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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

20th 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.

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ADMIRALTY FLEET ORDERS

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| 2031. | Fire-Fighting in H.M. Ships.
<i>Issued separately on 13th April, 1944.</i>
<i>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).</i> |
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| 2033. | Major Landing Craft and Barges—Victualling Arrangements under Operational or Exercise conditions. |
| 2034. | Minor Landing Craft—Victualling Arrangements under Operational or Exercise conditions. |
| | <i>Issued separately on 13th April, 1944.</i> |
| | <i>To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, including Landing Ships, Major Landing Craft, also Flotilla Officers of Minor Landing Craft and Barges, and Superintendents or Officers in Charge of H.M. Naval Establishments concerned.</i> |
| 20th April, 1944. | |
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2066. National Service Entertainment—REPORTS.
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2072. Ammunition—Fuzes, Primers and Tubes—Fuzes No. 230 V.A.E.L. Lot No. 12. Filled 4/42.
2073. Ammunition—Pyrotechnics and Rockets, Signal—Rockets, Target Practice Mark I*, Lots 129 and 144—Withdrawal—REPORTS.
2074. Anti-Aircraft Fire Control—Close Range Weapons—Drill and Procedure—Use of delayed igniter tracers.
2075. Diving—Use of Oil on Breathing Apparatus containing High Pressure Oxygen.
2076. Guns—Q.F. 6-pdr. Mark I—Adjustment of Extractor Levers.
2077. Guns—Q.F. 40-mm. Mark I and C, Mark I, U.S. Marks I, II and modifications. Modification to Tools lifting loader front.
2078. Guns—20-mm. Oerlikon Machine Guns—Condemning of Barrels for Wear.
2079. Gun Mountings—4.7-in. C.P. Mark XXII and 4.5-in. Mark V—Loading Tray—Modification to handle for Hand Ramming Gear.
2080. Gun Mountings—40-mm. Bofors U.S. Twin Mark 1 and Quadruple Mark 2 Mounts equipped with Power Drives Mark 5 and Mods—Replacement of Rectifier Valve.
2081. Gun Mountings—40-mm. Bofors U.S. Twin Mark I—Power Drives Mark II (Ford)—Power Clutches.
2082. Rangefinders, Duplex—Types of Field in—REPORTS.
2083. Small Arms—Rifles—Restoration of Allowances in H.M. Ships.
2084. Maintenance—General—Workshops and Instructional Accommodation.

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

2085. Torpedoes—U.S. 22.4-in. Mark 13 Mods—Introduction of Mark 2 Stabilizer Mod 1 for Naval Use.
2086. Torpedo Stores—Heads, blowing, 21-in. VIII F and 21-in. IX D—Introduction.
2087. Communication between Bridge and Engine Room—As. and As.
2088. 20-in. Signalling Projector, Patterns 170 and 170A Improved Signalling Shutter—Introduction.
2089. Low Power Hand-Operated Circuit Breakers on Main Low-Power Generator Switchboards—Silver Contacts, Supply of—Reporting non-Receipt—REPORTS.

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

2090. 10-in. Signalling Projectors—REPORTS.
2091. Resistance Boxes, Patterns 866A, 866B, 867A Manufactured by Kenbar Electrical Co., Ltd.—Defective Issues.

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

2092. Petrol Engines—Precautions when using 80 Octane Leaded Fuel.
2093. Superior GDB/8 Oil Engines—Modification to Idler Gears.
2094. Propeller Shaft—Corrosion and Wear Down—As. and As.
2095. Oil Driven Generators—Precautions against Fire.—As. and As.
2096. Accelerators H.II—Fitting of Towing Shuttle Spreaders.

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

2097. A.C. Supply Outfit DVG.—Fitting-Out Information.
2098. Radar Types 282P/P(1)/P(2), 383 and 285M(3)/M(4)/P(3)/P(4)—Oscillator G41 Pattern W3930—Failure of Crystal Pattern W4642.
2099. S.R.E.—Receiver R/T Pattern 4660.

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

2100. Echo Sounding Recorders—Transport Boxes for.

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

2101. Aircraft Flexible Fuel Pipes—Use of "Flexatex."
 2102. P. and W. Twin Wasp R.1830—86—Engine Checking List (Provisional Issue).
 2103. Flying Clothing and Ancillary Equipment.
 2104. Salt Baths—Important factors to be carefully noted in the use of Nitrate Salts for the Heat Treatment of Aluminium and its Alloys.
 2105. Wildcat V—Power Plant (A)—Standard Transfer Checking List (Provisional Issue).
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
 2106. Aircraft—Levers, tyre—Standardization.
 2107. Additional Ammunition Lockers.
 2108. Coal Fired Heating and Cooking Stoves—Fitting of.
 2109. I.R. Tubing, Patterns C.2414c and C.2415c.
 2110. Ventilation Arrangements to Accommodation Spaces—Modification—As. and As.
 2111. Refrigerator Room—Ventilation Arrangements—As. and As.
 2112. Galleys, Bakeries and Washplaces, etc.—Deck Coverings.
 2113. Diesel Driven Portable Pumps—REPORTS.
 2114. Defective Eyebolts on Whaler and Cutter Davits.
 2115. Fuelling System Joints.
 2116. Headlamps, Pattern 16034—Modification and Supply of Spare Components.
 2117. Chain Cable and Chain Cable Gear—Periodical Heat Treatment.
 2118. Heating Elements for Torpedo Tubes, Patterns 19476, 19477, 19478 and 19479—REPORTS.
 2119. Non Latex Deck Coverings—Protection in way of Ladderways and Doorways.
 2120. Tables, Gyro Instrument Testing—Modification Sets—Introduction.
 2121. Trip Clocks—Withdrawal of Allowance.
 2122. Disposal of Obsolete Stores.
 2123. Naval Storekeeping procedure—Modification of.
 2123a. Oiling at Sea by Buoyant Hose Method—Occasional Failure of Floats.

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

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2124. Dehydrated Meat.
 2125. Casual Meals Provided by General Messes—Meal Rates at which Credit may be taken in Provision Account.
 2126. O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Alterations and Amendments.

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2127. Amendments to Books.
 2128. A.M.S.Is.
 2129. B.R. 268 (6)—Electrical Manual Vol. II—Main Electrical Supply Systems—Notes on Care and Maintenance and Operation (1941)—Reprint of.
 2130. B.R. 1016 (Restricted)—Provisional Drill for 40 m.m. U.S. Mark I Gun on U.S. Twin Mountings with Ford Mark II Power Drives—Issue.
 2131. Form M.179—Medical Officer's Journals—Late Rendition.
 2132. Form S.311A—Torpedo Log and Progress Book—Institution.
 2133. Form S.518E—Return of Expenditure.
 2134. Form S.1246X—Revision.
 2135. Pink, Red and Blue Lists—Publication—REPORTS.
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 2137. Certificates of Registry for British Ships—Issue.
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 2139. H.M. Naval Repair Bases, Corpach and Dunstaffnage—Communications.

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 2144. Leave on Return from Service abroad—Agreement Workpeople.
 2145. Admiralty Civilian Shore Wireless Service, C.S.W.S.
 2146. Land Mines—Prevention of Accidents.
 2147. Release of Women for Student Nursing.
 2148. Lost Property—Enquiry of Railway Companies.
 2149. Maintenance—General—Workshops and Instructional Accommodation. (See A.F.O. 2084/44).
 2150. Fitting of Stretchers to Fordson 10-cwt. Utilicon Vans.
 2151. Use of Private Ink for Official Purposes. (See A.F.O. 2069/44).

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

Section 1 ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

2035.—Defence Regulations—Navigation Order No. 31, 1944

(N.L. 5124/44.—20 Apr. 1944.)

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

The Navigation Order No. 31, 1944, dated April, 1944

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

1. Any person authorized to act under this Order may give directions for prohibiting the employment of tugs, or for regulating the number of tugs to be employed, in the movement of vessels or of any particular vessel within the area of or the approaches to any port in the United Kingdom.

2. The persons authorized to act under this Order are any Naval Commander-in-Chief, any Flag or Naval Officer-in-Charge of a port or any Naval Officer nominated in writing for that purpose by any of the aforementioned Officers.

3. Where any vessel is moved without the assistance of tugs in any case where the employment of tugs is prohibited by a direction given under this Order or is moved with the assistance of the number of tugs authorized by or specified in any such direction, no person responsible for the navigation, movement or pilotage of that vessel shall be deemed to have been negligent or to have committed any other breach of duty by reason only that on the occasion in question no tugs were employed or a greater number of tugs was not employed, as the case may be.

4. In this Order the expression "port" includes any dock, harbour, pier, quay, wharf, mooring, anchorage or other similar place.

5. This Order shall come into effect forthwith and may be cited as Navigation Order No. 31, 1944.

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

Admiralty,
8th April, 1944.

2036.—H.M.S. "Ambrose II"—Combined Submarine and Coastal Force Base at Lerwick—Reversion of Coastal Force Organization to H.M.S. "Fox"

(M.02040/44.—20 Apr. 1944.)

The responsibility for the Coastal Force Organization at Lerwick reverted to N.O. i/c Lerwick (H.M.S. "Fox") as from the 1st April, 1944.

2. The title Commanding Officer, Coastal Force Base, Lerwick, lapsed on the 31st March, 1944.

3. H.M.S. "Ambrose II" will continue to function as the submarine base at Lerwick with accounts in H.M.S. "Ambrose" as formerly.

(A.F.O. 1192/44 is cancelled.)

2037.—D.G. Organization

(S.D.G.(L) 1357/44.—20 Apr. 1944.)

A.F.O. 6071/43 is to be amended as follows:—

Paragraph 6.B. At Ports in the United Kingdom.

Amend address of S.I.D.G., London and S.E. Area, to read:—

Head Office: Ministry of War Transport,
Mayfair Court,
Stratton Street,
London, W.1.

Telephone: Mayfair 8464—Ext. 212 or 214 (G.P.O. line).

Ministry of War Transport, Mayfair Court—Ext. 212 or 214 (Naval closed line, via Admiralty).

(A.F.O. 6071/43.)

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

*2038.—Honours and Awards—"London Gazette" Supplement of 11th April, 1944

(H. & A.—20 Apr. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

11th April, 1944.

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

To be an Additional Officer of the Military Division of the said Most Excellent Order Commander (now Acting Captain) David Caldicott Ingram, D.S.C., R.N.,

For distinguished services.

To be an Additional Member of the Military Division of the said Most Excellent Order

Temporary Surgeon Lieutenant David King Taylor Wallace, M.R.C.S., L.R.C.P., R.N.V.R.,

For outstanding bravery and devotion to duty in tending the wounded during an air raid.

ADMIRALTY,

Whitehall,

11th April, 1944.

The KING has been graciously pleased to give orders for the following appointments to the Distinguished Service Order and to approve the following awards:—

For outstanding courage, skill and devotion to duty in successful patrols in one of H.M. Submarines:

Bar to the Distinguished Service Order

Lieutenant-Commander Leslie William Abel Bennington, D.S.O., D.S.C., R.N. (Portsmouth).

*The Distinguished Service Cross*Lieutenant Sydney Alfred Warner, R.N. (Harwich).
Lieutenant John Milton Steadman, R.N.R. (Teddington).*Bar to the Distinguished Service Medal*

Engine Room Artificer Second Class John Metford Powell, D.S.M., D/MX.53617 (Penarth).

*The Distinguished Service Medal*Acting Chief Petty Officer Charles Herdman Ridley, P/JX.130594 (Stanley).
Electrical Artificer Second Class Robert Charles Underhill, D/MX.47688 (Portsmouth).
Leading Stoker George Nelson French, P/KX.119760 (Bexley Heath).
Able Seaman Eric Ernest Fullford, C/LD/X.4444 (Bramley).*Mention in Despatches*

Temporary Lieutenant (E) Peter Douglas Scott-Maxwell, D.S.C. (Dalliaaston).
Engine Room Artificer Fourth Class Arthur William Bulles, C/MX.76035 (Hull).
Petty Officer Joseph Colley Brighton, D.S.M., C/J.109201 (Cosham).
Petty Officer Stanley Francis Fensome, P/JX.130575 (Birmingham).
Petty Officer Cook Fred Crossley, D/MX.50805 (Arnthorpe).
Stoker Petty Officer Jeffrey John Wheeler, D/KX.80147 (Swansea).
Acting Leading Seaman Henry James Barker, P/JX.217340 (Woolaton).

For great skill, resolution and fortitude in a successful patrol in H.M. Submarine "Stubborn" and in bringing her to port despite most determined counter-attacks by the enemy:

To be a Companion of the Distinguished Service Order

Lieutenant Arthur Anthony Duff, D.S.C., R.N. (Dorchester).

The Distinguished Service Cross

Temporary Lieutenant George Paton Christie, R.N.R. (Lime Kilns, Scotland).
Mr. Ronald Henry Bull, Warrant Engineer, R.N. (Roehampton).

The Distinguished Service Medal

Acting Chief Petty Officer Russell Horace Wegg, C/JX.134020.
Temporary Petty Officer Arthur Perrett, D/JX.150628 (Gosport).
Engine Room Artificer Third Class George Duncan Brown McLaughlan, P/MX.55535 (Durning, Perthshire).
Engine Room Artificer Fourth Class Bruce Robertson Alexander, C/MX.92734 (Cambuslang, Glasgow).
Leading Stoker George William Humphrey, C/KX.93375 (Welling).
Acting Leading Seaman Richard Shaw, D/SSX.19479 (Welling).
Able Seaman Charles Francis Banyon, C/SSX.23790 (Morden).
Able Seaman James Thompson Robert Humpish, C/JX.155337 (Newcastle).

Mention in Despatches

Lieutenant Robert Thomas Smith, R.N. (Dover).
Temporary Petty Officer John Stuart McDonald, P/JX.143246 (Wigtown).
Stoker Petty Officer John Henry Cole, D/KX.85412 (Brixham).
Acting Petty Officer Telegraphist Islwyn Llewellyn Watkins, D/JX.154836.
Acting Engine Room Artificer Fourth Class Frederick Augustus Hobbs, C/MX.96139 (Henley-on-Thames).
Stoker First Class Ernest Gowland, C/KX.105505 (Ferryhill).
Stoker First Class John Sanders, D/KX.85996 (Liverpool).
Able Seaman Jack Duckworth, D/JX.303770 (Bacup).

For gallantry, skill and devotion to duty in a hazardous enterprise:

To be a Companion of the Distinguished Service Order

Temporary Lieutenant Donald Montague Noel Davidson, R.N.V.R.

The Distinguished Service Medal

Leading Stoker James Patrick McDowell, R.A.N.R., B/2575.
Acting Able Seaman Walter Gordon Falls, R.A.N.R., S/6543.
Acting Able Seaman Andrew William George Huston, R.A.N.R., B/3312.
Acting Able Seaman Arthur Walker Jones, R.A.N.R., F/3383.

Mention in Despatches

Lieutenant Hubert Edward Carse, R.A.N.V.R.
Leading Telegraphist Horace Stewart Young, R.A.N.R., S/3428.
Able Seaman Kevin Patrick Cain, R.A.N.R., B/1106.
Acting Able Seaman Mostyn Berryman, R.A.N.R., P.A/2717.
Acting Able Seaman Frederick Walter Lota Marsh, R.A.N.R., B/3668.

For courage and skill in a successful mine clearance operation:

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Curtis Delmar-Morgan, R.N.V.R. (Hertford Heath).

The Distinguished Service Medal

Leading Seaman George Robert Coull Allan, X.21649A (Ferryden by Montrose).
Leading Seaman Murdo Morrison, R.N.P.S., LT/JX.210818 (Glasgow).

Mention in Despatches

Acting Temporary Lieutenant-Commander John Farbridge Foggitt, R.N.V.R. (Lancing).

For bravery and presence of mind in dropping overboard a blazing ammunition magazine, thus saving his ship from grave damage :

The Distinguished Service Medal

Able Seaman Allan Nunn, R.C.N.4118 (Vancouver).

For outstanding courage, skill and devotion to duty :

Mention in Despatches

Lieutenant Frank Measham Berncastle, D.S.C., R.N. (South Croydon).

Temporary Lieutenant Ernest Harold Richards, R.A.N.V.R.

Petty Officer Motor Mechanic George Lee, D/MX.117314.

For good services in organizing First Aid, Fire and Rescue Parties during an air raid :

Mention in Despatches

Commander Garth Henry Fyson Owles, D.S.O., D.S.C., R.N. (Ret.).

The KING has been graciously pleased to give unrestricted permission for the wearing of the Insignia of the following Honours and the following Decorations conferred by the Presidium of the Supreme Council of the U.S.S.R. for service to the U.S.S.R. :

Order of Suvorov, Third Class

Vice-Admiral Robert Lindsay Burnett, K.B.E., C.B., D.S.O.

Order of Kutuzov, Third Class

Commodore Robert Aveline Melhuish, R.I.N.R.

Order of Alexander Nevsky

Captain John Harvey Forbes Crombie, D.S.O., R.N.

Order of Patriotic War, First Class

Lieutenant John Patrick Donovan, R.N.

Lieutenant Francis Henry Foster, R.N.

Lieutenant Charles Arthur Langton, R.N.

Sub-Lieutenant Charles Robin Arthur Senior, R.C.N.V.R.

Order of Patriotic War, Second Class

Lieutenant Earle William Brien, R.C.N.V.R.

Diesel Greaser Clements Irvine, N.A.P./R.47866.

Acting Coxswain Sidney Arthur Kerlake, X.21479A.

Leading Signalman Stanley Edwin Archer, C/JX.172932.

Order of the Red Star

Lieutenant-Commander Alan Sayers, R.N.R.

Lieutenant Reginald Thomas Horan, R.N.R.

Surgeon Lieutenant Geoffrey Holker Murray, R.N.V.R.

Mr. Francis Charles Tibbs, M.B.E., Gunner (T), R.N.

Medal for Valour

Lieutenant-Commander (E) William Mann, R.N.R.

Lieutenant Frank Alexander John Andrews, R.N.

Lieutenant John Douglas David Moore, D.S.C., R.N.

Chief Stoker Wilfred George Brown, D.S.M., C/K.63537.

Leading Seaman John Baillie, P/SSX.22163.

Leading Seaman Roy Christopher Wells, C/SSX.28954.

Able Seaman Thomas Cunningham, D/JX.286702.

Medal for Distinguished Battle Service

Lieutenant Stuart Clarence Blair Hickman, D.S.C., R.N.R.

Lieutenant John Reginald Angelbeck, D.S.C., R.N.V.R.

Lieutenant (E) Raymond Hadyn Tribe, R.N.

Petty Officer Herbert Jones, D/J.110186.

Petty Officer Ernest Sharman, D/SSX.14581.

Leading Signalman Frederick George Vaukins, P/JX.134150.

Able Seaman Edwin Claypole, C/JX.192971.

Able Seaman Edward Bradford Cox, P/JX.125420.

For services in North Russia :

Order of the Red Star

Captain Guy Oakley Maund, D.S.O., R.N.

2039.—Promotion to Temporary Warrant Rank in the Accountant Branch

(C.W. 47704/43.—20 Apr. 1944.)

Accountant Branch ratings who have passed for warrant rank professionally and educationally, but have not yet received permanent promotion, are now eligible for promotion to temporary warrant rank. Such promotions will be made by selection in the Admiralty from existing rosters, and will be confined to ratings within seven years of pension. Special recommendations for such promotion are not necessary, but normal recommendations for permanent promotion should continue to be forwarded half-yearly.

2. Any fully qualified candidate for permanent warrant rank promoted to temporary warrant rank will also remain on the permanent promotion roster and his temporary promotion will have no effect in any way upon his prospects of promotion to the permanent rank. Half-yearly recommendations on Form S.198 must, therefore, continue to be forwarded. If eventually promoted to the permanent rank, his date of such promotion will become his date of seniority in permanent rank ; that is, he will not carry his seniority as a temporary warrant officer on into his permanent career.

3. Active service accountant branch ratings who are within four years of pension but have not passed for warrant rank also are eligible for promotion to temporary warrant rank. A Form S.198 for any active service rating who is within four years of pension, and who is recommended for such promotion, should be forwarded to the Paymaster Director General, Admiralty, whenever it is desired to make the first recommendation ; thereafter, recommendations should be forwarded half-yearly in the normal way. First recommendations must be accompanied by copies of the candidate's service certificate and history sheet, and by a medical certificate stating whether he is fit for sea service or for shore service only.

4. The provisions of A.F.O. 1107/40 will apply to active service ratings promoted to temporary warrant rank under this Order.

(A.F.Os. 1107/40 and 1704/40.)

(A.F.O. 1425/43 is cancelled.)

***2040.—Qualifying Examination for the Rank of Acting Sub-Lieutenant (E)
—Ordnance Artificer and Engine-Room Ratings—Result**

(C.W. 16221/44.—20 Apr. 1944.)

The following ratings, in alphabetical order, passed the qualifying examination (A.F.O. 2472/42, paragraph 7, and K.R. & A.I., Appendix XII, Part 7, Section III, paragraph 4) held in October, 1943 :—

Alston, J. H.	...	E.R.A.4	...	C/MX.52225	...	H.M.S. "Ashanti"
Beaton, F. J. R.	...	O.A.4	...	P/MX.55266	...	H.M.S. "Hawkins"
Cowan, F. W.	...	E.R.A.4	...	P/MX.53094	...	H.M.S. "Erebus"
Coward, S.	...	E.R.A.4	...	C/MX.56174	...	H.M.S. "Arethusa"
Cowland, F. L.	...	E.R.A.4	...	D/MX.51746	...	H.M.S. "Caradoc"
Ford, B. H.	...	E.R.A.4	...	P/MX.56101	...	H.M.S. "King George V"
Harrison, H.	...	O.A.4	...	P/MX.54027	...	H.M.S. "Scylla"
Jackson, R. N.	...	E.R.A.	...	D/MX.56110	...	H.M.S. "Wellington"
Jordan, C. L.	...	A/E.R.A.4	...	D/MX.56176	...	H.M.S. "Sirius"
Joseph, S. J. M.	...	E.R.A.4	...	P/MX.53967	...	H.M.S. "Revenge"
Knowles, P. A.	...	E.R.A.4	...	P/MX.55179	...	H.M.S. "Ramillies"
Lowe, R. C.	...	E.R.A.4	...	P/MX.53124	...	H.M.S. "Frobisher"
May, E. R.	...	E.R.A.4	...	D/MX.57742	...	H.M.S. "Renown"
Millson, W. E.	...	E.R.A.4	...	P/MX.55187	...	H.M.S. "Berwick"
Mullard, S. J.	...	E.R.A.4	...	P/MX.56120	...	H.M.S. "Frobisher"
Pryke, N.	...	O.A.4	...	C/MX.54035	...	H.M.S. "Malaya"
Woods, P. J. T.	...	A/E.R.A.4	...	C/MX.57639	...	H.M.S. "Cumberland"

(A.F.O. 2472/42.)

2041.—Initial Training and Selection of Potential C.W. Candidates for Executive Commissions

(C.W. 17504/44.—20 Apr. 1944.)

Experience has shown that C.W. candidates recommended from sea have, in many cases, insufficient professional knowledge to take their place with candidates from other sources, with the result that too large a proportion has to be sent back to sea for further experience. Candidates from ships of the Training Group undergo a set course of instruction, and this Admiralty Fleet Order is therefore not applicable to them.

2. It is considered, therefore, that a more stringent examination is necessary before candidates are discharged from their ships on recommendation by Commanding Officers for interview by the Admiralty Selection Board.

3. Although the obligatory subjects given in paragraph 11 of A.F.O. 1163/43 represent a broad guide, it is now considered that amplification is desirable so that Commanding Officers may have better knowledge of the standard required for entry into H.M.S. "King Alfred".

4. A candidate should have a superior knowledge and be examined in the following subjects:—

- (a) *Seamanship* ... A thorough understanding of "A Seaman's Pocket Book" (B.R. 927), and capable of obtaining not less than 60 per cent. in any examination based on that book. He is also required to show ability as a practical seaman.
- (b) *Navigation* ... Is accustomed to read a chart, fix and plot the ship's position in sight of land, with facility.
- (c) *Signals* ... He can read and send morse and semaphore with confidence at the rate of six words a minute, and has a fair knowledge of colours and simple meanings of naval flags and pendants.
- (d) *Gunnery* ... He is capable of drilling a gun's crew (4-in. or above) or of firing and maintaining a close-range weapon or of explaining the duties of the H.A. or L.A. control officer in any ship in which he has served.
- (e) *Torpedo* ... He is capable of drilling a torpedo tube or depth charge crew or of explaining the duties of a torpedo, search-light or depth charge control officer in any ship in which he has served.

5. In future, a certificate in the following form is to be attached to Form C.W.1 (T) of all ratings recommended for appearance before the Admiralty Selection Board, and should a rating fail to attain this standard within a reasonable time his C.W. form should be destroyed:

	H.M.S.....
(Name and rating of candidate)	
.....	.....has been examined in the
.....	subjects enumerated in A.F.O. and has obtained 60 per
.....	cent. in Seamanship and on the aggregate and not less than
.....	50 per cent. in each of the other subjects.
1. Seamanship	4. Gunnery
2. Navigation	5. Torpedo.....
3. Signals	
Following the examination this rating was interviewed, and I	
consider that he is, in all respects, a suitable candidate for a	
commission in the Royal Navy.	
Commanding Officer.....	
Note.—When candidates are serving in trawlers, or other small craft,	
arrangements should be made for this examination to be	
conducted at the nearest base.	

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

2042.—Civilian Port Radar Officers—Grant of Commissions "For Time Only"

(C.W. 24440/43.—20 Apr. 1944.)

The appointments of Port Radar Officers have in a number of instances been filled by the assignment of civilians to these posts for spells of duty as members of the Scientific and Technical Pool. They remain essentially a part of the Admiralty's civilian service, but when required, as part of their normal duties, to assume control of Naval personnel it is desirable that they should be accorded Naval rank. Local Administrative Authorities and the Superintendent of the Admiralty Signal Establishment, are authorized, therefore, to forward recommendations that temporary commissions be granted to Civilian Port Radar Officers who are required as part of their normal duties to exercise control over Naval personnel. Temporary commissions in the Special Branch of the R.N.V.R. "for time only", whilst holding their present appointments, will then be granted in appropriate rank generally on the basis used for C.A.F.O. 1846/43. Civilian officers who are granted temporary commissions will be subject to Naval discipline, but will continue to serve under their civilian conditions of employment and to receive their civilian rates of pay, but will be eligible for the payment of uniform expenses incurred up to a maximum of £55 with £10 extra for provision of white clothing for tropical service when necessary.

(C.A.F.O. 1846/43.)

2043.—Radar Ratings for Service in Defensively Equipped Merchant Ships

(T.D./D.E.M.S. 1011/44.—20 Apr. 1944.)

With reference to A.F.O. 797/44, a certain number of new entry Ordinary Seamen are to be trained for Radar duties in Defensively Equipped Merchant Ships.

2. Ratings for these duties will be selected from those undergoing new entry training in H.M.S. "Glendower".

3. On completion of new entry training they will be discharged to the books of H.M.S. "President III" and sent to Sherbrooke House, Glasgow, for a short course in Radar of approximately two weeks' duration. (Accommodation will be arranged by the D.E.M.S. Staff Officer, Glasgow.) On successfully completing the course they will be lent to the D.E.M.S. service. Failure will involve discharge to their depots for general service.

4. Radar personnel detailed for duty in D.E.M.S. will serve under the conditions generally applicable to all D.E.M.S. ratings, *vide* C.A.F.O. 2512/39 and A.F.Os. 3059/39 and 3109/40. These ratings are also:—

- (i) To be rated Acting Able Seamen R.P.3(P) on the successful conclusion of the Radar course at Sherbrooke House, and whilst borne on the books of H.M.S. "President III" for duty in Defensively Equipped Merchant Ships;
- (ii) To be signed on ship's articles while embarked in merchant ships;
- (iii) To be credited with D.E.M.S. pay of 6d. per day while signed on ship's articles.

5. Rates of pay will be as laid down in A.F.O. 797/44, Appendix B.

6. It is the intention that these ratings will serve in D.E.M.S. service for 12 months (or until reliefs are available from general service), on completion of which period they will be discharged to general service in order to qualify for the confirmed rating of Able Seaman and to complete their training for R.P.3 as laid down in A.F.O. 797/44, paragraph 4 (iii), and Appendix E.

7. Should an Acting Able Seaman R.P.3(P) be discharged to general service from D.E.M.S. for any reason before he has completed 12 months' service in the R.N. from the date of being rated Ordinary Seaman, the conditions of A.F.O. 5250/42, paragraph 2, will apply and he will be reverted as Ordinary Seaman.

8. There are at present in the D.E.M.S. service a number of Radar ratings who qualified under the old regulations and who will be required to complete their training for transfer to R.P.3. These ratings will be discharged to general service at the first convenient opportunity. In the meantime they will be transferred to the appropriate rating in the new category, *vide* A.F.O. 797/44, paragraph 4 (a) or 4 (b).

9. It is not intended to institute a special advancement scheme for Radar ratings serving in D.E.M.S. All advancements will be made from depot rosters and ratings will be returned to general service in order to qualify, *vide* paragraph 6 above.

10. The D.E.M.S. Staff Officer, Liverpool, is the co-ordinating authority for Radar personnel in merchant ships and should be consulted if any difficulties arise.

(C.A.F.O. 2512/39 and A.F.Os. 3059/39, 3109/39, 5250/42 and 797/44.)

*2044.—Advancement to Sailmaker—Qualifications

(N. 2906/44.—20 Apr. 1944.)

As a war-time measure the qualification of sea-going service for advancement to Sailmaker is to be regarded as cancelled. Accordingly, the qualifications laid down in K.R. & A.I., Appendix XVII, Part 1, No. 9, are to read as follows:—

“ . . . (B) Two years as Sailmaker's Mate before passing professionally for Sailmaker. Must be recommended by the Commanding Officer of a sea-going ship or shore establishment. Recommendation to be reported to depot, noted on the Service Certificate and may be given at any time after one year's service as Sailmaker's Mate.

“To be rated ‘Acting’, etc. . . .”

2. It has further been approved to amend the regulations in K.R. & A.I., Volume II, Appendix XVII, Part 1, to permit a provisional examination for Sailmaker abroad, when the necessary Dockyard Officer is not available. The provisional examination is to be conducted by an executive officer of a ship or base, not below the rank of Commander.

3. Successful candidates will be eligible for advancement by roster, but they will be required to pass a final examination at the first opportunity, being reverted to Sailmaker's Mate if they fail to pass the final examination.

(K.R. & A.I., Appendix XVII, Part 1, No. 9.)

2045.—R.M. Personnel—Medical Categories

(M.D.G. 63323/43.—20 Apr. 1944.)

The medical categories used by Naval Medical Boards of Survey are not always appropriate to R.M. personnel and to avoid obscurity in recommendations and difficulties in drafting arising therefrom, the following classifications are to be used in respect of both R.M. officers and other ranks:—

- R.M. I . . . Fit for general service at sea and on shore, at home and abroad.
- R.M. II . . . Fit for general service at sea, at home and abroad; unfit for service in field formations.
- R.M. III . . . Temporarily unfit for I, but fit for shore service in units other than field formations:—
 (a) At home and abroad.
 (b) At home.
- R.M. IV . . . Temporarily unfit for I, but fit for shore service in establishments, depots, etc., for work of a sedentary nature:—
 (a) At home and abroad.
 (b) At home.
- R.M. V . . . Permanently unfit for I but fit for continued service in IV.
- R.M. VI . . . Unfit for further service.

(A.F.O. 1794/43 is cancelled.)

*2046.—Naval and Marine Personnel in Receipt of Balance of Civil Pay

(D.N.A. 26407/44.—20 Apr. 1944.)

Where Naval and Marine personnel are in receipt of balance of civil pay it has been the usual practice of the Inland Revenue authorities hitherto to arrange for the deduction of the income tax due on both the service and civil emoluments from the civil pay as far as possible.

2. In future, however, the balance of civil pay will be taxed under the P.A.Y.E. system and any tax due on Naval emoluments will be deducted at source.

3. In 1944/45 and subsequent years Accountant Officers should, therefore, institute provisional tax assessments in all such cases where the taxable emoluments exceed the limits laid down in A.F.O. 1160/44 and forms 12D (return of income) should be rendered giving the gross taxable Naval emoluments for the previous financial year or the estimated emoluments for the current year in Year 1 and Year 2 cases (*see* A.F.O. 1160/44, paragraph 2).

(A.F.O. 1160/44.)

2047.—Cash Advances by R.N. Accountant Officers to Royal Marines belonging to R.M. Field Units

(D.N.A. 1323/44.—20 Apr. 1944.)

The following amendment is to be made to A.F.O. 666/44:—
 Paragraph 1. Line 4. Delete the words “in the case of men”.

(K.R. & A.I., Appendix XXIII, Part III.)

(A.F.O. 666/44.)

2048.—Air Gunnery Instructors (T.A.G. (G.I.))

(N. 6088/44.—20 Apr. 1944.)

The rules governing the training and service of Telegraphist Air Gunnery (Gunnery Instructors) as promulgated in A.F.O. 4927/43 are reprinted below with some further details concerning the qualification and training for the 1st class non-substantive rating.

2. A separate section of the T.A.G. non-substantive branch has been formed with effect from 27 Aug. 1943, to provide better co-ordination and efficiency in air gunnery instruction. The section will continue to be administered in accordance with the general conditions applicable to T.A.Gs., but the drafting and employment will be adjusted to the requirements of air gunnery instruction.

3. Existing titles and pay rates will continue in force with the addition in the non-substantive title of “(G.I.)”. There will be two ratings only, namely, T.A.G. (G.I.) 2nd class at 3s. 9d. a day and T.A.G. (G.I.) 1st class at 4s. 3d. a day.

4. Ratings employed as T.A.G. (G.I.) will be expected to maintain their W/T efficiency and will be liable for flying duty with squadrons as required.

5. T.A.G. (G.I.) 2nd class, qualifications and selection.—(a) The normal qualifications for the 2nd class rating will be:—

(i) Not less than 1 year's service as T.A.G.

Note.—A definite period of service in a squadron is not at the moment an essential, but may be made so at a later date.

(ii) Passed for Leading Airman and recommended as fit for immediate advancement to Petty Officer if not already so rated. Eventually the qualification will be “passed for Petty Officer Airman” and due notice of the change will be given.

(iii) Recommended as likely to make a good instructor.

Only those ratings who can, with confidence, be considered to comply with the above requirements, should be recommended by their Commanding Officer.

(b) All recommendations should be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent. In those approved and within the numbers required, candidates will undergo a course of training in H.M.S. “Excellent” lasting about

12 weeks. Successful candidates will be rated T.A.G. (G.I.) 2nd class from the date of qualifying, and if they hold the leading rating will be rated Acting Petty Officer Airman (Temporary) at the same time.

(c) Telegraphist Air Gunners already employed as air gunnery instructors who apply to be transferred to the new section will, if recommended by their Commanding Officer, be given any necessary instruction and transferred under the general rules prescribed.

6. T.A.G. (G.I.) 1st class, qualifications.—(a) Nine months' service as T.A.G. (G.I.) 2nd class and recommended by their Commanding Officer. Must be considered capable of reaching the standard of the practical mathematics paper of the higher educational test.

(b) Candidates will undergo a course of ten weeks in H.M.S. "Excellent" and four weeks at a R.N. Air Station undergoing the Gunnery Leader's course. The course in H.M.S. "Excellent" will cover the theoretical aspect of air gunnery in considerable detail and a provisional examination will be held within the first 10 days. Candidates who fail the provisional examination will be removed from the course, but will be eligible for another recommendation after 3 months. Candidates who fail the course twice will not be eligible for further recommendation.

(c) On successful completion of both sections of the course, candidates will be rated T.A.G. (G.I.) 1st class.

(d) Names and other particulars of T.A.G. (G.I.) 2nd class who are qualified and recommended in accordance with paragraph 6 (a) above should be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent.

7. Substantive advancement to Chief Petty Officer Airman (Temporary) will be made under the normal rules for T.A.Gs., i.e. men will be eligible for such advancement by their Commanding Officer after they have served one year as Petty Officer Airman (acting and confirmed), have passed for Petty Officer Airman, hold the confirmed Petty Officer rating and the 2nd class non-substantive rating, and are considered in all respects fit to be rated. An outlet to Warrant rank will be provided.

(A.F.O. 4926/43.)

(A.F.O. 4927/43 is cancelled.)

**2049.—Fuelling Trawlers Allocated to Landing Barge Supply and Repair Flotillas—
Pay, Victualling and Naval Store Accounting Arrangements**

(M. 407/44.—20 Apr. 1944.)

The pay accounts of all fuelling trawlers allocated to Landing Barge Supply and Repair Flotillas are to be carried in H.M.S. "Odyssey" and the detailed messing arrangements are set out below. The procedure has been simplified as much as possible to meet the existing conditions, and it is incumbent upon Commanding Officers to see that it is correctly carried out. If this is not done both promptly and accurately, one result will be that wrong amounts may be credited to the personnel concerned on the ledgers of H.M.S. "Odyssey."

2. Victualling allowance at the ordinary rate is to be credited on the ledger to the members of the crew, and will normally be paid fortnightly in advance with the fortnightly payments. All purchases by the crews including those from service sources and from N.A.A.F.I. are to be paid for at the time of purchase. If, when engaged on operations, it is found necessary for these trawlers to be supplied with special rations in kind (e.g. army 48-hour mess tin ration) for a day or two owing to the difficulty of making cash purchases, these issues may be written off by the supplying authority without charge against the victualling allowance.

3. Stocks of Provisions.—These are to be regulated as follows:—

(a) Apart from such quantities as may be purchased by crews, a stock of emergency provisions representing two weeks requirements for the whole crew is to be carried. The initial quantities will be entered by the supplying base on an inventory (see paragraph 7). The emergency provisions are only to be used when supplies cannot be obtained by purchase in the normal way and when any are used they must be replaced at the earliest opportunity. The replacements are to be paid for in cash by the crew at the time of supply except when the provisions have been used to feed survivors or passengers. When the cost is not

chargeable against the crew, the Commanding Officer should furnish to the local Accountant Officer a certificate detailing the circumstances and quantities expended; replacements should then be issued without charge, the certificate being forwarded with the Provision Account of the local base; if the expenditure is not such as should be borne by the Crown, the Accountant Officer should take such action as may be appropriate to effect local recovery or report the circumstances to the Admiralty.

(b) The existing arrangements, as laid down in A.F.O. 1445/42, paragraphs 10 and 11, regarding quantities and exchange of emergency provisions, are to continue.

4. Fresh Provisions.—Supplies are to be obtained as follows:—

(a) Supplies of fresh provisions required when at Naval bases should not be demanded direct from Admiralty contractors as this gives rise to difficulty in accounting. Except at certain bases where special authority has been given for fresh provisions to be demanded from the victualling yard or depot, supplies should be demanded from the local Accountant Officer, who will make the necessary arrangements for obtaining supplies, supervising distribution, etc.

(b) At ports where there are Admiralty contractors but no victualling yard or depot or Accounting Officer, supplies are to be paid for in cash at the time of purchase.

5. Rum.—The spirit ration will be issued or grog money paid in lieu, but grog money payable in respect of "G" ratings during short leave, etc., will be credited to the ratings on the ledger instead of payment to the mess. Rum is to be accounted for as shown in paragraph 6 below.

6. An account of the receipt, issue and return of rum is to be kept on Forms S.1072, columns H, J and K (see paragraph 9 (iii)). Whenever rum is supplied by a base or returned from a craft, the amount and the name of the base are to be entered at the appropriate line of column H or K, and the entry verified by the signature of the local Accountant Officer. Issues to craft are to be removed from charge in the provision account of the base by receipt of the Commanding Officer on Form S.549. Form S.1072 is to be transmitted through the local Accountant Officer, who is to arrange that the account is examined and shows correctly the proper expenditure of rum according to the victualling recorded. He should certify the account accordingly after any local investigations and adjustments which may be considered necessary. Forms S.1072 are to be dealt with and despatched promptly by the local Accountant Officer concerned to the Accountant Officer, H.M.S. "Odyssey" (see paragraph 9 (iii)).

7. Emergency Provisions, Loan Clothing, Mess Traps and Mess Utensils.—The accounts of these stores are to be kept on inventory Forms S.1071 A-D as hitherto, and no alteration is to be made to the present arrangements for mustering stores in trawlers, except that in the event of any differences, the matter should be reported immediately to the local Accountant Officer.

8. Inventory Accounts of Victualling Stores.—The following instructions for the use and disposal of inventories referred to at paragraph 7 are in amplification of those contained in A.F.O. 1445/42:—

(i) The local Accountant Officer will hold the base copies of the inventories with which all relative vouchers are to be filed.

(ii) Transfer of base copies of inventories.—Whenever the ship is transferred from one base to another, either permanently or temporarily for a period anticipated to exceed 14 days, the base copies of inventories are to be transferred to the Accountant Officer of the craft's new base. Local administrative authorities are responsible for the issue of directions to transfer inventories and that such instructions are received by—

(a) the base to which vessels are attached when the movement is ordered;

(b) the base to which they are being transferred;

(c) the Commanding Officer of the vessel concerned.

- (iii) To facilitate reference to former bases on store matters the names of the bases and the inclusive period of attachment should be noted as a continuous record on the cover of Form S.1071. The names of former bases from which vessels have been transferred should *not* be obliterated.
- (iv) In order that base copies of inventories may reach a new base as soon as possible, every endeavour should be made to despatch them in charge of the Commanding Officer of vessels concerned.
- (v) Inventories should not be retained at a base when vessels are being permanently transferred and the new base cannot be immediately given. The inventories should be despatched as in Clause (iv) above under cover addressed to the "Accountant Officer at port of arrival".
- (vi) Bases are to acknowledge receipt of inventories on Form S.549.

9. *Victualling Records.*—The Accountant Officer of the local base is to report the following particulars to H.M.S. "Odyssey" for the personnel while victualled in these vessels in order that the resulting credits or debits may be correctly made on the ledgers of H.M.S. "Odyssey."

- (i) By nominal list—G, T and U.A. grog changes and
- (ii) By victualling and check sheet—any movement by which pay and allowances are affected, e.g. hospital absence, leave, sickness, etc.
- (iii) Forms S.1072 are to be kept in duplicate by the Commanding Officer as a record of the victualling of officers and ratings. At the end of the month these forms are to be examined and countersigned by the local Accountant Officer, who will be responsible for the onward transmission without delay of one copy to the Accountant Officer, H.M.S. "Odyssey" (see paragraph 6). For extended periods of embarkation, Form S.1072 should be rendered on the last day of each month, but for periods of 14 days' embarkation which include the last day of the month, Form S.1072 should be extended to cover the total period and rendered immediately on the crew being discharged ashore or to other accommodation.

10. *Form S.1072—Amendments.*—The instructions on the form are to be amended as follows:—

Heading. For "parent ship" read "shore base to which attached".

Instructions:—

- Clause (2), last line. *Delete* "and forward victualling sheet to base at once".
- Clause (3), last line. *Delete* "and forward check sheet to base at once".
- Clause (4). *Add* "Write over the crosses the reason, e.g. leave, sick, L. & P.A. victualled in H.M.S. ' ', travelling on duty, or as the case may be".
- Clause (5). *Amend* last sentence to read "This will enable grog money to be paid to the man".
- Clause (7). *Add* after "Victualling Office" in line 1 "At the supplying base".
- Clause (8) (a). *Delete*
- Clause (8) (b). *Delete*.
- Clause (8) (c). *Amend to read* "Sign the form at the bottom of page 3 and then forward to the Accountant Officer of the local base for counter-signature before onward transmission to H.M.S. "Odyssey".
- Clause (8) (c). *Add* "When commencing a new Form S.1072 on the first day of each month the quantity of rum shown as remaining on the previous account is to be entered on the first line of column (K)".

11. *Naval Store Accounts.*—Forms S.1099D (inside) are to be prepared in triplicate for permanent Naval stores and owners' stores and fittings and dealt with as follows:—

Original standard copy for the Commanding Officer of the ship.

Duplicate copy to be retained at the dockyard or base where the account is prepared.

Triplicate rough working copy for use on the ship.

Each copy of the account is to be enclosed in a cover S.1099D.

The original and triplicate copies will be supplied to the ships with the first charges entered, both for owners' stores left on board and for Admiralty stores supplied to the date of handing over the accounts. The certificates on the inside of the covers are to be immediately completed by the Commanding Officer. Subsequent transactions are to be recorded as necessary throughout the period of service by the Commanding Officer.

All other Naval store accounting matters should be dealt with in accordance with A.F.O. 1297/42 (Form F.A.16C) as applicable to M/S and A/S trawlers.

12. The above arrangements are to come into force forthwith.

(A.F.Os. 1297/42 and 1445/42.)

2050.—Drafting of Ratings with "Very Poor Night Vision"

(N. 2878/44.—20 Apr. 1944.)

With reference to paragraph 8 of A.F.O. 5713/43, the drafting records and Service Certificates of Seamen ratings with "very poor night vision" should be endorsed "To be drafted to Cruisers and above only" in those instances where the man is retained in the Seaman branch.

(A.F.O. 5713/43.)

2051.—Naval Railway Warrants—Use of D.N.A. Forms 800 and 844 as Railway Tickets

See AFO 646/46.

(C.W. 43180/43.—20 Apr. 1944.)

It has been agreed with the Railway Executive Committee that as from 1st May, 1944, Naval Railway Warrants (D.N.A. Forms 800 and 844) are to be used as railway tickets. It will, therefore, no longer be necessary for such warrants to be exchanged at Railway Booking Offices for tickets before proceeding on journeys, except as stated in paragraph 3 below, and all personnel travelling are to be so informed before commencing their journey.

2. The Agreement applies to all Service journeys for Naval personnel authorized to travel between stations on all railways (including London Passenger Transport Board) in:—

England (including Isle of Wight and St. Mary's, Scilly).

Scotland (including places served by Clyde Coast Steamers and Messrs. MacBraynes Steamers and Road Services).

Wales.

3. Warrants will continue to be exchanged for tickets at booking offices in the ordinary way for travel to or from:—

Ports or Interior Stations in Northern Ireland.

Ports or Interior Stations in Eire.

Ports or Interior Stations in Isle of Man.

Air and Road services (except Messrs. MacBraynes Scottish Road Services—see paragraph 2.).

4. For journeys to and from the Orkney and Shetland Islands warrants will be used as tickets for the rail journey to and from Thurso and Aberdeen respectively, and are to be made out accordingly. The sea passages will be arranged by the Services Embarkation Officer.

5. **Return journeys** will no longer be covered by one warrant. Two warrants—one in each direction—are to be issued.

6. **Parties by ordinary train.**—Two or more personnel should be included on one warrant when they are travelling together to the same destination by the same route.

7. **Special trains.**—Where the whole party travels from one starting point to one destination one warrant for the appropriate number of personnel (first and third class shown separately) is to be issued. Where parties join or detrain at various stations, one warrant is to be issued for each party. Officers-in-Charge will be responsible for ensuring that the warrant is surrendered to the Railway Company on completion of a journey by special train.

8. **Availability of Warrants.**—Warrants used as railway tickets will be honoured by the Railway Companies within one calendar month of the date shown on the warrant.

9. Amendments and Alterations to Warrants.—Alteration of the forms subsequent to issue other than by a responsible officer such as the Issuing Officer or R.T.O. (who should initial or stamp any such alteration) is irregular and will render the warrants invalid. In cases of unauthorized alteration disciplinary action may be entailed in addition to recovery of any excess cost of journey involved.

10. N.A.A.F.I., Dominion, Colonial and Allied Services.—Care is to be taken that all warrants issued for such personnel (including N.A.A.F.I. ratings serving on R.N. engagements) are marked boldly at the top in red according to their service, e.g. N.A.A.F.I., Canada, Netherlands, etc. In the case of Australian personnel, attention is drawn to A.F.O. 6307/43 Part I (C), paragraph 3.

11. Single and/or return railway tickets, obtained prior to the introduction of this scheme will be accepted by the Railway Companies.

(A.F.Os 815/37 and 6307/43.)

2052.—Survivors—Provision by R.N.B.T. of Extra Clothing, etc.

(D.P.S. 206/44/P.—20 Apr. 1944.)

With reference to A.F.O. 1662/44, the word "Fund" in the first line is to be deleted and the word "Trust" substituted.

(A.F.O. 1662/44.)

2053.—Australian, Canadian, New Zealand and South African Personnel—Rendering of Ledger Extracts

(D.N.A. 4802/44.—20 Apr. 1944.)

As from the date of receipt of this order, ledger extracts in respect of personnel (officers and ratings) of the Royal Australian, Royal Canadian, Royal New Zealand and Royal South African Navies borne on the books of H.M. ships and establishments should be rendered at the close of each quarter, or period borne, as follows:—

<i>Australian</i>	...	To H.M.A. Naval Depot, Australia House, Strand, London, W.C.2.
<i>Canadian</i>	...	To The Accountant Officer, H.M.C.S. "Niobe", c/o G.P.O., Greenock.
<i>New Zealand</i>	...	To The New Zealand Naval Affairs Officer, Halifax House, Strand, London, W.C.2.
<i>South African</i>	...	To The Accountant, S.A.N.F., P.O. Box 849, Cape Town. (See A.F.O. 3022/43, paragraph 58, for method of preparation.)

2. It is emphasized that all extracts should be sent direct, and that copies are no longer required by the Director of Navy Accounts. A.F.O. 6307/43, Part I, Section E, paragraph 6 (b) and A.F.O. 511/44, Section B, paragraph 3, are amended accordingly.

(A.F.Os. 3022/43, 6307/43 and 511/44.)

(A.F.O. 5635/42 is cancelled.)

2054.—Royal Canadian Naval Forces—Dependents Allowance

(N. 7642/44.—20 Apr. 1944.)

The following information relating to a new Dependents' Allowance scheme introduced into the Royal Canadian Navy is promulgated for information, and for action as indicated where R.C.N. personnel are serving in H.M. Ships and establishments:—

With effect from 1 Apr. 1944, Marriage Allowance and Dependents' Allowance will cease to be credited in pay accounts and at the same time allotments to dependents should be reduced by the corresponding amounts which are shown in the appended scale. The remaining allotment, which represents assigned pay, is to be charged monthly and is to be marked "A.P." in the allotment column of the ledger. The amount so deducted represents the allowance and should be shown as ("D.A. \$. . .") below the name in the ledger, and continue to be shown from quarter to quarter.

2. In many cases dependents of Canadian Naval personnel entitled to increased rates of Marriage Allowance provided by A.F.O. 4097/42 and 5455/43 are not yet in receipt of the increased amounts. Accountant Officers are therefore to review each pay account of Canadian Naval personnel and ascertain that Marriage Allowance rates in accordance with A.F.Os. 4097/42 and 5455/43 have been made effective. If not, he should apply these A.F.Os. before taking the action required

by paragraph 1, referring to Naval Service Headquarters, Ottawa, if necessary. Any increase in dependents' Allowance (other than Marriage Allowance) effective from 1 Jan. 1943 will be advised by Naval Service Headquarters, Ottawa.

3. Where ratings are in receipt of Marriage Allowance of \$2.30 or \$2.55 per day (which apply in two different cases of dependency in ratings), care is to be taken to determine the state of dependency, in order that correct deductions are made for Dependents' Allowance in accordance with the scale. If ratings concerned are not available to be interrogated, information is to be requested from Naval Service Headquarters, Ottawa.

4. In order that wives of Canadian Naval personnel serving in Royal Navy may obtain full benefits of these allowances, the foregoing action should be taken without delay.

5. Any cases on which action cannot be taken as above are to be reported to Naval Service Headquarters, Ottawa, for guidance.

Rates of Marriage Allowance and Scale of Deductions

Dependents' Allowance—Scale of Deductions

Rank	Wife	One Child	Two Children	Three Children	Four Children	Five Children	Six Children
Commanders and Officers of corresponding or higher rank:—							
(a) Discontinue on credit side of ledger	2.00	2.40	2.80	3.10	3.40	3.65	3.90
(b) Reduce monthly allotment on debit side by	60.00	72.00	84.00	94.00	102.00	110.00	118.00
Lieutenant-Commanders and Officers of corresponding rank:—							
(a) Discontinue on credit side of ledger	1.80	2.20	2.60	2.95	3.20	3.50	3.75
(b) Reduce monthly allotment on debit side by	55.00	67.00	79.00	89.00	97.00	105.00	113.00
Lieutenants:—							
(a) Discontinue on credit side of ledger	1.60	2.00	2.40	2.80	3.05	3.30	3.60
(b) Reduce monthly allotment on debit side by	50.00	62.00	74.00	84.00	92.00	100.00	108.00
Sub-Lieutenants, Midshipmen, Mate, Commissioned Officers from Warrant Rank:—							
(a) Discontinue on credit side of ledger	1.45	1.85	2.25	2.60	2.90	3.15	3.40
(b) Reduce monthly allotment on debit side by	45.00	57.00	69.00	79.00	87.00	95.00	103.00
Warrant Officers:—							
(a) Discontinue on credit side of ledger	1.30	1.70	2.10	2.45	2.70	3.00	3.25
(b) Reduce monthly allotment on debit side by	40.00	52.00	64.00	74.00	82.00	90.00	98.00
Ratings:—							
(a) Discontinue on credit side of ledger	1.15	1.55	1.95	2.30	2.55	2.80	3.10
(b) Reduce monthly allotment on debit side by	35.00	47.00	59.00	69.00	77.00	85.00	93.00
Children only:—							
Officers:—							
(a) Discontinue on credit side of ledger	—	1.00	1.30	1.65	2.05	2.30	2.55
(b) Reduce monthly allotment on debit side by	—	20.00	40.00	50.00	60.00	70.00	80.00
Ratings:—							
(a) Discontinue on credit side of ledger	—	0.75	1.30	1.65	2.05	2.30	2.55
(b) Reduce monthly allotment on debit side by	—	20.00	40.00	50.00	60.00	70.00	80.00

Rank	Wife	One Child	Two Children	Three Children	Four Children	Five Children	Six Children
Officers :—							
(a) Discontinue on credit side of ledger	1.00	1.25	1.50	1.75	2.00	—	—
(b) Reduce monthly allotment on debit side by	30.00	38.00	45.00	53.00	60.00	—	—
Children only :—							
Officers :—							
(a) Discontinue on credit side of ledger	—	1.00	1.25	1.50	1.75	—	—
(b) Reduce monthly allotment on debit side by	—	30.00	38.00	45.00	53.00	—	—
<i>Dependents' Allowance—Scale of Deductions</i>							
All Ranks and Ratings :—							
(a) Discontinue on credit side of ledger	1.15	1.00	0.80	0.65	0.50	0.35	0.25
(b) Reduce monthly allotment on debit side by	35.00	30.00	25.00	20.00	15.00	10.00	5.00

(A.F.Os. 2998/35 and 4097/42.)

(A.F.O. 5455/43 is cancelled.)

2055.—“A National Health Service”—Copies of White Paper for Medical Officers (M.D.G. 12741/44.—20 Apr. 1944.)

A copy of the White Paper on the post-war planning of the medical profession together with documents issued by the British Medical Association are available for issue to all Medical Officers.

2. The method of distribution will be in bulk to ships and establishments.

3. Any Medical Officer who fails to receive a copy by 1st Jun. 1944 should apply direct to Medical Department.

2056.—Admiralty Surgeon and Agent

(C.E. 4287/44.—20 Apr. 1944.)

Mr. W. I. Bell, M.B., Ch.B., of Claremont, Falkirk, Stirlingshire (Telephone Falkirk 287) has been appointed Admiralty Surgeon and Agent for Falkirk.

2057.—Officiating Ministers of Religion

(C.E. 51936/44.—20 Apr. 1944.)

The following appointments have been approved :—

Church of England

H.M.S. “Allenby” Rev. D. V. Beckingham, M.A.,
The Vicarage,
Folkestone.

R.N. Base, Appledore Rev. H. C. A. S. Muller,
St. Mary's Vicarage,
Appledore.

United Board

Lerwick Rev. J. R. May,
Congregational Manse,
Lerwick.
Vice Rev. J. McLemon.

Methodist

H.M.S. “Duke” Rev. C. R. North,
St. Asaph, Christchurch Road,
Malvern.

Vice Rev. J. Harper.

2. The usual facilities are to be afforded.

2058.—W.R.N.S. Radio Mechanics—Conditions of Service

(N. 21294/43.—20 Apr. 44.)

With reference to A.F.O. 2214/42, the following rules will apply for advancement of W.R.N.S. Radio Mechanics.

2. W.R.N.S. Radio Mechanics will be trained for duty in the general service and Fleet Air Arm, and will conform generally to the rules for naval ratings. The equivalent designations are :—

(R.M.)	Radar Mechanic	} General Service
(W.M.)	Wireless Mechanic	... ..
(A.R.M.)	Radar	} Fleet Air Arm
(A.W.M.)	W/T	... ..
(A.C.M.)	Radar and W/T	... ..

3. Radio Mechanics (R.M.) and (W.M.) will be administered and drafted by Superintendent, W.R.N.S., Portsmouth, and Radio Mechanics (A.R.M.), (A.W.M.) and (A.C.M.) by Commodore, R.N. Barracks, Lee-on-Solent.

4. On satisfactorily completing specialized training in a service establishment, a rating will be awarded the higher specialized rate of pay as Wren (R.M.), (W.M.), (A.R.M.) or (A.W.M.), as appropriate, and, if recommended, advanced to Leading Wren (R.M.), (W.M.), (A.R.M.) or (A.W.M.) the next day.

5. After a year as Leading rate, advancement to the confirmed rating of Petty Officer Wren (R.M.), (W.M.), (A.R.M.) or (A.W.M.), may be made by the Commanding Officer if satisfied that the rating is suitable for Petty Officer rate (*vide* A.F.O. 5194/43). Recommendation for advancement should be initiated by the W.R.N.S. Unit Officer, *vide* A.F.O. 4864/42, paragraph 9.

6. Chief Wren Radio Mechanics of the Fleet Air Arm will be required to conform to A.F.O. 126/43, paragraph 1 (b), and will be designated Chief Wren (A.C.M.). Those of the general service will be required to undergo a qualifying course as indicated below. Details of such courses will be promulgated later :—

(R.M.) at the Radar Training School.
(W.M.) at H.M. Signal School.

7. Advancements to Chief Wren (R.M.), (W.M.) or (A.C.M.), will be made in vacancies from roster with a service qualification of three years in the Petty Officer rating.

8. All advancements are to be reported to the appropriate authority, *vide* paragraph 3 above.

9. *Transfers from Fleet Air Arm to General Service.*—A number of transfers have been and will be effected from the Fleet Air Arm to general service. Ratings so transferred will retain existing higher rating (if any) and seniority. All W.R.N.S. Radio Mechanics already on loan from the Fleet Air Arm to general service are to be included in general service categories henceforth, and their administration and drafting assumed by Superintendent, W.R.N.S., Portsmouth, in accordance with paragraph 3 above.

10. Nominal lists of W.R.N.S. Radio Mechanics transferred from the Fleet Air Arm and employed on general service duties are to be forwarded to Superintendent, W.R.N.S., Portsmouth, by the Captain H.M. Signal School (for (W.M.) ratings) and by the Captain Radar Training (for (R.M.) ratings) giving the dates of transfer. Where such ratings have not completed Part II training before transfer, dates when these ratings become eligible for the higher specialized rate of pay and Leading rate are also to be forwarded.

11. The provisions of this Order are retrospective to 1st January, 1943.

12. The reference to “Radio Mechanic” in the specialized section of the Appendix to A.F.O. 1901/43 is to be amended to read as follows :—

Column 1 ... Radio Mechanic (A.R.M.), (A.W.M.), Radio Mechanic (R.M.), (W.M.) (A.C.M.)

Column 2 ... Mobile Mobile

Column 3 ... No No

Column 4 ... 36 weeks 34 weeks

Column 5 ... Commodore, R.N.B., Lee-on-Solent Portsmouth

(A.F.Os. 2214/42, 4864/42, 126/43, 1901/43, 5194/43.)

(A.F.O. 4941/43 is cancelled.)

2059.—W.R.N.S.—Medical Examination for Foreign Service

(M.D.G. 13476/44.—20 Apr. 1944.)

W.R.N.S. personnel recommended for foreign service should be carefully examined not only in relation to present health but also to past medical history.

2. A memorandum on the subject has been prepared and application should be made to Medical Director-General (S.S.B.I.), Admiralty, 64, St. James's Street, London, S.W.1.

***2060.—W.R.N.S.—Volunteers for Duty as Welfare Workers**

(N. 29346/43.—20 Apr. 1944.)

Their Lordships have introduced a scheme for providing temporary home helps for the families of Naval ratings in cases where the wife of a rating is laid aside with illness or is taken temporarily to hospital and where in either event there are children and there is no one left at home to look after the wife and children in the one case and the children in the other. Under the scheme a number of Wrens (at the outset of the Scheme 17) are to be appointed to the staffs of the five home Commanders-in-Chief and of Admiral Commanding Orkneys and Shetlands.

2. It is requested that all members of the W.R.N.S. who are willing to act as welfare workers under the scheme will through their Commanding Officers submit their applications to the Superintendent of their Command (in the case of Orkneys and Shetlands to the Chief Officer). Applications should be accompanied by Service documents and should give *inter alia* the candidate's age and her qualifications for appointment as a welfare worker, including full details of any previous experience of welfare work.

3. Applicants who appear to be suitable candidates will be examined by a Selection Board comprising Superintendent of the Command (in the case of Orkneys and Shetlands, Chief Officer) and the local P.A.L.O. The names of those found suitable by the Selection Board will be forwarded, together with any special recommendations by the Board, to D.W.R.N.S., who in consultation with D.P.S. will make the final selection and allocation.

4. Candidates should not only be interested in welfare work but must also be able and willing to look after a household on occasion for a short time.

5. Successful candidates will be given the rating of Chief Wren. If a candidate is not a confirmed Chief Wren this rate will be held on an acting basis for six months.

6. All ratings will be transferred to the Administrative category after six months' satisfactory service as welfare workers. If after transfer to this category a rating should for any reason not be able to continue as a welfare worker she will revert to her original category and rating.

2061.—W.R.N.S.—Hospitals Available for Treatment of Gynaecological Cases

(M.D.G. 13320/43.—20 Apr. 1944.)

The following hospital is now available for treatment of gynaecological cases and should be added to the list shown in A.F.O. 2021/43 :—

Royal Victoria Hospital Folkestone.

(A.F.O. 2021/43.)

***2062.—Subsistence Allowance whilst Seeking Lodgings**

(C.W. 789/44.—20 Apr. 1944.)

With reference to K.R. & A.I., Article 1666, clause 5, first and second paragraphs, the period for which subsistence allowance may be continued whilst seeking lodgings is extended from 72 hours (or 96 hours including a Sunday) to seven days.

2. This extension is to take effect from the date of this Order and is to be regarded as a war-time measure.

3. Attention is drawn to A.F.O. 692/39.

(K.R. & A.I., Art. 1666.)

(A.F.O. 692/39.)

2063.—Instructional Film (Combined Operations)—“Landing Craft” (Part 10)—“Loading and Securing Army Loads”—Serial Number A.133

(T.S.D. 2357/43.—20 Apr. 1944.)

With reference to A.F.O. 4251/43, an instructional film on “Loading and Securing Army Loads” (Part 10 of the film “Landing Craft” in the series of Combined Operations instructional films now being produced), is now completed and copies will be distributed as follows, without demand :—

		<i>No. of copies</i>		
		<i>35-mm.</i>	<i>16-mm.</i>	
(a) Copies for re-issue on temporary loan :—				
Instructional Film Libraries :—				
Scapa	A.F.O. 4251/43, paragraph 10, refers	}	2	2
Rosyth			2	2
Glasgow			2	2
Liverpool			2	2
Chatham			2	2
Portsmouth			2	2
Devonport			2	2
London			1	1

(b) Copies on permanent loan :—

H.M.S. “Medina”	...	...	...	...	1	
H.M.S. “Manatee”	...	...	...	...	1	
H.M.S. “Turtle”	...	...	...	...	1	
H.M.S. “Tennyson”	...	...	...	...		1
H.M.S. “Wildfire III”	...	...	...	...		1
N.S.H.Q.	...	...	...	...	1	dupe negative
B.A.D., Washington	...	...	...	...	1	duping print

2. Application for copies of this film should be made in accordance with A.F.O. 4251/43 (paragraph 10).

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

2064.—Instructional Film (Combined Operations)—“Landing Craft” (Part 11)—“Fire Fighting and Prevention”—(Serial Number A.133)

(T.S.D. 2357/43.—20 Apr. 1944.)

With reference to A.F.O. 4251/43, an instructional film on “Fire Fighting and Prevention” (Part 11 of the film “Landing Craft” in the series of Combined Operations instructional films now being produced) is now completed and copies will be distributed as follows; without demand :—

		<i>No. of copies</i>		
		<i>35-mm.</i>	<i>16-mm.</i>	
(a) Copies for re-issue on temporary loan :—				
Instructional Film Libraries :—				
Scapa	A.F.O. 4251/43, paragraph 10, refers	}	2	2
Rosyth			2	2
Glasgow			2	2
Liverpool			2	2
Chatham			2	2
Portsmouth			2	2
Devonport			2	2
London			1	1

(b) Copies on permanent loan :—

H.M.S. “Squid”	...	...	...	...	1	
H.M.S. “Lizard”	...	...	...	...		1
H.M.S. “Turtle”	...	...	...	...	1	
H.M.S. “Helder”	...	...	...	...	1	
H.M.S. “Foliot”	...	...	...	...		1
H.M.S. “Cricket”	...	...	...	...	1	
H.M.S. “Medina”	...	...	...	...	1	
H.M.S. “Manatee”	...	...	...	...	1	
H.M.S. “Salcombe”	...	...	...	...		1
H.M.S. “Wildfire III”	...	...	...	...		1
H.M.S. “Westcliff”	...	...	...	...		1

	No. of copies	
	35-mm.	16-mm.
H.M.S. "Sea Serpent"		1
H.M.S. "Dundonald"		1
H.M.S. "Brontosaurus"	1	
H.M.S. "Stopford"		1
Capt., M.L.C.		1
H.M.S. "Lochailort"	1	
B.A.D., Washington	1 duping print	
N.S.H.Q., Ottawa	1 dupe negative	

2. Application for copies of this film should be made in accordance with A.F.O. 4251/43, paragraph 10.

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

2065.—Instructional Film "Tips for Teachers" (Serial Number G.22)

(T.S.D. 2173/44.—20 Apr. 1944.)

With reference to A.F.O. 4251/43, it should be noted that no further copies of the instructional film entitled "Tips for Teachers" are available for distribution, and all outstanding demands for copies have been cancelled.

2. Appendix I of A.F.O. 4251/43 is to be amended accordingly.

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

Cancelled by 2066.—National Service Entertainment—REPORTS

AFO 5172/46.

(N./D.P.S. 257/44/W.—20 Apr. 1944.)

Administration.—The National Service Entertainments Board, consisting of representatives of the three Services, the Treasury, the Ministry of Labour and N.A.A.F.I., settles general questions of entertainment policy. The Admiralty representative on this Board is an officer from the Personal Services Department. The E.N.S.A. organization, under the general supervision of N.A.A.F.I., and of the National Service Entertainments Board is recognized as the sole source of supply of professional entertainment provided for the Royal Navy out of public or semi-public funds.

2. Co-ordination.—To ensure that the maximum number of performances be given to the maximum number of audiences, the full global allotment of entertainment is pooled among the Services participating.

3. Types of entertainments.—There is now no division of E.N.S.A. entertainments into categories A and B. Parties, independent of their type (revue, variety, concert party, play, etc.), will be routed according to stage facilities available. Entertainments requiring larger halls and more elaborate stage equipment will be routed and known as "Red Circuit Parties". The more mobile entertainments, of whatever type, will be routed and known as "White Circuit Parties". Other forms of entertainment will, in future, be routed and known as "ENSA Mobile Cinemas", "ENSAtainments" and "Double Acts". These three types are designed only for very small units and isolated sites. Charges for admission to the above are to be made as follows:—

"Red" and "White" Circuit Parties—Officers, 1s.; Ratings, 6d and 3d.

"ENSA Mobile Cinemas"

"ENSAtainments" and "Double Acts" } Admission free.

Note.—It is not essential that money should be taken at the doors.

Payment in bulk will be accepted provided that the cheque represents the aggregate value of the tickets which must be issued.

4. Admissions.—In view of the fact that the authorized E.N.S.A. performances are not subject to Entertainment Tax, admissions to paid entertainments are restricted to the following:—

(a) Naval, Military and Air Force personnel in uniform.

(b) Their families.

(c) Female friends.

(d) Civilians employed by the Admiralty, War Department and Air Ministry when holding passes as such and their wives and families.

5. Distribution.—(a) With the exception of certain locations on the "Red Circuit" (such as garrison theatres, which are controlled direct from Drury Lane), all above E.N.S.A. entertainments will be routed by specially appointed E.N.S.A. area organizers through National Service Entertainment Committees established in each administrative area concerned, the Army system of administrative areas being used as a matter of geographical convenience for this purpose.

(b) Headquarters Committees will be constituted as under:—

- 1 Naval officer.
- 1 Army officer.
- 1 R.A.F. officer.
- 1 Ministry of Labour Welfare officer.
- The E.N.S.A. Regional Chairman or Supervisor.

Area Committees will be constituted as under:—

- 1 Naval officer.
- 1 Army officer.
- 1 R.A.F. officer.
- 1 E.N.S.A. organizer.

Services not calling for entertainment in any of these areas will not have representation on the committees concerned.

(c) The Headquarters Committees, after considering the total allocation, will sub-allocate to Area Committees, who in turn will route the entertainments, through the E.N.S.A. organizer, to R.N. bases.

(d) Headquarters Committees will sit at least once in every entertainment period immediately on receipt of their allocations; Area Committees will sit at least once in every two weeks.

(e) Naval officers sitting on the committees mentioned at (b) above will be provided as follows:—

Region	Area and Place of Meeting	Naval Command to provide member for Area Committee
Scottish H.Q., Edinburgh. (R.N. member provided by C.-in-C., Rosyth.)	(1) North Highlands (Inverness) ...	Invergordon
	(2) South Highlands (Perth) ...	Rosyth
	(3) Edinburgh (Edinburgh) ...	Granton
	(4) Glasgow (Glasgow) ...	Greenock
	(5) Northumberland, Durham and N. Riding (Darlington).	Newcastle
Northern H.Q., York. (R.N. member provided by F.O.I.C., Immingham.)	(7) Yorkshire (York) ...	Immingham
	(8) Lincoln (Lincoln) ...	
	(9) N. Midlands (Nottingham) ...	
Western H.Q., Chester. (R.N. member provided by F.O.I.C., Liverpool.)	(10) East Lanes. (Manchester) ...	Liverpool
	(11) West Lanes. (Chester) ...	
	(12) North Wales (Shrewsbury) ...	
Eastern H.Q., London. (R.N. member provided by F.O.I.C., Harwich.)	(13) Central Midlands (Leamington) ...	H.M.S. "Duke", Malvern.
	(14) South Wales (Abergavenny) ...	Cardiff
Southern H.Q., Salisbury. (R.N. member provided by C.-in-C., Portsmouth.)	(14a) Carmarthen (Carmarthen) ...	Milford Haven
	(15) Cambridge (Cambridge) ...	Yarmouth
London. (R.N. member provided by F.O.I.C., Port of London.)	(16) Hertford (Colchester) ...	Harwich
	(17) East Central (Dunstable) ...	—
South Eastern H.Q., London. (R.N. member provided by C.-in-C., Nore.)	(18) S. Kent (Tunbridge Wells) ...	Newhaven
	(18a) Sussex (Horsham) ...	
Southern H.Q., Salisbury. (R.N. member provided by C.-in-C., Portsmouth.)	(19) Surrey and N. Kent (Oxted) ...	Chatham
	(20) Aldershot (Aldershot) ...	—
London. (R.N. member provided by F.O.I.C., Port of London.)	(21) Salisbury Plain (Salisbury) ...	—
	(22) South Midland (Oxford) ...	—
Southern H.Q., Salisbury. (R.N. member provided by C.-in-C., Portsmouth.)	(23) Western (Taunton) ...	R.N.A.S., Yeovilton.
	(24) Hampshire and Dorset (Winchester) ...	Portsmouth
London. (R.N. member provided by F.O.I.C., Port of London.)	(26) Devon and Cornwall (Exeter) ...	Plymouth
	(25) London (London) ...	Port of London

6. *Professional entertainments outside E.N.S.A.*—It will be clear from paragraph 1 that the salaries of Service entertainers must be standardized by E.N.S.A. Entertainment Officers will therefore be dissuaded from buying outside entertainments even though these may be paid out of funds voluntarily subscribed.

7. *Service concert parties.*—Although these are the business of the Service, E.N.S.A. can be asked to assist by supplying professional stage-manager-producers to rehearse and produce the parties, and also by supplying material (sketches, songs, "gags", etc.). Correspondence on these points should be addressed to Director of National Service Entertainment (Royal Navy Liaison Officer), Theatre Royal, Drury Lane, London, W.C.2. (Telephone: Temple Bar 1575).

8. *Amateur entertainments.*—Though the supplementing of professional entertainment by good amateur talent is again the business of the Service, National Service Entertainment Committees and individual Entertainment Officers should take full advantage of any assistance which the E.N.S.A. Regional Committees may be able to give in weeding out less efficient amateur companies.

9. *Cinemas.*—These arrangements in no way alter those in existence for the supply of cinema entertainment to bases and establishments made by the Admiralty Shore Establishments Cinema Fund.

10. *Criticisms.*—All reports and criticisms of E.N.S.A. performances will be forwarded immediately, on the forms provided, to the Area National Service Entertainment Committees. Copies of these reports are forwarded by the E.N.S.A. Area Organizers to the Director of National Service Entertainment. Royal Navy representatives should send reports monthly to D.P.S., Admiralty, giving a résumé of the entertainment provided, with remarks on quality, reaction, etc. Specific cases of complaint should be reported to D.P.S., Admiralty, notifying E.N.S.A. Area Organizers concerned of the action taken.

(A.F.O. 3180/41 is cancelled.)

2067.—Offenders and ex-Detention Ratings—Escorts Arriving in Glasgow

(N.L. 5283/44.—20 Apr. 1944.)

Escorts for offenders or ex-detention ratings are always to report their arrival in Glasgow at the Naval Picket Office, 17, Waterloo Street, before collecting their offenders.

(A.F.O. 130/43.)

2068.—Artificial Respiration—Eve's Method

(M.D.G. 7020/44.—20 Apr. 1944.)

Attention is drawn to the above method of artificial respiration which is fully described in B.R. 25—"First Aid in the Royal Navy, 1943".

2. Orders for the distribution of this manual are laid down in A.F.O. 1748/43.

(A.F.O. 1748/43.)

2069.—Use of Private Ink for Official Purposes

(C.E. 52069/44.—20 Apr. 1944.)

Many officers using their own fountain pens for official work use also their own ink. Some of this is of the so-called "washable" type, i.e. it can easily be washed out with water. Such ink should never be used in preparing instruments of payment (postal drafts, pension or allowance books, payable orders, cheques, etc.), or any other document which it might be to anyone's interest to alter.

2. The Stationery Office blue-black general service ink, ink concentrates and ink powders are not of the "washable" type.

*2070.—Extension of Free Legal Aid Scheme to Cover Free Advice from Surveyors and Valuers

(N. 18793/43.—20 Apr. 1944.)

Cases occur from time to time in which Naval ratings, Royal Marines and Wrens on service require the advice and assistance of professional Surveyors or Valuers. Such cases include questions under the War Damage

Acts, the Landlord and Tenant (War Damage) Acts, the Compensation (Defence) Act and problems arising out of Leases, Mortgages, Road Charges and the like. To meet this need a scheme of free advice and assistance from professional Surveyors and Valuers has been prepared and will come into operation at once. It has been made possible by the co-operation of the members of the Chartered Surveyors' Institution, the Land Agents' Society, the Auctioneers' and Estate Agents' Institute, the Incorporated Society of Auctioneers and Landed Property Agents and the Poor Man's Valuer Associations.

2. In most of such cases the problems involved will require the advice and assistance both of Lawyers and of Surveyors or Valuers. The Surveyors' scheme will, therefore, form and be operated as an extension of the Legal Aid Scheme established by A.F.O. 3046/43 (as amended by A.F.O. 1799/44) and the provisions of those A.F.Os. will, as far as possible, apply. Thus, the scheme applies to all Naval ratings up to and including Petty Officers, to all Royal Marines up to and including Sergeants, and to all ratings of the W.R.N.S. up to and including Petty Officer Wrens, provided always that they have not sufficient private resources to employ their own Surveyor or Valuer.

3. The scheme extends to property whether real or heritable or personal or movable or chattels in England, Wales, Scotland and Northern Ireland.

4. It is limited to the giving of advice, the making of reports and the inspection of property; the conduct of litigation will not be undertaken.

5. An applicant who requires assistance under this scheme will apply to his Legal Aid Section and the procedure laid down in A.F.O. 3046/43 (as amended by A.F.O. 1799/44) will be followed. He will sign the form referred to in the Appendix to A.F.O. 1799/44, paragraph 2 of that form being amended by the addition of the words "Surveyor or Valuer" after the word "Solicitor".

6. An applicant should state the name and address of a relative or a friend of the applicant living near the property to whom reference can be made if necessary.

7. The Legal Aid Section on receiving the applicant's case will, if it considers that the opinion of, or the report or the inspection by, a professional Surveyor or Valuer is required, send the case for advice or report or inspection, if the property is situated in a locality where a Poor Man's Valuer Association is operating, to that Poor Man's Valuer Association, or, if there is no Poor Man's Valuer Association operating in that locality, to a professional Surveyor or Valuer on a panel of volunteers supplied by the first four societies named in paragraph 1 hereof. Lists of Poor Man's Valuer Associations willing to co-operate in the scheme and lists of these panels have been issued to all Legal Aid Sections, and arrangements have been made with the various societies as to the method of selection of the Surveyor or Valuer from a panel.

8. Cases involving advice on questions relating to chattels or personal or movable effects must be sent only to those who have offered to deal with problems relating to such subjects.

9. The Poor Man's Valuer Association, or the Surveyor or Valuer, as the case may be, will return the papers, including a copy of the aforementioned form, with the advice or report to the Legal Aid Section, who will transmit it to the applicant in accordance with the provisions of A.F.O. 3046/43 (as amended by A.F.O. 1799/44).

10. The Legal Aid Sections will not at any time handle any money in connection with any case dealt with under this A.F.O. No fees will be payable to any Lawyer, Surveyor or Valuer. If a Surveyor or Valuer cannot deal with a case without payment of his travelling expenses, he will arrange direct with the applicant for the payment of such expenses.

11. An applicant who visits a Legal Aid Section or a Surveyor or Valuer in regard to his case will be required to pay his own travelling expenses in connection with his visit.

(A.F.Os. 3046/43 and 1799/44.)

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

2071.—Aircraft—Bombs—Detonators—Stowage in Aircraft Carriers (G. 014714/43.—20 Apr. 1944.)

With a view to reducing the risks of sympathetic detonation of aircraft bomb detonators in stowage, new types of standard lockers have been designed, and are now in service.

The basic principle of stowage adopted in these lockers is that not more than two pounds of explosive should be stowed in any one locker, and that each $\frac{1}{2}$ -lb. of explosive should be separated by $\frac{1}{4}$ -in., M.S. plate (N.M.E.R. Article 291).

2. To satisfy these conditions and cater for the different sizes of boxes and weights of explosive contents three types of lockers are in supply :—

Type A.—Divided into four compartments separated by $\frac{1}{4}$ -in. M.S. plate, each compartment having three shelves for stowage of :—

(i) Bomb detonators No. 35 and upwards, except instantaneous detonators and detonator bursters No. 28—12 boxes per locker.

(ii) Detonators W.T. percussion Mark VI or VII—2 boxes per shelf=24 boxes per locker.

(iii) Detonators electric No. 39—2 tins per shelf=24 tins per locker.

Type B.—Divided into four compartments, each separated by $\frac{1}{4}$ -in. M.S. plate, for stowage of :—

(i) Bomb detonators Nos. 43, 52 and sensitive type instantaneous detonators under development—four boxes per locker.

(ii) Detonator bursters No. 28—four boxes per locker.

Note.—This locker is suitable for all types of bomb detonators.

Type C.—Divided into four (or six) compartments, separated by $\frac{1}{4}$ -in. M.S. plate for stowage of :—

(i) Detonators (demolition) Nos. 21 and 25.

(ii) Detonators torpedo, electric No. 1.

Note.—Issue of four or six shelf lockers is dependent on the quantity of these detonators in outfit.

3. Detailed information showing the construction of the lockers is given in the following drawings :—

Type A ... Po. M.C.D. 018119.

Type B ... Po. M.C.D. 018120.

Type C ... Po. M.C.D. 018132.

A.F.O. Diagram 113/44 gives sufficient information (1-3) for ships officers to identify the lockers.

4. It should be noted that the explosive content of boxes of instantaneous detonators, and detonator bursters No. 28, is considerably larger than for aircraft bomb detonators designed to give a delay and, therefore, they should be stowed in type B lockers and not in type A.

(N.M. and E.R., Article 291.)

(C.A.F.Os. 1011/42 and 719/44.)

2072.—Ammunition—Fuzes, Primers and Tubes—Fuzes No. 230 V.A.E.L., Lot No. 12, Filled 4/42

(A.S. 4557/44/B89.—20 Apr. 1944.)

19 Fuzes, No. 230 V.A.E.L., lot No. 12 filled 4/42 are required for special reproof.

2. Where available, Commanding Officers of H.M. ships and Officers in Charge of Naval Armament Depots at home and abroad are to set aside 19 of these fuzes and report to Director of Armament Supply (B.89) when disposal instructions will be given.

2073.—Ammunition—Pyrotechnics and Rockets, Signal—Rockets, Target Practice Mark I*, Lots 129 and 144—Withdrawal—REPORTS

(G. 018482/43.—20 Apr. 1944.)

Rockets, target practice, Mark I*, Lots 129 and 144, filled C.T. Brock & Co. 12/42 are to be returned to the nearest Naval armament depot at the first opportunity and others demanded in lieu. D.E.M.S. Staff Officers are to make the necessary arrangements in regard to merchant ships.

2. Those returned to depots abroad are to be dumped. Home depots are to report the quantities returned to D.A.S. (B.103) for disposal instructions.

2074.—Anti-Aircraft Fire Control—Close Range Weapons—Drill and Procedure— Use of Delayed Igniter Tracers

(G. 02372/44.—20 Apr. 1944.)

Reports have been received from sea to the effect that the tracer in those projectiles, 40-mm. and below, having delayed ignition are less bright and, consequently, harder to see than the tracers which trace from the muzzle.

2. A full investigation of this matter has been carried out, with simultaneous firing of full trace from one barrel and delayed ignition trace from another barrel, which has shown that the brilliance of the two tracers at the same range is equal. The apparent discrepancy is probably due to the observer being prejudiced by the brilliance of the full trace at ranges below that at which the delayed ignition trace lights up, the apparent brilliancy varying approximately inversely as the square of the range.

3. In conditions when tracer observation is difficult, the observer may not see the trace at the same range as the target with either type of trace, but, where there is no delayed ignition he instinctively uses an earlier part of the trace, thus incorrectly observing the position of the trace relative to the target.

4. The importance of only observing the trace when at the same range as the target cannot be too highly stressed. Reports that tracer having delayed ignition is less visible than tracer lighting up at the muzzle are probably based on misuse of tracer.

2075.—Diving—Use of Oil on Breathing Apparatus Containing High Pressure Oxygen

(G. 03704/44.—20 Apr. 1944.)

An incident recently occurred when a high pressure oxygen cylinder was returned to a charging plant with the valve heavily lubricated with oil and a serious accident was narrowly averted.

2. In view of the length of combustion if high pressure oxygen comes in contact with oil, all users of oxygen breathing apparatus must ensure that no oil or grease is allowed to come into contact with the apparatus.

3. In the event of apparatus becoming accidentally contaminated with oil due to enemy action, etc., this fact must be clearly stated when returning it for survey.

2076.—Guns—Q.F., 6-pdr., 10-cwt., Mark I—Adjustment of Extractor Levers

(A.S./G. 6481/43.—20 Apr. 1944.)

It is important to ensure that the extractors engage the breech block simultaneously, as it has been found in semi-automatic working that jamming may occur if even engagement is not obtained. If, with the breech block open, one extractor lever is free, adjustment should be made to the lever which is holding, by carefully removing metal from the lower surface of the hole through which the actuating shaft passes until both levers are holding. Only the minimum amount of metal (0.001-in. to 0.003-in.) necessary to effect simultaneous engagement should be removed. When adjustment has been effected both extractor levers are to be marked with the reg. number of the breech block; this should ensure that they are retained with the block to which they have been adjusted. The spare extractors carried by ships cannot be adjusted until required for use, and if shipped at sea, must be adjusted by ship's staff. Component extractors are to be adjusted by R.N. Armament Depot Staff.

2077.—Guns—Q.F., 40-mm., Mark I and C, Mark I, U.S., Marks I, II and Modifications—Modification to Tools, Lifting, Loader, Front

(A.S./G. 012188/43.—20 Apr. 1944.)

The following modification is to be carried out:—

<i>Gun</i>	Q.F., 40-mm., Mark I and C, Mark I, U.S., Marks I, II and modifications.
<i>Part affected</i>	Tool lifting loader, front.
<i>Purpose</i>	To hold the automatic loader securely when the latter is removed from the breech casing.
<i>Nature of modification</i>	Two lugs to be secured to the front face of the lifter as shown on A.F.O. Diagram 111/44. Mark of tool is to be advanced to "I*" after modification, and tool stamped accordingly.
<i>By whom to be done</i>	R.N. armament depots.
<i>Degree of urgency</i>	As convenient.

2078.—Guns—20-mm. Oerlikon Machine Guns—Condemning of Barrels for Wear

(G. 1814/43.—20 Apr. 1944.)

A.F.O. 3391/44
Barrels of 20-mm. Oerlikon machine guns are to be condemned for wear by ships', etc., staffs or inspecting officers when a plain plug 0.794 in. diameter enters to a distance of 14 ins. measured from the breech end of the barrel.

2. Gauges, plug 0.794 in. diameter, P.C., for wear, Mark I and Mark II, have been designed to screw on to the end of the cleaning rod supplied with the gun. The Mark I gauge is only suitable for use with cleaning rods of British manufacture, but the Mark II gauge has two threaded portions, one for use with British cleaning rods, and one for use with cleaning rods of American manufacture. These gauges will be issued to Naval Ordnance Inspecting Officers and Armament Supply Representatives concerned, and to ships, etc., mounting Oerlikon guns on a basis of one to each ship, corvettes and above, and one to each base including D.E.M.S. bases.

3. The intervals at which the barrel is to be gauged for wear cannot be laid down, as the rate of wear will depend upon the type of propellant used, the overall rate of fire, length of burst, and extent of cooling between bursts. Officers are therefore to use their discretion, taking care that barrels are gauged after any occasions when protracted firing has been carried out. Naval Ordnance Inspecting Officers are to gauge the bore for wear on all occasions of inspection and inform the ships', etc., officers of the results in order that more frequent gauging may be carried out in the later stages of barrel life.

4. When a barrel is condemned for wear by ships' etc., staff, a replacement barrel is to be demanded from the nearest R.N. Armament Depot or O.C.A.S., and on receipt the old barrel is to be returned thereto clearly labelled "Condemned for Wear".

5. Naval Ordnance Inspecting Officers should inform the D.E.M.S. Staff Officer of exchanges due or nearly due which cannot be carried out at once, so that the appropriate details may be inserted in the Ships Defect Book D.E.M.S. Form 15 (b).

(A.F.O. 291/44 is cancelled.)

2079.—Gun Mountings—4.7-in. C.P., Mark XXII and 4.5-in., Mark V—Loading Tray—Modification to handle for Hand Ramming Gear

Ships concerned

(G. 1045/44.—20 Apr. 1944.)

Reports have been received of several instances of the brass knob on the hand rammer head breaking off where the screwed portion enters the rammer head.

2. A more substantial and satisfactory arrangement is shown on A.F.O. Diagram 112/44, and Commanding Officers should arrange for this modification to be carried out by ships' staffs as opportunity offers.

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

2080.—Gun Mountings—40-mm., Bofors, U.S., Twin, Mark 1, and Quadruple, Mark 2, Mounts Equipped with Power Drives, Mark 5, and Mods.—Replacement of Rectifier Valve

(G. 018619/43.—20 Apr. 1944.)

The reliability of the control circuit for the power drives, Mark 5, and mods. used with 40-mm., U.S., Bofors, twin, and quadruple mountings can be improved by replacing the rectifier valve Type 5W4 in the training and elevation amplifiers with a valve type 5T4 or 5Y3-GT.

2. When demanding replacement stores, ships having valves Type 5W4 in the amplifiers should demand valves Type 5T4 or 5Y3-GT, quoting this Order as authority, and carry out the replacement at the earliest opportunity.

2081.—Gun Mountings—40-mm. Bofors, U.S., Twin, Mark I—Power Drives, Mark II (Ford)—Power Clutches

Ships concerned

(G. 015782/43.—20 Apr. 1944.)

In early power drives, Mark II, on U.S. twin Bofors, Mark I mountings, the central disc of the power clutch, carrying the cork facings, was a solid ring. In later manufacture this was replaced with a ring made in segments, secured to the flexible spider by bolts; the latter method of assembly makes replacement of worn segments a very much quicker operation.

2. In order that the necessary parts may be provided to modify any solid ring type clutches in H.M. ships, all ships fitted with these power drives are to examine them without delay and report the type of ring fitted.

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

2082.—Rangefinders, Duplex—Types of Field in—REPORTS

Ships concerned.

(G. 04490/44.—20 Apr. 1944.)

Trials have recently been carried out upon a 22 ft. duplex rangefinder fitted with an "Inverted Upper" field in one unit, and the normal "Divided Erect" field in the other. The "Inverted Upper" field was recommended as a field for a single instrument but the combination of fields was stated to produce considerable disagreement between the rangetakers, as to the elevation adjustment required for a satisfactory "cut."

2. A report from H.M. Ship in which this instrument was fitted stated:—

"It has been found a disadvantage to have rangefinders of both types ('Inverted Upper Field' and 'Normal') in the same mounting for the following reasons:—

- A somewhat different 'hunting movement' in elevation is required for the two different types when obtaining a 'cut.'
- The most suitable point on a target for ranging on is not always common to both types.

It is, therefore, undesirable for the operator using the 'Normal Field' instrument to work the elevating handwheel for the 'Inverted Field' and vice versa.

This has at times the effect of making the duplex rangefinder virtually a single instrument with alternative types of field, and it then rests with the two operators to decide which type shall take precedence and therefore who shall work the elevating handwheel.

It is often difficult to gauge which instrument is at any given moment experiencing conditions most suitable to its type. It is doubtful whether either operator is in a position to make the decision as to who should be controlling the elevation since both are concentrating on their own problem, and neither can appreciate the success or otherwise being experienced by the other."

3. A similar disadvantage has been reported from one ship with the standard combination of fields "inverted strip" and "divided erect." Commanding Officers are to forward reports confirming or denying this report.

2083.—Small Arms—Rifles—Restoration of Allowances in H.M. Ships

(A.S./T.D./D.E.M.S. 63/43.—20 Apr. 1944.)

With reference to A.F.O. 711/43, *delete* D.E.M.S. from paragraph 1 (d).

Add to paragraph 1 :—

(e) D.E.M.S. :—

(i) 6 to each personnel transport.

(ii) 4 to each vessel proceeding to North African ports other than (i).

(iii) 2 to each vessel not covered by (i) or (ii).

(A.F.O. 711/43.)

2084.—Maintenance—General—Workshops and Instructional Accommodation*Coastal Force Bases*

(C.F.M. 534/44.—20 Apr. 1944.)

A.F.O. Diagram 114/44 (1-3) gives an indication of general arrangement of ordnance, small power operated mounting, and ammunition cleaning workshops suitable for varying commitments at Coastal Force Bases, provide detailed layout of power test rig for small power operated mounting components, and of a satisfactory filter plant, and indicate accommodation for gunnery lecture room.

2. It is appreciated that due to accommodation available and the stringent necessity for a reduction in builders' work, layouts in individual Coastal Force Bases will vary considerably.

3. The layouts shown in the diagrams should, however, be used as a guide to requirements in the case of new Coastal Force Bases, or where reorganization of existing facilities and accommodation in existing Coastal Force Bases is under consideration.

2085.—Torpedoes—U.S., 22·4-in., Mark 13, Mods—Introduction of Mark 2 Stabilizer, Mod 1, for Naval Use

(E.F.O./T. 09591/44.—20 Apr. 1944.)

A.F.O. 1824/44 is to be *amended* as follows :—Heading. *For* "Mark XIII" *read* "Mark 13".Heading. *For* "Mark II" *read* "Mark 2".Paragraph 1. *For* "Mark II" *read* "Mark 2".Paragraph 2. *For* "Mark VI" *read* "Mark 6".Paragraph 3. *For* "Mark II" *read* "Mark 2".

(A.F.O. 1824/44.)

2086.—Torpedo Stores—Heads Blowing, 21-in., VIIIIF and 21-in., IXD—Introduction

(A.S. 7208/43.—20 Apr. 1944.)

The following new types of blowing heads are being introduced into service, viz. :—

Heads, blowing, 21-in., Mark VIIIIF.

Heads, blowing, 21-in., Mark IXD.

2. These heads are common as regards manufacture, the only difference between the 21-in. VIIIIF and 21-in. IXD is in ballasting. The heads are fitted with standard K.9 type blowing gear.

3. Heads, blowing, 21-in. VIIIIF and 21-in. IXD are completely interchangeable in supply with existing 21-in. VIII and 21-in. IX types respectively.

4. The characteristics of these heads are detailed in the following table :—

	21-in. VIIIIF	21-in. IXD
Total weight with all fittings but no water or air charge.	534 lb. 12 oz. \pm 1 lb.	439 lb. 14 oz. \pm 1 lb.
Weight filled with fresh water and air.	1,012 lb. 6 oz. \pm 3 lb.	925 lb. 13 oz. \pm 3 lb.
Ballast	247 lb. 7 oz.	152 lb. 9 oz.
Pull round on max. radius... ..	154 lb. min., 158 lb. max.	89 lb. min., 93 lb. max.
C. of G. from aft joint	29·2-in. \pm 0·15-in.	30·38-in. \pm 0·15-in.
List, looking forward	1° left \pm $\frac{1}{2}$ °	7 $\frac{1}{4}$ ° left \pm $\frac{1}{2}$ °

2087.—Communication between Bridge and Engine Room—As. and As.*Sloops, "Grimsby" Class and Later*

(D. 030809/43.—20 Apr. 1944.)

In sloops of the "Grimsby" and later classes, including modified "Black Swan" Class, the existing voicepipe between the bridge and engine room is to be replaced by sound-powered telephones. A Mark XV telephone should be fitted in the engine room and connected to the telephone line from the bridge to the hand-steering position, authorized by A.F.O. 3595/43, so that the engine room with steering position are in parallel.

2. The Commanding Officers of ships and authorities concerned should arrange for an item, classification "B", to be inserted in their lists of As. and As. to cover the work involved.

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

(A.F.O. 3595/43.)

2088.—20-in. Signalling Projector, Patterns 170 and 170A—Improved Signalling Shutter—Introduction

(N.S. 16051/44.—20 Apr. 1944.)

An improved shutter for use in 20-in. signalling projectors is now in production and deliveries are about to commence. It will be known as Pattern 178B, and all supplies under existing contracts will be of the new pattern.

2. The new shutter is interchangeable with shutter, Pattern 178A, and will supersede this pattern. Shutters, Pattern 178A, will however continue to be issued until stocks are exhausted.

3. The Rate Book and the Establishments of Naval Stores concerned will be amended accordingly.

2089.—Low-Power Hand-operated Circuit Breakers on Main Low-Power Generator Switchboards—Silver Contacts, Supply of—Reporting Non-receipt—REPORTS*Capital Ships, Fleet Aircraft Carriers and Cruisers concerned*

(T. 521/44.—20 Apr. 1944.)

With reference to A.F.O. 5542/42, all the sets of silver switch contacts, identified by the code word "Siltips" were despatched by post from Messrs. Whipp & Bourne direct to the ships concerned early in 1943.

2. In view of the possible loss of some of the parcels whilst in transit, Commanding Officers of ships concerned are to report to Admiralty, D.E.E., Bath, quoting the code word "Siltips", if the sets of contacts have not been received.

(C.A.F.O. 1244/41 and A.F.O. 5542/42.)

2090.—10-in. Signalling Projectors—REPORTS

(C.D. 31/44.—20 Apr. 1944.)

For some time 10-in. Signalling Projectors, Pattern 3065A, have been made of steel but have, nevertheless, continued to be placed at the distance from the compass laid down when they were made of non-ferrous material.

2. Steel projectors like other moving iron should be placed at a distance of not less than 12 ft. from the standard compass; in destroyers and smaller vessels a reduced distance of 10 ft. can be accepted.

3. Commanding Officers of all ships fitted with 10-in. projectors should check the distance from the standard compass and if less than the above distances, an item, Classification "A", for the re-positioning of these projectors should be inserted in the ship's list of As. and As.

4. In all cases of difficulty where the projectors cannot be re-sited without restriction of their arcs of bearing or dislocation of existing bridge fittings, ships are to report to the Admiralty and obtain instructions before the work is put in hand.

2091.—Resistance Boxes, Patterns 866A, 866B, 867A, Manufactured by Kenbar Electrical Co., Ltd.—Defective Issues

(C.D. 223/44.—20 Apr. 1944.)

The attention of all concerned with this equipment is drawn to the fact that a number of resistance boxes, Patterns 866A, 866B and 867A manufactured by Kenbar Electrical Co. Ltd. have been issued with an incorrect internal connection. This consists of a permanent link between terminals 13 and 14 and is situated behind the terminal panel.

2. In most instances the presence of this link is immaterial, and it will not be noticed. Should it be desired, however, to use Pattern 866A or 866B with two corrector coils in parallel, e.g. two Patterns 937 or two Patterns 951 on 10 volt supplies, the unwanted link will short circuit both corrector coils, and should be removed.

2092.—Petrol Engines—Precautions When Using 80 Octane Leaded Fuel

Landing Craft, Coastal Forces Craft, Service Motor Boats, Auxiliary Craft, Harbour Service Craft, Ships and Establishments fitted with Petrol Propulsion and/or Generator Engines.

(D. 4340/44—20 Apr. 1944.)

It is the intention that all petrol engines used for the above services, with the exception of those for which the use of 87 or 100 octane fuel is specified, shall be run on unleaded fuel whenever practicable (A.F.O. 5647/43 refers). Under certain circumstances, however, supply considerations may render the use of 80 octane leaded fuel (M.T.80) unavoidable.

2. *The effects of Tetra Ethyl lead on petrol engines.*—If a fuel containing more than a certain amount of T.E.L. is used in a petrol engine, lead salts, which are highly oxidising agents, will be deposited on the surfaces in contact with the products of combustion, the rate of deposition being greatly increased with temperature. It will thus be appreciated that the heaviest deposits will be formed on the hottest parts of the engine—the exhaust valve area and the sparking plug. The use of leaded fuel also results in an increased liability of cylinder bores, valves, etc., to cold corrosion when an engine is not in regular operation.

In engines designed to run on fairly high lead content, the situation is met by designing the engine so that the temperatures of the vital parts do not reach the critical temperatures, and by using materials which are particularly resistant to oxidation. In the event of it being necessary to use highly leaded fuel in an engine not designed to burn it, all possible measures must be taken to keep the temperatures inside the engine to a minimum and to avoid valves sticking, and the precautions given in the following paragraphs of this order are to be observed.

3. *Operating conditions.*—(a) Engines should always be run at the lowest rating which operational requirements permit.

(b) Engines should never be run with the ignition retarded.

(c) Engines should not be run with a weak mixture designed to result in fuel economy.

(d) Never continue to use the engine if there is any evidence of loss of compression or of valve sticking. Have the matter investigated and rectified at once.

(e) If engine is likely to be left standing for a period of a week or more after use, a special inhibiting oil (or, in its absence, ordinary engine oil) should be sprayed into the air intake just before shutting down. Details of special inhibiting oils will be promulgated in a separate A.F.O. to be issued shortly.

4. *Engine settings.*—These will vary with each individual type of engine, but the following principles are of general application when using M.T. 80 fuel in engines designed for unleaded fuel, and are promulgated for general guidance. Whenever possible, maker's detailed recommendations should be obtained, and special bulletins will be issued within the Combined Operations and Coastal Forces organizations for some of the standard types of engines now in use.

(a) *Valve tappet clearances.*—These should never be set at less than the maker's original recommended clearances and in most cases an increase of about 0.003 in. on these clearances is desirable.

(b) *Ignition timing.*—This should be advanced up to 5° crank angle beyond the maker's original setting. On no account should it be retarded from the maker's original setting.

(c) *Fuel mixture.*—A weak mixture will accentuate the troubles caused by the use of leaded fuel. Carburettor settings should be arranged if possible to give a slightly richer mixture than the maker's original recommendation.

(d) *Sparking plugs.*—These will tend to have a shorter life when using leaded fuel, but in the case of British-made plugs no change in type will normally be required. In cases where serious trouble is experienced, however, the use of a "colder" plug will be beneficial.

5. *Maintenance and overhaul.*—(a) The intervals between the various maintenance routines based on the use of unleaded fuel should be halved when using leaded fuel.

(b) Particular attention is necessary to valves, valve seats, springs and guides.

(i) When re-grinding valve seats it is essential that they should be concentric with the valve guide to within 0.002 in.

(ii) Width of valve seats in cylinder head or cylinder block should be kept within the range of $\frac{1}{16}$ in. to $\frac{3}{32}$ in. for valves up to $1\frac{1}{2}$ in. diameter, and about $\frac{7}{8}$ in. for larger valves. Seats can be narrowed by the use of an 18°–20° cutter at the top and 65° cutter at the bottom. It is essential that this narrowed valve seat shall be arranged so that it is approximately in the centre of the valve face.

(iii) When refacing valves reject any whose depth above the seat face is less than $\frac{1}{32}$ in. after re-grinding.

(iv) Valve stems should be cleaned carefully with oil and fine emery cloth, care being taken not to reduce the diameter.

(v) Final lapping of valve and valve seating should be reduced to a minimum. Fine lapping paste only should be used.

(vi) In some types of engine the valve guides project into the exhaust or inlet ports. This is an undesirable design feature which should be eliminated when engines are undergoing major overhaul by cutting the guide back flush with the landing on the cylinder head or cylinder block casting. The end of the guide should be cut quite square with sharp corners which should not be chamfered in any way.

(vii) It is important that valve springs should provide their full designed load, and where possible they should be checked on a balance. Any spring showing any sign of collapse should be discarded.

(viii) Exhaust valve stem clearance in the guide should not be less than 0.003 in.

(c) Shop tests carried out on conclusion of major overhaul should be run on unleaded fuel if possible. Where this is not possible, special attention must be paid to inhibiting the engines on conclusion of the tests.

(A.F.O. 5647/43.)

2093.—Superior G.D.B./8 Oil Engines—Modification to Idler Gears—L.S.T.(2)

(D./D.C.O.M. 0688/43.)—20 Apr. 1944.)

Experience with National Superior G.D.B./8 engines in service has shown that excessive wear and ultimate fracture of the teeth is liable to take place due to the idler wheel working loose on its dowels.

2. To prevent this, action should be taken in accordance with the instructions given in A.F.O. Diagram 115/44. This work is to be treated as a defect.

*(This Order is to be retained until complied with.)***2094.—Propeller Shaft—Corrosion and Wear Down—As. and As.***L.S.T.(2)*

(D./D.C.O.M. 0687/43.—20 Apr. 1944.)

It has been ascertained by chemical examination that propeller shaft corrosion and stern tube bearing wear experienced in L.S.T.(2) are mainly attributable to the use of lead base white metal in the stern tube bearings and shaft glanding packing. Some corrosion on the outboard portion of shafts has been due to the absence of zinc protection plates.

2. The following items, classified "A*", are to be added to the list of As. and As. to these vessels:—

- (a) Stern tube bushes to be remetalled with underwater composition of white metal to Admiralty specification.
- (b) Stern glands both inboard and outboard to be packed with Admiralty type grease filled stern tube packing.
- (c) Zinc protector plates to be fitted inside the rope guards.

3. Bronze propellers are to be fitted, if available, when deterioration of the cast iron propellers renders replacement necessary, and zinc protection plates are to be fitted simultaneously at suitable positions on the hull in the region of the propellers.

Ships proceeding overseas should have the bronze propellers fitted before sailing and should carry on board a pair of spare propellers, cast iron or bronze, as available, and one spare propeller shaft.

Two sizes of bronze propeller will be provided, viz., 4-583-ft. pitch and 4-935-ft. pitch. When propellers are changed care is to be exercised that both propellers fitted have the same pitch. Spare propellers, if carried on board, should be a pair, but may have either pitch.

4. White metal removed from L.S.T. stern tube bearings is to be kept separate from arisings of lead free white metal of Admiralty composition, and is on no account to be used for remetalting any bearings in H.M. ships.

5. Defective propeller shafts should be treated as follows:—

- (a) If the pitting of the shafts exceeds $\frac{1}{8}$ -in. in depth or is likely to interfere with the satisfactory performance of the bearings, the corroded areas are to be built up by welding as necessary to enable the shaft journals to clean up to not less than 6-1-in.
- (b) The outboard portions of the shafts should be thoroughly scraped and two coats of Detel D.M.U. followed by two coats of Detel Red A/C should be applied (in accordance with A.F.O. 4034/42).

*(A.F.O. 4034/42.)***2095.—Oil Driven Generators—Precautions Against Fire—As. and As.***H.M. Ships*

(D. 5003/44.—20 Apr. 1944.)

An outbreak of fire has been reported in one of H.M. ships due to diesel fuel overflowing from the saveall of a ready use fuel tank on to the hot exhaust pipe of an oil driven generator. In the case in question the overflow resulted from fracture of the gauge glass on the ready use fuel tank.

2. In order to reduce the risk of such occurrences the following procedure is to be adopted.

- (a) Where gauge glasses are fitted on ready use fuel tanks the cocks are to be kept shut off except when sighting levels.
- (b) Cocks of gauge glasses are to be fitted so that the handles are vertically downwards when shut. All cocks not so fitted are to be altered by ship or base staffs.
- (c) In all cases where fuel tanks, savealls, etc., cannot be resited so as to avoid the possibility of overflow of fuel on to hot surfaces (e.g. exhaust pipes) a suitable shield of light steel plate is to be fitted to divert any overflow which may occur, away from heated surfaces.

3. The Commanding Officers of ships in service are to include an item, classified "A," in the next lists of As. and As. to cover the work involved, as outlined in the previous paragraphs.

*(This order is to be retained until complied with.)***2096.—Accelerators H.II—Fitting of Towing Shuttle Spreaders***"Tracker" Class Escort Carriers*

(D. 04033/44.—20 Apr. 1944.)

Cast brass towing shuttle spreaders are not to be used with H.II accelerators in the above-mentioned ships.

2. Forged steel spreaders will be issued in lieu to ships by the Manager, Engineering Department, Chatham, without demand.

3. It is considered that slackness of the towing hook in the gap in the spreader is a contributory cause of failures which have occurred; new steel spreaders will be supplied with the gap width $\frac{1}{8}$ -in. less than the nominal thickness of the hook; each spreader is to be fitted to its hook by ship's staff, by filing out the gap until the spreader is a tight push fit on the hook, and shows an even bearing on the sides of the gap.

*(F.O.C.T., 9 Feb. 1944, No. 1577/F.O.C.T. 401.)**(This Order is to be retained until complied with.)***2097.—A.C. Supply Outfit DVG—Fitting-Out Information**

(R.E. 10570/44.—20 Apr. 1944.)

A.S.E. Preliminary Specification No. B.373/43 has been prepared to show the method of fitting and wiring A.C. Supply Outfit DVG.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; Flag Officers-in-Charge, East Africa and West Africa; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores-Superintendent, Gibraltar, Malta, and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, Royal Indian Navy, 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; Secretary Naval Board (N.D.A.) Ottawa; Chief Constructor-in-Charge, H.M. Naval Repair Base, Corpach, B.A.M.R., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. Supply Outfit DVG are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.373/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**2098.—Radar Types 282P/P(1)/P(2), 383 and 285M(3)/M(4)/P(3)/P(4)—
Oscillator G.41, Pattern W.3930—Failure of Crystal, Pattern W.4642**

(N.S. 022740/43.—20 Apr. 1944.)

Ships fitted with the above type Radar sets have reported that the Crystal Pattern W.4642 fitted in Oscillator G.41, Pattern W.2930 is liable to become defective after a comparatively short life of approximately three months.

2. In order that the reason for failure of Crystal Pattern W.4642 may be investigated, ships concerned are to return all Crystals Pattern W.4642 as they become defective to the Captain Superintendent, Admiralty Signal Establishment, Haslemere, marked "for the attention of PR2," with the following details:—

- (i) Set in which Crystal Pattern W.4642 was fitted.
- (ii) Number of hours in service.

3. Replacements for defective Crystals Pattern W.4642 are to be demanded from Superintending Naval Store Officer, Haslemere, quoting this Order as authority.

2099.—S.R.E.—Receiver R/T Pattern 4660

(N.S.15617/44.—20 Apr. 1944.)

Owing to failure of supplies of Receiver R/T, Pattern 4660, there will be a period of some months when it will be necessary to fit Receiver B.28, Pattern W.2835A, in lieu as a temporary measure.

2. Stocks of receivers, Pattern 4660, will be reserved for ships which are fitted with Wa/T Types 405, 406 or 406M, so that S.R.E. muting facilities may continue to be provided.

3. Where Receivers, Pattern 4660, are not available, Receivers B.28, Pattern W.2835A will be supplied in lieu, and local arrangements are to be made for installation, the output being taken from either the telephone jack or 600 ohm line as may be more convenient.

4. Ships fitted with S.R.E. Types 451/2, 454/NC or 455/NC, which are reduced to care and maintenance, are to return their Receivers R/T, Pattern 4660, to N.S.O., R.N.S.D., Dex Garage, New Bridge Street, Newcastle, and demand a Receiver B.28, Pattern W.2835A, from S.N.S.O., Haslemere, in replacement.

2100.—Echo Sounding Recorders—Transport Boxes for

(N.S. 015439/43.—20 Apr. 1944.)

The following amendment is to be made to A.F.O. 1231/44.

For "Pattern A1942" in paragraph 1, read "pattern A1924",

(A.F.O. 1231/44.)

2101.—Aircraft Flexible Fuel Pipes—Use of "Flexatex"

(A.M.R./N.S.Air/3624/43.—20 Apr. 1944.)

In future a proportion of "Flexatex" tubing will be supplied in place of "Superflexit" or "Petroflex" tubing to meet demands for tubing, petrol-resisting, under Section 32C of the Aircraft Store Establishment. "Flexatex" tubing is made by Messrs. Wilkinson Rubber Linatex, Ltd., and, subject to the limitations detailed below, is a fully satisfactory substitute for the present types of non-self-sealing fuel hoses. Allowances of the necessary jointing compound, Cellon-Linatex Cement No. 4, and end fittings will be made to scale.

2. A proportion of "Flexatex" tubing may also be supplied in maker's spares for specific aircraft types and may be used as such. The total allowance for a particular aircraft type will remain as heretofore.

3. The "Flexatex" tubing will be supplied at present in two types:—

(a) *Class C.2.*—In this type the inner lining is thin and liable to collapse under suction. This type must not therefore be used on the suction side of fuel systems and, in addition, is not to be used forward of the firewall or where there is any possibility of the surrounding temperature reaching 70°C. (158°F.) As far as the supply position may allow, Class C.2 tubing should be limited to vent systems.

(b) *Class C.6.*—This type has a strengthened inner-lining and may be used in any position other than

(i) Forward of the firewall.

(ii) Positions where there is a possibility of the surrounding temperature reaching 85°C. (185°F.).

4. Instructions for fitting "Flexatex" tubing will be published as an amendment to the Engineering Manual—A.P.1464A, Vol. I, Part 5, Section 8, Chapter 7. Lengths of this type of tubing can readily be made up, but normal precautions with regard to care in fitting and observance of minimum radii requirements to avoid kinking are necessary. The outer cover is corrugated and particular care in fitting the "Jubilee," "Linolite," or similar type clip, is therefore to be observed.

2102.—P. & W. Twin Wasp R.1830-86—Engine Checking List (Provisional Issue)

(A.M.R. 281/44.—20 Apr. 1944.)

The following provisional checking list is to be used on all occasions for checking Twin Wasp R.1830-86 aero engines.

2. This checking list has been prepared to show only those items of a readily detachable nature or about which doubt may exist whether they should form part of, or should be transferred with an aero engine. The list consequently excludes those other aero-engine components which are not liable to incidental removal, but personnel are not thereby relieved of the responsibility for checking and recording, in accordance with the regulations, discrepancies of such components.

3. Aero-engines are to be vouched for as instructed in A.P. 830, Volume I, Chapter 17, paragraph 1, quoting the number of this A.F.O.

Item No.	Description	Quantity per Engine
1	Bracket, engine mount, rigid assembly	8
2	Coupling, tachometer drive, front half	2
3	Coupling, tachometer drive, rear half	2
4	Carburettor	1
5	Deflectors, inter-cylinder, left, front	1 set
6	Deflectors, inter-cylinder, right, front	1 set
7	Deflectors, inter-cylinder, left, rear	1 set
8	Deflectors, inter-cylinder, right, rear	1 set
9	Deflectors, inter-ear, front	1 set
10	Deflectors, inter-ear, rear	1 set
11	Distributor, primer	1
12	Magneto	2
13	Pipe, priming	8
14	Pipe, reduction gear to blower, oil suction	1
15	Pipe, blower to front of main crankcase (oil pressure)	1
16	Pipe, sump, suction and vent	1
17	Pipe, rear, main breather, main crankcase	1

Item No.	Description	Quantity per Engine
18	Pipe, rear, breather, rear crankcase	1
19	Plug, sparking, dummy	28
20	Screen, carburettor air inlet	1
21	Sump, rocker, drain, oil	1
22	Valve, oil, compensating relief	1
23	Screw, hexagon head, securing carburettor	7
24	Valve assembly and insert, fuel drain	1
25	Lever, clutch selector valve shaft	1
26	Regulator supercharger	1

2103.—Flying Clothing and Ancillary Equipment

(A.E./V. 2079/44.—20 Apr. 1944.)

Initial supply of all flying clothing and its ancillary equipment is made as follows:—

- (a) *Pilots* are provided with flying goggles and wired helmets with speaking tubes and ear-pieces before leaving H.M.S. "St. Vincent" for Elementary Flying Training Schools or Flying Training in the U.S.A. The wiring of these helmets is to be removed when not required. Complete helmets with telephone fittings, viz. ear-pieces, plugs, leads, microphone masks and oxygen masks, together with the balance of flying clothing as detailed in paragraph 12 below will be supplied at R.N. Barracks, Lee-on-Solent, to pilots on their return from the Supplementary Flying Training Schools and before they proceed for further flying training. These items will be supplied in U.S.A. or Canada to trained pilots who do not return to the United Kingdom.
- (b) *Observers* are to be supplied with flying clothing at R.N. Air Station, Eastleigh, before being drafted to their respective "O" courses. Pupils proceeding to Observer Schools in the United Kingdom are to be supplied with a full flying kit; pupils proceeding to Observer Schools abroad are to be supplied with a limited kit suitable for local tropical conditions. These pupils will receive the balance of their full flying kit at R.N. Barracks, Lee-on-Solent, on their return after qualifying as Observers.
- (c) *Telegraphist Air Gunners*, to be trained at R.N. Air Station, Worthy Down, will receive full flying kit on arrival at that station. Telegraphist Air Gunners to be trained in Canada will receive full flying kit at R.N. Barracks, Lee-on-Solent, on completion of their preliminary training. Extra warm clothing necessary in Canada is being provided from Royal Canadian Air Force sources at the Royal Canadian Air Force Station, Yarmouth, Nova Scotia.

2. Officers and ratings are personally responsible for bringing to notice any deficiencies in their flying kits, and steps are to be taken to ensure that the kits of all flying personnel proceeding abroad are complete.

3. Officers and ratings will be held responsible for the proper care and custody of articles of flying clothing supplied to them on personal loan and are to be charged with the value of any item which they are unable to produce or satisfactorily account for or which are damaged by their neglect. The charges are to be assessed as laid down in K.R. & A.I., Article 1883, and A.F.O. 137/43.

4. Flying clothing in need of repair which cannot be effected locally should be withdrawn and returned to a victualling yard or depot for repair before the damage is irreparable. The fullest possible use is to be made of local resources for carrying out repairs.

5. When new patterns of items of Flying Clothing are introduced items of older pattern are to continue to be used until worn out unless instructions to the contrary are given by the Admiralty.

6. *Demands.—(a) At Home.*—Demands from H.M. Ships and Establishments for flying clothing supplied by Victualling Department are to be sent to:—

The Victualling Store Officer,
H.M. Naval Victualling Depot,
Leicester.

or

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

or

Victualling Store Officer,
H.M. Naval Victualling Depot,
Jamestown,
Dunbartonshire.

in accordance with the instructions in A.F.O. 231/43 (pages 3, 6 and 7).

Demands for items dealt with as Naval stores are to be sent to the appropriate R.N. store depot.

(b) *Abroad.*—Small stocks of Vote 2 flying clothing and equipment are maintained at victualling yards abroad and requirements by ships and shore establishments abroad are to be demanded from the local victualling yard. The estimated requirements for initial issues of *new* items will be automatically shipped to yards abroad to whom demands should be forwarded.

Demands for items dealt with as Naval stores are to be sent to the appropriate storing yard.

(c) When forwarding demands the full description, reference numbers and sizes (where applicable) of the articles required should be quoted.

7. *Allowances of Flying Clothing and Ancillary Equipment.—(a) Aircraft Carriers and Catapult Ships.*—(See Appendix I.)

(b) *Naval Air Stations.*—Besides any requirements for kitting up new entries, stocks may be maintained to provide for casual replacement and to meet temporary loan issues.

8. *Accounting.*—(i) Flying clothing is to be accounted for as loan clothing, and articles issued on personal loan (see paragraph 1), either as an initial issue or in replacement, are to be removed from the Accountant Officer's store charge.

(ii) Initial issues of Vote 2 items only are to be shown on Form S.1054—Flying Clothing—Initial Personal Loan Issues—which is to be signed by the recipients, certified by the Accountant Officer, and forwarded into office in support of the loan clothing account.

(iii) *Flying Clothing Cards (S.1055).*—(a) All issues and returns of flying clothing both Vote 2 and Vote 8 stores on personal loan (other than exchanges necessitated by fair wear and tear) are also to be recorded on Form S.1055, "Flying Clothing Card". This card is to be retained by the individual to whom it is issued and is to be produced on the occasion of all issues and returns of flying clothing. All issues are to be signed for by the recipient and all returns by the Accountant Officer receiving the equipment. Exchanges of flying clothing are *not* to be recorded on the card.

In the event of an officer or rating being unable to produce this card it will be assumed that his flying clothing has been completed to scale, and subsequent issues will be on repayment.

Articles lost on active service through the exigencies of the war or whilst actually flying, or destroyed in a flying accident, will be replaced free provided a certificate, signed by the Officer Commanding the unit in which loss or damage occurred, is produced.

When flying kit is lost, it is important that prompt action should be taken by personnel concerned to obtain the required certificate and apply for replacement of the lost articles. Delay in taking such action inevitably causes extra trouble to all concerned in making the necessary enquiries.

When an officer or rating ceases to be employed on flying duties this card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account. The reference to A.F.O. 2653/43 on Form S.1055 should be amended to the number of this order.

(b) When an officer or rating is transferred to another ship or establishment his card is to be scrutinised by the new Accountant Officer or Safety Equipment Officer to ensure that quarterly checks have been carried out, and that no unauthorized flying clothing is held.

(c) The ledger accounts of flying personnel are to bear the notation "Flying Clothing". This notation is also to be made on transfer lists to indicate to the Accountant Officer of the new ship or establishment that the officer or rating is in possession of flying clothing and that his flying clothing card should be examined.

(d) Demands for Forms S.1055 should be forwarded to R.N. Store Depot, Park Royal, N.W.10.

(iv) Flying clothing held on personal loan charge is always to be withdrawn from an officer or rating on termination of flying duties, the Vote 2 items being taken on charge in the Loan Clothing Account and the Vote 8 items in the Naval Store Account. This will serve to augment the small maintenance stock held at stations concerned. The clothing card, duly completed as regards articles withdrawn, is to be forwarded into office with the Loan Clothing Account.

(v) *Temporary Loan Issues.*—Loan issues of items of flying clothing may be made to persons other than Naval flying personnel who, in the course of duty are called upon to fly. Such loan issues are to be made for the occasion only, unless the borrower is called upon to fly at frequent intervals. Flying clothing so loaned is to be withdrawn when the occasion for its use no longer exists, or when the borrower is transferred from the ship or establishment.

(vi) Quarterly checks of all Flying Clothing and Ancillary Equipment are to be carried out by the Safety Equipment Officer under Commander (Flying) and recorded on the last page of the Flying Clothing Card (S. 1055). In addition, the Safety Equipment Officer is to satisfy Commander (Flying), that all flying personnel are familiar with the use of each item of Flying Clothing and Ancillary Equipment.

9. *Storage, etc.*—The instructions contained in Air Publication 830, Vol. II, are to be followed as far as practicable.

10. *Assembly and Operation of the Waistcoat, Life-Saving, Yellow.*—The assembly of the life-saving waistcoat (Ref. No. 445-446) is carried out in the same manner as with the old type, except for the CO₂ bottle and operating lever, which is done in the following manner:—

Screw the cylinder into the body of the operating lever firmly but without forcing. *If it is forced in the slightest way it will fracture the half-bored-out copper screw that seals the bottle, thus discharging the bottle.*

Insert the cylinder and body into the wing of the stole (i.e. rubber buoyancy tube) so that the rubber neck of the stole encircles the body of the operating lever and the screw clip can encircle the rubber neck. The screw of the clip should be cut down to $\frac{7}{16}$ -in. before fitting, and filed smooth to avoid abrasions on jacket or stole. With operating lever turned foremost tighten clip, bedding rubber in groove provided.

Insert the handle of lever through the opening in the jacket and tie body with the cord provided on the inside of the jacket. Secure the flaps to the jacket by the buttons.

To operate jerk open the protecting flap. Down lever as far as it will go whilst retaining the cylinder with the left hand. This severs the copper stem and discharges bottle into stole.

Care should be taken to avoid breaking seal by harsh treatment (i.e. sitting on or packing carelessly) and periodically to test for looseness of bottle screw in the lever body.

11. To ensure that the gas cylinders are fully charged with gas before being issued and fitted to the stoles, each cylinder is to be carefully weighed and checked with the tare weight marked on the shoulder of the cylinder. When fully charged, the weight should be 8-grammes above the tare weight. Cylinders which are found to be below the required weight are defective and are not to be used for fitting to stoles, but are to be returned to the victualling depot from which they were issued.

12. The following should be noted when using chemically-heated clothing:—

(i) The gauntlets, gloves and mittens should be worn together, and the ankle containers should be worn round the ankle inside the flying boots. The gauntlets and ankle containers are fitted with pockets into which the heater pads can be inserted. When a teaspoonful of water is poured into the pads enough heat is generated for a flight of six hours. Each heater pad should last for about six flights provided water is added each time.

(ii) Socks, chemical, are to be inserted above, or substituted for sheep-skin socks. Socks, horsehair, rubberized, are to be placed above the socks, chemical.

(iii) Socks are prepared as follows:—

(a) Pour one teaspoonful of water slowly into each of the "V" shaped openings in the chemical refill so that it drips gradually on to the contents.

(b) Shake the chemical refill thoroughly for three or four minutes to ensure that the water and the contents are well mixed.

(c) Place the chemical refill in the rubberized fabric, cover and close the flap. The maximum temperature will be reached in 20 to 30 minutes.

(iv) The chemical refill should generate heat for approximately six hours. If the heat is not sufficiently intense, the action can be accelerated by cutting further holes in the rubberized cover. The duration of heat will be reduced in proportion.

(v) When not in use, the chemical refill is to be stored in a dry place in the moisture proof wrapper in which it is issued.

(vi) For subsequent use, the same procedure is to be followed. The chemical refill should be satisfactory for six occasions. In order that a record may be made of the number of times the chemical refill has been used, a figure 1 is to be marked on the chemical refill each time it is removed from the boot after use.

13. *Wrist Watches.*—Wrist watches are available for issue to all Pilots and Observers on demand. The watches will be supplied on loan and are to be entered on the recipients' Flying Clothing Card (see paragraph 8).

*14. Electrically-heated flying clothing for use in lieu of thermally-heated clothing, may be demanded when considered necessary, for use by crews of Swordfish IV which have been modified for electrically-heated clothing.

At present, this clothing is only required by No. 2 T.A.G. School, Yarmouth, and stocks have been supplied.

The clothing comprises:—

	Stores Ref.
Gloves, electrically heated	... .. 22C/243
Lining, 12-v. electrically heated	... .. 22C/741

15. A full flying kit consists of the following :—

Ref. No.	Item	Qty.	Remarks
—	Holdall	1	—
22B/77 ...	Bag or flying kit	1	To be issued pending introduction of holdall.
22C/748-755	Boots, flying, knee	1 pr.	Sizes 5-12
22C/234-242	Boots, socks for	2 prs.	Sizes 5-13
22C/264-268	Gauntlets, L.H.	1	} Sizes 8-10. In half sizes.
22C/269-273	Gauntlets, R.H.	1	
22C/293-295	Lining, gauntlet	1 pr.	} Sizes 8-10. In half sizes.
22C/259-263	Gloves, silk	1 pr.	
22C/930 ...	Goggles, Mk. VIII, complete consisting of :—	1	
	Frames		
	Holder, complete with front and side windows :—		
	<i>Non-tinted</i> :—		
22C/838 ...	Left	1	
22C/839 ...	Right	1	
	Holder, complete with front and side windows :—		
	<i>Tinted, B.2</i> :—		
22C/873 ...	Left	1	
22C/874 ...	Right	1	
22C/835 ...	Wallets	1 pr.	For each pair of tinted windows.
23A/153 ...	Outfits, anti-dimming	1	
22C/353-359	Suits, flying, collar	1	
22C/303-309	Suits, flying, inner	1	
22C/360-366	Suits, flying, outer	1	
22C/445-446	Waistcoat, life saving, yellow, complete with 22C/72 Stole. 1 set of 22C/93—pads, kapok and life-line, 22C/N.I.V.	1	See paragraphs 10 and 11.
22C/94 ...	Cylinders, gas	2	
22C/74 or 892	Lever, gas cylinder	1	
	†Fluorescine		
23/230 ...	Whistle, air-crew, metal	1	
—	†First Aid kit	1	
N.200 ...	Knife, emergency equipment	1	} Issued to Barracuda Observers and Air Gunners. For other air-crew issue is optional. Supplied as part of Waistcoat, life-saving.
5A/2373 ...	†G.E.C. Life-light		
5J/2378 ...	†Battery		
28/3326 ...	†Clips, ring type		
22C/877-880	Helmet, type C*, wired	1	} Issued to all air crews.
10A/14381 ...	†Microphone assembly, type 48.	1	
10A/12570 ...	†Microphone, type 25	1	
10A/5463 ...	†Connector (tinsel), type 2237.	1	
	<i>Which includes</i> :—		
	Cord, instrument, type 45, Ref. 10H/3135, socket†, type 453, Ref. 10H/14207.		
	†Gauze, anti-freeze, Type 4, 10A/12925.		
	Insulating tubing, Grade E (2 in number).		

Ref. No.	Item	Qty.	Remarks
10A/699 ...	†Receiver, telephone, AN/BH1.	2	} AN/BH1 is a headset and if issued as such the receivers must be removed and inserted in the helmet.
10A/15902 ...	†Adaptor, Type 89	2	
10H/5229 ...	†Series parallel connector, Type 2186.		} Issued to all air stations. The terminals of the connector will normally be made to wire the receivers in series as indicated in instructions affixed to the connector.
6D/644 ...	†Oxygen mask, Type G, with Ref. 6D/528 tubing and Ref. 6D/526 union plug.		
N.101/104 ...	Helmet, flying, tropical		} Available in four sizes.
22C/66 ...	Covers, ear	1 pr.	
22C/67 ...	Pads, rubber	1 pr.	} Supplied with helmet, Type C*, wired.
6F/154 ...	†Ear pieces, tube, speaking	1 pr.	
6F/162 ...	†“Y” piece, with ferrules ...	1	
N. Pattern ...	Overall suit combination, 1-piece.	1	Issue pending introduction of tropical flying overall.

16. Limited flying kit for observer pupils proceeding to Trinidad consists of the following :—

Ref. No.	Item	Qty.	Remarks
22B/77 ...	Bags, flying kit	1	
22C/264-268	Gauntlet, l.h.	1	} Sizes 8-10 in half sizes.
22C/269-273	Gauntlet, r.h.	1	
22C/259-263	Gloves, silk	1 pr.	} To be obtained on loan from Piarco (A.F.O. 3925/42).
22C/44 ...	Goggles, lightweight... ..	1 pr.	
N. 101-104 ...	Helmets, flying, tropical	1	Available in four sizes.
22C/445-446	Waistcoat, life-saving yellow, complete with stole, pads, kapok and life-line.	1	See paragraphs 10 and 11.
22C/94 ...	Cylinder gas	2	
22C/74 or 892	Lever, gas cylinder	1	
23/230 ...	Whistle, air-crew, metal	1	
	†Fluorescine		
N. Pattern ...	Blurette combination suit	1	
5A/2373 ...	†G.E.C. Life-light	1	
5J/2378 ...	†Battery	1	
N.200 ...	Knife, emergency equipment	1	} Issued to Barracuda Observers—for other air crews issue is optional.
—	†First-aid kit	1	
6F/154 ...	†Ear pieces, tube, speaking	1 pr.	
6F/162 ...	†“Y” piece, with ferrules	1	

17. Certain items of ancillary equipment are allowed as Squadron Mobile Equipment. These are as follows:—

Ref. No.	Item	Qty.	Remarks
10A/12401 ...	†Type 16, telephone receivers	6	8 for Barracuda squadrons for use by T.A.G. in aircraft fitted S.C.R. 522 and T.R. 1366.
10A/12570 ...	†Microphone, Type 25 ...	6	
10A/5463 ...	†Connector, Type 2237 ...	6	
10A/699 ...	†Receiver, telephone ...	6	
10A/15902 ...	†Adaptor, Type 89, ANBH. 1	6	
10H/5229 ...	†Series parallel connector, Type 2186.	6	
10A/15825 ...	†Microphone, hand held, carbon, Type 51.	(a)	(a) For use by T.A.Gs. of Barracuda aircraft.

18. In addition to the items mentioned in the previous paragraph, certain equipment is available for use in very cold weather flying conditions. This is:—

Ref. No.	Item	Qty.	Remarks
22C/320	Suits, flying, thermally insulated:—	1	Available in sizes 4, 5 and 7.
22C/321			
22C/323			
22C/328			
22C/329			
22C/331			
22C/425-427	Trousers	1 pr.	Available in sizes, small, medium and large.
22C/428-430			
22C/431-433	Gauntlet, flying, 1940 pattern (chemically heated) L.H.	1	Available in sizes, small, medium and large.
22C/434	Gauntlet, flying, 1940 pattern (chemically heated) R.H.	1	
22C/454	Gloves, chamois	1 pr.	Sizes 8, 8½ and 9
22C/454	Mittens	1 pr.	
22C/454	Containers, ankle (chemically heated).	1 pr.	
22C/453	Pads, heater, chemical ...	12 pads with ea. pr.	These are for use with gauntlets or containers, ankle.
22C/557-564	Socks, chemical	1 pr.	Sizes 5-12.
22C/565-572	Refills	12	
22C/549-556	Socks, horsehair, rubberised	per pr. socks	Sizes 5-12.

(a) The above equipment may be used by personnel operating from carriers and catapult ships in northern waters, or engaged on operational or fleet requirement work from shore stations if, in the opinion of the Commanding Officer, its use is justified. It is not intended that thermally insulated suits should replace the ordinary pattern flying suits in general use.

(b) Thermally insulated suits may also be issued on loan to instructors at air stations who have to spend long hours in exposed positions while conducting training programmes under winter conditions. They are to be withdrawn when the occasion for their use no longer exists.

(c) Small stocks will be supplied to aircraft carriers against emergency. (See A.S.E. allowances in Appendix II to this A.F.O.).

Note.—Items marked with a dagger are Vote 8 stores. All other items are Vote 2 stores.

APPENDIX I
Allowance of Flying Clothing and Ancillary Equipment to Aircraft Carriers and Catapult Ships
Aircraft Stores Establishment (B.R. 378)

Reference No.	Description	Denomination of quantities	Mobile equipment				Articles in use				Maintenance stock					
			Catapult ships		Carriers		Catapult ships		Carriers		Catapult ships		Carriers			
			1 a/c	2 a/c	6 a/c	1 to 6 a/c	7 to 12 a/c	Catapult ships	Carriers	1 a/c	2 a/c	6 a/c	1 Sqdn.	2 Sqdns.	3 Sqdns.	4 Sqdns.
22B/77	Bags, flying kit ...	No.						2	6				2	4	6	8
22C/748-755	Boots, flying, knee ...	Pairs						2	10				6	6	9	12
22C/234-242	Boots, socks for ...	Pairs						2	10				6	6	9	12
22C/264-268	Gauntlets, L.H. ...	No.						2	10				6	6	9	12
22C/269-273	Gauntlets, R.H. ...	No.						2	10				6	6	9	12
22C/293-295	Linings, gauntlet ...	Pairs						2	10				6	6	9	12
22C/259-263	Gloves, silk ...	Pairs						2	10				6	6	9	12
22C/930	Goggles, Mark VIII ...	Pairs						2	10				6	6	9	12
N.101-104	Helmet, flying, tropical ...	No.						2	6				2	4	6	8
22C/353-359	Suits, flying collar ...	No.						2	10				6	6	9	12
22C/303-309	Suits, flying, inner ...	No.						2	10				6	6	9	12
22C/360-366	Suits, flying, outer ...	No.						2	10				6	6	9	12
22C/445-446	Waistcoats, life-saving, yellow ...	No.						2	15				3	3	3	3
22C/72	Stoles ...	No.						2	15				3	3	3	3
22C/93	Pads, kapok ...	Sets						2	15				3	3	3	3
22C/94	Cylinder, gas ...	No.						2	15				3	3	3	3
22C/74 or 892	Lever, gas, cylinder ...	No.						2	15				3	3	3	3
28/3326	Clips, ring type ...	No.						2	15				6	6	9	12
23/230	Whistle, air-crew, metal ...	No.						2	15				6	6	9	12
N.200	Knife, emergency equipment ...	No.						2	8				3	3	3	3
5A/2373	G.E.C. life light ...	No.						2	8				3	3	3	3
5J/2378	Battery ...	No.						2	8				3	3	3	3
22C/877-880	Helmet, flying C*, wired ...	No.						2	10				2	2	2	2

APPENDIX I—contd.
Allowance of Flying Clothing and Ancillary Equipment to Aircraft Carriers and Catapult Ships
Aircraft Stores Establishment (B.R. 378)

Reference No.	Description	Denomination of quantities	Mobile equipment						Articles in use				Maintenance stock			
			Catapult ships			Carriers			Catapult ships	Carriers	Catapult ships		Carriers			
			1 a/c	2 a/c	6 a/c	1 to 6 a/c	7 to 12 a/c	8			9	1 a/c	2 a/c	1 Sqdn.	2 Sqdns.	3 Sqdns.
2	3	4	5	6	7	8	9	10	11	14	15	16	17	18	19	20
10A/14381	Microphone assembly, Type 48...	No.	—	—	—	—	—	2	10	2	2	6	6	6	9	12
10A/5463	Connector type 2237 ...	No.	—	—	—	—	—	2	10	2	2	6	6	6	9	12
10A/699	Receiver, telephone ANBH.1 ...	Pairs	—	—	—	—	—	2	10	2	2	6	6	6	9	12
H.S.S.	Watches, wrist ...	No.	—	—	—	—	—	—	10	—	—	3	3	6	6	12
10A/15902	Adaptor, Type 89 ...	Sets	—	—	—	—	—	2	10	2	2	6	6	6	9	12
10A/5229	Series parallel connector, Type 2186.	No.	—	—	—	—	—	2	10	2	2	6	6	6	9	12
10A/12925	Covers, gauze, Type 4 ...	No.	—	—	—	—	—	—	—	—	—	—	12	24	36	48
6D/644	Masks, oxygen, Type G ...	No.	—	—	—	—	—	—	—	—	—	—	6	6	12	16
	Suits, flying, thermally insulated		—	—	—	—	—	—	—	—	—	—	—	—	—	—
22C/320	Jackets (sizes 4, 5 and 7)	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
321			—	—	—	—	—	—	—	—	—	—	—	—	—	—
323			—	—	—	—	—	—	36	—	—	—	—	—	—	—
22C/328	Trousers (sizes, 4 5)	No.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
329			—	—	—	—	—	—	—	—	—	—	—	—	—	—
331			—	—	—	—	—	—	—	—	—	—	—	—	—	—

(A.F.Os. 3925/42, 137/43, 231/43.)
(A.F.Os. 2653/43, 3602/43, 486/44, 487/44 are cancelled.)

2104.—Salt Baths—Important Factors to be Carefully Noted in the Use of Nitrate Salts for the Heat Treatment of Aluminium and its Alloys

(A.M.R./C.P. 102736/43.—20 Apr. 1944.)

The treatment of aluminium and its alloys in baths of molten salts is extensively carried out, but it is very important to realize that certain ordinary precautions must be observed.

2. In baths containing molten nitrate salts, aluminium and its alloys are capable of absorbing the nitrates and forming a spongy compound. Such aluminium, present as rivets, swarf, etc., along with sediment from the salt and pot scale, forms a sludge in the pot, and this sludge, at temperatures in excess of 600° C., is capable of causing violent reactions, even to the extent of a serious explosion.

3. Whilst the general temperature of the salt may be normal, local hot spots may develop having temperatures in excess of 600° C. Common causes of such hot spots are:—

- (a) Heating up too quickly from cold.
- (b) Bad adjustment of burners.
- (c) Failure to renew damaged brickwork when necessary.
- (d) Accumulation of the sludge which acts as a blanket tending to localize the heat.

4. The sludge should be cleaned out from the bottom of the pot at regular intervals, if possible once per week, but at least once per fortnight. Such cleaning can be conveniently carried out by a perforated flat-bottomed scoop. Care should be taken to see that the bath does not overheat and that local hot spots are avoided.

5. If baths in continuous use are emptied at intervals of, say, 3-6 months, the sludge can be completely cleaned out and an opportunity given for examination of the pot condition.

2105.—Wildcat V—Power Plant (A)—Standard Transfer Checking List (Provisional Issue)

(A.M.R. 281/44.—20 Apr. 1944.)

The following provisional checking list is to be used on all occasions for checking Wildcat V Power Plants (A).

2. This checking list has been prepared to show only those items of a readily detachable nature, or about which doubt may exist as to whether they should form part of, or should be transferred with, a power plant. The list consequently excludes those other components which are not liable to incidental removal but personnel are not thereby relieved of the responsibility for checking and recording, in accordance with the regulations, discrepancies of such components.

3. Power Plants are to be vouched as instructed in A.F.O. 2080/42, quoting the number of this A.F.O.

Item No.	Description	Quantity per Power Plant
1	Aero-engine, Twin Wasp R-1830-86, complete to checking list (vide A.F.O. 2102/44).	1
<i>Cowling</i>		
2	Spinning assembly—ring cowl-nose	1
3	Ring cowl, including flaps (less operating mechanism) ...	1
4	Cowling, complete, from ring cowl-nose to ring-cowl ...	1 set

Item No.	Description	Quantity per Power Plant
<i>Controls, engine to firewall</i>		
5	Control, supercharger to quick disconnect point	1
6	Control, throttle, carburettor to bell-crank to quick disconnect point.	1
7	Control, mixture carburettor to bell-crank to quick disconnect point.	1
8	Control, propeller governor, flexible, governor to quick disconnect point, including supports, grommet coupling and check-nut.	1
<i>Controls, cowl flaps</i>		
9	Control mechanism complete, less pilot's control rod from quick disconnect point.	1 set
<i>Drains</i>		
10	Fuel pump, line assembly to carburettor air intake elbow to "T" piece to quick disconnect point.	1
<i>Electrical installation</i>		
11	Box, engine junction	1
12	Conduit assemblies :—	
	Junction box to quick disconnection at firewall	1 set
	Junction box to tachometer generator	
	Junction box to engine oil temperature connection	
	Junction box to oil dilution valve	
	Junction box to starter breech	
13	Generator, tachometer	1
14	Generator, electric	1
15	Conduit assembly, electric generator to quick disconnect point	1
16	Conduit assembly, leads ignition, magnetos to quick disconnect point at firewall.	1
17	Thermo-couple, cylinder temperature	1
18	Leads from thermo-couple to quick disconnect point at firewall.	1
19	Conduit assembly, propeller control, pull box to propeller relay to quick disconnect plug at firewall including pull box and relay box.	1
20	Gasket for thermo-couple	1
<i>Exhaust system</i>		
21	Collector assembly, left hand	1
22	Collector assembly, right hand	1 set
23	Stacks, short assembly, 7 assemblies per set	1 set
24	Stacks, long assembly, 7 assemblies per set	1 set
<i>Engine mount and diaphragm</i>		
25	Mount assembly, engine	1
26	Vibration isolators	8
27	Diaphragm assembly	1
28	Grounding strap	1
<i>Fuel system</i>		
29	Pump, fuel	1
30	Tube, main fuel feed pump to carburettor complete with two hose couplings.	1
31	Line assembly fuel pressure, engine to quick disconnect block	1

Item No.	Description	Quantity per Power Plant
<i>Fuel system—contd.</i>		
32	Line assembly, fuel pressure vent, quick disconnect block to carburettor air intake elbow.	1
33	Line assembly carburettor vapour vent, carburettor to quick disconnect block.	1
34	Line assembly, air balance, fuel pump to carburettor air intake elbow.	1
35	Line assembly (fuel tank pressurising) engine induction manifold to quick disconnect block complete with spacer block.	1
36	Line assembly, engine primer, quick disconnect block to distributor.	1
<i>Heating and ventilating system</i>		
37	Heater tube, flexible, cowl support assembly to exhaust collector complete with clips.	1
38	Heater tube assembly, asbestos covered, exhaust collector to quick disconnect point, complete with clips.	1
<i>Induction system installation</i>		
<i>Main stage—</i>		
39	Carburettor air intake elbow assembly, complete with backfire valve.	1
<i>Auxiliary stage—</i>		
40	Tube assembly, air intake, ring cowl nose to intake elbows	1
41	Intake elbow assembly, air intake to supercharger casing, left hand.	1
42	Intake elbow assembly, air intake to supercharger casing, right hand.	1
43	Duct assembly, supercharger to intercooler, complete with pressure joint, left hand.	1
44	Duct assembly, supercharger to intercooler, complete with pressure joint, right hand.	1
45	Duct assembly, intercooler to air intake elbow complete with pressure joint, left hand.	1
46	Duct assembly, intercooler to air intake elbow complete with pressure joint, right hand.	1
47	Duct assembly, intercooler cooling, left hand	1
48	Duct assembly, intercooler cooling, right hand	1
<i>Oil system</i>		
49	Oil tank assembly, complete with thermostatic temperature control valve.	1
50	Oil tank front support assembly	1
51	Oil tank rear support assembly	1
52	Line assembly, inlet, tank to engine including drain, cock, elbow and grommet.	1
53	Line assembly, outlet, engine to thermostatic valve	1
54	Line assembly, thermostatic valve to left hand side quick disconnect point.	1
55	Line assembly, right hand quick disconnect, point to tank ...	1
56	Line assembly, oil tank vent to engine	1
57	Line assembly, crank case breather	1
58	Line assembly, oil pressure, engine to quick disconnect block complete with special elbow.	1
<i>Propeller installation</i>		
59	Governor, constant speed unit	1
<i>Oil dilution</i>		
60	Valve, solenoid, complete with bracket... ..	1
61	Line assembly, quick disconnect block to solenoid including Parker plug valve and elbows.	1
62	Line assembly, solenoid to oil tank outlet, including elbow and Parker plug valve.	1

Item No.	Description	Quantity per Power Plant
<i>Vacuum system</i>		
63	Pump, vacuum	1
64	Separator, oil, complete with bracket	1
65	Line assembly, suction, quick disconnect block to pump, complete with pump inlet elbow.	1
66	Line assembly, pressure, pump to oil separator, complete with pump outlet elbow and clip.	1
67	Line assembly, drain, oil separator to engine	1
68	Line assembly, pressure, air discharge, oil separator to atmosphere, complete with clip and grommet.	1
<i>Starter system</i>		
69	Starter, combustion type	1
70	Breech, complete with bracket and flexible mounting, bonding wire and electrical firing mechanism.	1
71	Tube assembly, intake	1
72	Tube assembly, exhaust, complete with block and grommet...	1
<i>Miscellaneous</i>		
73	Line assembly, manifold pressure, engine to quick disconnect block, complete with clip.	1
74	Quick disconnect block	1
75	Line assembly, flap vacuum system, engine induction manifold to quick disconnect block.	1

(A.F.Os. 2080/42 and 2102/44.)

2106.—Aircraft—Levers, Tyre—Standardization

(A.M.R./N.S. Air 8682/43.—20 Apr. 1944.)

A high percentage of tyre wastage is directly attributable to lever damage and attention is drawn to the importance of using levers of correct blade profiles,

2. Tyre levers have been standardized and in future will be supplied as sets, each set comprising :—

Ref. 4A/1304	Levers, tyre, size 1, 10-in.	... ..	1 No.
Ref. 4A/1305	Levers, tyre, size 2, 12½-in.	... ..	1 No.
Ref. 4A/1306	Levers, tyre, size 3, 19-in.	... ..	1 No.
Ref. 4A/1679	Levers, tyre, size 4, 20-in.	... ..	1 No.

3. Services holding levers, type Ref. 1B/1542 are to return them to their normal source of supply of air stores for modification to 4A/1304 or 4A/1305.

4. Allowances are to be adjusted to accord with the following scales :—

Ships as shown in B.R. 378

Shore Establishments :—

R.N. Air Stations :—

Classes A and B as shown in B.R. 377

R.N. Aircraft Repair Yards :—

Class A 4

Class B 3

Squadron Servicing Units 2

5. Services concerned should demand on their normal source of supply of air stores, quoting this Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

6. It is anticipated that requirements of 4A/1304 to 1306 can be met from stock, but delivery of Ref. 4A/1679 from contractors is not expected to commence until July, 1944. Supplies of this item should not, therefore, be unduly hastened.

7. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of ships and services attached to foreign stations. Details of quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

2107.—Additional Ammunition Lockers

(N.S. 16034/43.—20 Apr. 1944.)

Details of additional ammunition lockers now available, are as shown hereunder.

Pattern No. allocated	Type of locker	To hold	Drawing No.	Internal dimensions			Esti- mated weight, lbs.	May be obtained upon requisition address to
				Height	Length	Breadth		
7780	R.U. (bottle rack stowage) for 4-in., Mark XVI ammunition.	12 rounds	P.M.C.D.018363A	32-in.	31½-in.	49½-in.	830	D.C.W. (S), Bath
7781	R.U. locker for 1½-in. signal cartridges, coastal force craft.	27 packages	D.N.C.28/1016 ...	14½-in.	12-in.	11½-in.	18	D.C.W. (S), Bath
7782	R.U. locker for 3-in., U.S.A. ammunition	24 rounds	D.N.C.2A/774 ...	35½-in.	24½-in.	41-in.	630	D.C.W. (S), Bath
7783	R.U. primer tank (E.C.M.)	4 primers	W.D. No. 2631A	8-in.	16½-in.	4½-in.	15	D. of S., London
7784	R.U. pistol tank (E.C.M.)	10 pistols	W.D. No. 2628A	8½-in.	23½-in.	9½-in.	50	D. of S., London
7785	R.U. locker for 4-in., Mark XIX star shells.	20 rounds	Plan No. 93 H.L.	38½-in.	27-in.	44-in.	860	D.C.W. (S), Bath
7786	R.U. locker for rocket flares, horizontal or vertical stowage.	16 rounds	D.N.C.2A/1078 ...	54-in.	44½-in.	12-in.	480	D. of S., London
7787	R.U. locker for 0.303-in. Browning ammunition.	2,400 rounds	D.N.C.2A/1073 ...	8½-in.	30-in.	17-in.	120	D. of S., London
7788	R.U. locker for Shark, Mark I (4-in.) ...	3 projectiles	D.N.C.2A/1076 ...	77-in.	23-in.	7½-in.	168	D.C.W. (S), Bath
7789	W.T. locker for rockets, target practice	20 rockets	D.N.C.2A/1080 ...	18½-in.	21-in.	17-in.	88	D.C.W. (S), Bath
7790	R.U. locker for 25-pdr. smoke shells ...	30 shells ...	D.N.C.2A/1081 ...	19½-in.	24-in.	19-in.	126	D.C.W. (S), Bath

2. The general instructions contained in A.F.Os. 2296/43, 4101/43 and 344/44 will apply.

(A.F.Os. 2296/43, 4101/43 and 344/44.)

**2108.—Coal-fired Heating and Cooking Stoves—Fitting of
“A”, “C” and “D” Fairmile Type Coastal Craft**

(D. 11157/43.—20 Apr. 1944.)

Coal fired heating and cooking stoves are to be fitted in the above-mentioned vessels.

2. The numbers of the boats concerned are:—

“A” Type M.Ls.—Nos. 100-111.

“C” Type M.G.Bs.—Nos. 312-334 (ex 314 and 328).

“D” Type M.T.Bs.—Nos. 602-640 (ex 632).

3. The stoves, together with the associated piping and fitting-out drawings, will be supplied by Messrs. Fairmile Marine Co. without demand.

4. This Order should be quoted as the authority for the work entailed by Emergency Repair Overseers and Commanding Officers of vessels concerned.

(C.-in-C., *The Nore*, message dated 12 Jan. 1943, timed 1451.)

(A.F.O. 3848/43 is cancelled.)

2109.—I.R. Tubing, Patterns C.2414c and C.2415c

(N.S. 28659/43.—20 Apr. 1944.)

I.R. Tubing, Pattern C.2414c, is no longer required for covering Electric Cable, Pattern 5429A, in Asdic installations, following the introduction of Cable, Pattern A.675, manufactured with a tough rubber sheath.

2. I.R. Tubing, Pattern C.2415c need no longer be retained for general purposes as a low pressure tubing and is not now required for incorporation in A/S apparatus.

3. No further purchases of I.R. Tubing, Patterns C.2414c and C.2415c, will be made, all dues have been cancelled, and both patterns will be deleted from the Rate Book of Naval Stores. Any stocks of these patterns should be issued until exhausted.

4. The Sea Store Establishments concerned will be amended.

(A/S Portsmouth's Y.L. No. 7210, 19 Sep. 1943.)

**2110.—Ventilation Arrangements to Accommodation Spaces—Modification—
As. and As.**

B.Y.M.Ss. 2001 to 2028

(D. 05903/44.—20 Apr. 1944.)

A 5-in. supply fan is to be fitted in the lower crew's space in the above-mentioned vessels, and the natural supply is to be made into an exhaust. A natural exhaust from the mess above the lower crew's space is also to be fitted.

2. An item, Classification “A”, is to be included in the list of As. and As. to these ships to cover the work involved.

(C.-in-C., *The Nore*, 27 Feb. 1944, No. 1119/554/12.)

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

2111.—Refrigerator Room—Ventilation Arrangements—As. and As.

B.Y.M.S.

(D. 02429/44.—20 Apr. 1944.)

It has been reported that, owing to the high temperature reached, food stowed in the refrigerator room in B.Y.M.S. is liable to deteriorate.

2. In all such vessels which are not fitted with artificial exhaust ventilation to this compartment, a 5-in. exhaust fan suitable for 110 volts, is to be provided.

3. This is an approved A. and A. item, Classification “B”, for vessels concerned.

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

2112.—Galleys, Bakeries and Washplaces, etc.—Deck Coverings

W.P.Ss., P.S.Os. and Dockyards.

(D. 4589/44.—20 Apr. 1944.)

The present practice of leaving the decks of galleys and bakeries of H.M. Ships bare is to be discontinued, and they are, in future, to be covered with tiles.

2. Washplaces and officers' bathrooms are to be covered with an approved non-latex deck composition, except bathrooms used for decontamination purposes, which are to have decks covered with cement and tiles.

(C.-in-C., H.F. 18 Mar. 1944, No. 467/H.F. 709/49.)

(A.F.O. 1475/43 is cancelled.)

2113.—Diesel Driven Portable Pumps—REPORTS

“Halcyon” and “Hebe” Class Minesweepers.

(D.027537/43.—20 Apr. 1944.)

It has been approved to supply one Diesel driven portable pump to vessels of the “Halcyon” and “Hebe” classes to augment the existing pumping capacity and for fire-fighting purposes.

2. The pumps, each complete with the following equipment, will be supplied without demand:—

Two 15-ft. lengths, 3½ in. diameter suction hose with swing bolt couplings.

Two 60-ft. lengths of canvas discharge hose with No. 3 bayonet joint couplings.

One strainer, Pattern 5899.

One basket strainer, Pattern 5898.

One set of engine and pump spares.

3. Compensation equivalent to 6 cwt. at upper deck level will be required and proposals for this are to be forwarded.

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

2114.—Defective Eyebolts on Whaler and Cutter Davits

“River” Class Frigates

(P. 4231/44.—20 Apr. 1944.)

A report has been received that a 27 ft. whaler has been lost from a “River” class Frigate, primarily through the sheering of the welded eyebolt fitted at the head of the davit for securing the gripes.

2. Commanding Officers of vessels concerned should examine the eyebolt at the head of both whaler and motor cutter davits, and if found to be defective, an item should be inserted in the ship's defect list to cover the work involved, which should be undertaken at the first available opportunity.

2115.—Fuelling System Joints

L.B.O.

(N.S. 25969/43.—20 Apr. 1944.)

Each L.B.O. is to be supplied with 10-sq. ft. “Klingerit” jointing, 1/32-in. thick for replacing joints in the fuelling system.

2. Bases to which these barges are attached should forward demands to the nearest storing yard.

3. The following quantities of 1/32-in. Klingerit jointing have been requisitioned for purchase for delivery as shown:—

	Denom.	Total
Chatham ...	Sq. ft. ...	400
Sheerness ...	Sq. ft. ...	100
Portsmouth ...	Sq. ft. ...	700
Devonport ...	Sq. ft. ...	400
Rosyth ...	Sq. ft. ...	150
Severn Area ...	Sq. ft. ...	(a) 750
Mersey Area ...	Sq. ft. ...	(b) 600
West Riding ...	Sq. ft. ...	150
Carfin ...	Sq. ft. ...	150

(a) and (b) include quantities for shipment as follows :—

(a) From Severn Area to—					
Bermuda	...	...	...	...	150
Simonstown	...	...	...	...	150
Durban	...	...	...	...	150
Ceylon	...	...	...	...	150
(b) From Mersey Area to—					
Gibraltar	...	...	...	...	150
Malta	...	...	...	...	150
Alexandria	...	...	...	...	150

4. The equipment list for L.B.Os. will be amended.

(A.F.O. 450/44.)

2116.—Headlamps, Pattern 16034—Modification and Supply of Spare Components

(N.S. 29285/43.—20 Apr. 1944.)

In order to economize in labour and material, headlamps, Pattern 16034, will be supplied, in future, without fuses. No further fuses, Pattern 16125, will be purchased and this item will be made obsolete.

2. As a result of the preceding paragraph, the following action is to be taken :—

- Ships' staff are to examine all headlamps, Pattern 16034, and arrange for the existing fuses to be replaced by a permanent strip or wire connection.
- Dockyard Officers are to arrange for similar examination and replacement of wire connections in lieu of fuses on all headlamps in store.

3. The undermentioned components of headlamps, Pattern 16034, have been added to the Authorized List of Naval Stores, subhead F.2A :—

Pattern	Description
14059	Battery, Nife type N.C.10.
16093	Lamp, 2.5-volt, twin filament, 1 amp. and 0.75 amp. s.b.c.
16121	Battery lid, complete with contacts, spring lock and cable, for battery, Pattern 14059.
16122	Headpiece with special lampholder, switch, bakelite bezel ring and front glass.
16123	Belt, waist, leather.
16124	Head harness, webbing type.
16126	Circles, glass, for headpiece, Pattern 16122.

4. The undermentioned quantities have been purchased and shipment abroad should be arranged as stated in paragraph 5 :—

Pattern No.	Stroud	Chatham	Rosyth	Ports-mouth	Devon-port	Preston	Sheerness
14059	200	100	100	100	100	200	—
16126	1,200	—	—	—	—	800	—
16093	2,000	1,500	1,000	1,500	1,000	2,000	1,000

Patterns 16121, 16122, 16123 and 16124 are included in the Central Allocation scheme and Dockyards/Depots should obtain requirements accordingly.

5. Supply to yards abroad should be arranged as follows :—

Pattern No.	From Stroud to		From Preston to	
	Durban	Simonstown	Alexandria	Gibraltar
14059	40	20	60	30
16121	60	30	100	30
16122	60	30	100	30
16123	60	30	100	30
16124	60	30	100	30
16126	60	30	100	30
16093	200	100	300	100

6. Spare components will be allowed to ships as follows :—

Pattern No.	Basis of allowance, etc.
Permanent Stores	
16121 Battery lid	One of each for every 30 or part of 30 head lamps, Pattern 16034, allowed. (Not allowed to ships to which two headlamps only are allowed.)
16122 Headpiece	
16123 Belt	
16124 Head harness	
Consumable Stores	
16093 Lamp	One for each headlamp allowed.
16126 Glass circle	One for every 10 headlamps allowed.
14059 Battery	One for each 30 or part of 30 allowed.

7. Ships concerned, in commission, should forward demands to their storing yards or depots accordingly. Supply to ships under construction should be arranged by the warrant yards and supplying yards or depots.

8. The Establishments of Naval Stores concerned will be amended.

(A.F.Os. 4515/40 and 5085/41—not in Annual Volume.)

(A.F.Os. 65/42, 1693/42, 2534/42, 4306/42, 65/43 and 1642/43.)

2117.—Chain Cable and Chain Cable Gear—Periodical Heat Treatment

(D. 4403/44.—20 Apr. 1944.)

A case has recently occurred of the fracture of an iron Blakes' stopper. Subsequent tests on the material revealed that the material was crystalline. The stopper had been tested shortly before parting but in accordance with usual practice had not been heat treated with the remainder of the chain cable and chain cable gear.

2. In future, Blakes' stoppers made from iron and tested to $\frac{1}{3}$ rd of the proof load of the associated chain cable should be included amongst the items for heat treatment enumerated in B.R. 367, Article 33, paragraph 5. Steel Blakes' stoppers tested to $\frac{1}{2}$ of the proof load are not affected.

(A.S. Devonport, Y.L. 20 Mar. 1944, No. 1437.)

(B.R. 367, Art. 33.)

2118.—Heating Elements for Torpedo Tubes, Patterns 19476, 19477, 19478 and 19479—REPORTS

(N.S. 18602/43.—20 Apr. 1944.)

The following articles have been added to the Authorized List of Naval Stores under Subhead F.2B (Schedule C.809) as follows :—

- Pattern 19476—Elements, heating, for torpedo tubes, 220 volts, 500 watts.
- Pattern 19477—Elements, heating, for torpedo tubes, 110 volts, 500 watts.
- Pattern 19478—Elements, heating, for torpedo tubes, 220 volts, 250 watts.
- Pattern 19479—Elements, heating, for torpedo tubes, 110 volts, 250 watts.

2. Dockyards and Naval Store Depots only.—Requirements at home should be reported in accordance with Admiralty letter N.S. 30262/43/Br.9B/B.40560 dated 28th September, 1943, addressed to (Superintending) Naval Store Officers.

3. The heaters will be accounted for as naval sea stores, the allowances to ships concerned being "as approved for fitting to torpedo tubes", plus spares on the following basis :—

	No. of spare heating elements per mounting
Pentad tubes	5
Quadruple tubes	4
Triple tubes	3
Double tubes	2

4. Ships concerned in commission should forward demands to their storing yards or depots as necessary to complete to the allowances of spare heating elements and, where applicable, for the additional elements required for fitting in accordance with C.A.F.O. 126/44. For ships of new construction the torpedo tubes are supplied complete with the necessary elements, including spares.

5. The Sea Store Establishments concerned will be amended.

(Admiralty letter 28 Sep. 1943, N.S.30262/43/Br.9B/B.40560 addressed to (Superintending) Naval Store Officers.)
(C.A.F.O. 126/44 and A.F.O. 869/44.)

2119.—Non-Latex Deck Coverings—Protection in Way of Ladderways and Doorways

(D. 3989/44.—20 Apr. 1944.)

The non-latex deck coverings now being fitted in H.M. ships are liable to heavy wear in way of ladderways and doorways, resulting in rapid deterioration of the coverings in these areas.

2. To provide protection of the deck coverings against heavy wear in way of all ladderways and doorways, tread strips should be generously fitted and in the case of ladderways they should extend 12-in. round the sides at both top and bottom of the ladderway.

3. Where the strips are fitted to mild or "D.W." steel decks they should be fixed by means of intermittent welds. Care must be taken in welding to "D.W." steel that the fillet sizes are not less than the minimum laid down for the appropriate thicknesses of "D.W." plate.

4. Where the deck is "D" quality steel or N.C. armour the strips should be fixed by means of screws.

5. This work is to be treated as a defect in ships in commission. Separate instructions will be issued for ships building.

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

2120.—Tables, Gyro Instrument Testing—Modification Sets—Introduction

(A.M.R. 290/44.—20 Apr. 1944.)

The undermentioned item, for the modification of tables, gyro instrument testing (Stores Ref. 4A/1359), in use and in store, is hereby introduced:—

Stores Ref.	Nomenclature	Detail	No. off per set	Class of Store
4A/1748	Modification sets ...	For modifying instrument mountings, vacuum gauge assembly and pump connection.	—	A
Consisting of:—				
Brackets:—				
1749	Instrument mounting...	C/w bolts (Ref. No. 28D/6009), nuts (Ref. No. 28M/756), washers (Ref. No. 28W/3072). Qty. 2 each.	4	B
1750	Vacuum gauge mounting...	C/w clips, jubilee (Ref. No. 28E/6415), Qty. 1; nuts, steel (Ref. No. 28M/5316, Qty. 2; nuts, union (Ref. No. 28V/5321), Qty. 12; rings, rubber (Ref. No. 28V/5109), Qty. 12; screws (Ref. No. 28S/2790), Qty. 2; unions (Ref. No. 28V/5320), Qty. 4; washers (Ref. No. 28W/3071), Qty. 2; 2-ft. length of aluminium tubing (Ref. No. 30B/627), Qty. 1.	1	B
1751	Connectors, hose ...	...	1	B
1752	Screws, instrument fixing ...	...	8	C

2. Demands to complete the scale of one modification set (Stores Ref. 4A/1748) for each table, gyro instrument testing (Stores Ref. 4A/1359), held are to be submitted to the appropriate Naval Store Depot.

3. The modification sets are not to be fitted until the appropriate leaflet to A.P. 1275, Vol. II, has been received.

4. The relevant Air Publications will be amended.

2121.—Trip Clocks—Withdrawal of Allowance

Coastal Force Craft

(N.S. 21351/42.—20 Apr. 1944.)

Trip clocks are no longer a requirement in Coastal Force Craft, and the allowance is accordingly withdrawn.

2. The stop watch, Pattern 4, which is allowed, gives all the necessary information for checking distance run, etc., and is more reliable and accurate.

3. Trip clocks may be retained in craft where already fitted, but replacement when defective will not be made.

4. The Establishments of Naval Stores concerned will be amended.

2122.—Disposal of Obsolete Stores

(N.S. 16396/44.—20 Apr. 1944.)

All stocks and subsequent returns of the following stores should be disposed of in accordance with A.F.O. 3118/43, paragraph 4.

Pattern Number	Description
5741	Terminal block.
5742	Terminal block.
5743	Terminal block.
5744	Terminal block.
5745	Terminal block.
5746	Terminal block.
5749	Terminal block.
5750	Terminal block.
5751	Terminal block.
5752	Terminal block.
5753	Terminal block.
5754	Terminal block.
587	Section box.
2854	Junction box.
5137	Distribution box.
8111	Fuse box.
8161	Condenser box.
8162	Condenser box.
8163	Condenser box.
2848	Junction box.
2849	Junction box.
2849A	Junction box.
2850	Junction box.
8190	Fuse box.
2855	Junction box.
8191	Fuse box.
9080	Indicating box.
1952	Stern light box.
588	Distribution box.
6965	Section box.
9156	Junction box.
6964	Junction box.
8633	Condensers.
3457	Junction box.
3152	Clamping pieces.

(A.F.O. 3118/43.)

**2123.—Naval Storekeeping Procedure—Modification of
H.M. Submarines and Submarine Depot Ships**

(N.S. 1007/43.—20 Apr. 1944.)

To ensure, as far as practicable, that submarines S.1099A inventories are kept up to date, it has been found necessary as a wartime measure to modify the naval storekeeping procedure and the following arrangements are to be put into effect forthwith:—

- (a) (i) Every effort is to be made by the dockyard allocated for the purpose to despatch S.1099A inventories for new construction submarines in time to arrive by the commissioning dates. To ensure this being done, the S.1099A inventories will include details of the "first outfit" of permanent naval stores supplied up to the closing date fixed by the dockyard concerned. All vouchers for transactions which take place after the closing date will be forwarded to the Submarine Depot Ship for posting into the S.1099A inventories.
- (ii) Pending receipt of the S.1099A inventories from the dockyard, the Accountant Officer is to maintain a manuscript record of any transactions which have taken place meanwhile. Upon receipt, the S.1099A inventories should be amended from this manuscript record in respect of the transactions involving any deviations from the established allowances and of all "one for one" changes of registered number articles, e.g., watches, binoculars, etc. The manuscript record should then be retained for record purposes.
- (b) Whenever a submarine leaves its depot ship, with any possibility of being transferred, the depot ship copy of the vessel's S.1099A inventory with all supporting vouchers to date is to be placed on board the submarine in a sealed envelope addressed to "The Accountant Officer, Submarine Depot Ship, for delivery to the Accountant Officer of the next depot ship met". This should be done at the same time as the duplicate books of Forms S.156 and S.1091 are withdrawn from the submarine in accordance with paragraph 2 of the Appendix III to B.R.4.
- (c) Supplies and replacements of permanent stores can be obtained as hitherto as follows—
- (i) through the naval store account of the depot ship; or
- (ii) direct by the submarine from a dockyard or another ship when not in the company of its depot ship.

Whilst, however, there will be no change in the procedure for dealing with transactions under (i) on Forms S.156 and S.1091, the following modified procedure is to be substituted in respect of transactions under (ii). A book of each of the Forms S.134D and S.331 is to be issued to and held by the submarine, for all transactions other than those with its own depot ship. These books are to be serially numbered (number of the flotilla/serial number, e.g., III/7), signed for and recorded in the S.1099A inventory. The submarine's copies of these forms will thus form an additional record of transactions, and comparison with the quadruplicate copies will give early warning of any discrepancies between stores demanded and supplied, or returned and received.

- (d) On a submarine coming into company with another submarine depot ship, not necessarily her own, the Commanding Officer is to surrender his S.1099A account and hand over for incorporation therein all vouchers for transactions subsequent to last leaving a depot ship, and his books of Forms S.134D and S.331. After checking and posting, the Accountant Officer is to endorse the last used submarine's copies with signature and date stamp and return the books to the Commanding Officer for further use.

Note.—Accounting action may be taken by depot ships on the quadruplicate copies of vouchers, subject to comparison with the triplicate copies when eventually received.

(B.R.4 Appendix III.)

(A.F.O. 412/43.)

2123a.—Oiling at Sea by Buoyant Hose Method—Occasional Failure of Floats

(T.D. A/12/44.—20 Apr. 1944.)

Existing instructions require that 3 in number floats, Pattern 8796A, or 4 in number floats, Pattern 8717, shall be attached to the steadying line, and to the buoyant hose, in each case by 60 fathoms of buoyant manila rope. Reports from sea show that in a proportion of cases the floats have towed beneath the surface and have proved difficult or impossible to grapple.

2. The first escort to fuel from a ship which veers a steadying line grapples the floats as they tow by 60 fathoms of buoyant manila direct from the stern of the escort oiler. But in all other cases the escort comes up to grapple floats which are towing astern of some 200 ft. of hose. Experience shows that there are two likely causes of the floats not watching:—

- (a) An insufficient number of floats veered in the first place, or remaining after a previous escort has disengaged from the escort oiler.
- (b) Oil remaining in the hose as the result of ineffective clearance by air pressure at the end of the previous operation.

Note that when, during clearance by air pressure, the hose is seen to "bounce" on the surface, this is a clear indication that so much of the hose as is waterborne has been cleared of oil, but is no indication that the hose has been cleared right through to the forecabin of the escort. Only the escort can ascertain this; and in the interests of the escort which is to succeed her at the hose, she should cause air pressure to be maintained until she is satisfied that the hose is substantially clear of oil.

3. The inflatable rubber floats originally supplied had excellent buoyancy but were unable to stand up to the normal rough usage of the operation, and were replaced by metal floats, Pattern 8796A. These have no reserve of buoyancy against a heavier pull than usual; they will shortly be replaced by floats of similar design but with 50 per cent. greater buoyancy. Better buoyancy could be obtained by further increasing the size of the floats, but this would so increase their weight as to add greatly to the difficulties of recovery by the escort after grappling.

4. Further reports on the performance of floats are desired. Officers forwarding reports should state specifically whether the possible causes suggested in paragraph 2 have been considered, and when making proposals for improvement should bear in mind the difficulties stated in paragraph 3.

Section 4

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

2124.—Dehydrated Meat

(V. 14/1187/44.—20 Apr. 1944.)

Beef and mutton in dehydrated form are now being imported by the Ministry of Food in order to economize in shipping space. A trial of dehydrated meat has recently been carried out in various shore establishments and H.M. ships with satisfactory results, and supplies are being provided at the home victualling yards for issue to H.M. ships and establishments.

2. Dehydrated meat has the following advantages over ordinary fresh or frozen meat:—

- (a) One pound of dehydrated meat is the equivalent of about 2½ lbs. of fresh meat without bone, so that there is a saving in stowage;
- (b) it does not require refrigerated stowage,
- (c) It saves time in preparation and cooking,

and it is intended that it shall be used *in lieu of fresh or frozen meat* in H.M. ships and shore establishments at home, whether on general messing or victualling allowance, to such extent as is acceptable up to three meals a week in normal messing. Instructions for its preparation and use are given in the Appendix.

3. Demands for dehydrated meat, supplies of which are now available, should be lodged at the appropriate victualling yard or depot. Supplies will be in 6 lb. tins (the equivalent of 15 lb. of fresh or frozen meat without bone) and the meat is to be accounted for in pounds. The issuing price is 2s. per lb.

4. Dehydrated meat will keep in sound condition in the unopened tins for about 12 months, and for 2-3 weeks after the tins are opened if stowed in a dry and cool place.

5. Dehydrated meat is to be included (on the basis of the equivalent weight of fresh or frozen meat) in the quota allowed under A.F.O. 3072/42, Section B, and in the figures of consumption rendered in connection therewith.

APPENDIX

(1) Dehydrated meat can be reconstituted to the composition of cooked fresh minced meat by simmering or steaming for half an hour with the addition of 1¼ pint of water to each 1 lb. of dried meat, and it is suitable for the preparation of all dishes for which minced meat is normally used.

(2) The following selection of recipes, suggested by the Ministry of Food, will serve as a guide to the kind of dish which can be prepared from dehydrated meat:—

- (i) *Savoury Mince*.—Simmer the reconstituted meat for 30 minutes. Cover with a vegetable stock, and braise in a large, deep pan for 2½ hours. Season well, add some diced carrots and onions while braising. Serve on to plate. Make a well in the centre and fill this with peas. Add, if obtainable, a slice of pickled walnut or a little pickled red cabbage.
- (ii) *Beef and Tomato Hotpot*.—To each 1 lb. reconstituted meat add ½ lb. sliced tomatoes and 2 ozs. chopped onion. Add a pinch of mixed herbs and season with pepper and salt. Cover with 3 lb. sliced potatoes and bake.
- (iii) *Cornish Pasty*.—To the seasoned reconstituted meat add a little chopped parsley, fried onions or leeks and a few cooked potatoes cut into very small dice. Have some short pastry ready, roll it out one quarter of an inch thick, cut out rounds with large cutter: place about 3 ozs. of mixture in centre of pastry, fold the ends of pastry together and seal the edges; brush over with milk and bake in a hot oven for 30 minutes.
- (iv) *Cottage Pie and Spinach*.—Mix the cooked reconstituted meat with brown sauce. Put alternative layers of meat and cooked spinach in each dish. Cover with mashed potatoes, sprinkle with grated cheese and place under the salamander to brown. *Serve very hot.*
- (v) *Cumberland Pie*.—Line dishes with short pastry, add alternate layers of mashed potatoes, reconstituted meat and sliced (or canned) tomatoes. Fill with stock. Cover with short pastry. Bake in oven for 30 minutes or according to size.
- (vi) *Curried Mince and Rice*.—Prepare a curry stock as for ordinary curried butcher's meat. Simmer the reconstituted meat for 30 minutes. Transfer the simmered meat to the curry and braise in the oven. Serve inside a border of plain boiled rice.

(vii) *Minced Hash*.—Reconstitute the meat in tomato juice and heat it (do not boil) in a sauce made as follows:—Fry 1 oz. onion in 2 ozs. fat. Add 2 ozs. flour, ¼ oz. celery salt, herbs, ½ oz. common salt, pinch of pepper. Add slowly, stirring well, 1 pint good stock, the tomatoes from which the juice was taken for reconstituting and a little Worcester sauce.

(viii) *Meat Roll*.—(To eat hot or cold.)

2 lbs. dried meat.	1 tablespoonful mixed herbs.
2½ pints water.	Season with salt and pepper.
1 lb. breadcrumbs.	

Soak meat 1½ hours with the water, add bread crumbs, salt and pepper to taste, also mixed herbs. Divide in half and make into rolls. Roll lightly in flour. Flour pudding cloths and put rolls into them. Steam for 1½ hours. Serve with good gravy or allow to get cold. Carve with sharp knife. Serve with pickles or salad and beetroot.

(ix) *Shepherds Pie*.—Reconstitute 16 ozs. dried meat with 1¼ pints of water, including with each 1¼ pints of water ¼ oz. salt, ½ fluid oz. vinegar, 1 fluid oz. Worcester sauce. Put into a pie dish, cover with mashed potato. Stand the pie dish in water in a quick oven and brown.

3. The above recipes are being incorporated in the new edition of B.R.5 which is about to be issued.

(A.F.O. 3072/42.)

2125.—Casual Meals Provided by General Messes—Meal Rates at which Credit may be Taken in Provision Account

(V. 2/1904/44.—20 Apr. 1944.)

When casual meals are provided by general messes for individuals who are not borne for victualling, credit should be taken in the provision account for the meals supplied at the following proportions of the appropriate general messing rate:—

Breakfast	...	...	...	...	20 per cent.
Dinner	...	...	...	...	45 per cent.
Tea	...	...	...	...	15 per cent.
Supper	...	...	...	...	20 per cent.

2. In order to simplify calculations the meal values determined as above may be calculated to the nearest farthing, provided that the total value of the four meals is as nearly as practicable equal to the appropriate general messing rate.

3. The amounts to be recovered from individuals who are personally liable for the cost of the meals supplied to them, e.g. persons in receipt of provision allowance, etc., are not affected by these arrangements.

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

(A.F.Os. 5719/43 and 26/44.)

2126.—O.U. 5420/42—Rate Book—Victualling and Royal Marine Stores—Alterations and Amendments

(E.F.O./V. 1787/43.—20 Apr. 1944.)

A.F.O. 1723/44 is to be amended as follows:—

		Rate	
		£	s. d.
Page 2.	Line 26:—		
For	“Malt, in 5-lb. tins	lb.	*0 0 3”
read	“Malt, in 5-lb. tins	lb.	*0 0 9½”
Line 27:—			
For	“Malt Extract	lb.	*0 1 9½”
read	“Malt Extract	lb.	*0 1 3”

(A.F.O. 1723/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2127.—Amendments to Books

(E.F.O.—20 Apr. 1944.)

The undermentioned amendments (A.F.Os. P.258-268/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.

- A.F.O. *P.258/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 34.
***P.259/44.**—B.R. 378(E)—Albacore—A.S.E.—Amendment No. 24.
***P.260/44.**—B.R. 380/C—Firefly (F)—Mark I, S.C.L.—Amendment No. 2.
***P.261/44.**—B.R. 378(H)—Sea Hurricane—A.S.E.—Amendment No. 7.
P.262/44.—B.R. 257—Handbook for the 4-in., Q.F., Mark XVI*, Gun, on the H.A. Twin, Mark XIX, and Single, Mark XX, Mountings—1941—Amendment No. 5.
P.263/44.—B.R. 268(36)—Electrical Manual, Vol. II—Main Electrical Supplies in Light Craft—Amendment No. 2.
P.264/44.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII**, Torpedoes—Amendment No. 8.
P.265/44.—B.R. 864—Notes on the Care of Aircraft Explosive Stores in M.A.C., Ships, 1943—Amendment No. 1.
P.266/44.—B.R. 913(a)—Handbook of the Fuse-Keeping Clock and Associated Equipment—The Rangefinder Director, Marks IIW, IIIW—1943—Amendment No. 1.
P.267/44.—B.R. 916—Handbook for 4.7-in., Mark XI, Gun, on the Twin Mark XX mounting—1942—Amendment No. 5.
P.268/44.—O.U. 5225—Home Dockyard Regulations—Amendment.

**Exceptionally A.F.Os. P.258., P.259, P.260 and P.261 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 2013/44.)

See AFO 3289/45.

2128.—A.M.S.Is.

(E.F.O.—20 Apr. 1944.)

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

(A.F.O. 2014/44.)

- 2129.—B.R. 268(6)—Electrical Manual, Vol. II—Main Electrical Supply Systems—Notes on Care and Maintenance and Operation (1941)—Reprint of**
 (T./T.M. 898/44.—20 Apr. 1944.)

This book was issued in 1941 and amendments Nos. 1 to 10 have been issued subsequently.

2. It was reprinted in 1943 and amendments Nos. 1 to 6 were included, but the paragraphs were inadvertently re-numbered with the result that, in these reprinted books, amendments Nos. 7 to 10 may not agree correctly with their respective paragraphs. It is considered that the errors in the corrections will be apparent, but care should be taken when inserting these amendments.

3. The original issue of B.R. 268(6) can be identified by the numbers "D.43935-1 750 D/d 6273 3/41" at the bottom of page 22. This book is to be designated B.R. 268(6)/41.

4. The reprinted issue can be identified by the numbers "D.82104-1" at the bottom of page. This book is to be designated B.R. 268(6)/43.

5. The book is being re-written and a new edition (1944), cancelling all previous editions, will be issued as soon as possible.

2130.—B.R. 1016 (Restricted)—Provisional Drill for 40-mm. U.S. Mark I Gun on U.S. Twin Mountings with Ford Mark II Power Drives—Issue

(G. 6422/43.—20 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, when supplies become available, in accordance with the following establishment, viz. :—

	Copies
Flag Officers	1 each
Fleet Carriers	5* each
Escort Carriers :—	
"Tracker" Class, ex "Searcher"	6* each
"Smiter" Class, "Ruler" Class and "Searcher"	10* each
Frigates :—	
"Captain" Class	3* each
"Maritime" Class	4* each
Fleet Repair Ships	2 each
H.M.S. "Excellent"	50
R.N. Gunnery School, Chatham	6
H.M. Gunnery School, Devonport	6
General Officer Commanding Royal Marines	16
Ministry of Supply SS2B (for D. of A., A1 and S. of E., Shoeburyness)	2
R.N. College, Greenwich	3
R.A. College, Woolwich	2
I.N.O., Woolwich	1
Naval Staff Library, Admiralty	1
Loan Libraries	1
N.S.H.Q., Ottawa	10
B.A.D.	1
B.A.M.R.	1
B.A.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1

* Ships fitted and to be fitted with 40-mm. U.S. Mark I gun on U.S. twin mountings with Ford Mark II power drives.

2131.—Form M.179—Medical Officer's Journals—Late Rendition

(M.D.G. 20785/44.—20 Apr. 1944.)

The rendition of Forms M.179 (Medical Officer's Journals) required under K.R. & A.I., Articles 1410 and 1411, is being seriously delayed; in many cases the returns are arriving at Admiralty three and four months after they are due. Even if allowance is made for postal delay from abroad this is too long. The attention of all Medical Officers is directed to the instructions on this subject.

2. A "rough" and a "fair" copy of the Journal is to be kept and maintained at all times in such a manner as to be available for despatch at short notice.

3. The "fair" copy is to be forwarded within ten days of the end of the period for which the Journal is due.

4. The "rough" Journal is to be retained in the personal possession of the Medical Officer until he holds an acknowledgment of the receipt of the "fair" copy at the Medical Department.

Exception to paragraphs (3) and (4) is made only in the case of certain large depots and shore establishments.

5. It is the personal responsibility of the Medical Officer to ensure that accurate records are kept and that completed returns are despatched through the Commanding Officer at the proper time. In the event of a sudden change of appointment, if completed returns cannot be passed to Commanding Officer the Medical Officer is to forward his Journal from his next ship or establishment at the first available opportunity. This responsibility is not to be delegated to his successor or to a member of his sick berth staff.

6. In the event of loss of records or of anticipated unavoidable delay in forwarding the completed Journal, the matter is to be reported to the Medical Director-General through the usual Service channels.

7. On no account should Journals be delayed because of outstanding correspondence on individual cases. This additional information should be sent separately when it becomes available.

8. These reports should give essential details in connection with the consideration of individual claims for compensation and furnish statistical data upon which current policy can be based. Information given on Form M.179F provides a basis of comparison of experiences between different zones, and reports of practical experience under active Service conditions given in this section of the return are of great value. It is obvious that if these objectives are to be attained at their highest value, prompt rendition of the Journal is essential.

2132.—Form S. 311A—Torpedo Log and Progress Book—Institution

(T. 2938/43.—20 Apr. 1944.)

A new Form S. 311A, "Torpedo Log and Progress Book for use by Coastal Force Craft" has been introduced, with the following establishment:—

All Coastal Force Craft ... I each.

2133.—Form S.518E—Return of Expenditure

(Sta. 13789/44.—20 Apr. 1944.)

All outstanding returns, showing the expenditure of the "Official Paid" parcel post label (Form S.518E) for the quarter ended the 31st ultimo, due in accordance with A.F.O. 1618/44, are to be rendered forthwith.

(A.F.O. 1618/44.)

2134.—Form S. 1246X—Revision

(Sta. 18760/43.—20 Apr. 1944.)

Form S. 1246X, History Sheet for Radio Mechanics, has been revised, and the new edition is to be used for all new entries, stocks of former issues being "wasted".

2. First issues of the new edition have been made to H.M. Signal School, and H.M.S. "Valkyrie". Supplies required by other Services should be demanded from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, such demands being restricted to minimum requirements.

2135.—Pink, Red and Blue Lists—Publication—REPORTS

(M./O.D. 1020/44.—20 Apr. 1944.)

The revised arrangements for the publication of the Pink, Red and Blue Lists are:—

- (a) The minor war vessels on foreign stations have been removed from the Pink List and published separately. This publication will be known as Red List, Part II.
- (b) The present Red List will be known as Red List, Part I, and will be published weekly, as at present.
- (c) Red List, Part II, will be published about the 15th of each calendar month.
- (d) Blue List will be published about the 1st of each calendar month.

2. The first Pink List and Red List, Part II, were issued on 15 Apr. 1944.

3. Any inaccuracies noticed in any of these publications should be reported to the Editor of the Pink List, Admiralty.

2136.—Cancelled

2137.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—20 Apr. 1944.)

New certificates of registry to replace certificates mislaid, lost or destroyed, have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894:—

Name.	Description.	Official Number.	Port of Registry.
"Chitral" ...	Steam vessel ...	148861	Glasgow
"Corfu" ...	Steam vessel ...	162643	London
"Marano" ...	Steam trawler ...	137380	Grimsby
"Mary Bower" ...	Motor vessel (aux.) ...	166831	Southampton
"Sebastian" ...	Steam vessel ...	143504	Glasgow
"Zona" ...	Motor vessel (aux.) ...	131804	Southampton

2. On arrival in the United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found, and if so it should be returned to the Director of Trade Division, Admiralty, S.W.1.

(A.F.O. 499/44.)

2138.—Correspondence Undeliverable for Various Causes—Disposal or Re-Direction

(M. 013740/43.—20 Apr. 1943.)

THE FOLLOWING PROCEDURE IS FOLLOWED AT THE ADMIRALTY IN REGARD TO MAILS FOR SHIPS LOST:—

(i) Mails for all H.M. ships (except submarines) whose loss has been publicly announced are diverted as follows:—

- (a) Official—returned to senders in manner appropriate to security category, *vide* Form U2D.
- (b) Private (Officers)—to C.W. Branch, Admiralty.
- (c) Private—(Ratings)—to the ship's manning port.

(ii) Mails for H.M. ships (except submarines) whose loss has not been publicly announced are retained in the G.P.O., London, until the loss is announced, or until such time as it is considered that the mails can be released, and are then diverted as in (i) above.

(iii) When a vessel is lost on a foreign station the procedure outlined above is followed with the exception that airgraphs and air letters, if available, continue to be sent out to the ship's station for a period of approximately two months after the loss.

(iv) When the loss of a submarine is announced the mail is diverted as in (i) (a) and (i) (b) above, but correspondence for ratings is sent to the Captain (S) of the flotilla to which the submarine belonged, if the loss occurred in home waters, or to Captain (S), 5 (Personal), Fort Blockhouse, Gosport, if the submarine was lost abroad.

(v) When the loss of a submarine is not announced all private and official mail is sent to the Captain (S) of the flotilla to which the submarine belonged, if the loss occurred in home waters, or to Captain (S), 5 (Personal), Fort Blockhouse, Gosport, if the submarine was lost abroad, until the loss is announced or until such time as it is considered that the mails can be released and then diverted as in (iv) above.

2. THE FOLLOWING PROCEDURE IS TO BE FOLLOWED BY DEPOTS, ESTABLISHMENTS AND SHIPS FOR THE RETURN TO SENDER OR RE-DIRECTION OF CORRESPONDENCE UNDELIVERABLE BY REASON OF SHIP BEING LOST, ADDRESSEE BEING A CASUALTY OR OTHER CAUSE:—

(i) *Return of Official Mail for Ships Lost*

Official non-confidential mail should be returned to the G.P.O., London, or to the sender and not forwarded to the senior surviving officer. Secret mail should be dealt with in accordance with the provisions of C.B. Form U.2D.

(ii) *Return of Private Correspondence Addressed to Casualties*

(a) Each depot or establishment responsible for the handling of mail should maintain a stock of S. Forms as follows for inclusion with the returned letter or packet :—

- S. 1557 (a)—slip stating addressee is missing, presumed killed.
- S. 1557 (b)—slip stating addressee is missing.
- S. 1557 (c)—slip stating addressee has been killed.
- S. 1557 (d)—slip stating addressee has died.
- S. 1557 (e)—slip stating addressee is interned.
- S. 1557 (f)—slip stating addressee is a prisoner of war.

Supplies should be demanded from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(b) Where a letter or packet does not show the name and address of the sender on the outside, it should be forwarded to the Divisional Controller, Returned Letter Section, G.P.O., London, E.C.1. The letter or packet should be marked "Return to sender on Admiralty instructions", and signed by the officer responsible (who should also state his rank), and have the appropriate form attached.

(c) Where a number of letters and packets are thus returned they should be sent in bulk to the address shown in paragraph (b) above, accompanied by the requisite number of S. Forms but in order that no mistake arises in the nature of communication made to the sender, separate parcels should be made in respect of "dead" and "missing", etc., cases, to each of which should be attached the appropriate forms. Letters, etc., for return to senders for other reasons must not be included.

(d) When letters are sent to the Returned Letter Section of the G.P.O. in bulk for return to sender, it is not necessary for each individual letter to be signed provided that they are accompanied by a note signed by a responsible officer and stating the number of letters enclosed for return to sender. Each letter must, however, be marked "Return to sender, etc.", as in paragraph (b) above.

(e) Where the name and address of the sender is shown on the outside of the letter or packet, the depot or establishment should return it direct to the sender, using the appropriate form, both letter and form being enclosed in a new cover.

(f) In any case of doubt as to whether the official notification of the casualty has been made to the next-of-kin, depots and establishments, and ships in home waters, should send undeliverable correspondence to the man's home depot, and not return direct to the sender.

(g) In order to ensure that mail is not returned to senders before an official notification of the casualty has been made to the next-of-kin, correspondence received in *overseas* depots, establishments or ships for naval casualties should be returned to the Admiralty (C.W. Branch) in the case of officers, and the man's home depot in the case of ratings. Such correspondence should not be returned direct to sender.

(h) When the letter or packet to be returned has previously been registered, official paid registered covers should be used. These can be obtained from the R.N. Store Depot, Park Royal, as necessary.

(i) On no account should correspondence be endorsed "Ship Lost", as it may be undesirable that the fact should become known to the public.

(A) RE-DIRECTION OF CORRESPONDENCE

(i) *Changes of Address*

In the case of officers and ratings who change their address correspondence arriving after their departure should be forwarded to the new address if known, otherwise to Admiralty (C.W. Branch) for officers, and to the home depot for ratings. Correspondence should not be returned to the sender.

(ii) *Men Returning to U.K. from Overseas*

Correspondence arriving after the departure of men returning to U.K. from overseas should be treated as in paragraph (A) (i) above and not returned to the sender.

(B) METHOD OF RE-DIRECTION

The following instructions as regards re-addressing letters, etc., are to be carefully followed in all ships and establishments, with a view to assisting the transit of Fleet Mail :—

- (i) Where the address is incorrect, the incorrect part should be crossed out in such a way as to show that it is incorrect, but not so as to obliterate it completely.
- (ii) Black ink should be used for re-addressing. Red ink runs easily and soon becomes illegible.
- (iii) Mail for re-direction is to be dealt with promptly and not allowed to accumulate.
- (iv) Unclaimed letters must not be sent to the G.P.O. for return to sender until all attempts to ascertain the whereabouts or port division of the addressee have failed.
- (v) A rubber stamp, "c/o G.P.O. London", should not be used when letters are re-directed to shore addresses. This often causes confusion as to whether the address is a place or a ship name.
- (vi) Care must be taken to ensure that place names are not prefixed by the letters H.M.S.
- (vii) Owing to the similarity of many ship names, careful attention should be paid to spelling.
- (viii) An amended address should be written legibly and preferably in block letters.

ANXIETY CAUSED BY INCORRECT RETURN OF CORRESPONDENCE

3. *Considerable anxiety and distress has been caused through mail being returned direct to the sender before the official notification has been made to the next-of-kin, or through mail returned to the sender when the man has changed his address, or returned to U.K. from overseas. In some cases the relatives of survivors have received letters incorrectly returned endorsed "Killed" or "Missing". Extreme care should therefore be taken in handling such letters and it should be borne in mind that accuracy is much more important than speed in returning undeliverable correspondence.*

VESSELS PAID OFF, REFITTING, ETC.—RETURN OF OFFICIAL MAIL

4. Official mail should not normally be addressed to vessels paid off, re-fitting, converting, fitting out, etc. Where such mail is received and no officer is borne, the Naval Officer-in-Charge at the port, or the Resident Naval Officer should open and deal with the correspondence as necessary. It should not be sent to the depot.

(A.F.Os. 2810/42, 526/43, 2213/43, 2326/43, 2328/43 and C.A.F.Os. 142/43 and 1507/43 are cancelled.)

2139.—H.M. Naval Repair Bases, Corpach and Dunstaffnage—Communications

(M.240/44.—20 Apr. 1944.)

Paragraph 2 of A.F.O. 1435/44 is to be amended to read :—

"2. *Telephone communications.*—Each base has its own dockyard telephone exchange with five private wires connected direct to the local Naval Office exchange, in addition to three public exchange lines (Corpach Tel. 217, 218, 219; Dunstaffnage, Oban 2282, 2283, 2284).

(A.F.O. 1435/44.)

Section 6.—SHORE ESTABLISHMENTS

2140.—Civil Servants Discharged from H.M. Forces

(L. 2649/44.—20 Apr. 1944.)

Civil Servants, industrial and non-industrial, who are employed in a Government establishment while on furlough prior to discharge from H.M. Forces, may receive Service emoluments in addition to wages or salary providing the period of furlough does not exceed 28 days.

(A.F.O. 3891/40.)

2141.—Civil Service War Bonus—Reckonable for Superannuation Purposes

(C.E. 5656/44.—20 Apr. 1944.)

The Treasury have announced that Civil Service War Bonus is to be regarded as reckonable for superannuation purposes and the Treasury circular on the subject is subjoined for information.

2. In future superannuation forms should be accompanied by a detailed statement showing the rates and amounts of bonus paid during the last three years, and the amount of bonus reckonable (actual or average as the case may be) should be inserted as a separate item on superannuation forms at the appropriate heading.

3. Applications in office and those already settled which require adjustment will be revised in office in due course without application on part of Establishments, but attention should be called where revised awards for other than trivial amounts are not received within a reasonable time.

APPENDIX

Treasury Chambers,
Great George Street, S.W.1.
5th April, 1944.

P/2/92089/5
T.C. No. 9/44

Reckoning of the Civil Service war bonus for superannuation purposes

Sir,

I am directed by the Lords Commissioners of His Majesty's Treasury to inform you that They have decided that the Civil Service war bonus granted under T.C. 6/40 with effect from 1st February 1940 and under subsequent circulars, viz. 4/41, 12/41, 6/42, 14/42, 8/43, 20/43, 22/43 and 4/44, shall be reckoned for all superannuation purposes with retrospective effect.

2. This decision applies not only to all annual allowances granted under the Superannuation Acts (except minimum awards to widows and children under the Injury Warrants which are not a fraction of salary and emoluments) but also to all lump-sum awards under those Acts, viz. :—

(i) in the case of established officers additional allowances, short-service gratuities under Section 6 of the Superannuation Act 1859, and gratuities payable to the legal personal representatives of a deceased civil servant ;

(ii) in the case of unestablished officers compassionate gratuities payable to them under Section 4 of the Superannuation Act 1887, or to their dependants under Section 3 of the Superannuation Act 1914.

It applies also to marriage gratuities and applies whether or not the person is at present re-employed.

3. Such awards to or in respect of persons who were in receipt of the Civil Service war bonus before their retirement (or death, as the case may be) should be revised accordingly with effect, in the case of annual allowances, from the date from which the original award took effect. Where a person who would have been entitled to an increase of pension and additional allowance or of a gratuity under this circular has died since the original award was made, such increase may be paid, if claimed, to his legal personal representatives.

If a reduced pension or gratuity has been awarded on the ground of misconduct or of a qualified medical certificate, the supplementary award to be made under this circular must be reduced in the same proportion.

4. I am to request that Departments whose superannuation expenditure is charged upon their own Votes will revise previous awards accordingly and that other Departments will send to the Paymaster General as soon as possible a list of the awards to be revised under this authority, giving the following particulars, viz. Treasury reference number, full name, grade or office and Department in which

the officer last served, and amount of the original award. (If the full award has been reduced for misconduct this should be stated.) They should state in each case :—

(a) If the award was calculated on the officer's average salary and emoluments for the last three years (whether or not this was equal to the "actual" salary received at date of retirement) the total amount of war bonus received by the officer during the three years preceding his retirement (or death, as the case may be) ;

(b) In the exceptional case in which the award fell to be calculated on the officer's actual salary and emoluments, the weekly rate of bonus drawn by him at the date of retirement (or death as the case may be).

5. The Pensions (Increase) Bill now before Parliament, which it is proposed shall take effect from 1st January 1944, provides that any automatic increase of pension resulting from the reckoning of any war bonus or other similar allowance for pension shall be set off against any increase of pension otherwise payable under the Bill.

It is therefore essential that the Paymaster General shall receive this information at the earliest possible date.

6. In future all applications for the award of pension or gratuity to or in respect of persons in receipt of Civil Service war bonus should show the annual average amount of bonus received in the last three years (or the annual amount of the actual bonus payable at the date of retirement, as the case may be) with, in the former case, the necessary particulars to show how the average figure is arrived at. Their Lordships will state in making Their award what part of it is in respect of bonus.

7. In cases hitherto submitted in which bonus has not been claimed for superannuation purposes Their Lordships have awarded pension or gratuity on the basis claimed, and They will continue to do so for not more than one week after the issue of this circular.

In such cases the Department, if it is a pension paying Department, should adjust the award : if it is not, it should request the Paymaster General to do so, furnishing him with the particulars mentioned in para. 4.

8. I am to add that in present circumstances the Civil Service war bonus may continue to be disregarded for the purpose of Section 20 of the Superannuation Act 1834, as provided in paragraph 8 of T.C. 6/40, unless, as may exceptionally happen, this is to the disadvantage of the pensioner. But for the purpose of the Section the whole pension must be taken into account, including that part of it which is in respect of bonus and, if the Pensions (Increase) Bill now before Parliament becomes law, any increase of pension which may be granted under the Act.

9. All future awards of sick pay at pension rate will take the Civil Service war bonus into account but Their Lordships are only prepared to revise retrospectively current and past awards in which this has not been done to the extent indicated below.

(i) Where sick pay at pension rate has been granted for the first time from a date later than 28th February or has been resumed as from such date, after an interval since it was previously paid, the award will be revised with effect from the date on which such sick pay was granted or resumed ;

(ii) When such sick pay was in issue on 1st March last, having been continuously paid for a period preceding such date, the award will be revised with effect from the beginning of such period ;

(iii) Their Lordships will be prepared to consider on their merits cases in which the above conditions are not satisfied but in which there have been long periods of absence with sick pay at pension rate with only short intervals between them.

In cases falling under (i) and (ii) above pension paying Departments should adjust previous awards of sick pay at pension rate accordingly. Other Departments should submit such cases to the Superannuation Division of the Treasury for retrospective adjustment, giving the particulars asked for in para. 4 above.

10. * * * * *

I am,

Your obedient Servant,

J. A. BARLOW.

2142.—Assistant Overseers Grade II—Non-Industrial Status

(C.E. 1084/43.—20 Apr. 1944.)

As a temporary war-time measure it has been agreed that Assistant Overseers, Grade II, should be transferred to non-industrial status on the following conditions, with effect from 1st April, 1944:—

- (a) Salary Scale—£230 × £10 — £270 a year, plus Overseeing Allowance of £80 a year. Civil Service War Bonus is payable in addition.
- (b) Annual Leave—18 days a year, subject to any general restrictions which may be in force for non-industrial staff.
- (c) Sick Leave—As prescribed in the regulations for temporary salaried staff.

2. Assistant Overseers, Grade II, now serving with industrial status and conditions, will be assimilated to the non-industrial scale at a point equivalent to the annual value of their existing industrial emoluments, less Overseeing Allowance, less Civil Service War Bonus at the current rate. The Ship Repair Allowance element in the figure so reached will be included in the starting pay on a mark-time basis.

3. New entries into the grade will be recruited notionally under the present regulations and transferred immediately to salaried status under the assimilation terms set out in paragraph 2 above.

4. On return to the Dockyards, Assistant Overseers, Grade II, will, as heretofore, be re-employed in an industrial grade. Any increases in Dockyard pay which may become due during service as Assistant Overseer, Grade II, under Article 125 of Cash Duties Instructions, will be credited notionally in order that they may be taken into account in the event of return to a Dockyard grade.

5. Extra pay for attendance at submarine trials will now be granted to Assistant Overseers, Grade II, under paragraph 2, Article 46, of Cash Duties Instructions. They will not be eligible for the payments laid down for workmen in Appendix V of Cash Duties Instructions.

2143.—Paying Officers for Civilian Staff employed Abroad

(D.N.A. 20208/43.—20 Apr. 1944.)

The following is a list of Paying Officers for civilian personnel serving abroad at establishments where no Cashier is borne. Forms D.135, etc., should be rendered accordingly:—

Station	Paying Officer
Kenya	Cashier, H.M. Naval Base, Kilindini.
Tanganyika	
Uganda	
Ex-Italian Somaliland	
Seychelles	
Madagascar	
Persian Gulf Area	Admiralty Cashier, Levant.
Algeria, Morocco and Tunis (industrial staff)	Cashier, H.M. Dockyard, Gibraltar.
Algeria, Morocco, Tunis, Tripolitania, Cyrenaica, Italy, Sicily (non-industrial staff).	C.E. Branch II (Salary Section), Admiralty. Staff appointed from Alexandria, Malta or Gibraltar should continue to be paid by those establishments.
Eritrea, Port Tewfik	Cashier, Navy House, Port Said.
Australia and New Zealand (industrial staff).	Director of Navy Accounts, Branch 5, Admiralty.
Australia and New Zealand (non-industrial staff).	C.E. Branch II (Salary Section), Admiralty.
British Admiralty Technical Mission, Canada, and British Admiralty Delegation, U.S.A. (United Kingdom industrial staff).	D.N.A. Branch 5, Admiralty.

Station	Paying Officer
British Admiralty Technical Mission, Canada, and British Admiralty Delegation, U.S.A. (United Kingdom non-industrial staff).	C.E. Branch II (Salary Section), Admiralty.
British West Indies (Trinidad, Jamaica and British Guiana).	Cashier, H.M. Naval Base, Trinidad.
Iceland (C). (industrial staff)	Base Accountant Officer, H.M.S. "Baldur."
Iceland (C) (non-industrial staff)	Area Cashier, Liverpool.
Palestine and Syria... ..	Cashier, H.M. Naval base, Haifa.
East Indies	Cashier, H.M. Naval Base, Colombo.
Port Elizabeth, Capetown, East London (South Africa).	Cashier, H.M. Dockyard, Simons-town. Except personnel appointed from Durban.
India	Cashier, H.M. Naval Office, Bombay.

2144.—Leave on Return from Service Abroad—Agreement Workpeople

(L. 12893/43.—20 Apr. 1944.)

As a wartime arrangement, workpeople returning to the United Kingdom on satisfactory completion of their agreements, may, if the period of duty abroad has been not less than 2 years, be granted 6 days' leave with pay immediately on reporting their arrival.

2. This period of leave supersedes, for the duration of the war, the lesser amount allowed under Article 437 (21) of the Home Dockyard Regulations, and is additional to the leave with pay authorized by Appendix I of Home Dockyard Regulations.

3. The other rules relating to leave for Agreement workpeople on their return to the United Kingdom remain as laid down in the regulations.

(Bermuda Y.L. 1996/39, 26 Nov. 1943.)

2145.—Admiralty Civilian Shore Wireless Service, C.S.W.S.

(C.E. 52364/44.—20 Apr. 1944.)

The revised conditions of service of the Admiralty Civilian Shore Wireless Service personnel employed at certain shore W/T and D/F at home and abroad are shown below. A.F.Os. 1124/40, 5141/41 and 5471/41 have been consolidated for convenience.

2. *Employment.*—Men of the Admiralty Civilian Shore Wireless Service will be employed on a civilian basis and be subject to the regulations governing employment of civil staff in the Admiralty Service generally. They will be employed as operators in Naval shore wireless stations and will be liable to serve at home or abroad as required. The normal period of foreign service will be three years.

3. *Nationality.*—Every candidate for the C.S.W.S. must be a natural born British subject, the child of a person who is, or was at the time of death, a British subject.

4. *Qualification.*—Every candidate must be between the ages of 25 and 60 and must be able to read the Morse Code made by a buzzer at a speed of 20 words per minute, with corresponding speeds for reading letter and figure groups.

5. *Active Service Ratings.*—Active service ratings are not eligible to transfer to the C.S.W.S. during their period of engagement.

6. *Reservists.*—Except when called out for service on mobilization, Naval reservists (R.F.R., R.N.V.R., R.N.V.(W)R.) are eligible for entry into the C.S.W.S., but will, however, be discharged from the Reserve on entry into the C.S.W.S.

Army and R.A.F. reservists are not eligible for entry.

7. *Pensioners*.—Except when called out for service on mobilization Naval pensioners are eligible for the C.S.W.S. and they will continue to draw their full pensions whilst serving in the C.S.W.S.

Pensioners from the Army and R.A.F. will only be eligible to join the C.S.W.S. if they are not reservists.

8. *Establishment*. (This is not operative in wartime.)—Men of the C.S.W.S. will be eligible for establishment after three years provided they are recommended and vacancies exist and subject to the usual rules as to medical fitness, etc., except that normally no man over the age of 50 can be established.

9. *Preliminary Examination*.—It should be clearly understood that appointment to the C.S.W.S. is dependent on passing the necessary medical examination and qualifying test in reading Morse. Should a candidate wish to carry out this examination and test before appointment, no railway fares or subsistence allowance will be allowed for attending the training unit for this purpose. (See paragraph 23.)

10. *Training*.—Men will be entered as "wireless operators" and will normally be drafted for training to the training unit.

The length of training will depend on the proficiency reached by the individual.

In the case of ex-Naval telegraphist ratings who have recently left the Service the period of training may be waived at the discretion of the Admiralty.

11. *Pay*.—£4 a week on entry; £4 4s. 0d. a week after one month. Thereafter, annual increments of 2s. a week rising to a maximum of £4 16s. 0d. a week.

12. *Charge Pay*.—Extra charge pay will be made to about 20 per cent. of the men when in charge of C.S.W.S. personnel of a station manned by the C.S.W.S. The responsibilities and technical qualifications by charge hands vary in practice from station to station and the scheme of grading is as follows:—

Grade	Rate of allowance	Nature of post
Chargehand, Grade I	15s. per week	For the highest technical, financial, operational and disciplinary responsibilities.
Chargehand, Grade II	10s. per week	For financial, operational and disciplinary responsibilities at multiple D/F stations not under the direct control of an officer.
Chargehand, Grade III	5s. per week	For supervision in the industrial sense of the word, not involving the responsibilities of the higher grade.

The above scheme is a wartime measure to be reviewed after the war, and the grant of allowances will be on an acting basis, the allowance being dropped when an operator ceases to fill a Grade I, II or III post.

13. *Colonial Allowance*.—Where appropriate colonial allowance at the rate laid down from time to time for civilian officers will be paid to men serving abroad (see paragraph 22).

14. *Pensions* or gratuities may be granted in accordance with the provision of the Superannuation Acts.

15. *Hours of Duty*.—Forty-eight hours per week, exclusive of meal hours, or 192 hours in any period of four weeks. Men will be working on a continuous 24-hour watch system, which will entail a relief system being worked. Sunday attendance will count as normal duty.

16. *Overtime*.—Over any period of four consecutive weeks payment is to be made at time rate and a quarter for hours from 192-208, and time rate and a half for hours in excess of 208.

For overtime purposes a notional allowance of eight hours may be credited for each day's approved annual or sick leave taken during a four-week period.

17. *Leave*.—Eighteen days' leave a year (excluding Sundays) in addition to the usual privilege and public holidays recognized in the Admiralty Service at home and abroad.

Men required for duty on privilege or public holidays will be allowed leave on other days.

18. *Leave Abroad*.—Leave may be taken while serving abroad. In special cases where leave is not taken abroad owing to the exigencies of the service it may, with Admiralty approval, be taken after return to the United Kingdom within a maximum of two months.

19. *Medical, Hospital and Dental Treatment*.—Men are not eligible for free medical, hospital or dental treatment but will be eligible for any concession granted to other Admiralty civilian staff in exceptional circumstances.

20. *Sick Leave* will be granted under normal Civil Service Regulations.

21. *Injury Compensation*.—Claims for attributable injury will be considered under the provisions of the Workmen's Compensation Acts and/or the Treasury Warrants framed under the Superannuation Acts.

22. *Accommodation*.—Official quarters are not normally provided.

At certain stations bachelor quarters will be available but not married quarters.

Where official quarters are occupied at home a rent may be charged by the Admiralty and any subsistence allowance payable will be at two-thirds of the appropriate rate. Abroad, an adjustment will be made in the rate of Colonial Allowance.

23. *Travelling, Passage and Removal Expenses*.—On appointment for training third class travelling expenses will be paid from the man's home to the training unit and return on completion of the course. During the period of training subsistence allowance will be granted in accordance with Admiralty Regulations to men who are necessarily required to obtain accommodation away from their homes.

If the first appointment for duty is to a station at home travelling and removal expenses thereto will fall on the men themselves.

If the first appointment for duty is to a station abroad the men will be required themselves to bear travelling and removal expenses to the port of embarkation. Passage and freight therefrom will be met from public funds.

Subsequently, travelling and removal expenses from one station to another, whether at home or abroad, will be allowed from public funds within the normal limits of the regulations, but such will not be allowed to men serving at home stations on termination of their employment.

During war passages for wives and families may be suspended.

(A.F.Os. 1124/40, 5141/41 and 5471/41 are cancelled.)

2146.—Land Mines—Prevention of Accidents

(M. 013646/43.—20 Apr. 1944.)

In view of some recent instances of fatal accidents arising from the existence of minefields, it is necessary to define the responsibility for taking precautions designed to prevent such accidents occurring.

2. The following general instructions with regard to the marking of minefields have been laid down by G.H.Q., Home Forces:—

- All minefields will be enclosed by a perimeter fence which cannot be passed except deliberately. This should be at least equivalent to a standard "Single Apron".
- Routes through minefields will have similar fences as above on both sides.
- All fencing will be at least two yards clear of any mine in a field.
- Notice boards will be fixed inside the fencing and spaced at a maximum of 200 yards along the perimeter and along all crossings.

- (e) When work is in progress on the seaward side of coastal minefields, temporary notice boards will be erected on the seaward side. These boards will be removed when such work is completed.
- (f) Boards should read "DANGER—MINES—KEEP OUTSIDE FENCES".
- (g) Local formations will arrange periodical inspections of all minefields in their areas and ensure that notice boards and perimeter fences comply with Standing Instructions. Particulars of each inspection will be recorded.
- (h) All notice boards will be removed on "Action Stations".

3. Local military commanders have received instructions to inform local authorities responsible for the maintenance of sea defences of the location of minefields, but it is essential that all local naval authorities should maintain close liaison with the appropriate military authorities on this matter, and keep up-to-date copies of the military plans of the district prepared in accordance with "Anti-tank Mines"—Military Training Pamphlet No. 40, 1942, page 30, paragraphs 17 and 18.

4. It is desirable that F.O.I.Cs., N.O.I.Cs. and R.N.Os. should have plans of the minefields *in their areas*. For this purpose the 1-in. ordnance (Army grid) map, or photographic reproduction of the 1/2.500 to a smaller scale is sufficient, provided the military authority on the spot has maps on a scale of 1/2.500, and is able to produce them when any exact information is required by the local naval authorities.

On no account should work in or around a minefield be undertaken without reference to the larger scale map (1/2.500).

5. Where it becomes necessary for instructions to be issued for any work to be done in or a visit made to an area not known to be "Safe" and where danger such as from land mines may exist, the representative of the Admiralty Department or authority responsible for the work or visit is to arrange to inspect the plan at the appropriate naval offices so that adequate warning of possible danger may be given to the workmen or party concerned.

A copy of the appropriate part of the plan should, if required, be made available by the local naval authorities to the officer making the arrangements. When the information may more easily be obtained direct from the local military authorities or where the naval authorities may consider that circumstances render this advisable in particular cases, arrangements are to be made accordingly by the local naval authorities.

6. Where there is need for the Officer-in-Charge of a building or establishment to report a defect or make proposals for extensions, adaptations or the installation of apparatus or equipment, which for the purpose of inspection or work will involve passage into or near an area in which danger may exist, such Officer-in-Charge is to inform the representative of the department or departments responsible for the work or service whether a hidden danger such as land mines exists in the vicinity of the building or establishment.

7. When such information has been given or obtained, the officer responsible for the work or service is to take proper steps to warn all individual workmen or others concerned of the location of the danger areas with instructions as to the means of safe approach and passage through them. The men are to be made aware of their personal responsibility for observing the instructions given and any warning notices and/or barriers erected. They should also be informed that if in the course of their visit, they require access to or passage through areas in the district other than those concerning which detailed information as to danger has been obtained, they must report to their superior officer or, in his absence, to the local naval or military authority for further instructions before they enter such new area.

8. The contents of this Order are to be brought to the notice of all Admiralty officers or others who may be charged with the responsibility of making or ordering visits to areas not known to be "Safe" and it will be the duty of the individual directly concerned to ensure without further specific instructions from his superiors that the instructions laid down are effectively observed.

(C.-in-C., Portsmouth, No. 6416/0/6803/12.)

(A.F.O. 4029/43 is cancelled.)

2147.—Release of Women for Student Nursing

(C.E. 4926/44.—20 Apr. 1944.)

In future women Civil Servants released to become Student Nurses (paragraph 2 and Appendix 3 of A.F.O. 1147/43 and also A.F.O. 5042/43 refer) should be advised, if they satisfy paragraph 7 of T.C. 13/39 (promulgated in A.F.O. 1135/39), that unless any contract which they may sign contains a proviso that they will be free to return to the Civil Service at the end of the war if they so wish, the employing hospital authorities will be entitled to require them to serve for the full period of the contract. In those circumstances absence beyond the end of the war may not be regarded as approved absence, and they may be deprived of the concession announced in A.F.O. 1147/43 with regard to superannuation and increment.

2. It is understood that a number of employers of Student Nurses would accept Civil Servants on the basis of a contract containing the proviso suggested above.

(A.F.Os. 1135/39, 1147/43 and 5042/43.)

2148.—Lost Property—Enquiry of Railway Companies

(N.S. 305/44.—20 Apr. 1944.)

Numerous enquiries are reaching Railway Transport Officers for kit lost during journeys by railway.

2. The railway organization has its own machinery for the recovery of lost property, including the arrangements outlined in A.F.O. 3687/43 for disposing of articles of Service kit, and as railway transport officers have to use the railway companies' own channels of enquiry, ships and establishments should make applications direct to the railway companies to avoid duplication.

3. In the case of ratings disembarked in this country, where there is no evidence that missing articles were actually placed on rail, enquiry for them should be made to the Sea Transport Officer at the port of disembarkation.

(A.F.O. 3687/43.)

2149.—Maintenance—General—Workshops and Instructional Accommodation

(Coastal Force Bases)

(C.F.M. 534/44.—20 Apr. 1944.)

Attention is drawn to A.F.O. 2084/44 in Section 3 of this issue.

2150.—Fitting of Stretchers to Fordson 10-cwt. Utilicon Vans

(N.S./M.T. 1020/44.—20 Apr. 1944.)

Fordson Utilicon vans now being supplied for Admiralty service are equipped with an emergency fitting for one stretcher case per vehicle to enable the latter to be used for ambulance purposes when necessary.

2. R.N. establishments having on charge Fordson Utilicons not so equipped should demand the necessary fittings from the Superintending Naval Store Officer, R.N. M/T Depot, 35B, Wellesley Road, Chiswick, W.4, so that all vehicles of this type in Admiralty service are available for use as an ambulance in an emergency.

3. Fittings will be supplied with full particulars and blue prints showing method of installation.

2151.—Use of Private Ink for Official Purposes

(C.E. 52069/44.—20 Apr. 1944.)

See A.F.O. 2069/44 in Section 2 of this issue.

Statement of Workmen for Student Housing

C.P.M. 23444 - 30 Apr 1941

In the statement of workmen regarding the proposed housing scheme, paragraph 3 and Appendix 3 of A.L.O. 1147/41 and also A.L.O. 2011/41 should be noted. It is stated therein that the proposed housing scheme should be carried out in accordance with the provisions of the Housing Act, 1936, and that the workmen will be entitled to participate in the management of the scheme. It is further stated that the workmen will be entitled to elect representatives to the Housing Committee and that the workmen will be entitled to elect representatives to the Housing Committee and that the workmen will be entitled to elect representatives to the Housing Committee.

Statement of Workmen for Student Housing

C.P.M. 23444 - 30 Apr 1941

The railway organization has the honor to acknowledge the receipt of your letter of the 28th April 1941 regarding the proposed housing scheme. It is noted that you refer to the provisions of the Housing Act, 1936, and that you state that the workmen will be entitled to participate in the management of the scheme. It is further stated that the workmen will be entitled to elect representatives to the Housing Committee and that the workmen will be entitled to elect representatives to the Housing Committee.

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