

HEAD OF "P" BRANCH

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A.F.Os. 2153-2293/44

(See A.F.O. Diagram Issue No. 17/44)

RESTRICTED

(FOR OFFICIAL USE ONLY)

Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
27th 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,

H. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

- | No. | Subject. |
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| 2152. | Abbreviated Titles and Other Abbreviations in Common Use. (<i>Issued separately on 27th April, 1944 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</i>) |
| 27th April, 1944. | |
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*(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

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

2153.—Defence (General) Regulations, 1939—Power to do Work on Land, Requisitioning of Land and Buildings, and Use of Land for Purposes of H.M. Forces—Authority and Procedure.

(C.E.-in-C. 5002/10/194.—27 Apr. 1944.)

With reference to A.F.Os. 6197/43 and 127/44, the following indicates the persons authorized to issue orders or to take action under the Defence (General) Regulations, 1939, in connection with the power to do work on land (Regulation 50), the requisitioning of land and buildings (Regulation 51) and the use of land for purposes of H.M. Forces (Regulation 52), and sets out the procedure to be followed in each case. It consolidates A.F.Os. 2863/40, 4226/41, 6231/42, 327/43, 5677/43, 6197/43 (Section XVII) and 127/44.

I. Regulation 50—Power to do Work on Land.

The following are authorized to act under this Regulation:—

- (a) The Head of any Department, Branch, or Division of the Admiralty, or any person authorized in writing by such Head.
 (b) Naval Officers listed in Section IV of A.F.O. 6197/43 and any officer whom they authorize in writing.

Before any action is taken under this Regulation the local Surveyor of Lands should be consulted and given an opportunity to inspect the land so that he may forward a report to the Chief Surveyor of Lands, Bath, who will issue notices to owners and tenants and send the prescribed forms of claim to all persons entitled to compensation.

In no case should terms of compensation be discussed by any officer other than a representative of the Chief Surveyor of Lands.

Officers are to bear in mind that Regulation 50 is not intended to be used for the purpose of taking possession of land to the exclusion of the owner or tenant. Whenever complete possession is required for Naval purposes the procedure laid down for Regulation 51 is to be followed.

Immediately it is foreseen that works which have been done on land will no longer be required for Naval purposes, notification to this effect should be sent to the local Surveyor of Lands, who will arrange for any necessary action with owners or tenants to be taken. A copy of the notification should be sent to the Chief Surveyor of Lands, Bath.

II. Regulation 51—Taking Possession of Land.

The Chief Surveyor of Lands, Bath, and any officer authorized in writing by him, are authorized to act under this Regulation.

Whenever a requirement arises necessitating the occupation of land or buildings it should be notified to the local Surveyor of Lands, who will select suitable accommodation in consultation with the local Naval authority or Department requiring it and forward a report and recommendation thereon to the appropriate Commander-in-Chief for transmission to the Admiralty. No action to inspect prospective accommodation or to initiate discussions with owners or tenants should be taken without prior consultation with the local Surveyor of Lands.

As soon as a requisitioning proposal has been approved at the Admiralty the Chief Surveyor of Lands, Bath, will issue Notices of Requisition to owners and tenants and notify all local Naval Authorities concerned that this has been done and that possession of the property can be taken.

If there are any chattels in the requisitioned property the procedure laid down in A.F.O. 649/44 should be followed. Attention is directed to the fact that occupying Departments are generally responsible for giving such directions as are necessary to owners or tenants to remove chattels which are not required for Naval purposes. All directions given should be issued or confirmed in writing and copies forwarded to the local Surveyor of Lands. Where an owner is allowed to store in requisitioned premises chattels not required for Naval use the local Surveyor of Lands should be informed so that he may obtain from the owner a signed inventory of such chattels and confirm to the owner that the chattels are allowed to remain in the premises at the owner's risk.

If difficulties arise in obtaining possession or in obtaining the removal of unrequisitioned chattels by the owner the local Surveyor of Lands should be consulted.

As soon as possible after premises have been requisitioned they will be inspected by a representative of the Chief Surveyor of Lands, or by an agent appointed by him, for the purpose of recording their state and condition at the beginning of the Admiralty occupation and agreeing this record with the owner. The inspecting Surveyor will present his credentials to the Naval or other Officer-in-Charge on arrival and all necessary facilities are to be afforded to him. Whenever possible, advance notice of his visit will be given.

Whenever requisitioned premises are damaged by enemy action the Naval or other Officer-in-Charge should immediately notify the local Surveyor of Lands in order that the owner may be given the opportunity to prepare a claim under the War Damage Act, 1943. Reports should clearly identify the premises, and if they have been rendered partially or wholly useless for further Admiralty occupation this should be stated. Copies of the notification should be sent to the Chief Surveyor of Lands, Bath, and the local Superintending Civil Engineer or Officer-in-Charge of Works.

Whenever requisitioned premises are damaged by fire (other than by enemy action) the local Surveyor of Lands should be notified and, except in very urgent circumstances, no major clearance or repair work should be put in hand until the local Surveyor of Lands has ascertained that the owner's Insurance Company have obtained the information they need to enable them to admit liability under any policy that may be in force. Copies of the notification should be sent to the Chief Surveyor of Lands, Bath, and to the local Superintending Civil Engineer or Officer-in-Charge of Works.

When requisitioned property is occupied for a purpose other than that for which it was originally requisitioned the change of user is to be reported to the Chief Surveyor of Lands, Bath. A copy of the notification should be sent to the local Surveyor of Lands.

Naval and other Officers-in-Charge should keep under review the properties under their control and immediately it is foreseen that any land or premises will no longer be required for Naval use the local Surveyor of Lands should be informed. A copy of the notification should be sent to the Chief Surveyor of Lands, Bath. No steps should be taken by any officer other than the Chief Surveyor of Lands or his representative to hand premises back to the owners as, before this can be done, arrangements will be necessary to safeguard Admiralty interests in connection with the reinstatement of the premises and to carry out certain statutory procedure.

At no stage, either prior to, during, or at the end of the Naval occupation of land or premises should any matters concerning terms of compensation or conditions of occupation be discussed with owners, tenants or their agents by any officer other than a representative of the Chief Surveyor of Lands.

III. Regulation 52—Use of Land for Purposes of H.M. Forces.

Orders may be issued only by the Admiralty.

The local Surveyor of Lands should be consulted before any proposal is forwarded to the Admiralty for the issue of such an order and his report should accompany the submission.

Action taken locally under the authority of such an order that appears likely to give rise to a claim for compensation should immediately be reported to the local Surveyor of Lands.

IV. Appended is a list of the local Surveyors of Lands with their names, addresses, telephone numbers and the areas over which they operate.

District	Name and Title	Address and Telephone No.
Scotland, including Orkneys and Shetlands.	Mr. D. McNeill, Senior Surveyor of Lands, Rosyth. <i>Greenock Sub-Office</i> Mr. G. D. Macmillan, Surveyor of Lands, Greenock.	H.M. Dockyard, Rosyth. Tel. No.: Dunfermline 1301 or Inverkeithing 234. 71, Newark Street, Greenock. Tel. No.: Greenock 2326.
Northumberland, Durham, Yorkshire and Lincoln.	Mr. J. Dodson, Surveyor of Lands, Tyne and Humber. <i>Newcastle Sub-Office</i>	Admiralty Lands Office, 28, Bond Street, Leeds. Tel. No.: Leeds 30708. 128, Grainger Street, Newcastle-upon-Tyne. Tel. No.: Newcastle 25111, Ext. 60 and 61.
Cumberland, Westmorland, Lancashire, Cheshire and North Wales, including Flint, Denbigh, Caernarvon, Anglesey, Merioneth, Montgomery, and Isle of Man.	Mr. D. P. Brice, Surveyor of Lands, Liverpool.	Admiralty Lands Office, Royal Liver Building, Liverpool. Tel. No.: Liverpool Central 8060, Ext. 472.
Northern Ireland	Mr. M. D. Clark, Surveyor of Lands, Northern Ireland.	a/o Flag Officer-in-Charge, Belfast Castle, Belfast. Tel. No.: Belfast 27411.
Derby, Nottingham, Leicester, Rutland, Northampton, Warwick, Stafford, Shropshire, Worcester and Hereford.	Mr. T. L. Tibbetts, Surveyor of Lands, Midlands.	Admiralty Lands Office, 245, Hagley Road, Birmingham. Tel. No.: Birmingham Edgbaston 3641.
Norfolk, Suffolk, Cambridge, Huntingdon, Bedford, Hertford, Essex, London, Middlesex, Surrey, Buckingham, Berkshire and Oxford.	Mr. R. A. Baldwin, Surveyor of Lands, Thames.	Admiralty Lands Office, Audit House, Victoria Embankment, London, E.C.4. Tel. No.: London Central 8901, Ext. 37.
Kent	Mr. G. S. Robson, Surveyor of Lands, Chatham. <i>Dover Sub-Office</i>	H.M. Dockyard, Chatham. Tel. No.: Chatham 3221, Ext. 757. H.M. Naval Base, Dover. Tel. No.: Dover 1250, Ext. 58.
Sussex, Hampshire and Dorset ...	Mr. H. A. Chalcraft, Surveyor of Lands, Portsmouth.	Admiralty Lands Office, Ellerslie House, Down End Road, Fareham, Hants. Tel. No.: Fareham 2174.
Devon, Cornwall	Mr. S. G. Fowler, Surveyor of Lands, Devonport.	3, The Terrace, South Yard, H.M. Dockyard, Devonport. Tel. No.: Devonport 740, Ext. 380.
Somerset, Wiltshire and Gloucester	Operated from Head Office	Chief Surveyor of Lands, 2, Portland Place, Bath. Tel. No.: Bath 5381, Ext. 35.
South Wales, including Radnor, Cardigan, Brecknock, Monmouth, Glamorgan, Carmarthen and Pembroke.	Mr. K. G. Trotman, Surveyor of Lands, South Wales.	Admiralty Lands Office, Pembroke Buildings, Cambrian Place, Swansea. Tel. No.: Swansea 3754 or 82191, Ext. 80.

(A.F.Os. 2863/40, 4226/41, 6231/42, 327/45, 5677/45, 6197/45 (Section XVII only) and 127/44 are cancelled).

2154.—Fire Fighting Organization at R.N. Air Stations—Joint Occupation with R.A.F.
(A./N.L. 1982/44.—27 Apr. 1944.)

A fire, which recently occurred in the R.N. Air Section at a R.A.F. Station, has drawn attention to the importance of co-operation between the Navy and the R.A.F. in fire fighting organization and passive defence duties.

2. The Naval personnel of an R.N. Air Section at an R.A.F. Station are always required to comply with the R.A.F. standing orders of the station to which they are attached.

3. It is important, therefore, that Naval personnel should take part in any daily muster and fire drills which the Commanding Officer of the R.A.F. Station may consider it necessary to hold; this does not prejudice the issue of any orders for additional passive defence practices and fire duties which the Officer-in-Charge may wish his section to undertake.

2155.—R.N. Training Unit, Southampton—Transfer to Lyndhurst

(M. 821/44.—27 Apr. 1944.)

The R.N. Training Unit, Southampton, has been transferred to the Grand Hotel, Lyndhurst.

2. The South Western Hotel, Southampton, now forms part of H.M.S. "Shrapnel".

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

***2156.—Honours and Awards—“London Gazette” Supplement of 18th April, 1944**
(H. & A.—27 Apr. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

18th 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:
Acting Temporary Lieutenant-Commander Geoffrey John Cliff, M.B.E., G.M., R.A.N.V.R.,

for gallantry and devotion to duty.

To be an Additional Member of the Military Division of the said Most Excellent Order:
Temporary Sub-Lieutenant Kenneth Jack Birkett, R.N.V.R.,

for gallantry and devotion to duty.

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

Temporary Lieutenant Leon Verdi Goldsworthy, R.A.N.V.R.,
for gallantry and undaunted devotion to duty.

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

Able Seaman Arthur Lee, P/JX.219926,
for gallantry and devotion to duty.

ADMIRALTY,

Whitehall,

18th 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 great gallantry in carrying out a daring attack by night, with "Human Torpedoes," on the strongly defended enemy base at Palermo. The operation was most hazardous. The defences of the harbour had to be penetrated and its whole length crossed without detection, and the "Human Torpedoes" manœuvred into position under the targets. An enemy cruiser was sunk and a transport much damaged:

To be Companions of the Distinguished Service Order

Temporary Lieutenant Richard Thomas Goodwin Greenland, R.N.V.R. (East Bergholt).

Temporary Sub-Lieutenant Rodney George Dove, R.N.V.R. (Wallington, Surrey).

The Conspicuous Gallantry Medal

Leading Signalman Alexander Mitchell Ferrier, C/JX.145141 (Moray, Scotland).
Acting Leading Seaman James Michael Freef, D/JX.149484 (Barrow-in-Furness).

Mention in Despatches

Temporary Petty Officer John Malcolm Miln, C/JX.138726 (Hindhead).
Able Seaman Harold Victor Worthy, P/JX.147264 (Sunderland).

For outstanding skill and determination in H.M. Ships "Duncan", "Sunflower" and "Vidette" on convoy escort duty in successful attacks on U-boats:

Second Bar to the Distinguished Service Order

Commander Peter William Gretton, D.S.O., O.B.E., D.S.C., R.N. (Londonderry).

Bar to the Distinguished Service Cross

Lieutenant-Commander James Plomer, D.S.C., R.C.N.V.R.
Lieutenant Reginald Noel Hankey, D.S.C., R.N. (Oxford).

The Distinguished Service Cross

Temporary Lieutenant Joseph Arthur Holt, R.N.V.R. (Halifax).

The Distinguished Service Medal

Chief Stoker John Edward Miles, C/K.63793 (Gillingham).
Petty Officer George Elgey, C/JX.131974 (York).
Leading Stoker Charles Mason Woods, C/KX.92550 (Luton).
Able Seaman William Henry Hatter, C/J.113624 (Stowmarket).
Acting Able Seaman Alfred Henry Nichols, C/JX.376077 (Southampton).

Mention in Despatches

Lieutenant-Commander Raymond Hart, D.S.C., R.N. (Southampton).
Temporary Lieutenant (E) Eric William Kevin Walton, D.S.C., R.N.
Temporary Acting Sub-Lieutenant Leslie William Pollard, R.N.V.R. (Bedford).
Mr. Arthur Henry George, Temporary Acting Warrant Engineer, R.N. (Gillingham).
Engine Room Artificer Third Class Charles Knowles Hennessy, D/SMX.29 (Cork, Eire).

Acting Petty Officer Allan Bramwell, D.S.M., C/SSX.16120 (Weymouth).

Stoker Petty Officer Jack Roberts, C/KX.91906 (Jarrow).

Temporary Acting Stoker Petty Officer Robert Gilliland, D/KX.82002 (Ballymena, Co. Antrim).

Leading Radio Mechanic Charles Alfred Griffiths, D/MX.124447 (Newport, Monmouthshire).

Leading Cook Walter McNeil, C/MX.62425 (Heaton, Newcastle-on-Tyne).

Able Seaman George James Samuel Taylor, D/JX.382832 (Salford).

Stoker First Class Harold Edmunson, C/SS.122726 (St. Helens).

For gallantry, skill and devotion to duty in successful patrols in H.M. Submarines :

The Distinguished Service Cross

Lieutenant Denis John Beckley, D.S.O., R.N. (Beckenham).
Lieutenant Howard Richard Clutterbuck, R.N. (Solihull).
Lieutenant Norman Limbury Auchinleck Jewell, M.B.E., R.N.
Lieutenant Richard Thomas Sallis, R.N. (Romford, Essex).
Lieutenant Herbert Patrick Westmacott, R.N.
Lieutenant Jack Whitton, R.N. (Rowcester, Northamptonshire).
Mr. Richard John Sutton, Warrant Engineer, R.N. (Gillingham).

The Distinguished Service Medal

Acting Chief Petty Officer (Coxswain) Joseph Kidd, D/J.106499 (Pittington, Durham).
Chief Engine Room Artificer Samuel Joseph Lindop Evans, P/MX.46521 (Weymouth, Dorset).
Engine Room Artificer Second Class Leslie Budd, C/MX.47634 (Worcester).
Petty Officer George William Pressick, D/JX.150307 (Scarborough).
Petty Officer James Burton Stalker, C/JX.125988 (London, W.12).
Acting Temporary Petty Officer Ernest Thomas Potts, C/SR.602 (Hampstead).
Engine Room Artificer Fourth Class Reginald Harold Morgan, C/MX.77975 (Hitchin).
Stoker Petty Officer George Clarkson, D/KX.80319 (Billingham-on-Tees).
Acting Leading Seaman William Joseph Shrewsbury, P/SSX.20274 (Nottingham).
Acting Leading Seaman David McCannachie Wallace, D/JX.135443 (Boston, Lincolnshire).
Leading Stoker Gert Johannes Jurgins du Preez, D/KX.94935 (Koffiefontein, Orange Free State).

Mention in Despatches

Lieutenant Michael Lindsay Coulton Crawford, D.S.C., R.N. (Southsea).
Lieutenant Michael Paul William Lurcott, R.N. (Hove, Sussex).
Lieutenant Cyril John Hardy, R.N.V.R. (Cosham).
Temporary Lieutenant Ralph Norris, R.N.V.R. (Bournemouth).
Acting Chief Petty Officer William Stabb, D.S.M., D/J.113899 (Birmingham).
Engine Room Artificer Third Class Philip Harvey Tucker, P/MX.49529 (Portsmouth).
Electrical Artificer Third Class John William Nichols, C/MX.57358 (Billingham-on-Tees).
Acting Petty Officer Herbert Henry Gould, P/J.112505 (Portslade-on-Sea, Sussex).
Temporary Acting Petty Officer William Allan Ashley, C/JX.143094 (Pensilva, Cornwall).
Temporary Acting Petty Officer William Stephen Peck, C/JX.134629 (Gorleston-on-Sea, Norfolk).
Temporary Petty Officer Telegraphist William Peter Ward, P/SSX.22028 (Romsey, Hampshire).
Temporary Stoker Petty Officer Alexander Crawford Wildridge, P/KX.84412 (Lochgelly, Fife).
Temporary Acting Stoker Petty Officer Alfred Hedley Hines, D/KX.85976 (Wallsend-on-Tyne).
Acting Leading Seaman William Walker, C/T/DX.2122 (Gateshead-on-Tyne).
Temporary Acting Leading Seaman Ronald Preston, C/SSX.23949 (Longton, Lancashire).
Temporary Leading Telegraphist Arthur Dymond, D/JX.136184 (Monmouth).
Leading Stoker John Henry Eaton, C/KX.77637 (Liverpool).
Temporary Leading Stoker Frederick Dack, C/KX.110916 (Nordelph, Nr. Downham, Norfolk).
Temporary Acting Leading Stoker Charles Frederick Scrivens, P/KX.122122 (North Woolwich).
Able Seaman Harold Heath, P/JX.195684 (Ilkeston, Derbyshire).
Telegraphist Sidney Reginald Ottaway, C/JX.134472 (Deptford).
Stoker First Class Robert Wake, D/KX.134179 (Blyth, Northumberland).

For courage, leadership and resource in operations which led to the crossing of the Garigliano River in the face of determined opposition from the enemy :

Bar to the Military Cross

Temporary Lieutenant (Acting Temporary Captain) Lionel Guy Bradford Marshall, M.C., R.M.

Military Cross

Temporary Lieutenant (Acting Temporary Captain) John Patrick O'Brien, R.M.

Military Medal

Sergeant (Acting Temporary Company Sergeant Major) George Malcolm, R.M., Ply.X.639.
Marine (Acting Temporary Corporal) James John Thomas Gorman, R.M., Ch.X.100536.
Marine (Acting Temporary Corporal) Neil Patrick, R.M., Ply-X.103894.

For bravery and resource in a hazardous operation :

The Distinguished Service Cross

Lieutenant James Francis Lind Holmes, R.N.
Temporary Lieutenant Basil MacDonald Marris, R.N.V.R.

For great courage and devotion to duty in caring for the wounded during landings at Salerno :

The Distinguished Service Cross

Temporary Surgeon Lieutenant Ernest Owen Davies, M.R.C.S., L.R.C.P., R.N.V.R.

For courage, skill and determination in air operations :

The Distinguished Service Cross

Temporary Lieutenant (A) Leonard David Wilkinson, R.N.V.R. (Godalming).
Temporary Sub-Lieutenant (A) Reginald Walter Durrant, R.N.Z.N.V.R. (Fielding, New Zealand).

For gallantry in going to the rescue of a wounded seaman, regardless of heavy fire from the enemy :

The Distinguished Service Medal

Leading Seaman Mohamed Rahim, 4209, R.I.N.

For good services in operations against enemy shipping :

Mention in Despatches

Lieutenant-Commander Robert Augustus Fell, R.N. (Rhu).
Lieutenant Alexander Forrest Dickson, R.N.R. (Edinburgh).
Chief Stoker William Stanley Burgess, C/K.58393 (Newcastle-on-Tyne).
Engine Room Artificer Third Class Robert Hall Shillinglaw, C/MX.55537 (Grange-mouth).
Petty Officer Telegraphist Edwin Daniel Plimmer, C/JX.144450 (Oakengates).
Petty Officer Radio Mechanic Peter Grace Warham, P/MX.93227 (Hull).
Acting Temporary Petty Officer William James Williamson, C/JX.156317 (Fakenham).
Able Seaman Ralph Charles Day, C/JX. 373724 (Dagenham).

For courage and skill in H.M.S. "Chanticleer" on convoy escort duty :

Mention in Despatches

Lieutenant David Norman Anson Cox, R.N. (Normandy, Nr. Guildford).
Temporary Surgeon Lieutenant John Anthony Henderson, M.R.C.S., L.R.C.P., R.N.V.R. (Sudbury).
Mr. Leslie Charles Cooper, D.S.M., Temporary Warrant Engineer, R.N. (Long Eaton).
Acting Chief Petty Officer Wilfred Reginald Butler, P/J.109305.
Engine Room Artificer Eric John Gunston, P/MX.79181.
Stoker Petty Officer Roland Rhodes, P/KX.78381.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decoration bestowed by the King of the Hellenes for services to the Hellenic Fleet :

The Greek Military Cross, Third Class

Captain (Commodore 2nd Class) George Hector Creswell, C.B., D.S.O., D.S.C., R.N. (Ret.).

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decoration, bestowed by the Queen of the Netherlands for gallantry during an air attack on a defensively equipped Dutch Merchant ship :

The Netherlands Bronze Cross

Lance-Bombardier Wilfred Firth, 4614654, M.R.A.

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

A.F.O. 1/44.

Mention in Despatches

Petty Officer Wireman Fulvio Valentino Demartinis, S.A.N.F., S.A. 69947.

***2157.—Honours and Awards—Royal Norwegian Navy**

(H. & A. 138/43.—27 Apr. 1944.)

The King has been graciously pleased to approve the following awards for gallant services in Light Coastal Craft :—

The Distinguished Service Cross

Lieutenant Aksel Prebensen, R.Nor.N.

Lieutenant Reginald Andreassen Tamber, R.Nor.N.

Mention in Despatches

Lieutenant Knut Bøgeberg, R.Nor.N.

Surgeon-Lieutenant Torfinn Dramsdal, R.Nor.N.

Sub-Lieutenant Oscar Christian Hauge, R.Nor.N.

Petty Officer Laurits Wigand Larsen, R.Nor.N.

Petty Officer Gustav Nerland, R.Nor.N.

Petty Officer (M.M.) Egil Henriksen, R.Nor.N.

Petty Officer (M.M.) Peter Sira, R.Nor.N.

Leading Seaman Bernhard Kleppe, R.Nor.N.

Leading Stoker Harold Nilsen, R.Nor.N.

Leading Stoker Adolf Barstad, R.Nor.N.

Able Seaman Henry Evensen, R.Nor.N.

Able Seaman John Roth, R.Nor.N.

Able Seaman Alf Sørli, R.Nor.N.

Stoker Ingvald Nilsen, R.Nor.N.

Seaman Torp. Karston Kristiansen, R.Nor.N.

2. These awards will not be gazetted.

***2158.—Honours and Awards—Royal Norwegian Navy**

(H. & A. 809/43.—27 Apr. 1944.)

The King has been graciously pleased to approve the following awards to His Norwegian Majesty's Ship "Glaisdale" for gallant and distinguished services in a successful action with an Enemy force close to the French coast on the night of 9th/10th July, 1943 :—

The Distinguished Service Medal

Leading Seaman Harald Christensen, 2309.

Mention in Despatches

Lieutenant Dagfinn Ellef Kjøholt, R.Nor.N.

Leading Seaman Kristian Lossius, 3288.

2. These awards will not be gazetted.

***2159.—Honours and Awards—Royal Norwegian Navy**

(H. & A. 1246/44.—27 Apr. 1944.)

The King has been graciously pleased to approve the following awards to His Norwegian Majesty's Submarine "Ula" for gallant and distinguished services in a daring and highly successful War Patrol :—

The Distinguished Service Cross

Lieutenant Sigurd Valvatne, R.Nor.N.

Sub-Lieutenant Sverre Strömsland, R.Nor.N.R.

The Distinguished Service Medal

C.E.R.A. Einar Knutsen, 2103.

Leading Seaman Bjarne Asbjörn Hoel, 2970.

Leading Seaman Knut Eeg Nielsen, 2982.

Mention in Despatches

Sub-Lieutenant Ole Birger Hatlem Olsen, R.Nor.N.

2. These awards will not be gazetted.

2160.—R.M. Officers Commanding R.M. Detachments Afloat—Reporting to G.O.C.R.M.

(R.M. No. 506/13/44.G.(SD).—27 Apr. 1944.)

Royal Marine Officers commanding detachments afloat, who have been absent from the United Kingdom for a period of not less than one year, are invariably to report to the General Officer Commanding, Royal Marines, at the first opportunity on their return.

2161.—Promotion to Acting Rank of Lieutenant-Commander or Relative Rank of Dominion and Colonial Officers Serving on Loan in the Royal Navy

(C.W. 16685/44.—27 Apr. 1944.)

With reference to A.F.O. 1912/44 the name of the following officer should be added under the heading of the S.A.N.F.(V) :—

Temporary Electrical Lieutenant W. L. M. Horrell, H.M.S. "Revlis".

(A.F.O. 1912/44.)

2162.—Promotion of Reserve Officers to Acting Rank of Lieutenant-Commander

(C.W. 18495/44.—27 Apr. 1944.)

With reference to A.F.O. 1765/44, the following additional officer has been promoted to the Acting rank of Lieutenant-Commander, to date 31st March, 1944 :—

Executive, R.N.V.R.

E. Morris, D.S.C. "President".

(A.F.Os. 4240/42 and 1765/44.)

***2163.—Accountant Branch—Selection of Candidates for Permanent Commissions—1944 Selection Boards—REPORTS**

(C.W. 20271/44.—27 Apr. 1944.)

With reference to paragraph 9 of A.F.O. 409/40, arrangements should be made for Fleet Selection Boards to be held about the end of June, 1944. Any candidates serving at home, ashore or afloat, who cannot appear before the Home Fleet Selection Board, should be discharged to Portsmouth for appearance before a Board convened by the Commander-in-Chief, Portsmouth, and be accompanied by all relevant documents.

2. As there may be certain candidates who have taken the Special Educational Examination in March, 1944 (A.F.O. 409/40, paragraph 7 (c)) or who are taking the professional examination for Chief Petty Officer in May, 1944, whose examination results cannot be promulgated before the Fleet Boards are held, it has been approved that such candidates may, at the discretion of Administrative Authorities appear before a Fleet Selection Board, but any decision of the Board will be subject to the result of the examination.

3. Names of selected candidates are to be reported by signal in order of merit, together with any special comments.

4. Names of all candidates on the station who, by 1st April, 1944, have completed two years since commencement of their C.W. Form and who are not recommended by the Fleet Selection Board, are to be reported at the same time with reasons for non-selection (*i.e.*, appeared before Board but not selected: insufficient sea-time (A.F.O. 409/40, paragraph 7 (b)): not qualified professionally or educationally, or not recommended by their Commanding Officer for appearance before the Board). *Nil* returns should be rendered in respect of paragraphs 3 and 4.

5. Candidates selected by the 1944 Fleet Selection Boards will be interviewed by an Admiralty Selection Board, which will finally determine which of them are to be nominated to undergo the special technical course in H.M.S. "President V."

6. Failure to pass the Admiralty Selection Board will not debar a candidate from appearing before another Fleet Selection Board provided he is still eligible and is recommended by his Commanding Officer.

7. Instructions will be issued later concerning interview by the Admiralty Selection Board.

(A.F.Os. 409/40, 5745/42 and 147/44.)

2164.—Candidates for Temporary Commissions as Accountant Officers, R.N.V.R.

5984/44

(C.W. 19193/44.—27 Apr. 1944.)

With reference to A.F.O. 5446/43, it has been decided that ratings of branches other than the Accountant who still have C.W. forms for temporary Accountant commissions in existence and who are still recommended, may appear before an Admiralty Selection Board without having acquired leading rate.

(A.F.Os. 1163/42 and 5446/43.)

***2165.—Radio Mechanics and Air Fitters (D/F and W/T)—Promotions to Temporary Commissions, R.N.V.R., Special Branch**

(C.W./S.R.E. 2134/43.—27 Apr. 1944.)

With reference to A.F.O. 1521/42, owing to the large requirements and urgent demand for Radar officers it has been necessary in the past to accept candidates with a very much lower standard of technical knowledge than is desirable. Requirements have now been largely met, however, and promotion will, therefore, be restricted to candidates who possess both outstanding technical knowledge equivalent to an ordinary university degree in physics or engineering, and good officer-like qualities. Recommendations should in future be confined to candidates who possess such qualifications, and full information as to their technical knowledge should be inserted on all Forms C.W.I. (T). The new standard will apply to recommendations already received, and such candidates will not be called for interview unless they have attained that standard, but their C.W. Forms I. (T) will be regarded as destroyed and their Commanding Officers informed accordingly.

(A.F.Os. 1521/44 and 2297/43.)

2166.—Temporary Commissions in the Royal Marines—Standard of Vision

(C.W. 18692/44.—27 Apr. 1944.)

In view of the number of Temporary Officers, Royal Marines, who are unfit on account of colour vision for service in R.M. Units and Landing Craft, it has been approved for the colour vision of these officers to be upgraded to Grade I.

2. The following amendment is therefore to be made to A.F.O. 535/44:—
For General Service.

Amend the grade of colour vision to read "Grade I".

(A.F.O. 535/44.)

2167.—Royal Marines on H.O. Engagements—Transfer to Continuous Service Engagements

See AFO 4949/44.

(N. 3989/44.—27 Apr. 1944.)

Approval has been given for the transfer of a limited number of Royal Marines serving on H.O. engagements to continuous service:

2. Men selected for transfer should be candidates for promotion, of good character, and reach the pre-war standards, *viz.* :—

Age	Physical Standard	
	Height	Chest
17-18	5 ft. 6½ in.	33½ in.
18-19	5 ft. 7 in.	34 in.
19 and over	5 ft. 7½ in.	34½ in.

Vision Standard

6/9 each eye tested separately: D = 0.5: Colour Vision—Grade II.

3. H.O. ranks serving in H.M. ships, R.M. shore establishments and in units, etc., will be considered equally with those at R.M. Headquarters. O.Cs. units and O.C. R.M. Detachment will signify on quarterly returns (Forms S.365) if a candidate is a volunteer and recommended for transfer. Selection will be made by Commandants of R.M. divisions, who will inform C.O. H.M. ships, units, etc., when ranks are selected and arrange for their disembarkation, etc., to headquarters for attestation. The actual date of attestation will not affect time which may be reckoned as former service.

4. Transfer of tradesmen will not be permitted until the post-war status of the R.M. Tradesmen's Unit is known. In the meantime the names of any suitable candidates who volunteer should be forwarded to the O.C., R.M. Technical Training Depot, Fort Cumberland, Southsea, for notation.

5. Transfer can only be made in the rank of Marine; any temporary or acting temporary rank held will be relinquished on transfer.

2168.—Royal Marine London Duties Company

(N. 7458/44.—27 Apr. 1944.)

As from 1st March, 1944, Royal Marines serving in the London area, with the exception of the staff of General Officer Commanding, Royal Marines, and the R.M.M.T. Drivers of the London Naval Picket, who will continue to be borne and administered as before, have been formed into one unit to be known in future as the "Royal Marine London Duties Company".

2. The Company, which will be under the command of the Admiralty Defence Officer, will be subject to the Army Act and administered by the Commandant, Chatham Division, R.M. Ranks from R.M. Divisions other than Chatham Division will be borne "On Command", Chatham Division.

3. In addition to the command of the ranks shown in the War Establishment, the Officer Commanding will be responsible for:—

- The Command and administration of any R.M. ranks who may be temporarily employed in the London area, and
- Dealing with requests for extensions of leave, advances of pay, etc., of R.M. ranks on leave in, or passing through, the London area.

4. The address and telephone number of the Company is as follows:—

Address:—The Officer Commanding,
R.M. London Duties Company,
38 & 39, Parliament Street,
Westminster, S.W.1.

Telephone No.:—Whitehall 2585 and 8542.

***2169.—R.N. Patrol Service—Introduction of Rating of Leading Stoker**

(N. 1752/44.—27 Apr. 1944.)

It has been decided as a war-time measure to introduce, as from the date of this Order, the intermediate rating of Leading Stoker in the R.N. Patrol Service, and accordingly the following detailed arrangements are approved:—

- (a) The complement of Patrol Service manned vessels will be amended to read "Engineman or Leading Stoker" in the case of billets which are at present filled by junior Enginemen.
- (b) Stokers recommended and selected for advancement to undergo the technical and disciplinary course as at present in force for Enginemen, and, on completion of this course, to be advanced to the rate of Leading Stoker (Patrol Service).
- (c) The number of Stokers to be put on course to be governed by the number of Enginemen required in the Patrol Service.
- (d) Leading Stokers to serve as such for six months at sea. Advancement to Engineman to be authorized on Form B.13 issued from Lowestoft Depot.
- (e) All Stokers who have passed for Engineman and are awaiting advancement when the rate of Leading Stoker is introduced, to be rated Leading Stoker and Engineman on successive days upon reaching to top of their advancement roster.
- (f) The period of V.G. conduct required prior to advancement to be six months for advancement to either Leading Stoker or to Engineman. The period of V.G. time for re-advancement to Leading Stoker and Engineman will be six months in each grade, and A.F.O. 339/42 is to be amended in this respect.
- (g) All Chief Enginemen and Enginemen now serving to be eligible for disrating to Leading Stoker, even though they have not previously held this rate.
- (h) Prior to advancement to Leading Stoker, Stokers who have undergone the present technical and disciplinary courses for Engineman will not be required to take them a second time.

(A.F.O. 339/42.)

2170.—Air Engineering Duties—Special Allowance

(C.W. 13873/44.—27 Apr. 1944.)

With reference to A.F.Os. 1856/38 and 139/44, paragraph 4, officers of the rank of Sub-Lieutenant who are qualified in Aeronautical Engineering may receive the special allowance of 3s. 6d. a day under the same conditions as officers of higher rank.

2. This Order is to take effect from 11th March, 1944.

(A.F.Os. 1856/38, 1764/40 and 139/44.)

2171.—Aircraft Special Repair Parties—Conditions of Service

(N. 19299/43.—27 Apr. 1944.)

Special repair parties are composed of Naval ratings who have been given special training in the repair and overhaul of a particular type or group of types of airframes, engines, propellers or other components. The purpose and training of these parties fall into two types:—

- (a) Those in which the party is complete in itself, each member being trained for a limited number of specific operations only, the whole party forming a team. Engine special repair parties are of this type.
- (b) Those in which the purpose is to train a nucleus of men skilled in the repair and inspection of a particular type or group of types, and with whom some three or four times their number of ordinary maintenance ratings may be employed. Airframe special repair parties are normally of this type.

2. The S.R.Ps. are identified by the name of their speciality and a number, e.g. No. 4, Merlin engine S.R.P.

3. Ratings employed in aircraft special repair parties will, in general, form part of the complement allowed for aircraft repair yards at home or abroad.

4. History sheets—Form S.1246—as appropriate will be completed for each rating and should indicate employment in a special repair party and the rating's particular qualification. The following example will serve as an indication: Type of engine—"Merlin—Qualified in cylinder block overhaul." Type of aircraft—"Barracuda—fuselage repair"—"propeller S.R.P.—repair and inspection of C.S.Us."

5. *Engine and Propeller Special Repair Parties.*—Parties will be manned by men entered as Air Fitters and Air Mechanics who have been selected by the Commodore, R.N. Barracks, Lee-on-Solent. After training they will be rated Air Fitter (S.R.P.) or Air Mechanic (S.R.P.) with the addition of the initial letter (E) or (L) or (P) as the case may be. They will not be fully trained aircraft maintenance ratings and are neither to be employed on any other than special repair party duties nor drafted away from their respective party without the approval of the Commodore, R.N. Barracks, Lee-on-Solent, while they are under training, or of the Admiralty when training is completed.

6. The regulations for advancement of Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) are shown in Appendix I to this Order and will be included in the Advancement Regulations now in course of preparation. Notation is to be made on the Service Certificates against the record of such advancements: "in accordance with A.F.O. 2171/44". They will not be advanced beyond Acting Leading rate.

7. Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) will receive the same rate of pay as qualified Air Fitters and Air Mechanics. As a special case they will be allowed to receive progressive pay while holding the "Acting" Leading rating when they have completed the necessary service.

8. No. 1 Merlin, Pegasus, Taurus and American engine special repair parties were manned by ratings specially selected from the classes undergoing instruction at Hedgesford. As soon as practicable these men will be relieved, under Admiralty instructions, and will be drafted to the School of Aircraft Maintenance where they will undergo a course and trade test to qualify them as Air Fitters (E) or Air Mechanics (E).

In the case of those ratings who successfully qualify, all time served in the Air Fitter or Air Mechanic rate will be counted for advancement purposes in the qualified rate in accordance with the rules and regulations applicable to qualified Air Fitters and Air Mechanics which are in force at the time.

9. The regulations of paragraphs 5 to 8 inclusive do not apply to qualified Petty Officer and Leading Air Fitters who are drafted to parties as Inspectors or for other duties.

10. *Airframe Special Repair Parties.*—Parties will be manned by qualified key men only who are eligible for advancement in accordance with the regulations applicable to the Air Fitter branch.

Appendix

The following are the regulations for the advancement of Air Fitters (S.R.P.) and Air Mechanics (S.R.P.) "Hostilities Only":—

- (A) Authority to give rating.
- (B) Previous service, age and other qualifications required.
- (C) Nature of Examination.
- (D) Examining officers.
- (E) Lowest rating to which may be de-rated or reduced for punishment.
- (F) Remarks.

Acting Leading Air Fitter (A) Captain.

(S.R.P.).

- (B) One year's seniority from date rated Air Fitter. Must be qualified to hold a Leading Rate and be recommended.
- (C) Practical. Practical questions applicable to his particular repair party.
- (D) Officer-in-Charge of aircraft repair yard, or if not available, an Air Engineer Officer of Lieutenant-Commander's rank or above.
- (E) Air Fitter (S.R.P.).
- (F) No accelerated advancement is granted on completion of Part II training.

- Air Fitter (S.R.P.) ... (A) Commodore, R.N. Barracks, Lee-on-Solent.
 (B) Entered as Direct Entry Air Fitter or rated Air Fitter on successful completion of training as Air Fitter candidate and selected by Commodore, R.N. Barracks, Lee-on-Solent.
 (C) Must have passed qualifying examination on completion of Part II training in School of Aircraft Maintenance, Lee-on-Solent, and satisfactorily completed Part III (see F).
 (D) Officer-in-Charge of School of Aircraft Maintenance.
 (E) Cannot be disgraced for punishment.
 (F) Ratings who fail to qualify on completion of either Part II or Part III training are to be reported to the Commodore, R.N. Barracks, Lee-on-Solent, for disposal. Part III training will take place at manufacturers' works.
- Acting Leading Air Mechanic (S.R.P.) (A) See K.R. & A.I., Article 412, as amended by A.F.O. 6376/42.
 (B) One year's service from date rated Air Mechanic 1st Class, and be recommended by an Air Engineer Officer. To be rated "Acting". See Article 407.
 (C) Practical. Practical questions applicable to his particular repair party.
 (D) Air Engineer Officer of an aircraft repair yard, or if not available an Air Engineer Officer of Lieutenant-Commander's rank or above.
 (E) Air Mechanic (see Article 560, Clause I).
- Air Mechanic 1st Class (S.R.P.) (A) Captain.
 (B) Over 18. Must have served for 18 months less time gained during Part II training, former time in a man's rating being allowed to count. Must be recommended by an Air Engineer Officer.
 (E) Cannot be disgraced for punishment.
 (F) If specially recommended by an Air Engineer Officer, the qualifying period of 18 months may be reduced to 15 months, this acceleration being in addition to any time gained during Part II training.
- Air Mechanic 2nd Class (S.R.P.) (A) Commodore, R.N. Barracks, Lee-on-Solent.
 (B) Has been entered for Air Mechanic and is selected by Commodore, R.N. Barracks, Lee-on-Solent.
 (C) Must have passed qualifying examination on completion of Part II training in School of Aircraft Maintenance, Lee-on-Solent, and satisfactorily completed Part III (see F).
 (D) Officer-in-Charge of School of Aircraft Maintenance.
 (E) Cannot be disgraced for punishment.
 (F) Ratings who fail to qualify on completion of either Part II or Part III training are to be reported to the Commodore, R.N. Barracks, Lee-on-Solent, for disposal. Part III training will take place at manufacturers' works. On passing out of Part II training, Air Mechanics (S.R.P.) who obtain 60 per cent. and over passing marks may be recommended for 3 months accelerated advancement and a notation to this effect is to be made on their Technical History Sheet—Form S.1246.

(K.R. & A.I., Articles 407, 412 and 560.)

(A.F.O. 6376/42.)

(A.F.Os. 792/43 and 4273/43 are cancelled.)

2172.—Training for Pilot, Observer or Telegraphist Air Gunner Candidates—
See AFO 534/45.
 Conditions and Pay

(N. 5305/44.—27 Apr. 1944.)

The undermentioned procedure will, in future, be applicable to ratings placed under training for Pilot, Observer or Telegraphist Air Gunner. Some of the details have already been promulgated by letter or Admiralty Fleet Order. The conditions specified should be applied in all instances when men are put under flying training after receipt of this Order.

Section I.—Pilot and Observer

2. *Direct Entry from Shore, or from New Entry or Training Establishments.*—(a) When accepted and found fit, candidates will be entered in the Royal Navy as Naval Airman, 2nd Class, for preliminary training in general Naval subjects. On completion of this training, those recommended to continue training for either Pilot or Observer will be advanced to the rating of Acting Leading Airman and will be granted "Under Training" allowance of 2s. 9d. a day.

(b) After successfully completing either flying training at the Service Flying Training School, or equivalent stage of flying training elsewhere, or the full course of Observer training, ratings recommended for commissions will be appointed as temporary officers in the Air Branch of the Royal Naval Volunteer Reserve, rank to be according to age on the date of being commissioned. Ratings who qualify as Pilots, but who are not recommended or who do not wish for a commission, will be required to serve as Acting Petty Officer Pilot with subsequent advancement to C.P.O. Pilot; they will remain eligible to be recommended for temporary commissions at any later stage of their Service career. Those who are not accepted for a commission as Observer will not, for the time being, be accepted for Observer duties as a rating.

3. *Selected from General Service Ratings.*—Naval ratings selected from the general service to undergo flying training, will retain their existing rating, and pay, while undergoing the preliminary training. On commencing flying or observer training they will be required to transfer to the Flying Branch as Acting Leading Airmen and will be granted "Under Training" allowance. A man who would thereby lose in pay, may retain his former rating and pay during flying training, but he will not be entitled to "Under Training" allowance. Those who successfully complete their training will be treated as in paragraph 2 (b) above.

4. *Qualification Abroad.*—Acting Leading Airmen who successfully complete their training abroad will be rated Acting P.O. Pilot or Acting P.O. Observer. If recommended for temporary commissions they will retain P.O. rating and pay pending their return to the United Kingdom and the grant of commission.

5. *Failure to Qualify.*—Ratings who fail to qualify will be required to relinquish the rating of Acting Leading Airman and "Under Training" allowance. Normally this reversion will take place immediately after failure, but men who have been under training abroad and are being returned to the United Kingdom will retain their acting rating and "Under Training" allowance until a decision as to their disposal has been reached by the Commodore, R.N. Barracks, Lee-on-Solent, after their return to the United Kingdom. Ratings who were transferred from the general service for training will revert to their former rating.

6. *Royal Marine Candidates.*—Applications from recommended "Hostilities Only" ranks who are not more than 30 years of age, for transfer to the Royal Navy for training as Pilot or Observer, should be forwarded to the General Officer Commanding, Royal Marines. Any certificates, practical or educational, that may be held by candidates should accompany applications, and it should be stated whether the man holds any non-substantive rating or is ear-marked for any specialist training. If transfer is approved and they are accepted as fit, candidates will continue to serve as Royal Marines during the period of preliminary training, but before commencing flying or observer training they will be required to sign an "Hostilities Only" engagement in the Royal Navy, when they will be transferred to Acting Leading Airmen with "Under Training" allowance. The conditions under paragraph 2 (b) above will apply on qualification. Those who fail will have an opportunity to re-enlist in the Royal Marines, or to continue to serve in the Royal Navy in some other capacity.

7. *Personnel Belonging to Dominion Navies.*—Ratings who already belong to one of the Dominion Navies should be dealt with as shown below under the respective heading. Generally such ratings retain a pay scale appropriate to their Dominion Navy while under training, although it will be necessary for them to execute a "Hostilities Only" agreement in the Royal Navy where there is not a Flying Branch (or equivalent) in their own Navy.

(a) *New Zealand.*

New Zealand Navy ratings should be borne and paid on the New Zealand Flying Branch scale for Acting Leading Airman with "Under Training" allowance, on commencing Pilot or Observer training.

(b) *Canada.*

Canadian ratings should be borne as Acting Leading Airman (R.N.) and concurrently shown as Acting Leading Seaman (R.C.N.) with pay at the appropriate R.C.N. rate. "Under Training" allowance at 2s. 9d. a day will be payable with Acting Leading Seaman pay, both from date of commencing training as Pilot or Observer. An R.N. "Hostilities Only" engagement should be signed.

(c) *Australia.*

Australian ratings will be treated in a similar way to those laid down above for Canadians, but with the R.A.N. rate of pay as Acting Leading Seaman.

(d) *South Africa.*

S.A.N.F. ratings will be borne as Acting Leading Airman with "Under Training" allowance at R.N. rates, except where this would involve a reduction in pay compared with previous rating, in which case the pay formerly received will continue.

Rates of pay in Dominion Navies are published separately in A.F.Os.

Section II.—Telegraphist Air Gunner

8. Ratings accepted for training as Telegraphist Air Gunner will normally commence training in the rating of Naval Airman, 2nd Class, though if at any time it becomes necessary for candidates to be accepted from men already in the general service, existing higher paid ratings may be retained during Part I of the course. On successfully completing Part I of the Telegraphist Air Gunner training course, men will be rated Acting Leading Airman, and will be granted "Ascent Pay" at 1s. a day, which will continue during training. On successfully completing training, candidates will be confirmed as Leading Airmen and be granted the confirmed non-substantive rating of Telegraphist Air Gunner, 3rd Class. "Ascent Pay" will then cease.

Candidates who fail to qualify for Telegraphist Air Gunner, 3rd Class, will relinquish the rating of Acting Leading Airman when withdrawn from training, whether at home or abroad.

Section III.—Pay

9. The current R.N. rates of pay for substantive and non-substantive ratings and for allowances, appropriate to the Flying Branch, are as follows ("1925" scale):—

Substantive Ratings	Per Diem.	
	s.	d.
Naval Airman, 2nd Class	2	0
Naval Airman, 1st Class	3	3
After 3 years' man's service	3	7
After 6 years' man's service	3	11
Leading Airman (Acting and confirmed)	4	10
After 1 year as such if passed for P.O. Airman	5	0
After 3 years as such in any case	5	2
Petty Officer Airman (Acting and confirmed)	6	6
After 3 years as such	6	11
After 6 years as such	7	4
Chief P.O. Airman	8	0
After 3 years as such (with triennial increments of 6d. a day)	8	6

Substantive Ratings

Per Diem.

For Pilots and Observers (Ratings).

Petty Officer Pilot	12	6*
Petty Officer Observer (Acting and confirmed)	12	11*
After 3 years as P.O.	13	4*
After 6 years as P.O.	15	0*
Chief Petty Officer Pilot	15	0*
Chief Petty Officer Observer	15	0*
After 3 years as C.P.O. (with triennial increments of 6d. a day)	15	6*

War Bonus is not included in any of the above rates. Those marked * include non-substantive pay and were effective on 26th October, 1943.

Non-Substantive Ratings and Allowances

	s.	d.
Telegraphist Air Gunner, 3rd Class	3	3
Telegraphist Air Gunner, 2nd Class	3	9
Telegraphist Air Gunner, 1st Class	4	3
"Under Training" Allowance (payable to Acting Leading Airmen under training for Pilot and Observer on successfully completing preliminary training)	2	9
Ascent Pay (payable continuously during Part II of the T.A.G. training course)	1	0

Section IV.—Uniform

10. Ratings transferred from other branches to Acting Leading Airman and who are in possession of Class I or Class III uniforms, should continue to wear them and be credited with the appropriate Kit Upkeep allowance during flying training.

11. The above conditions are war-time rules and will be subject to revision as and when necessary.

12. Amendments to K.R. & A.I. will be promulgated.

2173.—Radar Ratings for Service in Defensively Equipped Merchant Ships

(T.D./D.E.M.S. 1011/44.—27 Apr. 1944.)

A.F.O. 2043/44 is to be amended as follows:—

Reference numbers at end—

For "A.F.O. 3109/39"

Read "A.F.O. 3109/40"

(A.F.O. 2043/44.)

2174.—Night Fighter Crews—Officer Volunteers for Training

(C.W. 50253/43.—27 Apr. 1944.)

Names of officers volunteering for training as night fighter crews may be forwarded from Pilots and Observers.

2. Pilots should be of above-average flying assessment, must have completed a minimum of nine months in an operational squadron, and have had deck-landing experience. Commissioned Fighter and T.B.R. Pilots are eligible.

3. Pilot volunteers are to be tested for night vision acuity by the Livingston Hexagon, and only those with a score of 13 or over will be accepted for night fighter training. A certificate to the effect that this test has been passed is to accompany applications.

4. Observers must be confirmed as such.

5. Names of volunteers are to be signalled on the 1st or 2nd of every month, and Forms S.206 rendered, quoting the number of this Order.

6. At present there is a considerable waiting list for night fighter duties and, therefore, the fact that any Pilot or Observer has volunteered for this training is no indication that he will be accepted for a course at an early date.

(A.F.O. 5569/43 is cancelled.)

Cancelled by
AFO 6735/46.

*2175.—Sick Berth Petty Officers' Efficiency Medal

(N. 9449/44.—27 Apr. 1944.)

The Sick Berth Petty Officers' Efficiency Medal for 1944 has been awarded to Sick Berth Petty Officer Reginald William Andrews, Official Number P/MX.48090.

2. Sick Berth Petty Officers of the Devonport Port Division may be recommended for the award of the medal for 1945 for their services during 1944.

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

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

2176.—Complements of Writer and Supply Ratings—Scales of Assessing, and Measure of Substitution by W.R.N.S. Personnel—REPORTS

Naval Shore Establishments at Home and Abroad (excluding Naval Air Stations and Royal Marine Establishments)

(N. 6399/44.—27 Apr. 1944.)

A.F.O. 2102/43 is to be amended as follows:—

Amend Note after paragraph 8 (f) to read Note (i) and insert a new Note (ii):—

Note (ii).—If desired, a proportion of Leading Wrens or Wrens of the Shorthand Typist, Typist or Writer (General) categories may be borne in lieu of an equivalent number of W.R.N.S. Supply ratings allowed by scale. Chief and P.O. Wrens of the three categories referred to may not be borne in lieu of equivalent W.R.N.S. Supply ratings.

(A.F.O. 2102/43.)

2177.—Complement Amendments

Escort Carriers

(N./C.W. 10571/44.—27 Apr. 1944.)

The following amendment is to be made to A.F.O. 3275/43:—
Ship's Staff (Air).

Add:—1 Lieutenant (O) or (A), Air Signal Officer.

Note.—When an Air Signal Officer is not borne, a Warrant Air Officer (O) or (A.G.) may be borne as assistant to the Staff Officer (Air).

(A.F.O. 3275/43.)

2178.—Schemes of Complement—Amendment

Minesweeping Trawlers

(N./C.W. 5940/44.—27 Apr. 1944.)

The following amendment is to be made to Schemes of Complement:—
M/S Trawlers (Oropesa). issued with Admiralty Letter N.10045/43 of 6 May, 1943, and amended by A.F.O. 4408/43:

Delete—

Lieut. Cdt. or Lieut. R.N., R.N.R. or R.N.V.R. or Skipper Lieut. R.N.R.
Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R., or Skipper Lieut. or Skipper, R.N.R.

Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R., or Skipper, R.N.R.

Insert—

(m) Lieut. Cdr. or Lieut., R.N., R.N.R., or R.N.V.R.

(m) Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R.

(m) Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R.

New note (m) to read as follows:—

(m) 1 Skipper Lieut., Chief Skipper or Skipper may be borne in lieu of the Lieut. Cdr. or Lieut. and Chief Skippers or Skippers may be borne in lieu of the Lieutenants or Sub-Lieuts.

Insert notation (n) against Skipper, R.N.R. in column for "Remaining Vessels of a group".

New note (n) to read as follows:—

(n) When employed as Fleet Danlayers add 1 Skipper, R.N.R. (if accommodation permits).

M/S Trawlers (L.L.) issued with Admiralty Letter N.10045/43 of 6 May, 1943 and amended by A.F.O. 4408/43:

Delete—

Lieut. Cdr. or Lieut., R.N., R.N.R., or R.N.V.R., or Skipper Lieut., R.N.R.

Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R., or Skipper Lieut., R.N.R.

Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R., or Skipper, R.N.R.

Insert—

(k) Lieut. Cdr. or Lieut., R.N., R.N.R. or R.N.V.R.

(k) Lieut. or Sub-Lieut. R.N., R.N.R., or R.N.V.R.

(k) Lieut. or Sub-Lieut., R.N., R.N.R., or R.N.V.R.

New note (k) as follows:—

(k) 1 Skipper Lieut., Chief Skipper or Skipper may be borne in lieu of the Lieut. Cdr. or Lieut. and Chief Skippers or Skippers may be borne in lieu of the Lieutenants or Sub-Lieuts.

(A.F.O. 4408/43.)

2179.—Fire Fighting in Ships—Training Arrangements

(N./T.S.D. 182/44.—27 Apr. 1944.)

Ship fire fighting schools have been established at Plymouth, Chatham, Portsmouth, Rosyth, Gosport, Lyness, Kilindini, Trincomalee and the Royal Naval Artificers' Training Establishment at Torpoint (Cornwall), for the purpose of training all sea-going officers and men in ship fire fighting. These schools are to be known as *ship* fire fighting schools in order to avoid any confusion between them and those where *shore* fire fighting is taught.

2. The duration and general form of training is as follows:—

(a) *One-day Preliminary Course.*—Lectures and practical use of all first aid equipment (except Salvus breathing apparatus), including extinction of fires in a single deck fire hut.

(b) *Two-day Advanced Course.*—Showing of the film "Chemistry of Fire", lectures, training in Salvus breathing apparatus, care and maintenance of equipment, practical use of major equipment, including extinction of fires in a double deck fire hut.

Note.—The preliminary course must be completed before taking the advanced course.

3. The following numbers can be trained simultaneously at these schools:—

(a) At Plymouth, Portsmouth and Chatham—
180 men undergoing the one-day course.
30 men undergoing the two-day course.

(b) At Torpoint—
40 men undergoing the one-day course
or
20 men undergoing the two-day course.

(c) At all other Schools—
60 men undergoing the one-day course.
30 men undergoing the two-day course.

4. The following personnel are required to take these courses, priority being given to engine room and shipwright personnel:—

(a) *Preliminary Course.*—All sea-going officers and ratings, including Royal Marines.

(b) *Advanced Course.*—All sea-going officers and ratings, including Royal Marines, who have done the preliminary course, priority being given to those normally included in the Damage Control organization in H.M. ships.

5. Damage Control personnel of ships should be given extra practical training at the ship fire fighting schools whenever opportunity offers.

6. A notation is to be made on the service certificates of ratings so trained, as follows:—

Ratings who have taken the preliminary course—P.F.F. (Ship).

Ratings who have taken the advanced course—F.F. (Ship).

In order to give ships and fire fighting schools a quick and easy reference when detailing ratings to take either the preliminary or the advanced course, a similar notation is to be made on the pay books of ratings so trained.

Note.—The notation "F.F. (Ship)" on the service certificate or pay book of a rating trained in ship fire fighting should not be confused with the special substantive ratings of men attached to the Royal Naval Fire Force designated as Stoker (F.F.), Leading Stoker (F.F.), etc. It is emphasized that the Royal Naval Fire Force are employed on shore fire fighting as distinct from ship fire fighting, and for this reason they are trained at different schools.

7. The Engineer-in-Chief of the Fleet is responsible for the training in the ship fire fighting schools. The schools at Plymouth, Chatham, Portsmouth, Gosport, Torpoint and Rosyth are under the general direction of the Engineer Rear Admirals on Staff of the Commander-in-Chief. The remaining schools are under the general direction of the Engineer Officer on the Staff of the local Flag Officer-in-Command.

8. The Commodores of the R.N. Barracks concerned are responsible for detailing personnel to attend the courses in the schools at Portsmouth, Gosport, Chatham, Plymouth and Torpoint. In this connection the Commodore, R.N. Barracks, Portsmouth, is responsible for both the Portsmouth and Gosport schools, and the Commodore, R.N. Barracks, Devonport, for both the Plymouth and Torpoint schools.

H.M. ships and establishments and R.M. depots should apply to the Commodores concerned for vacancies.

9. Applications for personnel from ships and establishments to attend courses at the remaining schools should be made through the Administrative Authority concerned.

10. Notations on service certificates are to be made by the ship, establishment or depot concerned, the necessary information being provided by the Officer-in-Charge of the school. Notations in pay books, together with the official stamp of the school, are to be made by the ship fire fighting school concerned at the time of completing training.

11. Applications for the training of personnel in ships building or refitting elsewhere than at the home ports should be made to Rosyth unless a home port is more convenient.

(A.F.O. 2588/43 is cancelled.)

2180.—Coastal Force Engine Room Ratings—Drafting Pool

(N. 8276/44.—27 Apr. 1944.)

The drafting pool of Coastal Forces engine room ratings has been in H.M.S. "Hornet" as from p.m. 31st March 1944. Accounts will be carried in H.M.S. "Hornet." All engine room personnel for Coastal Forces and engine room ratings relieved should be discharged direct to H.M.S. "Hornet" and not to H.M.S. "Attack" or New Barracks, Gosport.

2. Signals relating to Coastal Forces engine room ratings should be addressed to H.M.S. "Hornet" and not to H.M.S. "Attack." Periodical returns and correspondence with reference to these ratings should be addressed as in A.F.O. 1992/43.

(A.F.O. 1992/43.)

2181.—Night Vision—Grading of "Very Poor Night Vision"

(N/T.S.D. 376/43.—27 Apr. 1944.)

A.F.O. 5713/43 is to be amended as follows:—

Delete paragraph 8 and substitute:—

"When a Seaman rating already in service is found to be of Grade 16 or worse, a report should be made to the Admiralty, and to the appropriate depot in the case of a rating holding a non-substantive rate. When the men concerned are Able or Ordinary Seamen the recommendation should state the non-Seaman branch or branches for which they are considered suitable. Leading Seamen and above will be considered for retention in the Seaman branch if the non-substantive rating held permits of this, as an exceptional arrangement.

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

2182.—Teleprinter Branch—Advancement

(N. 7476/44.—27 Apr. 1944.)

Paragraph 9 of A.F.O. 4794a/43 is to be cancelled, and the following wording substituted:—

"... 9. If on receipt of Form B.13 a man is not considered suitable for advancement, the form may be retained up to a period of two months. If the man is not then advanced, the form is to be returned to the Depot.

If, however, a man is not qualified by conduct on receipt of Form B.13, the latter is to be returned immediately to Depot with a statement on it of the date on which the rating will become eligible. . . ."

(A.F.O. 4794a/43.)

2183.—W.R.N.S.—Medical Examination of Candidates for

(M.D.G. 13097/43.—27 Apr. 1944.)

All candidates for admission into W.R.N.S. will be medically examined by the Ministry of Labour Civilian Medical Boards (except in Northern Ireland and the Isle of Man, for which separate arrangements have been made).

2. The standard of fitness for entry into the W.R.N.S. will normally be Grade I.

3. Candidates placed in Grade II who possess special qualifications should be accepted only if their physical defects are remediable before call-up, or they can be considered in one of the following classes:—

(a) Are in all other respects suitable for entry except for *vision* which can be corrected by the use of spectacles. Such candidates, if accepted, may be supplied with spectacles with standard type of frame for wear with gas masks, at public expense, but W.R.N.S. Recruiting Officers should see that applicants are not called up for a specific category such as M/T Driver unless they conform to visual standards laid down;

(b) are candidates for domestic categories and are *already qualified by experience for domestic duties* but have *Grade II (a) feet* (i.e. the arch does not re-appear when the woman stands on tiptoe, yet the foot is free from marked deformity and tenderness). Such candidates, if accepted, may be supplied with artificial aids (wedges in shoes) at public expense, if, in the opinion of the Medical Officer, the condition will be improved or prevented from deteriorating. Preference, however, is to be given to those who have been employed in the past without trouble with their feet in work involving as much standing as they will be called upon to experience in the W.R.N.S.

4. Other candidates placed in Grade II who are not covered by the foregoing provisions and who by reason of special qualifications or experience are urgently required, should, as heretofore, be referred to the Medical Director-General Navy for decision.

5. The scrutiny of Medical Examination Records of W.R.N.S. candidates hitherto carried out under A.F.O. 1253/42 may now be discontinued.

(A.F.O. 1253/42 is cancelled.)

***2184.—Uniform—Shoulder Flashes for New Zealand Personnel**

(N.L. 3726/44.—27 Apr. 1944.)

With reference to A.F.O. 5643/42, Their Lordships have been informed that the New Zealand Naval Board have approved the wearing of shoulder flashes "New Zealand" by personnel of the Royal New Zealand Navy under the following conditions.

2. The shoulder flashes may be worn by all officers and ratings of the Royal New Zealand Navy who are serving, or who have served, since the outbreak of war in H.M.N.Z. ships and establishments outside New Zealand waters anywhere north of the tropic of Capricorn, or in H.M. ships and establishments. Personnel who have qualified as above may continue to wear the shoulder flashes, at their option, after their return to New Zealand.

3. Personnel on loan to the Royal New Zealand Navy from the Royal Navy are not eligible to wear the shoulder flash "New Zealand".

4. The shoulder flash will be similar in design to that worn by the New Zealand Military Forces, with white lettering on a black background. An initial gratuitous issue of one set (2 badges) may be made to each officer and rating entitled; subsequent issues are to be made on repayment. It is understood that the price is 7d. per pair.

5. Permission to wear the flashes is to be sought by application to the Commanding Officer, who is to satisfy himself that the applicant is entitled. The initial gratuitous issue is to be recorded on Form R.N.Z.N.32 if the form is available, with the rating's Service documents, or otherwise in the case of ratings on identity cards or pay books, and on the leave record in the case of officers.

6. The flashes are in course of manufacture and supplies are to be requisitioned from the New Zealand Naval Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2.

(A.F.O. 5643/42.)

(A.F.O. 1182/43 is cancelled.)

2185.—Travelling Arrangements for Naval Personnel

(N. 6228/44.—27 Apr. 1944.)

A.F.O. 6356/42 is to be amended as follows:—

Delete first sentence of paragraph 4 and substitute:—

"Movements of all drafts of six or more men and all moves of escorts whether with or without offenders are to be advised as under:—"

Delete first sentence of paragraph 9 and substitute:—

"Officers or ratings in charge of drafts, or escorts, must report with their drafts complete to the R.T.O. or his representative on arrival at each station at which they have to change trains (including the London termini stations) and at stations at which meals have been ordered."

(A.F.O. 6356/42.)

2186.—Travelling—Free Warrant when granted Compassionate Leave

(N. 5387/44.—27 Apr. 1944.)

The grant of an additional free travel warrant for use when compassionate leave is granted has been approved subject to the following conditions.

2. The concession is limited to ratings and ranks below Lieutenant-Commander, including mobile W.R.N.S. below First Officer, serving in the United Kingdom, who have already exhausted their year's entitlement to free leave travel warrants.

3. An officer not below the rank of Captain must be satisfied that if the officer, rating or other rank were required to pay his or her own fare, hardship would be incurred.

4. The concession is effective as from 4th March, 1944.

2187.—Travelling to and from Ireland—W.R.N.S. and V.A.D

(N. 832/44.—27 Apr. 1944.)

The railway warrants of W.R.N.S. ratings and V.A.D. members proceeding to and from Ireland on duty or free leave journeys are to be endorsed and initialled by the issuing authority indicating the cross-channel route to be followed. (See A.F.O. 6356/42.)

2. In the case of the following routes the warrant should also bear an initialled endorsement to indicate that "Saloon on boat" is authorized, viz., Glasgow/Belfast, Liverpool/Belfast and Holyhead/Kingstown.

3. Within the limits available all who travel third class in ships fitted therewith should be provided with sleeping accommodation as a charge to Naval funds, any extra expense for which should be included in claims for repayment of travelling expenses. Subsistence allowance for duty journeys will be reduced by a third, when the cost of a sleeper is allowed as a charge to Naval funds.

4. In the case of the Stranraer/Larne and Heysham/Belfast routes transfer to first-class will be arranged when the conditions justify such a course.

5. When he is satisfied that such conditions exist the necessary arrangements will be made by the Embarkation Staff Officer, who will issue a warrant to the L.M.S. Railway Company covering the necessary transfer fees.

6. W.R.N.S. ratings and V.A.D. members transferred from third to first class at Government expense, who require sleeping berths in addition, are to be given the opportunity of arranging accordingly. The cost of the berths will be their own liability, and warrants are not to include the provision of sleeping berths.

7. Recruits travelling in plain clothes as Probationary Wrens are included in the foregoing arrangements.

(C.-in-C., W.A., No. 240/4838P, 21 Jan. 1944.)

(A.F.O. 6356/42.)

(A.F.O. 5575/43 is cancelled.)

A.F.O.

6146/44.

2188.—National Health and Pensions Insurance—Transfer to S.A.N.F.(V)

(P.M. 1175/44.—27 Apr. 1944.)

Officers transferred from the R.N.V.R. to the S.A.N.F.(V) cease to be insurable for National Health Pensions Insurance purposes under the Naval system, and charges in that respect should be discontinued from the date of transfer.

2. Forms S.1034, rendered on discharge, should be endorsed "Transferred to S.A.N.F.(V)."

3. Charges made after this date should be re-credited to the officers' accounts, this A.F.O. being quoted in the "remarks" column of the ledger.

4. The above instructions also apply to ratings transferred to the S.A.N.F.(V).

***2189.—Loss of Effects—War Risks Insurance—Revised Premiums**

(N.L. 15506/43.—27 Apr. 1944.)

As from 11 a.m. on Thursday, 13th April, 1944, the current schedule of rates for the insurance of cargoes to or from the United Kingdom was withdrawn and the rates indicated below substituted.

United Kingdom, to or from:—

Per cent.

- | | |
|--|------|
| 1. Canada (Atlantic) and/or United States (Atlantic) not South of Cape Hatteras. | 25s. |
| 2. United States (Atlantic) South of Cape Hatteras and/or United States Gulf. | 35s. |
| 3. West Indies (including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic) and Mexico (Atlantic)). | 35s. |

	Per cent
4. Azores—direct	35s.
5. Canada and/or U.S. and/or Central America (Pacific) ...	45s.
6. South America, Atlantic or Pacific	60s.
7. Portugal and Spain (Atlantic) and Gibraltar	50s.
8. Spanish Mediterranean ports	70s.
9. Africa, West Coast, not South of River Congo	60s.
10. Africa, West Coast, South of River Congo, and ports in South Africa not North of Delagoa Bay.	70s.
11. Africa, East Coast (South of Red Sea and North of Delagoa Bay), including Madagascar and Mauritius.	80s.
12. North African Mediterranean ports in Morocco, Algeria and Tunisia, including Malta.	70s.
13. Other North African Mediterranean ports and ports in Egypt and Palestine.	80s.
14. Cyprus, Syria and Turkey (ex Black Sea), including transshipment at a Mediterranean port, if incurred.	100s.
15. Red Sea ports	80s.
16. Aden	80s.
17. Australia (Newcastle/Fremantle Range), New Zealand and Tasmania.	80s.
18. Ports in the East, East of Aden, but not East of India ...	110s.
19. U.K. to U.K. and/or Eire	10s.
20. West Coast U.K. to West Coast U.K. and/or Eire	10s.
21. Iceland	30s.
22. Faroe Islands	30s.

(A.F.O. 2024/43.)

(A.F.Os. 813/44 and 1663/44 are cancelled.)

2190.—Personnel on Draft Suffering from Pediculosis or Scabies

(M.D.G. 12692/44.—27 Apr. 1944.)

With reference to A.F.O. 2950/43, where it is not practicable to stop the draft of personnel suffering from pediculosis or scabies, a notification to the effect that a man is suffering from either of these conditions should be made on the draft note.

(A.F.O. 2950/43.)

**2191.—Instructional Film (Combined Operations)—“Landing Craft”—Part 3
“L.C.T. Berthing at a Hard” (Serial Number A.133)**

(T.S.D. 2357/43.—27 Apr. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled “L.C.T. Berthing at a Hard” (part 3 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:—

(a) Copies for re-issue on temporary loan:—	No. of Copies	
	35 mm.	16 mm.
Command Instructional Film Libraries—		
Lyness	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. “Dundonald”	—	1
H.M.S. “Brontosaurus”	1	—
Captain, M.L.C., Troon	—	1
H.M.S. “Stopford”	—	1
H.M.S. “Lochailort”	1	—

2. Application for copies on temporary loan should be made in accordance with A.F.O. 4251/43, paragraph 10.

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

2192.—Food Production on Admiralty Lands—Poultry-keeping—REPORTS

(W.G.F. 237/44.—27 Apr. 1944.)

With reference to A.F.O. 4388/43, paragraph 6, the following regulations are to govern poultry-keeping in Naval establishments in the United Kingdom.

2. Poultry stock-keeping by service units is discouraged in order that service swill may, so far as possible, be made available to experienced commercial stock-keepers. The desirability in certain circumstances of poultry-keeping in Naval establishments is, however, recognized, for example where no other outlet can be found for swill or where at small and isolated stations poultry-keeping may have definite recreational value, or where it has been a regular peace-time practice.

3. The normal method of allowing service establishments rations for poultry is by the formation of a co-operative poultry-keeping enterprise limited to a maximum of 25 birds under the auspices of the Domestic Poultry Keepers' Council. More than one such enterprise is not permissible in any one establishment. In exceptional circumstances, such as where large establishments find it impossible to dispose of their swill or where poultry-keeping has been a peace-time practice in the establishment, rationed feeding-stuffs will be made available in proportion to the number of birds by the appropriate County War Agricultural Executive Committee.

4. Naval establishments wishing to keep poultry should apply through the proper channels (vide A.F.O. 4388/43, paragraph 10) in order that, if the conditions laid down in paragraph 2 are considered to be fulfilled, the Ministry of Agriculture and Fisheries or the appropriate Agricultural Departments in Scotland and Northern Ireland may be approached by the Naval supervising authority for an allowance of rationed feeding-stuffs to be granted.

5. Naval personnel residing in Admiralty establishments who are not service victualled, i.e. who are in receipt of allowances in lieu, e.g. provision allowance, special victualling allowance, etc., and hold ration books, are regarded for the purposes of poultry-keeping as civilians. In order to obtain rations of poultry food, they should apply to the local Food Office for an individual poultry ration book, provided that they have an entitlement to eggs from the general supply which can be surrendered in exchange for domestic poultry rations.

6. The provisions of A.F.O. 4388/43, paragraphs 5 and 8 (i) and (ii), apply generally in regard to poultry, except that any profits resulting from poultry-keeping schemes in Naval establishments may be allocated entirely to local funds. Annual reports of the working of such schemes prepared on the lines set out in A.F.O. 4388/43, paragraph 5 (f), are to be forwarded into office.

(A.F.O. 4388/43.)

2193.—Officiating Ministers of Religion

(C.E. 52986/44.—27 Apr. 1944.)

The following appointments have been approved:—

Church of England

St. Mark's, King's Road, S.W.10 Rev. A. T. Bolton, M.A.,
30, Brompton Square,
S.W.3.
vice Rev. G. J. Halsey, B.Sc.

Roman Catholic

H.M.S. “Robertson” Rev. J. Quealey,
The Presbytery,
St. Richard's Road,
Mongeham,
Deal, Kent.
Cowes, Isle of Wight Rev. W. Kearney,
Catholic Church,
Isle of Wight.
Burnham-on-Crouch, Essex Rev. F. Branney,
St. Cuthbert's,
Western Road,
Burnham-on-Crouch,
Essex.

2. The usual facilities are to be afforded.

2194.—Admiralty Surgeons and Agents

(C.E. 5447/44.—27 Apr. 1944.)

The undermentioned appointments as Admiralty Surgeons and Agents are notified:—

Place	Name	Address	Remarks
London, District No. 13:—			
Acton, Chiswick, Fulham, Hammersmith, Shepherd's Bush, West Kensington, Earl's Court, West Brompton.	Mr. F. M. Boclet, M.R.C.S., L.R.C.P. Telephone:—Shepherd's Bush 1367.	47, Uxbridge Road, London, W.12.	Vice Mr. D. Durward.
Sheerness	Mr. D. J. C. Hutton, M.R.C.S., L.R.C.P.	Elm Farm House, Alma Road, Sheerness, Kent.	Temporary, vice Mr. M. de Lacey.

(A.F.O. 512/44.)

2195.—Royal Naval Orthopaedic Rehabilitation Centre, Leweston Manor, near Sherborne, Dorset

(M.D.G. 8997/44.—27 Apr. 1944.)

A rehabilitation centre for male Naval ratings and Royal Marine other ranks has been opened at Leweston Manor, Sherborne, as an annexe of the Royal Naval Auxiliary Hospital, Sherborne.

2. (a) The centre is intended for the late treatment of injuries of limbs and spine, neuro-surgical lesions and orthopaedic disabilities; and cases admitted to the centre must be ambulatory, able to fend for themselves, and not require large dressings.

(b) All cases will be admitted in the first instance as ordinary patients to R.N. Auxiliary Hospital, Sherborne; and requests for transfers from other hospitals should be made by letter, a summary of the case being enclosed.

3. The centre will be run on the lines of a Training Establishment rather than a hospital. Patients will receive pay, not hospital allowances, and will be borne on ledger for victuals only.

4. H.M. ships and establishments, receiving information on Form M.22 of the transfer from R.N. Auxiliary Hospital, Sherborne, to the R.N. Rehabilitation Centre, Leweston Manor, of ratings borne on their books, are to forward to R.N. Auxiliary Hospital, Sherborne, a victualling transfer list showing the man's rate of pay. When the man is transferred from the centre, the transfer list will be returned to his ship showing the period victualled at the centre, his disposal and any charges made against his account.

5. Official correspondence in connection with the centre or patients should be addressed to Medical Officer-in-Charge, R.N. Auxiliary Hospital, Sherborne.

2196.—Torpedo and Electrical Improvement Funds

(N. 8497/44.—27 Apr. 1944.)

The following list of amounts should be substituted for that shown in K.R. & A.I., Appendix VII, Part 3:—

	Each per Annum £ s. d.
(1) Torpedo School, H.M.S. "Assegai"	40 0 0
(2) Battleships, Battle Cruisers and Cruisers of 8,000 tons and over	20 0 0
(3) Aircraft Carriers of 17,000 tons and over	20 0 0
(4) Naval Air Torpedo School, Cran	20 0 0
(5) H.M.S. "Wayland" and other Repair Ships, including Auxiliaries	20 0 0

Each per Annum
£ s. d.

(6) Destroyer Depot Ships	20 0 0
(7) Cruisers of under 8,000 tons	10 0 0
(8) Aircraft Carriers of under 17,000 tons	10 0 0
(9) Cruiser Minelayers	10 0 0
(10) Submarine Depot Ships	10 0 0
(11) Coastal Force Bases—	

(a) H.M. Ships "Hornet," "Attack," "Bee" and "St. Christopher," irrespective of the number of Flotillas attached

10 0 0

(b) Other Coastal Force Bases
For each M.T.B., M.G.B., S.G.B. or M.L. Flotilla attached—in addition, up to a maximum of £10

2 0 0

2 0 0

(The allowance to be paid quarterly in advance on a basis of Flotillas attached on the first day of the quarter)

(12) R.N. Air Station, Lee	10 0 0
(13) R.N. Air Stations other than Lee with torpedo facilities	7 10 0
(14) Fast Minelayers	6 0 0
(15) Auxiliary Minelayers carrying over 300 mines	6 0 0
(16) Mobile Torpedo Unit	5 0 0
(17) Auxiliary Minelayers (carrying 300 mines or less)	4 0 0
(18) Submarines (including those engaged in minelaying)	4 0 0
(19) Controlled Mining Base Ships	4 0 0
(20) Flotilla Leaders and Destroyers (including those engaged in minelaying)	2 0 0
(21) Coastal Minelayers	3 0 0
(22) Minesweepers of "Aberdare," "Halcyon," "Bangor" and later similar classes	2 0 0
(23) Frigates	2 0 0
(24) Paddle Minesweepers	1 0 0
(25) Mine Destructor Ships	1 0 0
(26) Motor Minesweepers	1 0 0
(27) Minesweeping Trawlers and Drifters	1 0 0
(28) Motor Torpedo Boats	1 0 0
(29) Coastal Force Torpedo Vessels, other than Motor Torpedo Boats, when torpedo armament is carried	0 10 0

2. The references to Torpedo Improvement Funds in A.F.O. 5383/41 are cancelled.

(K.R. & A.I., Article 1527, and Appendix VII, Part 3.)

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

(A.F.O. 743/41 is cancelled.)

2197.—Ships' Funds

(N. 5517/44.—27 Apr. 1944.)

The following is a consolidation of former A.F.Os. on this subject:—

If it is desired to reserve ships' funds in order to ensure that they will be available for benevolent purposes in the event of a casualty resulting in the loss or dispersal of the ship's company, the balances may be lodged in a bank ashore, either in a current or a deposit account, or taken on charge by the Accountant Officer as public cash. If the balance is deposited in the Post Office Saving Bank, the deposit book should, when possible, be landed with the duplicate ledger.

2. The adoption of this procedure is optional, and the instructions given for disposing of the balance will be acted on only in the event of total loss or the dispersal of the crew.

3. The Director of Navy Accounts (Branch 5a) is to be informed at the earliest opportunity of all sums so deposited or taken on charge, and of all subsequent additions or withdrawals, the resultant balance as well as the amount of variation being stated in each case, except that where the balance is lodged in a bank in the British Isles, either in a current or a deposit account, or in the P.O. Savings Bank, variations in the balance need not be reported.

4. The Director of Navy Accounts (Branch 5a) is also to be furnished with definite information as to the wishes of the ship's company with regard to the disposal of the balance of the fund in the event of the loss or dispersal of the crew. In all cases of lodgment with a bank, the bank is also to be furnished with this information (the communication to the bank being identical in substance with that made to the Director of Navy Accounts), or, if preferred, the bank may be directed to apply to the Director of Navy Accounts for instructions. In either case the directions to the bank should be signed by the officer(s) authorized to operate the banking account. A copy of the communication to the bank should be forwarded to the Director of Navy Accounts.

5. It would not be practicable for the Admiralty or the bank to investigate the circumstances of the relatives or friends of men lost, or to distinguish between dependent or other relatives and friends. Nor can it be anticipated that it would be practicable for the fund to be administered by a committee of survivors. In all cases, therefore, where it is the intention that in the event of a casualty the balance of the fund should be used for benevolent purposes, it is necessary that the instructions as to the disposal of the balance in that event should provide for its being handed over to a Naval or other charity for administration; and if any conditions are imposed, that it should be ascertained that they would be accepted and acted on by the charity selected. A copy of any correspondence relating to such conditions should be furnished to the Director of Navy Accounts (Branch 5a). The observance of these arrangements will be a condition of the relaxation of Article 630, Clause 4, K.R. & A.I.

6. The Royal Naval Benevolent Trust, which has amongst its objects the administration of minor trusts of a benevolent nature, with benefits restricted to past, present or future members of the Royal Navy and their families and dependants, will be glad to place its machinery at the disposal of any ship's company for the disposal of the balance of the ship's fund.

7. The equal distribution of the money among the *next-of-kin* of men lost, is not to be allowed in view of the difficulty of distributing the comparatively small amounts payable to each person in the circumstances under consideration, and of the probable existence of necessitous cases to the relief of which the sum available might more advantageously be devoted.

8. The balance of any rebate due from the Navy, Army and Air Force Institutes to ships lost, will be paid by the Corporation to the Director of Navy Accounts, who will dispose of the money in accordance with the wishes of the ships' companies where known, or forward the money to the Royal Naval Benevolent Trust for inclusion in the Trust's General Fund.

(A.F.Os. 3927/39, 767/40, 2572/40 and 2897/40 are cancelled.)

**2198.—H.M. Ships "General Gordon" "Triphibian II" and "Laguna Belle"—
Disposal of Canteen Funds**

(N. ; N./E.F.O. 76/44.—27 Apr. 1944)

(Included in Notice Boards Issue only.)

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

**2199.—H.A. Directors and D. C. Towers—Installation of Twisting System of Leading
Cables Into**

(T.0413/44.—27 Apr. 1944.)

It was observed when carrying out trials on a newly installed H.A. Director on one of H.M. Ships, that when training left on stops, an increase in effort was required in the last 30°, and on releasing the handwheel the tower trained itself back through 20°, suggesting that the cables were being strained.

2. To obviate the recurrence of the above and in order to ensure that the correct amount of slack cable is allowed, the following procedure is to be observed after the cables have been reeved without twist and clamped at the upper cable plate.

3. The length of the cables between the clamps is to be determined by training the tower to its extreme training position in one direction with the cables loose in the lower clamps and marking the points at which the cables enter the clamps. The tower is then to be trained in the opposite direction and the procedure repeated.

4. The lower of the two marks thus made determines the length of each cable necessary for full training of the tower without overstressing the cables. To ensure that the tower will not creep when left free on extreme bearings, an additional half inch is to be allowed on each cable.

5. Having thus determined the lengths, train the tower to the mid-position between the stops and tighten the lower clamps so that the cables are without twist in this position.

6. Commanding Officers of ships in commission in which directors, etc., have shown inclination to creep after hand training, should examine the cabling into the tower, etc., and adjust the amount of slack on the cables as instructed above.

**2200.—Ammunition—Fuzes, Primers and Tubes—Introduction of new Fuze,
No. 502, Mark I**

(G. 08648/43.—27 Apr. 1944.)

Fuze No. 501, fitted with a weaker creep spring, is being adopted for future production of fuzes for 4.7-in. (62 lbs.), 4.5-in. and 5.25-in. S.A.P. shell, in order to improve functioning against very thin plates.

2. The new fuze will be known as No. 502, Mark I, and can be further distinguished by the base of the fuze being painted yellow.

3. If necessary, H.M. ships may be supplied with a mixed outfit of shell fitted with Nos. 501 and 502 fuzes.

2201.—Ammunition—20-mm. Oerlikon H.E., Lot W.C.C.65—Restricted Use

(A.S./G. 01561/44.—27 Apr. 1944.)

20-mm. Oerlikon H.E. ammunition of lot W.C.C. 65 has caused stoppages owing to the caps of cartridges blowing out and is to be withdrawn from ships that have not had their guns fitted with Mark II breech face pieces and returned to the nearest Naval Armament Depot or Officer in Charge of Armament Supply, other lots being demanded in lieu.

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

3. N.A. depots are to issue ammunition of this lot only to ships that have had all their Oerlikon guns fitted with Mark II breech face pieces.

**2202.—Ammunition—20-mm. 40-mm.—2-pdr.—Cartridges, Q.F., 2-pdr. H.V.
Practice R.N.P. 466. B.P. 3/43—Withdrawal for Re-indenting**

(A.S./G. 018288/43.—27 Apr. 1944.)

Cartridges, Q.F., 2-pdr., H.V. practice, of lot R.N.P.466, B.P.3/43, are to be withdrawn for re-indenting as the cases are liable to separation from the projectile.

2. Commanding Officers of H.M. ships should have all 2-pdr. H.V. practice on board examined at the earliest opportunity and any of lot R.N.P.466, B.P.3/43 found should be landed for re-indenting.

3. At Naval Armament Depots cartridges, 2-pdr. H.V. practice, of lot R.N.P.466, B.P.3/43 in store or received from ships, should be set aside for re-indenting at the first convenient opportunity.

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

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

2203.—Ammunition—3-pdr.—3.7-in. Cartridges, Q.F., 3-in. 20-cwt. H.E. and Practice R.N.P. 1021

(A.S./G. 1233/44.—27 Apr. 1944.)

Cartridges, Q.F., 3-in., 20 cwt. H.E. and practice, filled cordite, lot R.N.P.1021 N.F.Q.052, have been assembled with a charge 10 drams short of the correct charge weight.

2. As the effect of the loss of velocity resulting from the difference of 10 drams in charge weight will not be serious at the short ranges at which this ammunition is used, it has been approved for these rounds to be accepted for general service, but they should be regarded as "first use" and arrangements should be made for any cartridges of this lot available to be issued before cartridges of other lots, and as much as possible used for practice purposes.

2204.—Guns—General—State of Q.F. Breech Mechanisms when cleared away for long periods

(G.M. 012847/43.—27 Apr. 1944.)

If springs are left at full compression for long periods they will lose their efficiency.

2. When Q.F. guns are required to be cleared away for long periods with the mechanism in "Semi-Automatic", the usual drill should be modified so that the breech is normally closed. It should be opened, and the B.M. Lever housed, on the Alarm being given.

3. Percussion strikers should also be eased forward by means of the recocking lever.

2205.—Guns—0.303-in.—Machine, Browning, Type A, Mark II*—Maintenance—Parkerising of Components

(A.S. 2408/44.—27 Apr. 1944.)

To assist maintenance, arrangements have been made for components of Browning, Type A, Mark II*, 0.303-in. machine guns to be parkerised.

2. Future issues of guns to service will be made as far as possible from stocks of parkerised guns.

3. Un-parkerised guns already mounted in H.M. Ships will not be exchanged for the present.

4. A further Order will be issued if exchange of un-parkerised guns proves practicable.

2206.—Guns—0.303-in.—Vickers G.O. No. 1, Mark I—Extractors and Extractor Springs

(A.S./G. 7973/42.—27 Apr. 1944.)

Vickers G.O. machine guns for air, ship and ground use should be fitted only with extractors, Mark II, and extractor springs, Mark II*.

2. Extractors, Mark II (Stores Ref. 7J/1852) can be identified from the obsolescent Mark I* (7J/1452) by the former being stamped with "II".

3. Extractor springs, Mark II*, can be identified from all other Marks by being stamped with "II*".

4. If stocks of extractors, Mark II, are not available, the Mark I* may be used, but when in conjunction with extractor spring, Mark II*, there is risk of failure of either or both, as there is nothing to prevent the spring riding forward.

5. Extractor springs, Mark I, must only be used with unmodified firing pin screws, which have a protruding head, and extractors, Mark I or I*.

(A.P. 1641B.)

(A.F.O. 6280/42.)

(A.F.O. 5218/43 is cancelled.)

2207.—Gun Mountings—4-in. H.A. Twin Mark XIX (including R.P.50 series)—Local Control Officers Sight—As. and As.—REPORTS

Ships concerned. H.M. Dockyards and Repair establishments

(G.010337/43.—27 Apr. 1944.)

A.F.O. Diagram 117/44 (1—4) illustrates a local control officers' sight which it has been decided to fit on the 4-in. H.A. Twin Mark XIX Mountings, including the R.P.50 series mountings, in lieu of the safety trainers sight which is no longer fitted.

2. This sight has been devised with the object of enabling the control officer to direct the layer and the trainer on the target. Voice pipes are provided for this purpose.

3. The sight is secured to the trunnions, and it can be fitted to either side of the mounting as required, i.e.

On the R.H. side of the mounting for Port forward mountings.
Starboard aft mountings.
Centre line mountings.

On the L.H. side of the mounting for Starboard forward mountings.
Port aft mountings.

4. The platform provided for the control officer is collapsible so that in the case of blast screen mountings it can be folded out of the way when the mounting is trained inside the screen.

It should be noted that owing to the difference between the extended shield type of mountings and the normal shield type, certain items for the platform are not identical for both types. This is indicated in A.F.O. Diagram 117/44(1) Drg. No. G.R. 6432.

5. The work, with the exception of the items enumerated below, should be carried out by ships' staff with the assistance of dockyards or repair establishments as opportunity offers. An item, Classification "B," should be inserted in the ships' As. and As. lists to cover the work involved.

6. This sight can *not* be fitted to mountings S.2 and P.2 in H.M.S. "Belfast" and mountings fitted with rocket flare projectors.

7. The register number of mountings fitted with local control officers' sight should be reported to the Admiralty.

8. When the work is put in hand, the foresight, item 15 of G.R.6431 A.F.O. Diagram 117/44 (2) together with any requisite copies of drgs. G.R.6430 (sheets 1 and 2) G.R.6431 and G.R.6432, should be demanded from M.E.D., Portsmouth.

9. The voice pipe mouth-piece complete, Admiralty pattern No. 191A (items 1 to 9 of G.R.6430 sheet 2) and the grid, Admiralty pattern No. 4086 (item 10 of G.R. 6430 sheet 2) A.F.O. Diagram 117/44(3), should be demanded from S.N.S.O., Portsmouth.

10. All other items are to be manufactured locally.

11. Demands for the items in paragraphs 9 and 10 above, which have already been made to A.S., Portsmouth in accordance with A.F.O.697/44 are not to be duplicated under the Order.

12. *S.N.S.O., Portsmouth only.*—In order to meet the requirements of paragraph 10 above, arrangements have been made for the purchase of 500 in number of each A.P. No. 191A mouth-pieces and A.P. No. 4086 grids, for delivery to S.N.S.O., Portsmouth.

(A.F.O. 697/44 is cancelled.)

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

2208.—Gun Mountings—5.25-in. Mark II—Blast Hoods for O.L.O. Periscopes—As. and As.

“Dido” Class Cruisers, Dockyards and Repair Bases

(G. 016780/43.—27 Apr. 1944.)

Reports received indicate that with the blast protection hoods for periscopes, fitted to certain 5.25-in. Mark II mountings, a foul can occur with the guns of superimposed turrets, with the hoods as arranged for fitting in accordance with A.F.O. Diagram 197/43.

2. The Commanding Officers of ships concerned should arrange for the modifications shown in red on A.F.O. Diagram No. 118/44 to be carried out by ships' staffs with the assistance of dockyards or repair bases.

3. An item should be included in the ship's list of As. and As. to cover the work involved.

(A.F.O. 2959/43.)

(This Order to be retained until complied with.)

2209.—Rangefinders—Removal of Inner Frames from—Pamphlet containing Instructions for

(G. 018564/43.—27 Apr. 1944.)

A supply of Messrs. Barr & Strouds Pamphlet No. 942a, containing instructions for the removal of inner frames from various types of Naval rangefinders, has been purchased under contract C.P.61734/44, dated 4th March, 1944, and will be distributed, without demand, by S.N.S.O., Park Royal, to the following ships, Establishments and Dockyards upon the basis of:—

One copy per ship.

Two copies per Dockyard or Establishment.

Capital Ships.	Bombay.	Portsmouth.
Fleet Aircraft Carriers.	Simonstown.	Devonport.
Cruisers.	Bermuda.	Chatham.
Fleet and Destroyer Depot Ships.	Sydney.	Rosyth.
Repair Ships.		
H.M.S. “Excellent”.	Durban.	Malta.
H.M. Gunnery School, Devonport.	Colombo.	Gibraltar.
R.N. Gunnery School, Chatham.	New Zealand.	Alexandria.
	Halifax.	Kilindini.

2210.—Telescopes—Gun Sighting Monocular Telescopes, Pattern 353AH—Modification

Ships and Dockyards concerned

(G. 04482/44.—27 Apr. 1944.)

In order to eliminate the foul which occurs when the monocular telescope, Pattern G.353AH, is shipped in the left-hand sight of the 4-in., Mark XIX, mounting, the telescope focussing lever should be shortened by $\frac{1}{2}$ in. and the finger piece repositioned as shown in A.F.O. Diagram 127/44.

2. Telescopes at present in service should be modified as opportunity arises, the work being carried out by Bases or Depot Ship's staffs (Ordnance Artificer's Optical). Telescopes held in store should be modified before issue by the yards concerned.

2211.—Torpedoes—18-in., Mark XII—XV and 21-in., Mark VIII—IX—Test for Leaks at Air Vessel Drain Screw**

(A.S. 04749/44.—27 Apr. 1944.)

In the case of 18-in. Marks XII/XV type torpedoes a warning against confusing leaks at A.V. drain screw with leaks in A.V. fillet has been given (B.R. 635, para. 236A); a dummy drain screw St. No. 11874 has now been introduced to assist in detecting the actual position of the leak, and this screw is suitable for use with both 18-in. Marks XII/XV and 21-in., Marks VIII/IX** torpedoes. Details of this dummy drain screw are shown in A.F.O., Diagram 121/44.

2. If there is a leak, blow down air vessel, exchange standard screw for dummy and re-charge. The dummy has a shortened head and when screwed home leaves sufficient space for water or oil to be poured round it. The bubbles will then show whether the leak is from the seat or the air vessel end threads.

3. The dummy drain screw, St. No. 11874, will be added to the contents of the undermentioned chests in the proportion of 2 per chest, viz. :—

Chests, spare gear, 18-in., Marks XII—XII*** and XV.

Chests, spare gear, 21-in., Marks VIII—VIII**.

Chests, spare gear, 21-in., Marks IX—IX**.

Chests, tools and spare gear, 21-in., Marks VIII—VIII**.

Chests, tools and spare gear, 21-in., Marks IX—IX**.

4. Ships, etc., concerned are to demand the quantities of Screws St. No. 11874 required from the nearest torpedo depot and supply will be made on receipt from manufacture.

5. Labels of chests and Torpedo Store Accounts are to be amended as necessary.

2212.—Torpedo Stores—Bars, St. Nos. T.260B and T.260C—Modification

(A.S. 11456/43.—27 Apr. 1944.)

In order to render unnecessary the use of a propeller clamp when loading or withdrawing torpedoes in tubes of submarines, etc., launching-in bars St. Nos. T.260B and T.260C are to be modified by the addition of a propeller locking bar, as shown in A.F.O. Diagram No. 122/44, which acts as a propeller clamp during loading operations.

2. The modification to existing bars is to be carried out as follows:—

(a) Place the bar on the tail of a 21-in., Mark VIII type torpedo in the loading position.

(b) Assemble the new locking bar with the face marked TOP uppermost and with the locating screw removed, on the vertical arm of the bar at the height shown on A.F.O. Diagram No. 122/44.

Adjust the angular position of the bar so that the driving faces of the forward and aft propeller blades contact the angles faces off the bar simultaneously. Tighten up the securing bolts and nuts when the bar is in the required position.

(c) Mark off and drill a $\frac{3}{16}$ -in. diameter hole 0.3 in. deep in the vertical arm of the loading bar using the hole in the new locking bar as a jig.

(d) Finally fit the locking screw in position.

(e) Bed faces “A” to give, at least, line contact simultaneously with the driving faces of the propellers over the whole length.

(f) With the locking bar finally fitted and adjusted and both propellers bearing against the locking bar, there is to be at least $\frac{1}{8}$ in. clearance between the top member of the launching-in bar and the edge of the forward propeller.

3. The new locking bars will be supplied complete, and will be accounted for as follows, viz. :—

Section V

Bars locking Propeller, bars (St. Nos. T.260B and T.260C) ... St. No. 11790

4. Modification to existing Bars, St. Nos. T.260B and T.260C, on board submarines is to be carried out by the staffs of depot ships or bases for submarines under category C (A.F.O. 3169/43), as soon as bars, St. No. 11790 are received. Bars St. No. T.260C carried by cruisers and destroyers are also to be modified as detailed in paragraph 2 above. In such cases, however, the bars should be placed on the tail of a 21-in., IX type, torpedo.

5. The quantity of bars, St. No. 11790, required are to be demanded from the nearest torpedo depot and supply will be made on receipt from manufacture.

6. New manufacture bars, St. Nos. T.260B and T.260C, will be supplied fitted with the locking bar.

7. The introduction of a modified form of launching-in bar was foreshadowed in A.F.O. 773/42.

(A.F.Os. 773/42 and 3169/43.)

(A.F.O. 4578/43 is cancelled.)

2213.—Anti-Gas Training Afloat

(T. 05470/44.—27 Apr. 1944.)

The anti-gas training of Naval personnel consists of basic training carried out at the A/G schools and shore training establishments, followed by more practical training in H.M. ships and establishments; the two are complementary and those who receive basic training only are unlikely to be competent to deal with a gas situation in a ship should it arise. It is essential, therefore, that the basic training shall be followed up by ship training.

2. Under war routine conditions the opportunities for training afloat are limited and in view of the non-introduction, up to the present, of gas warfare, anti-gas training is liable to be shelved in preference to other training which fulfils more immediate needs. Gas warfare may, however, break out at any time and no previous warning of its introduction is to be expected.

3. With an improperly trained ship's company, should gas be experienced, many unnecessary casualties will arise; a number of these may be of a minor nature, but they are likely to be sufficiently widespread to affect fighting efficiency and may even temporarily immobilize a ship.

4. Drafting commitments do not allow of any increase in basic training; Commanding Officers must therefore ensure that their anti-gas organization is fully maintained and that by lectures and regular drills, the organization is effectively implemented.

5. Relevant information upon the subject is contained in O.U. 5427, "Defence Against Gas—1938." The Anti-gas Officer should be fully acquainted with the contents of this manual; other officers should be acquainted with those chapters which concern them in the particular duties assigned to them in the organization. Medical Officers should be in possession and fully acquainted with the contents of the Medical Manual of Chemical Warfare, 1943.

(C.A.F.O. 2499/42.)

2214.—Depth Charge, Mark VII—Bridges Primer Safety—Introduction

(T. 0967/44.—27 Apr. 1944.)

Description and Use

This mild steel bridge has been designed to hold the primer positively in the safe position in a depth charge Mark VII or Mark VII heavy. Thus, in the event of the ship sinking the primer cannot be forced into the primer tube to the armed position until a great depth has been reached, so giving greatly increased safety to survivors in the water.

2. A 9-in. securing lanyard should be attached to the holes provided in the safety bridge to facilitate handling.

To Fit the Bridge Primer Safety

3. Unscrew the collar of the primer. Insert the primer into the primer tube to the safe position. Insert the bridge primer safety under the collar of the primer so that the collar seats in the central recess. Screw up the collar hard to secure the primer in the primer tube and so hold the primer safety bridge in position.

To Bring the Depth Charge to the Ready

4. Unscrew the collar of the primer to free it in the primer tube. Grasp the lanyard of the bridge primer safety and withdraw it, unscrewing the collar as necessary. Push the primer in to the armed position and screw hard up.

5. Retain the bridge primer safety for further use.

Supply

6. Ships are to demand bridges primer safety St. No. 6704 in the proportion of one for each depth charge Mark VII and Mark VII heavy carried on the upper deck, from the nearest Naval Armament Depot.

7. Mark VII* depth charges are designed for use with primer placer, Mark I. In some cases these depth charges may still be supplied to ships without primer placer gear, and in these cases primer safety bridges are still to be used.

Depth Charges, Mark VII, Fitted with Primer Safety Bridge, St. No. 6704*

8. It has been found that in some cases Mark VII* depth charges, when fitted with primer safety bridges, can foul the vertical angle bars of the D.C. rails. This is caused by the primer tube of the Mark VII* D.C. being $\frac{1}{4}$ -in. longer than in the Mark VII D.C., and with the primer safety bridge in place, the spindle of the primer is proud of the depth charge flange.

9. If this difficulty is encountered remove the primer, and replace when the depth charge has passed the vertical angle bar that has been fouled.

10. A modification to the primer safety bridge has now been introduced. This locates the primer further into the primer tube when in the safe position. Primer safety bridges, St. Nos. 6787 and 6788, will be issued, on demand, as soon as stocks are available. The former is an immediate conversion of St. No. 6704 and the latter, which is further improved for new manufacture, will have no flange but the word "OUTSIDE" stencilled on one face.

(A.F.Os. 1580/43, 3707/43 and 4083/43 are cancelled.)

2215.—Depth Charges Mark VII—Return of Wooden Chocks, Bolts and Nuts

(A.S. 2399/43.—27 Apr. 1944.)

Wooden chocks, St. No. 6053, and bolts, $\frac{3}{8}$ -in. \times 2-ft. 4-in., complete with nuts, St. No. 6012, which are usually fitted in depth charges, Mark VII—when issued to H.M. ships—to prevent deterioration of primer tubes, are still in short supply, due partly to non-return of these stores by ships to N.A. Depots and O.C.A.S.

2. It is still necessary to effect rigid economy in the uses of all material, and accordingly all surplus wooden chocks, bolts and nuts are to be returned at first opportunity to the nearest N.A. Depot or O.C.A.S.

(A.F.O. 1214/43 is cancelled.)

2216.—Depth Charge Equipment—Modification to British Depth Charge Rails and Templates.—As. and As.*Ships in Commission*

(T.533/44.—27 Apr. 1944.)

To enable American depth charges to be carried in British depth charge rails, and to provide pull-off bars and knock-off plates for primer and pistol safety gears of British and American charges, the 10° portion of all existing rails is to be modified as shown on A.F.O. Diagram 125/44 (1—4) (M.S.Sk.20201/16, /17, /12, and /13),

2. A.F.O. Diagram 125/44 (1—2) (M.S.Sk.20201/16, /17) indicates the modification necessary for standard rails and A.F.O. Diagram 125/44 (3—4) (M.S.Sk.20201/12, /13), show the alterations required to rails built in T.S.D.S. stern brackets.

3. The modifications and additions include the following:—

(a) If the angle irons comprising the upper rails are not equal in strength to $2\frac{1}{2}$ -in. \times $2\frac{1}{2}$ -in. \times $\frac{1}{8}$ -in. angles, they should be replaced by this section angle bar throughout the 10° portion.

(b) The vertical clearance between the upper and lower rails to be adjusted to $17\frac{7}{8}$ -in. $-\frac{1}{16}$ -in. $+\frac{1}{8}$ -in. either when fitting new upper rails as at (a) or by means of strips fitted to the underside of the flange of the upper rail.

(c) The horizontal clearance between the lower rails to be adjusted to 2-ft.— $4\frac{1}{8}$ -in. $+\frac{1}{16}$ -in. $-\frac{1}{8}$ -in. by means of strips fitted to the inside of the flanges of the lower rails. A strip should be fitted to one or both rails as convenient to suit the relative position of the upper and lower rails. The forward end of the strips should be chamfered to avoid the possibility of a depth charge jamming as it enters the 10° portion of the rails.

- (d) Pull-off bars with links for withdrawing the pistol and primer safety gears are to be fitted as indicated. The bar on the Primer side of the rails involves a modification to the intermediate vertical rail support shown at "E.E."
- (e) Knock-off plate to be fitted to pistol side of rail for use with American charges. A stowage position for this plate is to be provided when British charges are carried.
- (f) Stop bars are to be fitted at the inboard end of the 10° portion and between each three charges on the 1½° portion of the rails. A typical method of fitting the stop bar without increasing the length of the rails is indicated on the diagram.

4. Rails which have already been modified in accordance with A.F.O. 2387/43 should be further altered as above. The additional modifications consist of a collector bracket for the pull-off bar for the primer safety gear and the provision of a knock-off plate for American charges. *Fitting of the collector bracket is of great importance and is to be fitted as soon as possible by base staffs where practicable, and on vessels undergoing refit or repairs by the refitting authorities.*

5. All gauges and templates used for checking the depth charge rails are to be modified in accordance with the dimension shown on A.F.O. Diagram 125/44 (5-6) (M.S.Sk.19511/11, /12). When modified the gauges and templates should be clearly stamped "Mark I." The instructions for gauging the rails are indicated on the diagram.

6. All ships fitted with British depth charge rails are to insert an Item, Classification "A", in the next list of As. and As. for the rails to be modified, quoting this Order as the authority for the work to be carried out.

(A.F.O. 2387/43 is cancelled.)

2217.—Depth Charge Equipment—As. and As.

"Captain's" Class Frigates

(T. 95/44.—27 Apr. 1944.)

The following modifications to depth charge arrangements of "Captain's" class frigates are covered by item 3 of the Class List of As. and As., Classified A*.

(1) Projectors

- (a) The foremost pair of projectors to be re-angled at 95° and the after pair to be on beam bearing of 90°.
- (b) Pull off attachment for British primer and pistol safety clips to be fitted. (Drawing M.S.Sk. 20202/7.)

(2) Roller Racks

- (a) The roller loading racks are to be fitted on the left-hand side of the projectors looking outboard on both the port and starboard sides.
- (b) Modify the horizontal clearances of the racks to suit British Standards, and to enable depth charges to be loaded into the racks with the pistol end of charge on the right-hand side of the rack looking outboard.

(3) Rails

- (a) Stop bars to be made easily removable (see A.F.O. Diagram 128/44 (1). (Drawing M.S.Sk 20202/1).)
- (b) Parbuckling arrangements to be fitted for loading (see A.F.O. Diagram 128/44 (2). (Drawing M.S.Sk. 20202/2).)
- (c) Pawls to be removed from top rail.
- (d) Locking arrangements to be fitted at the traps. (Drawing M.S.Sk. 20202/4.)
- (e) Rails to be modified to take British primer and pistol pull off safety gear.

(4) *D.C. Communications.*—Standard D.C. Communications in accordance with C.A.F.O. 1198/43.

(5) *Firing Circuits.*—A safety switch is to be fitted in the firing circuit of, and adjacent to, each projector.

(6) Stowage and Transporting Arrangements

- (a) Standard British transporting slings, four in number, to be supplied. (Drawing M.S.Sk. 20064/2.)
- (b) Stowage for 16 boxes of detonators in a detonator locker and 160 depth charge pistol boxes to be provided in the original depth charge room.
- (c) Stowage to be provided for 16 boxes of Mark VII primers in the forward magazine, and 11 boxes of impulse cartridges for Mark 6 projectors in small arm magazine.
- (d) Additional deck stowage in two tier stowage racks to be arranged for 118 charges, making a total outfit of 160. (Drawing M.S. 20201/6.)
- (e) Stowage to be provided in the original depth charge room for 32 in No. arbors additional to the normal allowance.

Note.—Copies of M.S. drawings necessary for the modification of these items can be obtained on application to the Superintendent of Mine Design, Leigh Park House, Havant, Hants.

(7) Revised depth charge arrangements are shown on drawing D.N.C. 3A/687, Sheets 1, 2 and 3, copies of which can be obtained on application to Admiralty (Bath).

(8) The Captain (D), Belfast, is to arrange for Item 3 of the Class List of As. and As. to be amended accordingly.

(C.A.F.O. 1198/43.)

(A.F.O. 1218/44 is cancelled.)

2218.—Depth Charge Pistols—All Marks—Pistol—Primer Tube Joint Leakage—Use of Aquadag

(T. 0967/44.—27 Apr. 1944.)

It has become clear that leakage still occurs at the joint between the depth charge pistol and the primer tube. This is particularly the case at deep settings and is sufficient sometimes to cause very shallow firing.

2. It is therefore imperative that the pistol be tightened hard up in the primer tube.

3. In order that watertightness may be further ensured, the following action is to be taken forthwith:—

- (a) Before fitting the pistols in depth charges, remove the securing nut and lubricate the threads on the adjuster body of the pistol and top of the three pronged bayonet washer with Aquadag Grade "S" which has been introduced as a naval store item under subhead E, item 8 (see paragraphs 5 and 6 below). Replace the securing nut.
- (b) Castor oil may be used where no/or until Aquadag is available. On no account must mineral oil be used.
- (c) It is most important that the maximum leverage should be obtained when fitting pistols in depth charges. Spanner, box, Stamp No. 6216, should be used with a Samson to increase this leverage. Ships not already outfitted with heavy depth charges should demand a spanner, box, Stamp No. 6216, from the local O.C.A.S., quoting this order as authority.
- (d) Before fitting pistols of the Mark XI and XV series in their containers, lubricate the threads on the container, the threads on the securing nut and the upper surface of the gland ring with Aquadag (see paragraphs 5 and 6 below).

4. The following precaution must be observed when using Aquadag:—

- (a) Shake the container well before each application.
- (b) The surfaces to be treated must be clean and free from oil or grease.
- (c) Apply a *thin* coating with a brush, using the liquid direct from the container.

- (d) Allow the treated surfaces to dry thoroughly before reassembly.
 (e) Gently polish with a clean cloth, to remove any lumps which may have formed on the graphite surface.
 (f) Attention is drawn to the tendency of this lubricant to dry off unevenly unless very carefully applied.

5. The following quantities of Aquadag, Grade "S" have been purchased from Messrs. E. G. Acheson, Ltd., Contract C.P. 6940/43, dated 20th July, 1943, for delivery and distribution as follows:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Chatham, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Sheerness, 1 cwt.	56 "	28 "	28 "
Portsmouth, 1 cwt.	56 "	28 "	28 "
Devonport, 1 cwt.	56 "	28 "	28 "
Rosyth, 1 cwt.	56 "	28 "	28 "
Severn Area, 12 cwts. (a)	672 "	336 "	336 "
Mersey Area, 6 cwts. (b)	336 "	168 "	168 "
West Riding, 1 cwt.	56 "	28 "	28 "
Carfin, 1 cwt.	56 "	28 "	28 "
Belfast, 1 cwt.	56 "	28 "	28 "
Londonderry, 1 cwt.	56 "	28 "	28 "
Clyde Area, 3 cwts.	168 "	84 "	84 "

(a) To be shipped from Severn Area to:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Durban, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Colombo, 1 cwt.	56 "	28 "	28 "
Bermuda, 1 cwt.	56 "	28 "	28 "
Simonstown, 1 cwt.	56 "	28 "	28 "
St. Johns, Newfoundland, 1 cwt.	56 "	28 "	28 "
Halifax, 1 cwt.	56 "	28 "	28 "
Yorktown, U.S.A., 1 cwt.	56 "	28 "	28 "
Fremantle, Australia, 1 cwt.	56 "	28 "	28 "
Falklands, 1 cwt.	56 "	28 "	28 "
Trinidad, 1 cwt.	56 "	28 "	28 "
Freetown, 1 cwt.	56 "	28 "	28 "

(b) To be shipped from Mersey Area to:—

	1 lb. jars	1½ lb. jars	3½ lb. jars
Alexandria, 1 cwt.	56 lbs.	28 lbs.	28 lbs.
Gibraltar, 1 cwt.	56 "	28 "	28 "
Malta, 1 cwt.	56 "	28 "	28 "

6. Until further experience has been gained, ships carrying surface depth charges should demand 1 lb. of Aquadag as a first supply. A/S escort vessels fitted to carry a 10 D.C. pattern should demand a second 1 lb. jar of Aquadag as an emergency stock.

7. Ships concerned in commission should forward demands to their storing yards or naval store depot. Supply to ships of new construction should be arranged by warrant and storing yards in the usual manner.

8. The Authorized List of Naval Stores and the Sea Store Establishments concerned will be amended.

9. This leakage is of little consequence, providing normal care is taken to tighten up all joints, at shallow settings and, accordingly, the action laid down in paragraph 3 of this A.F.O. need not be taken on aircraft depth charge pistols Mark XIII, XIV and XVI series.

(A.F.Os. 3945/43, 4444/43 and 5637/43 are cancelled.)

2219.—American Depth Bomb—Stowage

Aircraft Carriers of all Classes

(T. 03323/43.—27 Apr. 1944.)

Occasions may arise when replenishments of depth charges, Mark XI, for use by aircraft may not be available, and American depth bombs will have to be embarked in lieu.

2. In order that alternative stowages to accommodate the American depth bombs may be provided, an item is to be inserted in list of As. and As., Classification "A," quoting this Order as the authority to cover the work involved.

2220.—Ventilating Fan Motors—Leland Manufacturing Co.—Defective Brush Gear

Canadian-built "River" Class Frigates, Algerine M/S, and M.M.Ss. and Newfoundland-built M.M.Ss

(T. 296/44.—27 Apr. 1944.)

Trouble has been experienced with the brush gear of ventilating fan motors made by Leland Manufacturing Co., fitted in Canadian-built Frigates M/S and M.M.Ss. due to the inadequate insulation of the brush-holders.

2. A.F.O. Diagram No. 120/44 shows a method of improving the existing brush gear and arrangements should be made for motors subject to this defect to be modified by Depot Ships or Repair Bases as opportunity offers.

3. Ships concerned should pay particular attention to C. and M. routines of these motors, taking particular care to keep all parts clean and clear of carbon dust.

2221.—Aluminium Reflector, Pattern 12227, for 10-in. Signalling Projector, Pattern 3860A—Introduction

(N.S. 37422/43.—27 Apr. 1944.)

In order to meet requirements for reflectors for 10-in. signalling projectors, Pattern 3860A, it has been found necessary to introduce an aluminium reflector, Pattern 12227 (Subhead F1C).

2. This reflector is interchangeable with the glass reflector, Pattern 3861, which should continue to be regarded as the standard reflector for the 10-in. signalling projector, Pattern 3860A. Pattern 12227 should only be supplied when Pattern 3861 is not available.

3. *Care and Maintenance.*—Metal reflectors should be cleaned frequently when in use, and at periods of one month if fitted in projectors not in use, with Silvo cleanser and a soft polishing cloth, such as "Cannings", applied as follows:—

Apply the Silvo cleanser liberally and allow to dry, rub off and polish with a soft polishing cloth. Chamois leather is not to be used. The surface should always be dusted free from abrasives before rubbing hard, and the cleaning must not be carried out until the surface of the reflector is cool.

4. It is estimated that one pint of cleanser will suffice for one reflector for one year.

5. The Silvo cleanser is inflammable and the usual precautions are to be observed.

6. The Sea Store Establishments concerned will be amended.

(A.F.O. 891/40.)

2222.—Magazine Lighting and Warning Telephone Switches—Interlocking of

(T/P. 01221/44.—27 Apr. 1944.)

It has been decided that when separating the switches controlling lighting in compartments governed by Naval Magazine and Explosives Regulations as authorised by A.F.O. 1707/43, the switch controlling the warning telephone (if fitted) is to be either mechanically or electrically interlocked with the lighting switch nearer the normal access to the magazine. The remaining switch is not to be interlocked with the warning telephone switch.

2. The method of electrical interlocking to be employed is shown on A.F.O. Diagram 116/44.

(A.F.O. 1707/43.)

2223.—Compass Courses at Slough—Accommodation

(C.D. 230/44.—27 Apr. 1944.)

The accommodation for officers in the Admiralty Compass Observatory is very limited and accommodation in Slough and round about is extremely difficult to obtain. When Commanding Officers make application to the Director of the Admiralty Compass Observatory for officers to go through a compass course the names of the officers in question should always be provided, and it should be clearly stated whether they require accommodation to be found for them. In the absence of this information it will be assumed that the officers have made their own arrangements.

2224.—Courses for Officers in Adjustment of Magnetic Compasses

(C.D. 243/44.—27 Apr. 1944.)

With reference to A.F.O. 2473/43, long and short courses in the adjustment and maintenance of magnetic compasses and in the special use of compass corrector coils will be held at the Admiralty Compass Observatory, Ditton Park, Slough, on the following dates in the latter part of 1944:—

Long Courses—

3rd July to 29th July
14th Aug. to 9th Sept.
25th Sept. to 21st Oct.
6th Nov. to 2nd Dec.
18th Dec. to 13th Jan. 1945.

Short Courses—

8th Aug. to 12th Aug.
18th Sept. to 23rd Sept.
30th Oct. to 4th Nov.
11th Dec. to 16th Dec.

(A.F.Os. 1778/43, 2473/43 and 4588/43.)

2225.—Boiler Tubes, etc.

French Ships "L'Aventure" (late H.M.S. "Braid") and "L'Escaramouche" (late H.M.S. "Frome"), H.M. Ships "Prince Salvor", "Sea Salvor" and "Wye"

(N.S./P. 3538/44.—27 Apr. 1944.)

F.S. "L'Aventure" (late H.M.S. "Braid") (P.3538/44)

F.S. "L'Escaramouche" (late H.M.S. "Frome") (P.3174/44)

H.M.S. "Wye" (P.3492/44)

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

	"A"	"B"	A.F.O.
"L'Aventure"	}	"Barle"	4089/43
"Wye"		"Chelmer"	5240/43
"L'Escaramouche"	... ..	
H.M. Ships, "Prince Salvor" and "Sea Salvor" (P.3452/44)			
Type and No. of Boilers	... Single Ended Return Tube Type...		2 in No.
Total No. of Tubes fitted	... {	Generator	620 No.
		Air Pre-heater	428 No.

Tubes	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
Plain ...	2 $\frac{3}{8}$ in. Swelled $\frac{1}{16}$ in. at front end for 3 in.	8 W.G.	7 ft. 7 $\frac{1}{2}$ in.	460	} All tubes are straight.
Stay ...	2 $\frac{3}{8}$ in. Staved $\frac{1}{4}$ in. at front end for 2 in. and screwed 9 T.P.I. continuous thread.	$\frac{5}{16}$ in.	7 ft. 7 $\frac{1}{2}$ in.	76	
Stay ...	2 $\frac{3}{8}$ in. Staved $\frac{1}{4}$ in. at front end for 2 in. and screwed 9 T.P.I. continuous thread.	$\frac{3}{8}$ in.	7 ft. 7 $\frac{1}{2}$ in.	64	
Stay ...	2 $\frac{3}{8}$ in. Staved $\frac{1}{4}$ in. at front end for 2 in. and screwed 9 T.P.I. continuous thread.	$\frac{3}{8}$ in.	7 ft. 8 in.	20	
<i>Air Pre-heater Tubes.</i>					
Plain ...	2 $\frac{3}{8}$ in. Swelled $\frac{1}{16}$ in. at top end for 3 in.	14 W.G.	4 ft. 1 $\frac{1}{2}$ in.	428	} All tubes are straight.
Stay ...	None fitted.				

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

A.F.Os. 4089/43 and 5240/43.

This Order will not be reprinted.

2226.—Circulating Pumps—Corrosion of Steel Connections

Escort Carriers—"Tracker" and "Smiler" Classes

(D. 07320/44.—27 Apr. 1944.)

A recent report from a vessel on service states that the vent pipe on the top and the drain pipe on the bottom of the main circulating pump barrel were secured thereto by steel nuts and that both pipes blew out, due to corrosion of these nuts, allowing water to flow into the engine room.

2. The Commanding Officers of ships concerned are to examine such fittings on main circulator and other salt water pumps. Any steel nuts or fittings in contact with non-ferrous parts exposed to salt water should be renewed in brass, the work being treated as a defect.

3. Pending replacement in brass the bottom fitting on the main circulating pump barrel, if of steel, may be removed and a brass plug fitted, but as the top fitting also serves the purpose of a vent and priming connection, this measure should only be resorted to in an emergency pending modification to the flange connection which should be carried out at the earliest opportunity.

(B.A.D., message 182037/March 44.)

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

2227.—Condensers—Erosion of Ferrules—REPORTS

Modified "Black Swan" Class Sloops

(D. 5543/44.—27 Apr. 1944.)

Many cases have been reported of erosion of ferrules of the main condensers in the above-mentioned class of vessel.

2. Where such cases have occurred, the following action should be taken:—

(i) Renew all eroded ferrules with cupro nickel. If time allows, the whole of the brass ferrules should be renewed in this material.

- (ii) The tube plates and ferrules should be cleaned and dried and coated with Debecote or Detel.
- (iii) If erosion of the tube ends is taking place, the worst tubes should be renewed in aluminium brass and the inlet ends of all tubes painted with Debecote or Detel for a distance of four or five inches.
- (iv) If erosion is taking place in the apex of the triangle formed by the division plate, consideration should be given to drilling two additional $\frac{3}{4}$ -in. diameter air escape holes through the division plates in suitable positions. Care should be taken that these holes are drilled away from the tube plate so that no erosion of the second pass outlet tube plate is caused through water issuing from these holes. Where such action is found necessary, the case should be reported.

3. For further information concerning the protection of condensers and circulating water systems, A.F.O. 5186/42 should be consulted.

(A.F.O. 5186/42.)

2228.—Diesel Generators, Air Starting Bottles—Modification to Relief Valve Mounting

(Escort Carriers and other Ships similarly fitted.)

(D. 4981/44.—27 Apr. 1944.)

Severe shock, consequent on action damage, recently caused the fracture of the pipe connecting the relief valve to the air starting bottle of the diesel generators in one escort carrier. The resultant complete loss of air caused serious delay in starting the diesel generators and restoring electrical power at a critical period.

2. The arrangement in the ship in question was as shown in A.F.O. Diagram 124/44. The shock caused the air bottle to jump in its supports, and the relief valve pipe to fracture.

3. The relief valve supports of all escort carriers so fitted are to be modified as shown in red on A.F.O. Diagram 124/44 at the earliest possible date, the work being undertaken by ships' staff.

4. All ships fitted with diesel generators started by compressed air are to examine the storage vessels for relief valves or other fittings so mounted that there is a risk of fracture occurring due to shock with resultant loss of the air pressure. The supports of any such fittings are to be modified by ship staffs to minimise this risk.

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

2229.—Diesel Generators, 10 kW. Emergency—Resilient Mounting—As. and As.

Destroyers, "J", "K", "L", "M", "N", "O", "P", "Q", Classes and Types II, III and IV "Hunt" Class H.M.Ss. "Wallace" and "Amazon", and H.M.C.Ss., "Assiniboine", "St. Laurent", "Restigouche" and "Iriquois"

D. 05700/44.—27 Apr. 1944

The Commanding Officer of one of H.M. destroyers fitted with a 10 kW. emergency oil driven generator, recently reported that the resilient mounting packings crumbled into small pieces when the ship was mined.

2. In order to reduce the risk of a similar occurrence, the two cast iron box-shaped packing pieces between the dynamo feet accelerating pads and the underbase, and the one between the engine chain case foot accelerating pad and the underbase are to be replaced by solid steel or hard wood packings of like proportions.

Co-ordinating authorities and Commanding Officers of ships in service fitted with these sets are to include an item, classified "A," in their next lists of As. and As. to cover the work involved.

(F.O., Taranto, 11 Feb. 1944, No. 69/F.A.661/9.)

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

2230.—Propeller Shafts—Right and Left-hand Threads

H.M. Ships

(D. 5191/44.—27 Apr. 1944.)

Cases have been reported of contractors attempting to turn propeller nuts the wrong way. It was decided in 1939 that all propeller shafts of new construction should be screwed right handed and instructions were issued that the propeller nuts of all ships were to be marked.

2. Ship's officers should confirm on the next occasion of docking that this marking has been done and should caution contractors to look for these marks before attempting to slack back propeller nuts.

2231.—Oil Fuel Sprayers, Pattern 1—Replacement

(N.S. 36558/42.—27 Apr. 1944.)

The arrangements promulgated in A.F.O. 3443/43 for the replacement of oil fuel fittings, Patterns 1-12, have been curtailed consequent upon the undermentioned circumstances having arisen:—

- (a) Difficulty in obtaining adequate supplies of fittings, Patterns 13-21, to effect replacements.
- (b) The advent of a new design of sprayer, at present under consideration, which will supersede sprayer bodies, both Patterns 1 and 13.

2. To reduce requirements, therefore, issues to H.M. ships will be restricted as follows:—

- (a) Replacement of fittings, Patterns 1-12, by Patterns 13-21 may only be effected in the event of all fittings of the former series becoming unserviceable.
- (b) Ships fitted with sprayer bodies, Pattern 1, and components are to replace, with similar fittings, only such fittings as become unserviceable.

3. While fittings, Patterns 1-12, and cleaning tools, Pattern 3985, remain in use, stocks will be held at Devonport only, and requirements should be demanded from that yard.

(A.F.O. 3443/43.)

2232.—Evaporating and Distilling Plants, Griscom Russell Type—Modifications

C.V.Es., B.D.Es. and B.A.Ms.

(D. 15349/43.—27 Apr. 1944.)

The makers recommend that the following modifications should be carried out to all evaporating and distilling plants of the above-mentioned type where not already so fitted:—

- (a) A brine sampling connection should be installed on the discharge side of the brine pump to facilitate obtaining brine samples, in lieu of the present method of obtaining samples from the brine pump suction.
- (b) A loop should be installed on the air ejector drain line beyond the salinity cell so that the electrodes are immersed at all times in water and the drain line should be led directly to the filling line into the reserve feed tank.
- (c) The gland sealing line for the brine pump from the circulating water pump should be connected. (A suitable line is provided but may not be connected.)
- (d) The gland sealing line for the condensate pump should be the check valve in the discharge from the condensate pump.

2. Where not already fitted, arrangements should be made for (a)-(d) above to be carried out by ships' staff when opportunity offers.

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

2233.—Air Charging Pipe from Auxiliary Compressor—Modification

105-ft. and 126-ft. Motor Minesweepers

(D. 5613/44.—27 Apr. 1944.)

In connection with the main engine starting air arrangements in Motor Minesweepers, instances of complete loss of starting air have occurred as a result of the fracture, through vibration, of the charging pipe between the auxiliary air compressor and the air reservoir, the stop valve in the charging line having been placed in a position remote from the reservoir.

2. In order to prevent a recurrence of this trouble, the stop valve is to be removed from its present position and fitted direct on to the air reservoir. The charging pipe is also to be adequately stayed against vibration. The work involved is to be treated as a defect and carried out at the first opportunity.

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

2234.—Radar Types 79/B, 281/B, 242/M, 243/M, 253/M, 267W, 286, 291, 91 F.V.I.—Pyrotenax Cable—Cable Seals and Sealing Instructions

(R.E. 01138/44.—27 Apr. 1944.)

A.—CABLE SEALS

A satisfactory sealing ferrule is now obtainable and must be used in all junction boxes, sockets, etc., whether in new fitting or repair work.

2. The ferrules (the brass or copper compression rings) provided with the junction boxes should be discarded, and the new ferrules, which are identified by a coloured band in the groove, used instead. The new ferrules are issued in cartons of six of the same pattern number, and will be supplied on demand from the Superintending Naval Store Officer, Haslemere. The pattern numbers of ferrule to suit each cable size are tabulated below, together with the more common A.P. boxes in which they are to be used.

Diameter of cable	Pattern No. of cable	Pattern No. of ferrule	Colour band on ferrule	Used in A.P. boxes, sockets, etc.
0.775 in. $\frac{3}{4}$ in.	13960	54500	White	W.5143, W.6597
	13931	54501	Blue	W.2871, W.2931, W.3907, W.3908, W.4389, W.5393A, W.6542A, W.6543, W.6544, W.6754, W.6755, W.6045, W.5742, W.7096, W.7310, W.7971, W.7975, W.7979, W.8115, W.8116.
	13938			
	13942			
	13951			
$\frac{5}{8}$ in.	13932	54502	Brown	W.7092, W.7097, W.7967, W.7972, W.7980.
	13939			
	13943			
	13949			
$\frac{1}{2}$ in.	13933	54503	Red	W.7093, W.7089, W.7098, W.7964, W.7968, W.7973.
	13940			
	13944			
0.44 in. $\frac{3}{8}$ in.	—	54504	Green	W.7090, W.7965.
	13934	54505	Black	W.7091, W.7094, W.7099, W.7101, W.7104, W.7107, W.7919, W.7966, W.7969, W.7974, W.7978, W.7981, 53096.
	13941			
	13945			
$\frac{1}{4}$ in.	13935	54506	Yellow	W.7095, W.7102, W.7970, W.7976.
	13946			
$\frac{3}{16}$ in.	13936	54507	Violet	W.7103, W.7977
	13947			
$\frac{1}{8}$ in.	13937	54508	Orange	W.8320, W.8321

B.—SEALING INSTRUCTIONS

3. Experience has shown that, if care is taken in sealing pyrotenax cable ends and boxes, the insulation will remain good indefinitely. The following sealing instructions are considered to be the simplest and safest for general use. They supersede all previous instructions, including Specification M.366.

4. *Seekay wax*.—The slight advantages in the use of Seekay wax are outweighed by the difficulties of application and its use is, therefore, to be discontinued in all circumstances.

5. The three points essential to successful sealing are:—

- Cable really *dry*.
- Metal really *clean*.
- Correct heating of box and ART compound.

6. *Method of sealing*.—*Box Pyrotenax—Pyrotenax*.—(a) Remove with a knife or other tool any temporary seal from ends of cables. A megger should show infinity; if not, the cable should be heated for 3-in. until the megger reading is better than 20 megohms hot or infinity cold; if this fails repeat up to 6 in. or 9 in. as necessary.

Clean away any loose magnesium oxide; except where specifically stated the cable should not be recessed more than $\frac{1}{4}$ in.

CLEAN all metal surfaces which will be in contact with *art* compound, i.e., cable inner, inside of outer, and inside of box.

This is *vitally important*; no traces of magnesium oxide must be left on the inner and sheath of the cable; wiping round with a damp rag or cotton waste will help here. There must be no grease, oil or other dirt in the box.

(b) Assemble the box and screw up all gland joints, etc. Connect inners.

(c) With a clean flame heat one cable entering the box, about 9 in. from the box, until colours show on the copper sheath (previously cleaned). Move the flame slowly towards the box until the colours have appeared right up to the box. Repeat without delay on each cable entering the box.

(d) Place a small pellet of ART compound in the box and heat about 1 in. of each cable where it enters the box until the *art* just begins to smoke. (The cables must be heated simultaneously by playing a flame on them in quick succession). There should be not more than 3 minutes delay between (c) and (d)

(e) Wait 1 minute.

(f) Pour in melted ART compound slowly until box is full; no bubbles should appear from the cable ends.

Note.—ART should be melted slowly in its tin until fluid and quite free from lumps; it is *too hot* if it is smoking at all before pouring in. The correct consistency is that of ordinary motor car engine oil.

(g) Leaving the lid off, wait one hour and then top up with hot ART compound and screw down the lid; the lid should previously be warmed *gently* to seat it down.

7. *Box Pyrotenax-Polythene (Telcothene)*.—(a) Prepare Pyrotenax exactly as instructions 6(a) above.

(b) Assemble box and check that all inners, sleeves, etc., fit and are ready for final assembly and jointing, etc. Take Polythene cable out of box; leave any Pyrotenax cables properly fixed with glands tightened.

(c) With a clean flame heat one cable entering box (or two if close together) about 9-in. from the box until colours show on the copper sheath (previously cleaned). Move the flame slowly towards the box until the colours has appeared right up to the box.

Repeat on any other Pyrotenax cables entering the box.

(d) Replace Polythene cable as soon as the box can possibly be handled; make all necessary final joints as quickly as possible.

(e) Wrap a wet rag round the Polythene cable hard up against the junction box.

Support the flexible cable straight out from the box for at least a foot if space allows.

Place a pellet of ART in the box and heat the Pyrotenax cable where it enters the box until the ART melts and just flows. In this case (i.e. with Polythene cable) it must certainly *not* be so hot that it smokes.

(f) Wait one minute.

(g) Fill with ART exactly as instruction 6 (f) for Pyrotenax-Pyrotenax boxes, and top up in one hour as instructed in 6 (g).

Note.—Operations (d), (e), (f) and the first part of (g) should be completed in five minutes or as little more than five minutes as can be arranged; otherwise the Pyrotenax cable may give off bubbles when the ART is poured in.

8. *Plugs*.—For certain plug and socket junctions the end of the Pyrotenax cable must be plugged with a loaded ebonite, tufnol or distrene plug. The instructions for box filling apply as set out in paragraph 6. Pyrotenax-Pyrotenax modified as follows:—

(a) As above.

(b) Recess $\frac{1}{8}$ -in. deeper than plug.

(c) With a clean flame heat the cable 9-in. from the end until colours show on the copper sheath (previously cleaned). Move the flame slowly towards the end of the cable until colours have appeared right up to the end.

(d) Omit.

(e) Wait one minute.

(f) Pour in sufficient ART to *squeeze out when the plug is pushed slowly right home*.

9. *Explanation*.—A really good seal should not only be watertight but must now break down under the full working voltage. (10 K.V. for 281B). The defects most likely to cause breakdown are imperfect adhesion of the ART to metal and magnesium oxide surfaces and bubbles in the ART itself. If the ART is not in really close contact with the magnesium oxide, ionization leading to voltage breakdown will result at the interface. Bubbles and lack of adhesion to the metal may provide a path for moisture; bubbles may also cause ionization and breakdown.

10. The ART will only adhere to the metal surfaces if they are perfectly clean. The slightest trace of magnesium oxide powder is detrimental, hence the instruction to wipe with a damp cloth before the final heating (which will of course drive off any moisture). Cleaning and polishing with emery cloth is always advantageous and is essential if the box is very dirty.

11. Proper contact with the oxide and the prevention of bubbles depend on the correct control of the heating of cable, box and compound so as to prevent the cable from "breathing" after the compound has been poured in. The magnesium oxide, in spite of its tight packing at 25 tons per square inch, contains a quantity of air.

12. When the cable is heated the air pressure in the cable rises so that the air is gradually forced out, but owing to the tight packing of the oxide, there is a considerable time lag in this process and when heating stops, the air continues to escape for a time which may be as long as five minutes. During this time the cable cools, the air inside contracts and the process begins to reverse but again there is a time lag, so that the air pressure in the cable now falls well below atmospheric pressure and a vacuum is formed. The degree of vacuum and the length of time for which it persists, depend on the severity of heating and the length of time for which it is continued. If, now, the cable is re-heated less strongly, while the vacuum still exists, breathing will be much less marked and will last only for a very short time as compared with the breathing which takes place during and immediately after the first severe heating.

13. The procedure laid down in the instructions is designed to make use of the effects described above. The severe preliminary heating of each individual cable entering a box produces a vacuum in it. This heating may take as long as 20 minutes where a box with four cables is involved, by which time the first cable heated will have cooled considerably, so the second heating should follow after not more than two or three minutes' delay. This second heating should be confined to the end of the cables, as these should be the hottest parts when the ART is put in, and it should be sufficient to raise the temperature just enough to prevent the hot compound from reheating the cable end; it is considered that when the pellet of pitch smokes, there is ample margin in the temperatures to allow for the one minute delay before pouring in the pitch. The one minute delay should be quite sufficient

to allow any breathing which may take place to stop, and the reverse process of absorbing air to start, provided the initial severe heating has been adequate. Besides preventing the formation of bubbles, the existence of a vacuum in the cable when the compound is poured in will help to draw the pitch closely into contact with the magnesium oxide.

14. The procedure has to be modified in the case of a Pyrotenax-Polythene junction, because the Polythene melts very easily. To avoid melting the Polythene, the initial heating must be carried out before the Polythene is connected. The delay between the preliminary and final heating must, however, be as short as possible so it is important to have everything ready prepared so that the joint can be made quickly. The final heating, after connecting the Polythene must be the absolute minimum consistent with the melted compound being at a lower temperature than the oxide and box, so the pellet of compound should certainly not be allowed to smoke. Other precautions such as only heating the end of the Pyrotenax cable, wrapping a damp cloth round the Polythene and supporting the latter where it enters the box all help to prevent damage to the Polythene cable.

15. Finally, some general points may be noted. It will be obvious that the bubbles which are dangerous are not those which may appear when the compound is very hot, but those which are trapped within the cooling compound. A very few bubbles occurring immediately the ART is put in and then stopping after about 30 seconds do not necessarily indicate a bad seal, but if bubbles continue to emerge slowly, then the seal must be re-made. In re-making a seal, the ART should be melted out, the metal cleaned up with paraffin and emery and the process started again from the beginning. If the instructions are, however, followed closely, no bubbling should take place.

2235.—W/T and Radar Apparatus—Technical Inspection

New Construction and Ships Refitting or Under Emergency Repair

(S.D. 05371/42.—27 Apr. 1944.)

The following amendments are to be made to A.F.O. 993/44:—

EMERGENCY REPAIRS.

(A) *W/T and D/F*.

Paragraph 7. *Add*: Under Flag Officers-in-Charge Southampton
 Yarmouth
 Under Naval Officers-in-Charge Scapa
 (A.F.O. 993/44.)

2236.—Asdic Installation—Types 129R and 129AR—Establishment List

(N.S. 012802/44.—27 Apr. 1944.)

Establishment List No. A/S 120, dated 9th March, 1944, of Naval stores comprising Asdic installations, Types 129R and 129AR, has been prepared, and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

2237.—Aircraft Inspection Schedules—Upgrading of Certain Operations

(A.M.R. 327/44.—27 Apr. 1944.)

The following concession may be applied to aircraft operated continuously on certain specific duties which do not entail the use of certain components or items of equipment, though these remain fitted, e.g., arrestor gear. In such cases, unless the appropriate inspection schedule contains definite instructions to the contrary, the inspections called for on these components may be upgraded to the next "degree" of inspection, i.e., Between Flights and Daily up to Minor; Minor up to Minor star; etc.

2. Before such aircraft are transferred, the gear in question must be thoroughly tested and examined to ensure no deterioration has resulted.

3. This concession does not apply to components, which, though not normally called upon for operation, nevertheless are required to be in a state of functional readiness during each flight, e.g., dinghy equipment, undercarriage emergency lower gear, etc.

4. It should be noted that the term "Maintenance Schedule" has now been superseded by "Inspection Schedule".

2238.—Inspection, Rejection and Condemnation of Canned Water

(A.E. 4214/44.—27 Apr. 1944.)

Consequent on monthly examinations and analysis of samples of water, canned (Stores Ref. 27P/8), it is considered that supplies of this item can reasonably be expected to remain in good condition for not less than twelve months from the date of manufacture, provided that the cans are maintained in sound condition.

2. If, on inspection of canned water, any of the undermentioned conditions are found to be present, the water is to be rejected as unfit for use:—

(i) *Denting*.—If the can reveals a dent which would reduce appreciably the head-space, or weaken the side seam materially—a dent exceeding $\frac{1}{8}$ -in. in depth is deemed appreciably to reduce the head-space, and any dent within $\frac{1}{2}$ -in. of the side seam would weaken it materially.

(ii) *Loss of Vacuum*.—If the can reveals loss of vacuum as indicated by the "click" test.

The "click" test is as follows:—

Strike the rim of the can sharply with the palm of the hand. A resultant dull sound indicates loss of vacuum; a resultant sharp "click" reveals maintenance of vacuum.

(iii) *Rusting*.—If the external surface of the can shows any sign of rust or corrosion.

(iv) *Age*.—If the age of the supply exceeds, or will exceed by the date on which the next inspection is due, twelve months from the date of canning. The month and year of canning is indicated on each can.

3. To avoid unnecessary losses by condemnation, it is essential that stocks be maintained at a minimum compatible with requirements and that supplies of earliest canning are issued first. To ensure the latter, wherever practicable, stocks are to be segregated according to the months of canning.

4. At home, cans rejected in accordance with paragraph 2 above, are to be emptied, the spikes removed and retained in clean condition, and the cans disposed of with empty food tins. Reasonable accumulations of spikes are to be returned to the appropriate maintenance unit.

2239.—Alterations and Additions

H.M. Rescue Tugs—"Assurance" Class

(D/E.F.O. 74/44.—27 Apr. 1944.)

In addition to the ships mentioned in paragraph 2 of A.F.O. 4849/43, H.M.S. "Assurance" class rescue tugs will in future have their alterations and additions dealt with on the "class" system.

2. The undermentioned decisions on alterations and additions to these ships are promulgated:—

Items.	Authority.	Decision.
1. The following heating and lagging arrangements to be carried out:—	C.A.F.Os. 2282/41 and 26/42.	Approved. Classification "B."
(a) Exposed fresh water tanks, pumps, pipes and valves in connection, to be thickly lagged with felt and canvas, and the outside waterproofed. Steam pipe and coil to be fitted under the lagging.		
(b) Exposed salt water tanks, pipes and valves in connection—as for fresh water system.		

Items.	Authority.	Decision.
(c) Fire main—valves on deck to be thickly lagged and covered with waterproofed canvas. Fire main to be completely lagged. Drain plugs to be fitted at the lowest ends of the bends as necessary. Rising main to be fitted with a drain cock. A steam pipe to be led alongside fire main under lagging and fitted with fine adjustment drain valves.	C.A.F.Os. 2282/41 and 26/42.	Approved. Classification "B."
(d) Suction pipes—drain plugs to be fitted as necessary in bends and valves where water may lie.		
(e) Scuppers and soil pipes to be lagged.		
(f) Steam coils to be fitted in the reserve feed tanks.		
(g) Emergency steam connection to take $\frac{3}{4}$ in. steam hoses with suitable adaptors and nozzles to be fitted in the vicinity of gun mounting. Supply to be taken from low pressure system.		
(h) Steam coils from supply to windlass and capstan to be arranged to keep working parts free from ice.		
(i) Windlass and capstan exhausts to be fitted with alternative leads to condenser and atmosphere.		
(j) General service pump suction to be connected to the main condenser circulating water discharge so that warm water can be supplied to the fire main.		
(k) The drain pipe from the top of the siren steam pipe to be coiled around the body of the siren.		
(l) A valve and connection to be provided as near the grating of the main circulating inlet as possible in order that the grating can be cleared by steam. A similar connection to be provided for clearing the grating of the weed box, if considered necessary. The necessary flexible steam hoses and connections on auxiliary steam range also to be provided.		

Items.	Authority.	Decision.
2. Arrangements for admitting foam to engine and boiler rooms to be fitted.	A.F.O. 5393/43.	Approved. Classification "A."
3. Fire fighting equipment to be completed and maintained according to allowances shown in A.F.O. 5085/41.	A.F.O. 5085/41.	
4. Bow lights to be recessed in accordance with Drawing D.N.C. 29A/714.	A.F.O. 2532/43.	
5. Reels to be fitted for the life-boat falls.	A.F.O. 2532/43.	Approved. Classification "B."
6. Derrick on the foremast to be re-sited on the mainmast.	A.F.O. 3462/43.	
7. The settees in the radio officer's cabin to be fitted with additional drawers.	A.F.O. 4611/43.	
8. The internal boiler feed pipe to be modified and fitted with spray nozzles on the lines of A.F.O. Diagram 44/43.	A.F.O. 611/43.	Approved. Classification "A."
9. Two water circulators, "Brundrit Tembal" type, to be fitted in the boiler, one each side of the centre furnace.	T/D. 1721/43.	
10. To surrender Mark I Oerlikon guns and to replace by Mark II or Mark IV guns.	A.F.O. 1067/43.	
11. To surrender Oerlikon mountings, Mark I, and to fit mountings, Mark II, in lieu, with stepped ramp in accordance with C.A.F.O. Diagram 357/41.	A.F.O. 5274/41.	Approved. Classification "A*."
12. Condensers to be coated with protective composition.	A.F.O. 5186/42. paragraph 2,	
13. Light-excluding ventilators to be fitted to 40 per cent. of existing side lights.	P.09582/42.	
14. Single awnings to be fitted over accommodation in fore-castle and over upper bridge according to Drawing. Rosyth, M.C.D.884/43.	P.09582/42.	Approved. Classification "B."
15. One 12½-in. supply fan and trunking to be fitted in the engine room.	P.09582/42.	
16. One 7½-in. supply fan with trunking to be fitted with louvres to W/T office, cabins in casing, and the galley.	P.09582/42.	
17. Two wind-sails to be supplied	P.09582/42.	Approved. Classification "B."
18. Deck store on starboard side of upper deck to be fitted out as a provision room and provided with one 3½ cu. ft. D.A.R. in accordance with Drawing D.N.C.29A/568.	P.09582/42.	
19. Twenty additional table fans to be supplied.	P.09582/42.	
20. Small wooden slipways to be supplied for the Carley floats and secured to the mainmast shrouds.	—	

Items.	Authority	Decision.
21. Type 421 echo sounding equipment to be fitted, with 808A magnetostriction projectors.	Admiralty letter, C.P.Br.4F/37683/42.	Approved. Classification "A."
22. T.W.12 telephone/telegraph wireless equipment to be replaced by T.W.12 E.P.	Admiralty letter, 4F/99489/43.	
23. Cast iron windlass exhaust elbow on ship's side to be replaced by a cast steel elbow.	T/D.1782/43.	Approved. Classification "B."
24. Fire-main discharge couplings, A.S.B.J., to be replaced by instantaneous couplings.	A.F.O. 5417/41.	
25. Existing wooden protection of the steering rams to be replaced by a totally enclosed watertight steel casing.	T/D. 1724/42.	
26. Oil-fired galley stove to be removed and stowage to be provided for 1½ tons of additional coal.	T/D. 1724/42.	Approved. Classification "A."
27. Mast and sail to be provided for motor lifeboat.	T/D. 1724/42.	Approved. Classification "B."
28. Steam separator to be fitted in the main steam line.	D. 10854/42.	Approved. Classification "A."
29. Boiler lighting-up unit to be modified.	D. 11093/42.	
30. To fit two cupboards in the mess space for the stowage of survivors' kit and food as shown on drawing D.N.C. 29/A/758.	T/D. 1638/43.	Approved. Classification "A."

(A.F.O. 4849/43.)

(C.A.F.O. 675/44 is cancelled.)

2240.—Alterations and Additions—Procedure "Loch" Class Frigates

(D. 07624/44.—27 Apr. 1944.)

Alterations and additions for "Loch" class frigates will be dealt with by class list.

2. The Commodore (D), Western Approaches, is the co-ordinating authority and all correspondence concerning alterations and additions for these ships is to be addressed to him.

(C.-in-C., W.A., 21 Mar. 1944, No. W.A./5852M.)

2241.—Stern Tubes—Lubrication of M.M.S. Vessels

(N.S. 27199/43.—27 Apr. 1944.)

The stern tube patent glands of motor minesweepers are usually filled with Neox "D" by contractors before trials.

2. When topping up, or refilling the stern tube lubricating oil system subsequently, Admiralty I.C.E., Admiralty Compound Oil, or oil T.L.R. is to be used. Neox "D" is not to be used after the initial filling.

(Accountant Officer, Naval Base, Harwich No. 15/6259, 10 Sep. 1943.)

(Commodore-in-Charge, Sheerness, No. S.O. 1/17, 8 Aug. 1943.)

2242.—Ballasting—REPORTS—As. and As.
B.Y.M.S.

(D./G. 017145/43.—27 Apr. 1944.)

In order to compensate for recent additions of topweight in these vessels, if not already fitted, about 10 tons of non-magnetic ballast should be stowed in the bilges of the engine room and the Diesel generator room. The centre of gravity of the ballast should be kept as low as possible. Prior to stowage the surface of the timber should be cleaned and coated with tar.

2. For boats on foreign stations where non-magnetic ballast is not readily available the ballast should be in the form of concrete, rich in cement and sand, to give adhesion to the timber and avoid porosity.

3. In any case the ballast should be cemented in and arranged so as not to cause bow trim.

4. Water courses are to be arranged as necessary and care is to be taken to ensure that access to pipe connections, valves and underwater fittings generally, is not obstructed by the ballast.

5. The Commanding Officers of vessels on home stations, for which non-magnetic slag ballast may be available, are to request supply of ballast through D.C.W. (Supplies).

6. On conclusion of the work of ballasting, a report is to be forwarded giving the disposition of the ballast, together with the approximate vertical and longitudinal centres of gravity.

7. This is an approved A. and A. item, Classification "A," for all vessels of the class.

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

2243.—Underwater Electric Arc Welding

(D. 13386/43.—27 Apr. 1944.)

Application.—Experiments carried out at Portsmouth have demonstrated the practicability of performing electric arc welding underwater and the process is considered suitable for use on mild steel in temporary underwater patching, etc., both for repair and, very occasionally, salvage work, or for temporary underwater stiffening of damaged ships. The scale of work which can be carried out by this method will depend on future development, but experience to date indicates that, owing to the difficulties of operation, and slowness of work underwater, welding in air is to be preferred where possible and convenient.

2. *Technique.*—To weld underwater, the operator should hold a short arc, run beads slowly and fuse the metal well, filling the under-cutting. Each bead should be thoroughly cleaned with a wire brush before running another bead along it, the brush being weighted as necessary. The following detail information is given for the guidance of operators :—

(a) *Downhand welding—angle of electrode to line of weld—45°.*—Similar to air welding except that straight beads only should be used. Electrode tip to be held lightly against the work to ensure a close arc. The electrode to be in line, with and to bisect the included angle of the bead, the electrode holder leading the electrode tip. Large welds to be built up with multiple runs.

(b) *Vertical down welding—angle of electrode to line of weld—45°.*—Similar to downhand, except that a slight zig-zag weave is beneficial on subsequent runs, the holder to be below the electrode tip.

(c) *Vertical up welding—angle of electrode to line of weld—60°.*—Similar to air welding except that side pause is less and flick up is not required, but using slight lateral weave which should never exceed $\frac{1}{8}$ in. in width. The electrode holder to be below tip. Large welds to be built up with multiple runs. Only recommended for heavy structure as undercut is prevalent and over 10 gauge should not be used.

(d) *Overhead welding—angle of electrode to line of weld—1st run 45°, subsequent runs 70°.*—Similar to air welding, the electrode holder leading the electrode tip. Electrode to be kept as near the vertical plane as possible, keeping short arc length. Root run, straight bead; subsequent runs, slight weaving advantageous. It is not recommended that larger than 12 gauge be used.

3. *Operation and general requirements.*—The operator must have a steady platform and arrangements should be made to enable him to brace himself well in order to maintain a steady arc, especially in strong currents of water. Experience to date suggests that overhead and, to a lesser extent, vertical welding are difficult as compared with downhand work and in planning underwater welding, endeavour should be made to minimize the amount of overhead work.

In some cases a jet of water, e.g. a supply from a 1-in. hose, has been found of assistance in removal of the clouds of black particles which surround the arc.

Except in clear water, or at small depths, lighting of the work is required.

A welding screen of colour density to suit the water conditions should be used and attached to the operator's helmet, in such a way that it can be moved into, or out of position as required. A satisfactory design for such a screen has been developed and is illustrated in A.F.O. Diagram No. 123/44.

4. *Electricity supply.*—D.C. supply is required and higher voltage and current are necessary for welding under water with a given electrode than for welding in air. The following information is based on experience gained up to the present.

(a) *Open circuit voltage.*—Although satisfactory work has been carried out with values of 50–60 volts the best results are obtained with approximately 75 volts.

(b) *Arc voltage.*—While an arc voltage of 30–35 is desirable for ease of operation and quality of weld, satisfactory results can be obtained by highly skilled operators with values down to a minimum of 23 volts.

(c) *Welding current.*—The following values of welding current in amperes are recommended for the sizes of electrode and welding position stated :—

Position	Gauge of electrode		
	8	10	12
Downhand	180–220	140–180	90–130
Vertical down	200–240	160–200	95–130
Vertical up	*	120–160	90–120
Overhead	*	*	90–110

* Electrode too large for satisfactory work in this position.

(d) *Polarity of electrode.*—It has been recommended previously that the electrode should be connected to the negative pole of the welding supply to avoid electrolysis of the electrode holder and to produce the best results, but it has been found with further experience that electrode positive gives the best results with the minimum of effect on the metal parts of the diver's suit.

Certain establishments abroad have already available a number of two-operator welding sets—diesel, petrol or motor-driven—each operator having his own generator with suitable drooping voltage characteristics and with which no external regulating resistance is required. By paralleling the two generators a current of up to 300–350 amps. can be obtained with a corresponding arc voltage of 30–35. This type of machine has proved very satisfactory in practice. Single operator sets with the same type of generator should be satisfactory for the smaller sizes of electrodes.

The existing welding sets supplied to H.M. ships are considered suitable for underwater welding in all welding positions with electrodes of the sizes recommended in paragraph 4 (c) above.

Where a suitable welding generator is not available, a two-wire D.C. supply at a pressure not exceeding 100 volts may be used as an emergency measure, suitable welding resistances being required in this case. It should be realized that this procedure necessarily imposes an earth on one side of the system, in this case the negative pole.

Alternating current should not be used for underwater welding pending further development in the process.

5. *Electrical requirements.*—(a) *Cable and electrode holder.*—To prevent leakage of current, the circuit from the generator to the electrode tip should be completely insulated. A flexible welding lead and an all-insulated electrode holder should be used. A suitable electrode holder has been developed and a quantity is in course of manufacture at Portsmouth. Pattern No. 4130 has been allocated to this item, and Pattern No. 4131 has been allocated to the holder grip (spare part).

(b) *Electrodes.*—Coated electrodes should be used and the most suitable types in the following order have been found to be Vodex, Fastex 5, Ironex 1 and Cresta manufactured by Murex, and Viking No. 2 manufactured by Quasi-Arc.

(c) *Insulating coating for electrodes.*—To make the electrodes impervious to water, and as insulation they should be further coated—

- (i) with two coats of Sherovex composition, colour grey, as described in paragraph 6 (e) below. This has been found to be the most effective method; or
- (ii) with two coats of Pattern No. 86 varnish applied by brush, the first being allowed to dry before the second is applied. This has been found to be the next most effective method; or
- (iii) by dipping in melted paraffin wax of a suitable consistency to give a reasonably thick covering; or
- (iv) by dipping in celluloid dissolved in acetone in the proportion of $\frac{1}{4}$ lb. to 1 gallon.

The coatings should be allowed to dry thoroughly before use. A number of electrodes, thus insulated, sufficient for immediate use, may be taken under water by the operator.

6. *Electrical safety precautions.*—The following safety precautions for the operator are necessary:—

- (a) Rubber gloves fixed inside the sleeves of the diving suit must be worn. Pattern No. 402, subhead E.12, are recommended.
- (b) A head covering to protect all parts of the operator's head and neck from contact with the metal helmet must be worn. The standard diver's woollen cap has been found to meet requirements.
- (c) An all-insulated electrode holder must be used.
- (d) The metal parts of the diving suit must *not* be bonded together or to earth.
- (e) The exposed metal parts of the diving suit should be covered with a coating of insulating paint which should be maintained so that no metal parts are exposed to make contact with the "work". This will also reduce the effect of electrolysis on the metal parts. Tests have shown that Sherovex composition, colour grey, with equal quantities of Sherovex thinners, applied by brushing on two light coats, is most satisfactory. The first coat should be allowed to dry before the second is applied. The composition is hard wearing, but suits should be inspected after use and any scars made good. Sherovex composition is obtainable from Sherwoods Paints, Ltd., Barking, Essex.

7. *Gases evolved—precautions.*—The gases evolved during arc welding under water have been analysed for various types of electrodes and insulating coverings in both fresh and salt water. The proportions vary little and the averages of the analysis are as follows:—

	Carbon dioxide	Oxygen	Carbon monoxide	Hydrogen	Nitrogen
Fresh water	6.3	Trace	17.6	73.0	3.0
Sea water	6.2	Nil	17.2	74.3	2.3

It will be noted that the gases are both highly toxic and, if mixed with air or oxygen, explosive, and arrangements must therefore be made where underwater welding is carried out in a confined space, such as the compartment of a ship in which the evolved gases can collect above water level or by displacement of water, for adequate ventilation or extraction of the evolved gases.

All personnel, both operators and others, concerned in underwater electric arc-welding must be instructed in the precautions to be taken against the potential dangers referred to above.

8. *Underwater cutting.*—Underwater cutting can also be carried out by the electric arc method, using similar electrodes similarly treated. Rather higher currents are required than in underwater welding, e.g. 20-lb. plating can be cut, using a treated gauge 8 electrode and a current up to 400 amps. This method is slower and more difficult than oxy-hydrogen cutting, and it is difficult to make a clean cut. A guide strip tacked adjacent to the required cut is of assistance to the diver. Electric arc-cutting may, however, be of use for small jobs or where oxy-hydrogen equipment is not readily available, or where it is necessary to cut through several layers of plating.

It is desirable, therefore, that operators selected should be able to cut by this method if required.

9. Dockyards and repair bases abroad should give consideration to their possible requirements for this type of work and to the necessary plant, equipment and the most suitable method of training operators. Before an operator can attempt underwater welding it is necessary that he should be proficient at both welding and diving, and consideration should be given to the necessary local training of selected men to meet anticipated requirements.

10. Requirements for any plant or equipment not obtainable locally should be reported to the Admiralty.

(A.F.O. 4896/43 is cancelled.)

**2244.—Bridge Breakwaters—As. and As.
Submarines—1940 "S" Class.**

(D./P. 03881/44.—27 Apr. 1944.)

Item number "S" Class 503. Classification "A".

2. To prevent the entry of water in a following sea a breakwater is to be fitted across the after end of the bridge in 1940 "S" class submarines.

3. Drawings will be supplied by Admiralty, Bath, on request.

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

(Admiral (S), 1 Feb., 1944, No. S.M.471/11.)

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

**2245.—D.G. Cables passing through W.T. Cofferdams, etc.—Fitting of Glands
—As. and As.**

Capital Ships, Cruisers and other Ships concerned

(D. 015454/43.—27 Apr. 1944.)

Reports have been received that cases have arisen in which D.G. cables have been led through watertight cofferdams, sills, etc., without provision having been made to secure watertightness at these points.

2. The Commanding Officer of ships concerned should arrange for an inspection to be carried out in their ships, and, should such cases be found, the following item, Classification "A", should be inserted in the list of As. and As. :—

"To fit glands to D.G. cables where they pass through watertight cofferdams or sills, in accordance with A.F.O. Diagram No. 126/44."

(R.A.C. 12th C.S., 15 May 1943, No. 173/170.)

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

2246.—D.G. Equipment—Increase in "M" Coil Ampere Turns
L.C.T.(S), L.C.F.(S), L.C.T.(R) and L.C.G.(L)(S) and Vessels converted from L.C.T.(S)

(S.D.G. 53/44.—27 Apr. 1944.)

In certain cases it may be necessary to raise the number of available ampere turns in the "M" coil of the above vessels beyond the value of 264 AT originally specified on Drawing "X".

2. This increase is to be obtained by putting the regulating resistance to the "Full On" or Maximum position, and then reducing the ballast resistance until a maximum setting of 300 ampere turns is reached. The regulating resistance should thereafter be adjusted to obtain any desired setting.

3. A setting value of 300 ampere turns is never to be exceeded.

4. Compass corrector coils should be adjusted immediately afterwards.

2247.—Degaussing—Subsequent D.G. Treatment of Vessels which have been Degaussed by Flashing Treatment in U.S.A.

(S.D.G. 00522/44.—27 Apr. 1944.)

The undermentioned landing craft have been degaussed by flashing treatment prior to leaving U.S.A. :—

L.C.T.(5) and L.C.T.(A) converted from L.C.T.(5).

L.C.T.(6).

L.C.T.(7) and conversions therefrom.

L.C.I.(L) and I.C.H. converted from L.C.I.(L).

2. These vessels and any other types, which have been degaussed in U.S.A. by flashing, are to be overwiped and depermed as a routine measure when the results of ranging or survey show that further treatment is necessary and operational requirements permit.

3. In the case of craft which are put under care and maintenance, the ranging or survey, and treatment if required, is to be carried out when they are recommissioned.

4. Vessels which are not being laid up are to be ranged or surveyed and, if necessary, treated at the port of arrival.

5. After overwiping and deperming treatment, vessels are to be swung for adjustment of compasses before sailing.

6. In some cases it has been found that the change in the ship's magnetism caused by overwiping and deperming takes a little time to settle down. It is recommended, therefore, that when practicable a ship should not be swung for adjustment of compasses on the same day as she is given D.G. treatment. If, however, this action would involve delay in the ship's sailing, the compasses may be adjusted the same day as the ship is overwiped and depermed, but in no circumstances should a ship be swung until five hours have elapsed since treatment; in these circumstances the ship's officers should look out for deviation changes on proceeding to sea.

(A.F.O. 2280/43.)

(A.F.O. 735/44 is cancelled.)

2248.—Mark V Searchlight Control—Precautions in Very Low Temperatures

(N.S. 17566/44.—27 Apr. 1944.)

In view of the complaints received from ships regarding the dampness of oil. D.T.D.44B, superseded by D.T.D.44D, supplied in one-quart unsealed tins, arrangements have been made for a supply of this oil to be available at Chatham, Portsmouth, Devonport, Rosyth, Mersey Area, Severn Area, West Riding, Sheerness, Carfin and Preston in 1-quart sealed tins for use for the above service.

2. Ships fitted with Mark V searchlight control which are likely to experience prolonged periods of extreme cold should draw a sufficient quantity of this oil to replace the light Torpoyl in the various units.

3. Demands from ships for oil, non-freezing, D.T.D.44D, for searchlight control system, Mark V, should state specifically that it is required for this purpose.

4. This oil mixes satisfactorily with light Torpoyl and it is therefore unnecessary to wash out units before changing from one to the other. The temperature at which it is desirable to change back to light Torpoyl is not critical and the non-freezing oil has been found satisfactory in atmospheric temperatures up to 65° F.

5. If the non-freezing oil is not available on board during very cold weather the gyros and pumps should be run sufficiently to keep the oil temperature from falling much below freezing point.

(A.F.O. 2813/40.)

2249.—36-in. Searchlight Lamp, Mark IIIB—Obsolete

(N.S. 17877/44.—27 Apr. 1944.)

The 36-in. Mark IIIB searchlight lamp has been made obsolete and is to be added to the list of redundant lamps shown in paragraph 1 of A.F.O. 3736/43.

2. All lamps of this pattern are to be replaced by 36-in. Mark VIS lamps, Pattern 4300B, at the first opportunity. No modification of the lamps or projectors is involved.

3. The regulating resistance, Pattern 8992, in the projector circuit should be adjusted to give an arc voltage of 80 at a current of 150 amps.

4. The replacements should be carried out by ships' staffs, but if any difficulty is experienced Dockyard assistance should be sought.

5. All spares for 36-in. Mark IIIB lamps are to be returned, and spares for Mark VIS lamps demanded in accordance with the Establishment of Naval Stores (B.R.359), when the lamps are exchanged.

6. The handbook for the 36-in. Mark VIS lamp is B.R.268(38) and should be demanded accordingly.

7. Any Mark IIIB lamps in stores or at Dockyards are to be dealt with in accordance with A.F.O. 3118/43, paragraph 4. This applies also to the following spare parts, which are not suitable for other lamps still in service:—

Pattern No.	Description	Pattern No.	Description
15	Hair brush for cleaning gears.	2979	Negative head casting.
114A	Box for spare parts.	2980	Negative cartridge.
313	Wire brush for cleaning cartridge.	2981	Carbon holder for arc striker.
2963	Positive carbon feed wheel.	2982	Positive head facing disc.
2964	Positive brush.	4313C	Arc striker lead.
2965	Negative brush.	5723	Worm.
2967	Worm wheel for positive feed gear.	5728	Series striking coil.
2968	Worm for positive feed gear.	5729	Rheostat.
2969	Pinion for positive feed gear.	7896	Feed nut for negative cartridge.
2970	Gear wheel for positive feed gear.	7905A	Arc beater.
2971	Bush for positive head.	7906	Worm wheel for main drive.
2972	Bush for negative head.	7907	Worm for worm wheel, Pattern 7906.
2973	Spring for positive control coil and brush levers.	7908A	Gauge for trimming carbons.
2975	Spring for arc striker.	7909	Insulating coupling.
2976	Worm wheel for positive head.	7913	Tap for cartridge.
2977	Worm wheel for negative head.	7914	Handle for cartridge tap.
2978	Positive head casting.	112	Box for 36-in. Mark IIIB lamp.

8. The Mark IIIB lamp and the spares detailed in paragraph 7 will be marked obsolete in the Rate Book.

(A.F.Os. 5782/42, 3118/43 and 3736/43.)

2250.—Mulock Type Ramp Extensions in L.C.T.

(D.C.O.M.1867/44.—27 Apr. 1944.)

With reference to the instructions contained in A.F.O. 1382/44, the following revised diagrams should be used for guidance in fitting Mulock Type ramp extensions in L.C.T.3, L.C.T.4, L.C.T.5, and L.C.T.6.

(a) *L.C.T.3 and L.C.T.4.*

For illustration of extension, Diagram No. 80/44(2) substitute Diagram 129/44(1) (DNC.26/SA/582.)

For Diagram 80/44(3) substitute Diagram 129/44(2) (DNC.26/SA/583.)

For Diagram 80/44(4) substitute Diagram 129/44(3) (DNC.26/SA/586.)

For Diagram 80/44(5) substitute Diagram 129/44(4) (DNC.26/SA/584.)

Diagram 80/44(6) is suitable and is reproduced as A.F.O. Diagram 129/44(5) (DNC.26/SA/585.)

(b) *L.C.T.5 and L.C.T.6.*

For Diagram No. 80/44(7) substitute Diagram 129/44(6) (DNC.26/SA/590.)

For Diagram No. 80/44(8) substitute Diagram 129/44(7) (DNC.26/SA/587.)

For Diagram No. 80/44(9) substitute Diagram 129/44(8) (DNC.26/SA/589.)

For A.F.O. Diagram No. 80/44/10 substitute A.F.O. Diagram No. 129/44(9) (DNC.26/SA/588.)

2. The angles "V" between main ramp and extension ramps referred to in paragraphs 2 and 3 of A.F.O. 1382/44 need not be maintained but the positions of the centres of hinge pins shown in the revised diagrams should be strictly adhered to.

3. For L.C.T. 6, arrangements have been made for the supply of fabricated stools for fitting to the after end of the ramps as in Diagram 129/44(10) (DNC.26/SA/567). Care should be exercised to ensure the correct siting of these stools relative to the extreme after end of the ramp extension.

4. No alterations should be made in craft already fitted in accordance with previous instructions and diagrams.

(A.F.O. 1382/44.)

2251.—Modifications to the Main Suction for the 70-ton Portable Connections—As. and As.—REPORTS

"Black Swan" Class, Modified "Black Swan" Class, "Pelican", "Stork" and "Enchantress"

(D. 3728/44.—27 Apr. 1944.)

With reference to A.F.Os. 1965/43, 5629/43 and 476/44, the adaptor referred to in these Orders is for connecting the 70-ton pump to the main suction line to enable the compartments to be pumped out through the main suction.

2. Sloops of the "Black Swan" and modified "Black Swan" classes, "Pelican", "Stork" and "Enchantress" will require additional screw-down valves with hose connections fitted to the main suction line for use with these adaptors. Vessels fitted with No. 3 BJ connections on the main suction line will require adaptors, Pattern 1506, that is, swing bolt to No. 3 BJ. vessels fitted with No. 3 male screw connections will require an adaptor swing bolt No. 3 female screw. A pattern number will be allocated to this adaptor in due course. Prints of Drawing D.N.C.27/A.214 showing the adaptor can be obtained on application to Admiralty to enable manufacture to be made by shipbuilders.

3. At present there are screw-down valves with hose connections on the main suction system suitable for connecting with the suction of the 70-ton portable pump through the adaptor. These connections only cover machinery spaces and are provided for flooding or emptying oil fuel tanks by hose.

4. Four additional screw-down valves with hose connections are to be fitted, two forward and two aft; positions of these connections and the electric points to the power supply should be arranged in conjunction with the Commanding Officers of the ships concerned.

5. Commanding Officers of the ships concerned are to report as soon as possible the type and size of valves and adaptors required in order that supply may be arranged.

6. Administrative authorities for completed ships should arrange for an A. and A., item Classification "A", to be forwarded to cover the work involved.

7. Special instructions have been issued by the Admiralty for vessels under construction.

(A.F.Os. 1965/43, 5629/43 and 476/44.)

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

2252.—Salvage Pumps—Provision of*"Eminent" Class Rescue Tugs (B.A.T. and A.T.R.)*

(D/T.D. 1663/43.—27 Apr. 1944.)

It has been approved to supply one 70-ton portable self-priming non-submersible pump, complete with suction hoses, low level strainer, and inter-connecting electric cables with plug and socket connections for each rescue tug of the "Eminent" class. Purchase of the equipment is being arranged.

2. Two 40-ft. and one 20-ft. canvas delivery hoses, No. 4 size, fitted with N. and S. couplings, one cylindrical strainer, Pattern 5899, and one basket strainer, Pattern 5898 will also be required for each pump and should be demanded from the storing yard.

3. Provision is to be made for the stowage and securing of the pump and hoses in the hold.

4. The supply of pumps complete with the cables referred to in paragraph 1 above, and as laid down in A.F.O. 4432/42, paragraph 2(b), will be made without demand, as production permits. In addition, 100-ft. length of A.P. 9783D electric cable fitted with A.P. 2706 plug at one end and A.P. 2708 socket at the other end, and another A.P. 2706 plug for fitting on the 100-ft. length of cable supplied with the pump, should be demanded from the nearest storing Yard for each outfit.

5. The electrical supply for this service is to be taken from the 115-volt D.C. service bus bars through a double pole switch and fuses to two suitable looped in sockets fitted at port and starboard of the forecandle deck forward.

(A.F.O. 4432/42.)

2253.—Lanchester Carbine—Additional Provision of Stowage for—As. and As.*L.C.T.*

(D/D.C.O.M. 0385/44.—27 Apr. 1944.)

The following item, classification "A", is to be included in the lists of As. and As. to L.C.T. :—

"To provide suitable rack stowage in the gunners' store for one additional 9 mm. Lanchester carbine."

(Capt., M.L.C., 16 Jan. 44, No. M. 592.)

(A.F.Os. 272/43 and 5997/43.)

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

2254.—Binoculars—Supply to L.C.G. (L)

(N.S. 13652/44.—27 Apr. 1944.)

L.C.G.(L) fitted with simple director, Mark I or Mark II, are allowed one pair of binoculars, Pattern 1907A.

2. Arrangements have been made for supply to craft concerned.

3. The Establishment of Stores will be amended.

2255.—Sextants—Allowances

Aircraft Carriers

(N.S. 34954/43.—27 Apr. 1944.)

The allowances of sextants to Fleet, Light Fleet and Escort carriers have been revised and are now as follows:—

Admiralty Pattern No.	Description	Allowance per ship	Remarks
491M or V	Sextants	2	For general ship's use and for instruction of midshipmen, if borne.
R.A.F. Ref. No. 6B/218	Bubble sextants, Mark IXA.	2	For use of flying personnel taking sights from aircraft.

2. Aircraft carriers in commission should arrange for any sextants, Pattern 491M or V, held in excess of the revised allowance to be returned to the nearest dockyard or Naval store depot. Supply of these sextants to aircraft carriers under construction should be adjusted accordingly by warrant yards and supplying yards and depots.

3. The bubble sextants, Ref. No. 6B/218, should not be confused with the marine type bubble sextant for ship's navigation, referred to in A.F.O. 1687/44.

4. The revised allowance of sextants, Pattern 491M or V, will be included in B.R. 358—Establishment of Naval Stores for Executive Purposes—and the allowance of bubble sextants, Ref. No. 6B/218, will be included in B.R. 378 (Col. 11)—Aircraft Stores Establishment. When occasion arises, therefore, for either pattern to be demanded, the sextants, Patterns 491M or V, should be demanded from the normal storing yard and the bubble sextant from the *air* store depot (or *nearest* Naval store depot for ships abroad.

(F.O.C.T. 24 Jan. 1944, No. 1397/F.O.C.T. 322 and 31 Jan. 1944, No. 1486/F.O.C.T. 322.)

(A.F.O. 1687/44.)

2256.—Inflatable Lifebelts—Spares

L.C.T., L.C.T.(R), L.C.G.(M), L.C.G.(L) and L.C.F.

(N.S. 13663/44.—27 Apr. 1944.)

The number of inflatable lifebelts to be carried on board major landing craft as spares is to be reduced to the following:—

L.C.T.	...	...	...	2 No.
L.C.T.(R)	...	...	...	2 "
L.C.G.(M)	...	...	...	4 "
L.C.G.(L)	...	...	...	4 "
L.C.F.	...	...	...	8 "

2. L.C.I.(S) and L.C.S.(L)(2) are allowed two spare lifebelts and are not affected by this Order.

3. Lifebelts carried in excess of revised allowances should be returned to store.

4. The establishments of stores will be amended.

2257.—Chairs and Stools—Allowances for Damage Control Positions

(N.S. 30534/43.—27 Apr. 1944.)

The allowances of tubular steel chairs and stools to ships in commission fitted with damage control positions are to be based on the quantities shown in the Appendix to this Order. These allowances are to be regarded as the maximum requirements, and where provision has already been arranged, or where the quantities shown are greater than those actually required, demands should be reduced accordingly. In some ships, for example, stools are not required for damage control bases.

2. Where necessary to compete with conditions of list, ships' staffs are to make their own arrangements to anchor the chairs and stools.

3. The allowances of these chairs and stools to ships of new construction fitted with damage control positions are to be shown in the approved specifications and drawings.

4. Ships concerned in commission should forward demands as necessary to their Storing Yards. In accordance with the conditions of contract, supply of stools and chairs, Type R.P.6, to ships of new construction is the responsibility of the shipbuilders. Chairs, Pattern 3142, however, are supplied from Admiralty stocks, and arrangements for supply should be made by warrant and supplying yards in the normal manner.

5. The Sea Store Establishments will be amended.

APPENDIX

Class of Ship	Damage Control Headquarters		Secondary Headquarters		Total No. for Damage Control Bases		Total of preceding three columns				
	Chairs, Pattern 3142	Chairs, Type R.P.6 Stools, tubular steel, 1 ft. 10 in. high	Chairs, Pattern 3142	Chairs, Type R.P.6 Stools, tubular steel, 1 ft. 10 in. high	Chairs, Pattern 3142	Chairs, Type R.P.6 Stools, tubular steel, 1 ft. 10 in. high	Chairs, Pattern 3142	Chairs, Type R.P.6 Stools, tubular steel, 1 ft. 10 in. high			
<i>Capital Ships</i>											
"King George V" Class ...	3	10	3	1	3	—	15	4	10	21	
Remainder ...	3	7	3	1	3	—	12	4	7	18	
<i>Aircraft Carriers</i>											
Fleets, Light Fleets and H.M.S. "Unicorn".	3	7	3	1	3	—	9	4	7	15	
Escorts (including H.M.S. "Argus").	1	2	1	—	—	1	5	1	3	6	
<i>Cruisers</i>											
Above 6,000 tons ...	2	5	2	—	1	3	—	9	2	6	14
Under 6,000 tons (including A.A. Cruisers).	1	4	2	—	1	2	—	4	1	5	8
Monitors ...	1	4	2	—	1	2	—	4	1	5	8
Repair Ships and large Depot Ships.	1	4	2	—	1	3	—	6	1	5	11
Small Depot Ships ...	—	1	2	—	—	—	—	2	—	1	4
Netlayers and Seaplane Carriers	—	1	2	—	—	—	—	2	—	1	4
Auxiliary Vessels, Converted Minelayers and A.A. Ships above 6,000 tons.	—	2	2	—	—	—	—	6	—	2	8
Auxiliary Vessels, Converted Minelayers and A.A. Ships between 2,000 and 6,000 tons.	—	1	2	—	—	—	—	2	—	1	4
Landing Ships over 6,000 tons	—	2	2	—	—	—	—	6	—	2	8
Landing Ships between 2,000 and 6,000 tons.	—	1	2	—	—	—	—	2	—	1	4
Controlled Mining Base Ships	—	1	2	—	—	—	—	2	—	1	4

2258.—Ohmmeters, Pattern 13336—use on Explosives prohibited

(N.S. 17353/42.—27 Apr. 1944.)

Ohmmeters, Pattern 13336, manufactured in U.S.A. by Simpson Electric Company, have been introduced (under sub-head F1C) as a substitute for ohmmeters, Pattern 5045.

2. They are suitable for general electrical testing purposes only and are not to be used for testing explosives of any kind.

3. Where they have been used for testing rocket or other ammunition, their use for this purpose is to be prohibited, and ohmmeters, Pattern 5045, or other special pattern as detailed in the testing instructions, demanded in lieu, if the required instruments are not already carried. The total number of Pattern 5045 and for Pattern 13336 instruments carried on board should not, however, exceed the total allowance to the ship.

4. All ohmmeters, Pattern 13336, are to be clearly marked:—

“NOT TO BE USED FOR TESTING EXPLOSIVES”

and the “Directions for Use” on the back of the instruments should be amended to read as follows:—

Directions for Use

To adjust this instrument set the pointer to infinity (shown as 00 on the left-hand side of the scale) by rotating the screw on the front of the instrument.

Short circuit the terminals “Common” and “2,000” or “Common” and “200,000” according to which range is required, and adjust the pointer to read zero by rotating the screw at bottom of the instrument.

The scale markings 1M and 2M indicate 1,000 ohms. and 2,000 ohms. respectively. When test leads are connected to the “common” and 200,000 ohms terminals all scale readings should be multiplied by 100.

When the dry cell requires renewal the pointer will not indicate zero with the bottom adjusting screw well out and a new cell should be inserted with its centre terminal to the right when looking at the back of the instrument. Reverse cell if pointer movement is reversed.

After renewing cell, replace cover and adjust pointer as above.

5. The replacement cell is Pattern 14074. This cell has recently been introduced for various services and if not available one cell of battery, Pattern 55, should be used (see A.F.O. 1869/44). The cardboard tube is to be left on the cell.

6. Naval Store Depots to which consignments of ohmmeters, Pattern 13336, are delivered from U.S.A., should arrange for the amended markings, and directions shown in paragraph 4 to be carried out locally before any are issued.

7. The rate book and the establishments of Naval stores will be amended.

(A.F.Os. 670/44 and 1869/44.)

2259.—Flameproof Floodlight, Portable, for Use in Hangars and Aircraft Repair Workshops—Introduction

Aircraft Carriers and other Ships carrying Aircraft

(N.S./A.M.R. 414/43.—27 Apr. 1944.)

A portable flameproof floodlight with self-contained battery has been introduced for use in dangerous areas such as hangars and aircraft repair workshops of aircraft carriers, etc., and added to the Authorized List of Naval Stores as follows:—

Pattern No.	Description	Subhead and Item
17061	Floodlight, flameproof, portable, battery-fed, for use in aircraft carriers.	F.2B

2. The following items are required for use with Pattern 17061:—

Pattern No.	Description	Subhead and Item
W.2317	Battery, 12 volts, 25 A.H., for use with floodlight, Pattern 17061.	F.2A
16049	Lamp, 12 volts, 48 watts, for use with floodlight, Pattern 17061.	F.2A

3. The floodlight will be allowed on the following basis:—

Fleet Aircraft Carriers, Light Carriers.	Fleet	6 for workshops plus 1 for each squadron carried.
Escort Carriers ... ..	...	3 for workshops, plus 1 for each squadron carried.
M.A.Cs. ... ..	...	2 per ship. Grain ships only.
Capital ships, cruisers, and other vessels fitted with catapults.	...	1 per ship.

4. Ships concerned, except M.A.C. ships, to whom supply will be arranged without demand, should forward demands for floodlights on the basis detailed in paragraph 3 above, plus two batteries (one as spare) and three lamps (two as spare), for each floodlight demanded, to their Storing Yards at home or abroad, quoting this Order as the authority for supply. Issues to new services will be made with their initial outfit of stores.

5. Purchase of 420 floodlights has been arranged from Messrs. G.E.C. under contract C.P.76951/43, and requirements at home dockyards and depots should be demanded in accordance with A.L. N.S. 30262/43/Br.9B/B.40560, dated 28 Sep. 1943.

6. Supplies to yards abroad should be arranged as follows:—

	Pattern 17061	Pattern W.2317	Pattern 16049
<i>From Stroud—</i>			
Colombo	50	100	200
Durban	30	60	100
<i>From Preston—</i>			
Alexandria	30	60	100
Gibraltar	30	60	100

7. Aircraft Stores Establishments will be amended in due course; meanwhile, Establishments held by H.M. Dockyards, R.N. Store Depots, etc., should be amended in manuscript.

2260.—H.P. Air Compressors—Alternative Circulating Water Arrangements—As. and As.

“S,” “T” and “U” Class Submarines

(D. 08117/44.—27 Apr. 1944.)

Item numbers “T” class 504; “S” class 505; “U” class 504. Classification “A*.”

2. Arrangements are to be provided to enable the H.P. air compressors to be run in emergency when the above-mentioned submarines are submerged at depths in excess of about 120-ft.

3. In vessels of these classes in which an alternative circulating water system for the H.P. air compressors is not already fitted, the following work should be carried out at the first opportunity:—

“S” and “T” Submarines

(a) A 1½-in. bore water suction pipe is to be led from the lowest portion of “X” compensating tank to a S.D.V. and tee piece in the cross connection pipe on the compressor circulating water suction.

(b) A tee piece (1-in. bore) and S.D.V. to be led from each compressor circulating water overboard discharge pipe. The S.D.Vs. to be cross connected and a 1½-in. bore return branch to be led to the top of “X” compensating tank.

(c) To assist the compressor circulating water pumps in obtaining the necessary suction lift an air boost is to be provided for “X” compensating tank in “T” class, from the 10 lbs. blow to No. 6 fresh water tank, with a shut-off cock tested to 50 lbs. per square inch.

“U” Class Submarines

A 1-in. bore suction and 1-in. bore return pipe with suitable branch pieces and S.D.Vs. to be taken from the circulating water inlet and discharge connections on the forward and after compressors and led similarly to “M” and “X” compensating tanks respectively.

4. Separate instructions have been issued dealing with these alternative arrangements in submarines under construction.

(Admiral (S), 24 Mar. 1944, No. S.M.745/25.)

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

2261.—Link Shoe Fittings for F.S. Guard Wires
L.C.T. and certain L.C.F., L.C.G. (L), L.C.T. (R)

(D.C.O.M. 43/43.—27 Apr. 1944.)

It has been approved to fit link shoe fittings in accordance with Drawing D.N.C. 26/S.A./539 (see A.F.O. Diagram No. 119/44) in all guard wires where seized end wires are at present fitted.

2. In new construction Overseers are to arrange for builders to supply accordingly.

3. For craft in commission, link shoe fittings, Pattern 2078, should be demanded from storing yards and the work of fitting carried out by base staffs.

4. Where applicable, this Order is also to apply to L.C.F., L.C.G.(L) and L.C.T.(R).

(Capt., M.L.O., No. M.698/22 of 26 Oct. 1943.)

2262.—Operating Tables—Increased Allowance
"Illustrious" Class and Later Fleet Carriers

(N.S. 15519/44.—27 Apr. 1944.)

The allowance of operating tables, Pattern 1294 (with metal frames for basins, Pattern 1292A, and metal tables for tray, Pattern 1293), to "Illustrious" class and later Fleet Carriers, has been increased from two to three per ship.

2. Ships in commission should demand the additional table, etc., from their storing yard or depot. For ships under construction, Overseers should demand the articles, when required for fitting, from the warrant yard in the normal manner.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

(F.O.I.C., Northern Ireland Serial No. 220, Ref. No. 914/04/836/1,
5 Feb. 1944.)

(C.O., H.M.S. "Formidable," Ref. No. 267/120, 30 Jan. 1944.)

2263.—Hand Saws, 26-in.—Increased Allowance

Flotilla Leaders, Destroyers, Fast Minelayers, Sloops, Survey Vessels,
Cutters and Auxiliary Vessels over 1,000 Tons but under 2,000 Tons

(N.S. 19667/44.—27 Apr. 1944.)

The allowance of hand saws, 26-in., D.H.T. co-ordinated, No. 2187 (formerly Admiralty Pattern C.766), for damage control purposes to the classes of ships mentioned in Group 4 of paragraph 3 of A.F.O. 1642/43 (i.e., flotilla leaders, destroyers, fast minelayers, sloops, survey vessels, cutters and auxiliary vessels over 1,000 tons but under 2,000 tons), is increased from 2 to 3 per ship.

2. Ships concerned, in commission, should forward demands to their Storing Yards or Naval Store Depots, as necessary. Supply to ships of new construction should be made by Warrant and Supplying Yards and Depots in the usual manner.

3. The Sea Store Establishments will be amended.

(A.F.O. 1642/43.)

2264.—Stores and Publications for First Line Squadrons

(N.S. Air. 1732/44.—27 Apr. 1944.)

The provisioning arrangements for first line squadrons have been under review and the following procedure is to be followed in future so as to ensure the correct delivery of equipment and publications and to facilitate accounting:—

(i) *Preparation of demands.*—The number of the squadron only is to be shown as the "demanding service" on forms S.134d or S.549. When demands are raised by services the name of the ship or station rendering the demands on behalf of the squadron is *not* to appear on the vouchers but the vouchers should bear the signature of the Air Supply Department Officer of the ship or station.

(ii) *Disposal of triplicate and quadruplicate copies of demands.*—The triplicate copies of all vouchers for stores supplied to squadrons are invariably to be sent to the Air Supply Department Officer of the parent ship or station and *not* to the squadron concerned. To facilitate this arrangement the triplicate copies of all vouchers, when raised for squadrons by Admiralty, R.N. Store Depots, ships or stations, are to be stamped at the time as follows:—

<p>Squadron Equipment</p> <p>Forward to A.S.D.O. of Accounting Unit</p> <p>NOT</p> <p>to the Squadron</p>

Triplicate copies of vouchers are to be endorsed similarly when demands or transcripts are raised from originals at R.N. Store Depots or Dockyards.

Quadruplicate copies of vouchers are to be disposed of in accordance with the procedure laid down in A.F.O. 3088/43 but to facilitate accounting these copies, when raised for squadrons by Admiralty, R. N. Store Depots, ships or stations, should be stamped as follows:—

<p>Squadron Equipment</p> <p>COMPLETE AND FORWARD IMMEDIATELY</p> <p>TO A.S.D.O. OF PARENT SHIP OR STATION</p> <p>Received the stores enumerated hereon</p> <p>.....</p> <p>Commanding Officer,</p> <p>No. Squadron.</p> <p>....., 1944</p>

Quadruplicate copies of demands or transcripts raised from originals at R.N. Store Depots or Dockyards are to be similarly endorsed.

(iii) *Disposal of ship's copies of demands.*—When demands are raised by the Admiralty or R.N. Store Depots for the initial equipment of first line squadrons, Ship's copies will be forwarded to the Air Supply Department Officer of the station or ship where a squadron is forming or re-arming and *not* to the Commanding Officer of the squadron.

- (iv) *Copies of Provisioning letters.*—Copies of Admiralty letters to R.N. Store Depots promulgating arrangements for the supply of initial equipment to first line squadrons will be distributed as follows :—

The Flag Officer, Naval Air Stations.
The Administrative Authority (if other than F.O.N.A.S.).
The Commanding Officer of the Squadron.

The Air Supply Department Officer of the parent station or ship, together with a list of the equipment being supplied. These lists will contain a blank space down one side to allow of notations against individual items by store staff, squadrons, etc. For publications, a copy of the instruction to supply, will be sent to each of the addresses referred to above.

- (v) *Diversion of stores consequent on movement of squadrons.*—Whenever a squadron moves to another location the Commanding Officer of the ship or station is to signal to all supply authorities, copy to Admiralty, Administrative Authority (and F.O.N.A.S. where F.O.C.T. or R.A.N.A.S. (N) is Administrative Authority) and the Commanding Officer of the new ship or parent station requesting that all outstanding demands for the squadron be diverted to the new location. The Air Supply Department Officer of the ship or station is to transfer to the Air Supply Department Officer of the new ship or parent station :—

- (a) Ship's copies of all demands outstanding.
(b) Copy of provisioning letter and provisioning list for initial equipment items; the list should be annotated to date with the supply position of all dues.
(c) A separate list giving details of all signalled A.O.G. demands and the known supply position.

On receipt of these diversion signals the supplying authorities will divert stores and publications as they become available on outstanding demands to the squadron at the new address.

- (vi) *Vouchers for Air Publications.*—One copy only (Supply Note) is raised for consignees' use in respect of publications. This voucher always accompanies the books and incorporates a tear-off slip to be used as acknowledgment of receipt. A stamp, as follows, is to be impressed on each supply note by the Consignor, to ensure the A.S.D.O. of the parent unit being provided with details of the books received in order that the articles-in-use ledger of the squadron concerned may be debited.

PUBLICATIONS

To be signed by C.O. of the squadron and forwarded immediately to the A.S.D.O. of the parent ship or station.

Received the Books detailed hereon—
except as shown overleaf.

.....
Commanding Officer,
No. Squadron.

.....
Date

2. Stores and spare parts other than those included in the mobile equipment laid down in the Aircraft Stores Establishments are not to be demanded for or held by first line squadrons.

(A.F.O. 3088/43.)

(A.F.O. 346/44 is cancelled.)

(F.O.N.A.S. No. 2096/624/11. 21 Mar. 1944.)

Section 4

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

2265.—Requisitioning Powers—Use of

(M.F./C.P. 72841/42.—27 Apr. 1944.)

The following amendment should be made to A.F.O. 2003/44, paragraphs 2 and 3 :—

Delete " 1941 " and " 1938 " respectively and insert " 1939 " in each instance.

(A.F.O. 2003/44.)

2266.—Naval Beach Commandos—Arrangements for Supply of and Accounting for Naval Stores and Other Equipment—REFORTS

(N.S./C.O.D. 0119/44.—27 Apr. 1944.)

The allowances of Naval, victualling and medical stores and stationery for each Naval Beach Commando are detailed in the appendices hereto.

2. Total requirements for one Commando are termed an outfit and comprise the quantities shown in both column 4 and column 5 of the appendices; allowances under the latter column are for the Principal Beach Master.

3. Supply will be made on the scale of two outfits per Naval Beach Commando, i.e. one outfit (on a limited scale—see paragraph 5 (a) below) for training and exercises and one complete outfit for operational use. In addition, there will be an operational reserve of one complete outfit for every two Naval Beach Commandos.

4. Eight spare outfits are to be permanently maintained by H.M.S. " Monck " and two outfits are allocated to H.M.S. " Armadillo " for training purposes.

SUPPLY ARRANGEMENTS IN UNITED KINGDOM.

5. (a) *Training Requirements.*—The two outfits held by H.M.S. " Armadillo " should be used for initial training of Naval Beach Commandos.

For training and exercises elsewhere, Naval Beach Commandos are to be limited to essential requirements, within the scale of a full equipment. The first supply quantities should be demanded from H.M.S. " Monck " by Accountant Officer of the base to which the Naval Beach Commando is allocated and should be retained until the operational outfit (see (b) below) is issued.

Replenishments of Naval stores should be demanded by the Commanding Officer of the Naval Beach Commando from the Accountant Officer of the base, requirements of common stores being met from base stocks and the remainder (i.e. special items unobtainable locally) by demand on H.M.S. " Monck ".

(b) *Operational Requirements.*—When a Naval Beach Commando is transferred to the command of a Force Commander, a complete outfit for operational use is to be demanded from H.M.S. " Monck " and is to be held (in the custody of the Accountant Officer) at a base selected by the Force Commander, who will order its subsequent transfer to other bases as necessary to meet operational requirements. These outfits are not to be used for training or exercises and should be issued to Naval Beach Commandos only on direct orders of the Force Commander concerned.

Operational reserve outfits (one per two Naval Beach Commandos) will normally be held at H.M.S. " Monck "; they may be brought forward to a suitable forward base or Naval store depot by orders from the Admiralty, but should be returned to H.M.S. " Monck " for replenishment and retention when no longer required.

Replenishments of stores comprising operational outfits should be obtained from reserve outfits and from outfits of stores issued for training (see sub-paragraph (c) below).

(c) *Disposal of outfits no longer required.*—Outfits issued for training or exercises are to be returned to the Accountant Officers of bases concerned when the latter are authorized to issue operational outfits in their place. All serviceable items should be transferred to the Accountant Officer of the nearest base holding operational reserve outfits or to H.M.S. "Monck". Unserviceable items should be dealt with in accordance with normal storekeeping procedure.

Operational outfits when no longer required for use should be returned to H.M.S. "Monck" through the local Accountant Officer subject to any special arrangements which may be made for the recovery and salvage of operational equipment generally.

SUPPLY ARRANGEMENTS ON FOREIGN STATIONS.

6. (a) *Initial Supplies and Replenishments.*—Commander-in-Chief, Mediterranean; Commander-in-Chief, Eastern Fleet (S.E.A.C.), and Force Commanders concerned are requested—

- (i) to report to Admiralty as necessary when any further complete outfits are required to be shipped from United Kingdom to complete to the scale authorized in paragraph 3 above, stating where they should be consigned;
- (ii) to arrange for periodical reports to be made to Admiralty of requirements, not obtainable locally, to adjust outfits to the scale laid down in the appendices and to replenish the outfits to be maintained on the station stating where the stores are to be consigned;
- (iii) to issue the necessary local orders regarding the allocation, issue to and return by Naval Beach Commandos of outfits supplied for training, operations and operational reserve.

(b) *Transfer of Outfits between Stations.*—When Naval Beach Commandos are transferred abroad from United Kingdom or from one station or theatre of operations to another, their administrative authority at the time is responsible that two outfits (i.e. one training and one operational outfit) are shipped for each Naval Beach Commando transferred making application to H.M.S. "Monck" (at home) and to Admiralty (from abroad) if the necessary outfits or part thereof cannot be obtained from local resources.

Admiralty at home and Commanders-in-Chief abroad will be responsible that the operational reserve of one outfit per two Naval Beach Commandos is also shipped. No operational reserve outfit will be transferred where only one Naval Beach Commando is involved.

7. Arrangements for the initial distribution of new pattern beach signs and lights have been made at Admiralty and authorities concerned have been informed. When the new equipment is issued all obsolete items should be withdrawn and returned through the local Accountant Officer to the nearest dockyard or Naval Store Depot for disposal.

ACCOUNTING ARRANGEMENTS.

8. The following accounting procedure will be adopted for the Naval stores included in the outfit:—

(a) *Accounting for Permanent Naval Stores*—

- (i) Permanent stores are to be accounted for in Naval store account prepared in duplicate on Forms S.1099D (inside) enclosed in covers S.1099D (outside). The accounts will be prepared by H.M.S. "Monck" in respect of new outfits and handed over with the stores.
- (ii) The original copy of the account will be held by the Accountant Officer of the base to which the Naval Beach Commando is allocated. The duplicate copy of the account is to be held by the Commanding Officer of the Naval Beach Commando. In the case of unissued outfits both copies will be held by the Accountant Officer (or (S) N.S.O.) holding the stores.
- (iii) Unserviceable articles returned to a base and replaced by serviceable articles are to be dealt with as "Exchange" transactions on Forms S.1091, and as no change in the number held is involved, the transactions are not required to be recorded in the S.1099D account.

- (iv) The only changes to be made in the quantities shown in the S.1099D account will be when an article is returned or lost and is not replaced, or when an article is supplied as an authorized addition to the established allowance.
- (v) Form S.549 will be used for supplies of articles in lieu of those lost by accident or neglect and for the issue of any authorized additions to the established allowances.
- (vi) Naval stores returned to a base when a Naval Beach Commando no longer requires them or when the articles are in excess of the established allowances are to be dealt with on Forms S.549.
- (vii) On each occasion of drawing or returning stores, the Naval Beach Commando's copy of the S.1099D account is to be presented for amendment if necessary.
- (viii) If the issuing or receiving base is not that through which the Naval Beach Commando normally draws stores, it is important that a copy of the Form S.549 be forwarded to the latter base for correction of the base copy of the Naval Beach Commando's Naval store account.
- (ix) The stores are to be mustered and S.1099D accounts signed on each occasion of transfer of responsibility.
- (x) All differences found at transfer of responsibility for the stores in the S.1099D account, or at any other muster, are to be reported forthwith to the Accountant Officer of the base, who is to take appropriate action and raise Forms S.1096 (losses by accident), Forms S.126 (losses by neglect) or Forms S.148, for adjustment of the S.1099D account.
- (xi) The Officer-in-Charge of the Naval Beach Commando is responsible for acquainting the Accounting Officer when a muster, other than the six monthly musters arranged by the latter, is considered necessary.

(b) *Accounting for consumable Naval Stores*—

- (i) A separate account of the expenditure of consumable stores is not required to be kept, but they will be recorded on Form S.1099D (inside) for information only.
- (ii) The Accountant Officer of the base will normally control the issue of consumable stores to a Naval Beach Commando to ensure that no waste or extravagance occurs. The Commanding Officer is responsible for ensuring that expenditure is kept to a minimum compatible with the efficient functioning of the unit, and that the quantities of consumable stores demanded from time to time are reasonable.
- (iii) Forms S.549 will be used for the return of consumable stores in the same circumstances stated in paragraph 8 (a) (vi) above.

(c) *Accounting for Medical and Victualling Stores.*—A record of receipt and disposal of victualling and medical stores should be kept for convenience in Form S.1099D in the same manner as permanent Naval stores, but on separate sheets with appropriate headings.

9. To assist in ready identification of stores for Naval Beach Commandos, the marking "N.B.C." will be shown on every case and loose article comprising the outfit in addition to any normal markings. Stores for the Principal Beach Master should be packed and marked separately with the letters "P.B.M."

10. Authorised establishment of light machine-guns and small arms is laid down in C.A.F.O. 490/44; details of C.O. kits are contained in A.F.O. 488/44 (Appendix No. 3).

11. Provisions of Chief of Combined Operations' letter No. ALB.3230/43, dated 16th April, 1943, are cancelled.

12. The appendices are as follows:—

Appendix A—Allowances of Permanent Naval Stores.

Appendix B—Allowances of Consumable Naval Stores.

Appendix C—Allowances of Victualling and Medical Stores and Stationery.

APPENDIX "A"

Naval Beach Commandos—Allowance of Permanent Naval Stores

Pattern No.	Description	Denomination	Allowance per Naval Beach Commando	Allowance per Principal Beach Master	Remarks	
1	2	3	4	5	6	
			Outfit Spares			
	<i>Subhead B.3</i>					
	Beach Signs and Equipment— —one set as follows:—					
—	Shapes, horizontal, white	No.	3	6	} Dockyard manufacture.	
—	Shapes, horizontal, red ...	No.	1	2		
—	Shapes, horizontal, green	No.	1	2		
—	Shapes, vertical, white ...	No.	3	6		
—	Shapes, vertical, red ...	No.	1	2		
—	Shapes, vertical, green ...	No.	1	2		
—	Signs, sector, red ...	No.	1	2		
—	Signs, sector, white ...	No.	1	2		
—	Signs, sector, green ...	No.	1	2		
—	Triangles, transit, white (5-ft. equilateral).	No.	18	6		
—	Pickets (obtained from W.O.).	No.	58	22		} Consumable Stores.
403	Screws, 1-in. (Subhead B.10).	Gross	—	3		
604	Hammer, sledge (Subhead B.11).	No.	6	—		} Dockyard manufacture.
—	Guys	No.	52	26		
—	Poles, 16-ft. (Subhead E.12)	No.	26	13		
—	Poles, transit, 12-ft. (Subhead E.12).	No.	18	—	} Consumable stores.	
43	Helve, for sledge (Subhead E.12).	No.	6	—		
	<i>Note.</i> —No alphabetical letters will be marked on the sector signs when supplied. These will be painted on by Naval Beach Commandos at a later date.					
719	<i>Subhead B.5</i> Bulldog grips for S.W. ropes, 2-in.	No.	9	—		
—	<i>Subhead B.11</i> Maul heads, Mark VIII ...	No.	3	—	Army Cat. No. J.A. 1057.	
90A	Axes, pick, 8-lb.	No.	6	—		
50	Bars, pinch	No.	3	—		
C668	Axes	No.	12	—		
—	<i>Subhead E.8</i> Tents, complete (160-lb.), camouflaged.	No.	6	1	Army Cat. No. J.A. 1548.	
—	<i>Subhead E.12</i> Map cases	No.	3	—	Supply arranged locally by H.M.S. "Monck".	
1	<i>Subhead E.13</i> Blocks, single, with becket ...	No.	6	—		
270	Blocks, double, without becket.	No.	6	—		

APPENDIX "A"—contd.

Pattern No.	Description	Denomination	Allowance per Naval Beach Commando	Allowance per Principal Beach Master	Remarks	
1	2	3	4	5	6	
—	<i>Subhead F.1A</i> Loud hailing equipment (complete with spares and carrying box), Type 431 or 432.	No.	6	1		
—	<i>Subhead F.1C</i> Binoculars, 7-power Army No. 5 with case.	Pairs	3	2		
	<i>Subhead F.2A</i>					
5110E	Aldis lanterns	No.	3	1		
8979A	Boxes, transport for ...	No.	3	1		
5344	Boxes, battery	No.	6	2		
1842	Plug for Aldis lantern ...	No.	3	1		
1843	Socket for Aldis lantern ...	No.	3	1		
16001	Torches, signalling	No.	9	—		
	Lights, Beach, one set as follows:—		Outfit Spares			
	Stadium storm lanterns, Type 999G:—					
—	Red, fitted with red top light dome.	No.	4	1	} Exclusive of batteries and bulbs which are shown separately.	
—	White, fitted with red-top light dome.	No.	2	1		
—	White, fitted with green top light dome.	No.	2	—		
—	Green, fitted with green top light dome.	No.	4	1		
—	Amber, fitted with red top light dome.	No.	9	3		
—	Amber, fitted with green top light dome.	No.	9	3		
—	Red, danger, with wire handles fitted with red top light dome.	No.	12	—		
	Stadium storm lanterns, Type 996, fitted with morse flashing relay—					
—	with red front coloured discs.	No.	1	1		
—	with green front coloured discs.	No.	1	1		
—	with white front coloured discs.	No.	1	1		
—	Discs, front, spare, red ...	No.	—	16		
—	Discs, front, spare, white	No.	—	4		
—	Discs, front, spare, green	No.	—	4		
—	Discs, front, spare, amber	No.	—	18		
—	Domes, top light, spare, red.	No.	—	3		
—	Domes, top light, spare, green.	No.	—	4		
14092	Batteries, Ever-Ready, 6-volt, Type R.996.	No.	45	225		
16223	Bulbs, m.f., 5-volt, 0.15-amp. m.e.s. cap.	No.	87	261		

APPENDIX "A"—contd.

Pattern No.	Description	Denomination	Allowance per Naval Beach Commando	Allowance per Principal Beach Master	Remarks
1	2	3	4	5	6
—	<i>Subhead F.3</i> Watches, wristlet	No.	6	2	Army Cat. No. V.S. 7471.
—	Compass, prismatic, liquid, Mark II.	No.	3	2	Army Cat. No. V.S. 0710.
—	Cases, compass, prismatic, A	No.	3	2	Army Cat. No. V.S. 0220.

APPENDIX "B"

Allowances of Consumable Naval Stores

2270	<i>Subhead B.7</i> Leads, fishing, large, 5½ lb. (boat's lead).	No.	3	1	
2052	<i>Subhead B.10</i> Shackles, rigging	No.	6	—	
109	Nails, S.W., round, 2-in. ...	Lb.	9	—	
126	Nails, steel clasp, 1-in. ...	Lb.	9	—	
C759B	<i>Subhead B.11</i> Shovels, steel pointed ...	No.	6	—	
650	Spades, steel	No.	6	—	
198B	Chisels, cold rod, 1-in. ...	No.	3	—	
C631	Hammers, carpenters ...	No.	3	—	
2432	Marline spikes, 12-in. ...	No.	3	—	
4313	Frames, hacksaw, 9-in. ...	No.	3	—	
C789	Blades, hacksaw, 18 t.p.i. ...	Doz.	1	—	
468	Pliers, 7-in.	Pairs	3	—	
C762	Saws, compass	No.	3	—	
700	Needles, sail	Doz.	3	—	
2392	Palms, seaming	No.	9	—	
669	Screwdrivers	No.	6	—	
—	Shovels, G.S.	No.	12	—	Army Cat. No. J.A. 1320.
—	Cutters, wire, folding Mk. I	No.	30	—	Army Cat. No. W.A. 1020.
—	<i>Subhead D.1</i> Canvas squares, 9-ft. × 9-ft.	No.	12	—	
T818A	<i>Subhead D.3</i> Bunting, red, 19-in. wide ...	Yds.	30	—	
T820	Bunting, yellow, 19-in. wide	Yds.	30	—	
C1514	Twine seaming, extra fine ...	Lb.	6	—	
1056	<i>Subhead D.4</i> Bags, tool, with wooden bottom.	No.	3	—	
019	Flags, hand, semaphore, on staves.	Pairs	4	1	
514	Flags "W" (Naval Code)	No.	12	—	
23	Flags, rectangular, red, 3-ft. × 2-ft.	No.	12	—	
—	Buckets, water, canvas, Mark V.	No.	9	—	Army Cat. No. J.A. 0243.
C3207	<i>Subhead D.5</i> Cordage, sisal, 2-in.	Fms.	90	—	
C1563	Lines, codfish (for guys) ...	No.	9	—	
C3241	Lines, heaving, 1½-in. × 15 fms.	No.	6	—	
C3375	Lines, hand lead.	No.	3	1	

APPENDIX "B"—contd.

Pattern No.	Description	Denomination	Allowance per Naval Beach Commando	Allowance per Principal Beach Master	Remarks
1	2	3	4	5	6
533	<i>Subhead E.6</i> Paint mixed in 4-lb. tins:—				
376	Red	Tins	3	—	
504 or substitute	White, titanium ordinary	Tins	3	—	
501	Green	Tins	3	—	
—	Black, ordinary	Tins	3	—	
C270	<i>Subhead E.11</i> Brushes, paint, ½-in. ...	No.	12	—	
C275	Brushes, paint, 1 knot 4/0 ...	No.	9	—	
907	<i>Subhead E.12</i> Helves for pick axe, Pattern 90A.	No.	6	—	
—	Staves for flags, hand, 4 ft. 6 in. or 5 ft. 6 in. for "W" flag.	No.	12	—	
—	Staves for hand flags, 3 ft. 6 in.	No.	12	—	
2A	Handspikes, 6-ft., iron shod	No.	3	—	
C668A	Helves for axe, Pattern 668	No.	12	—	
—	Pole, sounding, 15-ft., painted green and white in alternate 1-ft. lengths.	No.	6	—	
—	Megaphones, 12-in., Mark I	No.	15	—	Army Cat. No. Y.A. 1066.
—	Helves for mauls, Mark II ...	No.	3	—	Army Cat. No. J.A. 1056.
W2044	<i>Subhead F.1A</i> Batteries, spare, for loud hailing equipment.	No.	6	2	
3361	<i>Subhead F.2A</i> Cells for Aldis lantern ...	No.	36	12	
5111	Lamps for Aldis lantern ...	No.	6	2	
3364	Connections, cell for Aldis lantern.	No.	30	10	
55	Batteries for torches ...	No.	27	—	
56A	Bulbs for torches	No.	27	—	

APPENDIX "C"

Allowances of Victualling and Medical Stores and Stationery

9	<i>Victualling Stores</i> Mess kettles, 4-gal.	No.	3	—	
123	Mess kettles, 1½-gal.	No.	3	—	
—	Mess kettles, 1-gal.	No.	3	—	
C.933	Pans, frying, large	No.	6	—	
—	<i>Medical Stores</i> Medical haversacks, complete	No.	3	—	To be made up by H.M.S. "Monck".
—	<i>Stationery</i> Pads, signal, S.1330	No.	—	6	
—	Logs, signal (daily log), S.329	No.	—	2	
—	Logs, signal (current "A" messages), S.329 (a).	No.	—	2	To be stowed in fitted box which should be made up from local resources.
—	Paper, carbon, quarto ...	Sheets	—	12	
—	Bulldog grips	No.	—	6	
—	Pencils, H.B.	No.	—	12	
—	Envelopes	No.	—	100	
—	Economy labels	No.	—	150	

(A.F.O. 488/44 and C.A.F.O. 490/44.)

2267.—Landing Craft Recovery Units—Arrangements for Supply of and Accounting for Naval Stores and Special Equipment

(N.S./D.C.O.M. 0136/44.—27 Apr. 1944.)

The allowances of naval stores and special equipment for each Landing Craft Recovery Unit are detailed in the Appendices to this Order. These quantities comprise one outfit.

2. The outfits for the equipment of units in the United Kingdom are held in the custody of H.M.S. "Turtle". When a unit is allocated to a force for exercises or operations an outfit of stores and special equipment will be issued direct to the custody of the officer-in-charge of the unit in H.M.S. "Turtle," or will be transferred by H.M.S. "Turtle" to the base indicated by the Force Commander for subsequent issue to the unit.

3. In addition to outfits stored for subsequent issue to units, three outfits for training purposes and certain additional stores are held by H.M.S. "Turtle" for use at the base; details of these additional stores are given in Appendices A and B (final column).

4. Replenishments of Naval stores should be demanded by the Officer-in-Charge of the Unit; through the local Accountant Officer wherever this is practicable; application for replacement of equipment shown in Appendix C should be made to the Admiralty for action by the authority indicated in the final column thereof.

5. The following accounting procedure will be adopted for the Naval Stores included in the outfit:—

(a) *Accounting for Permanent Stores—*

(i) Permanent stores are to be accounted for by the Officer-in-Charge of the unit in a Naval store account prepared in duplicate on Forms S.1099d (inside) enclosed in covers S.1099D (outside) by H.M.S. "Turtle" and handed over with each outfit to the Officer-in-Charge.

(ii) The original copy of the account will be held by the base at which the unit is accommodated. The duplicate copy will be held by the Officer-in-Charge of the Unit.

(iii) Unserviceable articles returned to a base and replaced by serviceable articles are to be dealt with as "Exchange" transactions on Forms S.1091, and as no change in the number held is involved, the transactions are not required to be recorded in the S.1099D account.

(iv) The only changes to be made in the quantities shown in the S.1099D account will be when an article is returned or lost and is not replaced, or, when an article is supplied as an authorised addition to the established allowance.

(v) Form S.549 will be used for supplies of articles in lieu of those lost by accident or neglect and for the issue of any authorized additions to the established allowances.

(vi) Naval stores returned to a base when a unit no longer requires them or when the articles are in excess of the established allowances, are to be dealt with on Forms S.549.

(vii) On each occasion of drawing or returning stores, the unit's copy of the S.1099D account is to be presented for amendment if necessary.

(viii) If the issuing or receiving base is not that through which the unit normally draws stores, it is important that a copy of the Form S.549 be forwarded to the latter base for correction of the base copy of the unit's Naval store account.

(b) *Accounting for consumable stores—*

(i) A separate account of the expenditure of consumable stores is not required to be kept.

(ii) The Accountant Officer of the base will normally control the issue of consumable stores to a unit to ensure that no waste or extravagance occurs. The Officer-in-Charge is responsible for ensuring that expenditure is kept to a minimum compatible with the efficient functioning of the unit, and that the quantities of consumable stores demanded from time to time are reasonable.

(iii) Form S.549 will be used for the return of consumable stores in the same circumstances stated in paragraph 5 (a) (vi) above.

6. *Musters of Stores—*(a) The stores are to be mustered and S.1099D accounts signed on each occasion of transfer of responsibility.

(b) All differences found at transfer of responsibility for the stores in the S.1099D account, or at any other muster, are to be reported forthwith to the Accountant Officer of the Base, who is to take appropriate action and raise Forms S.1096 (losses by Accident), Form S.126 (losses by neglect) or Forms S.148 for adjustment of the S.1099D account.

(c) The Officer-in-Charge of the Unit is responsible for acquainting the Accountant Officer when a muster, other than the six monthly musters arranged by the latter, is considered necessary.

7. *Special equipment—*A record of the receipt and disposal of the items of special equipment is to be maintained in Form S.1099D in the same manner as permanent naval stores but on separate sheets headed "Special Equipment (NOT Naval Stores)".

8. *Unit Outfits—*For transport and ready identification all packages and uncase items of equipment should be clearly marked with the short title and number of the unit to which the gear belongs. The cases used for the transfer of unit outfits should be retained for use as stowage racks at the base in which the unit is accommodated.

9. The Appendices are as follows:—

Appendix A—Allowances of Permanent Naval Stores.

Appendix B—Allowances of Consumable Naval Stores.

Appendix C—Allowances of Special Equipment.

APPENDIX "A"

*Landing Craft Recovery Unit
Allowances of Permanent Naval Stores*

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B3</i>				
—	Type C.H. improved pattern oxy-acetylene welding blow pipe, with 10 nozzles in box.	No.	1	—
—	Oxygen regulator (2-stage), Ref. O.R.12, with pressure gauge and contents gauges for pressure up to 35 lb./sq. in.	"	1	—
—	Acetylene regulator (2-stage), Ref. A.R.9, with pressure and contents gauges for pressure up to 35 lb./sq. in.	"	1	—
—	Type M.S. cutting blow pipe, with 3 nozzles.	"	1	—
—	Oxygen regulator (2-stage), Ref. O.R.13, with pressure and contents gauges for pressure up to 150 lb./sq. in.	"	1	—
—	Underwater cutting equipment...	Set	1	—
—	Keys for cylinder connections and spindle set.	No.	2	—
—	Goggles, type F.G.L.	"	1	—
<i>Subhead B.5</i>				
718	Bulldog grips, for 2½-in. S.W. rope	No.	12	—
721	Bulldog grips, for 1½-in. S.W. rope	"	12	—

APPENDIX "A"—contd.

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B.8</i>				
5204A	Blocks, steel, 2-ton	No.	1	—
5115A	Blocks, steel, $\frac{3}{4}$ -ton	"	2	—
5118A	Blocks, steel, $2\frac{1}{4}$ -ton	"	1	—
5121A	Blocks, steel, 3-ton	"	1	—
4723	Extinguishers, fire, Pyrene, 1-quart	"	4	—
4724	Extinguishers, fire, Pyrene, 2-galls.	"	2	—
4724A	Hoses, metallic, 12-ft., for Pattern 4724.	"	2	—
4726	Extinguisher, fire, foam, 2 galls.	"	4	—
4726A	Hoses, metallic, 4-ft., for Pattern 4726.	"	4	—
—	" Weaver " hydraulic jacks, 9-ton	"	2	—
<i>Subhead B.9</i>				
2905	Blow lamps, 2-pint	No.	1	—
C.1067	Lamps, hurricane	"	6	—
<i>Subhead B.11</i>				
1280	Drills, Breast	No.	1	—
2A	Drills, hand	"	1	—
1069	Brace, ratchet, steel	"	2	—
5	Posts, drilling, steel	"	2	—
C535	Clamps, carpenters	"	4	—
C537	Clamps, engineers, C type, $2\frac{1}{2}$ -in.	"	2	—
C538	Clamps, engineers, C type, $3\frac{1}{4}$ -in.	"	2	—
103	Braces, carpenters	"	1	—
458	Pincers, carpenters	"	2	—
1064	Shears, hand	"	1	—
947	Rules, engineers, steel, 12-in. ...	"	1	—
948	Rules, engineers, steel, 24-in. ...	"	1	—
C766	Saws, hand, 26-in.	"	1	—
C744	Saws, tenon, 14-in.	"	1	—
650	Spades, steel	"	2	—
90A	Axes, pick	"	2	—
C670	Axes, felling	"	1	—
C672	Axes, junk	"	1	—
670B	Tapes, measuring	"	1	—
3630A	Grinders, bench, hand	"	1	—
1250	Nail extractor	"	1	—
—	Tool kits, shipwrights, in box ...	"	2	—
—	Tool kits, fitters, in box (Army Ordnance).	"	3	—
<i>Subhead E.5</i>				
3485	Breathing apparatus, " Salvus ", complete with 2 spare oxygen cylinders for fire-fighting and shallow water diving.	No.	1	—

APPENDIX "A"—contd.

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead E.5—contd.</i>				
3498	Combined tool and testing set consisting of :—			
	Flowmeter graduated in litres and half-litres.	No.	1	—
	Length of I.R. tube for connecting above.	"	1	—
	Standard gauge	"	1	—
	Tongs for removing dome ...	"	1	—
	Loop spanner for removing blank cap of reducer.	"	1	—
	Tommy spanners for removing diaphragm.	"	2	—
	Pricker or awl for removing gauge and split ring.	"	1	—
	Drift for replacing gauge and split ring.	"	1	—
	Double-ended spanner for gland nut and adjusting sleeve.	"	1	—
	Shifting spanner for general purposes.	"	1	—
	Spare washers	various		
3420	Admiralty shallow diving dress... Set of accessories for, viz. :—	No.	1	2
3421	Belt, canvas	"	1	2
3423	Weights, curved, " D ", 7-lb.	"	4	8
3425	Shoes, weighted	Pr.	1	2
3427	Shoe, soles, lead, $1\frac{1}{4}$ -lb.	"	4	8
3429	Corrugated tube for Salvus ...	No.	1	2
3430	Clamp for securing skirt ...	"	2	4
3431	Extension piece webbing, 15-in.	"	1	2
3441	Skirt, clamp key	"	2	4
25A	Wrist bands	Prs.	2	4
3433	Perspex front window ...	No.	1	2
3434	Washers, rubber, for front window.	"	1	2
3435	Eye bolts	Sets	1	2
3436	Washers, rubber, for mouth-piece dome.	No.	2	4
3438	Washers, leather, for union nuts	"	6	12
3439	Mouthpiece, rubber	"	1	2
3440	Bolts	"	2	4
3442	Skirt clamp nuts	"	2	4
3443	Adaptor, with Schrader valves	"	1	1
3445	Black rubber sheet (skirt) ...	Yd.	$\frac{1}{4}$	$\frac{1}{2}$
3446	Medal brand solution	Tube	1	2
3447	Nuts and spring washers for U-tube.	Pr.	1	2
3451	Head strap buckles	No.	2	4
3455	Washers, rubber	"	1	2
3459	Key for removing outlet valve	"	1	1
42	Twill, prepared	Yd.	$\frac{1}{2}$	1
110	Knife, improved	No.	1	2
112	Case, brass, for	"	1	2
3456	Relief valve diaphragms ...	"	2	4
3457	Relief valve diaphragms ...	"	1	2

These quantities include those allowed in accordance with A.F.O. 1977/44, Para. 7.

APPENDIX "A"—contd.

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead E.8</i>				
—	Tents, bivouac, to sleep two men	No.	7	—
<i>Subhead E.12</i>				
—	Sheets, ground, I.R.	No.	14	—
<i>Subhead F.1C</i>				
13152	Telephones	No.	2	—

APPENDIX "B"

Landing Craft Recovery Units
Allowances of Consumable Naval Stores

<i>Subhead A</i>				
Timber :—				
—	1-in. × 6-in., in 6 ft. lengths	No.	6	12
—	3-in. × 3-in., in 3 ft. lengths	"	8	16
10A	Wedges, beech :—			
—	12-in. × 4-in.	"	25	50
—	6-in. × 3-in.	"	25	50
Wedges, soft :—				
—	12-in. × 4-in.	"	25	50
—	6-in. × 3-in.	"	25	50
—	Plywood, 5-ply, 48-in. × 24-in. (Waterproofed), 3-in. ply, 48-in. × 24-in.	"	8	16
—	Deal :—			
—	12-in. × 12-in. × 10-ft. ...	"	4	—
—	9-in. × 3-in. × 10-ft. ...	"	4	—
<i>Subhead B.2</i>				
Plates, M.S., black, 7½ lbs. :—				
—	36-in. × 36-in.	No.	4	8
—	18-in. × 18-in.	"	6	12
—	9-in. × 9-in.	"	9	18
Bolts, hexagon heads, with nuts :—				
201A	¼-in. × 1½-in.	lbs.	14	28
203A	⅜-in. × 1¾-in.	"	28	56
205A	½-in. × 2¼-in.	"	28	56
<i>Subhead B.5</i>				
Rope, S.W., extra special flexible galvanised :—				
—	2½-in. circumference	fms.	30	—
—	½-in. circumference	"	20	—

APPENDIX "B"—contd.

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B.7</i>				
—	Sheet copper braziers, 40 gauge :—			
—	12-in. × 12-in.	No.	12	24
—	9-in. × 9-in.	"	18	36
—	Sheet copper braziers, 20 gauge :—			
—	6-in. × 6-in.	"	18	36
—	4-in. × 4-in.	"	12	24
—	Sheet naval brass, 40 gauge, 4-ft. × 2½-ft.	Sheet	1	2
—	Sheet naval brass, 20 gauge, 4-in. × 2-in.	"	1	2
—	Electrodes, welding, M.S., ordinary :—			
—	8 gauge	Feet	1,000	2,000
—	10 gauge	"	1,000	2,000
—	12 gauge	"	1,000	—
—	14 gauge	"	1,000	2,000
—	Electrodes, welding, M.S., cast iron, 10 gauge.	"	100	200
—	Electrodes, welding, M.S., brass, 10 gauge.	"	100	200
<i>Subhead B.8</i>				
4728	Refills, Pyrene (1 quart) ...	No.	20	40
4729	Refills, foam (2 gallons) ...	"	8	16
<i>Subhead B.9</i>				
2901A	Spare burners for blow lamp ...	No.	2	—
2903	Needles, cleaning	"	2	—
2902	Nipples	"	2	—
2904	Nipple keys	"	2	—
C.1068	Candle holders for hurricane lamps	"	6	—
4129	Holders for electrodes	"	2	—
C.1071	Globes, clear	"	12	—
1350	Wire, copper, round, annealed, 16 gauge.	Lbs.	10	20
1357	Wire, copper, round, annealed, 8 gauge.	"	10	20
1264	Wire, M.S. round, 12 gauge ...	"	10	20
1275	Wire, M.S. round, 6 gauge ...	"	10	20
1311	Wire, M.S., for welding, 12 in. long	"	14	28
1313	Wire, M.S., for welding, 12 in. long	"	28	56
184A	Whistles, mouth, with chain ...	No.	4	—
<i>Subhead B.10</i>				
721	Washers, plate, iron	Lbs.	½	1
721A	Washers, plate, iron	"	1	2
721G	Washers, plate, iron	"	1	2
721H	Washers, plate, iron	"	1	2
5358	Shackles, mild steel :—			
—	½-in.	No.	2	—

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B.10—contd.</i>				
5360				
5361	$\frac{3}{8}$ -in.	No.	2	—
5362	$\frac{7}{8}$ -in.	"	2	—
5364	1-in.	"	2	—
C.1032	$1\frac{1}{4}$ -in.	"	2	—
C.1026	Buckets, hand	"	2	—
29	Bowls, baling	"	4	—
966	Feeders, oil	"	1	—
	Nails, copper, clenched:—			
990	$1\frac{1}{2}$ -in. × 11g	Lbs.	5	10
1045	2-in. × 11g	"	5	10
	Nails, copper, clenched:—			
1086	3-in. × 8g	"	10	20
	5-in. × 4g	"	10	20
1169	Nails, copper, tack:—			
1173	$\frac{1}{2}$ -in. × 16g	"	3	6
1175	$\frac{3}{4}$ -in. × 16g	"	3	6
1404	$\frac{7}{8}$ -in. × 15g	"	3	6
to	Washers, annealed copper, for			
1437	clenched nails.			
	As necessary to correspond to			
108B	nails above.			
109	Nails, S.W., round, $1\frac{1}{2}$ -in. long ...	Lbs.	5	10
111	Nails, S.W., round, 2-in. long ...	"	10	20
	Nails, S.W., round, 3-in. long ...	"	10	20
20	Screws, iron, for wood:—			
63	$\frac{3}{4}$ -in. × 7g	Gross	$\frac{1}{2}$	1
116	$1\frac{1}{2}$ -in. × 15g	"	1	2
152	$2\frac{1}{2}$ -in. × 18g	"	1	2
	$3\frac{1}{2}$ -in. × 20g	"	$\frac{1}{2}$	1
216	Screws, brass, for wood:—			
237	$\frac{1}{2}$ -in. × 5g	"	$\frac{1}{2}$	1
295	1-in. × 10g	"	1	2
328	2-in. × 18g	"	1	2
374	3-in. × 24g	"	$1\frac{1}{2}$	1
	5-in. × 20g	"	$\frac{1}{4}$	$\frac{1}{2}$
	Thimbles, $2\frac{1}{2}$ -in.	No.	12	—
5086	Thimbles, $1\frac{1}{2}$ -in.	"	12	—
5083				
<i>Subhead B.11</i>				
	Drift pins, cast steel:—			
1432	$\frac{1}{2}$ -in.	No.	1	—
1434	$\frac{3}{4}$ -in.	"	1	—
	Drills, morse, twist:—			
2000	$\frac{3}{8}$ -in.	"	2	4
2003	$\frac{9}{32}$ -in.	"	2	4
2016	$\frac{3}{16}$ -in.	"	4	8
2034	$\frac{1}{8}$ -in.	"	4	8
2056	$\frac{1}{16}$ -in.	"	6	12
200	Complete set of drills for Pattern	"	2	4
to	2A.			
205				

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B.11—contd.</i>				
	Drills for brace 1069 (C.S. clearing):—			
100	1-in.	No.	2	4
101	$\frac{7}{8}$ -in.	"	2	4
102	$\frac{3}{4}$ -in.	"	2	4
103	$\frac{5}{8}$ -in.	"	2	4
104	$\frac{1}{2}$ -in.	"	2	4
105	$\frac{3}{8}$ -in.	"	2	4
	Drills for brace 1069 (tapping):—			
100A	1-in.	"	2	4
101A	$\frac{7}{8}$ -in.	"	2	4
102A	$\frac{3}{4}$ -in.	"	2	4
103A	$\frac{5}{8}$ -in.	"	2	4
104A	$\frac{1}{2}$ -in.	"	3	6
105A	$\frac{3}{8}$ -in.	"	3	6
	Marline spikes:—			
2431	9-in.	"	2	—
2433	18-in.	"	2	—
1099	Punches, round, $\frac{1}{2}$ -in.	"	4	—
4265	Squares, steel, 12-in. blade	"	2	—
50	Bars, pinch, 3 ft. 6 in. long	"	4	—
1485	Chisels, chipping, $\frac{5}{8}$ -in.	"	2	—
1486	Chisels, cross cut	"	2	—
221C	Dolley, curved	"	1	—
221B	Dolley, straight	"	1	—
2921	Tools, caulking	"	2	—
2924	Tools, caulking	"	2	—
C.606	Hammers, sledge, $7\frac{1}{2}$ -lb.	"	1	—
C.608	Hammers, boiler-makers, $2\frac{1}{2}$ -lb.	"	2	—
C.616	Hammers, engineers, $1\frac{3}{4}$ -lb.	"	2	—
C.631	Hammers, carpenters, $1\frac{1}{2}$ lb.	"	1	—
	Bits, for Pattern 103 Braces:—			
1510	$\frac{3}{8}$ -in.	"	1	2
1509	$\frac{1}{2}$ -in.	"	1	2
1508	$\frac{5}{8}$ -in.	"	1	2
1507	$\frac{3}{4}$ -in.	"	1	2
1527	Screwdriver	"	1	2
	Screwdrivers, cast steel, with handles:—			
842	$3\frac{1}{2}$ -in. long	"	1	—
665	$8\frac{1}{2}$ -in. long	"	2	—
664	12-in. long	"	1	—
892	Knives, glaziers, putty	"	1	—
430	Knives	"	1	—
468	Pliers	"	2	—
1398	Pliers, electricians	"	2	—
4313	Hacksaw frames	"	2	—
C788	Blades for 14 T.P.I.	"	36	72
	Spanners:—			
1451	Shifting jaw, 12-in.	"	2	—
3606	Adjustable, small	"	2	—
	Mild steel, double ended:—			
3650	$\frac{1}{2}$ -in. × $\frac{1}{16}$ -in.	"	1	—
3657	$\frac{3}{8}$ -in. × $\frac{7}{16}$ -in.	"	1	—
3652	$\frac{1}{2}$ -in. × $\frac{9}{16}$ -in.	"	1	—

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead B.11—contd.</i>				
Spanners—contd.				
Mild steel, double ended—contd.				
3653	$\frac{3}{8}$ -in. \times $\frac{11}{16}$ -in. ...	No.	1	—
3654	$\frac{3}{8}$ -in. \times $\frac{13}{16}$ -in. ...	"	1	—
3655	$\frac{7}{8}$ -in. \times $\frac{15}{16}$ -in. ...	"	1	—
3656	1-in. \times $1\frac{1}{8}$ -in. ...	"	1	—
3651	$1\frac{1}{2}$ -in. \times $1\frac{3}{8}$ -in. ...	"	1	—
3658	$1\frac{1}{2}$ -in. \times $1\frac{3}{8}$ -in. ...	"	1	—
Wrenches, footprint:—				
1	5 $\frac{1}{2}$ -in. ...	"	1	—
2	9-in. ...	"	1	—
3	12-in. ...	"	1	—
3867	Tommy bars ...	"	2	—
3868	Tommy bars ...	"	2	—
35	Files, cast steel ...	"	1	—
38	Files ...	"	1	—
72	Files ...	"	1	—
73	Files ...	"	1	—
298	Files ...	"	1	—
320E	Files ...	"	1	—
332	Files ...	"	1	—
2392	Palms, seaming ...	"	2	—
120	File cleaners ...	"	2	—
635C	Stoves, oil, Washita ...	"	1	—
<i>Subhead D.1</i>				
—	Canvas, flax, Merchant Navy ...	yds.	10	20
<i>Subhead D.3</i>				
T808	Bags, cotton ...	cwt.	$\frac{1}{2}$	1
86	Cloth, cleaning ...	yds.	6	12
50	Twine, seaming ...	lbs.	2	4
T54	Fearnought ...	yds.	12	24
400	Mats, paunch ...	No.	1	—
<i>Subhead D.5</i>				
Cordage, white sisal:—				
C3209	2 $\frac{1}{2}$ -in. ...	fms.	120	—
C3205	1 $\frac{3}{4}$ -in. ...	"	120	—
	Spun yarn, tarred, 3-yarn ...	"	100	200
<i>Subhead E.2</i>				
Rubber insertion:—				
8E	$\frac{1}{2}$ -in. thick ...	lbs.	20	40
	$\frac{1}{4}$ -in. thick ...	lbs.	15	30
407	Tubing, I.R., vulcanised, for oxy-acetylene plant, 60-ft. lengths (with end connection).	No.	2	—

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead E.5</i>				
3489	Charges ...	No.	12	24
3490	Funnels for charging ...	"	2	—
—	Glasses for eye-piece ...	"	6	12
—	Oxygen cylinders, charged ...	"	15	30
<i>Subhead E.6</i>				
2	Red lead, dry ...	lbs.	14	28
409	White lead, oil paste ...	"	14	28
109	Putty ...	"	28	56
112	Methylated spirit ...	galls.	5	10
1315	Varnish, shellac ...	pints	8	16
—	Anti-dimming compound, "Kleer-site".	tins	2	4
<i>Subhead E.7</i>				
—	Acetylene gas cylinders, charged	No.	3	6
—	Oxygen gas cylinders, charged ...	"	8	16
—	Hydrogen gas cylinders, charged	"	3	6
<i>Subhead E.8</i>				
—	Candles, wax, to fit holders C.1068	lbs.	10	—
—	Soap, soft, grade II (general), yellow.	"	10	—
—	Grease, mineral ...	"	5	10
—	Grease, stauffers ...	"	14	28
—	Tallow ...	"	14	28
—	Cement, "Fondu"—quick-drying	cwt.	5	10
<i>Subhead E.9</i>				
T.801	Cotton waste ...	cwt.	$\frac{1}{2}$	1
—	Linseed oil ...	pints	2	4
<i>Subhead E.11</i>				
99	Gloves, leather, right ...	No.	6	—
100	Gloves, leather, left ...	"	6	—
4071	Glasses, "Protex" (for welding, hand screen).	"	6	12
<i>Subhead E.12</i>				
—	Emery cloth, coarse ...	No.	12	24
2A	Hanspikes, 6 ft. long, iron shod...	"	2	—
1215A	Goggles, holder for oxy-acetylene welding.	"	2	—
1215C	Goggles, glasses, safety, for ...	"	6	12

APPENDIX "B"—contd.

Pattern Number	Description	Denomination	Allowance per L.C.R.U.	Special allowance to "Turtle"
<i>Subhead E.12—contd.</i>				
—	Screens, hand, for electric welding	No.	2	—
907	Helves for Pattern 90A pick axes	"	2	—
44	Helves for Pattern C.606 hammers	"	1	—
41	Helves for Pattern C.608 hammers	"	2	—
39	Helves for Pattern C.616 and C.631 hammers.	"	3	—
<i>Subhead E.12</i>				
152	Chalk, white	box	1	—
<i>Subhead B.13</i>				
—	Plugs, soft wood, taper, round :—			
	¾-in.—¼-in. × 3-in. long ...	No.	25	50
	1-in.—½-in. × 3-in. ...	"	25	50
	2-in.—¾-in. × 6-in. long ...	"	25	50
	3-in.—1-in. × 9-in. long ...	"	25	50
	4-in.—1½-in. × 9-in. long ...	"	25	50
	6-in.—2-in. × 10-in. long ...	"	25	50
—	Plugs, soft wood, taper, square :—			
	¾-in.—¼-in. × 3-in. long ...	"	25	50
	1-in.—½-in. × 3-in. long ...	"	25	50
	2-in.—¾-in. × 6-in. long ...	"	25	50
	3-in.—1-in. × 9-in. long ...	"	25	50
	4-in.—1½-in. × 9-in. long ...	"	25	50
	6-in.—2-in. × 10-in. long ...	"	25	50
<i>Subhead F.1C</i>				
13056	Cable, electric	yds.	100	—
13104	Cable, for welding set in 75-ft. lengths (with ends prepared for welding) sets and electrode holders).	No.	4	—
—	Cable, electric, D.8 (double) ...	mile	½	—
<i>Subhead F.2A</i>				
55	Batteries for 10-in. torches ...	No.	24	48
3901	Tape, insulating, adhesive rubber	lb.	12	24
56A	Lamps for torches	No.	24	48
<i>Subhead F.2B</i>				
54	Torch cases	"	12	—
<i>Subhead K</i>				
—	Oil, pool burning	galls.	10	20

APPENDIX "C"
Landing Craft Recovery Units
Special Equipment

Description	Denomination	Allowance per L.C.R.U.	Responsible authority
Crane, Le Tourneau type	No.	1	} E.-in-C., Admiralty.
Tractor, D.8	"	1	
Special slings and towing wire (as specified below) :—			} D. of D., Admiralty.
For L.C.M. (1)	set	1	
For L.C.M. (3)	"	1	
Strops, steel wire :—			
10-ft. in length	No.	2	
20-ft. in length	"	1	
40-ft. in length	"	1	
Lifting slings :—			} L.C.M.S.O., Staines.
For L.C.A.	set	1	
For L.C.P. (L)	"	1	
For L.C.P. (R)	"	1	} D. of L.D., Admiralty.
Dennis or Coventry Climax trailer pump (500 galls. per minute), complete with three lengths 10-ft. suction hose, three lengths 30-ft. discharge hose and two high velocity nozzles.	No.	1	
Single operator, self-contained electric welding set (in a trailer or mounted on pneumatic car wheels).	"	1	E.-in-C., Admiralty.
Wooden rollers, 8-in. diam. × 1-ft. long ...	"	8	D. of D., Admiralty.
Three-ton G.S. lorry	"	1	} D. of S., Admiralty.
Jeep	"	1	
Terrapin	"	1	

Specification for special slings and towing wires for use with Le Tourneau Crane

1. *L.C.M.(1) sling.*—Double legged, each leg 10 ft. long, for total load of 15 tons. Upper ends suitably thimble and joined by an 8-in. internal diameter ring. Bottom ends with Pattern 5901 thimbles and 1½-in. straight shackles.

2. *L.C.M.(3) sling.*—42 ft. long steel wire for maximum load of 7½ tons, thimble at both ends, suitable for attachment to 11/12-ton crane hook.

3. *Towing wire for L.C.M.(1) and L.C.M.(3).*—132 ft. long 3-in. steel wire with thimbles and shackles at each end, suitable for shackling round standing parts of this wire.

(A.F.O. 1977/44.)

2268.—Landing Ships and Major Landing Craft—Victualling Arrangements, etc., under Operational Conditions when Troops are Embarked

(V. 7/P.D.(Q) 02302/43.—27 Apr. 1944.)

The following amendments are to be made to A.F.O. 2032/44 :—

Paragraph 1. Lines 15, 16 and 17.

For L.S.I. (L)	Substitute L.S.I. (H)
(Red Ensign)	(Red Ensign)
Personnel Ships (Small)	Personnel Ships (Small)

Paragraph 7. Sub-paragraph (ii). Line 1.

For Red Ensign L.S.I. (L)	Substitute Red Ensign L.S.I. (H)
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(A.F.O. 2032/44.)

2269.—Aircraft Propellers Received in a Dismantled Condition

(N.S. Air/A.D.P. 1322/43.—27 Apr. 1944.)

In order to economize in the use of transport and to facilitate storage, Rotol and De Havilland propellers will be delivered from contractors in future in a dismantled condition whenever possible, the propellers being packed in a rectangular case. With the exception of merchant aircraft carriers, to which assembled propellers will always be issued, dismantled propellers will be issued to all services as soon as stocks of assembled propellers in air store depots have been exhausted.

2. All propellers of these types shipped overseas will be in a dismantled condition.

3. H.M. ships of the following class :—

Fleet carriers, light fleet carriers,

Escort carriers and repair ships,

will be provided with stowages for complete propellers based on 20 per cent. of I.E. aircraft.

4. The Air Engineer Officer is responsible for the assembly of a suitable number of propellers of each type as soon as possible after initial stocks are taken aboard and for maintaining a stock of assembled propellers up to the maximum which stowage facilities will permit.

5. Tools required for assembling De Havilland and Rotol propellers are as follows :—

<i>De Havilland Propeller Tools</i>		<i>Rotol Propeller Tools</i>	
<i>Sect. 25L</i>		<i>Sect. 25M</i>	
<i>Ref. No.</i>	<i>Part No.</i>	<i>Ref. No.</i>	<i>Part No.</i>
2005	PC.641H	20021	TL.2221
2008	P.5348	20023	TL.2166
2010	PC.524	20038	TL.2215
2012	PC.539	20059	TL.2205
2015	PC.535A	20060	TL.2206
2017	PC.656	20061	TL.2207
2023	PC.642H	20062	TL.2204
2026	PC.532	20083	TL.2198
2028	PC.531	20084	TL.2202
2031	P.5348/1	20418	TL.2217
2032	PC.622H	20419	TL.2085
2044	PC.533	20488	TL.2200
2056	PC.655/2	20555	TL.2211
2078	PC.530/2	20564	TL.2003
2079	PC.577/1	20575	TL.2252
2120	PC.700/H/2	20599	TL.2209
2121	PC.701/H	20600	TL.2210
2122	PC.702/H/1	20614	TL.2232
2123	PC.748/H	20632	TL.2250
2133	PC.680/H	20655	TL.2163
2138	PC.747H/1	†20656	TL.2182
2157	PC.781	20663	TL.2199
2168	PC.821/2	20666	TL.2196
2169	PC.825/1	20667	TL.2195
2172	PC.655-3/2	20669	TL.2213
2209	PC.848	20885	TL.2181
2274	P.4348	20887	TL.2284
		20888	TL.2283
		20919	TL.2285
		20924	TL.2289
		20927	TL.2310
		20928	TL.2312
		†20936	TL.2214
		21170	TL.3416

† References 20656 and 20936 are alternatives, and only one is necessary.

6. Services undertaking the re-assembly of propellers and deficient of the necessary tools should place demands on the appropriate R.N. store depot in accordance with authorised allowances. The allowance of tools Ref. 2138, 2157 and 2274 have not yet been promulgated, and pending the publication of authorized allowances a maximum of 2 each for air stations and 3 each for repair yards should be demanded, quoting this order as the authority. Tools for satellite stations should be demanded by the parent stations as necessary.

7. Before packing, the propeller has been correctly adjusted, and providing that instructions given in the relevant publications are carefully followed there will not normally be any necessity for re-balancing.

8. For the present Hamilton and Curtis propellers will be supplied to all services, with the exception of repair yards and repair ships, in the assembled condition.

(A.F.Os. 4906/42 and 1566/44.)

2270.—Royal Naval Blood Transfusion Units—Supply to Service Afloat

(M.D.G. 20168/43.—27 Apr. 1944.)

It has been noted that supply of the above named units is being made to shore establishments.

2. These units are to be strictly reserved for issue to H.M. ships in accordance with the terms of A.F.O. 883/44.

(A.F.O. 883/44.)

2271.—Blackout Curtains, etc.—Arrangements for provision of

(Shore Establishments)

(N.S. 18439/44.—27 Apr. 1944.)

From the date of this order arrangements for the provision of blackout curtains, etc., in England, Northern Ireland and Isle of Man either by dockyard labour or by contract, will be the responsibility of the constructive departments at H.M. dockyards, where the blackout arrangements are not incorporated in the structure of the buildings.

2. All demands should be forwarded to the superintendent of the appropriate dockyard. Where blackouts are required at an establishment remote from a dockyard and it is considered undesirable to send professional officers or representatives to investigate and supervise, the local (S) Naval Store Officer nearest to the establishment should be instructed to arrange provision by local contract.

3. Blackout curtain material will be purchased as an item of naval stores under subhead E.10 and estimated requirements are to be included in the War Demands under the following headings :—

(a) For new projects.

(b) For new establishments under construction.

(c) To meet possible requirements for the maintenance of blackout in existing establishments (to be assessed by the constructive departments of the dockyards as laid down in A.F.O. 375/44.)

4. Where provision is being arranged by M.C.Ds., demands for the curtain material (including those from contractors), should be forwarded to Superintending Naval Store Officers by M.C.Ds. who are to examine the demands in detail and take into consideration other alternative forms of blackout which may in some cases be preferable.

5. On completion of the work to the M.C.D.'s satisfaction (or (S) Naval Store Officer's where the blackout is carried out under paragraph 2 above) the blackout, as a whole, should be accounted for under Vote 8/II and issued to the service in the normal manner.

6. Blackout arrangements in Scotland will still be initiated by the officers of C.E.-in-C. as heretofore.

(A.F.Os. 121/44 and 375/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2272.—A.M.S.Is.

(E.F.O.—27 Apr. 1944.)

Admiralty Merchant Shipping Instructions Nos. 28-29/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 2128/44.)

2273.—Amendments to Books

(E.F.O.—27 Apr. 1944.)

The undermentioned amendments (A.F.Os. P.269-276/44) to BR. 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.269/44.—B.R.377 (General)—A.S.E.—Amendment No. 1.
 P.270/44.—B.R.155/43—The Diving Manual—Amendment No. 1.
 P.271/44.—B.R.155A—Handbook for Breathing Apparatus, Pattern 230, and "Salvus" Self-contained Breathing Apparatus, Pattern 3485—1943—Amendment No. 1.
 P.272/44.—B.R.796/42—Handbook of Periodical Maintenance Routines for 21-in. Mark VIII** Torpedoes—Amendment No. 9.
 P.273/44.—B.R.849—Handbook for the 15-in., B.L., Mark I Gun, on Twin Marks I and I/N Mountings—1943—Amendment No. 1.
 P.274/44.—O.U.5225—Home Dockyard Regulations—Amendments.
 P.275/44.—B.R.844—Handbook for 2-in. Rocket, Mark V Gymbal Mounting—Amendment No. 3.
 P.276/44.—B.R.995 (formerly C.B. 4275)—Pamphlet on the Mark XXV Mine—Amendment No. 3.

A.F.O. 2127/44 is to be amended as follows:—

A.F.O. P.266/44.

For "B.R.913 (a)"

Read "B.R.913 (9)"

* Exceptionally A.F.O. P.269 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. 2127/44.)

2274.—B.R. 332A—Establishment of Naval Stores for Flotilla Leaders and Destroyers—List of Errata No. 11

(N.S. 15258/44.—27 Apr. 1944.)

List of Errata No. 11 to the Establishment of Naval Stores for Flotilla Leaders and Destroyers (except "Hunt" class) (B.R. 332A) has been prepared and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis. This list consists of reprinted Establishment pages only.

2. *Park Royal only.*—Each Establishment (B.R. 332A) when issued should be accompanied by one copy of errata portions of Lists of Errata Nos. 7, 8, 9 and 10.

2275.—B.R. 382—Establishment of Naval Stores

(L.C.T. and Associated types)

(N.S. 33328/43.—27 Apr. 1944.)

An Establishment of Naval Stores for L.C.T., Marks 1 to 5, L.C.F., L.C.G. (L), and L.C.T. (R) has been prepared and has been assigned the number "B.R. 382" in the catalogue of Books of Reference (B.R.1).

2. Stocks will be held at the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

3. Distribution will be arranged from Park Royal to the Commanding Officer of each craft of the above types and their Flotilla Officers and Squadron Commanders in accordance with paragraphs 5 to 8, 15 and 16 of A.F.O. 494/44 and to other authorities concerned.

4. Existing establishments for these craft are superseded and should be disposed of on receipt of copy of B.R. 382.

(A.F.O. 494/44.)

2276.—B.R. 640 (6a)—Issue of Revised Edition

(Sta./M. 02806/44.—27 Apr. 1944.)

Combined Operations Pamphlet 6A, Military Communication in Combined Operations (B.R. 640(6A)), has been revised, and old editions are obsolete.

2. A first issue, in accordance with A.F.O. 495/44, and as below, will be made from the R.N. Store Depot, Elveden Road, Park Royal, without demand, when available.

Flag Officers	...	...	...	...	...	...	...	...	1
Battleships, Battle Cruisers, Cruisers, Aircraft Carriers, Sea-plane Carriers, Flotilla Leaders, Destroyers and Monitors	...	...	...	...	...	...	...	...	1
Loan Libraries	...	...	...	...	...	...	...	...	1
Naval Air Stations	...	...	...	...	...	...	...	...	1
Naval Officers-in-Charge on Shore	...	...	...	...	...	...	...	...	1
Port War Signal Stations	...	...	...	...	...	...	...	...	1
Naval W/T Stations	...	...	...	...	...	...	...	...	1
Training Ships and Establishments	...	...	...	...	...	...	...	...	1

(A.F.O. 495/44.)

2277.—B.R. 1035—Landing Craft Signal Book—Bringing into Force

(S.D. 08051/44.—27 Apr. 1944.)

With reference to A.F.O. 1606/44, paragraph 3, B.R. 1035—"Landing Craft Signal Book" is to be brought into force on the Home Station for combined use at 0001B on 1st May.

2. It may also be employed for purely British use at the discretion of Commanders-in-Chief.

(A.M. 969AZ, 14 Apr., is cancelled.)

(A.F.O. 1606/44.)

2278.—B.R. 1036 (Restricted)—Regulations for Maintenance of 18-in. Duplex Pistols, Marks I and II—Issue

(T.2652/43.—27 Apr. 1944)

Copies of the above book will shortly be issued, without demand, by the Superintending Naval Store Officer, Park Royal, N.W.10, to all concerned.

2. B.R. 1036 supersedes O.U. 6366.

AFC
4743/44
2279.—S.455—History Sheet for R.N. Fire Force Ratings

(N. 24556/43.—27 Apr. 1944.)

Supplies of the above-mentioned form will shortly be available for issue, on demand, from the Superintending Naval Store Office, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

2280.—Scale of Supply of Established Books to Landing Ships and major Landing Craft—Additional Books to be Supplied

(D.C.O.M. 0122/44.—27 Apr. 1944.)

Table B.1 of A.F.O. 494/44 is to be amended as follows:—

(a) Delete all references to "Army Publications" in columns (105), (106) and (107).

(b) Insert new columns showing the scales of issue given in the following Table:—

Scale of supply of Established Books to Landing Ships and Major Landing Craft

(1)	(47A)	(47B)	(48A)	(48B)	(48C)	(53A)	(61A)	(63A)	(79A)	(79B)	(85A)	(90A)	(94A)
White Ensign Landing Ship, including L.S.H.— C.O. of each ship	2(d)		2 (d)	3 (d)	4 (d)	4 (d)	4 (d)	2 (d)	6 (d)	4 (d)	2 (d)	4 (d)	1 (d)
Major Landing Craft— Captain M.L.C.		3											3
Squadron Commander of each M.L.C. Squadron		1 (d)											1
Flotilla Officer of each Major Landing Craft Flotilla													
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2), L.C.T. (R) and L.C.S. (R).		1 (d)											1 (d)
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.													1 (d)

B.R. 173—Handbook for Q.F. 3-in., 30-cwt., gun, Mark I, on H.A./L.A.
 B.R. 178 and 178 (1)—Handbook for 4.7 B.L., Mark I, gun on C.P., Mark VI, mounting
 B.R. 188—Handbook for 6-in. B.L. on Mark P.VI mounting
 B.R. 202—Drill for 6-in. B.L. guns
 B.R. 206—Drill for 3-in. Q.F. guns on H.A. mountings
 B.R. 233—Drill for 12-pdr., 12-cwt., on H.A./L.A. mountings.
 B.R. 257—Handbook for 4-in. Q.F., Mark XVI*, gun on twin, Mark XIX, mounting
 B.R. 269—Handbook for 12-pdr., 12-cwt., gun on H.A./L.A. mounting
 B.R. 626—Drill for 4-in. Q.F., Mark XVI*, gun on H.A. twin, Mark XIX mounting
 B.R. 628—Drill for American 3-in., 50 cal., Mark X, gun on U.S. H.A./L.A. mounting
 B.R. 643—Handbook for 3-in., American 50 cal., Mark X, gun on U.S. H.A./L.A. mounting
 B.R. 812—Drill for 40-mm., Mark IV, gun on twin, Mark IV, mounting
 B.R. 843—Handbook for rocket equipment, 2-in., Mark V, (F.A.M.).

Scale of supply of Established Books to Landing Ships and Major Landing Craft

(1)	(97A)	(97B)	(101A)	(102A)	(102B)	(102C)	(102D)	(102E)
White Ensign Landing Ship, including L.S.H.— C.O. of each ship	2 (d)	1 (e)	1 (d)	2 (d)	2 (d)			(e) If carrying L.C.S. (M).
Major Landing Craft— Captain M.L.C.		3				3	3	3
Squadron Commander of each M.L.C. Squadron						1 (f)	1 (d)	1 (O) (d) If fitted. (f) L.C.S. (L) (2) only. (O) L.C.T. (R) and L.C.S. (R) only.
Flotilla Officer of each Major Landing Craft Flotilla							1 (O)	
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2), L.C.T. (R) and L.C.S. (R)						1 (f)	1 (d)	4 (O)
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.								

B.R. 867—Handbook for 20-mm. Oerlikon, twin, power operated, Mark V
 B.R. 918—Handbook for 0.5 guns on twin, Mark V, mountings
 B.R. 979 and 979 (1)—Pamphlet for P.A.C.
 B.R. 1000—Handbook for 40-mm. gun
 B.R. 1001—40-mm. gun mounting Mark, I, twin
 B.R. 1014 and 1014 (1)—Handbook for 6-pdr., 7-cwt., mounted in Valentine turrets
 B.R. 1030—Handbook for Q.F. 17 and 25-pdr., mounted in turrets
 B.R. —Instructions to the user on maintenance of the 5-in. rocket.

(c) Amend numbering of columns (108) and (109) to read (105) and (106) respectively. (A.F.O. 494/44.)

***2281.—Naval Active Service Postcard**

(N/N.I.D. 0571/44.—27 Apr. 1944.)

During forthcoming operations it will at times probably be difficult for Naval personnel concerned to keep in correspondence touch with relatives and friends. Occasions will, however, arise when the despatch of a brief message may help to assuage anxiety in the home circles and for this purpose a Naval Active Service Postcard (S.1302) has been instituted.

2. These cards, which it is emphasized must be posted in Ship's Mail, will be available at Mail Offices at Bases overseas and on Depot Ships, etc., from which they can be demanded as necessary prior to ships leaving port. They should be particularly helpful in the case of the crews of small craft when the facilities for correspondence are frequently limited.

3. Supplies of the card are in process of despatch to the Bases and Depot Ships concerned.

2282.—Madelic Instructions for Aircrew Personnel of the Fleet Air Arm

(M.D.G. 3339/44.—27 Apr. 1944.)

The following amendments are to be made to A.F.O. 4906/43, Section vii, paragraph 3:—

Delete all from "In the case of" to "can be accepted" and *substitute* "Under no circumstances can a candidate for pilot duties be accepted whose height and leg length is even fractionally less than these standards. Border-line cases should be rejected."

(A.F.O. 4906/43.)

2283.—Royal Marine Establishments in the Exmouth Area—Address for Correspondence and Stores

(M./R.M. 506/9/44A1.—27 Apr. 1944.)

Confusion and delay is being caused by correspondence and stores for R.M. Establishments in this area being incorrectly addressed.

2. The Establishments consist of the Depot, R.M., at Exton, and certain Units at Dalditch Camp. The whole are under the command of a Brigadier, with title Commander, Royal Marine Training Group (Devon). There is no longer a Brigadier at the Depot. Correspondence affecting Units in the group should be sent to the Group Commander unless of a minor or routine nature.

3. The correct addresses and railway stations are as follows:—

(1) *For Group Headquarters—*

The Commander,
R.M. Training Group,
Exmouth, Devon.

Telephone:—Exmouth 2258.

Telegrams:—Magrange, Lympstone.

Railway Station:—Lympstone.

(The actual location of the Headquarters is at the Grange, Lympstone.)

(2) *For Units at Dalditch Camp—*

The Commanding Officer,
(Name of Unit),
Dalditch Camp,
Nr. Exmouth, Devon.

Telephone:—Budleigh Salterton 667.

Railway Station:—Exmouth.

(3) *For R.M. Depot—*

The Commanding Officer,
Depot, R.M.,
Lympstone,
Exmouth, Devon.

Telephone:—Topsham 8391.

Telegrams:—Marine, Exton, Devon.

Railway Station:—Woodbury Road.

2284.—H.M.N.Z.S. "Inchkeith" and Inchkeith, Firth of Forth—Correspondence

(M. 788/44.—27 Apr. 1944.)

Delay is caused by correspondence intended for Inchkeith, Firth of Forth, being sent to H.M.N.Z.S. "Inchkeith".

2. Care should be taken that the correct designation is used in addressing signals and correspondence.

Section 6.—SHORE ESTABLISHMENTS**2285.—Rents of Admiralty Property—Collection and Report**

(D.N.A. 22575/43.—27 Apr. 1944.)

The attention of all Naval Accountant and Civilian Paying Officers who are charged with the collection of rents of Admiralty properties is drawn to the necessity for strict compliance with the following procedure:—

- (a) Whenever rents are not paid on the due dates, immediate action to obtain payment is to be taken in writing, or personally.
- (b) If the rent is still unpaid after a month, a special report is to be forwarded to the Director of Navy Accounts, Branch 6, Foxhill Hutments, Bath, in order that legal, or other action, to enforce recovery may be considered. This report should contain a full statement of the circumstances of the case and not merely record failure to secure payment.
- (c) Close liaison should be maintained with the local Surveyor of Lands, where available, in order that the current position regarding occupation of Admiralty properties may be known to the paying officer.
- (d) A quarterly schedule of all arrears of rent is to be forwarded on Form D.330, recording the steps taken to obtain payment. Nil returns may be made by reference sheet.

(C.D.I., Art. 335.)

2286.—Air Raid Warnings—Effect on Attendance on Non-industrial Staff

(C.E. 52616/44.—27 Apr. 1944.)

The instructions contained in A.F.Os. 82/40 and 1241/41 have been consolidated for convenience and reprinted in the following Order.

A certain amount of effective time may be lost owing to air raid warnings, breakdown of communications, etc. It is contemplated that in a time of national emergency, when the work of the Civil Service is of vital importance to the national cause, Civil Servants will readily respond to the needs of the situation and will be glad to do what they reasonably can to make up the time lost; at the same time the demands made upon them should not be unduly onerous. It is clear that the needs of official work

and the welfare of the staff will best be served by a spirit of give and take on both sides. The following general principles appear to be reasonable. In their detailed application, Heads of Establishments are asked to provide for them to be operated with full regard to the necessity for economy but without undue rigidity, full credit being given for extra effort by staff, even if not fully reflected in their hours of attendance.

2. (a) If, as a result of an air raid warning or other war emergency, an officer is not able to attend at his office until after his proper time, only the time after his actual arrival can be reckoned as attendance.

If the officer is not on substantial overtime, and his hours of attendance will thus fall short, during the week in question, of those to which he is conditioned, he will be expected to make up a *rough equivalent* of the time lost; but this provision should, as indicated above, be administered with due regard to all the circumstances. Moreover an officer need not be obliged to make up, in addition to the hours he would otherwise have worked, more than, say, five lost hours in any one week, nor to do so at the rate of more than one hour a day (though if the officer prefers, and it is departmentally convenient, not to spread the extra work to this extent he need not be made to do so); an officer need not be compelled to make up lost time on the day on which it was lost, if he prefers, and it is departmentally convenient for it to be deferred, but it should be made up at the earliest convenient opportunity; time lost, and not made up, in any week need not be carried forward to the next week. In other words, lost time will be carried forward from day to day but not from week to week, and if any lost time is not made up under the above arrangements the officer will nevertheless be deemed to have worked the full week to which he is conditioned.

If the officer is on substantial overtime and the time lost will not reduce his attendance in the week in question below that to which he is conditioned, it cannot be reckoned so as to entitle him to overtime pay, but he need not be required to make up the time lost; if he is so required, the additional time worked in lieu of time lost will reckon towards overtime.

(b) If an air raid warning takes place during the officer's attendance at his office, the time spent in the air raid shelter during official hours will be regarded as official attendance, and if he is required to make up, after official hours, any or all of the time lost, the time so worked will reckon towards overtime payment.

(c) Time spent in an air raid shelter after official hours will not be reckoned as attendance.

(d) Under the above arrangements no officer will receive less than his normal rate of pay, but no officer should receive overtime payment in respect of any week unless the hours actually worked, plus any hours reckoned as official attendance under (b) above, amount to more than the hours to which he is conditioned, and the amount of overtime payment should be calculated accordingly.

(e) It should be understood that if the time lost as a result of air raid warnings is very considerable, some modification of the above arrangements, either to the advantage or to the disadvantage of the staff, may be necessary.

(f) In some cases it may not be conveniently possible for more than a small proportion of the lost time to be made up; such cases should be submitted to the Admiralty with a full report of the circumstances.

(g) It is possible that special cases not envisaged by this paragraph may arise. These should be referred to the Admiralty for decision.

3. A.R.P. and Home Guard personnel who, by the performance of their appropriate defence duties during periods of air raid warnings, are prevented from working overtime for which they are scheduled, may be allowed to count such time as occurs within the period of scheduled overtime as official attendance for overtime purposes.

4. This Order does not apply to industrial staffs.

(A.F.Os. 82/40 and 1241/41 are cancelled.)

2287.—Temporary Non-Industrial Staff—Reckoning of Broken Service for Incremental and Sick Pay Purposes

(C.E. 52065/44.—27 Apr. 1944.)

In the case of temporary non-industrial staff who are on *scales* of pay, previous service in the Admiralty or in another Department under the Government of Great Britain may be reckoned for incremental purposes unless—

- (a) it was on a different class of work, or
- (b) was in an inferior grade, or
- (c) was terminated for misconduct or inefficiency, or
- (d) was followed by a break exceeding three months.

2. Previous service in a grade eligible for sick leave with pay may also be counted for the purpose of the Sick Leave Regulations, unless it was terminated for misconduct or inefficiency, or was followed by a break exceeding three months.

3. The new rule should be applied retrospectively, subject to the following two conditions:—

- (i) Adjustment should be made only on application from the officer concerned being lodged before the 30th June, 1944.
- (ii) The total period for which back pay may be issued should not exceed three months in the period before the 1st March, 1944.

4. Cases of doubt should be referred to the Admiralty, C.E.II Branch, for decision, but it is made clear that in no circumstances will applications be considered if the break in service exceeds three months.

5. The attention of all staff should be drawn to this Order.

(A.F.O. 3318/42.)

2288.—Promotion of Clerical Assistants (Treasury and Departmental) to the Clerical Class

(C.E.6107/44.—27 Apr. 1944.)

Heads of establishments are reminded that recommendations for the promotion of Clerical Assistants and Departmental Clerical Assistants, Grade I, in accordance with A.F.Os. 3099/41 and 1614/42, should reach the Admiralty, C.E. Branch II, Bath, by the 15th May, 1944. Those candidates selected as a result of this review will normally be placed on trial on the 1st July, 1944.

2. At this review all Clerical Assistants and Departmental Clerical Assistants, Grade I, aged 18 and over, who are considered suitable may be recommended for acting promotion. Temporary Clerical Assistants and Temporary Departmental Clerical Assistants, Grade I, who have been retained on marriage are also eligible for consideration.

3. Recommendations for the promotion of members of the Typing Grades should not be included with those relating to Clerical Assistants but should be submitted separately.

(A.F.Os. 3099/41, 1614/42, 3339/42, 5603/42, 2093/43 and 5037/43.)

2289.—Operation of Civilian Industrial Recreation Centres at Admiralty Establishments—Cinemas and other Shows

(L. 10348/43.—27 Apr. 1944.)

Where a cinema has been provided in a recreation centre in conjunction with an Admiralty hostel or married quarters estate for transferred work-people (other than a hostel run under the management of the National Service Hostels Corporation), the following financial rules are to be brought into force on a convenient current date.

2. All overhead and running costs (including lighting and heating of building and wages of projectionists and cleaners and any other necessary staff) will be chargeable against, and, after payment of minor costs (see paragraph 3 below), all receipts for admission to cinema shows (other than those arranged by E.N.S.A.) will be credited to the Navy Vote appropriate to the Establishment concerned. Wages of staff employed in the recreation centre in connection with cinema shows are to be subject to Admiralty approval, and details of rates now being paid, or proposed for payment, should be submitted to the Secretary of the Admiralty (Labour Branch), as soon as possible if they have not already received approval.

3. It is the duty of those responsible for the management of the centre to arrange admission charges for entertainments so as to cover the cost of hire of films, purchase of tickets and all other expenses, exclusive of cost of lighting and heating and staff wages.

4. Arrangements should be made for the Entertainments Account to be passed by the Cashier and reported to the Admiralty (W.G.F. Branch) quarterly. The Cashier, in forwarding the account to the Admiralty, should signify that items appearing in it cover, and are in agreement with, all those passed through the cash account of the Establishment.

5. In the case of entertainments (other than cinema shows) arranged by the residents themselves, the cost of lighting and heating will be borne by the Department as for cinema shows, and no charge is to be made for use of premises.

6. Any profits on the operation of the cinema are public money. The Admiralty makes no claim to receipts from entertainments arranged by residents themselves, although normally charges for admission to such entertainments should only be made to cover expenses, and in granting permission for such entertainments to be given in the premises, Heads of Establishments should only allow prices to be fixed above the amount necessary to cover expenses for a specific purpose, e.g. to provide equipment for the centre, which is not part of the standard equipment.

7. When E.N.S.A. and C.E.M.A. shows are given, all the costs set out in paragraph 2 will be borne by the Admiralty and no charge for the use of premises will be made.

2290.—Jig Boring Machines—Resiting of

(D.5813/44.—27 Apr. 1944.)

Whenever a jig boring machine is moved from one foundation to another it is possible that loss of accuracy may result.

2. In such cases, therefore, arrangements should be made for the manufacturer or agent to check thoroughly the machine in its new location.

2291.—Batteries, Pattern 3773/4 (Subhead F.2A)—Shipment Abroad

(N.S. 20058/43.—27 Apr. 1944.)

Owing to the limited shelf life of batteries, Patterns Nos. 3773 and 3774, difficulty has been experienced in providing reasonably "fresh" batteries for services abroad.

2. In order to minimize the possibility of consignments of these batteries, destined for yards abroad, arriving in an unserviceable condition, such consignments should consist of batteries *not more than one month old*, when packed for shipment.

3. *All* batteries, Pattern Nos. 3773 and 3774, over four months old are to be tested before issue. Batteries found to be unserviceable should be reported for disposal on Form D.68.

2292.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F. 148/43.—27 Apr. 1944.)

The purpose of these revised instructions is to achieve a simple allocation of financial responsibility between the Admiralty and the Ministry of War Transport for the cost of supplies and services to merchant ships. Accordingly, the following accounting procedure (except for supplies and services for D.E.M.S. purposes, for which instructions with regard to foreign vessels are given in C.A.F.O. 740/43) should be put into force forthwith.

2. *Vessels owned or chartered by the Ministry of War Transport and not covered by paragraph 6.*—(a) The cost of all such supplies and services will be recovered from the Ministry of War Transport, costs being calculated on a Group C (private individual) basis. For issues and services abroad (other than fuel), local recovery (Form D.94) should, whenever practicable, be effected from the local Ministry of War Transport representative or, if there is no representative, from a Sea Transport Officer holding funds for account of the Ministry. If local recovery is not practicable, the charges involved should be reported to the Admiralty (D.N.A.) on Forms D.72d or V.108, as claims against the Ministry of War Transport (except as provided in sub-paragraph (b)). For issues and services at home (other than fuel), claims on Form 94 should be raised direct on the Accountant General, F.S.3, Ministry of War Transport, Blackpool. In all cases a separate claim should be submitted for each vessel. The head of charge in the Cost Accounts for Vote 8 charges is Item 2 of Section F, Account No. 88.

(b) Issues of fuel from dockyards, etc., with Expense Accounts staff should continue to be reported on Form D.90, accompanied by the appropriate vouchers. Values are not required, and quantities only should be given on the Form. Valuation for Costs Accounts is also not required, nor is the cost of supplying. The procedure for issues of fuel from other sources remain unchanged. Valuation of all fuel issues will be made by the Ministry of War Transport, and financial settlement made direct with the Admiralty.

(c) Except as provided in paragraph (b), D.90 procedure will be discontinued, but reports which have already been prepared on D.90 should be forwarded as such.

(d) Issues of stores and provision of services from ships and from shore establishments which do not render Returns D.72 or V.108, should be reported to the Admiralty for action, as hitherto.

3. *Vessels owned by or on bareboat charter to the Ministry of War Transport, and engaged on Admiralty service.*—The cost of supplies and services will not be recovered from the Ministry but should continue to be charged to Navy Votes as for commissioned ships. The Admiralty and not the Ministry will be responsible for all disbursements in respect of such vessels. In any case of doubt as to the status or terms of charter of a vessel, the local Ministry of War Transport representative should be consulted.

4. *Vessels owned or chartered by United States War Shipping Administration or United States Army Transport Service, excluding those demise-chartered to Ministry of War Transport.*—These vessels usually fly the United States or Panamanian Flag.

(a) Supplies of fuel should be treated as in paragraph 2 (b) above.

(b) All other expenditure on these vessels should be assessed on a Group C basis, and reported on claim Form D.72d as a charge against the U.S.W.S.A. or U.S.A.T.S.

5. *All other merchant vessels.*—Before supplies are made or services rendered to other vessels, the local Ministry of War Transport representative or Sea Transport Officer should be consulted. Recovery should be effected locally from ships' agents if practicable, but, if local recovery is impracticable, the cost, assessed on a Group C basis, should be reported on Form D.72d for Admiralty recovery.

6. *Disbursements for ships under control of Ministry of War Transport.*—Disbursements for ships under control of Ministry of War Transport, excluding Ministry-owned vessels and vessels on bareboat charter to the Ministry when on Admiralty service, are normally paid by the ships' agents or, in certain conditions, by the Ministry of War Transport representative or Sea Transport Officer. Such

disbursements should in no circumstances be met by Base Accountant Officers or Dockyard Cashiers if a Ministry of War Transport representative, or a Sea Transport Officer holding an imprest for the Ministry of War Transport, is available. If, owing to special circumstances, any such disbursements have to be made by Admiralty Paying Officers, they should be immediately reported to the Admiralty (D.N.A. 5A) by microgram, where possible, with ship's name and nationality and the names of the operators, with an explanatory note in order that recovery may be effected from the Ministry of War Transport. Disbursements for Ministry-owned vessels and vessels on bareboat charter to the Ministry should, when these vessels are on Admiralty service, continue to be paid by Admiralty officers as a charge to Navy Votes.

7. *Cash Advances to Masters.*—Cash advances to Masters should not normally be made, such requirements being usually met by the ships' agents or Ministry of War Transport representative. Where, however, in the absence of such local facilities, it is found necessary to advance cash from Naval funds, the transactions should be reported by signal to the Admiralty (D.N.A. 5A) on the day they occur, to enable immediate recovery to be effected through the Ministry of War Transport.

8. *Cash Advances to Sea Transport Officers or Ministry of War Transport Representatives.*—Cash advances made to Sea Transport Officers or Ministry of War Transport representatives for the purpose of meeting disbursements on behalf of the Ministry of War Transport should be reported immediately by signal as in paragraph 7 above.

(Expense Accounts Instructions—Repayment Services, Article 120.)

(C.A.F.O. 740/43.)

(A.F.O. 5306/43 is cancelled.)

2293.—Volunteer Car Pools—Use of Cars

(C.E. 5032/44.—27 Apr. 1944.)

Attention is drawn to the following points which are arising, or in prospect, in connection with the use on official business of cars under the Volunteer Car Pools Scheme.

2. The day-to-day journeys of the Pools have to be performed largely by drivers who are married women with family responsibilities and for whom journeys lasting longer than was expected are a great inconvenience. Every effort must be made to notify in advance the probable duration of the journey, and then to avoid its being prolonged. If a long wait during a journey is foreseen, and the distance is not more than 10 miles or so from the starting point, the Pool should be given the option of providing two cars—one for the first part and the second to report at the point of waiting to collect the passengers. If a wait has been unforeseen, the driver should be given the option of returning home (if within 10 miles or so) and reporting back at a stated time.

3. Every effort should be made to give long notice (24 hours at least) of cars required and to avoid telephone requests after 5 p.m. The drivers who have to be contacted are often not on the telephone and have to be reached by message, e.g., through a neighbour's telephone. The staff of V.C.P. Office, as well as the drivers themselves, are volunteers.

4. The drivers are of course private motorists who, in common with all other car owners, have been stopped using their cars for non-essential private purposes. They indulge, with other members of the public, in the jealous watch for unnecessary official use of cars, and complaints that particular journeys were unnecessary or wastefully organized are not uncommon. Officers responsible for ordering V.C.P. cars must be careful to see that unnecessary journeys are in fact avoided so that occasion may not be given for criticism of this nature.

Some relief in the number of journeys for official business would in fact be welcome for the added reason that many V.C. Pools are now hard pressed to provide all the journeys required. This applies particularly to night driving, which only a certain number of the volunteers are prepared to undertake; and it is seldom now possible to add to the number of cars available for regular running.

5. Military operations this year may lead to a big demand on the Volunteer Car Pools and it may be necessary to curtail or entirely to discontinue the ordinary day-to-day running for which the Pools are at present being used. (A similar situation may arise locally after particularly heavy air raiding.) V.C.P. Offices have been notified through the Offices of Regional Commissioners that in such circumstances they may have to refuse some or all of the current work now being performed. A rough guide to priorities has been given as follows:—

1st Priority—

- (i) Assistance to Civil Defence Services.
- (ii) Post-raid work of all kinds arising out of new raiding.
- (iii) Work for Government Departments (including Service Departments) and under Police, Hospital and W.V.S. categories in so far as it arises directly out of the emergency.

2nd Priority—

- (i) Conveyance of sick persons for regular treatment which cannot be postponed.
- (ii) Work for Government Departments, Police, Hospitals and W.V.S. which, though not arising out of the emergency, is nevertheless certified as of immediate urgency.

3rd Priority—

- (i) Work for voluntary societies, etc., under schemes sponsored by Government Departments, including all journeys in connection with education, welfare, and entertainments of any description.
- (ii) Routine work under all categories.

6. While V.C.P. Offices will continue, as at present, to try to carry out all work requested, they may, if engaged on or warned of special emergency work, have to refuse to accept orders in the third or even in the second priority. It should be understood that both the V.C.P. Offices and Departments whose work is refused may refer cases to the office of the Regional Commissioner for guidance and decision. Departments in affected areas should, however, reduce their calls on the Pools as much as possible and avoid reference to the Regional Commissioner unless the matter is of real importance.

(A.F.Os. 724/42, 1088/42, 3221/42, 3586/42, 4573/42, 5846/42 and 4902/43.)

