore, should touch anything lying on the ground which appears to have any connection with a bomb, bullet or detonator.

Children are warned not to touch any of these things. What appears harmless is often very dangerous."

- (c) To be erected where the ground is not Government-owned or requisitioned, but the owner is either permitting its use by the Navy or the Navy are using it for training under Defence Regulation 52.

" Danger Notice

This land is occasionally used by the Navy for training with explosives. Every precaution is taken to recover explosives after training, but such recovery cannot be certain. No person, therefore, should pick up or even touch anything lying on the ground which appears to have any connection with a bomb, bullet or detonator.

Children are warned not to touch any of these things. What appears harmless is often very dangerous."

1756.—Packages—Return of Empties

(C.P. 19453/43.—30 Mar. 1944.)

Since it is no longer possible to send goods, etc., carriage forward by rail, it has been necessary, notwithstanding that conditions of contract provide that empty packages, etc., not included in the price to be paid shall be returned to the contractor *at his expense*, for establishments to pay carriage, generally through the medium of the D.80 Consignment Note.

2. It has now been approved that under such contracts the Government may accept liability for the cost of this carriage, and that no steps need be taken to recover such cost from the contractor.

3. The following new standard condition of contract has been agreed by Government departments for inclusion in contracts and should be adopted in local purchases :—

" Packages

(1) *Unless otherwise provided by the schedule*, all containers (including packing cases, boxes, tins, drums and wrappings) supplied by the contractor shall be considered as non-returnable, and their cost as having been included in the contract price.

(2) If the schedule provides for containers to be returnable, they must be clearly marked 'Returnable' and, subject to the Admiralty's requirements, will be returned at the expense of the Admiralty to the contractor for re-use in connection with subsequent deliveries. No claim will be entertained by the Admiralty in respect of containers not returned to the contractor, the cost of providing such containers as are necessary being considered as having been included in the contract price.

(3) Notwithstanding sub-clause (2) hereof, if the schedule provides for returnable containers to be separately priced, they shall be so invoiced by the contractor, who shall give full credit on their return at the expense of the Admiralty, to the contractor in clean and good condition within a reasonable time after delivery to the Admiralty."

4. The chief objects of the clause are—

- (i) to provide that when packages are returned, they are sent carriage paid.
(ii) to eliminate accounting for returnable packages which are not of sufficient value to justify separate pricing.

5. In the interests of economy, the importance of returning empty packages to contractors should continue to be observed—A.F.O. 5833/42 refers.

Carriage charges on rejected goods

6. The liability for the cost of carriage on rejected goods will, technically, remain with the contractor. General authority has now been given to waive the recovery of cost of carriage charges paid by the Government where rejects are at a normal rate for the particular store. Recovery will be effected however when rejections are abnormal.

(A.F.O. 5833/42.)

1757.—Defence Regulations—Additional Protected Areas—Declaration of, by Secretary of State for War

(N.L. 3304/44.—30 Mar. 1944.)

Attention is directed to A.F.O. 1642/44 published in Section 2 of this issue.

(A.F.O. 1642/44.)

(2) The Government shall be responsible for the maintenance of the public service in the event of a general strike or other emergency. It shall be the duty of the Government to ensure that the public service is maintained in such a manner as to be consistent with the principles of justice and equity.

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1955 - Finance - Eastern of England

1955-56 - 30 Mar 1955

The following is a summary of the financial position of the Eastern of England region for the year 1955-56. The total income for the region was £1,200,000, and the total expenditure was £1,100,000, resulting in a surplus of £100,000.

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