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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
6th April, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

HEAD OF "P" BRANCH

*19/4*

*W. J. G. G. G.*

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## ADMIRALTY FLEET ORDERS

- | No.  | Subject.   |              |
|--|--|--------------|
| 1758.  | Volunteers for Harvesting—Non-Industrial Staff. ( <i>Issued separately on 6th April, 1944, to Commanders-in-Chief (not C.-in-C., H.F.), Flag Officers, Senior Naval Officers Ashore, Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.</i> )  | } Home only. |
| 1759.  | Royal Naval Air Units.—Current Scales of Manning. ( <i>Issued separately on 6th April, 1944, to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels fitted for Aircraft, Commanding Officers of R.N. Air Stations, Sections, and Training Establishments, and Overseers concerned.</i> ) |              |
| 6th April, 1944.   |  |              |
| SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.   |  |              |
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| 1760.  | Message sent on the Occasion of the National Day of Greece 25th March, 1944.   |              |
| 1761.  | Milford Haven and Cardiff Sub Commands—Transfer to Plymouth Command.   |              |
| 1762.  | Damage to Electric Cables at R.N. Air Stations by parked Aircraft on Steel Track.  |              |
| 1763.  | United States Hospital Ships.  |              |
| 1764.  | German Hospital Ships.   |              |
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| 1765.  | Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander or Relative Rank.   |              |
| 1766.  | Executive Officers Employed on Radar Duties—Transfers to Special Branch.   |              |
| 1767.  | Deck Landing Control Officers—Status, Future Prospects and Enrolment.  |              |
| 1768.  | R.C.N.R. and R.C.N.V.R. Officers Holding the Rank of Lieutenant and Acting Lieutenant-Commander—Grant of Additional Seniority.   |              |
| 1769.  | Warrant Officers (a) Provisionally Selected for Promotion to Lieutenant, Lieutenant (E) and Lieutenant (A)—(b) Selected for Promotion to Commissioned Officer.   |              |
| 1770.  | Pilots—Flying Ability—REPORTS.   |              |
| 1771.  | Skipper Class Officers, R.N.R.—Institution of the Rank of Skipper Lieutenant-Commander.  |              |
| 1772.  | Accelerated Promotion.   |              |
| 1773.  | Jackson Everett Prize—Award for 1943.  |              |
| 1774.  | Royal Hospital School, Holbrook, near Ipswich, Suffolk.  |              |
| 1775.  | Chairs of History and Philosophy Vacant at the University of the Witwatersrand, Johannesburg.  |              |
| 1776.  | Uniform—Replacement of and Disposal by Officers.   |              |
| 1777.  | Disposal of Effects and Naval Assets of Deceased Officers and Ratings of South African Origin who are not Members of the S.A.N.F. seconded to the Royal Navy.  |              |
| 1778.  | Service Ration Cards—Issue to Officers Awaiting Invaliding.  |              |
| 1779.  | General Messing—REPORTS.   |              |
| 1780.  | Liquid Milk—Supplies during May, June and July, 1944. ( <i>See A.F.O. 1873/44.</i> )   |              |
| 1781.  | Cash Advances to Army Officers in H.M. Ships and Establishments.   |              |
| 1782.  | Training—Recognition of Aircraft Instructional Films.  |              |
| 1783.  | Royal Marines—Disposal of Uniform Effects and Issue of Plain Clothes.  |              |
| 1784.  | Sick Berth Petty Officers' Efficiency Medal.   |              |
| 1785.  | Combined Operations Personnel Abroad—Nominal Lists—REPORTS.  |              |
| 1786.  | Major Landing Craft and Landing Barges—Approximate Numbers of Personnel Borne.   |              |
| 1787.  | Provision of T124T Personnel—Arrangements.   |              |
| 1788.  | T124 and Variants including Cable Ship Agreements—Consolidated Overtime Rates.   |              |
| 1789.  | W.R.N.S. Cinema Operators—Conditions of Service.   |              |
| 1790.  | W.R.N.S.—T/P—Advancement—REPORTS.  |              |
| 1791.  | W.R.N.S. Specialized Ratings Joining Fully Trained—Conditions of Service.  |              |
| 1792.  | Admiralty Surgeons and Agents.   |              |
| 1793.  | Serving Naval Medical Consultants—Facilities for Air Travel.   |              |
| 1794.  | Punishments—Complaints Against.  |              |
| 1795.  | Naval Salvage Money—Distribution.  |              |

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.—*contd.*

1796. Naval Salvage Money—Distribution.  
 1797. Merchant Seamen—Use of Naval Canteens, etc.—REPORT.  
 1798. Family Welfare Cases—Liverpool District.  
 1799. Scheme of Free Legal Aid to R.N., R.M., and W.R.N.S. Ratings.  
 1800. Radiological Examination of Chests—N.A.A.F.I. Personnel.  
 1801. Compulsory Treatment of Venereal Disease—Defence Regulation 33B.  
 1802. Navy, Army and Air Force Institutes—Home Ports—Lower Deck Representative at Headquarters.  
 1803. H.M.S. "Worcestershire"—Donations to Naval Charities.

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.)*

1804. Aircraft—Ammunition Appliances—Mark 7, Mod. 1, Bomb Hoist.  
 1805. Aircraft—Bombs—Supply Arrangements— $\frac{1}{2}$ -Ton Felco Blocks.  
 1806. Ammunition—General—Enemy Ammunition Other than Bombs—Description and Disposal.  
 1807. Armament Stores—Machines Rocket Signal—Increased Allowances.  
 1808. Armament Stores—Warrants of.  
 1809. Guns—Q.F., 40mm.—Left and Right, Mark IV—Levers, and Arms, Hand Operating Shaft.  
 1810. Guns—Bren 0.303-in., Marks I and II—Exchange of Springs, Return.  
 1811. Guns—General—Loose Barrel and Loose Liner Designs—Periodical Inspection of Breech Rings.  
 1812. Gun Mountings—American—3-in., 50 Cal. Mark XXII and Mods.—Modification to Improve Watertightness of Training Base—As. and As.  
 1813. Gun Mountings—6-pdr., Mark VII—Sight Testing Details.  
 1814. Gun Mountings—0.5-in., Mark V, 20mm. Twin Mark V, 2-pdr., Mark XVI—Supply and fitting of Modified Elevating Ram Piston Assemblies.  
 1815. Gun Mountings—20mm. Twin Mark V—Sight Testing when Mark 14 Gyro Sight is Fitted.  
 1816. Gun Mountings—20mm. Oerlikon Marks IIA, IIAA and V (U.S.)—Magazine Rest.  
 1817. Gun Mountings—20mm. Twin Mark V—Modified Rear Sight Assembly—Fitting of.  
 1818. Gun Mountings—0.5-in., Mark V, 20mm. Twin Mark V, 2-pdr., Mark XVI—Modified Rotating Service Joint Intermediate Seal, Supply and Fitting.  
 1819. Ammunition—20mm. Oerlikon H.E. Tracer Lot N.F.H. 10B/45—Withdrawal.  
 1820. Ammunition—20mm. Oerlikon H.E. Lot H.N.C. 123—Withdrawal.  
 1821. Ammunition—20mm. Oerlikon H.E. Lot N.F.E. 404—Withdrawal.  
 1822. Projectors Rocket—Provision of Drain Holes in Blast Deflector Shield of Rocket Flare Projectors.  
 1823. Training—Courses—Instruction in Radar for Destroyer G.C.O.'s and 1st Lieutenants. *Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)*  
 1824. Torpedoes—U.S. 22.4-in., Mark 13 Mods.—Introduction of Mark 2 Stabilizer Mod. 1 for Naval Use.  
 1825. Torpedoes—18-in., Marks XV-XV\*—Fitment of Hammer Operated Balance Chamber Relief Valve.  
 1826. Torpedo Stores—Fids St. No. T493 to be Regarded as Components of 18-in., Mark XII and XV, Type Torpedoes.  
 1827. American Depth Charge Projectors, Mark 6—Failures of Arbors.  
 1828. Chests Associated with Depth Charges and Stores—Revision of Nomenclature and Contents.  
 1829. Change-over Switches, Hand Operated for H.P. Services—Marking of Normal and Alternative Positions.  
 1830. Fuse Release Switches, Type V—Failure to Operate—REPORT.  
 1831. Group Change-over Switches—Flooding of Cross-Connecting Cables—As. and As.  
 1832. Electricity Supply to Ships from External Sources.  
 1833. Chernikoff Logs—Instructions regarding Rewiring of Log Tubes and Maintenance of Oil Pressure.  
 1834. Steering Gear—Modification of Controller.  
 1835. Deck Winches—Lubrication of Brake Gear.  
*Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)*  
 1836. F.A.A.—Navigation Instruments.  
 1837. Stop Watches—Pattern H.S. 7 and Wrist Watches, Pattern H.S. 8 for Naval Flying Personnel.  
*Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)*  
 1838. Boiler Tubes, etc.  
 1839. Engineer's Special Stores and Spare Gear—Abolition of Distinction.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)*

1840. Radar Indicator Outfits J.E. (P.P.I.)—Fitting-out Information.  
 1841. W/T—Transmitters 4T—Modification to Internal R/T Circuits for Use with Single Button Type Carbon Microphones.  
 1842. Yard Arm Flashing Lanterns in H.M. Ships.  
 1843. Supply of Additional Set of Flags and Locker to all A/S and A/S M/S Trawlers.

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

1844. Asdic Installations, Types 134D and 138BR—Establishment Lists.  
 1845. Asdic Installations, Types 145 and 145Q—Establishment Lists.  
 1846. Marconi Echo Sounding Sets—Safe Distances from Magnetic Compasses—**REPORTS.**  
 1847. Echo Sounding Equipment—Recorders—Paper Feed Arrangements.

*Aircraft.—(Technical.)*

1848. Aircraft Carbon Dioxide Cylinders—Charges of Gas.  
 1849. Aircraft Undercarriages—Examination after Heavy Landings.  
 1850. Naval Aircraft—Procedure for Reporting Defects.  
 1851. American Aircraft Recognition Lamps Types E1 and E2.

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

1852. Storage in Ships of Corrosive Liquids.  
 1853. Desiccators—Revised Allowances.  
 1854. Ordering of High Speed Twist Drills.  
 1855. Outer Bottom Planking—Scoring of.  
 1856. Welding—Safeguarding Against Fires.  
 1857. Drain to After Compartment.  
 1858. Aircraft Appendix "A" Equipment—Procedure on Allotment of Aircraft for Repair Modification or Major Inspection.  
 1859. Aircraft Equipment—Accounting and Checking Procedure.  
 1860. Aircraft—Ink, Lithographic, Ref. 33C/736, 737 and 738.  
 1861. Aircraft Store Establishments—Recommendations for Amendment of Allowances—**REPORTS.**  
 1862. Breeching Pieces for Fire Parties—Allowances.  
 1863. Oxygen, Hydrogen, Acetylene and Propane Gas Cylinders Belonging to British Oxygen Co.—**REPORT.**  
 1864. Air Escape Pipes to Watertight Compartments 68-83, Port and Starboard—As. and As.  
 1865. Fitting of Ballast—As. and As.  
 1866. Heating of Mess Decks, etc.—As. and As.  
 1867. Towing Winch—Alternative Control—As. and As.  
 1868. Low Temperature Tubular Heaters, Pattern Nos. 19472 and 19473 and Accessories—Introduction.  
 1869. Batteries for Torches, Pattern 54—Introduction of Single Cell Units—1½ volts, Pattern 14074 (Subhead F2A).  
 1870. Cinema Installations—Optical Windows.  
 1871. Elsan Closets—L.C.T. and L.C.I.(L).

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

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

1872. Bread—Supply in Emergency.  
 1873. Liquid Milk—Supplies during May, June and July, 1944.  
 1874. Unserviceable Clothing and Textiles—Disposal.  
 1875. Sun Helmets, Covers and Sun Helmet Badges.  
 1876. Motor Camera Driving (Stores Ref. 14A/535 and 14A/988)—Modification to Field Leads.  
 1877. Railway Conveyance of Naval Drafts—Supply of Mugs.

## SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

1878. Amendments to Books.  
 1879. A.M.S.Is.  
 1880. A.F.O.'s—Increased Scale of Supply to Escort Carriers.  
 1881. A.F.O. Publications Increased Scale of Supply to Landing Ships and Craft.  
 1882. Form O.6—Ammunition Labels—Additions.  
 1883. Form O.6—Ammunition Labels—Additions.  
 1884. Forms O.369, O.369A, and O.370—Introduction.  
 1885. B.R.901/43—Handbook of the Admiralty Fire Control Clock, Marks I and I\*—Issue.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE—*contd.*

1886. B.R.919(6)—Handbook on the H.A.C.S.—Scooter Control Unit, Aided Training Box and Sector Alignment Gear as Fitted to the H.A./L.A. Directors, Marks V, V\* and IVG.B.—Issue.  
 1887. C.B.4239 Series—Degrading of Certain Pamphlets.  
 1888. Geographical Handbooks—Issue of.  
 1889. H.M.S. "King Alfred"—Correspondence.  
 1890. H.M.S. "Wolfe" and H.M.C.S. "Wolf"—Confusion in Identity.  
 1891. Issue of Pamphlet for the Guidance of Invalidated Ratings (Men and Women).  
 1892. Performances and Characteristics Data—Japanese Aircraft.

## SECTION 6.—SHORE ESTABLISHMENTS

1893. War Damage Act, 1943—Repairs of War Damage to Requisitioned, Leased and Other Premises—**REPORT.**  
 1894. Storage and Disposal of Owners' Fittings Removed from Requisitioned Vessels Converted for Auxiliary Naval Services.  
 1895. Electricity Supply to Ships from External Sources. (See A.F.O. 1832/44.)  
 1896. Works Areas—Alterations to Boundaries.  
 1897. Foreman of Works Writers—Increase in Minimum of Scale.  
 1898. Goods for Northern Ireland via Heysham.

(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.

1760.—Message Sent on the Occasion of the National Day of Greece, 25th March, 1944  
(M. 03565/42.—6 Apr. 1944.)

The following was sent to H.M. King George of the Hellenes on the occasion of the National Day of Greece :—

“ On the occasion of the National Day of Greece I desire on behalf of the Board of Admiralty and the Royal Navy to send through Your Majesty our cordial greetings to all officers and men of the Royal Hellenic Navy. During the past year the situation in the Mediterranean has been transformed in favour of the United Nations and we may now hope that the day is not far distant when the Nazi domination will be broken and the nations of the world will be able once more to live in peace without fear of aggression.

A. V. ALEXANDER.”

2. The following reply was received :—

“ My warmest thanks for your greetings on the occasion of the anniversary of Greek Independence Day and for the hopes you express which I heartily share.—GEORGE II. R.”

1761.—Milford Haven and Cardiff Sub-Commands—Transfer to Plymouth Command

(M. 056153/44.—6 Apr. 1944.)

As from 0001A 1st April the Milford Haven and Cardiff sub-commands will be transferred from the Western Approaches to the Plymouth command.

2. The northern limit of the Plymouth command in the Irish Sea will then be the present northern limit of the Milford Haven command, viz :—

“ From the Irish Coast along latitude 52 degs. 45 mins. North to Bardsey Island thence a line drawn to Aberdovey (Merionethshire) on the North Bank of the River Dorey.”

3. On land the northern limit of the Plymouth command will be that laid down for Milford Haven and Cardiff.

1762.—Damage to Electric Cables at R.N. Air Stations by Parked Aircraft on Steel Track

(A/D. 14841/43.—6 Apr. 1944.)

Instances have occurred where picketing irons for aircraft parked near taxi tracks have caused damage to electric cables, resulting in the failure of electric power, telephone and airfield lighting systems. The laying of Sommerfeld or similar light steel track as temporary standings adjacent to the taxi track has caused similar difficulties, and has also made it difficult to reach cables to carry out repairs.

2. Rules for the parking of aircraft are set out in A.F.O. 917/44, Section VI, paragraphs 16 and 18 and the cables are installed to allow for this, namely in an area close to the tracks where picketing of aircraft should not occur.

3. “ As fitted ” drawings of cable runs are supplied to the Commanding Officers of Stations. Care is to be taken to ensure these plans are kept up to date. Inspections of the plans and consultation with the Station Electrical Maintenance Staff, and if necessary the Associated Dockyard, will clearly indicate the safe areas for picketing and the laying of temporary standings. Steps are to be taken to ensure that the location of these safe areas are known to those concerned.

(A.F.O. 917/44.)

1763.—United States Hospital Ships

(M. 531/43.—6 Apr. 1944.)

The War Department has notified that the Army Hospital Ship “ Jasmine ” will operate under her former name of “ St. Olaf ”.

2. A.F.O. 1307/44 should be amended accordingly.

(A.F.Os. 734/44, 1164/44, 1307/44 and 1464/44.)

1764.—German Hospital Ships

(M. 03024/42.—6 Apr. 1944.)

The following are the particulars of vessels which the German Government state have been taken up as hospital ships and which have been accepted as such by H.M. Government up to the date of this Order. No other German ships should be recognized as hospital ships unless promulgated in a further Fleet Order.

Name.	Tons (Gross).	Built.	Port of Registry.	Length.	Beam.	Draught.	Remarks.
“ Berlin ” ...	15,286	1925	Bremen	ft. 549	ft. 69	ft. 34	Accommodation for 1,100 passengers.
“ Gluckauf ” ...	981	1913	Bremen	213	40	12	Twin screw.
“ Meteor ” ...	3,717	1904	Bergen	346	44	26	Twin screw—oil engines.
“ Oberhausen ”	1,261	1939	Duisburg-Ruhrort	253	37	14	Two masts, one funnel.
“ Posen ” (ex-s.s. “ Danzig ”)	1,052	1925	Hamburg	220.7	34.6	12.5	Twin screw.
“ Rugen ” ...	2,170	1914	Stettin	294	38	21	Twin screw.
“ Stuttgart ” ...	13,387	1923	Bremen	527	65	34	Two masts, one funnel. Speed, 12 knots.
“ Tuebingen ” (ex-s.s. “ Gouverneur General Tirman ”).	3,508	—	Marseilles	105.47 metres	13.6	—	Two masts, two funnels.
“ Gradisca ” (ex-Italian hospital ship).	13,870	—	—	170.74	—	—	—

(A.F.Os. 1225/42, 1030/43 and 4785/43 are cancelled.)

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

## 1765.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander or Relative Rank

(C.W. 16215/44.—6 Apr. 1944.)

With reference to A.F.O. 4240/42 the following officers have been promoted to the acting rank of Lieutenant-Commander, to date 31st March, 1944 :—

<i>Executive Officers R.N.R. (Retired)</i> <i>H.M.S.</i>	<i>Executive Officers R.N.R. (Temporary)</i> —contd.
J. R. Baty ... "Orlando"	
<i>Executive Officers R.N.R. (Permanent)</i>	<i>H.M.S.</i>
J. Collier ... "Leonian"	J. K. S. Downham "Prince Albert"
H. H. D. MacKillican "Drake"	A. D. McLeod ... "St. Oran"
L. H. Davies ... "Antrim"	A. G. Roberts ... "Victory III"
W. E. Halbert ... "Romney"	H. D. Patterson ... "Helicon"
J. C. Young ... "Elissa"	G. T. S. Clampitt "Narcissus"
D. H. G. Coughlan "Hannibal"	L. F. Broomfield ... "Saker II"
K. H. Joy ... "P.552"	J. F. Marchant ... "Ascension"
N. R. Hill ... "Erebus"	D. W. Amer ... "Copra"
J. D. Green ... "Ameer"	D. Hammond ... "Inman"
H. A. Stonehouse "Loosestrife"	W. S. Adams ... "Engadine"
S. C. Paling ... "Trumpeter"	J. C. Allan "Asbury"
A. H. Kent ... "Starwort"	(Act. Ty. Lt.-Cdr.)
C. W. Leadbetter "Oxlip"	C. K. Cannon "Fairfax"
E. L. Donkin ... "Portstown"	(Act. Ty. Lt.-Cdr.)
J. F. Coleman ... "Princess Beatrix"	J. Gibbons ... "Bootle"
F. A. J. Downer ... "Northern Spray"	W. M. Smith ... "Harrow"
W. L. G. Dutton "Speedy"	L. Oliver ... "Thruster"
R. J. G. Goodwin "Dryad"	J. D. Nesbitt ... "Northney III"
<i>Executive Officers R.N.R. (Temporary)</i>	D. Nicolson ... "Slinger"
M. J. O'Neill ... "Osborne"	J. C. Barnes ... "Afrikander I"
G. S. Dawson ... "President I" (N.C.S., Archangel)	C. A. Hoodless ... "Jasmine"
L. N. Mates ... "Malines"	G. W. Hunter ... "Cyclops"
F. Robinson ... "Victory" (Act. Ty. Lt.-Cdr.)	K. H. E. Dagnall "Yezo"
W. G. Burt ... "Skye"	E. M. Robb ... "Southern Prince"
J. H. Davies ... "President" (Act. Ty. Lt.-Cdr.) (D.N.I.)	G. J. Cherry ... "Ubiquity"
D. W. D. Berrie ... "President" (D.S.V.P.)	E. L. Wathen ... "Lord Austin"
E. T. Day ... "Drake"	R. L. Jones ... "Barnsdale"
W. J. Ferguson ... "Hasdrubal"	J. S. Watt ... "Epine"
J. W. M. Fletcher "Drake"	E. A. Johnson ... "Drake IV"
L. B. Merrick ... "Celia"	R. C. Goff... "Selkirk"
G. F. Readman ... Asst. Consular Shipping Adviser, Lourenco Marques	R. H. Diaper ... "Vernon"
W. E. Coates ... "Ranpura"	G. W. Baker "Forward"
C. P. Hudson ... "Equerry"	(Act. Ty. Lt.-Cdr.)
J. W. Hurst ... "Afrikander"	H. Denham ... "Eaglet"
P. E. Martin ... "Jay"	C. E. G. Collins ... "Dryad"
M. S. Work ... "Victory"	A. H. Gibbs ... "Copra"
L. M. Cooper ... "Resource"	M. A. F. Larose ... "Godetia"
R. H. K. Bartley... "Andelle"	D. G. Bradford "Midge"
	(Act. Ty. Lt.-Cdr.)
	M. C. P. Johnson... "President" (D.T.M.)
	F. H. Revel ... A.C.V. No. 34
	W. G. T. Tooley-Hawkins "Eaglet"
	L. R. F. Petitjean "Epping"
	G. R. E. Southwood "Helford"
	L. V. F. Evans "President" (Director of Salvage Dept.)

<i>Executive Officers R.N.R. (Temporary)</i> —contd.	<i>Executive Officers R.N.V.R. (Temporary)</i> —contd.
<i>H.M.S.</i>	<i>H.M.S.</i>
S. W. Howell ... "President" (D.T.S.D.)	N. H. Hughes ... "Gregale"
C. T. Burgess ... "President III" (D.E.M.S., Leigh)	A. R. Patton ... "Steadfast"
T. W. Craig ... "Conqueror"	James Craig ... "Speaker"
R. A. Perry ... "Beaver"	Viscount Curzon ... "Howe"
C. W. Taylor ... "Spartiate"	C. L. Chatwin ... "Cynthia"
E. Marshall ... Consular Shipping Adviser, New York	E. V. Ruck ... "Canada"
W. G. Imrie ... "Ravager"	J. D. Lancaster, "Gregale"
<i>Executive Officers R.N.V.R. (Permanent)</i>	D.S.C.
C. A. H. Bird ... "Fowey"	R. A. Forbes ... "Gregale"
T. A. Easton ... "Sardonyx"	(Act. Ty. Lt.-Cdr.)
J. M. Tickler ... "Victorious" (Act. Lt.-Cdr.)	K. E. A. Bayley ... "Gregale"
A. J. M. Miller, "Dryad" (addl.) D.S.C.	B. L. Bourne ... "St. Christopher"
W. P. Goodfellow "Wensleydale"	L. M. M. Stamp ... "Burnham"
F. D. Barmby ... "Cumberland"	W. D. Baddeley ... "Irwell"
<i>Executive Officers R.N.V.R. (Retired)</i>	R. McN. Teacher ... "Sister Anne"
R. H. Curram ... "Scotia"	D. H. Foulds, "Brighton"
<i>Executive Officers R.N.V.R. (Temporary)</i>	D.S.C.
H. G. Moore ... "Lydd"	W. R. Seward ... "Clematis"
J. I. Lloyd ... "St. Christopher" (Act. Ty. Lt.-Cdr.)	G. H. Riches ... "Drake"
S. F. Harmer-Elliott "Beaumaris"	A. St. G. Walton ... "Watchman"
T. C. S. Morrison-Scott "Copra" (Act. Ty. Lt.-Cdr.)	K. T. Bassett ... "Excellent"
H. G. King ... "Salamander"	W. Burgess ... "Marlborough"
G. F. Cross ... "Dornoch"	G. D. Truman ... "Midge"
W. T. Hodson, "Kingcup" D.S.C.	(Act. Ty. Lt.-Cdr.)
A. B. McIlwraith ... "Razorbill" (Act. Ty. Lt.-Cdr.)	E. G. A. Bell, "Epping" D.S.C.
W. Barrie, M.B.E. "Odyssey"	E. J. T. Pyne ... "Irwell"
A. D. A. Lawson ... "Middleton"	P. A. Williams ... "Dartmouth II"
N. H. Jones ... "St. Tudno"	A. S. Hughes ... "St. Christopher"
J. B. Bald, M.B.E. "Eaglet"	P. T. Clothier, "Irwell" D.S.C.
R. J. D. C. Grieve... "Drake IV"	R. M. Ritchie, "Aberdare" D.S.C.
H. W. Paton, "St. Christopher" D.S.C.	E. H. Pratt ... "Nelson (G)"
G. Howard ... "Sabre"	W. C. Hewitt, "Copra" D.S.C.
K. Gemmell, D.S.C. "St. Christopher" (Act. Ty. Lt.-Cdr.)	W. E. Elvy ... "Spartiate" (Act. Ty. Lt.-Cdr.)
B. T. Whinney ... "Montrose"	C. B. Radcliffe ... "Nimrod"
D. Youatt ... "Vernon (T)"	P. D. Job ... "Dolphin"
J. J. Hurley ... "Vernon (T)"	B. R. C. Young ... "King George V"
E. Morley, No. 1 ... "Duke of York"	H. V. Cronyn, G.M. "Mallard"
R. Thorne ... "Weston A/S"	S. A. Lampard ... "Cranstoun"
E. W. C. Dempster "Gentian"	R. L. Root ... "Marshal Soult"
J. A. F. Beale ... "President" (D.O.D.(H))	C. C. Aplin ... "Lynx"
C. P. Evensen, "Gregale" D.S.C.	E. P. Young, D.S.C. "Storm"
(Act. Ty. Lt.-Cdr.)	E. J. C. Lines ... "Drake"
C. W. Pickering ... "Maretta"	E. G. L. Hone ... "Drake"
	C. M. Metherell ... "Mastiff"
	R. A. Clarke ... "Vanoc"
	D. W. Scholes ... "Stornoway"
	C. H. Pearse ... "Gregale"
	C. Konow ... "Pembroke III"
	M. J. P. Armstrong, "Excellent II" D.S.C.
	T. S. Horn ... "Gambia"
	C. L. Beale ... "Vanity"
	P. McG. Corsar ... "Vernon"
	V. J. H. Ellis ... "Drake"
	J. N. Edwards, "Badger" M.B.E.
	J. B. M. McKay-Forbes "Drake"

Executive Officers R.N.V.R. (Temporary)  
—contd.Executive Officers R.N.V.R. (Temporary)  
—contd.

H.M.S.		H.M.S.	
G. E. Wingate ...	"Oceanway"	H. S. Edwards	"President"
S. A. Searle ...	"Drake"	(Act. Ty. Lt.-Cdr.)	(D.U.B.D.)
E. J. Roney ...	"Odyssey"	J. M. Hope ...	"Bee"
A. D. Pallister ...	"President"	G. S. Wind	"President III"
	(N.A.4 S.L.)	(Act. Ty. Lt.-Cdr.)	
A. G. McLellan ...	"Hasdrubal"	J. Plunkett, M.B.E.	"Hannibal"
K. W. Kennett ...	"Leigh"	(Act. Ty. Lt.-Cdr.)	
G. C. Newman ...	"President"	H. J. Lott ...	"Baldu"
	(D.D.O.D.(I))	R. C. Hewson ...	"Rodney"
E. R. D. Sworder,	"Hannibal"	H. Y. Craton	"Ferret"
D.S.C.		(Act. Ty. Lt.-Cdr.)	
J. E. Dickins ...	Consular Shipping Adviser, Lisbon	D. J. Cowen	"Shrapnel"
F. C. Isaac ...	"Nairana"	(Act. Ty. Lt.-Cdr.)	
R. A. Leggett ...	"Europa"	G. D. T. Parker ...	"Benbow"
E. G. Powell ...	"President"	(Act. Ty. Lt.-Cdr.)	
	(N.A.2 S.L.)	J. DeM. Baynham	"Pembroke" (G)
T. E. Weston ...	"Boscawen"	G. E. Bailey, D.S.O.	"President"
L. N. Stannah ...	"Duke"	(Act. Ty. Lt.-Cdr.)	(A.C.R.)
I. A. Ross ...	"Victory" (S)	R. P. V. Munn ...	"Victory"
D. W. Poulton ...	"Nile"	G. W. S. Waites	"Hathi"
G. A. Wallace ...	"Hannibal"	J. H. F. Thomson,	"Copra"
E. D. Bowie	"Goshawk"	D.S.C.	
(Act. Ty. Lt.-Cdr.)		V. R. T. Rogers ...	"Copra"
J. P. Richards ...	"Calliope"	E. F. Hulford ...	"Landrail"
A. B. Heckstall-	"Copra"	H. F. Breuille ...	"Copra"
Smith (Act. Ty.		D. A. Lee ...	"Saker"
Lt.-Cdr.)		(Act. Ty. Lt.-Cdr.)	
J. D. Tooms ...	"Mosquito"	R. A. Walton ...	"Wildfire"
(Act. Ty. Lt.-Cdr.)		G. D. Wearing	"President III"
A. Niblock (No. 1)	"Pembroke"	(Act. Ty. Lt.-Cdr.)	
C. G. Brinham ...	"Drake"	A. W. B. Claypole	"Saker"
R. E. Blows ...	"Miranda"	(Act. Ty. Lt.-Cdr.)	
J. S. Alston ...	"Flowerdown"	J. P. Pudge	"President III"
W. G. M. Christian	"Warren"	(Act. Ty. Lt.-Cdr.)	
(Act. Ty. Lt.-Cdr.)		K. B. Ivens ...	"Boscawen"
G. A. Macdonald	"President III"		
C. J. Steel ...	"Drake"	<i>Air Branch R.N.V.R.</i>	
C. T. Dibben ...	"Ringtail"	D. R. Robertson ...	"Daedalus"
W. A. Edwards ...	"Odyssey"	(Act. Ty. Lt.-Cdr.)	
D. C. Topham ...	"President"	(A)	
	(C.O.H.Q.)	N. E. Goddard,	"Robin"
J. C. Reynolds ...	"Forte"	D.S.C. (Act. Ty.	
E. Wedderburn ...	"Proserpine"	Cdr. (A))	
S. C. K. Bate ...	"Claverhouse"	R. E. Gardner,	"Vulture"
H. R. Harling	"President"	D.S.C. (Act. Ty.	
(Act. Ty. Lt.-Cdr.)	(D.N.L.)	Lt.-Cdr. (A))	
A. H. E. Taylor ...	"Vectis" (S)	G. S. Wellby ...	"Saker"
W. Locke ...	"President"	E. W. T. Fussell ...	"Kestrel"
	(D.C.F.M.)	E. W. C. Miller ...	"Merlin"
S. C. Hodges	"Leonidas"	C. Walker (Act. Ty.	"Dipper"
(Act. Ty. Lt.-Cdr.)		Lt.-Cdr. (A))	
C. H. McCann ...	"Daedalus"	R. D. Parkhouse ...	"President"
D. E. Keir ...	"Pembroke"	(M.A.P.)	
(Act. Ty. Lt.-Cdr.)		S. Jewers (Act. Ty.	"Heron"
R. J. Smith, G.M.	"President"	Lt.-Cdr. (A))	
	(D.T.M.)	K. Hyde ...	"Condor"
Lewis Dean ...	"Bulolo"	A. G. McWilliam ...	"Illustrious"
S. C. Bell ...	"President"	N. E. Kindell ...	"Condor"
	(C.N.R.(M.A.P.))	R. D. Pursall,	"President"
P. C. H. Wyllie ...	"Braganza"	D.S.C.	(D.P.D.)
G. E. Stubbs, G.M.	"President"	F. L. Page ...	"Bherunda"
(Act. Ty. Lt.-Cdr.)	(D.T.M.)	G. R. Dence (Act.	"Condor"
		Ty. Lt.-Cdr. (A))	

## Air Branch R.N.V.R. (Non-Flying)

## Engineer Officers R.N.V.R. (Temporary)

H.M.S.		H.M.S.	
J. B. G. de Mahe,	"Daedalus"	G. D. Liddle ...	"L.S.T. 362"
M.B.E. (Act. Ty.		G. Taylor (No. 1)	"President" (N.
Lt.-Cdr. (A))		(Act. Ty. Lt.-Cdr.	Mission, N.
G. V. Rogers ...	"President"	(E))	America)
	("Y" Entry)	A. Hendy (Act. Ty.	"Euphrates"
D. D. Little (Act.	"President"	Lt.-Cdr. (E))	
Ty. Lt.-Cdr. (A))	(N.A.2 S.L. (Air))	D. F. Gilmour ...	"President"
G. E. G. Hope-	"Daedalus"	H. A. Clough ...	"President"
Johnstone		(E. in C.)	
D. L. Turner (Act.	"President"	K. W. Williams (Act.	"Copra"
Ty. Lt.-Cdr. (A))	(N.A.2 S.L. (Air))	Ty. Lt.-Cdr. (E))	
		W. H. Woolnough	"President"
<i>Air Branch R.N.V.R. (Air Radio)</i>		(Act. Ty. Cdr. (E))	(E. in C.)
F. T. Searle ...	"Ariel"	C. C. Mitchell (Act.	"President"
L. E. Lefevre ...	"President"	Ty. Cdr. (E))	(E. in C.)
	(D.A.C.R.)	S. W. Nutter (Act.	"President"
L. A. Sweny (Act.	"President"	Ty. Lt.-Cdr. (E))	(D.C.O.M.)
Ty. Lt.-Cdr. (A))	(D.A.C.R.)	R. H. M. Bull (Act.	"Victory"
		Ty. Lt.-Cdr. (E))	
<i>Temporary Engineer Officers, R.N.</i>		R. J. Chase ...	"Aggressive"
E. N. Green (Act.	"R.N.T.F."	J. R. Wyman ...	"President"
Ty. Lt.-Cdr. (E))	Alexandria	(D.C.F.M.)	
J. H. P. Campbell	"Mosquito"	<i>Air Engineers R.N.V.R.</i>	
(Act. Ty. Lt.-Cdr.		J. H. P. Brymer ...	"Pretoria Castle"
(E))		A. Owen ...	"Daedalus"
C. M. Dalley ...	"Kelvin"	O. S. Thompson	"Korongo"
G. T. Marriner ...	"Cochrane"	(Act. Ty. Lt.-Cdr.	
J. E. B. Mattei (Act.	"Hannibal"	(A))	
Ty. Lt.-Cdr. (E))		B. O'M. Tenison ...	"Nightjar"
H. J. B. Nutt ...	"Howe"	P. H. Pleydell-	"Godwit"
J. P. H. Bott ...	"Berfleur"	Bouverie (Act.	
E. W. Kennard ...	"Odyssey"	Ty.-Lt.-Cdr. (A))	
J. D. Percy, D.S.C.	"Caroline"	C. G. Moore ...	"Daedalus"
J. H. S. Milliner ...	"Hambledon"	F. G. Ping (Act. Ty.	"President"
J. White, D.S.C. ...	"President"	Lt.-Cdr. (A))	(D.A.E.)
	(D.C.O.M.)	<i>Electrical Officers R.N.V.R.</i>	
T. R. D. Munro ...	ex "Scout"	K. B. Clayton (Act.	"Vernon"
W. E. Grant ...	"Hotspur"	Ty. Elect. Lt.-Cdr.)	
T. J. Byrne ...	ex "Aldenhams"	J. D. Markland (Act.	"President"
A. A. Millard (Act.	"Gregale"	Ty. Elect. Lt.-Cdr.)	(S.D.G.)
Ty. Lt.-Cdr. (E))		A. B. Metclafe ...	"Copra"
<i>Engineer Officers R.N.R. (Permanent)</i>		W. R. Gouod (Act.	"Drake I"
H. T. Meadows ...	"Telemachus"	Ty. Elect. Lt.-Cdr.)	
C. Peel ...	"Ramsey"	H. J. Hague ...	"Hasdrubal"
		A. Dunhill ...	"President I"
		(D.A./S.M.)	
<i>Engineer Officers R.N.R. (Temporary)</i>		J. D. Percy (Act.	"Forth"
H. H. Helm (Act.	"Saunders"	Ty. Elect. Lt.-Cdr.)	
Ty. Lt.-Cdr. (E))		R. B. Maurice ...	"Cannae"
R. L. Helyer, D.S.C.	"Latimer"	H. L. Vaughan ...	"Wasp"
(Act. Ty. Lt.-Cdr.		T. H. Brown ...	"Calliope"
(E))		F. W. G. Bartlett	"President"
J. C. Scott ...	"Corinthian"	(S.D.G.)	
A. Leiper ...	"Ringwood"	E. W. Goodman ...	"President"
F. Manson ...	"President"	(S.D.G.)	
F. Clarke ...	"Nile"	K. E. Sims, O.B.E.	"Celebrity"
T. Twaddle ...	"Anthony"	E. F. Brown ...	"Hannibal"
F. Helm ...	"Fishguard"	H. A. Browne ...	"Skirmisher"
D. P. Edmunds ...	"Northman"	F. A. H. McNally ...	"Afrikander"
C. Ritchie (Act. Ty.	"Ironclad"	A. F. Birch ...	"President I"
Lt.-Cdr. (E))		(D.A./S.M.)	
		Alfred Robinson ...	"Drake"

## Electrical Officers R.N.V.R.—contd.

## H.M.S.

E. A. G. Cross ... "Yeoman"  
 T. K. H. Nokes ... "President"  
 (D.C.F.M.)  
 P. N. M. Tarleton... "Victory"  
 J. A. Bedford ... "Ugie Brae"  
 M. C. Elliott ... "Paris"  
 D. D. Matthews ... "Saker II"  
 (Act. Ty. Elect.  
 Lt.-Cdr.)  
 C. H. Holbeach ... "President"  
 (C.I.N.O.)  
 L. H. Maskell ... "Calliope"  
 T. E. Morphy ... "Merlin"

## Medical Officers R.N.V.R. (Permanent)

G. R. Dodds ... "Nairana"  
 M. D. Edwards ... "Formidable"  
 G. Sheers ... "Drake"  
 N. M. Hancox ... "Devonshire"  
 D. Rice ... "Baldur"  
 V. L. Redman ... "Inglefield"  
 N. Exell ... "Kipanga"

## Medical Officers R.N.V.R. (Temporary)

F. H. Robarts ... "Bacchante"  
 J. E. Struthers ... "Gregale"  
 E. W. Dorrell ... "Jackdaw"  
 A. J. D. Lewis ... "Macaw"  
 H. V. Lavelle ... "Mercury"  
 J. G. Bryson ... "Killarney"  
 E. Elmes ... "Vulture"  
 W. B. Stirling ... "Lanka"  
 A. R. Unsworth ... "Stalker"  
 D. K. Black ... "Martial"  
 O. J. Curl ... "Waxwing"  
 M. E. L. Abbot ... "Hasdrubal"  
 B. S. Turner ... "Medway II"  
 R. N. Martin ... "Duke"  
 J. Herbert-Burns... "Rajah"  
 R. J. L. MacBean ... "Calliope"  
 J. A. L. Leeming ... "Odyssey"  
 N. F. E. Burrows ... "Black Prince"  
 T. B. Fitzgerald, ... "Proserpine"  
 D.S.C.

G. K. Mackenzie ... "Pembroke"  
 W. D. Thompson... "Impulse"  
 H. C. A. Johnston ... "Turtle"  
 J. G. Bryne ... "Fleetwood"  
 D. R. Barry ... "Sphinx"  
 G. A. Bell ... "Gosling"  
 P. C. Collinson ... "Royal Ulster-  
 man"

H. Jackson ... "Vernon"  
 W. G. L. Hall ... "Lucifer"  
 A. G. Cunningham ... "Tana"  
 P. R. K. Coe ... "St. Angelo"  
 P. B. Woodyatt ... "Isis"  
 J. I. A. Jamieson, ... "Eaglet"  
 D.S.C.

J. K. Thomson, ... "Owl"  
 O.B.E.

J. W. Wood ... "Foliot"  
 S. J. Allen ... "Martial"  
 H. H. Crabb ... "Hamilcar"  
 G. S. Wigley ... "Arbiter"

## Medical Officers R.N.V.R. (Temporary)

## —contd.

## H.M.S.

J. M. G. Nixon ... "Nemo"  
 L. I. S. Campbell... "Proserpine"  
 D. C. Lillie ... "Lookout"  
 J. Burke ... "Excellent II"  
 M. R. Ewing ... "St. Angelo"  
 I. W. Ball ... M.N.B.D.O. (1)

## R.M. Group

M. Glick ... "Drake"  
 J. M. H. Mitchell... "Gombronn"  
 H. C. Pickering ... "Berwick"  
 R. Ransome-Wallis, ... "Spartiate"  
 D.S.C.

R. V. Blaubaum ... "Eaglet"  
 M. A. Slee ... "Trelawney"  
 G. A. M. Cowie ... "President"  
 (S.B.N.O.)

N. Russia)

R. L. Buttle ... "Proserpine"  
 J. A. Fisher ... "Grebe"  
 D. A. Parker ... "Iron Duke"  
 A. Mathison ... "Myllodon"  
 E. B. Grogono ... "Berwick"  
 L. Willoughby (Act.  
 Ty. Surg. Lt.-Cdr.)

W. McC. Scott ... "Hannibal"

P. J. Pugh ... "Drake"

R. C. Percival ... "Eaglet"

W. M. Douglas ... "Alecto"

C. Langmaid ... "Boscawen"

J. V. Laverick ... "Invicta"

R. R. Wethered ... "Vienna"

I. H. L. Gillies ... "Pembroke"

A. C. Pilkington ... "Drake"

## Dental Officers R.N.V.R.

E. W. King-Turner ... "Indomitable"

J. M. Payerson ... "Cumberland"

T. D. H. Ridsdale ... "Canopus"

J. T. Powell ... "Bee"

## Cullingford

C. A. Styer ... "Victory"

W. Hughes ... "Wayland"

W. G. Sandison ... "Martial"

J. F. Partridge ... "Tyne"

N. K. Davison ... "Beaver II"

R. H. Chapman ... "Kestrel"

R. S. Cross ... "Gosling"

W. Headridge ... "Skirmisher"

S. R. Medd ... "St. George"

G. N. Lewin ... "Turtle"

W. E. A. Watson... "Europa"

N. A. Walker ... "Cressy"

G. Tunstall ... "Wellesley"

## Accountant Officers R.N. (Temporary)

J. J. Ahern ... "Excellent II"

## Accountant Officers R.N.R.

K. A. R. Clarke ... "President I"

R. P. John ... "Badger"

G. A. Williams ... "Forward"

G. R. Kinsey ... "Lucifer"

L. A. S. Brown ... "Lynx"

J. F. W. Compton ... "President V"  
 (Act. Pay. Lt.-Cdr.)

## Accountant Officers R.N.V.R.

## (Permanent)

## H.M.S.

G. B. Potter ... "Lanka"  
 A. Cole ... "Hawkins"  
 S. W. H. Jarvis ... "Royalist"  
 F. C. S. Tufton ... "President"  
 (A.C.N.S.) (F)  
 A. R. Holt ... "Proserpine"

## Accountant Officers R.N.V.R.

## (Temporary)

H. H. P. Joseph ... "Sheba"  
 S. H. Walkem ... "Helder"  
 F. W. Anelay ... "Nigeria"  
 P. G. Nicol ... "Nile"  
 C. S. Yearwood ... "Orion"  
 J. W. MacC. ... "St. Angelo"

Thompson

P. J. Taggart, ... "Ravager"  
 D.S.C.

B. C. Scurr ... "Nile"

G. G. Thompson ... "Newfoundland"

D. H. Wisdom ... "Sparrowhawk"

N. A. Sloan ... "President III"

J. F. Langmuir ... "Good Hope"

D. H. Hammond ... "Hannibal"

A. H. Young ... "Caroline"

E. E. Bullivant ... "Lynx"  
 (Act. Ty. Pay. Lt.-  
 Cdr.)

B. E. Justice ... "Ferret"

K. H. Stevens ... "Orlando"

C. L. Goddard ... "Minos"

R. H. J. Lowe ... "Wildfire"

H. Logan ... "Caroline"

C. J. Hewlett ... "St. Angelo"

B. J. R. Bulpitt ... "Cleopatra"

W. E. Bransom ... "Caradoc"

W. H. Dexter ... "Haithi"

B. C. M. McLean ... "President"  
 (N.A.2 S.L.)

K. D. Lewis ... "Swiftsure"

A. F. A. Powles ... "President"  
 (P.D.G.)

## Sea Transport Officers R.N.R.

G. D. Copeland ... "Stag"  
 (Act. Ty. Lt.-Cdr.)

F. R. Nelson ... "President"  
 (Act. Ty. Cdr.)

A. J. Stowe ... "Hannibal"  
 (Act. Ty. Lt.-Cdr.)

I. M. Evans ... "Lucifer"  
 (Act. Ty. Lt.-Cdr.)

G. Rawlinson ... Asst. C. S. A.,  
 Iskenderun

E. Macdonald ... "Eaglet"  
 (Act. Ty. Lt.-Cdr.)

R. J. Knott ... "St. Angelo"  
 (Act. Ty. Lt.-Cdr.)

H. C. Aldridge ... "St. Angelo"  
 (Act. Ty. Lt.-Cdr.)

G. Curtis ... "Edinburgh  
 Castle"

W. Nicholson ... "Hannibal"  
 (Act. Ty. Lt.-Cdr.)

## Sea Transport Officers R.N.R.—contd.

## H.M.S.

C. E. W. Hersee ... "Stag"  
 (Act. Ty. Lt.-Cdr.)  
 A. R. Griffiths ... "Calliope"  
 (Act. Ty. Cdr.)  
 T. M. Gardner ... "Lucifer"  
 (Act. Ty. Cdr.)

## Sea Transport Officers R.N.V.R.

T. C. Kettlewell ... "Hannibal"  
 (Act. Ty. Lt.-Cdr.)  
 A. W. Flack ... "President"  
 (Act. Ty. Cdr.)

## Special Branch Officers, R.N.V.R.

## (Permanent)

G. T. Westwater ... "Ringtail"  
 (Act. Lt.-Cdr.)  
 R. B. Pink ... "Peewit"  
 R. L. Bristow ... "Royalist"

## Special Branch Officers R.N.V.R.

## (Temporary)

C. G. Rich (Act. Ty. ... "Braganza"  
 Lt.-Cdr. (Sp))  
 H. J. Pratt (Act. Ty. ... "President"  
 Lt.-Cdr. (Sp)) (M.A.P.)

Sir Thomas Blome- ... "President"  
 field (Act. Ty. Lt.- ... (N.A.2 S.L.)  
 Cdr. (Sp))

S. A. Gomez-Bearé ... "President"  
 (Act. Ty. Cdr. (Sp)) (Naval Attaché,  
 Madrid)

E. W. Spence (Act. ... "Nile"  
 Ty. Lt.-Cdr. (Sp))

E. Terrell (Act. Ty. ... "President"  
 Cdr. (Sp)) (1st S.L. Office)

F. W. Botting ... "Saker"  
 W. J. Cripps ... "Badger"  
 E. A. Milne (Act. ... "President"  
 Ty. Lt.-Cdr. (Sp)) (N.I.D.)

G. S. Shobrook ... "Eaglet"  
 E. C. Davies ... "Hannibal"  
 J. E. Gentry (Act. ... "President"  
 Ty. Lt.-Cdr. (Sp)) (N.I.D.)

J. G. Walls ... "President"  
 (D.N.O.)

W. J. Bessant ... "Hannibal"  
 D. B. Murray ... "President"  
 (D.O.D.(H))

L. S. Howell ... "President"  
 (D.S.D. & D.N.I.)

P. S. Shepherd ... "Badger"  
 W. W. Mason ... "Osprey"  
 E. Dent ... "President"  
 (A.C.R.)

J. W. Baird ... "Lynx"  
 J. E. Coleman (Act. ... "Hornet"  
 Ty. Lt.-Cdr. (Sp))

D. G. Lambert (Act. ... "Orlando"  
 Ty. Lt.-Cdr. (Sp))

T. Y. Carnie ... "Cicala"  
 H. G. Craig ... "President"  
 (Press Divn.)

H. Miller (Act. Ty. ... "Morgan"  
 Lt.-Cdr. (Sp))

*Special Branch Officers R.N.V.R.*  
(Temporary)—contd.

<i>H.M.S.</i>	
D. L. McEachran (Act. Ty. Lt.-Cdr. (Sp))	"President" (D.P.D.)
L. K. Crabb ...	"Cormorant"
F. E. Wood ...	"Isle of Sark"
A. C. Izod ...	"Excellent"
W. M. McArdle, M.B.E.	"Eaglet"
W. R. Todd (Act. Ty. Lt.-Cdr. (Sp))	"President" (D.N.I.)
R. J. T. Brown, D.S.C.	"Mercury"
S. W. Brown ...	"Caroline"

*Special Branch Officers R.N.V.R.*  
(Temporary)—contd.

<i>H.M.S.</i>	
R. D. Dennison ...	"Spartiate"
Robert Clarke (No. 1) (Act. Ty. Lt.-Cdr. (Sp))	"Drake"
D. J. Moss (Act. Ty. Lt.-Cdr. (Sp))	"Peewit"
J. J. Quill ...	"King Alfred"
J. C. Forster ...	"Eland"
H. E. Offord ...	"Skirmisher"
C. J. Lattimer ...	"Lanka"
G. T. Fenn ...	"President III"
D. Law, G.M.	"President" (D.U.B.D.)

2. The following promotion to the acting rank of Temporary Instructor Lieutenant-Commander to date, 31st March, 1944, has also been made under A.F.O. 1779/43:—

J. F. D. Scott ... "King Alfred"  
(A.F.Os. 4240/42 and 1779/43.)

**1766.—Executive Officers Employed on Radar Duties—Transfers to Special Branch**  
(C.W. 14048/43.—6 Apr. 1944.)

In view of the technical nature of the work carried out by officers employed on Radar duties, it is often difficult or impossible for executive officers employed as Radar officers to obtain a Watchkeeping Certificate and subsequent promotion to confirmed Lieutenant. Consequently such officers cannot be recommended for promotion under A.F.O. 4240/42.

2. In order that these officers may not be penalized, they may apply through their Commanding Officers to transfer to the Special Branch with their existing seniority. Acting Lieutenants on transfer will be confirmed as Lieutenants, Special Branch, with seniority of the date of their promotion to Acting Lieutenant. Applications should be forwarded to the Admiral Commanding Reserves.

3. In accordance with A.F.O. 5866/42, officers transferred from the executive to the Special Branch will not wear distinction lace.

4. Executive and Special Branch officers appointed for Radar duties may be employed on general ships' duties appropriate to their qualifications as the Commanding Officer may consider desirable, but such duties must not interfere with their Radar duties. In particular, Radar officers should be given adequate time when the ship is in harbour to overhaul the Radar equipment, and this work is to have priority over general ships' duties.

(A.F.Os. 4240/42 and 5866/42.)

**1767.—Deck Landing Control Officers—Status, Future Prospects and Enrolment**

(C.W. 7333/44.—6 Apr. 1944.)

Despite the principles laid down under A.F.O. 562/43, it is apparent that certain popular misconceptions still exist in the minds of pilots who are eligible to be selected for training as Deck Landing Control Officers.

2. These misconceptions are based on ignorance as to how this highly specialized duty will affect the pilot's chances of promotion and his flying career in general.

3. Whilst it is fully appreciated that every right-minded pilot is anxious to continue, for as long as possible, in active first line flying, Their Lordships wish it to be clearly understood that the work of Deck Landing Control Officers is an essential ingredient in the operational efficiency of Carriers and their Squadrons.

4. Pilots who may still feel that this duty is liable to lead to a dead end, and of being virtually grounded, would do well to consider that in the future it may prove difficult to become a Squadron Commander or Lieutenant-Commander (Flying) of a Carrier unless they have had adequate active experience as a Deck Landing Control Officer.

5. It should, therefore, be regarded as a logical sequence of events that a pilot, having attained the status of Flying Commander or Section Leader, should then be trained in order to take his place as a second Deck Landing Control Officer in a Fleet Carrier, or first Deck Landing Control Officer in an Escort Carrier, and (hence) become eligible for promotion to a Squadron Commander. Having held his command for a year, he will then expect to return to his Deck Landing Control Duties as Chief Deck Landing Control Officer of a Fleet or Light Fleet Carrier, thus becoming eligible in turn for the position of Commander (Flying) of any type of Carrier or Wing Leader. It is further pointed out that this sequence of events in no way impairs a pilot's chances of promotion to higher rank, nor does it preclude him from the award of decorations for meritorious service while acting in the capacity of Deck Landing Control Officer.

6. This Admiralty Fleet Order is to be brought to the notice of all pilots at the earliest opportunity and Commanding Officers are to stress most forcibly Their Lordships' views.

(A.F.O. 562/43.)

**1768.—R.C.N.R. and R.C.N.V.R. Officers holding the Rank of Lieutenant and Acting Lieutenant Commander—Grant of Additional Seniority**

(C.W. 13942/44.—6 Apr. 1944.)

The Canadian Naval authorities have announced that twelve months' additional seniority in the rank of Lieutenant has been granted to Officers who, on the 14th January, 1944, held the rank of Lieutenant or Acting Lieutenant Commander, R.C.N.R. and R.C.N.V.R., in all branches.

2. Progressive pay and back pay, due as a result of this additional seniority, will not be payable for any period prior to the 15th January, 1944.

**\*1769.—Warrant Officers—(a) Provisionally selected for promotion to Lieutenant, Lieutenant (E) and Lieutenant (A)—(b) Selected for promotion to Commissioned Officer.**

(C.W. 7618/44.—6 Apr. 1944.)

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

2. Provisional Selection for Lieutenant, Lieutenant (E) and Lieutenant (A) under A.F.O. 1874/42. Officers will be promoted subject to recommendation on satisfactory completion of courses.

(a) To Lieutenant:—

G. W. Vine, Gunner	S. J. Gardiner, Gunner (T)
W. H. Parker, Gunner (T)	W. J. Hanns, Gunner
O. T. Gallaway, Boatswain	F. D. Kelly, Warrant Air Officer (O)
F. C. Windsor, Gunner	E. Davenport, Gunner
J. A. Fallwell, Gunner (T)	M. Daniels, D.S.C., Gunner (T)
W. E. G. Reeks, Gunner (T)	R. Smith, Gunner
J. D. Vickerstaff, Gunner	A. E. Ward, Boatswain
A. W. Beresford, Gunner	J. J. Scarfe, Gunner
L. J. Lake, Boatswain	A. N. Simms, Gunner (T)
F. C. Terry, Gunner	S. McNall, Boatswain
R. Parvin, Gunner (T)	J. H. F. Pidler, Boatswain A/S
F. S. Turnbull, Warrant Telegraphist	



## (b) To Lieutenant (E) :—

W. J. S. Allen, Warrant Engineer	F. C. Williams, Warrant Engineer
R. L. Kirby, Warrant Engineer	G. A. Carlyle, Warrant Engineer
A. J. Miles, Warrant Engineer	R. Churcher, Warrant Engineer
H. R. Janes, Warrant Engineer	H. W. Chandler, Warrant Engineer
G. H. Sprackling, Warrant Engineer	R. C. Selman, Warrant Engineer
J. G. Farrow, Warrant Engineer	A. J. B. Gemmell, Warrant Engineer
J. W. Batson, Warrant Engineer	R. W. Brenton, Warrant Engineer
C. S. Hunt, Warrant Engineer	H. W. Stapleford, Warrant Engineer
R. J. Baxter, Warrant Engineer	F. W. Larkman, Warrant Engineer
E. V. Cutting, Warrant Engineer	R. H. Bull, Warrant Engineer
T. E. Marshall, Warrant Engineer	A. C. Hickman, Warrant Engineer
L. A. Paine, Warrant Engineer	D. H. Lynch, Warrant Engineer
W. Farrell, Warrant Engineer	S. V. Heaton, Warrant Mechanician
A. L. Brewer, Warrant Engineer	C. F. Tyzack, Warrant Mechanician
C. L. G. Utton, Warrant Engineer	R. J. Stevens, Warrant Mechanician

## (c) To Lieutenant (A) :—

J. W. Hall, Warrant Aircraft Officer	R. Stephens, Warrant Aircraft Officer
J. H. Blackmore, Warrant Aircraft Officer	

Special courses will be arranged for these officers shortly. It may not be possible for the courses all to take place concurrently or to terminate on the same date, but the ultimate seniority of these officers as Lieutenant or equivalent rank will not be affected by possible delays as their seniority will be assessed from the same basic date, viz :—1st April, 1944.

3. Warrant Air Officers (O) and (P) are eligible to participate in these promotions to Lieutenant (Executive) and Commanding Officers should ensure that their claims are not overlooked, by sending in S.206 reports on suitable officers within the age limits, in accordance with paragraph 5, below.

4. Promotions to Commissioned Officer from Warrant Rank to date 1st April, 1944, under A.F.O. 1875/42.

## To Commissioned Gunner and Commissioned Gunner (T) :—

D. Turner, Gunner	L. O. Stollery, Gunner (T)
P. T. Wilcox, D.S.C., Gunner (T)	T. B. Banks, Gunner
E. A. Aguzzi, D.S.C., Gunner	A. E. Forrest, Gunner
P. Charlton, Gunner	J. H. Whyatt, Gunner

## To Commissioned Boatswain :—

S. S. Rabbits, Boatswain	D. B. Howe, Boatswain
W. H. Leaman, Boatswain	

## To Commissioned Boatswain A/S :—

D. M. Frost, Boatswain A/S

## To Commissioned Telegraphist :—

E. R. Watling, Warrant Telegraphist  
G. Reynolds, M.B.E., Warrant Telegraphist.

## To Commissioned Signal Boatswain :—

J. W. Leader, Signal Boatswain	H. J. Harrison, Signal Boatswain
B. G. Grindell, Signal Boatswain	F. Hoare, Signal Boatswain

## To Commissioned Ordnance Officer :—

C. A. Sims, Warrant Ordnance Officer

## To Commissioned Electrician :—

G. W. Nicholls, Warrant Electrician  
F. J. Bulley, Warrant Electrician

## To Commissioned Shipwright :—

J. A. Stephens, Warrant Shipwright  
F. G. Ridout, M.B.E., Warrant Shipwright  
F. J. Horn, M.B.E., Warrant Shipwright  
P. R. Butler, Warrant Shipwright

## To Commissioned Engineer :—

L. W. Green, Warrant Engineer  
E. W. Fuller, M.B.E., Warrant Engineer

## To Commissioned Mechanician :—

T. E. Meopham, Warrant Mechanician

## To Commissioned Aircraft Officer :—

H. R. S. Pellow, Warrant Aircraft Officer.

5. Reports on officers for October, 1944, promotions, must reach the Admiralty by 1st August, 1944.

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

*See AFO 602/46.*

## 1770.—Pilots—Flying Ability—REPORTS

(C.W./A.W.D. 1649/43.—6 Apr. 1944.)

The number of accidents which have occurred since the introduction of modern aircraft into First Line Squadrons makes it of particular importance to ensure that a relatively small number of unsuitable pilots shall not be allowed to become responsible for a large number of accidents.

2. The onus for ensuring that such accidents are kept to a minimum must rest primarily with Commanders (Flying) and Squadron Commanding Officers, who, together with the Wing leaders, must be in the best position to judge whether any pilots under them are considered likely to prove a danger to themselves and others and also to note any decline in the flying ability or confidence of pilots.

3. Any pilot likely to prove a source of frequent accident, or who is thought not to be up to first line standards, is to be suspended from flying and action taken as follows :—

(1) If the pilot's failure is thought to be due to lack of confidence or he is considered incapable of undertaking flying duties for psychological reasons generally, he should be dealt with under the terms of C.A.F.O. 869/43.

(2) If his incapacity is due to lack of professional skill or for reasons of conduct not attributable to medical grounds, action is to be taken in accordance with C.A.F.O. 1578/42.

4. Commanding Officers are to exercise their discretion as to the most appropriate action to be taken with each individual officer concerned, e.g., discharge to the nearest F.A.A. base (if embarked), or, with the approval of the local Administrative Authority, discharge to Lee-on-Solent for action under C.A.F.O. 869/43.

5. In all cases prior information of intended action is to be signalled to Admiralty, followed by reports in accordance with the C.A.F.Os. aforementioned.

6. Officers who are suspended from flying under paragraph 3 (1) above will continue to receive flying pay for a maximum period of 91 days subject to the provisions of paragraph 1 of A.F.O. 5378/41. A suitable notation is to be made in the ledger, supporting payment.

Officers who are suspended from flying under paragraph 3 (2) above will have their flying pay suspended forthwith.

(A.F.Os. 5378/41, C.A.F.Os. 1578/42 and 869/43.)

## 1771.—Skipper Class Officers, R.N.R.—Institution of the Rank of Skipper Lieutenant-Commander

(C.W. 11867/44.—6 Apr. 1944.)

The institution of the rank of Skipper Lieutenant-Commander, R.N.R., has been approved for officers of the rank of Skipper Lieutenant, R.N.R., who have completed 8 years' service on the Active List or 8 years' combined service on the Active List and mobilised service on the retired list.

2. Article 51, R.N.R. Regulations (Officers), should be amplified as follows :—

Insert new paragraph 3A :—

*Skipper Lieutenant to Skipper Lieutenant-Commander.*

Must have completed 8 years' service on the Active List or 8 years' combined service on the Active List and mobilised service on the Retired List.

3. Pay will be on the same scale as for Lieutenant-Commanders of the non-mechanical branches promoted from Warrant rank.

(R.N.R. Regulations—Officers.)

## \*1772.—Accelerated Promotion

(C.W. 16860/44.—6 Apr. 1944)

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

*Executive—*

V. M. Marks	... ..	L.C.T. (R) " 125 "	... ..	1st March, 1944
R. F. Ratcliff	... ..	" Campanula "	... ..	1st April, 1944
R. O. Weston	... ..	" Spiteful "	... ..	1st April, 1944
W. Martin	... ..	H.M.M.L. " 1136 "	... ..	1st April, 1944
L. E. Maughan	... ..	" Beaumaris "	... ..	1st April, 1944
B. W. M. Young	... ..	" Queenborough "	... ..	1st April, 1944
J. V. Fisher	... ..	M.T.B. " 687 "	... ..	1st April, 1944
E. R. Smith	... ..	" Medina "	... ..	1st April, 1944
H. L. Morgan	... ..	" Delphinium "	... ..	1st April, 1944
B. Lingard	... ..	" Prince Albert "	... ..	1st April, 1944
J. M. Elgar, D.S.C.	... ..	" Termagant "	... ..	1st April, 1944
W. M. Fee	... ..	" Ararantus "	... ..	1st April, 1944
B. L. Bazeley	... ..	M.G.B. " 84 "	... ..	1st April, 1944
E. W. A. Bostock	... ..	M.T.B. " 438 "	... ..	1st April, 1944
H. F. M. Scott	... ..	" Moyola "	... ..	1st April, 1944
E. R. Emery	... ..	" Borage "	... ..	1st April, 1944
R. R. W. Golding	... ..	L.C.G. (L) " 680 "	... ..	1st April, 1944
W. B. Bremner	... ..	L.C.T. " 428 "	... ..	1st April, 1944
L. H. Nixon	... ..	M.L. " 554 "	... ..	1st April, 1944
A. T. J. Harrington	... ..	M.T.B. " 238 "	... ..	1st April, 1944
V. C. Merry	... ..	" Duke of York "	... ..	1st April, 1944

*Flying—*

D. P. B. Wise	... ..	" Sanderling "	... ..	1st April, 1944
J. D. Britton	... ..	" Furious "	... ..	1st April, 1944
J. O. Chandler	... ..	" Saker "	... ..	1st April, 1944
J. C. Kennedy	... ..	" King George V "	... ..	1st April, 1944
L. A. Johnson	... ..	" King George V "	... ..	1st April, 1944

*Engineer—*

V. G. Stay	... ..	" Maid of Orleans "	... ..	1st April, 1944
J. Broome	... ..	" Lanka "	... ..	1st April, 1944
W. A. Ogilvie	... ..	Ferry Base Unit, Port Talbot	... ..	1st April, 1944
E. M. Harte	... ..	" Monck "	... ..	1st April, 1944
C. E. Brewster	... ..	" President "	... ..	1st April, 1944
D. H. Knowles	... ..	" Leander "	... ..	1st April, 1944
G. S. Wood	... ..	" Northney "	... ..	1st April, 1944

*Air Engineers—*

F. C. Brobyn	... ..	" Canada "	... ..	1st April, 1944
W. E. Munn	... ..	" Shrike "	... ..	1st April, 1944

*Electrical—*

R. W. Clegg	... ..	" Caroline "	... ..	1st April, 1944
E. C. Dance	... ..	" Midge "	... ..	1st April, 1944
R. C. Kill	... ..	" Squid "	... ..	1st April, 1944

*Accountant—*

E. R. Harris	... ..	" Pembroke IV "	... ..	1st April, 1944
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*Special—*

M. F. Parry	... ..	" Marratta "	... ..	1st October, 1943
J. W. Hunter	... ..	" Fortitude "	... ..	1st April, 1944
R. O. Richards	... ..	" President " (N.I.D.)	... ..	1st April, 1944
D. H. G. R. Lamb	... ..	" President " (D.M.W.D.)	... ..	1st April, 1944
D. T. McDiarmid	... ..	" Excalibur "	... ..	1st April, 1944
J. E. Somner	... ..	" Philante "	... ..	1st April, 1944
W. J. McClune	... ..	" Cleopatra "	... ..	1st April, 1944
R. P. Hancock	... ..	" Wasp "	... ..	1st April, 1944

*R.N.Z.N.V.R. (Executive)—*

E. F. Penty	... ..	" Bickerton "	... ..	1st March, 1944
R. W. Harris, D.S.C.	... ..	M.T.B. " 347 "	... ..	1st April, 1944

*S.A.N.F. (V) (Executive)—*

N. M. Gardner	... ..	" Invicta "	... ..	1st April, 1944
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*S.A.N.F. (V) (Special)—*

E. W. C. Mackie	... ..	" St. Vincent "	... ..	1st April, 1944
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2. The above promotions will appear in C.W. List of Appointments.

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

## 1773.—Jackson Everett Prize—Award for 1943

(C.W. 58285/43.—6 Apr. 1944.)

Three separate qualifying courses for Lieutenant (S) were held during 1943.

2. The Jackson Everett Prize has accordingly been divided equally between :—

Lieutenant D. A. K. Finlay, R.N.

Lieutenant R. W. D. Bray, R.N.

Lieutenant E. B. Ashmore, D.S.C., R.N.

## 1774.—Royal Hospital School, Holbrook, near Ipswich, Suffolk

(G.H.—6 Apr. 1944.)

The Trustees of Greenwich Hospital invite applications for the post of Headmaster of the above school.

The school is a boarding school for sons of seamen who desire to enter the Navy. It is the intention of the Admiralty, while retaining the naval bias of the school, to raise the standard of education to the level of the best technical and secondary schools in England. The new Headmaster will be expected to make detailed recommendations, through the Director of Greenwich Hospital to the Board of Admiralty, regarding the measures necessary to secure this object and will carry out the changes approved by the Board.

Subject to the selection of a candidate suitable in all respects it is the intention that the new Headmaster shall be given, in addition to his educational duties, the administrative charge of the School's activities now exercised by the Superintendent. The appointment will be tenable during Their Lordships' pleasure.

Candidature is restricted to graduate schoolmasters who have served or are serving as Executive Officers in the Navy.

Salary £1,250—£1,500 (according to qualifications and experience), a rent-free residence and certain minor perquisites.

The successful candidate will come under the Board of Education's Superannuation Scheme if eligible under the Teachers' Superannuation Acts.

The normal complement of the school is 860 (reduced to 615 as a war-time measure)—all boarders.

Candidates should apply direct to the Director of Greenwich Hospital, Admiralty, 14, Buckingham Gate, S.W.1, not later than 31st May, giving particulars of their qualifications and experience.

## \*†1775.—Chairs of History and Philosophy Vacant at the University of the Witwatersrand, Johannesburg

(C.W. 14090/44.—6 Apr. 1944.)

The Principal of the University of the Witwatersrand, Johannesburg, South Africa, has requested that the following advertisement may be promulgated for the information of all naval personnel.

*Professor of History*

Applications are invited for appointment to the Chair of History. The Department of History provides courses in South African, English and European History, primarily for B.A. and Honours students. The staff consists of the professor and two lecturers. Preference will be given to candidates who have given special attention to Dominion, Colonial or Frontier History. A knowledge of Afrikaans or Nederlands will be an advantage.

*Professor of Philosophy*

Applications are invited for the appointment to the Chair of Philosophy. The Department of Philosophy at present provides courses in Ethics, Logic, Metaphysics and Political Philosophy, primarily for B.A. and Honours students, and a course in the History and Philosophy of Science for B.Sc. students. The staff consists of the Professor and a Lecturer.

The following applies to both Chairs:—

*Assumption of Duties*

1st January, 1945, or as soon as possible thereafter.

Applications will be welcomed from candidates who, being engaged in military service or other national service, may be precluded from assuming duties on the date mentioned. Steps will be taken by the University for the release of such a person if appointed.

*Salary*

£860 per annum, rising by annual increments of £30 to £1,100 per annum (plus temporary cost of living allowance). The salary is subject to 6 per cent. deduction for Provident Fund contributions, Government and University together contributing an equal amount. Half salary will be paid from date of embarkation to date of assumption of duties in Johannesburg.

*Transport*

£100 will be contributed towards the cost of passage and first-class rail fare will be refunded for the journey from Cape Town to Johannesburg.

2. Further information with reference to the University and living conditions in South Africa may be obtained from the University's London representative, Dr. William Cullen, at 4, Broad Street Place, London, E.C.2, or The Registrar, University of the Witwatersrand, Milner Park, Johannesburg, South Africa, with whom applications (in duplicate) must be lodged not later than 1st May, 1944.

**1776.—Uniform—Replacement of and Disposal by Officers**

(N.L. 3474/44.—6 Apr. 1944.)

Naval officers who have lost their uniforms and kit through enemy action may be able to get replacements without delay from the Officers' Kit Replacement Bureau, 72, South Audley Street, London, W.1. (Telephone: Grosvenor 1484).

2. This voluntary organization was instituted for the purpose of replacing the uniforms of officers in cases of loss by enemy action or of hardship. Civilian clothes are also issued, if available, to officers leaving the service.

3. As the garments supplied by this organization are given by those who have lost relatives in the war, they are in effect gifts from one officer to another and no payment or donation whatever is accepted from the recipient.

4. No article is issued to an officer—apart from those repatriated and from prisoners of war—without a supporting recommendation from a Commanding Officer or from the Admiralty (C.W. Department, Queen Anne's Mansions, St. James's Park, London, S.W.1.)

5. The working hours of the organization are:—9.30 a.m. to 4.30 p.m. except on Saturdays and Sundays when the depot is closed.

6. Officers wishing to dispose of articles of uniform, etc., by gift, should forward them to the Hon. Secretary at the above address.

7. Officers wishing to sell articles of Naval uniform are advised, in view of the terms of Regulation 1 (3) of the Defence (General) Regulations, 1939, to apply to The National Federation of Merchant Tailors, 90, Regent Street, London, W.1, for a list of firms licensed and registered with the Board of Trade to acquire and dispose of service uniforms.

(A.F.O. 534/44 is cancelled.)

**1777.—Disposal of Effects and Naval Assets of Deceased Officers and Ratings of South African Origin who are not Members of the S.A.N.F. Seconded to the Royal Navy.**

(D.N.A. 3318/44.—6 Apr. 1944.)

The following procedure is applicable to the disposal of effects and Naval assets of deceased officers and men entered from South Africa who are *not* members of the S.A.N.F., seconded to the Royal Navy, and whose next-of-kin are domiciled in South Africa.

2. All effects of such deceased officers and the reserved effects of such deceased ratings should be forwarded direct to the Commanding Officer, H.M.S. "Afrikaner I."

3. The date of dispatch of the effects to South Africa should be noted on the Form S.46 which is forwarded, together with a statement or statements of account, to the Director of Navy Accounts. A copy of the documents should be sent to the Flag Officer-in-Charge, Simonstown.

4. Where a will is in existence in South Africa, and in cases of intestacy, the Flag Officer-in-Charge, Simonstown, will normally determine title to any effects and Naval assets and arrange for disposal in accordance with South African law. The Inspector of Seamen's Wills will inform the Flag Officer-in-Charge of the amount finally due to the estate for Naval assets.

5. In other cases, instructions for the disposal of the effects and assets will be issued to the Flag Officer-in-Charge by the Inspector of Seamen's Wills.

6. Where the next-of-kin are not domiciled in South Africa, the arrangements laid down in K.R. & A.I., Article 1769, in regard to disposal of effects, etc., will be followed.

7. Attention is also drawn to K.R. & A.I., Articles 870 and 1700 (6), as amplified by A.F.O. 701/43.

(K.R. & A.I., Articles 870, 1700 (6) and 1769.)

(A.F.Os. 701/43 and 3022/43.)

(A.F.O. 5637/41 is cancelled.)

**1778.—Service Ration Cards—Issue to Officers Awaiting Invaliding**

(C.W. 46156/43.—6 Apr. 1944.)

All officers (including R.M., W.R.N.S. and officers serving on T.124X and T.124T Agreements) who are medically surveyed with a view to invaliding, and are sent on leave pending the Admiralty decision on the medical survey, are to be issued with Service ration cards to cover the period from the date of discharge to leave until the forty-second day after the date of the medical survey. Where an officer is surveyed in a non-Naval hospital the Naval authority to whom the report of survey is sent is to issue the ration cards.

2. When the date of invaliding is decided upon, the Admiralty will issue a certificate under A.F.O. 4668/43 enabling the officer to obtain a civilian ration card as from the date of invaliding. The officer will be required to return to the Admiralty any Service ration cards valid beyond the date of invaliding. Where, however, the date of invaliding is later than the forty-second day after the date of medical survey, additional Service ration cards will be issued by the Director of Victualling at the Admiralty.

(A.F.O. 4668/43.)

## 1779.—General Messing—REPORTS

H.M. Ships

(V.2/413/44.—6 Apr. 1944.)

The basic principle in "general messing" is the provision of an adequate and suitable dietary of the standard customary in the Service (*vide* B.R. 93, Volume I, Chapter VI, Section A, paragraphs 2 and 4).

2. The "general mess rates" which are promulgated from time to time in A.F.Os normally afford a convenient guide to this standard, but these rates are necessarily based on the conditions most generally met with within the various "zones", and on the latest information available about prices of local produce. Moreover, it is not practicable entirely to cover by "zonal" variations all the differences in the prices of local produce which may be met with under exceptional conditions of service.

3. It is recognized, therefore, that in war time, and particularly abroad, there may be occasions when the customary standard of victualling cannot be provided without exceeding the general mess rate. In such cases the standard should be maintained whenever possible, and if, as a result, it appears probable that the total general mess expenditure for the financial year (*vide* B.R. 93, Volume I, Chapter VI, Section A, paragraph 9) will appreciably exceed the amount for the year calculated on the appropriate general mess rate or rates, the circumstances should be reported as early as practicable.

4. Ships permanently attached to a particular station should forward this report to their administrative authority, who should investigate the matter, and, if satisfied as to the facts, should authorise such over-expenditure as is necessary for the proper victualling of the men, and forward the correspondence to the Admiralty. Ships on detached service should report direct to the Admiralty.

5. It is not anticipated that it will be necessary to incur expenditure appreciably in excess of the general mess rate except when ships are employed under unusual conditions or when the prices of local produce have been forced up as the result of war conditions since the general mess rates were promulgated. Small excesses need not be specially reported, but a brief explanation should accompany the victualling account for the last quarter of the financial year.

(B.R. 93—Manual of Victualling.)

## 1780.—Liquid Milk—Supplies during May, June and July, 1944

(V.11/2153/44.—6 Apr. 1944.)

Attention is drawn to A.F.O.1873/44 in Section 4 of this issue.

## 1781.—Cash Advances to Army Officers in H.M. Ships and Establishments

(D.N.A. 25882/44.—6 Apr. 1944.)

The procedure laid down in A.F.O. 547/44 regarding advances to Army ranks is to be adopted when cash advances are made to individual Army officers. Acquittance rolls or Forms A.F.W.3241, if presented, should be forwarded to the Officer-in-Charge, Army Pay Office (Officers' Accounts), Stockport Road, Manchester, 13, from whom reimbursement should be obtained direct when practicable.

(A.F.O. 547/44.)

## Cancelled 1782.—Training—Recognition of Aircraft Instructional Films

AFO 3326/46.

(T.S.D. 957/42.—6 Apr. 1944.)

With reference to A.F.Os. 4049/43, 4251/43 and 6107/43, copies of Aircraft Recognition Films will in future be distributed without demand in accordance with paragraph 3 below.

2. As a result of experience it has been decided to reduce the number of copies of films depicting individual aircraft, but to continue the present scale of distribution of the Quizcraft and Testcraft (A.F.O. 1079/44 refers) series, which are used more frequently.

3. The distribution referred to in paragraph 1 above is as follows:—

	Individual Aircraft		Quizcraft Testcraft	
	No. of Copies 35 mm.	16 mm.	No. of Copies 35 mm.	16 mm.
<b>(a) Copies for re-issue on temporary loan:—</b>				
Scapa Library ... ..	2	2	10	10
Rosyth Library ... ..	2	2	6	6
Glasgow Library ... ..	2	2	7	5
Liverpool Library ... ..	2	2	7	7
Chatham Library ... ..	2	2	6	5
Devonport Library ... ..	2	2	7	6
Portsmouth Library ... ..	2	2	7	6
London Library ... ..	1	1	1	1
F.O.I.C., Northern Ireland ... ..	1	1	1	1
C-in-C., Eastern Fleet ... ..	2	2	10	10
F.O., Ceylon ... ..	2	2	5	5
S.N.O., Aden ... ..	1	1	2	2
S.N.O., Persian Gulf ... ..	1	1	2	2
F.O., East Africa ... ..	1	1	2	2
C-in-C., South Atlantic ... ..	1	1	2	2
F.O., Levant and Eastern Mediter- ranean ... ..	2	2	3	3
F.O., Western Mediterranean ... ..	1	1	2	2
V.A., Malta ... ..	2	2	3	3
F.O., Gibraltar and Mediterranean Approaches ... ..	1	1	3	3
F.O.C., West Africa ... ..	1	1	3	3
N.O.I.C., Trinidad ... ..	1	1	2	2
S.B.N.O., Western Atlantic ... ..	2	2	3	3
F.O.C., Royal Indian Navy ... ..	2	2	5	5
<b>(b) Copies on permanent loan:—</b>				
H.M.S. "Excellent" ... ..	1	1	1	1
H.M. Gunnery School, Devonport ... ..	1	1	1	1
R.N. Gunnery School, Chatham ... ..	1	1	1	1
H.M.S. "Queen Charlotte" ... ..	1	—	1	—
Northern Aircraft Recognition School, Flotta ... ..	—	1	—	1
H.M.S. "Highflyer," Trincomalee ... ..	—	1	—	1
H.M.S. "St. Christopher" ... ..	1	—	1	—
H.M.S. "Canopus" ... ..	—	1	—	1
H.M.I.S. "Himalaya" ... ..	1	—	1	—
R.N.A.S. Arbroath ... ..	1	—	1	—
R.N.A.S. Yeovilton ... ..	1	—	1	—
R.N.A.S. Worthydown ... ..	1	—	1	—
A.A. Range, Barton's Point ... ..	1	—	1	—
H.M.S. "Caroline" ... ..	—	1	—	1
H.M.S. "Helder" ... ..	1	—	1	—
R.M. Gun Battery, Chatham ... ..	1	—	1	—
H.M.S. "St. George" ... ..	—	1	—	1
A.A. Range, Colombo ... ..	—	1	—	1
R.M. Gun Battery, Eastney ... ..	1	—	1	—
H.M.S. "Claverhouse" ... ..	—	1	—	1
H.M.S. "Badger" ... ..	—	1	—	1
H.M.S. "Wellesley" ... ..	1	—	1	—
P.S.C.D., Lowestoft ... ..	1	—	1	—
A.A. Range, Malta ... ..	—	1	—	1
R.M. Gun Battery, Plymouth ... ..	1	—	1	—
H.M.S. "Glendower" ... ..	1	—	1	—
Captain (D), Rosyth ... ..	1	—	1	—
H.M.S. "Hamilcar" ... ..	1	—	1	—
H.M.C.S. "Avalon" ... ..	—	1	—	1
H.M.S. "Wildfire" ... ..	—	1	—	1
H.M.S. "Western Isles" ... ..	1	—	1	—

	Individual Aircraft		Quizcraft Testcraft	
	No. of Copies 35 mm.	16 mm.	No. of Copies 35 mm.	16 mm.
(b) Copies on permanent loan— <i>contd.</i> :—				
H.M.S. " Bee " ...	—	1	—	1
H.M.S. " St. Mathew " ...	—	1	—	1
H.M.S. " Turtle " ...	1	—	1	—
H.M.S. " Lizard " ...	—	1	—	1
H.M.S. " Tormentor " ...	1	—	1	—
H.M.S. " Westcliff " ...	—	1	—	1
H.M.S. " Squid " ...	1	—	1	—
R.M. Group, Towyn ...	1	—	1	—
Commodore (D), Londonderry ...	—	1	—	1

## (e) Duping prints:—

N.S.H.Q., Ottawa.  
A.C.N.B.  
N.Z.N.B.

4. The following is a complete list of current Aircraft Recognition Films (serial number A.32\*) with the various parts re-numbered:—

Part 1—Introduction I.  
Part 2—Introduction II.  
Part 3—Hurricane.  
Part 4—Heinkel 111, Mark V.  
Part 5—Typhoon.  
Part 6—Junkers 87B.  
Part 7—Martlet.  
Part 8—Wellington.  
Part 9—Boston I and II.  
Part 10—Beaufighter I and II.  
Part 11—Me.110 (Insert of Me.210).  
Part 12—Focke Wulf 200K.  
Part 13—Lancaster.  
Part 14—Mosquito.  
Part 15—Sunderland III.  
Part 16—Liberator II.  
Part 17—Dornier 217E.  
Part 18—Mustang.  
Part 19—Heinkel 177.  
Part 20—Horsa (Glider).  
Part 21—Baltimore.  
Part 22—Mitsubishi T 96, Navy Bomber (NELL).  
Part 23—Mitsubishi T 97, Army Bomber (KATE).  
Part 24—Mitsubishi T 0, Navy Fighter (ZEKE).  
Part 25—Mitchell N.A.B.25.  
Part 26—Lightning.  
Part 27—Barracuda.  
Part 28—Aichi T 99 (VAL).  
Part 29—Kawanishi 97 (MAVIS).  
Part 30—Me.210.  
Part 31—Marauder.  
Part 32—Bohm and Voss 138.  
Part 33—Mitsubishi 01.  
Part 34—Avenger.  
Part 35—Army 97 (SALLY).  
Part 36—Thunderbolt.  
Part 37—Dakota.  
Part 38—Skymaster.  
Part 39—Sasebo (PETE).  
Part 40—Army 1 Fighter (OSCAR).  
Part 41—Navy 97 Torpedo Bomber (KATE).  
Part 42—Focke Wulf 190 (new version showing aircraft in flight).  
Part 43—Ju.88.  
Part 44—Firefly.

## Quizcraft Series—

Part 101—Spitfire, Hurricane, Ju.88, Blenheim IV, Halifax.  
Part 102—Hudson, Tomahawk, Airacobra, Wellington, Ju.87B.  
Part 103—Defiant, Catalina, Beaufighter, Stirling, Manchester.  
Part 104—Me.109E, Boston III, Maryland, Sunderland, Whitley.  
Part 105—Mustang, Fulmar, He.111K, Beaufort, Me.110.  
Part 106—Typhoon, Lancaster, Ju.52, F.W.190, Mosquito.  
Part 107—Mitchell, Liberator, Lightning, Marauder, Fortress II.  
Part 108—Auster, Horsa, Hotspur, Hamilcar, Dakota.  
Part 109—Barracuda, Thunderbolt, Vengeance, Spitfire V, Bermuda.  
Part 110—Skymaster, F.W. 200K, Martlet, Tarpon, Japanese Navy 0 Fighter (ZEKE).  
Testcraft I.  
Testcraft II.  
Testcraft III.

5. Films not listed in paragraph 4 above are to be considered obsolete and holders of copies are to return them to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10, immediately.

(A.F.Os. 4251/43 and 1079/44.)

AFO 5391/44 (A.F.Os. 4059/43 and 6107/43 are cancelled.)

## 1783.—Royal Marines—Disposal of Uniform Effects and Issue of Plain Clothes

(V./1/1291/44.—6 Apr. 1944.)

Royal Marines discharged will return into store all articles of kit shown as returnable in General Order, Royal Marines, No. 88/41, except in the case of ranks discharged under paragraph 4 (a), (b) and (c) below, who will return all their kit with the exception of one pair of boots, such underclothing as is actually required for wear on proceeding to their homes, and cleaning and toilet articles. In the case of ranks granted commissions all kit except cleaning and toilet articles will be returned.

2. If any article returnable under paragraph 1 of this Order is deficient, the rank concerned will be charged with its estimated value to the Crown at the time it was lost, unless it was lost in circumstances beyond his control, in which case no charge will be raised. The estimated cost of making good any article which has suffered damage other than through fair wear and tear, will also be recovered.

3. In addition to the items of kit retained, an issue of a civilian suit, cap, collar and tie will be made, or a cash allowance paid in lieu equivalent to the current rate shown in Army Vocabulary of Clothing and Necessaries (at present £2 15s. 9d.) as a charge to Vote 2 "N".

4. Plain clothes will not be issued nor any allowance granted in lieu thereof to ranks in the following categories:—

- Discharged for misconduct.
- Discharged having made a mis-statement regarding age on enlistment, if discharge takes place after less than 12 months' service.
- Recruits or Pensioners and R.F.R. recalled for service, who are discharged with less than 1 month's service exclusive of any period of leave granted pending final discharge.
- Ranks granted commissions.

A suit of plain clothes may, however, be issued in cases under (a), (b) and (c) above where the man does not possess plain clothes and is without sufficient funds to provide them. In such cases, the value will be charged to the man's account, any resultant debit or balance being dealt with in the usual way.

5. A Royal Marine discharged invalided and who is not already in possession of a civilian overcoat may be supplied with one free if sent home from hospital or elsewhere between 1st October and 31st March, on leave pending final discharge; a similar issue may be made to men sent home at any other time in cases where a medical board recommend such an issue. Men entitled under this paragraph to free issue of a civilian overcoat,

but who prefer to make their own arrangements for provision of a coat may be paid an allowance in lieu, equal to the current rate shown in the Army Vocabulary of Clothing and Necessaries (at present £2 4s. 0d.) In such cases the Commanding Officer will satisfy himself that the rank concerned provides himself with an overcoat before discharge.

6. In order to avoid hardships and complaints, care is to be taken to ensure that issue of civilian clothing (or payment of cash in lieu) is made before the man proceeds to his home on leave before final discharge. When a man elects payment of cash allowance in lieu of civilian suit or overcoat, he is to be called upon to sign a certificate to that effect.

7. A Royal Marine discharged on other than medical grounds between 1st October and 31st March who is without a civilian overcoat or sufficient funds to provide one, may be supplied from store, provided that the medical officer recommends such an issue. The current rate of the coat will be charged against the man's account, any debtor balance caused thereby being dealt with in the usual way.

8. In cases where it is necessary for ranks to proceed to their homes in uniform, the procedure outlined in A.F.O. 5457/43 is to be followed.

9. *Ranks discharged direct to their homes from R.N. Hospitals.*—When ranks who elect to draw civilian articles of clothing in kind are discharged direct to their homes from R.N. Hospitals, the Senior Medical Officer is to arrange for issue of articles authorized. As stocks of civilian suits and overcoats are maintained at R.M. Divisions, requirements should normally be demanded from the nearest R.M. Division, demands being accompanied by the man's measurements. In cases of emergency when time does not permit of the articles being obtained from a R.M. Division, however, or if inconvenient for any other reason the articles may be purchased locally by the Senior Medical Officer as a charge to Vote 2 "N". Ranks who elect to draw cash in lieu of civilian clothing are to be paid the authorized amount by the Senior Medical Officer as a charge to Vote 2 "N". The Commandant of the man's Headquarters R.M. Division is to be informed of all issues of civilian clothing which has been purchased locally and of all payments of cash in lieu of civilian clothing. Any articles of kit and equipment due to be returned by the man are to be returned to his Headquarter R.M. Division.

10. Whilst the foregoing is in force, the provisions of K.R. & A.I., Article 1602, will be held in abeyance during hostilities so far as Royal Marines are concerned.

11. A.F.O. 738/41 deals with disposal of effects of Royal Marine ranks "Discharged Dead".

(K.R. & A.I. Article 1602)

(A.F.Os. 2944/39, 738/41 and 5457/43.)

(A.F.Os. 174/42, 3294/42, 4443/42 and 4358/43 are cancelled.)

#### \*1784.—Sick Berth Petty Officers' Efficiency Medal

(N. 7635/44.—6 Apr. 1944.)

The Sick Berth Petty Officers' Efficiency Medal for 1943, has been awarded to Sick Berth Petty Officer George H. China, Official Number C/MX.45953.

2. Sick Berth Petty Officers of the Portsmouth Port Division may be recommended for the award of the medal for 1944 for their services during 1943.

3. The method of forwarding recommendations is published in the Appendix to the Navy List, page 167 of the June 1943 edition.

4. It is not practicable under present war conditions for the medal to be minted in gold. It has, accordingly, been decided to issue a bronze medal, with a certificate that the medal has been awarded, but cannot be minted in gold for war purposes.

#### 1785.—Combined Operations Personnel Abroad—Nominal Lists—REPORTS

(N./C.O.P. 785/43.—6 Apr. 1944.)

Depots, ships and establishments abroad holding Naval Combined Operations ratings and Royal Marine Landing Craft other ranks, as defined in A.F.O. 1653/44 have been requested by Admiralty telegram 251646/February, to Commanders-in-Chief and similar authorities, to forward complete nominal lists to H.M.S. "Copra" showing the disposition of these men on 31st March, 1944, as follows:—

- (i) Name, substantive rating or rank, non-substantive rate, ship's book number and official number.
- (ii) Unit in which serving, i.e. (a) Major craft crews showing craft and flotilla, (b) Minor craft showing flotilla, or (c) special unit such as Naval Beach Commandos showing under whose administration they are serving.
- (iii) If utilised on base duties or detached service: nature of duties and where serving.

Any outstanding reports under the Admiralty telegram quoted are to be forwarded immediately.

2. Nominal lists are also required starting on 30th April 1944, and monthly thereafter, giving drafting changes that have taken place during the month from any of the units or special duties mentioned in (ii) and (iii) above, including changes from one to another of the units, etc.

Lists of drafting changes should not include ratings detached, discharged to hospital, etc. for periods under 14 days since such reports would probably be non-effective by the time the list is received in H.M.S. "Copra".

3. By means of these reports it is hoped that H.M.S. "Copra" will shortly be in possession of accurate information concerning the whereabouts of all Naval Combined Operations ratings and Royal Marine Landing Craft other ranks.

(A.F.O. 1653/44.)

#### 1786.—Major Landing Craft and Landing Barges—Approximate Numbers of Personnel Borne

(N./C.O.P. 1379/44.—6 Apr. 1944.)

Regulations affecting Major Landing Craft and Landing Barges are in certain cases dependent upon the numbers of personnel borne in the craft e.g. different systems of victualling apply according to whether or not the complement exceeds 25.

2. It is accordingly notified as a working guide that the numbers borne in these craft are normally between the following limits:—

(1) Under 15	(2) 15-20	(3) 21-35	(4) 26-30	(5) 31-35	(6) 36-40	(7) 65-70
L.C.T. (I)-(VI)	L.C.I. (S) L.C.I. (L)	L.C.H. L.C.S. (L) II	L.C.T. (A)	L.C.G. (M)	L.C.G. (L)	L.C.F.
All types of Landing Barges	L.C.T. (R)					

#### 1787.—Provision of T.124T Personnel—Arrangements

(M/N. 3670/44.—6 Apr. 1944.)

Flag Officer, Malta and Central Mediterranean, has been added to the Naval authorities enumerated in paragraph 1 of A.F.O. 1905/43.

(A.F.O. 1905/43.)

**1788.—T.124 and Variants including Cable Ship Agreements—Consolidated Overtime Rates**

(N. 6710/44.—6 Apr. 1944.)

As from 1st December, 1943, the sums payable in lieu of overtime for personnel signed on Agreement T.124 and its variants, including the Cable Ship Agreement (C.S.P.I.X.), will be increased as follows:—

	Monthly	Weekly
Ordinary Seamen and Boys ... ..	12s. 3d.	2s. 10d.
All other adult ratings except Chief Stewards and Chief Cooks who have an assistant other than a Boy ... ..	£1 4s. 6d.	5s. 8d.

A.F.O. 251/44, Appendix A, paragraph 11, is to be amended accordingly.

*Note.*—This Order does not apply to:—

- (i) Lascars and Asiatics.
- (ii) Personnel signed on T.124 abroad at local or Dominion rates of pay.

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

(A.F.O. 535/41 is cancelled.)

**1789.—W.R.N.S. Cinema Operators—Conditions of Service**

(N. 28598/43.—6 Apr. 1944.)

With reference to A.F.O. 677/44, paragraph 10, the following instructions concern the general conditions of service of W.R.N.S. Cinema Operators (including W.R.N.S. Dome A.A. Teacher Operators).

2. W.R.N.S. Cinema Operators constitute a specialized category and are employed to operate projectors used for instructional films in Shore Establishments at home where full-time operating is required, and where they can take the place of active service personnel who are, or would be, allocated for this purpose.

3. Recruits are at present entered in the W.R.N.S. Central Depot and given a course of technical training at the R.N. School of Cinema Projectionists in the R.N. Barracks, Chatham, prior to being drafted to fill requirements in appropriate Naval Establishments.

4. W.R.N.S. Cinema Operators may be employed in Dome A.A. Teachers, but should not take charge of the Dome Teacher nor carry out routine maintenance duties in it until they have passed the necessary examination for leading rate.

5. Where no Leading Wren is available, one male Leading Cinema Operator should always be retained to work in the Dome Teacher.

6. W.R.N.S. Cinema Operators will, after enrolment, continue on the lower unspecialized rate of pay whilst undergoing training and, on satisfactory completion of training, will be granted the lower specialized rate of pay. On termination of a minimum of three months' service on the lower specialized rate, they may be advanced to the higher specialized rate if recommended as being competent in the required duties. These are operating, cutting, splicing and general repair of film programmes and routine maintenance of cinema projectors.

7. Advancements will be from a single roster maintained at Chatham and, in addition to fulfilment of the qualifications laid down in A.F.O. 4864/42, paragraph 8, will be conditional upon the passing of tests to be laid down by the Admiralty. These tests will be open to all Wren Cinema Operators, whether they are employed as assistant operators in Dome Teachers or in a normal instructional cinema. Wren Operators employed in Dome Teachers who pass the approved test will take charge of the Dome Teacher and release male ratings in this duty.

8. Tests for advancement to Leading Wren Cinema Operator will be conducted in the British Isles by the undermentioned officers or their representatives In

addition, there is a Third Officer, W.R.N.S., appointed to D.T.S.D's staff at the Admiralty who is available to conduct the tests:—

Officer	Area
C.C.M.O., Lyness ... ..	Orkneys and Shetlands
Instructional Films Officer, Sherbrooke House, Glasgow.	Western Approaches Command
C.I.F.O., Rosyth ... ..	Rosyth Command
C.I.F.O., Portsmouth ... ..	Portsmouth Command
C.I.F.O. The Nore... ..	Nore and Dover Commands
C.I.F.O., Devonport (through a rating specially drafted for this purpose).	Devonport Command
I.F.D.O., London ... ..	London Area

The tests will be of a practical nature (verbal for ratings serving at home, and written for those serving abroad) and will be held at the establishment at which the rating is borne and on the equipment she normally operates.

9. The examination may not be taken until ratings have completed the service qualification for advancement. Applications for the examination of ratings who have qualified by service (including those recommended on Form S. 507 (W) before the introduction of the examination) should be made to the examining officer concerned (*see* above). In order to avoid waste of time, Commanding Officers are requested to endeavour to arrange for all ratings in any one establishment to be examined on the same day.

Ratings who fail to pass the test will be ineligible for a further attempt until after the expiry of six months from the date of the previous failure.

Applications for examination from ratings serving abroad who are qualified by length of service should be made by signal to the Admiralty (D.T.S.D.), and arrangements will be made for written examination papers to be sent out.

10. The advancement roster is to be based on date of passing. Ratings cannot, therefore, be placed on the roster until they have passed the qualifying examination (in addition to being qualified by service and conduct). For those ratings who pass the examination at the first attempt, the date of passing is to be ante-dated to the date of qualifying by length of service and this will be their basic date for roster purposes. The date of passing (and roster date) of those who fail at the first attempt is to be the actual date on which they subsequently pass the examination.

11. Wren Cinema Operators will be allowed as follows:—

- (a) In 16 mm. instructional cinemas—one Leading Cinema Operator.
- (b) In 35 mm. instructional cinemas—two Cinema Operators for each installation, one to be a Leading Wren.
- (c) In Dome Teachers *see* (b) above and paragraph 4.

12. Demands for Wren Cinema Operators are to be forwarded to the Superintendent, W.R.N.S., The Nore, on Form S.1567.

13. Submissions for additions to complement of Wren Cinema Operators should be made through the normal channels to the Secretary of the Admiralty, stating:—

- (i) Number of cinemas supplied by Admiralty to the establishment making the demand. (Dual installations, dome teachers, etc., each to count as one cinema).
- (ii) Number of cinema operator ratings already held and duties assigned to them.
- (iii) Number of Wren Cinema Operators required in addition to (ii) above, and the duties which will be assigned to them.
- (iv) Estimated average hours per week during which Wren Cinema Operators demanded in Section (iii) above will be employed in the showing of instructional films.

14. Wren Cinema Operators are allowed for the showing of instructional films. They may be employed voluntarily to show entertainment films out of working hours as a private arrangement between the individual rating and the establishment concerned.

15. A.F.O. 4251/43, paragraph 4, and Note (A) thereto are cancelled.

(A.F.Os. 4864/42, 4251/43 and 677/44.)

(A.F.O. 3266/43 is cancelled.)

## 1790.—W.R.N.S.—T/P—Advancement—REPORTS

(N. 4717/44.—6 Apr. 1944.)

The following amendment is to be made to A.F.O. 5202/43 :—  
Cancel paragraph 3 and substitute :—

" 3. Reports on their proficiency are to be forwarded to D.S.D., the successful completion of the course being recorded on their Service Certificates "

(A.F.Os. 5202/43 and 5704/43.)

## 1791.—W.R.N.S. Specialized Ratings Joining Fully Trained—Conditions of Service

(N. 1989/44.—6 Apr. 1944.)

Under A.F.O. 5838/43, paragraph 5 (c), Wrens of certain specialized categories who are fully trained on entry are eligible for the award of the lower specialized rate of pay " on enrolment " or transfer.

2. The intention of the rules is that such ratings should not receive specialized pay on joining the Service until they have completed their initial general and disciplinary training and are giving effective service in their category. It sometimes happens, however, that the normal probationary period is interrupted by sickness or for other reasons, with the result that allocation to the category may not coincide with the date of enrolment.

3. In order to preserve the intention of the rules the phrase " on enrolment " in A.F.O. 5838/43, paragraph 5 (c), is therefore to be amended to read " on allocation to category ".

4. No adjustment is required in respect of serving ratings.

(A.F.O. 5838/43.)

## A.F.O. 2549/44 1792.—Admiralty Surgeons and Agents

(C.E. 4738/44.—6 Apr. 1944.)

Mr. J. A. L. Magee, M.B., B.Ch., of " Underwood ", Bootle-in-Cumberland (Telephone, Bootle, Cumberland No. 202), has been appointed Admiralty Surgeon and Agent for Bootle-in-Cumberland, in place of Mr. J. M. Norman.

2. Mr. Norman remains the Admiralty Surgeon and Agent for Gosforth.

## 1793.—Serving Naval Medical Consultants—Facilities for Air Travel

(A./M.D.G. 5152/44.—6 Apr. 1944.)

Approval has been given for the provision of Naval air transport for serving Naval Medical Consultants who may be urgently required to attend a patient in a Naval Hospital or Sick Quarters in one of the more distant parts of the United Kingdom.

2. Medical Officers requiring the services of a serving Naval Medical Consultant should make application in accordance with the procedure laid down in A.F.O. 5818/43. If, in the opinion of the Medical Officer, the case is of such urgency as to warrant travel by air, the application should be plainly endorsed " air travel is considered to be essential ".

It should be understood that this service will only be available in very urgent cases.

3. The Naval Medical Consultant will take action to obtain the necessary facilities by telephone direct to Lee-on-Solent (Lee-on-Solent 7943) or to Donibristle (Inverkeithing 146), as appropriate, confirming his application by signal repeated to F.O.N.A.S. or Com.N.A.S.

(A.F.O. 5818/43.)

## \*1794.—Punishments—Complaints Against

(N.L. 4024/44.—6 Apr. 1944.)

In several instances recently, men who wished to state a complaint against a punishment in accordance with the procedure laid down in K.R. & A.I., Article 10, have delayed doing so under the impression that they must first complete the punishment awarded to them. This is not so.

2. Any man who wishes to make such a complaint should do so as early as practicable whilst it is still possible to ascertain the facts and explore fully the grounds of his complaint.

(K.R. &amp; A.I., Article 10.)

## \*1795.—Naval Salvage Money—Distribution

(D.N.A./T.D. 1839/41.—6 Apr. 1944.)

The following award is now ready for distribution by the Director of Navy Accounts :—

Award for the salvage of S.S. " Levernbank " by H.M.S. " Barsound " and H.M.R.T. " Freebooter ", during the period 6th and 8th December, 1941.

2. The amounts due to individuals in the various classes are as follows :—

	H.M.S.			H.M.R.T.		
	" Barsound "			" Freebooter "		
	£	s.	d.	£	s.	d.
3rd Class ... ..	11	1	3	—	—	—
5th Class ... ..	—	—	—	6	17	1
6th Class ... ..	—	—	—	5	2	9
7th Class ... ..	4	8	7	4	2	3
8th Class ... ..	3	13	9	3	8	7
9th Class ... ..	2	19	0	2	14	10
10th Class ... ..	2	4	3	2	1	1
11th Class ... ..	1	16	11	1	14	4
12th Class ... ..	1	2	2	1	0	7

3. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (D.N.A. 3A) on Forms S.540 (in manuscript if no forms are available) by the Commanding Officers of the ships and establishments in which they are now serving.

## \*1796.—Naval Salvage Money—Distribution

(D.N.A. 3A/N.L. 13303/40—6 Apr. 1944.)

The following award is now ready for distribution by the Director of Navy Accounts.

Award for the salvage of s.s. " British Glory " by H.M.R.T. " Marauder " on 16th October 1940.

2. The amounts due to individuals in the various classes are as follows :—

	£	s.	d.
5th Class ... ..	12	6	0
6th Class ... ..	9	4	5
7th Class ... ..	7	7	7
8th Class ... ..	6	2	11
9th Class ... ..	4	18	5
10th Class ... ..	3	13	9
11th Class ... ..	3	1	6

3. Applications on behalf of those eligible to share should be forwarded to the Director of Navy Accounts (D.N.A. 3A) on Form S.540 (in manuscript if no forms are available) by the Commanding Officers of the ships and establishments in which they are now serving.

## 1797.—Merchant Seamen—Use of Naval Canteens, etc.—REPORT

(V. 2/7486/43.—6 Apr. 1944.)

The services which merchant seamen are rendering to the country during the war are well known and it is Their Lordships' earnest desire that every opportunity should be taken by officers and ships' companies, ashore and afloat, to foster the bonds of friendship and co-operation with them, which are so essential to the successful prosecution of the war.

2. In peace time the majority of ports at home and abroad possessed canteens, homes, etc., run for the use of merchant seamen. In time of war, however, merchant ships in common with ships of the Royal Navy make use of many ports where such



facilities do not exist. In some of these ports amenities for recreation and entertainment have been improvised for naval ratings. Subject, therefore, to such regulations as may be considered necessary by Senior Naval Officers in the light of local conditions, it is Their Lordships' wish that merchant seamen should be accorded all possible facilities to make use of naval canteens and recreational amenities. This is particularly important in areas in which merchant seamen are employed in conjunction with the Fighting Services, and the normal canteen and other amenities for them do not exist and cannot readily be provided by the Ministry of War Transport.

3. If, on account of local conditions, the Senior Officer finds it necessary to order the permanent exclusion of merchant seamen from the use of naval canteens and other amenities, he is to report his action, and the circumstances to the Admiralty; he is also to inform the local S.T.O. or representative of the Ministry of War Transport.

4. Merchant seamen are often not in possession of uniform but they are provided with a special British Seamen's Identity Card, and can wear a small silver badge bearing the letters "M.N.". (Non-British seamen have Aliens Registration Cards and/or passports, and may also wear the badge.) Men so identified as merchant seamen may be admitted to naval canteens at home and abroad, but in canteens at home they cannot be permitted to purchase sweets and chocolate, or pre-1942 price cigarettes and tobacco unless such sales have been specially authorized by the Admiralty.

5. When naval canteen facilities in connection with operations overseas are being planned, provision should be made for the probable participation of merchant seamen therein on a rough estimate of their numbers prepared by the Planning Authorities, and a corresponding percentage added to the numbers of naval personnel for whom the canteen facilities are being provided.

(A.F.O. 2575/41 is cancelled.)

*See AFO 667/45*  
*" 413/46*  
1798.—Family Welfare Cases—Liverpool District

(N. 29063/43.—6 Apr. 1944.)

Their Lordships have approved of a Family Welfare Section being set up in Liverpool, separate from the Amenities Section with which it was previously connected.

2. This section will be available for all Naval and W.R.N.S. ratings stationed at Liverpool, Naval and W.R.N.S. ratings with families resident in the area of the Liverpool Sub-Command, and all ratings serving in ships based on Liverpool.

3. The address of the Section is:—

The Welfare Officer, Liverpool Sub-Command,  
Royal Liver Building, Liverpool.

(Telephone Liverpool Central 8060. Extensions 203, 207 and 208.)

4. The Section will, to avoid overlapping of cases, work in close co-operation with the existing Family Welfare Sections and full information will in each case be exchanged between the Liverpool Section and the Family Welfare Section at the ratings depot.

(A.F.O. 4905/43.)

(A.F.O. 2746/42 is cancelled.)

*See AFO 1672/45*  
\*1799.—Scheme of Free Legal Aid to R.N., R.M. and W.R.N.S. Ratings

(N. 5108/44.—6 Apr. 1944.)

The following amendments are to be made to A.F.O. 3046/43 under which Their Lordships introduced the scheme of Free Legal Aid for Naval ratings, Royal Marines and Wrens.

1. Paragraph 3(D). At the end of the first sentence add "or where there is not a Section within the Command to the Section at the Nore."

2. Paragraph 4(i). Delete the third sentence and in lieu thereof substitute the following: "The Legal Aid Section will thereafter transmit its advice to the applicant through the Commanding Officer."

3. Paragraph (5A). Delete and substitute the following: "The Commanding Officer must be fully satisfied that the applicant has not sufficient private resources (that is, resources other than any pay or other emoluments receivable by the applicant as a rating, Royal Marine or Wren) to enable him to pay a lawyer. In that connection enquiry will be made by him from the applicant as to his private resources. He will also be fully satisfied that the applicant understands and agrees that he will have no claim for compensation either (a) against the State or (b) against any adviser or any other person giving him advice or assistance for any loss, injury or damage which the applicant may sustain as a consequence of any negligence or breach of contract in or arising out of the advice or assistance given to him. The Commanding Officer will require the applicant to complete a Form, in terms of the Appendix hereto, to the above effect. This Form with any information as to the applicant's private resources will be transmitted through the Commodore (in the case of W.R.N.S. ratings the Superintendent, W.R.N.S.) to the Port Welfare Officer and passed on by the Welfare Officer to the Section."

4. Paragraph 8. In the second sentence delete the word "and" and substitute the word "or." Add the following sentence at the end of the paragraph: "The Commanding Officer or the Port Welfare Officer must fulfil the requirements of paragraph (5A)."

5. Paragraph 9. Delete the words "evidence and" in the heading and the words "or evidence" in line 2.

6. Appendix. Delete the application form and in lieu substitute the following application form:—

Application Form.

(To be completed by applicant for Free Legal Aid.)

- I hereby apply for legal aid under the terms of A.F.O. 3046/1943.
  - I have not sufficient private resources to enable me to employ a Solicitor
  - I understand and agree that any advice or assistance that I receive under, or in consequence of, any application made under A.F.O. 3046/1943 is given and received on the condition that I shall have no right to compensation either (a) against the State or (b) against any adviser or other person giving me such advice or assistance for any loss or damage which I may sustain as a consequence of any negligence or breach of contract in or arising out of the giving of that advice or assistance to me.
- .....(signature of applicant.)

Official Number.....  
Ship or Establishment.....  
Home Address.....  
Date of signature.....

Forwarded, I believe the statement at paragraph 2 to be correct. I have questioned the rating as to his means and the following is the information he has given in reply:—

Income from private resources	...	...	...	£
Capital Assets (value)	...	...	...	£

.....Commanding Officer.

(Note.—Full particulars of the applicant's private resources, both income and capital (that is, resources other than Service pay and emoluments) and details of family should be given by the Commanding Officer.)

(A.F.O. 3046/43.)

1800.—Radiological Examination of Chests—N.A.A.F.I. Personnel

(N. 6900/43.—6 Apr. 1944.)

It is considered highly desirable that all N.A.A.F.I. personnel serving in H.M. Naval Establishments should be examined as part of the fluorographic survey of the Royal Navy to determine whether or not they are suitable for employment in Naval Canteens, and should be re-examined at intervals of not more than one year.

2. N.A.A.F.I. personnel not on Naval Engagements who are found to have abnormal chests should have routine radiographs taken in order that an exact radiological diagnosis may be made, and depending on the nature of the lesion disclosed action should be taken as follows:—

- (a) Those with anatomical variants such as dextrocardia, and/or primary foci, and/or thickened pleura, may be allowed to continue their occupation.
- (b) Those with non-tuberculous disorders needing medical attention should be referred with X-ray and report, to the practitioner under whose care they are, for his action as to therapy, and consideration as to fitness for further employment.
- (c) Those with evidence of adult type pulmonary tuberculosis should be referred to the local tuberculosis officer. Since it is impossible to be certain that a patient presenting radiological evidence of this lesion will not from time to time produce organisms in the sputum, the finding of this lesion will automatically exclude the patient from handling or serving food and drink to members of the Service. If from the civil authorities adequate evidence of the inactivity of the lesion in a particular case is forthcoming, other appropriate employment might be considered.

3. N.A.A.F.I. personnel entered on Naval Engagements are subject to the same medical treatment as ordinary Naval ratings and no special arrangements are necessary.

4. No unnecessary raising of the general standard of medical fitness for canteen staffs (particularly non-sea-going and female staff) is intended, but the chest X-ray of all N.A.A.F.I. personnel is considered to be a matter of urgent necessity and all members not on Naval Engagements are strongly advised to volunteer for examination.

*A.F.O. 5876/43*  
**1801.—Compulsory Treatment of Venereal Disease—Defence Regulation 33B**  
 (M.D.G. 58949/43.—6 Apr. 1944.)

The following amendments are to be made to Paragraph 6 of A.F.O. 932/43:—

Surgeon Captain M. S. Moore, R.N., Naval Health Officer, Rosyth designated Special Practitioner in lieu of Surgeon Commander R. L. G. Proctor, R.N.

Surgeon Lieutenant Commander O. G. Lloyd, R.N.V.R. Naval Health Officer, Orkney and Shetlands in lieu of Surgeon Commander J. M. Reese, R.N.

(A.F.O. 932/43.)

*A.F.O. 821/43*  
**\*1802.—Navy, Army and Air Force Institutes—Home Ports—Lower Deck Representative at Headquarters**

(V2/1213/44.—6 Apr. 1944.)

Stoker First Class Samuel Stubbs, Official No. P/K 12275, of H.M.S. "Vernon", has been elected Lower Deck Representative for the Home Ports at the headquarters of the Navy, Army and Air Force Institutes for twelve months commencing 1st February, 1944 in succession to Chief Petty Officer Ernest Edward Marston, Official No. C/234706.

(A.F.O. 1560/43 is cancelled.)

**1803.—H.M.S. "Worcestershire"—Donations to Naval Charities**

(P.M. 878/44.—6 Apr. 1944.)

(Included in Notice Boards Issue only.)

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

**1804.—Aircraft—Ammunition Appliances—Mark 7 Mod. 1—Bomb Hoist**

(G. 05029/44.—6 Apr. 1944.)

Squadrons equipped with American aircraft will be supplied with the Mark 7 Mod. 1 Hoist. Attention of all ratings operating this equipment is to be drawn to the following points:—

- (a) There is a tendency to give the handle of the winch an extra half turn after the bomb or torpedo has already reached its uppermost limit of travel. This half turn increases the load on the cable above the design limits of the hoist. This tendency must be avoided.
- (b) Failures in the hoist generally occur the next time the hoist is used after the maltreatment described above. Each time before using the hoist examine the cable for frayed, broken or separated strands.
- (c) When operating the hoist keep the steel cable and swaged end in a straight line; any angle between the cable and the swaged end tends to break the cable strands just above the fitting.

2. Instructions for the Mark 7 Mod. 1 hoist are being issued in A.P. 1664B, Vol. I, Part III, Sec. 2 (O.P. 949). Instructions for the use of the cable with large bombs were issued on C.A.F.O. 405/44, paragraph 12.

(A.P. 1664B, Vol. 1.)

(C.A.F.O. 405/44.)

**1805.—Aircraft—Bombs—Supply Arrangements— $\frac{1}{2}$ -ton Felco Blocks**

P.S.Os. and Dockyards concerned

(G. 819/44.—6 Apr. 1944.)

It has been found that the hooks on  $\frac{1}{2}$ -ton Felco blocks do not accurately conform to B.S.S. 482/33 and as a result will not enter the bomb lugs without modification.

2. When ordering from Messrs. Felco Hoists, Ltd.,  $\frac{1}{2}$ -ton blocks which are to be used for hoisting bombs, care should be taken to specify in the order that the hooks supplied with the blocks are required to fit bomb lugs.

**1806.—Ammunition—General—Enemy Ammunition other than Bombs—Description and Disposal**

(G. 02948/44.—6 Apr. 1944.)

Large shell splinters, fuzes and parts of components of shell, if clearly inert, are to be carefully preserved; their existence and description are to be reported.

2. Unexploded ammunition and all Japanese small arms incendiary ammunition is to be dumped in deep water. No attempt is to be made to break it down.

3. Unfired ammunition, other than Japanese S.A. incendiary ammunition, is to be stowed on the upper deck and landed at the first opportunity at a naval armament depot, where it should be dealt with in accordance with D.A.S.'s Foreign Ammunition Instruction No. 7.

(C.A.F.O. 470/42 is cancelled.)

**1807.—Armament Stores—Machines Rocket Signal—Increased Allowance**

(A.S. 17106/43.—6 Apr. 1944.)

All H.M. ships employed on long and medium range escort duties will in future be allowed 2 machines, rocket signal.

2. Ships concerned should demand machine to complete from the nearest R.N. Armament Depot.

3. Naval Proportion Book will be amended.

## 1808.—Armament Stores—Warrants of

(A.S. 2244/44.—6 Apr. 1944.)

The following classes of H.M. ships are supplied with Naval Armament Warrants, viz. :—

Aircraft Carriers (except M.A. Carriers).  
 Aircraft Repair Ships.  
 Aircraft Transports.  
 Armed Merchant Cruisers.  
 Battle Cruisers.  
 Battle Ships.  
 Corvettes.  
 Cruisers (including A.A. Cruisers).  
 Depot Ships (with certain exceptions).  
 Destroyers (Fleet and Escort).  
 Fighter Direction Ships.  
 Flotilla Leaders.  
 Frigates.  
 Gun Boats ("Insect" class).  
 Landing Ships, Dock, Headquarters, and Infantry (L), (M) and (S).  
 Minelayers (except controlled Minelayers).  
 Minesweepers (Fleet).  
 Monitors.  
 Net Layers.  
 Repair Ships (Fleet and Base).  
 Sloops (including ex Coastguard Cutters).  
 Submarines.  
 Surveying Ships.

2. The Naval Armament Depots responsible for the supply of Warrants are as follows :—

Type of Stores	Manning Port of Ship	Depot from which Warrant is supplied
Guns, ammunition, depth charges, torpedo explosives, etc.	Portsmouth ...	S.A.S.O., Priddy's Hard, Gosport.
	Devonport ...	S.A.S.O., Bull Point, Devonport.
	Chatham ...	S.A.S.O., Upnor, Rochester.
Torpedoes (non-explosives), paravanes	Portsmouth ...	Torpedo Engineer Officer, Thatcham, nr. Newbury, Berks.
	Devonport ...	Torpedo Engineer Officer, Stoke Canon, nr. Exeter, Devon.
	Chatham ...	Torpedo Engineer Officer, Chatham.
Mines ... ..	Portsmouth ...	} Armament Supply Officer Frater.
	Devonport ...	
	Chatham ...	

3. To enable Warrants to be prepared, Forms O.3, requesting particulars of armament, etc., are sent from the Naval Armament Depots to H.M. ships. It is essential that these forms be correctly completed and returned promptly.

4. When in one of H.M. ships a change in gun, torpedo, or depth charge, etc., armament, necessitating alteration to the Warrant, is about to be made, essential particulars should be furnished by the ship under confidential cover to the appropriate Naval Armament or Torpedo Depot (copy to D.A.S. (Branch E.), Admiralty, Bath) in order that the necessary amendments may be issued.

5. Where such a change is made at a contractor's yard in the United Kingdom a copy of the report should be sent also to the local Officer-in-Charge of Armament Supply.

6. Notification as at (4) should also be made where changes in armament not reflected in the Gunner's Warrant have already taken place.

7. Warrants for Naval armament stores (and amending forms) are to be stamped, or conspicuously marked "Confidential".

## Minor War Vessels

8. H.M. ships other than those referred to in paragraph (1) are supplied by the ammunition outfitting depot with Form F.A.30, which combines the function of Warrant and Ledger.

9. When a change in armament is made in a vessel provided with a Form F.A.30 the form should be passed for amendment to the nearest Naval Armament Depot, details of the change in armament being communicated.  
 (A.F.Os. 588/42, 2867/42 and 3634/42 are cancelled.)

## 1809.—Guns, Q.F., 40-mm.—Left and Right, Mark IV—Levers, and Arms, Hand Operating Shaft

(A.S./C.I.N.O. 2771/43.—6 Apr. 1944.)

Reported failure of arms, hand operating shaft of Q.F. 40-mm. Left and Right, Mark IV guns, have largely been overcome by tempering the arms, and amending the drill. Should trouble still be experienced, however, component arms are to be exchanged for a new Mark II pattern.

2. Difficulty may also be experienced in gripping the lever, hand operating shaft, when in the forward position, in which case the lever should be set as necessary.

3. Guns manufactured in the future will embody the Mark II Arms, and the distance between the breech casing and lever, hand operating shaft will be increased.

## 1810.—Guns—Bren 0·303-in., Marks I and II—Exchange of Springs, Return

(A.S. 01622/42.—6 Apr. 1944.)

To improve the rate of fire of guns, machine, Bren 0·303-in., a strengthened return spring in two parts, inner and outer, has been introduced.

2. All single springs, return, Mark I, in guns and held as spare should be exchanged for the new pattern double spring as soon as possible.

3. Single, Mark I, springs are to be returned to Naval armament depots where they are to be kept pending further instructions.

4. The new springs will be designated :—

Springs, return, inner, Mark I, and  
 Springs, return, outer, Mark I.

R.N. armament depots should demand the quantities required.

5. It should be noted that the single springs which are to be replaced are designated "Springs, return, Mark I".

6. Naval Proportion Book will be amended.

(A.F.Os. 5523/42 and 1197/43 are cancelled.)

## 1811.—Guns—General—Loose Barrel and Loose Liner Designs—Periodical Inspection of Breech Rings

(A.S./G. 75/44.—6 Apr. 1944.)

The breech rings of loose barrel and loose liner guns with removable breech rings are to be inspected for cracks on all occasions of exchange of barrels or liners.

2. Particular attention should be given to the seatings for barrel and jacket and to the internal radii of the breech mortice.

3. The inspection will normally be done by Naval Ordnance Inspecting Officers. If barrels or liners are exchanged by ship's staff the Gunnery Officer of the ship should carry out the inspection.

4. Magnetic crack detectors will be provided for Naval Ordnance Inspecting Officers at :—

Portsmouth	Crombie
Plymouth	Lyness
Chatham	Malta

5. As far as circumstances permit, breech rings should be inspected under the magnetic crack detector on exchange of every fourth barrel or liner.

6. Inspection at other places and by ships' officers will be visual only.

7. The Inspecting Officer will enter in the Memorandum of Inspection the results of inspection noting if the magnetic detector was used.

**1812.—Gun Mountings—3-in. American, 50-Cal., Mark XXII and Mods.—  
Modification to Improve Watertightness of Training Base—As. and As.**

*Ships concerned, Dockyards and Repair Establishments*

(G. 017789/43.—6 Apr. 1944.)

The American authorities have issued Ordalt No. 1346, giving instructions for modifying the retaining ring for the cover at the base of the carriage of 3-in. U.S. mountings, Mark XXII and mods., in order to prevent the leakage of water between the cover plate and the retaining ring.

2. A.F.O. Diagram No. 96/44 shows the details of this modification which consists of:—

- (i) Increasing the depth of the recess of the retaining ring to enable the cover to fit lower down into it and so avoid necessity of disturbing the cover joint when removing the retaining ring.
- (ii) Cutting a slot in the retaining ring to suit the new position of the bumper strip for ejected cases.
- (iii) Filling up the space made between the bumper and the cover plate with a wedge shape piece of wood.
- (iv) Shortening the leather (or rubber) bumper strip if this has not already been done.

3. It should be noted that this modification *only* applies to mountings having two piece carriage cover plates (i.e. cover plate and retaining ring) which were not so modified before being installed.

4. The work should be carried out by ship's staff with the assistance of dockyards or repair establishments at the first available opportunity.

5. Commanding Officers of ships concerned should insert an item, Classification "A", in their next list of As. and As. to cover the work involved.

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

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

**1813.—Gun Mountings—6-pdr., Mark VII—Sight Testing details**

*(Coastal Force Bases concerned)*

(G. 834/44.—6 Apr. 1944.)

The low angle sight of the above mounting should be tested in accordance with A.F.O. Diagram 95/44 (G.R. 6598).

2. The sight board should be positioned at a convenient distance from the gunmounting.

3. The work should be carried out by Coastal Force Base staffs.

**1814.—Gun Mountings—0.5-in., Mark V, 20-mm., Twin, Mark V, 2-pdr., Mark XVI—  
Supply and Fitting of Modified Elevating Ram Piston Assemblies**

*H.M. Dockyards, Ships and Coastal Force Base Staffs concerned*

(G. 1012/44.—6 Apr. 1944.)

An improved design of elevating ram piston seal is now being fitted to 0.5-in., Mark V, mountings, Reg. Nos. 905 onwards; 20 mm. Twin Mark V mountings, Reg. Nos. 622 onwards (excluding the Reg. No. 2000 series, which are being fitted with Mark 14 gyro sights, and whose elevating ram pistons are fitted with "O" ring packing); 2-pdr., Mark XVI, mountings, Reg. Nos. 198 onwards.

2. Supplies of modified seals, complete with conversion fittings, are now becoming available for retrospective fitting to mountings in service prior to the registered numbers quoted above, and should be demanded, as required, from The Admiralty, Gunmounting Store, Coventry, on the basis of two sets per mounting.

3. One set consists of the following:—

Part No. 9553	Backing washer	...	...	1 in number.
Part No. 9551	Piston seal	...	...	2 in number plus 2 spare.
Part No. 9554	Piston	...	...	1 in number.
Part No. 9552	Backing washer	...	...	1 in number.
Part No. 9549	Piston nut	...	...	1 in number.

4. Owing to the increased thickness of the new backing washers, it will be found, on assembly, that the existing split-pin hole in the elevating ram spindle will not line up with the split-pin hole in the new sleeved nut. A new hole should be drilled as required, after assembly.

5. Fitting of the new parts is to be carried out by ships' staffs and Coastal Force base staffs, in accordance with A.F.O. Diagram 102/44.

6. Future demands for spare piston seals should state clearly the part number required, i.e.:—

Part No. 9551 (new pattern), or

Part No. 5392 (old pattern).

**1815.—Gun Mountings—20 mm., Twin Mark V—Sight Testing when Mark 14 Gyro Sight is fitted**

*A.F.O. 2485/44 Dockyards, G.M.Os., F.O.G.M.Os., P.E.R.Os and Ships concerned*

(G. 02276/44.—6 Apr. 1944.)

Twenty mm., Twin Mark V mountings fitted with Mark 14 gyro sights are to be sight tested in accordance with A.F.O. Diagram 64/44.

2. A sight setting fixture to carry the collimating tube is being supplied with each "C" set of mounting spares.

**1816.—Gun Mountings—20-mm., Oerlikon, Marks IIA, IIIA and V (U.S.)—  
Magazine Rest**

*Ships and Depots concerned*

(C.F.M. 1953/43.—6 Apr. 1944.)

Where difficulty is experienced in loading Oerlikon guns in Marks IIA, IIIA, or U.S. Mark V, assistance may be afforded by the use of the following devices.

2. (a) Magazine rest (weight 3½-lb.). This rest, which is of ¼-in. mild steel, may be secured to the cradle as shown in A.F.O. Diagram 100/44 (1-2), using three in number, ⅝-in. studs.

(b) The dimensions given are approximate only as, owing to the variations in the size of cradles, each rest must be individually fitted.

(c) Care must be taken with regard to the following points:—

(i) The lower extension must fit snugly against the cradle to give the rest firm support.

(ii) Sufficient clearance must be given to allow of full depression.

(iii) The rest must not be too high, or the magazine will jam when being shipped into position.

(d) The magazine should be placed on the rest and slid into position, making use of the back lip of the rest.

3. An extension of the loading step described in Part VI of A.F.O. 1413/43 (weight 41-lb.).

(a) This extension consists of two in number semi-circular plates of mild steel, ⅜-in. thick, the inner diameter being the same as that of the existing loading step and the outer diameter 6-in. greater.

(b) The extension should be secured to the existing loading step by 10 in number ¼-in. countersunk steel screws.

4. If these modifications are required the work should be carried out by ships and base staffs.

*(A.F.O. 1413/43.)*

**1817.—Gun Mountings—20-mm., Twin Mark V—Modified Rear Sight Assembly—  
Fitting of**

*Ships concerned*

(G. 732/44.—6 Apr. 1944.)

Modified rear sight assemblies, incorporating crossed cards and light filters, are now becoming available, and are to replace all aperture rear sights at present fitted to the above mountings.

2. The modified assemblies are available on demand from the Admiralty Gun Mounting Store, Coventry.
3. A sight test is to be carried out after the new component is fitted.
4. The work of fitting is to be carried out by ships' staffs.

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

**1818.—Gun Mountings—0·5-in., Mk. V, 20-mm., Twin Mk. V, 2-pdr., Mk. XVI—Modified Rotating Service Joint Intermediate Seal, Supply and Fitting**

*H.M. Dockyards, Ships and Coastal Force Bases concerned*

(G. 992/44.—6 Apr. 1944.)

The original design of R.S.J. intermediate seal, Part No. 1423, as fitted to the above mountings, is not satisfactory owing to its tendency to shear under conditions of quick reversals of direction in training of the mountings.

2. A modified seal, which has proved very satisfactory under trial conditions, is being fitted to 0·5-in., Mark V Mounting, Reg. No. 903 onwards, 20-mm., Twin Mark V Mounting, Reg. No. 964 onwards, and 2-pdr., Mark XVI Mounting, Reg. No. 280 onwards.

3. Supplies of modified intermediate seals, complete with modified intermediate bearing rings, are now becoming available for retrospective issue for all mountings in service prior to the above Reg. Nos. and should be demanded as required from the Admiralty Gun Mounting Store, Coventry, on the basis of one set per mounting.

4. Each set consists of the following :—

(i) One Intermediate Seal, Part No. 1431.

(ii) One Bearing Ring, Part No. 1430.

(iii) One Intermediate Seal, Part No. 1431, as spare.

5. The modified seals are to be fitted by ships' staffs and Coastal Force base staffs.

6. Future demands for spare seals of this type are to refer to the Part No. of the seal required, i.e. :—

Inner Seal... ..	...	...	Part No. 1412
Intermediate Seal (old pattern)	...	...	Part No. 1423
Intermediate Seal (modified pattern)	...	...	Part No. 1431
Outer Seal	...	...	Part No. 1410

**1819.—Ammunition—20 mm. Oerlikon H.E. Tracer, Lot N.F.H. 10B/45—Withdrawal**

(A.S./G. 03726/44.—6 Apr. 1944.)

20-mm. Oerlikon H.E. tracer ammunition of lot N.F.H. 10B/45 has caused missfires and is to be withdrawn from service.

2. All ammunition of this lot on board ships is to be returned to the nearest Naval Armament Depot or Officer in Charge of Armament Supply at the first opportunity and ammunition of other lots drawn in lieu.

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

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

**1820.—Ammunition—20 mm. Oerlikon H.E., Lot H.N.C. 123—Withdrawal**

(A.S. 1002/44.—6 Apr. 1944.)

20-mm. Oerlikon H.E. ammunition of lot H.N.C. 123 has caused stoppages owing to the caps of the cartridges blowing out when using Mark II breech facepieces and is to be withdrawn from service.

2. All ammunition of this lot on board ships is to be returned to the nearest Naval Armament Depot or Officer in Charge of Armament Supply at the first opportunity and ammunition of other lots drawn in lieu.

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

4. H.E. ammunition of this lot in store at Naval Armament Depots or subsequently received should be brought to produce.

**1821.—Ammunition—20-mm. Oerlikon H.E., Lot N.F.E. 404—Withdrawal**

(A.S. 872/44.—6 Apr. 1944.)

20-mm. Oerlikon H.E. ammunition of Lot N.F.E. 404 has caused stoppages owing to the caps of the cartridges blowing out when using Mark II breech face pieces and is to be withdrawn from service.

2. All ammunition of this lot on board ships is to be returned to the nearest Naval Armament Depot or Officer in Charge of Armament Supply at the first opportunity and other lots drawn in lieu.

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

4. H.E. ammunition of this lot in store at Naval Armament Depots or subsequently received should be brought to produce.

**1822.—Projectors, Rocket—Provision of Drain Holes in Blast Deflector Shield of Rocket Flare Projectors**

*Frigates, Corvettes, Destroyers and Sloops concerned*

(G. 04812/44.—6 Apr. 1944.)

To prevent an accumulation of water in the base of the Blast Deflector Shield attached to the 2-in. Rocket Flare Projectors it is necessary for 2 in number,  $\frac{3}{8}$ -in. diameter holes to be drilled in a suitable position.

2. The holes should be marked off and drilled to suit individual mountings.

3. This modification should be carried out by base or depot ship staffs at the earliest opportunity.

**1823.—Training—Courses—Instruction in Radar for Destroyer G.C.Os and 1st Lieutenants**

(G.D. 01144/43.—6 Apr. 1944.)

The gunnery course for R.N.V.R. Control Officers carried out in H.M. Gunnery School, Devonport, and the course for Destroyer 1st Lieutenants carried out in H.M.S. "Excellent" are being extended by one week to include more Radar instruction.

2. Commanding Officers of destroyers and sloops in which no qualified Radar Officer is borne are therefore advised to delegate to the Gunnery Control Officer the responsibility for the organization and efficiency of the fire control team and gunnery Radar sets.

3. The further instruction mentioned in paragraph 1 is intended to enable the G.C.O. to assume this responsibility and to enable the 1st Lieutenant to exercise adequate supervision.

4. Facilities for courses for officers requiring Radar instruction are also provided in accordance with C.A.F.O. 6/44.

(C.A.F.O. 6/44.)

**1824.—Torpedoes—U.S., 22·4-in., Mark XIII, Mods.—Introduction of Mark II Stabilizer, Mod. I, for Naval Use**

(T. 09591/44.—6 Apr. 1944.)

The Mark II Stabilizer, Mod. 1, is being introduced for use with the Avenger aircraft.

2. Mark VI type modified in accordance with A.F.O. 6248/43 will continue to be used until present stocks are exhausted.

3. Details of the Mark II, Mod. 1 type are given in A.F.O. Diagram No. 101/44.

(A.F.O. 6248/43.)

**1825.—Torpedoes—18-in., Marks XV-XV\*—Fitment of Hammer Operated Balance Chamber Relief Valve**

(A.S. 3517/44.—6 Apr. 1944.)

If an aircraft torpedo is flown at an altitude for some time and its balance chamber, though sealed, develops unintentional small air leaks, the pressure inside will gradually level off to the reduced atmospheric pressure outside during the course of the flight.

2. If the aircraft now descends rapidly, as will be the case when attacking, the pressure inside the balance chamber will have insufficient time to readjust itself to the atmospheric pressure at sea level.

3. The pressure acting on the hydrostatic valve inside the balance chamber will thus be sub-normal at the start of the torpedo's run, and consequently a smaller head of water than that corresponding to the depth set will be sufficient to balance the depth spring. The effect of this is to make the torpedo run shallow.

4. Up till now the aim has been to obtain a hermetically sealed balance chamber, but trials have shown that torpedoes which successfully pass the 20 lbs./sq. in. test for water-tightness cannot always be relied on to be airtight under conditions of vibration on an aircraft.

5. It has therefore been decided to go to the other extreme and give the atmosphere free access to the balance chamber up till the moment the torpedo enters the water, thus allowing the internal pressure to readjust itself to that of the outside air during the descent.

6. This is being achieved by fitting a large bore relief in the generator pocket of all new Mark XV torpedoes after a certain date. This valve is held in the open position as long as the ignition hammers are cocked.

7. Directly the hammers are released the valve closes under the influence of its spring and becomes a normal relief valve. The figures for opening and closing are about 11 to 15 lbs. per sq. in. and 8 to 12 lbs. per sq. in. respectively, i.e., slightly different from those laid down for the existing relief valve.

8. As regards dealing with an air leak into the balance chamber, the new relief valve is obviously an advance over the war plug, as it prevents any pressure building up before running and keeps it within bounds during the run.

9. Compared with the existing valve for practice running the new valve may theoretically permit a slightly greater depth error due to pressure building up during the run, but such a pressure is actually unlikely to build up in the time, because of the better venting up to the moment of entry.

10. Hammer operated relief valves will not be fitted retrospectively.

11. Maintenance regulations are not affected except that it is necessary to gag the relief valve when testing the balance chamber for water-tightness, and that the figures for opening and closing are as in paragraph 7 above. A gag, St. No. 11831, is being provided, and will be added to the contents of 18-in. XII/XV chest tools in proportion of 2 per chest. Fleet, Light Fleet and Escort Carriers, Naval Air Stations, etc., are to demand the quantities of gags, St. No. 11831, required to complete chests on board, and balls, St. No. 613 (see paragraph 14 below), from the nearest Torpedo Depot, and supply will be made on receipt from manufacture.

12. On completion of the test, care must be taken that the gagging screw is readjusted so that it causes no interference with the operation of the relief and ignition gear.

13. During Routine "A" the rubber ball, St. No. 613, which constitutes the valve, should be examined and replaced if it shows any signs of deterioration. The moulding seam in the rubber ball must lie parallel to the top face of the valve lever and must not lie across the vent hole.

14. An allowance of 24 balls, I.R., St. No. 613, will be made to each Aircraft Carrier, Naval Air Station and C.F. Base, with 18-in. Marks XII and XV type torpedoes.

15. Existing maintenance regulations will not be amended, but instructions will be incorporated in the re-written edition of B.R. 635 now being prepared.

**1826.—Torpedo Stores—Fids St. No. T.493 to be regarded as Components of 18-in., Mark XII and XV Type Torpedoes**

(A.S. 14186/43.—6 Apr. 1944.)

With reference to C.A.F.O. 2328/43 as Fids St. No. T.493, after modification, are to be matched with a particular torpedo, it has been decided to regard fids as components of the torpedo and not as components of separate charge.

2. Torpedo depots will match fids to 18-in. Marks XII and XV type torpedoes before issue to aircraft services and care is to be taken that such torpedoes are always accompanied by the appropriate fids. To facilitate this, fids will be stencilled or painted with the registered number of the torpedo to which matched.

3. Spare fids will, however, continue to be accounted for as "St. No. T.493" and will be allowed to ships, etc., as follows, viz. :—

Fleet and Light Fleet Carriers and R.N. Air Stations ... 12 per ship or establishment.

Escort Carriers and M.T.M.Us. ... 6 per ship or unit.

4. Aircraft Carriers, etc., concerned are to arrange :—

(a) to adjust to the revised "spares" allowance from the nearest torpedo depot.

(b) that should a component fid be lost the replaced fid is to be matched to the torpedo concerned as laid down in C.A.F.O. 2328/43.

5. It has also been approved to reduce the depth of the after portion of fid, St. No. T.493, to enable the coupling on the aircraft fid lanyard to take on the after portion of the fid and clear the fuselage of Barracuda aircraft.

6. All fids on board ships and at R.N. air stations are to be modified, as shown in A.F.O. Diagram No. 98/44. Fids St. No. T.493 will be modified before issue from torpedo depots in future.

7. A corresponding Torpedo Depot Instruction has been issued—T.D.I. 1882.

(C.A.F.O. 2328/43.)

**1827.—American Depth Charge Projectors, Mark 6—Failures of Arbors**

(T. 555/44.—6 Apr. 1944.)

American Fleet reports indicate that the release mechanism of the Mark 7 and Mark 7 Mod. 1 D.C. Arbors have failed to function correctly on several occasions due to excessive rusting.

2. It is important that this mechanism be kept free from rust; it is to be liberally greased to ensure the parting of the arbor from the depth charge on firing.

**1828.—Chests, Associated with Depth Charges and Stores—Revision of Nomenclature and Contents**

(T. 2262/43.—6 Apr. 1944.)

A.F.O. 315/44 is to be amended as follows :—

Item 17, List "A".

For "6859/Wrench  $\frac{5}{8}$ -in. D.Y. Patt. 848/1"

Read "6858/Wrench  $\frac{5}{8}$ -in. D.Y. Patt. 848/1"

(A.F.Os. 315/44 and 981/44.)

**1829.—Change-over Switches, Hand Operated for H.P. Services—Marking of Normal and Alternative Positions**

*Ships concerned*

(D./P.177/44.—6 Apr. 1944.)

To facilitate the maintenance of an equal distribution of load on the electrical system of ships fitted with hand operated change-over switches for H.P. services, the normal and alternative positions are to be indicated on these switches.

2. Ships' staffs should therefore clearly indicate the normal and alternative positions on each switch by painting the letters "N" and "A" respectively on the outside of the switch.

3. The markings on the switches are to be arranged, as far as possible, so that when the change-over switches are on "Normal" supply:—

- (a) supplies to services of the same type are equally divided between the dynamo sections, and
- (b) the proportionate distribution of load on dynamos relative to their capacities is maintained.

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

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

#### 1830.—Fuse Release Switches, Type V—Failure to Operate—REPORT

*All vessels fitted with fuse release switches Type V, Dockyards, W.E.Ss., E.R.Os. (Electrical)*

(T. 372/44.—6 Apr. 1944.)

Fuse release switches have generally proved very reliable but owing to their infrequent operation experience has shown that occasionally a switch may fail to operate when required to do so. At the six monthly fuse renewal periods, or on occasions when the switches are opened for any reason they should be checked for free working and special attention given to the points mentioned below.

2. *Flats on Rollers.*—All fuse release switches Type V should be inspected for any flat on the roller at the end of the operating lever. If a flat has developed and become pronounced, instead of the trip catch bearing on the roller it will bear on the forked end of the operating lever and the friction thus caused will prevent the switch from tripping. Rollers which have thus proved defective should be replaced by new phosphor bronze rollers of the same diameter. If the clearance between the face of the trip catch and the cast service of the operating lever is less than  $\frac{1}{16}$ -in. in 600 and 1200 amp. switches and less than  $\frac{1}{8}$ -in. in 2000 and 3000A. switches, the clearance should be increased to these amounts by filing the side of the cast operating lever. Any roller found defective is to be returned for inspection to D.E.E. Department, Admiralty, Bath, quoting the number of this A.F.O.

3. *Incorrect Flood Switch Connections.*—In "Indomitable", the fuse release switch through which No. 3 dynamo was supplying the starboard side of the ring main incorrectly opened when No. 4 dynamo (opposite) was flooded. This incorrect operation was due to the transposition of the flood switch connections of the two dynamo fuse release switches on the starboard side so that No. 3 dynamo fuse release switch was connected to No. 4 dynamo flood switch. All ships, especially "Illustrious" class, should verify at the first opportunity that the connections between flood switches and dynamo fuse release switches are correct.

4. *Defects in Fuse Carriers.*—(a) Some of the hook ends of fuse carrier A.P.9376A have been found to be a tight fit on the pin of the lower fuse support. This point should be checked and the correct operation of the switch tested in a manner similar to that described in A.F.O. 5414/42 paragraph 14. The test should be repeated with the carrier inverted. During the tests the insulated fuse retainer should be in position and the fuse access cap should be tightened down. If a hook is found to be tight, it should be eased by removing a slight amount of metal from the surface of the slot nearest the terminal screw so that the distance between the pin centres should remain unaltered when the fuse carrier is in position. Indication that the hook end is too tight can sometimes be deduced, without removing the main cover, by the degree of difficulty experienced when attempting to remove the fuse carrier through the access cap.

(b) It should also be confirmed that a clearance exists between the top of the fuse carrier and the inside of the fuse access cap when the latter is screwed down tightly, otherwise binding at this point may prevent the opening of the switch when the fuse blows.

(c) Instances have been reported of fuse release switches failing to operate correctly due to the metal and clamps of fuse carrier A.P.9376A gripping one end of the tube. Owing to faulty manufacture the half clamps at the opposite ends of the carrier were not identical and consequently incorrect assembly resulted in one end becoming tight and the other excessively slack. In some makes, the half clamps are marked for correct assembly. All fuse carriers should be examined to ensure that the metal end clamps are free to slide on the Sindanyo tube when the fuse element blows.

5. *Test and Reports.*—The following check test should be carried out at the six monthly fuse renewals. The test is to be made before disturbing the switch. A separate flood switch should be connected to the terminals of the flood switch associated with the fuse release switch under test using short lengths of flexible cable. The additional flood switch should be immersed in sea water in a bucket. The fuse release switch should then open.

If the switch fails to open, the section of the ring main containing the fuse release switch should be made dead.

The bolted cover of the fuse release switch should then be removed gently and the following points checked:—

- (a) Has the fuse blown, and is the carrier fully extended?
- (b) When the trip gear is moved by hand does the switch release?
- (c) Can the fault be reproduced, and the reason for it found?

All cases of faulty operation both in the periodical test and in service should be dealt with in this manner, and a report forwarded through the usual channels.

6. *Precautions.*—The following precautions should be taken when testing in order to avoid danger from short-circuit or shock:—

- (a) The ring main section including the switch under test should be made dead whilst making or unmaking all connections.
- (b) The bucket should be placed on a dry board well clear of all metallic objects.
- (c) The flood switch should be lowered into the bucket on a piece of dry rope or other insulating material.
- (d) If the fuse release switch fails to open, the bucket will remain alive even though the fuse may have blown. The ring main section must then again be made dead before removing the flood switch from the bucket.
- (e) The test should not be attempted unless the ring main section concerned is free from earths.

7. *Dockyards, W.E.Ss., E.R.Os. (Electrical).*—Tests as described in paragraph 5 are to be carried out in all new ships as part of the electrical trials and in all ships in which repairs involving work on fuse release switches or their connections is involved.

(A.F.O. 5414/42.)

(A.F.Os. 277/43 and 6002/43 are cancelled.)

#### 1831.—Group Change-over Switches—Flooding of Cross-connecting Cables—As. and As.

(T. 266/44.—6 Apr. 1944.)

A.F.Os. 5787/42 and 278/43 authorise the fitting of short-circuiting switches and H.R.C. fuses in the cross-connecting cables of group C.O.Ss., except where an associated pair of group C.O.Ss. is situated in the same W.T. compartment.

2. It has now been approved to fit short circuiting switches in the cross-connecting cables of group change-over switches in accordance with A.F.O. Diagram 315/42, where both group change-over switches of an associated pair are situated in the same watertight compartment. Commanding Officers of the ships concerned should add an item accordingly in their next list of As. and As, classification "A".

3. The necessary additional gear in accordance with the schedule below is being purchased and will be supplied direct to the ships without demand:—

Ship	Flood Switches AP.9563A	Short-circuiting Switches
"Nelson" .....	18	18
"Rodney" .....	18	18
"Queen Elizabeth" .....	8	8
"Valiant" .....	8	8
"Suffolk" .....	7	7
"Kent" .....	12	12
"Cumberland" .....	7	7
"Berwick" .....	13	13
"London" .....	10	10
"Australia" .....	13	13
"Sussex" .....	12	12
"Devonshire" .....	10	10
"Shropshire" .....	12	12
"Norfolk" .....	8	8
"Adventure" .....	10	10
"Warspite" .....	2	2

It is not anticipated that gear will become available before October, 1944.

4. Sufficient gear has already been supplied under A.F.O. 5787/42 to satisfy requirements for "Renown".

5. Certain of the short-circuiting switches and flood switches for "Devonshire" (2 in No.) and "Norfolk" (6 in No.) have become redundant consequent on alterations subsequent to the issue of A.F.O. 5787/42. These should be retained on board to meet the total requirements for these vessels.

(A.F.Os. 5787/42 and 278/43.)

### 1832.—Electricity Supply to Ships from External Sources

(D. 10579/43.—6 Apr. 1944.)

The following instructions governing the connection of ships' permanent electrical installations to an external source are promulgated for information and compliance.

2. *Instructions to Ships' Officers.*—(a) For the safety of personnel and to avoid damage to ships' equipment the following general precautions should be observed on all occasions:—

- (i) An external supply the voltage of which exceeds that of the ships' installation should never be connected.
- (ii) The circuit must be made "dead" on shore before the shore supply leads are connected to or disconnected from the ships' terminals.
- (iii) The ships' circuits which are to be connected should be checked to see that they are free from faults. Ships' officers should ascertain from Base staff that the shore supply is "unearthed" and suitably protected by a circuit breaker or switch fuse.
- (iv) Precautions should be taken to ensure correct polarity in the case of D.C. supplies and correct phase rotation in cases of A.C.3 phase.

(b) Steps are being taken as far as possible to provide shore supplies of the same nature (i.e., D.C. or A.C. of suitable voltage and frequency) as the electrical installation of ships normally using a given port. Occasions must inevitably continue to arise, however, where the available shore supply does not coincide with ships' requirements, and in such cases ships' officers are reminded of the following points.

(c) Where a ship requires D.C. and the external supply is A.C., or vice versa, it will still be possible to make use of the external supply for lighting and heating where the voltage is suitable, but it must then be clearly borne in mind that there is a risk of damage to other electrical equipment and proper precautions must be taken to isolate all unsuitable circuits. Such equipment includes electrical machines, meters and generally all apparatus involving magnetic circuits, such as solenoids, relay coils or transformers.

The best method of ensuring the isolation of unsuitable circuits will vary considerably in different ships and must be left largely to the discretion of ships' officers, but the following points should not be overlooked:—

- (i) Circuit breakers left in circuit must be locked "on". As automatic protection will thus *not* be afforded, suitable alternative protection by fuses may have to be provided. Operating, no-volt and reverse current coils of D.C. breakers need not be disconnected if supplied with A.C., but similar coils on A.C. breakers must be disconnected if supplied with D.C.
- (ii) In larger ships where the use of the normal shore supply connections would necessitate a great deal of disconnecting of subsidiary circuits, it may be simpler to take the external supply straight to junction boxes directly connected to essential lighting or heating circuits.

(d) In the case of A.C. ships using an external A.C. supply of suitable voltage but different frequency it will be possible to connect rather more of the ships' electrical system, e.g., ventilating fans and certain other motors and switchgear in the case of 60 cycle ships using a 50 cycle supply. Ships' officers should satisfy themselves in such cases, however, that the resulting different speed and output of motors will not be detrimental, and a careful check must be kept on all apparatus to see that no overheating takes place.

(e) In any case of doubt the advice of Dockyard or Base Electrical Officers should be sought. Where Dockyard or Base staffs do not exist the Commanding Officer of the vessel requiring the shore electricity supply is to bring the provisions of paragraph 3 of this Order to the notice of the authority providing the supply.

3. *Instructions to Dockyard or Base Staffs.*—(a) Shore electricity supplied to ships should normally be of the same characteristics as the ships' installation. Where such supplies are not available, a supply of different characteristics may be given subject to the limitations and precautions referred to in this Order.

(b) Where the external source of supply is an "earthed" system an "unearthed" supply should be obtained through a double wound transformer from an A.C. system or via a motor generator from a D.C. system. An "unearthed" D.C. supply from an A.C. system shall normally be obtained through a mercury arc rectifier or rotary converter incorporating a double wound transformer, alternatively through a motor generator.

(c) The supply is to be given through a switch fuse or circuit breaker, suitably adjusted for the load to be supplied, which shall be located on shore in an accessible position adjacent to the ships.

(d) An external supply the voltage of which exceeds that of the ships' installation shall not be connected.

(e) Confirmation should be obtained from ships' officers that the ships' electrical installation has been tested to ensure that it is free from fault before the shore supply is connected.

(f) Ships' officers should be assisted as necessary in ensuring the correct polarity in cases of D.C. supplies and the correct phase rotation in the case of A.C.3 phase supplies.

4. *Provision of Suitable Shore Supplies.*—(a) Flag and Naval Officers-in-Charge are to review existing facilities for the provision of shore supplies at ports under their command to ensure that existing installations comply with this Order. Where requirements for shore supply to ships are in constant demand, arrangements shall be made to provide shore supplies of suitable characteristics for the electrical installations of the ships normally using the berth.

(b) Resulting proposals and estimates, with which the local Dockyard or Base Electrical Engineer Officers are to be associated, shall be submitted for



prior Admiralty approval, except in emergency, where covering approval of the action taken should be sought.

(c) In view of the necessity to limit the production of rotating electrical machinery and the time required for manufacture, shore supply arrangements involving the supply of frequency changers, should not, however, be put in hand without prior Admiralty approval.

### 1833.—Chernikeeff Logs—Instructions regarding Re-wiring of Log Tubes and Maintenance of Oil Pressure

*Surface Craft*

(T. 256/44.—6 Apr. 1944.)

In order to assist in the correct maintenance and repair of Chernikeeff logs fitted in surface craft the following notes regarding the procedure to be adopted by depot ships' staffs when re-wiring log tubes and filling the oil reservoir are published for information.

2. *Re-wiring Log Tubes.*—In certain circumstances it may be found necessary to re-wire log tubes of The Improved Submerged Log Co. manufacture on board. In these logs the wires in the log tubes are secured during manufacture against vibration and ingress of oil and water by filling the log tube with compound. Unless great care is exercised during the operations of melting out and replacing the compound, the solder in the sweated joint between the upper and lower portions of the log tube is liable to run and impair the watertightness of this joint.

The melting points of the materials are:—

Compound	...	...	102° C.
Solder	...	...	180° C.

It will be appreciated that the only satisfactory method is to heat the whole of the log tube evenly in an oven in which the temperature can be controlled both during the removal of the compound and old wiring and re-wiring and filling. The portion of the log tube in the immediate vicinity of the soldered joint should not in any circumstances be allowed to become heated to 180° C.

3. *Filling Oil Reservoir.*—The oil pressure in the submerged mechanism is maintained by means of a screw-down valve operating in an oil reservoir at the top of the log tube.

4. In all logs of the type now supplied by The Improved Submerged Log Co. provision is made so that when it is necessary to refill the oil reservoir, the piston can be withdrawn into the injector. In this position the leather washer is protected from dirt and damage and at the same time is automatically aligned with the cylinder when the cover is replaced. Failure to withdraw the piston to the full extent required when re-filling with oil may cause damage to the leather washer which will result in loss of oil pressure. This will not occur if the re-filling is carried out in the correct manner as described above.

### 1834.—Steering Gear—Modification of Controller

*L.C.I. (L)*

(D./P. 20692/43.—6 Apr. 1944.)

Trouble experienced with the steering gear control has been attributed to the normally closed electrical interlocks of the reversing contactors.

2. In view of the reversing contactors being mechanically interlocked, the electrical interlocks are not essential for the satisfactory operation of the control equipment. In order to eliminate any further trouble due to faulty operation of the electrical interlocks, the normally closed contacts are to be removed from the electrical interlocks in accordance with instructions given in A.F.O. Diagram 104/44 (1) (D.E.E. 12403).

3. A.F.O. Diagram 104/44 (2) (D.E.E. 12404) is the revised wiring diagram showing the control circuit with the normally closed interlocks eliminated. A copy of this diagram should be pasted on the inside of the control panel door, replacing the old wiring diagram, after the change in the interlocks has been made.

4. Additional copies of A.F.O. Diagram 104/44 (2) (D.E.E. 12404) may be obtained from D.C.O.M., Admiralty, London.

5. Later vessels of the class have already had the above modifications incorporated during construction.

(B.A.D., 6 Oct., 1943, No. S.R. 8650/43.)

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

### 1835.—Deck Winches—Lubrication of Brake Gear

(T. 274/44.—6 Apr. 1944.)

In addition to the fitting of grease nipples to the brake pins of deck winches referred to in A.F.O. 1398/42, all brake pins are to be provided with a diametral clearance of 1/64-in. in order to prevent seizing due to any slight corrosion which might take place during spells of bad weather when the regular greasing routine cannot be carried out.

2. In addition, grease grooves are to be cut in the pins if not already provided, in order to ensure a good distribution of grease to the whole surface of the pin.

3. Both moving surfaces in contact are to be arranged of non-ferrous material, pins being manganese bronze and the brake levers bushed with self-lubricating brass, Naval brass being used if the self-lubricating type, such as Oilite, is not available.

4. Care is to be taken to ensure that these pins are not jammed up by paint.

(A.F.O. 1398/42.)

### 1836.—F.A.A.—Navigation Instruments

(A.W.D. 393/44.—6 Apr. 1944.)

The attention of all Pilots and Observers is drawn to the need for using the correct height and air speed computer to obtain true height and true air speed.

2. Altimeters now in service are calibrated according to three different laws, the Isothermal, the I.C.A.N. and an American law approximating to the I.C.A.N.

3. In British aircraft the Pilot's altimeter is usually I.C.A.N., while the Observer's is Isothermal. It is intended to replace the Isothermal instruments by the I.C.A.N. in due course. In American aircraft the altimeters are all calibrated on the American law.

4. An Isothermal computer for use with the Isothermal altimeter is provided on the reverse of the wind and navigation calculator, Mark I. An I.C.A.N. computer for use with I.C.A.N. altimeters and for use with American altimeters is provided on the reverse of the Dalton computer, Mark IIID and D\*. In addition, the I.C.A.N. height and air speed computer, Mark IIA, withdrawn under C.A.F.O. 1499/43, is now available, and may be demanded for use in Avenger squadrons.

5. Ships and stations concerned should, in addition, demand computers to the normal scale as spares.

(C.A.F.O. 1499/43.)

### 1837.—Stop Watches, Pattern H.S. 7, and Wrist Watches, Pattern H.S. 8, for Naval Flying Personnel

(H.C. 3250/43.—6 Apr. 1944.)

(a) Arrangements have been made for stop watches and wrist watches to be supplied by the Hydrographer to Pilots and Observers of the Fleet Air Arm, as a personal issue and to be accounted for on the flying clothing cards of these officers.

(b) The wrist watch to be supplied is a timepiece of an accuracy suitable for use in air navigation and having a centre second hand; the stop watch is a pocket stop watch of conventional design.

(c) Consideration is being given to the supply eventually of a wrist watch incorporating a stopping second hand.

2. Supply will be made on the scale of 1 wrist watch for each Pilot and Observer and 1 stop watch for each Observer. In the first instance until supplies become adequate, issue will be made only to Pilots and Observers in First Line Squadrons.

3. *First supply.*—Demands are to be made on Form H.405 (supplies of which are available, on demand, from the Hydrographer at the address shown below) and from Chart and Chronometer Depots abroad, and are to be signed by the appropriate Naval Accountant Officer, who will be responsible for the detailed distribution of the watches supplied to him.

Such demands are to be prepared in triplicate and the first two copies forwarded to the Hydrographer, Creechbarrow House, Taunton, Somerset.

4. Demands for replacements for defective watches, or for watches lost, are also to be made on Form H. 405.

5. (a) *Accounting.*—All watches will be accounted for as items on personal loan in accordance with paragraph 8 of A.F.O. 2653/43 and entered on the flying clothing card. Watches issued on personal loan either as an initial issue or in replacement are to be removed from the Accountant Officer's store charge.

(b) *Recovery of value.*—In the case of watches which are lost or damaged on account of negligence, information as to their value should be obtained from the Hydrographer and the amount to be charged against the persons responsible should then be determined by the Commanding Officer in accordance with Article 1936, clause 3a, K.R. and A.I., and A.F.O. 137/43.

6. *Repairs.*—A further Fleet Order will be promulgated in due course containing instructions regarding future procedure for the repair of these watches, but in the meantime any minor repair work that can be carried out quickly and effectively should be dealt with in accordance with A.F.O. 1563/42 and A.F.O. 2065/42, except that as regards paragraph 2 A.F.O. of 1563/42, and paragraph 3 of A.F.O. 2065/42, all work that is beyond immediate local resources should be dealt with as follows:—

At Home ... Return to the Officer-in-Charge,  
H.M. Chronometer Depot,  
Bradford-on-Avon.

Abroad ... Return to the nearest Chart and Chronometer Depot for subsequent despatch to Bradford-on-Avon.

7. Replacements for defective watches which cannot be repaired in accordance with preceding paragraph should be demanded from the Hydrographer as in paragraph 4 above (but see also paragraph 8 below).

8. *Reserve stocks.*—Arrangements will be made as soon as stocks permit for a reserve of wrist and stop watches to be held at Chart and Chronometer Depots in the United Kingdom and abroad, and these will be available for replacement of lost or defective watches of both types.

9. The appropriate A.S.Es. are being amended.

10. Beacon watches H.S. 4 will generally become obsolete and instructions regarding their eventual disposal will be given to Ships and Stations concerned in due course.

11. Pending the issue of the necessary amendment to Appendix VII of Hydrographic Publication H. 51, an appropriate note should be made therein, where this publication is held.

(K.R. & A.I. Articles 1194, 1936 and 1938.)

(Hydrographic Publication H. 51 and H. 112.)

A.F.Os. 1563/42, 2065/42, 137/43 and 2653/43.)

(A.F.Os. 1178/42, 4676/42; C.A.F.Os. 1675/42, 1978/42, 2301/42 are cancelled.)

### 1838.—Boiler Tubes, etc.

H.M. Ships "Arcturus", "Bellona", "Caldy", "Flint Castle", "Lark", "Persian", "Rifleman", "Taff" and "Wakeful"

(N.S./P. 01375/44.—6 Apr. 1944.)

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

H.M.S. "Arcturus" (P. 01375/44) H.M.S. "Caldy" (P. 1889/44)  
H.M.S. "Persian" (P. 01361/44) H.M.S. "Taff" (P. 662/44)  
H.M.S. "Wakeful" (P. 3960/44)

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

A	B	A.F.O.
"Arcturus" ...	"Aries" ...	... 587/44
"Persian" ...		
"Caldy" ...	"St. Agnes" ...	... 5745/43
"Taff" ...	"Trent" ...	... 2700/43
"Wakeful" ...	"Venus" ...	... 4727/43

H.M.S. "Bellona" (P. 3260/44.)

Type and No. of boilers ... Admiralty 3-Drum Small Tube 4 No.  
Type with Melesco Super-heaters.

Total No. of tubes fitted ... Generator ... 13,944 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{8}$	128	9 3 $\frac{3}{8}$	424	All tubes are bent.
AA	1 $\frac{3}{8}$	128	9 3 $\frac{1}{8}$	48	
B	1 $\frac{3}{8}$	128	8 11 $\frac{5}{8}$	464	
C	1 $\frac{1}{8}$	116	8 8 $\frac{7}{8}$	728	
D	1 $\frac{1}{8}$	116	8 7 $\frac{1}{2}$	720	
DD	1 $\frac{1}{8}$	116	8 5 $\frac{5}{8}$	40	
E	1	104	8 2 $\frac{1}{2}$	824	
F	1	104	8 2	816	
G	1	104	8 1 $\frac{5}{8}$	808	
H	1	104	8 1 $\frac{3}{8}$	800	
J	1	104	8 1 $\frac{1}{2}$	792	
K	1	104	8 1 $\frac{1}{8}$	784	
L	1	104	8 1 $\frac{1}{8}$	776	
M	1	104	8 2	768	
N	1	104	8 2 $\frac{1}{2}$	760	
O	1	104	8 3 $\frac{5}{16}$	752	
P	1	104	8 4 $\frac{3}{8}$	744	
Q	1	104	8 5 $\frac{1}{4}$	736	
R	1	104	8 7 $\frac{1}{16}$	728	
S	1	104	8 8 $\frac{3}{8}$	720	
T	1	104	8 10 $\frac{11}{16}$	712	

H.M.S. "Flint Castle" (P. 1198/44.)

Type and No. of boilers ... Admiralty 3-Drum Water Tube 2 No.  
Type.

Total No. of tubes fitted ... Generator ... 2,908 No.

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

H.M.S. "Lark" (P. 2407/44.)

Type and No. of boilers ... Admiralty Water Tube ... 2 No.  
 Total No. of tubes fitted ... Generator ... 4,256 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 10½	192	All tubes are bent.
B	1½	116	7 8½	188	
C	1½	116	7 7¾	252	
D	1½	116	7 7	248	
E	1½	116	7 7½	252	
F	1	104	7 9¾	284	
G	1	104	7 10	284	
H	1	104	7 11	284	
J	1	104	8 0	284	
K	1	104	8 1½	284	
L	1	104	8 3¾	284	
M	1	104	8 5½	284	
N	1	104	8 7½	284	
O	1	104	8 9¾	284	
P	1	104	9 0½	284	
Q	1	104	9 3	284	

H.M.S. "Rifleman" (P. 2547/44.)

Type and No. of boilers ... Water Tube—3-Drum ... 2 No.  
 Total No. of tubes fitted ... Generator ... 2,908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9½	128	All tubes are bent.
B	1½	116	7 8½	128	
C	1½	116	7 6¾	172	
D	1½	116	7 6¼	172	
E	1½	116	7 6½	172	
F	1	104	7 8½	196	
G	1	104	7 9½	192	
H	1	104	7 10½	196	
J	1	104	7 11½	192	
K	1	104	8 0½	196	
L	1	104	8 2½	192	
M	1	104	8 4½	196	
N	1	104	8 6½	192	
O	1	104	8 8½	196	
P	1	104	8 11½	192	
Q	1	104	9 2½	196	

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

(A.F.Os. 2700/43, 4727/43, 5745/43 and 587/44.)

(This Order will not be reprinted.)

## 1839.—Engineers' Special Stores and Spare Gear—Abolition of Distinction

105 ft. and 126 ft. Motor Minesweepers

(D. 932/44.—6 Apr. 1944.)

The distinction between engineers' special stores and spare gear is to be abolished for the above-mentioned types of Motor Minesweepers and all such items are, in future, to be dealt with as spare gear, the cost being chargeable to Vote 8, Section III, Subhead A for items pertaining to main machinery and equipment; Subhead B for items pertaining to auxiliary machinery. The cost of replacements will be chargeable to Vote 8, Section III, Subhead E.

2. Replacements which cannot be provided as indicated in paragraph 3 below are to be demanded when required as a defect list item.

3. It is essential that such items as joints should be cut from service materials wherever possible.

4. The specification for boats under construction is being amended and will exclude provision of the list of engineers' special stores Form D.122 and sketches.

## 1840.—Radar Indicator Outfits JE (P.P.I.)—Fitting-out Information

(R.E. 10526/44.—6 Apr. 1944.)

A.S.E. Preliminary Specification No. B.312/44 has been prepared to show the method of fitting and wiring Radar indicator outfits JE (P.P.I.).

2. Copies of the specifications have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; Flag Officers, East Africa and West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Director, Coastal Force Material Division; Director, Combined Operations Material; Commodore, Algiers; Commodore 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 Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Commanding Officers, H.M. Ships "Helder," "Lizard," "Monck," "Northney," "Sea Serpent," "Squid," "St. Clement," "Tormentor," "Vectis" and "Westcliffe"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S.1; Commanding Officers, H.M. Ships "Fox," "Midge," "Mantis," "Beehive," "Wasp," "Aggressive," "Hornet," "Attack," "Bee," "Dartmouth II," "Mosquito" and "Gregale"; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructor-in-Charge, H.M. Naval Base, Corpach; and 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 Radar indicator outfits JE (P.P.I.) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.312/44, in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that this specification supersedes Specification B.312/43, which should be destroyed.

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

**1841.—W/T—Transmitters 4T—Modification to Internal R/T Circuits for use with Single Button Type Carbon Microphones**

(R.E. 10129/44.—6 Apr. 1944.)

To enable Transmitters 4T to be used in conjunction with single button type carbon microphones (e.g., Pattern W.6703 microphone headsets or P.O. Code No. 184B Handsets) as well as with the differential type (Pattern 5756 handset) at present used it has been decided to modify the internal R/T circuits, etc. of all Transmitters 4T as described in paragraphs 3 and 5 below.

2. It should be noted that transmitters so modified can be used with either type of microphone and that modifications to, or details of, the associated external circuits required when the single button type of microphone is to be used will be dealt with separately. No alterations are required to the external circuits of sets at present using the differential microphone.

3. The modifications to the transmitter are shown on A.F.O. Diagram 97/44 (A.S.E. Drawing No. 38061) and are briefly as follows :—

(a) Remove the existing clamping strap (with 200-ohm microphone feed resistance) at present fixing the four existing Pattern 8461 1-mfd. condensers.

(b) Modify wiring to these condensers and terminal 2 of relay unit as shown before fitting the attenuator unit (*see* (c) below).

(c) Fix Pattern 53980 attenuator unit, Design 6, in place of the clamping strap, with the outer end of the unit adjacent to the outside case of the transmitter.

(d) Wire attenuator unit terminals as shown with flexible wire,

4. The modifications are to be carried out by the ship's staff in the case of existing ships. All Transmitters 4T at present held in storing yards are also to be modified. Special instructions will be issued by the Admiralty for vessels under construction.

5. The pattern numbers of Transmitters 4T modified in accordance with paragraph 3 above and which have been fitted with a frequency multiplier unit as described in A.F.O. 1094/43 and A.F.O. 2172/43 are to be altered to read as follows :—

Pattern 4807D becomes Pattern 4807G.

Pattern 4807E becomes Pattern 4807H.

The pattern number of Transmitters 4T, Pattern 4807F, which are identical with Transmitters 4T, Pattern 4807E, except that they have a heavy steel frame, is to be amended to read Pattern 4807J, when the attenuator is added.

The new pattern numbers mentioned above are to be affixed to other types of Transmitters 4T fitted with the attenuator when the frequency multiplier unit is added, as applicable.

New Transmitters 4T, incorporating the Pattern 53980 attenuator unit, Design 6, will be known as Pattern 4807H.

6. Ships concerned are to demand from S.N.S.O., Haslemere, one attenuator unit, Design 6, Pattern 53980, for each Transmitter 4T fitted, quoting this Order as authority.

7. Amendments to pertinent establishment lists will be promulgated in due course.

(C.A.F.O. 816/42, A.F.Os. 1094/43 and 2172/43.)

**1842.—Yardarm Flashing Lanterns in H.M. Ships**

(S.D. 01412/43.—6 Apr. 1944.)

In order to comply with S.P. 02191 (2), Article 150, the following corrections are to be made to A.F.O. 163/42 :—

Paragraph 5 (a). *Add* :—

Fast minelayers.

Destroyers (all classes).

Frigates (all classes).

Sloops (all classes).

Paragraph 5 (b). *Delete* :—

Fast minelayers.

Destroyers (all classes).

Sloops (all classes).

A note should be added to paragraph 5 (a) as follows :—

All ships supplied with Yardarm Flashing Lanterns should be fitted with green glass globe, Pattern 617A. If this is not available, extempore arrangements should be made in each ship to comply with S.P. 02191 (2), Article 150, until green glass globes become available.

2. Ships and authorities concerned in commission to raise the necessary A. and A. item to comply with the above, classification A.

3. Separate instructions will be issued for vessels under construction.

(A.F.O. 163/42.)

**1843.—Supply of Additional Set of Flags and Locker to all A/S and A/S M/S Trawlers**

(S.D. 894/43.—6 Apr. 1944.)

All A.S. and A/S M/S trawlers are to be fitted with one additional flag locker, Type E, and supplied with an additional complete set of No. 5 size flags.

2. Ships concerned are to insert an item, Classification "A", in their list of As. and As "to supply and fit one additional Flag Locker, Type E".

3. Ships concerned, in commission, should forward demands to their storing yards or Naval store depots when necessary for the additional set of No. 5 size flags.

4. B.R. 347—Establishment of Naval Stores for Trawlers—will be amended.

(C.A.F.O's. 2057/43 and 2058/43)

**1844.—Asdic Installations, Types 134D and 138BR—Establishment Lists**

(N.S. 012504/44.—6 Apr. 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 118	26th February, 1944	Asdic Installation, Type 134D
A/S 119	26th February, 1944	Asdic Installation, Type 138BR

**1845.—Asdic Installation, Types 145 and 145Q—Establishment Lists**

(N.S. 012316/44.—6 Apr. 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, Hawthorne, Wiltshire, viz. :—

No.	Date	Description
A/S 115	29th February, 1944	Asdic Installation, Type 145
A/S 116	29th February, 1944	Asdic Installation, Type 145Q

**1846.—Marconi Echo Sounding Sets—Safe Distances from Magnetic Compasses—REPORTS**

(A./S.M. 2007/44.—6 Apr. 1944.)

Experiments have shown that magnetic compasses may be affected by Marconi echo-sounding sets at distances at which they have often been fitted.

Column (2) of the table below shows the minimum distances at which components may be placed from the standard compass.

The same distances should be observed from steering compasses if this is practicable without removing the instruments from the wheelhouse. Where the latter is not practicable the echo-sounding instruments are to be sited

as far as possible from the steering compass, but in no circumstances should they be closer than the distance given in column (3). If it is found that even this relaxed distance cannot be obtained, the circumstances are to be reported to the Admiralty for instructions.

2. Ships in which the positioning of Marconi echo-sounding gear infringes the requirements in paragraph 1 are to include an item, Classification "A", in the ship's list of As. and As. for its re-positioning.

3. As nearly all these sets are the property of Messrs. Marconi and are only hired by the Admiralty, arrangements are to be made for any work undertaken to be supervised by the firm's nearest agent whenever this is practicable.

(1) Item	(2)	(3)
	Approved Safe Distance	Relaxed Safe Distance from Steering Compass
	ft.	ft.
Echometer, Type 421C ... ..	10	10
Visual indicator, Type 421A ... ..	10	5
Electrolytic recorder, Type 446 ... ..	5	3
Telephones, H.R. ... ..	4	4
Echometer, Type 424C ... ..	8	5
Input protective unit, Type 811 ... ..	4	4
Fuze box, Type 417 ... ..	3	3
Charging resistance, Type 418 ... ..	5	5
Projector, Type 808A ... ..	8	8
Choke, Type 812 ... ..	10	10

5. It should be noted that the safe distance for echometer, Type 421C (originally 13 ft.), has now been reduced to 10 ft.

(A.F.O. 846/43 is cancelled.)

#### 1847.—Echo Sounding Equipment—Recorders—Paper Feed Arrangements

(A/S.M. 2342/44.—6 Apr. 1944.)

Annual E/S reports indicate that trouble due to tearing of recorder paper is frequently experienced. The following notes on the subject are for general guidance.

2. The moist paper is supplied rolled on a spool. In some recorders the spool (when inserted in the paper tank) rests in a cradle, and in others it is slid over a mandril supported between pivots. The paper is drawn off the roll through a slit in the top of the tank which is fitted with a sponge rubber strip forming an air seal, and then down over the polished surface of the chromium-plated tank lid by a pair of gear-driven mangle rollers.

3. Tearing of the paper is due to abnormal friction at some part of its travel with the result that the mangle rollers have to exert a pull in excess of the paper's tensional strength to draw it from the tank.

4. The actual reason for any abnormal friction is invariably a mechanical one which it should be a simple matter to locate and eliminate. Some common causes of abnormal friction, and methods of eliminating them, are indicated below:—

(a) Jamming of paper roll in tank:—

- (i) Brackets for supporting spool bent out of alignment—straighten.
- (ii) Paper not wound centrally on spool, and edges rubbing on brackets supporting spool—knock spool on end to bring paper central on spool or (if this not effective) trim paper edge with razor blade to clear.
- (iii) Paper loosely wound on spool and, being oversize, rubbing on inside of tank—reel off a few turns.

(b) Abnormal friction at the slit in the top of the tank which is indirectly due to over-oiling of gear box and seepage of oil therefrom on to the sponge rubber sealing strip, thus causing it to swell. Replace the strip (or trim as necessary with a razor blade) and avoid over-oiling the gear box.

- (c) Worn ramp which, acting on keel of stylus, drops the stylus point before (instead of after) passing left edge of paper. Fit a shim under ramp or (in single stylus recorders) bend keel of stylus to compensate for wear.
- (d) Excessive stylus pressure. Manipulate stylus spring as requisite to reduce pressure, or fit spare stylus and spring.
- (e) Excessive or uneven pressure of glass scale against the paper. Mount scale (and at the same time disconnect heater unit) in accordance with the instructions in paragraphs 5-7 of A.F.O. 2637/43.
- (f) Rough surface the chromium-plated paper tank lid. Remove dried paper fluff (periodically) with a moist rag, or one soaked in petrol but not with an abrasive. In cases where the roughness is due to bad corrosion (usually caused by leaving the paper across the tank lid for long periods when in harbour) the only remedy is removal and re-plating of the lid.

(A.F.O. 2637/43.)

#### 1848.—Aircraft Carbon Dioxide Cylinders—Charges of Gas

(A.E. 4216/44.—6 Apr. 1944.)

Delay has been experienced in meeting demands in respect of aircraft carbon dioxide gas cylinders owing to units failing to quote the appropriate charge of gas required.

2. The following table shows the approved charges of gas:—

Stores Ref.	Nomenclature	Authorized Gas Charge	Tolerance allowance on charge	Purpose for which required
6D/77	Cylinders C.O <sub>2</sub> , Mark I	2 lb. 3 oz.	+ 0	For dinghy Type M
6D/535	Cylinders C.O <sub>2</sub> , Mark IX	12 oz.	- 1 oz.	
		10½ oz.	+ 0	For dinghy Type K
6D/542	Cylinders C.O <sub>2</sub> , Mark VIII	1 lb. 6 oz.	- ½ oz. Temperate	
			+ 0	For dinghy Type L
			- ½ oz. Tropical	
			+ 0	
			- ½ oz.	

#### 1849.—Aircraft Undercarriages—Examination After Heavy Landings

(A.M.R./A.A. 392/44.—6 Apr. 1944.)

Numerous instances of the structural failure of aircraft undercarriages after normal landings have occurred and are clearly attributable to the cumulative effect of previous heavy landings. Such failures are particularly likely to occur during deck landing training.

2. Action should be taken to ensure that after a heavy touch down during A.D.D.L. training, the pilot is instructed to carry out an unassisted landing and the flight terminated.

3. Squadron Commanders and Air Engineer Officers concerned are to ensure that undercarriages are adequately examined at between-flight inspections whenever it is considered possible that a heavy landing has occurred.

(A.F.O. 595/44 is cancelled.)

#### 1850.—Naval Aircraft—Procedure for Reporting Defects

(A.M.R. 229/44.—6 Apr. 1944.)

A.F.O. 5929/42, paragraph 11, is to be amended to read:—

- " 11. Procedure for reporting defects on Form A.21 is as follows:—
- (i) Complete paragraphs 1 to 12 inclusive.
  - (ii) Mark forms 'Secret' or 'Confidential', if appropriate.
  - (iii) Forward three copies direct to Admiralty (D.A.M.R.).

(iv) Forward one copy to the Administrative Authority who will forward remarks to the Admiralty (D.A.M.R.) on a minute sheet only if he desires or is requested to do so by the Admiralty.

(v) All forms are to carry a squadron reference number in the space provided to enable any remarks forwarded under (iv) above to be identified."

2. The instructions on Form A.21 will be amended on the next occasion of reprinting.

3. Admiralty message 37R referred.

(A.F.O. 5929/42.)

#### 1851.—American Aircraft Recognition Lamps, Types E1 and E2

(A.M.R. 171/44.—6 Apr. 1944.)

Cases have occurred of the plastic recognition light lenses burning and fracturing due to prolonged operation of the lights on the ground. Services are instructed that the recognition lights must not be operated on the ground for longer periods than 10 seconds.

2. In addition to the above the period of operation of these lights when airborne should be restricted as far as possible and should not normally exceed ten minutes.

#### 1852.—Storage in Ships of Corrosive Liquids

(T. 05329/44.—6 Apr. 1944.)

A case has occurred of a large jar of sulphuric acid, which had been stowed in a gangway of a ship, being broken by an explosion due to enemy action. Spilling of the acid caused many cases of acid burns to the ship's company.

2. Corrosive liquids should not be stowed in gangways or in living spaces where a number of men are likely to come into contact with any liquid which may be spilled.

#### 1853.—Desiccators—Revised Allowances

*Capital ships, cruisers, repair and depot ships*

(N.S. 34916/43.—6 Apr. 1944.)

The allowances to certain ships of desiccators, hand driven, Pattern 8011 or 8011A and motor driven, Pattern 9678 or 9678A have been revised. The existing and revised allowances of these articles to capital ships, cruisers, and repair and depot ships are shown in the appendix to this order. The allowances to other classes of ships are unchanged.

2. The allowances have been reduced in some cases on account of the fitting of Q.G.II gear, but hand and power-driven desiccators are still allowed for the following purposes:—

(a) *Hand desiccators*—for general purposes and particularly for desiccating binoculars.

(b) *Power-driven desiccators*—for desiccating turret rangefinders not provided with pressure desiccating gear; for small-based rangefinders and for general purposes.

3. One A.R.L. desiccating attachment, Pattern 10722, is allowed to each ship to which a power or hand-driven desiccator is issued.

4. Ships concerned in commission should forward demands, if necessary, to complete to the revised allowances. Desiccators held in excess of the revised allowances may be retained by ships concerned, if desired, but are not to be replaced.

5. Supply to ships concerned of new construction to the revised allowances should be arranged by warrant and supplying yards and depots in the normal manner.

6. B.R. 323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

#### Appendix

Class of ship	Desiccators, Hand-driven, Pattern 8011 or 8011A		Desiccators, Motor-driven, Pattern 9678 or 9678A	
	Existing allowance	Revised allowance	Existing allowance	Revised allowance
<i>Capital ships</i>				
"King George V" and later	1	1	1 for each turret fitted with a rangefinder	1 per ship
Remainder ... ..	2	1	2	1
<i>Cruisers</i>				
"Kent" and "London" Classes and H.M.S. "Norfolk".	1	1	2	1
"Arethusa", "Leander" and "Southampton" Classes.	Nil	1	1	1
"Fiji", "Uganda", "Minotaur", "Tiger" and "Dido" Classes.	1	1	1 for each turret fitted with a rangefinder	1 per ship
Remainder ... ..	1	1	Nil	Nil
Repair and depot ships ...	1 to certain vessels	1 to all repair and depot ships	Nil	Nil

#### 1854.—Ordering of High Speed Twist Drills

(N.S./P. (L) 273/44.—6 Apr. 1944.)

The production and distribution of high speed twist drills is controlled by the Machine Tool Control under the Ministry of Supply. Every purchase by an Admiralty department or establishment must quote the Admiralty licence number, which for the six months ending 16th August, 1944, is 12/S/0039.

2. Suppliers of high speed twist drills fall into three categories:—

(i) Firms who produce 90 per cent. to 95 per cent. of the drills manufactured in the United Kingdom, as under—

The Sheffield Twist Drill Co., Ltd....	Summerhill Street, Sheffield
Arthur Balfour & Co., Ltd. ...	Capital Steel Works, Sheffield
Thomas Firth & John Brown, Ltd.	Atlas Works, Sheffield
International Twist Drill Co., Ltd....	Watery Street, Sheffield
Samuel Osborn, Ltd. ... ..	Clyde Steel Works, Sheffield
B.S.A. Tools, Ltd. ... ..	Mackadown Lane, Marston Green, Birmingham
Brook Tool Manufacturing Co., Ltd.	Warwick Road, Birmingham
English Steel Corporation, Ltd. ...	Sheffield
Stalker Drill Works, Ltd. ... ..	Drill Square, Sheffield
Marsh Brothers, Ltd. ... ..	Ponds Steel Works, Sheffield
Easterbrook, Allcard & Co., Ltd. ...	Penistone Road, Sheffield
Strong's British Twist Drill Co., Ltd.	Precision Works, Johnston Street, Sheffield
Turton Bros. & Matthews, Ltd. ...	Wentworth Street, Sheffield
R. W. Carr & Co., Ltd. ... ..	Pluto Works, Sheffield
Walter Spencer, Ltd. ... ..	Warren Street, Sheffield

G. & J. Hall, Ltd. ... ..	Hereford Street Works, Sheffield
Leadbeater & Scott, Ltd. ... ..	Penistone Road, Sheffield
Harper & Schofield, Ltd. ... ..	Dacre Street, The Park, Sheffield
Henry Rossell, Ltd. ... ..	Waverley & Hope Works, Sheffield
Edgar Allen & Co., Ltd. ... ..	Imperial Steel Works, Sheffield
J. Beardshaw & Sons, Ltd. ... ..	Baltic Steel Works, Sheffield
Thos. Chatwin & Co. ... ..	Great Tindal Street, Birmingham
Flockton, Tomkin & Co., Ltd. ... ..	Newhall Street Works, Sheffield
Jones & Colver (Novo), Ltd. ... ..	Novo Steel Works, Sheffield
A. Mathieson & Son, Ltd. ... ..	East Campbell Street, Glasgow
Moss & Gamble Bros., Ltd. ... ..	Wadsley Bridge, Sheffield
Sanderson Bros. & Newbould ... ..	Newhall Road, Sheffield
Vanadium Steel Co., Ltd. ... ..	Watery Street, Sheffield
A. Herbert, Ltd. ... ..	Foleshill, Coventry.
R. Lloyd & Sons, Ltd. ... ..	Oliver Street, Birmingham
Charles Churchill & Co., Ltd. ... ..	Coventry Road, Birmingham
G. H. Alexander & Co., Ltd. ... ..	82, Coleshill Road, Birmingham
Buck & Hickman, Ltd. ... ..	2-6, Whitechapel Road, London, E.1
E. P. Barrus, Ltd. ... ..	Brunel Road, Acton, London, W.3
Skylux, Ltd. ... ..	Brunel Road, Acton, London, W.3
Marbaix, Ltd. ... ..	22, Carlisle Place, London, S.W.1

(ii) Small producers forming the remaining 5 per cent. to 10 per cent.

(iii) Merchant houses regularly employed in the re-sale of home and foreign made drills.

3. So far as main supplies for ship and dockyard use are concerned the usual procedure is to include provision in the periodical war demands, but where local purchase is necessary the procedure to be adopted is as follows:—

(a) If the order is required to be placed with any of the suppliers in paragraph 2 (i) above, the High Speed Twist Drill Allocation Centre, at 32, Kenwood Park Road, Sheffield, 7, should be informed of the requirement, stating delivery required and preferred supplier. The Centre will nominate a source of supply and will send a copy of the allocation to both supplier and demanding authority. The latter must place an order on the nominated supplier within 14 days of the date of allocation, and all ensuing correspondence must take place between the demanding authority and the nominated supplier.

(b) Orders on firms described in paragraph 2 (ii) or 2 (iii) may be placed without reference to the Centre, but the Admiralty licence number must be quoted on the orders.

4. The above procedure applies to all orders, however small.

#### 1855.—Outer Bottom Planking—Scoring of

105-ft. and 126-ft. Motor Minesweepers fitted with S.A. Gear, Type A., Mark IV

(T. 07486/44.—6 Apr. 1944.)

Reports have been received that the outer bottom planking in 105-ft. and 126-ft. motor minesweepers fitted with S.A. gear, Type A, Mark IV, has been scored and chafed by towing wire and towed box.

2. Administrative authorities are to arrange for the examination of the hulls of all vessels so fitted at the next occasion of docking for signs of the above damage. Where scoring is apparent the planking and sides of vessels in way of the score are to be fitted with protection on the lines of the drawing in A.F.O. Diagram 99/44.

3. The item is to be treated as a defect.

#### 1856.—Welding—Safeguarding against Fires

H.M. Dockyards, Ships and Bases

(P. 4063/44.—6 Apr. 1944.)

Two fires have occurred recently in ships building, due to Corktex newly applied to a bulkhead and not thoroughly dried becoming ignited by welding on the other side of the bulkhead.

2. There is no evidence at present that Corktex wet or dried is more inflammable than ordinary paint.

3. In addition, therefore, to the usual precautions taken to ensure that there is no inflammable material or gas or electric cable on the other side of structure which is being welded, special care is to be taken to avoid welding in the vicinity of paint or similar coatings which are not thoroughly dry.

#### 1857.—Drain to After Compartment.

L.C.T. (4)

(D. 15954/43.—6 Apr. 1944.)

It has been approved to fit a drain to the after compartment in all L.C.T. (4).

2. A stopcock, Pattern 103, modified as shown on A.F.O. Diagram No. 93/44, should be fitted as low down as possible on the bulkhead at the fore end of the crew space. The valve should be on the fore side of the bulkhead in the engine room. No other type of valve is to be fitted.

3. The stopcock is normally to be kept closed and the key retained in the custody of the Commanding Officer, except when bilges are being drained.

4. This alteration is to be carried out by base staffs at a convenient opportunity.

5. Stopcocks will be supplied by the storing yard on demand.

(C.-in-C. Portsmouth, 10 Nov., 1943, No. 5845/S./7843/2/42.)  
(This Order is to be retained until complied with.)

#### 1858.—Aircraft Appendix "A" Equipment—Procedure on Allotment of Aircraft for Repair Modification or Major Inspection

(N.S. Air 5056/43.—6 Apr. 1944.)

The following amendments are to be made to the Appendix to A.F.O. 1397/44:

*Defiant*—

Item 34c to read:—

“34cC : 6A/1060 : Plate adaptor  
or  
or

39C : 6A/1072 : Mark IIB, Luminous”.

*Amend* : “Transmitter—Receiver S.C.R. 1522”, to read “S.C.R. 522”.

*Fulmar*—

Item 135E—Transmitter—Receiver T.R. 1143. *Amend Stores Ref. to read* “10D/52”.

*Hurricane*—

Item 58A, Sight Gun. *Insert* “quantity 1 no.”

Item 59A, 8B/2361. *Amend description to read* “Mark II\*”.

Item 40E, Battery dry 15-volt. *Amend Stores Ref. to read* “5J/1338”.

*Walrus*—

Item 117E, Receiver, R.3067. *Amend Appendix “A” item number to read* “177E”.

(A.F.O. 1397/44.)

#### 1859.—Aircraft Equipment—Accounting and Checking Procedure

(A.E. 3595/44.—6 Apr. 1944.)

With the object of reducing the numbers of discrepancy reports prepared in accordance with existing instructions for the accounting and checking of aircraft equipment, it has been decided to modify the procedure as indicated below.

2. In this connection attention is drawn to A.F.O. 1730/44.

3. In general, the new procedure follows R.A.F. practice as detailed in A.M.O. A.304/43, and is based upon the following premises:—

(a) that by far the greater part of the operational Appendix “A” equipment of any aircraft must be fitted and serviceable if the functional tests are satisfactory.

(b) that, of the few remaining items, the absence of which would not be revealed as a result of any one of the functional tests, only certain ones (e.g. clocks, cockpit covers) are sufficiently valuable or attractive to the ill-disposed individual to warrant the raising of discrepancy reports and the pursuit of those reports to finality.

4. With these premises in mind, therefore, and with a view to keeping R.N. practice as close as possible to R.A.F. practice (particularly in dealing with civil contractors to whom two separate systems would be, understandably, unacceptable) the following modified procedure will come into force as soon as the distribution of the necessary forms, etc., is complete. *The date for bringing the new system into force will be signalled by the Admiralty.*

*Note.—The new procedure does not for the present apply to aircraft of American types in which respect A.F.O. 72/44 still applies.*

5. *First entry into the R.N. from a Contractor.*—(i) When an aircraft is delivered to a R.N. unit, the contractor despatching it will forward the red copy of Form 530 with the aircraft, and the brown and green copies by post to the consignee unit. He will also forward two copies of a deviation list signed by the contractor and countersigned by the Inspector in Charge, A.I.D., detailing all deviations from "C.C." and "S.C." items called for in column 7 of the Appendix "A." The deviation list will thus include:—

- (a) items shown in column 7 of Appendix "A" as "S.C." and "C.C." which have not been fitted; and
- (b) items shown in column 7 or 9 of the Appendix "A" as "S.S." which have been supplied to, and fitted by the contractor. These will appear as "surpluses".

(ii) The contractor's check to Appendix "A," supported by the A.I.D. certification and by the deviation list, will be accepted by the unit and, on receipt, the aircraft will be checked to a *Standard Airframe Transfer List* (S.A.T.L. (A. 44)) detailing the items of equipment whose absence will not be evident at the functional test, also items of a removable and attractive nature. Any items of equipment required to complete the aircraft to its operational or training standard will be issued upon demand by the Air Supply Officer to the officer responsible for completing the aircraft. *Discrepancy reports (Forms A.2) are only to be raised in respect of items shown on the S.A.T.L.* In respect of these items, the procedure outlined in the table annexed to paragraph 13 below is to be followed by the Air Supply Officer.

6. *Action by a Naval unit to equip an aircraft to operational or training standard.*—In order to equip an aircraft to operational or training standard, the officer having custody of the aircraft is to demand and fit all such items as are necessary to complete to the *Standard Aircraft Equipment List* (S.A.E.L.) for the type and as specified for the service on which the aircraft is to be employed. To ensure uniformity of practice, Form A.59 is to be used for certifying the completion of equipment and functional testing of aircraft.

7. *Transfer of an aircraft between units of the Royal Navy and between units of the Royal Navy and the Royal Air Force.*—(i) On transfer of an aircraft from one naval unit to another, and on transfer to a R.A.F. unit, it is to be checked against the *Standard Airframe Transfer List—Operational or Basic Training Scale*, as appropriate. The scales will be distinguished in the Transfer Lists. The Air Supply Officer of the consignor unit is then to prepare four copies of the S.A.T.L. (A.44) and is to vouch the aircraft, thereon, as "Complete to S.A.T.L. Serial No..... Less....." such items as are known not to be fitted in the aircraft. *There should be no "plus" items.* Forms A.44 are to be disposed of as follows:—

- (a) One copy to be signed by the pilot who is personally to check the aircraft by this copy and hand it to the Air Supply Officer of the consignor unit as a temporary receipt.
- (b) One copy to be handed, by the pilot, to the officer receiving the aircraft at the consignee unit. The latter is to sign this copy—in the presence of the pilot, who is to be associated with the check at the receiving unit—and pass it to the Officer in Charge of the storage section, or other officer having custody of the aircraft.
- (c) Two copies of Form A.44 to be sent by post to the Air Supply Officer of the consignee unit who is to bring them into agreement with the copy referred to at (b) above, and sign one copy and return it to the consignor. The second copy will be retained by the A.S.D.O. of the consignee unit to support the debit entry in his store account.

To ensure accuracy in the preparation of S.A.T.Ls., a "Master Copy" should be kept, corrected up to date, in the air supply department and where such sections exist, in the storage section.

(ii) On transfer of an aircraft from a R.A.F. to a R.N. unit, the R.A.F. "S.A.T.L." will be used for the initial check and for the raising of any necessary discrepancy reports in respect of items common to both Naval and R.A.F. S.A.T.Ls. Thereafter, it will be completed to Naval standard and, if necessary, a Naval S.A.T.L. used for any subsequent transfer. The R.A.F. S.A.T.L. will, however, continue to be used if there is no major difference in the equipment standards.

8. (i) *Internal records.*—On receipt of an aircraft at a naval unit, the serial numbers of the aircraft will be recorded in the Naval Store Account and two copies of Form A.23 will be raised and items deficient on receipt recorded thereon. These two copies are to be held respectively by the Air Supply Officer and the officer having custody of the aircraft and are to be attached to their respective copies of Form A.44.

(ii) *Exchange, additions to or removal from an aircraft.*—Normal internal exchange procedure is to be followed when a serviceable item is installed in place of an un-serviceable one. No entry in Form A.23 is necessary in respect of such a transaction. When an additional permanent item of equipment is drawn from store for fitting to an aircraft, the normal procedure for internal issues is to be followed, and, in addition, the Air Supply Officer is to record all such transactions in Form A.23. These forms are for internal use only, a new form being started by each receiving unit. They are to be used by the Air Supply Officer for the purpose of ensuring that unreasonable numbers of any one item are not demanded without satisfactory explanation for the same aircraft. All demands lodged on the Air Supply Officer for permanent items of equipment are to bear the serial number of the aircraft concerned.

9. *Recording of serial numbers of clocks, pistols, etc.*—The serial numbers of all clocks, pistols, guns, etc., are to be recorded in the Log Card (Form A.701).

10. *Transfer of an aircraft to contractors for repair, overhaul, modification, etc.*—

(i) On transfer of an aircraft to a contractor for modification, repair, etc., all items distinguished by the symbol "M" in the Standard Aircraft Equipment List (formerly known as "R" items) are to be removed and dealt with in accordance with A.F.Os. 5086/43 and 1397/44 and the aircraft is then to be checked to the Standard Airframe Transfer List and vouched on R.A.F. Form 603 as "Complete to column 7 of Appendix "A", Serial No..... Less....." items removed being enumerated. Thereafter, the contractor's check is to be accepted and any discrepancies reported by him are to be accepted unless the despatching unit is in a position to prove that items stated to be deficient were, in fact, installed in the aircraft.

(ii) On return of a repaired or modified aircraft to the Service ex-Contractor, the procedure detailed in paragraph 5 (i) above is to be followed and action will be taken by Admiralty as indicated in A.F.O. 1397/44 to re-equip the aircraft for its operational or training function.

(iii) The foregoing procedure is to apply also to aircraft transferred to repair contractors direct by salvage units. Accountant and vouching action is to be initiated by the parent unit having the aircraft on its charge.

11. *Carelessness and unauthorized "robbing."*—It will be appreciated that if the foregoing instructions are to succeed in their two-fold object of:—

- (a) reducing paper work;
- (b) ensuring the most advantageous use of available equipment;

much greater interest on the part of flying personnel, as well as of supply and maintenance personnel, must be taken in equipment matters. Pilots must learn to check their own aircraft (a not very difficult task with the S.A.T.L.) or the aircraft which they are ferrying. Carelessness and unauthorized "robbing", unrecorded transactions and loose "borrowing" must be eliminated. To this end, Commanding Officers, whose authority to remove items from charge has been extended by A.F.O. 1730/44, are to make any instances of carelessness or culpable neglect the occasion of charges against pay and disciplinary action as appropriate in accordance with K.R. and A.I., Article 1936 and A.F.O. 137/43.

12. *Ferrying of A.T.A. pilots.*—A.T.A. pilots are not subject to Naval nor to R.A.F. discipline. They are performing a voluntary service in ferrying naval aircraft and cannot, therefore, be compelled to comply with Admiralty or Air Ministry Orders. The onus, therefore, rests on the Commanding Officers of Naval Consignee and Consignor units to ensure adequate and efficient arrangements for the reception and immediate check of the equipment in all aircraft ferried by the A.T.A.

The arrangements agreed with the A.T.A. are stated in B.R. 4, Part II, Art. 19.

13. The procedure outlined above is summarized in the annexed tables A to C.



Table A—Checking Procedure

Occasion	Aircraft checked to	Functionally tested to	Vouched to	Forms formerly in use	Forms now superseded and by what
I.—Initial despatch to service by contractor.	Column 7 of Appendix "A" supported by certified Deviation List	Column 7 of Appendix "A"	Column 7 of Appendix "A" subject to Deviation List	Appendix "A" R.A.F. Form 530 Deviation List	S.C.L. by S.A.T.L. A.23 by reprint. (Letter for internal use only. Raised by Consignee.)
II.—Initial receipt into service from contractor.	S.A.T.L.	A.59 and S.A.E.L.	Column 7 of Appendix "A" subject to Deviation List	S.C.L. or Appendix "A" A.23 R.A.F. Form 530 A.2 A.3 Deviation List	S.C.L. by S.A.T.L. A.23 by reprint. (Internal use only) S.549 by A.44
III.—Transfer between Naval and R.A.F. units.	S.A.T.L.	A.59 and S.A.E.L.	S.A.T.L.	T.C.L. or S.C.L. A.23 S.549	S.C.L. by S.A.T.L. A.23 by reprint
IV.—Transfer to a contractor for repair, modification, etc.	S.A.T.L.	A.59 and S.A.E.L.	Column 7 of Appendix "A"	S.C.L. A.23 R.A.F. Form 603 or S.549	S.C.L. by S.A.T.L. A.23 by reprint
V.—Transfer to Service by contractor after repair, etc.	Column 7 of Appendix "A" supported by Deviation List.	Column 7 of Appendix "A"	Column 7 of Appendix "A" subject to Deviation List	S.C.L. A.23 R.A.F. Form 530	S.C.L. by S.A.T.L. A.23 by reprint

Table B—Disposal of Forms

## I.—By Contractor

Forms 530—Retains yellow copy. A.I.D. retains one black copy and sends second black copy to M.A.P., Abingdon. Brown and green copies by post to consignee. Red copy by ferrying pilot to consignee.

## II.—By receiving unit on first receipt into service

Retains red copy of Form 530, one copy of Deviation List and one copy of A.2. Forward A.3, and one copy of A.2, if discrepancies exist, to Admiralty (D.A.E.). Brown copy of Form 530 to contractor. Green copy of Form 530, one copy of A.2, if discrepancies exist, one copy of Deviation List to M.A.P., Abingdon. One copy of A.2, if discrepancies exist, to A.I.D. for contractor. Raise A.23 (reprint).

## III.—(a) By consignor on transfer within the service

Forward A.44 in triplicate to consignee—one copy by ferrying pilot and two by post.

## (b) By consignee on transfer within the service

A.44—sign one copy and return to consignor. Raise A.23.

## IV.—By naval consignor on transfer to contractor for repair, modification, etc.

Raise Form 603 in quintuplicate. Retain one copy and forward remaining four to contractor who will retain one copy and receipt and return three to consignor. After any discrepancies have been adjusted, the A.O. is to send the first copy and one receipted copy to M.A.P. who will endorse first copy and return to consignee. One copy of receipted issue voucher is to be forwarded to Admiralty (D.A.E.).

## V.—By contractor on return to service after repair, modification, etc.

Forms 530—Retains yellow copy. A.I.D. retains one black copy and sends second black copy to M.A.P., Abingdon. Brown and green copies by post to consignee. Red copy by ferrying pilot to consignee.

Table C—Signatures and check

## I.—On contractor's transfer on first entry

A.I.D.  
Ferrying pilot.

## II.—On receipt from contractor on first entry

Ferrying pilot and officer of consignee unit.

## III.—On transfer within the service

Officer of consignor unit.  
Ferrying pilot and officer of consignee unit.

## IV.—On transfer to contractor for repair, etc.

Officer of consignor unit.  
Ferrying pilot.  
A.I.D.

## V.—On receipt from contractor after repair, etc.

A.I.D.  
Ferrying pilot and officer of consignee unit.

(A.F.Os. 137/43, 5086/43, 72/44, 1397/44, and 1730/44.)

## 1860.—Aircraft—Ink, Lithographic, Ref. 33C/736, 737 and 738

(N.S. Air 1865/44.—6 Apr. 1944.)

Ink, lithographic, will be allowed to ships for fighter squadrons only, in accordance with the scales shown in B.R. 378.

Ref. 33C/736—Ink, lithographic, blue.

Ref. 33C/737—Ink, lithographic, green.

Ref. 33C/738—Ink, lithographic, red.

2. Ships concerned should forward demands to their normal source of supply of air stores, quoting this order as the authority for supply. Issues to new services will be made with their initial outfit of stores.

3. Deliveries from R.A.F. sources are expected to commence May, 1944, and supplies should begin as stocks become available.

4. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships attached to foreign stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Stores Officers concerned.

(A.F.O. 4607/43.)

#### 1861.—Aircraft Store Establishments—Recommendations for Amendment of Allowances—REPORTS

(N.S. Air 7218/43.—6 Apr. 1944.)

Arrangements have now been made for a general review of the Aircraft Store Establishments with a view to cancelling or reducing allowances of air stores where little or no expenditure has been incurred and increasing allowances where existing quantities have proved to be insufficient.

2. Expenditure data from ships and stations is being accumulated for this purpose, but in order to ensure that full consideration is given to this important problem both now and in the future, ships and services are to furnish reports to Admiralty (D. of S.) indicating any changes in allowances of air stores which are deemed to be necessary as the result of actual experience. Minor changes in allowances of consumable items of stores need not be included in these reports as stocks of these items should be adjusted as necessary under the authorized procedure for demanding replenishments. Accumulations of stocks in excess of actual and anticipated requirements should, however, be avoided with all air stores and every opportunity should be taken to return surplus stocks to the appropriate store depot.

3. The reports are to be rendered as follows:—

<i>1st January and 1st July</i>	<i>1st April and 1st October</i>
B.R. 378 (General)	B.R. 377 (General)
Fighter Types	B.R. 377 (Photographic)
	T.B.R. and A.B.R., and ancillary types

Reports are not required in respect of types of aircraft for which no aircraft store establishments have been issued.

4. These reports are to be signed by the Commanding Officer and "Nil" reports are to be rendered if no changes in allowances are being suggested due to insufficient experience with a particular type of aircraft, or for other reasons.

5. It is of the utmost importance to conserve the limited stocks of air stores, particularly spare parts, and to distribute such stocks as are available to the best advantage. The holding of stocks in excess of requirements by any one service may well produce shortages in other directions and all officers should be encouraged to exercise continuous vigilance over expenditure of air stores, so that waste and unnecessary accumulations may be avoided. The reports referred to above will, if carefully compiled in the light of actual experience, form a valuable contribution to the war effort.

#### 1862.—Breeching Pieces for Fire Parties—Allowances

*Fleet Minesweepers Fitted with A.S.B.J. Hose Connections*

(N.S. 16181/44.—6 Apr. 1944.)

A.F.O. 336/44 is applicable to Fleet Minesweepers in which A.S.B.J. hose connections are fitted on the firemain and the following addition should be made to paragraph 2 thereof:—

Fleet Minesweepers ... .. 2 per ship

2. The allowance of breeching pieces to these vessels when fitted with instantaneous couplings is being dealt with separately.

(S.E.O., Port Edgar, 7 Feb. 1944, No. D/1.)

(A.F.O. 336/44.)

#### 1863.—Oxygen, Hydrogen, Acetylene and Propane Gas Cylinders Belonging to British Oxygen Co.—REPORT (N.S. 18775/44.—6 Apr. 1944.)

With reference to the arrangements communicated in A.F.O. 1735/43 for purchasing outright from the British Oxygen Co. any of their cylinders for oxygen, hydrogen, or dissolved acetylene, gases, which were in Admiralty possession on 31st March, 1943, and making an annual adjustment by debit or credit payments between the Admiralty and the company according to whether there are more or less of the company's cylinders still in Admiralty possession on each anniversary of the original date of purchase, to enable this to be done, a census is to be taken of all the company's oxygen, hydrogen, dissolved acetylene, and Propane, cylinders, whether full or empty, which were in possession of every Admiralty establishment in the United Kingdom, whether Vote 3, Vote 8, Vote 9, or Vote 10, salvage depots, naval bases and depots and of any of H.M. ships in home waters, on 31st Mar. 1944, and the result is to be reported as soon as possible.

2. All the company's cylinders are stamped "B.O.C." on the shoulder of the cylinder and painted the usual standard colours, e.g., black for oxygen, red for hydrogen, and maroon for dissolved acetylene.

3. As there are several sizes of cylinders for each type of gas in use by the company, the reports should include particulars of the quantities of each size, e.g., 200 c. ft., 150 c. ft., 100 c. ft., 40 c. ft., etc. The company's register numbers stamped on the cylinders need only be reported when there is any doubt as to the size or capacity of a particular cylinder.

4. "Nil" reports are required from all Admiralty establishments, bases, etc., but not from H.M. ships in home waters. The reports from any of H.M. ships that have company's cylinders on board should be rendered as soon as possible after receipt of this Order.

5. All reports should be addressed to the Director of Stores, Admiralty, and should quote this Order.

6. When empty cylinders have been returned to the company by rail or lorry, during the period between 24th March, 1944, and 31st March, 1944, particulars of such despatches, showing quantities and sizes, and description of gas, and dates and methods of despatch, should be shown separately in the reports to enable agreement to be reached with the company's records, in case such consignments should not have reached the company's depots by 31st March.

7. In view of the large stocks of Admiralty cylinders for all these three gases at H.M. dockyards, the fact that oxygen gas is made in the three main southern dockyards, and that cylinders can be refilled from a commercially-owned plant in Rosyth Dockyard, while hydrogen gas is obtainable from two Air Ministry plants in Scotland, and the extra cost to the Crown that is involved by purchase of company's cylinders, every possible endeavour is always to be made to avoid obtaining supplies in company's cylinders. For the same reasons, the supply of these gases to any of H.M. ships, or despatch to yards abroad, should always be effected in Admiralty cylinders, except where the extreme urgency of the service renders this course impossible. Where it is necessary to issue company's cylinders, a special record is to be kept of the registered numbers and capacities of the cylinders concerned, the date of issue, and the name of the ship or yard abroad to which issued, for future reference.

8. Yards and Admiralty depots abroad, and H.M. ships abroad, should report by message on the lines of paragraph 3, as soon as possible after receipt of this Order, particulars of any of the company's gas cylinders referred to which they may have in their possession. "Nil" reports should be sent from dockyards and Admiralty store depots abroad, but not by H.M. ships abroad.

9. The company's cylinders included in the census to be taken in accordance with paragraph 2 are not to be stamped or marked in any way to indicate that they are Admiralty property, as they will be inter-changeable with the company's other cylinders of the same capacities.

10. In connection with A.F.O. 1735/43, it was necessary to hasten specially a large number of reports from establishments which were stated by the British Oxygen Co., from their own records, to have company's cylinders in their possession, but which failed to render any reports. To avoid necessity for such action and the resulting delay in coming to a final agreement with the company, all establishments and any of H.M. ships concerned are to render the reports now called for at the earliest possible date.

(A.F.Os. 1292/42 and 1735/43.)

**1864.—Air Escape Pipes to Watertight Compartments 68-83, Port and Starboard—As. and As.**

*"Dido" class Cruisers*

(D. 06119/44.—6 Apr. 1944.)

The screwed air plugs fitted to watertight compartments 68-83 port and starboard in "Dido" class Cruisers are to be replaced by permanent air escape pipes 2-in. in diameter.

2. The new air escape pipes should be led to the underside of the upper deck as for the escape pipes to the similar compartments abreast the after boiler room, and the existing air escape plugs permanently blanked when the pipes are fitted. An item, classification A, should be inserted in the next lists of As. and As. to the ships concerned to cover the work involved.

(V.A.M., Message 021434/Mar. 1944.)

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

**1865.—Fitting of Ballast—As. and As.**

*"L" and "M" class Destroyers and Leaders*

(D. 07305/44.—6 Apr. 1944.)

It has been decided to fit each destroyer and leader of "L" and "M" classes with a total of 20 tons of ballast.

2. Ten tons is to be fitted between 85 and 90 stations aft under No. 3 shell room and the depth charge store in order to reduce the tendency to trim by the head. The remaining 10 tons is to be fitted in the gearing room or at the after end of the engine room.

3. In accordance with destroyer practice ballast is to take the form of pigs 9-in. x 5-in. x 5-in. securely strapped to the longitudinals and framing and coated with two coats of bitumastic solution and one of enamel. The structure in way is to be similarly coated. The ballast should be fitted as low down as possible and so disposed as to avoid undue concentration of weight.

4. Commanding Officers of ships and authorities concerned are to include an item, classification A\*, covering the work involved, in the next lists of As. and As.

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

**1866.—Heating of Mess Decks, etc.—As. and As.**

*L.C.T. (3) and (4) and L.C.I. (L)*

(D/D.C.O.M. 0690/43.—6 Apr. 1944.)

It has been approved to fit slow combustion stoves in lieu of oil radiators on the mess decks of all L.C.T. (3) and (4) and L.C.I. (L) and in the wardroom of L.C.I. (L) in craft in home waters as indicated on approved drawings which can be obtained upon application to Admiralty.

2. An item, classification A, is to be included in the lists of As. and As. to the ships concerned to cover the work involved, which should be carried out by base staffs.

3. On completion of this item, the following oil stoves at present allowed should be returned to store :—

	<i>Allowance per craft</i>
L.C.T. (3) Radiator, paraffin, Morris central oil, Giant type.	2
L.C.T. (4) Radiator, paraffin, Morris central oil, Giant type.	1
L.C.I. (L) Heaters, fuel oil, Duo-Therm ... ..	3

(F.O.C. Force S. 141630/Jan. 1944.)

(A.F.O. 1016/44 is cancelled.)

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

**1867.—Towing Winch—Alternative Control—As. and As.**

*Diesel Rescue Tugs—"Bustler" Class*

(D./T.D. 1700/43.—6 Apr. 1944.)

In order to improve the transmission of orders during towing operations in the above-mentioned vessels, approval has been given for an alternative control to the towing winch to be fitted at the after end of the boat deck as indicated in A.F.O. Diagram No. 103/44.

2. The control consists of shafting, with necessary mitre wheels, led to a deck socket enabling the master controller to be operated by means of a portable key, the deck socket being fitted with a notching device to synchronise with the existing notching arrangements in the controller box.

3. The Commanding Officers of vessels concerned are to include an item, Classification "B", in their lists of As. and As. to cover the work involved.

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

**1868.—Low Temperature Tubular Heaters, Pattern Nos. 19472 and 19473 and Accessories—Introduction**

(N.S. 15222/43.—6 Apr. 1944.)

The difficulty in obtaining supplies of the special tubing necessary for the construction of heaters, Patterns 19459 and 19460, has necessitated the introduction of heaters of modified design to which Pattern Nos. 19473 and 19472, respectively, have been assigned.

2. The new heaters will be supplied in future in lieu of the earlier patterns, and may be issued against demands for heaters, Patterns 19459 and 19460, which should now be regarded as obsolescent.

3. Heaters, Patterns 19459 and 19460, were designed solely for use in fire-control transmitting stations in certain classes of ships and any stocks of these heaters and their respective elements, Patterns 19465 (80 watts) and 19466 (150 watts) which may be held in store, should not be issued for any service other than for fire-control transmitting stations, without prior Admiralty approval.

4. The pattern numbers assigned to the elements for the new pattern heaters are Pattern 19475 (80 watts) for heaters, Pattern 19473, and 19474 (150 watts) for heaters, Pattern 19472. These elements can be accommodated in either the old or new pattern heaters, but elements, Patterns 19465 and 19466, are unsuitable for the new pattern heaters.

5. All these elements consist of flat mica type heating units connected in series and mounted on a metal frame complete with terminal base, two such heating units being fitted in the 80-watt elements and three in the 150-watt elements. As these heating units are the only consumable parts of the elements, they will, for reasons of economy, be provided as spares in future instead of the complete elements supplied hitherto.

6. The "first supply" quantity as spare, of the heating units, Patterns 19487 and 19488, to all classes of ships concerned will be one complete set of units (two or three as the case may be) for every eight or less tubular heaters of each pattern supplied.

7. The items referred to above have been added to the Authorized List of Naval Stores under Subhead F.2B, Contract Schedule C.809, as follows :—

<i>Pattern No.</i>	<i>Description</i>
19472	Low temperature tubular heater, 220 volts, 150 watts.
19473	Low temperature tubular heater, 220 volts, 80 watts.
19474	Element frame, complete with 3 in No. flat mica type heating units, Pattern 19488, for heaters, Pattern 19472.
19475	Element frame, complete with 2 in No. flat mica type heating units, Pattern 19487, for heaters, Pattern 19473.
19487	Flat mica type heating unit for low temperature tubular heaters, Patterns 19459 and 19473.
19488	Flat mica type heating unit for low temperature tubular heaters, Patterns 19460 and 19472.

Demands should be forwarded in the normal manner. Yards and depots should demand supplies in accordance with Admiralty Letter N.S.30262/43/Br.9B/B.40560, dated 28 Sep. 1943.

8. The Sea Store Establishments concerned will be amended.

**1869.—Batteries for Torches, Pattern 54—Introduction of Single Cell Units—1½ volts Pattern 14074 (Subhead F.2A)**

(N.S.12149/44.—6 Apr. 1944.)

It has been decided to discontinue the use of torch batteries, Pattern 55, in favour of single cells of 1½ volts, to which Pattern 14074, has been assigned. Three units, Pattern 14074 will, therefore, be required in lieu of each battery, Pattern 55, hitherto supplied to complete torches, buoyant indicating lights, etc., and as spares.

2. The utmost care and economy in the use of torches is required, as the continually increasing expenditure of them is causing a strain in the production. Demands for replenishment are to be kept to the minimum, and as the cells deteriorate in storage, stocks are to be restricted to a minimum. Replenishment demands for small quantities forwarded regularly can be dealt with more expeditiously than occasional demands for large quantities, and by this means the useful life of the cells is extended.

3. The Rate Book, Establishments of Naval Stores and Lists of Particulars will be amended.

4. *Dockyards and Naval Store Depots only.*—The standing contracts for torch batteries, Pattern 55, have been terminated and bulk purchases of Pattern 14074 units have been arranged for delivery as follows:—

Carfin ... ..	20,000	Newcastle ... ..	30,000
Chatham ... ..	330,000	Stroud ... ..	300,000
Sheerness ... ..	120,000	Greenock ... ..	90,000
Portsmouth ... ..	600,000	Dover ... ..	30,000
Devonport ... ..	320,000	Londonderry ... ..	75,000
Lyness ... ..	30,000	Portland ... ..	30,000
Leeds ... ..	30,000	Hull ... ..	27,000
Resyth ... ..	500,000	Glossop ... ..	30,000
Glasgow ... ..	54,000	Park Royal ... ..	213,000
Preston ... ..	450,000	Belfast ... ..	30,000

No further specifications should be forwarded to the Admiralty, and Admiralty letter dated 13th March, 1942, N.S. 10209/42/16618, should therefore be considered cancelled.

**1870.—Cinema Installations—Optical Windows**

*Ships Using Hangar Space for Cinema Purposes and Shore Establishments*

(N.S. 26396/43.—6 Apr. 1944.)

Good quality ¼-in. plate glass (Subhead E.11) is suitable for use in projection ports of cinema operating boxes, and is, therefore, in future to be used instead of windows, optical glass, 12. in. by 12 in., Pattern 7540 (Subhead F.3A) of which no more will be provided after present stock is exhausted.

2. The Rate Book for Naval Stores and Establishments List K.1 (for Sound Reproduction Outfits) will be amended in due course.

**1871.—Elsan Closets—LCT and LCI(L)**

(N.S. 13859/44.—6 Apr. 1944.)

Additional stores to provide facilities for military personnel embarked are to be carried on board LCT, Marks 1-5 and LCI(L) as shown below:—

<i>Craft</i>	<i>Description</i>	<i>Allowance per craft</i>
	<i>B.8</i>	
LCT (1-5) ... ..	Elsan Chemical Closet "A.M." model complete with one gallon of "Elsanol" chemical.	3 No.
LCI (L) ... ..	Elsan Chemical Closet "A.M." model complete with one gallon of "Elsanol" chemical.	Up to 4 No. where stowage is available and sufficient facilities are not already provided.
	<i>E.6</i>	
LCI(L) and LCT (1-5)	Chemical "Elsanol"	... 1 gallon for each closet.

2. Purchase of 5,250 No. closets, each complete with "Elsanol" chemical, and one spare gallon of "Elsanol" chemical for each closet has been arranged for distribution as follows:—

					(a)		
	<i>Ports-</i>	<i>Devon-</i>		<i>Severn</i>	<i>Alexan-</i>		
	<i>Chatham</i>	<i>mouth</i>	<i>port</i>	<i>Rosyth</i>	<i>Area</i>	<i>Malta</i>	<i>dria</i>
	1,000	1,000	1,000	1,000	500	550	100
							100

(a) Will be shipped direct from contractors works through S.N.S.O., Park Royal, N.W.10.

3. Bases should demand supplies for attached craft and storing yards should arrange issue to craft under construction.

4. The establishments of stores will be amended.

(A.N.C.X.F. No. X/0750/1/4, 10 Dec. 1943.)

**Section 4**

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

**1872.—Bread—Supply in Emergency**

(V. 2471/44.—6 Apr. 1944.)

An emergency bread supply scheme has been arranged with the Ministry of Food for the purpose of providing alternative sources of supply of bread for the Navy, if supply from the normal sources is interrupted, or if for any reason requirements increase beyond the capacity of the normal source of supply. The main feature of the scheme is that for every normal source of supply, whether a civilian contractor or a naval bakery, the Area Bread Officer of the Ministry of Food (who is furnished with a list of these sources of supply by the Director of Navy Contracts) arranges an alternative source of supply which will be available either in substitution for or to supplement the normal source. A list of Area Bread Officers is given in the Appendix.

2. On being notified by the Director of Navy Contracts of the normal sources of supply (*i.e.*, by contractor or naval bakery), the Area Bread Officer selects and makes the necessary arrangements with an alternative supplier or suppliers capable of providing or completing the estimated daily requirements due to be made by the normal supplier situated in the Bread Area concerned. The mode of transport arranged with the alternative supplier (delivery to destination for collection from the bakery) will as far as possible correspond with that for the normal supplier.

3. The Area Bread Officer informs each normal contractor of the name of his alternative supplier, instructing him that if he is at any time prevented by enemy action or increased demands beyond his capacity, or other contingency outside his own control, from *fulfilling his contract* or complying with the demands made for any period of one day or more, he will forthwith request his alternative supplier to take over supply as necessary on the terms previously arranged by the Area Bread Officer, and at the same time time notify the Area Bread Officer. The Area Bread Officer will notify the naval authority concerned of the alternative supply arrangements concluded (including prices) both for civilian contractors and for naval bakeries. He will similarly notify him of any subsequent changes. If necessary, minor details may then be settled by direct contact with the alternative supplier. In the event of the failure of supply from a naval bakery, the naval authority concerned is to request the alternative supplier to take over supply on the terms previously arranged by the Area Bread Officer (and at the same time to notify the Area Bread Officer).

4. In the event of a contractor being required by the local Naval authority to deliver bread greatly in excess of the estimated contracted quantity, the contractor, if unable to produce the full quantity, should at once request his alternative supplier to make up the deficiency and advise the Area Bread Officer

and the Naval Authority accordingly. The Area Bread Officer will thereupon establish by enquiry whether it was necessary for the contractor to delegate the production of the deficiency to his alternative supplier. If so, the Area Bread Officer will advise the alternative supplier to treat the bread produced by him as emergency bread and will also inform the local Naval Authority of the circumstances. If the Area Bread Officer finds that the contractor could have produced the full quantity without assistance and without endangering his normal trade, the bread delegated to the alternative supplier shall be considered a trade transaction between the contractor and the alternative supplier.

5. These emergency arrangements should be utilised for the minimum period only. If the services of the alternative suppliers are likely to be required for more than 14 days, the fact should be reported by the naval authorities concerned to the Director of Navy Contracts so that a formal contract can be placed as soon as possible to cover the period anticipated, the emergency scheme being used in the interim until the new contract is placed. The period of the new contract in such cases will be stated as "approximate", and provision will be made for termination on seven days' notice. When such new contract is to come into operation, the alternative supplier and the Area Bread Officer should be given at least 24 hours' notice of the cessation of emergency deliveries; such notice to be given by the Naval Authority concerned.

6. If the original contractor subsequently resumes full supply, the alternative supplier and the Area Bread Officer must be given at least 24 hours' notice of the cessation of emergency deliveries, such notice to be given by the Naval Authority concerned, if the original source of supply was a naval bakery, otherwise by the original contractor. If a new contract has been placed as indicated in paragraph 5, the new contractor will need seven days' notice of termination under the conditions of his contract before the resumption of supply in full from the original source.

7. Area Bread Officers have been requested to ensure that, so far as is practicable, the Admiralty specifications are observed in producing bread under these arrangements. Delivery of emergency bread however is not to be refused on account of the non-compliance of the supplying bakery with the Contract Specifications, provided that the bread has been made from National Straight Run or National Wheatmeal Flour, and is in sound condition. If a baker who has been called upon by the Area Bread Officer to supply emergency bread is unable to provide the full quantity of National Wheatmeal bread ordered, white bread will be taken in lieu of any deficiency of National Wheatmeal bread.

8. *Local Purchases of Bread.*—Apart from the above arrangements, should it be considered necessary to make local purchases of bread failing the arrangement of a formal Admiralty contract, the Area Bread Officer should at all times be consulted by the Naval Authority requiring supplies before such arrangements are made.

## APPENDIX

## LIST OF BREAD OFFICERS

## LONDON FOOD DIVISION

Area Bread Officer ... ..	Mr. F. A. Bates, 10-12, Cork Street, London, W.1. (Tel. : Regent 6711.)
Sub Area Bread Office ...	60, Maryland Road, Stratford, London, E.15. (Tel. : Maryland 4811.)
Deputy Area Bread Officer ...	Mr. J. T. Cairns, Messrs. H. L. Groom & Sons, Ltd., Northumberland Heath, Erith, Kent. (Tel. : Erith 2646.)

## EASTERN FOOD DIVISION

## Great Yarmouth and Gorleston District

Assistant Area Bread Officer...	Mr. D. F. Matthes, England's Lane, Gorleston-on-Sea. (Tel. : 20. Private : 456.)
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## Lowestoft District

Assistant Area Bread Officer...	Mr. S. G. Cooper, 13, Mariners Street, Lowestoft. (Tel. : 83. Private : Oulton Broad 77.)
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## Kings Lynn District

Assistant Area Bread Officer...	Mr. A. Craske, 48, Blackfriars Street, Kings Lynn. (Tel. : 3231.)
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## EASTERN FOOD DIVISION—contd.

## Suffolk

Assistant Area Bread Officer...	Mr. E. W. Newstead, Well Farm, Winesham, Nr. Ipswich. (Tel. : 258 Winesham.) Business address : 113, Bramford Road, Ipswich. (Tel. : 2420.)
Assistant Area Bread Officer...	Mr. R. Turnbull, 575, Felixstowe Road, Ipswich. (Tel. : 2154 (Day) and 7771 (Private).)

## Colchester District

Assistant Area Bread Officer...	Mr. G. Wilson, 6A, Sir Isaacs Walk, Colchester. (Tel. : 4395/6.)
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## Southend District

Assistant Area Bread Officer...	Mr. F. H. Garon, Ernsbrake Chambers, Victoria Chambers, Southend-on-Sea. (Tel. : Marine 6201. Private : Southend 46126.)
Assistant Area Bread Officer...	Mr. E. Alvan James, 49, High Street, Southend-on-Sea. (Tel. : 2271. Private : 2158.)

## SOUTH EASTERN FOOD DIVISION

Area Bread Officer ... ..	Mr. A. R. Wakefield, 70, Stone Street, Maidstone. (Tel. 2321.)
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## District No. B.1

Assistant Area Bread Officer...	Mr. Cecil Swatland, Messrs. King & Feaist, Hastings.
Sussex County Officer ...	Mr. E. D. Hyde, 19-23, Church Street, Eastbourne. (Tel. 169.)

## District No. B.2

Auxiliary Bread Officer— Folkestone ... ..	Mr. C. Bridgland, 78, Canterbury Road, Folkestone. (Tel. 4515.)
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## District No. B.3

Assistant Area Bread Officer...	Mr. A. J. Clark, 22, Fonthill Road, Hove, Sussex. (Tel. (House) 2202, (Office) 3543.)
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## District No. B.4

Assistant Area Bread Officer...	Mr. E. A. Coleman, 142, High Street, Margate. (Tel. 620.)
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## District No. B.5

Assistant Area Bread Officer...	Mr. H. Foster, The Co-operative Society, Sittingbourne. (Tel. 130 or 640.)
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## District No. B.6

Assistant Area Bread Officer...	Mr. D. S. MacLachlan, Ardluss, Old Camp Road, Eastbourne. (Tel. 936 and 1563.)
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## District No. B.7

Auxiliary Bread Officer— Gravesend ... ..	Mr. D. Smith, Gravesend Co-operative Society, Echo Square, Gravesend. (Tel. 96.)
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## District No. B.8

Assistant Area Bread Officer...	Mr. G. J. Humphrey, 19, High Street, Blue Town, Sheerness. (Tel. 32.)
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## District No. B.9

Assistant Area Bread Officer...	Mr. E. F. Mitchell, 62, Chapel Road, Worthing. (Tel. 316.)
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## District No. B.10

Assistant Area Bread Officer...	Alderman J. R. Hobbs, 70-71, South Street, Chichester. (Tel. 2777 and 2176.)
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## SOUTHERN FOOD DIVISION

*Portsmouth District*

Assistant Area Bread Officer... Mr. A. G. Bourne, Co-operative Bakery, 110, Fratton Road, Portsmouth. (Tel. 74471.)

*Gosport District*

Assistant Area Bread Officer... Mr. W. R. Ayling, 20, Chapel Street, Hardway, Gosport. (Tel. 8740.)

*Southampton District*

Assistant Area Bread Officer... Mr. H. G. Lowman, 76/86, Portswood Road, Southampton. (Tel. 74061/2/3.)

*Bournemouth District*

Assistant Area Bread Officer... Mr. C. G. DeHavilland, 192, Old Christchurch Road, Bournemouth. (Tel. 4055 and Boscombe 932.)

*Poole District*

Assistant Area Bread Officer... Mr. J. Bright, 117, High Street, Poole. (Tel. 249.)

*Weymouth District*

Assistant Area Bread Officer... Mr. H. A. Bond, 13, Lennox Street, Weymouth. (Tel. 554.)

*Isle of Wight*

Assistant Area Bread Officer... Mr. F. T. Cooper, The Bakery, Binstead. (Tel. Ryde 2189.)

## NORTHERN FOOD DIVISION

Area Bread Officer ... Mr. C. N. Brown, 2, Jesmond Road, Newcastle-on-Tyne. (Tel. 28851/7 and Jesmond 1414.)

*Area between Blyth, Tynemouth, Wallsend, East of Station Road and Morpeth (not including)*

Assistant Area Bread Officer... Mr. A. Bestford, Manager, North Tyneside Co-op. Bakeries Ltd., Front Street, Chirton, North Shields. (Tel. : 574.)

*Area between Wallsend, West of Station Road, North to Morpeth (but not including) Newcastle West to Haltwhistle*

Assistant Area Bread Officer... Mr. J. Davies, General Manager, Newcastle Co-op. Soc. Ltd., Elswick Place, Newcastle-on-Tyne. (Tel. : 33947.)

*Area between Durham City (not including) to Easington (not including) to Darlington with River Tees as the Southern Boundary*

Senior Assistant Area Bread Officer. Mr. T. E. Hart, Manager, Hartlepool Co-operative Society Ltd., Bakery Department, Waldon Street, West Hartlepool. (Tel. : 3171.)

Deputy Assistant Area Bread Officer. Mr. E. H. Wagstaffe, Stockton Co-operative Society Ltd., Bakery Department, Dovecote Street, Stockton-on-Tees. (Tel. : 66261.)

*Middlesbrough, Redcar and District*

Assistant Area Bread Officer... Mr. A. Forbes, Messrs. J. Forbes Ltd., Forbes Building, Linthorpe Road, Middlesbrough. (Tel. : 3140.)

*Whitby and District*

Assistant Area Bread Officer... Mr. R. M. James, W. James, 10, Skinner Street, Whitby, Yorks. (Tel. : 101.)

*Scarborough and District*

Assistant Area Bread Officer... Mr. R. Wray, Messrs. D. Wray & Sons Ltd., Gladstone Street, Scarborough. (Tel. : 555.)

## NORTH-EASTERN FOOD DIVISION

*Hull District*

Assistant Area Bread Officer... Mr. J. J. N. Mackman, Southcoates Avenue, Hull. (Tel. 31848.)

## NORTH MIDLAND FOOD DIVISION

Assistant Area Bread Officer—

Grimsby ... Mr. W. H. Hewson, Messrs. E. Fox, Ltd., 178, Freeman Street, Grimsby. (Tel. : 2152.)

Assistant Area Bread Officer—

Skegness ... Mr. T. A. Phillips, Prince George Street, Skegness. (Tel. : 82.)

Boston ... Mr. J. Goodcare, 75 West Street, Boston. (Tel. : 2339.)

## NORTH-WESTERN FOOD DIVISION

Deputy Area Bread Officer ... Mr. S. G. Taylor, Messrs. Richard Taylor & Sons Ltd., Buchanan Road, Liverpool. (Tel. : Aintree 2376.)

Assistant Area Bread Officer... Mr. W. C. Robertson, Watson Street, Carlisle. (Tel. : 976.)

*Barrow-in-Furness, Kendal, Ulverston, Dalton-in-Furness, Millom.*

Assistant Area Bread Officer... Mr. W. Armer, Cavendish Bakery, Cavendish Street, Barrow-in-Furness. (Tel. : Barrow 105 and 684.)

*Preston, Morecambe, Lancaster, Fleetwood, Blackpool, Lytham, Blackburn, Darwen, Thornton.*

Assistant Area Bread Officer... Mr. A. Harrison, Messrs. T. Harrison & Sons, Ltd., Hermon Street, Preston. (Tel. : 3198.)

*Liverpool, Birkenhead, New Brighton, Wallasey, Southport, Ormskirk, Bootle, St. Helens, Widnes, Bedlington, Prescot*

Deputy Area Bread Officer ... Mr. S. G. Taylor, Messrs. R. Taylor & Sons Ltd., Buchanan Road, Liverpool. (Tel. : Aintree 2376.)

## NORTH WALES FOOD DIVISION

Area Bread Officer ... Mr. Vernon Roberts, The Green, Flint. (Tel. : 2266.)

*Anglesey*

Assistant Area Bread Officer... Mr. E. W. Edwards, Messrs. Robert Roberts & Co., 243-245, High Street, Bangor. (Tel. : 200.)

*County of Caernarvon*

Deputy Area Bread Officer ... Mr. W. W. Hughes, Pool Lane Bakery, Caernarvon (Tel. : 213.)

*County of Denbigh*

Assistant Area Bread Officer... Mr. H. Hempson, 15, Charles Street, Wrexham, (Tel. : 96.)

*County of Flint*

Assistant Area Bread Officer... Mr. J. P. Roberts, Queen's Bakery, Rhyl. (Tel. : 124.)

*County of Merioneth*

Assistant Area Bread Officer... Mr. H. Miles Williams, Cambrian House, Dolgelly. (Tel. : 28.)

## SOUTH WALES FOOD DIVISION

- Area Bread Officer ... .. Mr. R. C. Richardson, Rumney Hill, Cardiff.  
(Tel. : St. Mellons 7.)
- Penarth Area*
- Assistant Area Bread Officer... Mr. A. Holton, Maughan Street, Penarth. (Tel. :  
510.)
- Barry Area*
- Assistant Area Bread Officer... Mr. C. Butler, Astro Bakery Company, 96, Barry  
Road, Barry. (Tel. : 634.)
- Newport Area*
- Assistant Area Bread Officer... Mr. J. W. Johns, Collier's Bakery, Trostrey Street,  
Newport. (Tel. : 2340.)
- Swansea Area*
- Assistant Area Bread Officer... Mr. T. E. Jones, Rhyddings Bakery, Swansea.  
(Tel. : 5340.)
- Pembroke Area*
- Assistant Area Bread Officers Mr. High Hall, Main Street, Pembroke.  
Mr. H. S. Hunt, 87, Queen Street, Pembroke Dock.
- Milford Haven Area*
- Assistant Area Bread Officer... Mr. J. Stanford, County Cafe, Milford Haven.  
(Tel. : 249.)
- Llanelly Area*
- Assistant Area Bread Officer... Mr. G. F. Austin, 4, Market Street, Llanelly.  
(Tel. : 53.)
- Cardigan Area*
- Auxiliary Bread Officers ... Mr. D. E. Edwards, Northend Bakery, Cardigan.  
Fishguard ... .. Mr. D. Rees, Main Street, Fishguard.  
Haverfordwest ... .. Mr. Stanley Downs, Old Bridge Bakery, Haver-  
fordwest.

## SOUTH WESTERN FOOD DIVISION

- Devonshire Area*
- Area Bread Officer ... .. Mr. C. W. H. Hill, 19-21, Clifton Road, Exeter.  
(Tel. : 54925.)
- Bristol Area and Somerset Area North and East of Bridgwater*
- Assistant Area Bread Officer... Mr. A. P. Keen, 100, Wells Road, Bristol. (Tel. :  
77279.)
- Plymouth Area and Part of East Cornwall*
- Assistant Area Bread Officer... Mr. G. G. Pooley, 31, Regent Street, Plymouth.  
(Tel. : 2354.)
- Cornwall Area*
- Assistant Area Bread Officer... Mr. R. P. Dyer, Messrs. Richards & Dyer, St.  
Austell. (Tel. : 105.)

## NORTHERN IRELAND FOOD DIVISION

- Belfast Area*
- Divisional Bread Officer ... Mr. Duncan Graham, U.C.B.S., Ltd., Ravenhill  
Avenue, Belfast. (Tel. : 57281, (Private) 41310.)
- Londonderry*
- Area Bread Officer ... .. Mr. J. A. Piggott, Messrs. Brewsters, Ltd.,  
Londonderry. (Tel. : Derry 2277.)

## WEST OF SCOTLAND FOOD DIVISION

- Principal Area Bread Officer ... Mr. H. W. Harvey, United Co-operative Baking  
Society, Ltd., 12, McNeil Street, Glasgow, C.5.  
(Tel. : South 2061.)
- North Ayrshire*
- Area Bread Officer ... .. Mr. N. D. Robinson, Messrs. John A. Mather &  
Co., Ltd., 17, Portland Street, Kilmarnock.  
(Tel. : 159.)
- Glasgow (North)*
- Area Bread Officer ... .. Mr. J. C. Cunningham, Beatties Bakeries, Ltd.,  
116, Paton Street, Glasgow, E.1. (Tel. :  
Bridgeton 2411.)
- Glasgow (South) and Renfrewshire (11)*
- Area Bread Officer ... .. Mr. C. H. Judd, Galbraith's Stores, Ltd., 53, Back  
Sneddon Street, Paisley. (Tel. : 2121.)
- Renfrewshire (1)*
- Area Bread Officer ... .. Mr. Edward Mackay, Messrs. Mackay's, Ltd.,  
21, West Blackhall Street, Greenock. (Tel. :  
784.)
- Dumfriesshire*
- Area Bread Officer ... .. Mr. D. Cook, Dumfries & Maxwelltown Co-  
operative Society, Ltd., 4, Queensbury Street,  
Dumfries. (Tel. : 1433.)
- Wigtownshire*
- Area Bread Officer ... .. Mr. P. Gillespie, Messrs. John Gillespie & Sons,  
Ltd., 14, Castle Street, Stranraer. (Tel. : 11.)
- Stirlingshire and Clackmannan*
- Area Bread Officer ... .. Mr. Andrew Anthony, Stirling Co-operative Society,  
Ltd., 3, Barnton Street, Stirling. (Tel. : 964.)
- Argyllshire*
- Assistant Area Bread Officers—
- Mull ... .. Mr. J. B. Yule, Tobermory, Mull. (Tel. : Tober-  
mory 10.)
- Inveraray ... .. Mr. A. Guthrie, Inveraray.
- Area Bread Officer—
- Campbeltown ... .. Mr. John Hoynes, 23, Main Street, Campbeltown.  
(Tel. : Campbel 2138.)
- Islands*
- Area Bread Officer ... .. Mr. John Currie, Alex. Currie & Sons, Port Ellen,  
Islay. (Tel. : Port Ellen 7.)
- Island of Bute*
- Area Bread Officer ... .. Mr. C. S. Muir, 17, High Street, Rothesay.  
(Tel. : 97.)
- Dumbartonshire*
- Area Bread Officer ... .. Mr. Charles MacLaughlan, 2, East Princes Street,  
Helensburgh. (Tel. : 21.)
- Argyllshire*
- Area Bread Officer—
- Dunoon ... .. Mr. D. MacPherson, 66, Argyll Street, Dunoon.  
(Tel. : 76.)
- Oban ... .. Mr. J. Kennedy, Hugh Kennedy, Ltd., 60, George  
Street, Oban. (Tel. : 100.)
- Brodick ... .. Mr. W. B. Spence, Messrs. A. Woolley & Sons,  
Brodick. (Tel. : 8.)
- SOUTH EAST OF SCOTLAND DIVISION*
- Principal Area Bread Officer... Mr. J. Scott, Messrs. Scott Lyon, Ltd., 145, Ferry  
Road, Edinburgh, 6. (Tel. : Leith 35454.)
- City of Edinburgh*
- Area Bread Officer ... .. Mr. J. Scott (as above).

## SOUTH EAST OF SCOTLAND DIVISION—contd.

## West Lothian

Area Bread Officer—  
Bo'ness ... .. Mr. Peter Macpherson, Messrs. John Johnston & Sons, North Street, Bo'ness. (Tel. 88.)

## NORTH EAST OF SCOTLAND DIVISION

Principal Area Bread Officer... Mr. David Bron, Messrs. William Kennaway, Ltd., 5-7, Holburn Street, Aberdeen. (Tel. 757.)

## Aberdeenshire, including Upper Donside

Area Bread Officer ... .. Mr. Alexander Simmers, Messrs. Forbes Simmers, Ltd., Hatton Cruden. (Tel. Hatton 210.)

## Aberdeen City (including Culter and Inverurie)

Area Bread Officer ... .. Mr. Robert J. Robb, Northern Co-operative Society, Ltd., Berryden Road, Aberdeen. (Tel. Aberdeen 1356.)

## Orkney

Area Bread Officer ... .. Mr. R. S. Spence, Messrs. Cumming & Spence, Albert Street, Kirkwall. (Tel. 34.)

## Shetland

Area Bread Officer ... .. Mr. James Elliott Taylor, Messrs. John Black & Sons, 39, Commercial Road, Lerwick. (Tel. 107.)

## NORTH OF SCOTLAND FOOD DIVISION

Principal Area Bread Officer... Mr. John Burnett, Junr., 46, Academy Street, Inverness. (Tel. 158.)

## Inverness-shire

Area Bread Officer ... .. Mr. T. Skinner, 2, St. Stephen's Brae, Inverness. (Tel. 508.)

## NORTH OF SCOTLAND FOOD DIVISION—contd.

## Ross and Cromarty

Area Bread Officer ... .. Mr. J. W. Deas, High Street, Dingwall. (Tel. 3129.)

## Fort William and Area

Area Bread Officer ... .. Mr. William Fraser, High Street, Fort William. (Tel. 101.)

## Outer Islands except Island South of Benbecula

Area Bread Officer ... .. Mr. A. W. Howie, 39, Cromwell Street, Stornoway. (Tel. 130.)

## Caithness

Area Bread Officer ... .. Baillie P. Sutherland, Lower Dunbar Street, Wick. (Tel. 77.)

## EAST OF SCOTLAND FOOD DIVISION

Principal Area Bread Officer... Mr. Andrew Wallace, Stobswell Bakery, Dundee. (Tel. 82224.)

## Fife and Kinross

Assistant Area Bread Officers—  
Dunfermline ... .. Mr. C. MacBeth, Co-operative Society, Ltd., Dunfermline. (Tel. 863.)

Burntisland ... .. Mr. A. Swanston, Co-operative Society, Ltd., Burntisland. (Tel. 3116.)

Crail ... .. Mr. A. Downie, 54, Marketgate, Crail. (Tel. 227.)

## Angus County, excluding City of Dundee and Monifieth Burgh

Area Bread Officer ... .. Mr. A. M. Porteous, 162, High Street, Arbroath. (Tel. 3244.)

## Dundee (including Monifieth Burgh on the East and the Village of Invergowrie on the West)

Area Bread Officer ... .. Mr. James Michie, James Keiller & Son, Ltd., Mains Loan, Dundee. (Tel. 81826.)

## 1873.—Liquid Milk—Supplies during May, June and July, 1944

(V.11/2153/44.—6 Apr. 1944.)

During the months of May, June and July, 1944, supplies of liquid milk will be available for personnel victualled from Service sources in all Naval shore establishments at home.

2. The arrangements for obtaining these supplies are set out below, and during these three months the existing instructions for obtaining liquid milk for those classes of personnel who have been receiving it during the winter are suspended, viz. A.F.O. 3072/42, Sections N. and Q. (as amended by A.F.O. 3506/42).

3. Requirements of liquid milk during the months of May, June and July for all messes (including officers' messes) should be collated by the Accountant Officer, or by an officer appointed by the Commanding Officer, for each establishment, and an order for the total weekly quantity of milk required, calculated on the basis set out in paragraph 5 below, should be placed forthwith with one local supplier who should be the Admiralty milk contractor where such a contract exists. The contractor or supplier should be informed that this is the weekly requirement for the establishment from 1st May to 31st July, subject to any change which may be necessitated by alteration in the numbers victualled and to the concurrence of the Regional Milk Supply Officer who is being notified. Where there is no Admiralty contractor, the Regional Milk Supply Officer, whose address can be obtained from the local Food Office, should be consulted as to the source from which milk should be obtained, and whether payment for supplies should be made to the supplier or direct to the Milk Marketing Board. In such cases supplies should be arranged on the best terms obtainable: if doubt exists about prices, where appreciable quantities are involved, the Director of Navy Contracts should be consulted before a price is finally agreed. Save in very exceptional circumstances, all supplies should be taken IN BULK—not in bottles. It is important that the correct payment procedure be ascertained and followed in order to avoid risk of duplicate payments by the Milk Marketing Board to producers who are making supplies direct.

4. At the same time as the order is placed, a notification in the form given in paragraph 5 below should be sent to the Regional Milk Supply Officer. It is essential that this notification be sent to the R.M.S.O. in order that the contractor or supplier may be authorised to supply and where necessary be provided with the milk to meet the establishment's requirements.

## 5. Form of Notification to Regional Milk Supply Officers:—

"An Order for ..... gallons of liquid milk weekly has been placed with Messrs. .... of ..... for the period May, June and July, 1944. This will be a regular requirement for this establishment for the period so far as can be foreseen, but any material change in requirement will be notified to you. Messrs. .... have been requested to effect delivery daily at ..... (insert time of day).

The quantity ordered has been calculated on the following basis:—

(a) Officers and ratings at not more than 3 pints per head weekly ... ..	gallons
(b) Officers and ratings (women) at not more than 3 pints per head weekly ... ..	gallons
(c) Additional allowance for boys at 3½ pints per head weekly ... ..	gallons
(d) Additional allowance authorized for dietetic reasons (e.g. to crews of operational aircraft, to aircraft "dopers," etc.) on Medical Officer's recommendation—at 3½ pints per head weekly ... ..	gallons
(e) Sick personnel (not included at (a) or (b) above) entitled to 7 pints a head weekly ... ..	gallons
(f) Sick personnel (not included at (a) or (b) above) entitled to 14 pints a head weekly ... ..	gallons
Total ... ..	gallons

It is requested that the above information regarding the number of personnel borne in this establishment may be treated as SECRET.

(Signed)

Accountant Officer or Commanding Officer."



6. The classes of sick personnel entitled to 1 or 2 pints of liquid milk daily are given in A.F.O. 3072/42, Section N, paragraph 9.

7. The allowances shown in paragraph 5 above are maxima and when the full quantities are drawn, condensed or full cream dried milk is not to be taken up in addition from Service stocks. If for any reason the full allowance is not drawn the difference between the quantity drawn and the full allowance may be taken up in the form of condensed or full cream dried milk from Service stocks. For this purpose the following equivalents should be used:—

	Condensed		Full cream
	British or	U.S.A. milk	dried milk
	Dominion milk		
Fresh milk, 1 pint ...	8 oz.	10 oz.	2½ oz.

8. Before the end of July a further notification of the reduced quantity authorized on and after 1st August under the arrangements set out in A.F.O. 3072/42, Section Q (as amended by A.F.O. 3506/42), must be sent to the R.M.S.O. Fresh notifications must also be sent to that Officer at all times when any appreciable change (up or down) occurs in the average daily requirement permitted by regulations; this action is essential to avoid supplies being made in excess of the permitted quantities or delay in securing any authorized increases.

9. *Sea-going Ships in harbour.*—With a perishable commodity such as milk it is not possible to guarantee that supplies shall be available to meet the fluctuating requirements of H.M. sea-going ships when in harbour. All possible steps will, however, be taken to make supplies available during the months of May, June and July, and sea-going ships when in harbour may apply to the local Admiralty contractor or to a local supplier, where no contract exists, for their requirements. No direct application need be made to the Regional Milk Supply Officer for such supplies, but a written statement of the total quantity drawn must be given to the supplier to enable him to account to the R.M.S.O. for the milk which he has supplied. This statement must be signed by a responsible officer of the ship, but need be stamped only with the ship's postal order dating stamp or seal if it is necessary to avoid disclosing the ship's name.

10. *Containers.*—The importance of the prompt return of all milk churns and other containers is again emphasized, and all possible steps are to be taken by all concerned to ensure that they are not misused or retained in H.M. ships and establishments longer than is essential.

11. Holders of Ration Books R.B.1/R.N. or Ration Cards R.B.8X, and R.B.8R, R.B.12 or R.B.8A, will continue to obtain supplies of milk as hitherto.

(A.F.Os. 698/42, 3072/42 and 3506/42.)

(A.F.O. 1744/43 is cancelled.)

#### 1874.—Unserviceable Clothing and Textiles—Disposal

(V. 7/8193/43.—6 Apr. 1944.)

The following is to be added to the appendix shown in A.F.O. 226/44:—

	Address	Tel. No.	Appropriate Stores
Belfast ... ..	Owen O'Cork Mills Beersbridge Road, Bloomfield, Belfast	Belfast 58328	Textiles and Clothing

(A.F.O. 226/44.)

#### 1875.—Sun Helmets, Covers and Sun Helmet Badges

(V. 7517/43.—6 Apr. 1944.)

The supply of sun helmets, covers and sun helmet badges on personal loan to ratings serving in H.M. ships and Fleet establishments on foreign stations is to be discontinued. Sun helmets, covers and badges at present held by ratings are to be withdrawn and taken on charge in the Accountant Officer's store charge.

2. To meet any special requirements (e.g., sentries, look-outs and landing parties where climatic conditions call for the protection afforded by sun helmets) stocks sufficient to provide for 15 per cent. of the complement are to be carried in ships and establishments abroad and in Home Fleet ships which are liable to proceed to foreign stations.

3. Sun helmets in excess of this scale are to be returned to a victualling yard as opportunity offers.

(Br. 93, Chap. XII, Sections 8 and 9.)

(A.F.O. 750/44.)

#### 1876.—Motor Camera Driving (Stores Ref. 14A/535 and 14A/988)—Modification to Field Leads

(A.C.R.D./A.M.R. 20106/44.—6 Apr. 1944.)

Instances have occurred of the field winding connection leads bearing on the commutator. These leads are necessarily long to enable them to be connected to the terminal points of the brush holders and may, in the assembly of the motor, bend in such a way as to press against the commutator with consequent wear to the insulation and possible shorting.

2. The following modification is to be carried out, at the first convenient opportunity, on all motors bearing the Serial Nos. given below, to obviate further damage to the insulation of the field leads:—

Motor Type A, Stores Ref. 14A/535 Nos. CG. 8941–9454 inclusive.

Motor Type B, Stores Ref. 14A/988 Nos. CG. 100–4570 inclusive.

- (1) Unscrew the two brush caps and withdraw the brush assemblies.
- (2) Remove the locking nuts from the end of the motor casing, taking care not to lose the spring washers.
- (3) Ease the casing apart.

*Note.*—It is important not to pull it apart suddenly as the field leads may be broken off short at the field coil end.

- (4) If the insulation of the leads is worn, cover the leads with systoflex.
- (5) Carefully bend the leads to lay against the locking bolts and secure with as many layers of insulating tape as the space between the casing and the locking bolts will permit.
- (6) Re-assemble the motor casing and at the same time direct the loose wire to the side of the casing (i.e. away from the commutator).
- (7) Replace the spring washers and lock the casing.
- (8) Insert the brush assemblies and screw brush caps finger-tight.
- (9) Check that the insulation resistance of the motor is over 20 megohms by means of 250 volt tester.

#### 1877.—Railway Conveyance of Naval Drafts—Supply of Mugs

(V. 5/3033/42.—6 Apr. 1944.)

The supply of crockery in railway refreshment rooms and in most voluntary canteens is now such that, as a rule, drafts travelling by ordinary public services can obtain liquid tea for consumption in railway companies' refreshment rooms and the voluntary canteens in drinking utensils provided by the caterers. Mugs, therefore, are not normally to be issued from Service stocks for drafts travelling by ordinary services.

2. When, however, tea is required on railway platforms for large drafts travelling by special train or in similar circumstances (e.g., cross country journeys where drafts do not detrain and refreshments have to be served at small stations) it will be necessary to provide mugs, and in such cases the Principal Railway Transport Officer or local Naval Railway Transport Officers will indicate in Rail Movement Instructions that mugs for drinking purposes will be required.

3. When this is done arrangements are to be made to issue mugs to the draft and the officer in charge of the draft will be responsible for collecting them at the end of the journey and handing them to the nearest naval authority. Men failing to return their mugs are to be charged the sum of 1s., and the officer in charge of the draft is responsible for supplying a list of the men against whom this charge is to be made to the ship or establishment to which the men are discharged, or, in the case of drafts proceeding abroad, to the ship or establishment from which men were despatched. In the latter case the despatching ship or establishment will be responsible for communicating the charges to the ships to which the men have been drafted.

4. Ships and establishments requiring mugs for issue should demand them from a victualling yard in the normal way. Mugs returned to naval authorities after use by drafts should be sent to the nearest victualling yards as soon as possible.

(A.F.O. 6164/43 is cancelled.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

### 1878.—Amendments to Books

(E.F.O.—6 Apr. 1944.)

The undermentioned amendments (A.F.Os. P.237/248) 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, 5½, 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.237/44.—B.R. 378 (General)—A.S.E.—Amendment No. 30.  
 \*P.238/44.—B.R. 378 (General)—A.S.E.—Amendment No. 31.  
 \*P.239/44.—B.R. 378 (General)—A.S.E.—Amendment No. 32.  
 \*P.240/44.—B.R. 378 (General)—A.S.E.—Amendment No. 33.  
 P.241/44.—B.R. 157 (2)—Addendum No. 2 to B.R. 157/1933—Naval Electrical Pocket Book—Amendment No. 1.  
 P.242/44.—B.R. 632 C—Gunnery Training Manual Volume III—Amendment No. 16.  
 P.243/44.—B.R. 862—Naval Magazine and Explosives Regulations—1941—Amendment No. 11.  
 P.244/44.—B.R. 862—Naval Magazine and Explosives Regulations—1941—Amendment No. 12.  
 P.245/44.—B.R. 901/34 (1)—Addendum No. 1 to the Handbook for the Admiralty Fire Control Clock Mark I for Marks II and III—1935—Amendment No. 2.  
 P.246/44.—B.R. 901/34 (2)—Addendum No. 2 to the Handbook for the Admiralty Fire Control Clock, Mark I for Mark IV—1936—Amendment No. 1.

P.247/44.—B.R. 901/38 (4)—Addendum No. 4 to the Handbook for the Admiralty Fire Control Clock, Mark I for Admiralty Fire Control Clocks Marks III\*, VIII and VIII\*—1940—Amendment No. 2.

P.248/44.—O.U. 6350—Manual of Minesweeping—Amendment No. 13.  
 \*Exceptionally, A.F.Os. P.237, P.238, P.239 and P.240 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.

The footnote of A.F.O. 1731/44 is to be amended as follows :—  
 For "A.F.O. 1559/44" read "A.F.O. 1599/44".

(A.F.O. 1731/44.)

### 1879.—A.M.S.Is.

(E.F.O.—6 Apr. 1944.)

Admiralty Merchant Shipping Instructions, Nos. 24–27/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 1732/44.)

### 1880.—A.F.Os.—Increased Scale of Supply to Escort Carriers Distributing Authorities Abroad

(E.F.O. 40/44.—6 Apr. 1944.)

As from 2nd Mar. 1944 the scale of supply of Admiralty Fleet Orders to escort carriers will be increased to :—

A.F.Os.	C.A.F.Os.	Both Diagram Issues	Notice Board Issues	"S" Series	K.R.
10	8	*2	*4	*4	*5

\*Note.—As heretofore.

(A.F.O. 84/43 is cancelled.)

### 1881.—A.F.O. Publications—Increased Scale of Supply to Landing Ships and Craft

(E.F.O. 60/44.—6 Apr. 1944.)

Table (A) of A.F.O. 494/44 is to be amended as follows :—

(a) Against "C.O. of each ship other than L.S.H.", which appears in column (1), cancel "1" under columns (2) to (5) and insert "3," "3," "2," "2," respectively.

(b) Delete "and L.C.H." in line fourteen under column (1) and insert in a new line immediately below "C.O. of each L.C.H." add following scale of supply in columns (2) to (8) :—  
 "nil," "nil," "nil," "1," "1," "1," "nil," "nil."

(A.F.O. 494/44.)

### 1882.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 12462/44; A.S./Sta. 13023/44.—6 Apr. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.893	Ejectors, contents No. 7 (for head, rocket flare, A/C, 3-in.	End of package	25	12462/44
N.898	Fuze, safety, No. 11 (lengths of 24 ft.).	Top of cylinder	26	13023/44

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

1883.—Form O.6—Ammunition Labels—Additions  
(A.S./Sta. 12934/44 and 11783/44.—6 Apr. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.900 ...	1 Fuze Percn. D.A. No. 722 ...	In recess on top of Cyl. No. 349.	29	12934/44
N.901 ...	12 Fuzes Peron. D.A. No. 722 ...	On lid of box M. 106.	29	12934/44
N.903 ...	Rocket Signal, 1-lb. Service, Mk III. (Instructional label—Alternative method of manufacture.)	Body of Rocket	36	11783/44

2. Labels should be demanded as necessary from S.A.S.O., Finchfield House, Compton, Wolverhampton.

1884.—Forms O.369, O.369A and O.370—Introduction  
(A.S./STA. 11876.—6 Apr. 1944.)

The following forms have been introduced for use in certain establishments and are to be added to Form O.1:—

- O.369 —Transport Receipt Record, Large (printed on thin paper 13 in. × 16 in.) (sheets).
- O.369 —Transport Receipt Record, Small (printed on thin paper 13 in. × 8 in.) (sheets).
- O.369A—Transport Receipt Record, Large (printed on medium thickness paper 13 in. × 16 in.) (sheets).
- O.369A—Transport Receipt Record, Small (printed on medium thickness paper 13 in. × 8 in.) (sheets).
- O.370 —Daily Receipt Book (200 sheets).

2. Care should be taken when demanding O.369 and O.369A to state "large" or "small".

3. Departmental instructions have been issued regarding the use of these forms.  
(A.F.O. 2676/43 is cancelled.)

1885.—B.R. 901/43—Handbook of the Admiralty Fire Control Clock, Marks I and I\*—Issue

(G. 3338/43.—6 Apr. 1944.)

The establishment of the above-mentioned book has been amended as shown below and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, to the additional vessels now entitled to hold the book, viz. :—

	Copies
Flag Officers ...	1
Battleships ...	1*
Cruisers ...	1*
A.A. ships ...	2
Destroyer depot ships ...	1
Auxiliary destroyer depot ships ...	2*
Flotilla leaders... ..	1*
Destroyers ...	1*
Fast minelayers ...	1*
Sloops ...	200
Captain, H.M.S. "Excellent" ...	6
Captain, R.N. Gunnery School, Chatham ...	40
Captain, H.M. Gunnery School, Devonport ...	40

Dockyards—

Portsmouth, Devonport, Chatham, Sheerness, Rosyth, Orkneys, Pembroke, Malta, Gibraltar, Alexandria, Bermuda, Simonstown, Durban, Ceylon, Kilindini	2 each
H.M.S. "Vernon" ... ..	2
H.M.S. "Defiance" ... ..	1
N.S.H.Q., Ottawa (including 10 for Gunnery Schools, D.N.O. and Bases).	20
Secretary, Navy Board, Melbourne (including 6 for Flinders Gunnery School).	20
Cdr. (G), Gunnery School, Durban (H.M.S. "Assegai") ...	6
B.A.T.M., Ottawa ... ..	1
B.A.M.R. ... ..	1
B.A.S.R. ... ..	1
R.N. College, Greenwich ... ..	2
Loan libraries ... ..	1
Naval Staff Library, Admiralty ... ..	2
Warship Electrical Superintendents—	
Scottish, North-Western, North-Eastern, Midland and South Wales, London and South-East, South-Western, Northern Ireland.	1 each

Admiralty Regional Electrical Engineers—

Northern, North Midland, Eastern, London, Scotland... 1 each

\* Ships fitted and to be fitted with the Admiralty Fire Control Clock, Marks I, I\*, II, III, III\*, IV, VIII and VIII\*.

2. This book supersedes B.R. 901/38 (formerly C.B. 1886/38)—Handbook for the Admiralty Fire Control Clock, Mark I—copies of which should be disposed of in accordance with B.R. 1—B.R. and L.D. Catalogue, when copies of B.R. 901/43 are received.

(A.F.O. 5420/43 is cancelled.)

1886.—B.R.919(6)—Handbook on the H.A.C.S.—Scooter Control Unit, Aided Training Box and Sector Alignment Gear as Fitted to the H.A./L.A. Directors, Marks V, V\* and IV G.B.—Issue

(G. 5151/43.—6 Apr. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

	Copies.
Flag Officers ... ..	1
Battleships ... ..	2*
Cruisers ... ..	2*
Fleet Carriers ... ..	2*
Submarine Depot Ships ... ..	1*
Captain, H.M.S. "Excellent" ... ..	40
Captain, R.N. Gunnery School, Chatham ... ..	5
Captain, H.M. Gunnery School, Devonport ... ..	10
H.M.S. "Vernon" ... ..	2
R.N. College, Greenwich ... ..	2
H.M.S. "Marlborough" ... ..	1
Ministry of Supply, S.S.2B (for S.O.B.) ... ..	1
Gun Mounting Overseers—	
Woolwich, Crayford, Manchester ... ..	1 each.
A.A. Range, Eastney ... ..	1
A.A. Range, Ainsdale ... ..	1
U.S.A. Naval Attaché, London ... ..	2
Dockyards—	
Portsmouth ... ..	5
Devonport ... ..	5
Chatham ... ..	5
Sheerness ... ..	5
Rosyth ... ..	3
Orkneys ... ..	1
Pembroke ... ..	2
Malta ... ..	4
Gibraltar ... ..	3

	<i>Copies</i>
Alexandria ... ..	2
Bermuda ... ..	3
Simonstown ... ..	3
Durban ... ..	2
Ceylon ... ..	1
Kilindini ... ..	2
Secretary, Navy Board, Melbourne (6 for Flinders Gunnery School).	20
Secretary, Navy Board, Wellington, New Zealand	10
N.S.H.Q. Ottawa ... ..	10
B.A.S.R. ... ..	1
B.A.M.R. (for use of E.O. Gun Mountings) ... ..	1
B.A.D. ... ..	1
B.A.T.M. ... ..	1
G.M.E.O., R.N. Base, Lyness ... ..	1
Superintending Electrical Engineer, c/o B.A.M.R.	1
C.O., H.M.S. "Defiance" ... ..	1

*Admiralty Regional Electrical Engineers—*  
 Newcastle-on-Tyne, Sheffield, Nottingham, Cambridge, Blackheath, Bristol, Birmingham, Manchester, Glasgow. 1 each.

\* Ships fitted and to be fitted with Scooter Control Unit, Aided Training Box and Sector Alignment Gear as fitted to the H.A./L.A. Directors, Marks V, V\* and IV G.B.

**1887.—C.B. 4239 Series—Degrading of Certain Pamphlets**

(T. 240/44.—6 Apr. 1944.)

C.Bs. 4239(3), (4), (6), (7), (8), (11) and (12) have been degraded to the B.R. Restricted Series and have been numbered B.R. 1034(3), (4), (6), (7), (8), (11) and (12) respectively.

**1888.—Geographical Handbooks—Issue of**

(N.I.D. 2314/41.—6 Apr. 1944.)

A series of handbooks, containing geographical and other information, is being produced, and will be issued on the following basis as and when available:—

Flag Officers ... ..	} One copy each
Battleships ... ..	
Battlecruisers ... ..	
Cruisers ... ..	
Fleet Carriers ... ..	
Light Fleet Carriers ... ..	
Escort Carriers ... ..	
Destroyer and Submarine Depot Ships ... ..	
Flotilla Leaders ... ..	
Repair Ships ... ..	
Destroyers ... ..	
Sloops ... ..	
Corvettes ... ..	
Patrol Boats ... ..	
River Gunboats ... ..	
Monitors ... ..	
Minelayers ... ..	
Submarines ... ..	
Armed Merchant Cruisers ... ..	
Surveying Vessels ... ..	
Minesweepers ... ..	
Coastal Force Bases ... ..	
Landing Ships (not Landing Craft or Landing Boats) ... ..	
Naval Officers-in-Charge ... ..	
Staff Officers (Intelligence) ... ..	
Naval Attaches ... ..	
Port Libraries ... ..	
Training Ships ... ..	

B.R. Number	Area dealt with	Contents of individual volumes where there is more than one volume	Stations on which allowed	Approximate date of publication
493	Jugoslavia (Vol. I)	Physical Geography, History and Administration	Mediterranean and Levant Stations only.	September, 1944 Unfixed
493A	Jugoslavia (Vol. II)			
500	Dodecanese	Geography, History, People and their Distribution, Administration and Economics, Ports, Inland Towns and Communications	Home Station only	Already issued Already issued
501	Norway (Vol. I)			
501A	Norway (Vol. II)	Geography of whole Peninsula, History to 1815 and Peoples.	Home, Mediterranean and Levant Stations only.	Already issued Already issued
502	Spain and Portugal (Vol. I)			
502A	Spain and Portugal (Vol. II)	Portugal } History 1815-1941, Administration, Distribution of Population, Ports, Inland Towns, Economics and Communications.	Home, Mediterranean and Levant Stations only.	Already issued
502B	Spain and Portugal (Vol. III)			
502C	Spain and Portugal (Vol. IV)	The Atlantic Islands: Azores, Canaries and Madeira.	Home, Mediterranean, West Africa and Levant Stations only.	April, 1944 January, 1945
503	France (Vol. I)	Physical Geography History and Administration Economic Geography Ports and Communications	Home, Mediterranean and Levant Stations only.	Already issued Already issued Already issued Already issued
503A	France (Vol. II)			
503B	France (Vol. III)			
503C	France (Vol. IV)			
504	Iceland (c)	Geography, History and People	Home and A. & W.I. (Canadian Section) Stations only.	Already issued
505	Algeria (Vol. I)	Administration, Distribution of Population, Economics, Ports, Inland Towns and Communications.	Mediterranean and Levant Stations only.	Already issued May, 1944
505A	Algeria (Vol. II)			

B.R. Number	Area dealt with	Contents of individual volumes where there is more than one volume	Stations on which allowed	Approximate date of publication
506	Morocco (Vol. I) ... ..	Geography, People and History ... ..	Mediterranean and Levant Stations only.	Already issued
506A	Morocco (Vol. II) ... ..	Administration, Distribution of Population, Economics, Ports, Inland Towns and Communications.		Already issued
507	Turkey (Vol. I) ... ..	Geography, History, People and Administration	Mediterranean and Levant Stations only.	Already issued
507A	Turkey (Vol. II) ... ..	Distribution of Population, Ports, Inland Towns, Economics and Communications.		Already issued
508	Corsica ... ..	—	Home Station only ...	Already issued
509	Denmark ... ..	—		April, 1944
510	Indo-China ... ..	—		China and Australia Stations and Eastern Fleet only.
512	French West Africa (Vol. I) ...	The Federation as a whole and neighbouring areas.	Mediterranean and West African Stations only.	April, 1944
512A	French West Africa (Vol. II) ...	Additional detail for each colony on all topics, Coastal Description and Railway Itineraries.		August, 1944
513	Syria ... ..	—	Mediterranean and Levant Stations only.	Already issued
514	Palestine and Transjordan ...	—		Already issued
515	French Equatorial Africa ...	—	South Atlantic and West African Stations only.	Already issued
516	Greece (Vol. I) ... ..	Physical Geography, History and Administration	Mediterranean and Levant Stations only.	May, 1944
516A	Greece (Vol. II) ... ..	Economic Geography, Ports and Communications.		January, 1945
516B	Greece (Vol. III) ... ..	Regional Survey ... ..	Mediterranean and Levant Stations only.	Unfixed
517	Italy (Vol. I) ... ..	Geography ... ..		Already issued
517A	Italy (Vol. II) ... ..	History, People and their Distribution, Administration and Agriculture.		June, 1944
517B	Italy (Vol. III) ... ..	Economics (except Agriculture), Ports, Inland Towns and Communications.		February, 1945
517C	Italy (Vol. IV) ... ..	Sardinia and Small Islands ... ..		March, 1945

518	Netherlands East Indies (Vol. I)	Physical Geography and People ... ..	China, Australia and New Zealand Stations and Eastern Fleet only.	July, 1944
518A	Netherlands East Indies (Vol. II)	History, Administration, Economic Geography, Ports and Communications.		February, 1945
519	Pacific Islands (Vol. I) ... ..	General Survey ... ..	China, Australia and New Zealand Stations and Eastern Fleet only.	January, 1945
519A	Pacific Islands (Vol. II) ... ..	Eastern Pacific ... ..		Already issued
519B	Pacific Islands (Vol. III) ... ..	Western Pacific, Part I ... ..		October, 1944
519C	Pacific Islands (Vol. IV) ... ..	Western Pacific, Part II ... ..		Not fixed
520	Spitzbergen ... ..	—	Home Station only.	Not fixed
521	Belgium ... ..	—		April, 1944
522	Belgian Congo ... ..	—	West African Station only	April, 1944
523	Tunisia ... ..	—		Mediterranean and Levant Stations only.
524	Iraq and Persian Gulf ... ..	—	Mediterranean and Levant Stations and Eastern Fleet only.	July, 1944
525	Persia ... ..	—		October, 1944
526	Afghanistan ... ..	—	Eastern Fleet only.	Unfixed
527	Arabia ... ..	—		Mediterranean and Levant Stations and Eastern Fleet only.
528	Luxembourg ... ..	—	Home Station only.	March, 1945
529	Germany (Vol. I) ... ..	Physical Geography ... ..		May, 1944
529A	Germany (Vol. II) ... ..	History and Administration ... ..		June, 1944
529B	Germany (Vol. III) ... ..	Economic Geography ... ..		January, 1945
529C	Germany (Vol. IV) ... ..	Ports and Communications ... ..		Not fixed
530	China (Vol. I) ... ..	Physical Geography, Historical Background and Peoples.	China, Australia and New Zealand Stations and Eastern Fleet only.	November, 1944
530A	China (Vol. II) ... ..	Economic Geography, Administration, Ports and Communications.		Not fixed
542	Albania ... ..	—	Mediterranean and Levant Stations only.	March, 1945
549	Holland ... ..	—	Home Station only.	December, 1944

3. The following index of these books is reproduced for convenience:—

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4. It will be at least 12 months before all these handbooks are issued.

(A.F.O. 1142/43 is cancelled.)

#### 1889.—H.M.S. "King Alfred"—Correspondence

(M. 634/44.—6 Apr. 1944.)

(Included in Notice Boards Issue only.)

#### 1890.—H.M.S. "Wolfe" and H.M.C.S. "Wolf"—Confusion in Identity

(M. 669/44.—6 Apr. 1944.)

Attention is to be directed to the importance of the correct spelling of H.M.S. "Wolfe" in correspondence. Incorrectly addressed correspondence may suffer considerable delay by being sent in the first instance to H.M.C.S. "Wolf".

#### \*1891.—Issue of Pamphlet for the Guidance of Invalidated Ratings (Men and Women)

(P.M. 3452/42.—6 Apr. 1944.)

A pamphlet, Form B.R. 1008 (43), has been prepared for the information of naval ratings (other than those referred to in paragraph 3 below), Royal Marine ranks, and W.R.N.S. ratings, who are about to be discharged on medical grounds giving brief particulars of such matters as leave prior to discharge, pay and allowance, certificate of discharge, disability compensation, civilian clothing coupons, National Health, Pensions and Unemployment Insurance, and Service Benevolent Organizations.

2. Arrangements have been made for each rating before leaving the medical establishments from which he, or she, is finally discharged to be given a copy of the pamphlet.

3. Similar pamphlets are in course of preparation for issue to officers, and to ratings serving on Agreements T.124X, T.124T, and Cable Ship Agreements.

#### 1892.—Performances and Characteristics Data—Japanese Aircraft

(A./A.W.D. 170/44.—6 Apr. 1944.)

Copies of the publication "Performances and Characteristics Data—Japanese Aircraft" (A.T.A.D./T1, October, 1943), issued by the Air Technical Division, Office of the Chief of Naval Operations, United States Navy Department, will be made available, without demand, in accordance with the following scale of distribution:—

	No. of Copies
(a) C.-in-C., E.F. ... ..	1
R.A. (A), Eastern Fleet ... ..	1
R.A.E.C. ... ..	1
F.O.N.A.S. ... ..	1
F.O.C.T. ... ..	1
R.A.N.A.S., I.O. ... ..	3
Fleet and Light Fleet Carriers ... ..	2 (1 for Fighter Wing where appropriate)
Assault Carriers ... ..	1
Fighter Schools ... ..	3 each
Naval Air Fighting Development Unit ... ..	1
School of Air Combat ... ..	1

(b) All ships in Eastern Fleet capable of Fighter Direction:—

One copy to each ship, including the Aircraft Carriers mentioned above.

(Bulk supply will be made to D.A., Colombo, who will arrange for the individual distribution to authorities and ships in Eastern Theatre.)

2. The document is to be classed as British "Restricted" and not as classified on the cover (Confidential).

### Section 6.—SHORE ESTABLISHMENTS

#### 1893.—War Damage Act, 1943—Repairs of War Damage to Requisitioned, Leased and Other Premises—REPORT

(C.E.-in-C. 58/1/127/19A.—6 Apr. 1944.)

War damage repairs in which the Admiralty are interested as regards the application of the War Damage Act will be principally of the following categories:—

- To premises requisitioned or leased for occupation by Service personnel or by contractors engaged in production for the Admiralty.
- To commercial factory extensions where the Admiralty have contributed 100 per cent. of the cost.

2. A separate Fleet Order has been issued directing occupying Departments to notify the occurrence of damage to the Chief Surveyor of Lands and to the Officer-in-Charge of Works for the district. The Chief Surveyor of Lands will inform the owner, who will be advised, in all cases, to put in his notification of claim to the War Damage Commission on Form C.1 and the Officer-in-Charge of Works should put in hand at once the arrangements detailed below, although it will be understood that there is no obligation on the Admiralty to repair damage by enemy action to requisitioned premises.

3. As regards (a) of paragraph 1 it may be decided by the Department or Branch of the Service concerned, in consultation with the C.E.-in-C. Department, that the damage is so extensive and reinstatement of the whole or part would take so long that alternative accommodation must be found, and in that event the Chief Surveyor of Lands will take such action as may be necessary in connection with the requisition or lease. If it is decided to repair or rebuild the premises the following action will be necessary:—

(i) The Officer-in-Charge of Works is to take action as required by S.R. & O., 1941, No. 569 (S.R. & O. No. 660/S.21 for Scotland), in also informing the Regional Office of the War Damage Commission on Form C.1 that the premises have been damaged, and he is also to advise the Commission whether it is proposed to repair them or otherwise. The Commission may wish to arrange an inspection or may have issued directions under Section 20 (2) of the Act, which include the premises in any particular area or in a class of works under which they may impose certain conditions. In the case of requisitioned premises a notification to the Commission of damage is also to be made where such damage took place before the premises were requisitioned.

(ii) When the repair works are being carried out expenditure should be kept separately for the actual repair of war damage and for work in adapting the premises by addition or alterations.

It is also advisable where war damage has occurred to adaptations or additions to requisitioned premises to keep separate the cost of the repair of this, as the War Damage Commission may decide this is not claimable if there has been no re-assessment of the premises on account of the additions and therefore no additions made to the amount of the contribution under the Act.

(iii) Generally speaking it will be advantageous for the repairs to be carried out by the Officer-in-Charge of Works directly or by contract to avoid the necessity of a license from the Ministry of Works. The repairs will be chargeable to Vote 10, IB 260, or if the damage to requisitioned premises occurred before the date of requisition the head of charge will be Vote 10, IIIE (Requisitioned Property).

(iv) Under the Act the claim for the cost of repairs is to be made by the person undertaking the work, and therefore when the action at (iii) has been taken and the work completed, a claim should be sent by the Officer-in-Charge of Works to the Regional Office of the Commission on a Form C.2 which will have been supplied by that Office, and if asked for, the information detailed in paragraph 5 of the S.R. & O. above referred to should be supplied as far as applicable to the circumstances. The estimate required by paragraph 5 (2) (c) of this Order need only be a rough figure. A copy of the claim as made is to be sent to the Civil Engineer-in-Chief, and a quarterly report made showing the relevant sums received from the Commission.

4. As regards (b) of paragraph 1 above, the factory extensions will usually have been carried out by the occupying firm with their own building organization, or through a contractor, and the same procedure will probably be followed as regards repair of war damage. In such cases the Officer-in-Charge of Works will not generally be concerned, but for repairs of any magnitude the matter may be referred to him for remarks on the extent of

the repairs being carried out, estimated cost, and the economy of the method proposed by the contractor for carrying out the work.

5. As regards (a) of paragraph 1, where the premises have been requisitioned for occupation by contractors engaged in production for the Admiralty the procedure set forth in paragraph 3 above will not usually be necessary when the repair work is carried out by the occupying firm, as frequently happens. Unless the occupying firm themselves decide to make the claim on the Commission the Officer-in-Charge of Works may be asked to certify that the work has been satisfactorily carried out and that the account for the same is reasonable, but action in notifying the War Damage Commission and in making the claim will be taken by the Civil Engineer-in-Chief at Bath.

6. If in the case of any requisitioned premises the actual owners prefer to repair the damage themselves and make the claim, there is no objection.

7. Where only portions of premises have been requisitioned and these suffer damage, the owner, having been informed of the damage as provided for above, will no doubt put in his notification of claim respecting the total damage. The other directions of this Order having been complied with, the Commission will be made aware of the extent of the repairs being carried out by the Admiralty which will guide them in dealing with the owner's claim on the whole property.

8. In the case of damage to outside services such as roads, drains, water supply, etc., which are jointly used, the other occupiers of the premises, if the owners, should be pressed to carry out the necessary repairs at once. If the other occupiers are tenants, and the interests of the Admiralty, who may not be the principal users, render the matter urgent, the repairs should be carried out if it is clear that otherwise there will be delay. The repairs to common services should present no difficulty providing the guiding principle of informing the Commission is adhered to.

9. The Officer-in-Charge of Works should, as soon as possible, take the action referred to in paragraph 3 (i) and (iv) above as regards damage to requisitioned or leased premises which has already occurred, the conditions of the Act being retrospective.

*(A.F.Os. 4099/41 and 5598/41 are cancelled.)*

#### 1894.—Storage and Disposal of Owners' Fittings removed from Requisitioned Vessels converted for Auxiliary Naval Services

(N.S. 6398/41.—6 Apr. 1944.)

This Order is a re-issue of the instructions contained in A.F.O. 4219/42, and embodies certain amendments.

2. The Directors of Sea Transport is responsible for suitable storage and preservation of owners' fittings.

3. Stored fittings are liable to damage by enemy action and deterioration, and the mass storing of general items prejudices the suitable storing of items which it would be difficult and costly to replace when the ship is returned to the owners.

4. Disposal instructions are given direct by the Director of Sea Transport in respect of those fittings which have been handed over to the custody of the Divisional Sea Transport Officers, but except in the case of items landed from fishing vessels (see paragraph 8), it is desirable to adopt the general policy that before the fittings generally are handed over to the Divisional Sea Transport Officer for storage, suitable material, including scrap and fittings should be made available for any immediate services which require them.

5. Lists of material and fittings except those landed from fishing vessels (see paragraph 8), should be made available to owners and fitting-out yards as soon as practicable after their removal, the owners being given the opportunity of taking items back into their own custody.

6. Surplus items, except those which it would be difficult and costly to replace and except those landed from fishing vessels (*see* paragraph 8), should be disposed of locally where practicable, by agreement between the Warship Production Superintendent, the Divisional Sea Transport Officer and Engineer Officer on staff of Flag Officer-in-Charge.

7. The above procedure has advantages in saving material and labour at a time when these are in such great demand.

8. In the case of fishing vessels, agreement should be arrived at with the Divisional Sea Transport Officer as to which items can be disposed of forthwith as scrap. All other fittings, equipment and fishing gear, in a serviceable condition, should be handed over to the Divisional Sea Transport Officer for storage or ultimate disposal.

In all cases, winches landed from trawlers and drifters are to be retained, unless special instructions are issued by Admiralty or Director of Sea Transport for their disposal.

9. Lists of material and fittings removed from *all* requisitioned vessels should be compiled in such a manner as to show clearly:—

- (a) Items disposed of at the time of removal;
- (b) Items returned to owners;
- (c) Items handed over to the custody of the Divisional Sea Transport Officer (including those which it may be convenient to leave, for the time being, in storage arranged commercially, by owners or in contractors' yards);
- (d) Items taken over and retained in naval store for use of Engineer Officer on staff of the Flag Officer-in-Charge.

In regard to (a), care is to be taken to record the essential particulars of disposal, including description of article, condition and method of disposal, including in the case of sales, price and name of buyer.

In respect of (b), a receipt, signed by or on behalf of the owners, should be obtained.

For items retained under (d) a receipt will be furnished by the Engineer Officer on staff of Flag Officer-in-Charge.

Signed copies of the completed lists, which should show the disposal or whereabouts of all fittings landed, are to be handed to the local representative of Director of Stores, and in duplicate to the Divisional Sea Transport Officer concerned.

10. Close co-operation should be maintained between the W.P.S., Engineer Officer on Staff of Flag Officer-in-Charge and N.S.O. on the one hand, and the D.S.T.O. on the other, from the time each vessel is taken in hand for conversion, in order to ensure that the foregoing instructions are efficiently carried out

(A.F.Os. 4219/42 and 4346/42 are cancelled.)

#### 1895.—Electricity Supply to Ships from External Sources

(D. 10579/43.—6 Apr. 1944.)

Attention is drawn to A.F.O. 1832/44 in Section 3 of this issue.

#### 1896.—Works Areas—Alterations to Boundaries

(C.E.-in-C. 69/51/5/28a.—6 Apr. 1944.)

The following changes in boundaries of "Works" areas are to take effect from the date of this Order.

County of Caithness, N. of line 270° ... From Harril Head  
and

County of Sutherland ... The area bounded by line drawn from Harril Head and the line joining Cape Wrath and of the town of Lairg to be transferred from the Superintending Civil Engineer, Invergordon, to the Superintending Civil Engineer, Orkneys and Shetlands.

#### 1897.—Foreman of Works Writers—Increase in Minimum of Scale

(L. 1612/44.—6 Apr. 1944.)

The minimum rate in the scale of pay of the grade of Foreman of Works Writer employed in the Civil Engineer-in-Chief's Department has been increased from 57s. basic to 59s. basic, with effect from the beginning of the first full pay period in March of the current year.

2. In the case of men at present on the existing minimum rate, the future incremental date will be the anniversary of that on which the present increase becomes effective.

3. The necessary amendment to the Instructions for the Conduct of Cash Duties will be issued shortly.

#### 1898.—Goods for Northern Ireland via Heysham

(N.S. 163/44.—6 Apr. 1944.)

Difficulty is being experienced in dealing with goods which arrive at Heysham by road for onward shipment to Northern Ireland, as Heysham is equipped only for receiving by rail.

2. Goods despatched to Northern Ireland by this route should normally be consigned by rail, and only in cases of extreme urgency should stores be sent to Heysham by road.

3. In such instances the concurrence of the railway company is necessary and the Principal Railway Transport Officer, Admiralty, telephone number Whitehall 9000 extension 149 or 633, will make special arrangements for road traffic to be accepted, on receipt of prior advice.





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