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# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,  
11th May, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

HEAD OF "P" BRANCH  
 P1 *[Signature]*  
 P2 *[Signature]*  
 P3 *[Signature]*  
 P4 *[Signature]*

*Pl ease circulate early*



## ADMIRALTY FLEET ORDERS

No.	Subject.
2423.	Valves, Thermionic—Subhead F.4—Amendment to List. <i>Issued separately on 4th May, 1944, to all Commanders-in-Chief, Flag Officers, Senior Naval 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>

11th May, 1944.

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

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2435.	Combined Operations Officers—Watchkeeping Certificates.
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2438.	Promotion from the Lower Deck to Permanent Executive and Air Commissions—Fleet Selection Boards—REPORTS.
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2441.	Advancement to Chief E.R.A., Chief O.A., Chief E.A., Chief Air Artificer and Chief Mechanician.
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2444.	Advancement of Communication Ratings in (or Attached to) Combined Operations.
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2451.	W.R.N.S. Officers Specializing in Signals.
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2453.	Petty Officer Stewards and Cooks (Patrol Service) employed as Instructors—Payment of Additional Allowance.
2454.	Post Office Savings Bank—Deposit Books saved by Survivors of Lost Ships.
2455.	Travelling—Issue of Concession Fares Certificates to Wives of Personnel Serving on T.124 Agreement or its Variants.
2456.	Telephone Conversations—Liability to Interception and Severe Penalties for Careless Talk.
2457.	Casualties—R.N. Personnel with Next-of-Kin in Australia, Canada, Newfoundland, New Zealand, Southern Rhodesia and South Africa—Notification.
2458.	South African Naval Forces—Rates of Pay for Mechanics (Misc.).
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2460.	Instructional Film—"Silhouettes for Landing Craft Crews"—Serial Number A.176.
2461.	Instructional Film—"The Inside of Arc Welding"—Serial Number G.582.
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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS. *Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

2470.	Aircraft—General—Modification to Type 31 Adaptor.
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2472.	Anti-Ship Fire Control—Communications—Main Armament Fire Gongs in Secondary Armament Directors—As. and As.
2473.	Ammunition—20mm. Oerlikon. H.E. Tracers Lot N.F.1252—Withdrawal.
2474.	Ammunition—20mm. Oerlikon—Withdrawn on account of "Caps-out"—Proof-REPORTS.
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2477.	Ammunition—Grenades—Identification Flares, Type 4—Brackets—As. and 'As.
2478.	Ammunition Supply—Removable Hand-up Platform in Gun Access Trunk—As. and As.
2479.	Binoculars, Telescopes—Collimator, Pattern 12109 for Testing and Adjustment of.
2480.	Guns—General—Missfires in 14-in. Guns and above. Danger of Moisture in Vent Channel.
2481.	Guns—General—Guns for defence of Naval Air Stations and for Drill Purposes.
2482.	Guns—B.L. 15-in. Mark I Frames, Breech Mechanism and Pressure Supply Pipes—Modification to suit Mark III Cylinders, Hydraulic.
2483.	Guns—Q.F. 5.25-in. Mark I—Catch Retaining Breech/Block Open "A" and "B"—Modification.
2484.	Guns—Q.F. 5.25-in. Mark I, 4.7-in., Marks XI and XII—XII B, 4.5-in. Marks I, III and IV—Buffers, Breech Block—Modification.
2485.	Guns—Q.F., U.S., 3-in., 50-cal., with Housings, Mark 2, and Housings, Mark 2, Mods. 1, 2 and 3—Fitting Pin securing Operating Spring Case.
2486.	Guns—20-mm. Oerlikon—Magazines.
2487.	Guns—Machine, Oerlikon, 20-mm., Mark I (Swiss)—Withdrawal from Service—REPORTS.
2488.	Gun Mountings—4-in., H.A. Twin, Mark XIX, Mountings—Curtain Type, Rear Canvas Covers.
2489.	Projectors, Rocket, Flare, 2-in.—Electrical Supply for Firing Circuits—As. and As.
2490.	Small Arms—Lanchester Machine Carbines—Cleaning of Magazines.
2491.	Small Arms—Lanchester Machine Carbines—Supply to Full Allowances.

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

2492.	Torpedoes, 21-in., Marks VIII** and IX**—Introduction of New Design Air Blast Pipe from Group Valve to E.R. Bulkhead.
2493.	Torpedoes, 18-in., Marks XII and XV, and 21-in., Marks VIII-IX**—Fitment of Solid Type Pilot Fuel Nozzle to Engines.
2494.	Torpedo Stores—Steel Propeller Bushes and Nuts—18-in., Marks XII and XV Type Torpedoes.
2495.	Charge, Cavity, 5-lb. RDX/TNT—Demolition, Mark I.
2496.	Chests, Standard, D.C. Tools and Spare Parts—Contents.
2497.	Electrical Equipment in Exposed Positions.

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

2498.	Feed Pumps—Turbine Driven—Shrinking on of Rotors.
	<i>Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)</i>
2499.	Radar Types 282P/P(1)/P(2), 283 and 285M(3)/M(4)/P(3)/P(4)—Oscillator G.41—Modification.
2500.	Type 242 Fitted in Conjunction with Type 271/2/3.—Introduction of Aerial Outfit A.Q.P.
2501.	Instructions for Sealing Pyrotex Cables—Fitting-Out Information.
2502.	Wavemeter Outfit GL as Hangar Tuning Equipment for Aircraft R/T and W/T Sets Fitting-Out Information.

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

2503.	Pads, Rubber, Pattern 267—Discontinuance of Supply for W/T, A/S, etc., Installations.
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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**Aircraft—(Technical.)*

2504. Wildcat VI—Power Plant (A)—Standard Transfer Checking List (Provisional Issue).  
 2505. Cyclone R.1820—56—Engine Checking List (Provisional Issue).  
 2506. Aircraft Radio—A.R.B. Receivers—Modification.  
 2507. Aircraft Radio—T.3040E—Defective Lecher Tube Supports.  
 2508. Synthetic Air Training Equipment—Earthing.

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

2509. Adaptor for Use With 70-ton Portable Pump.  
 2510. Aircraft—Testers, Insulation, Type "A" and "C".  
 2511. *Cancelled.*  
 2512. Balances, Spring, for Weighing Gas Bottles.  
 2513. C.S.A. Apparatus—Air Cylinders.  
 2514. Chain Stoppers—Allowance.  
 2515. Chests of Drawers for Officers borne additional to complement.  
 2516. Deck Petrol Tanks—Allowance of Portable Fire Extinguishers.  
 2517. Defective Components of Obsolete Types of Switches—Replacement by Switches of Current Design.  
 2518. Electric Hot-Cupboards—Assignment of Pattern Numbers.  
 2519. Compass Comparison Discs for Rangefinder Bearing Indicators—Supply.  
 2520. Gyro Compass Panels to be Hinged—As. and As.  
 2521. Hatch Covers—Securing of.  
 2522. Landing Barges Water—Additional Fresh Water Hose.  
 2523. Reduced Lengths of Air Films.

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

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

2524. Naval Officers Uniform Clothing Scheme.  
 2525. W.R.N.S.—Kit for Ratings Serving Afloat.  
 2526. W.R.N.S. Personnel—Issue of Towels and Bed Linen in Billets and on Sea Passage.  
 2527. W.R.N.S.—Uniform Kit.  
 2528. Provisions obtained from N.A.A.F.I.—Accounting Procedure for Supplies which are Subject to Discount.  
 2529. Irish Stew—Substitution for Steak and Kidney Pudding.  
 2530. Tinned Suet—Economy.

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

2531. Amendments to Books.  
 2532. A.M.S.Is.  
 2533. Air Publications, etc., Distributed during March, 1944.  
 2534. B.R. 1045.—Coastal Forces Signal Pamphlet—Issue.  
 2535. B.R. 1065.—Restricted—First Fitting and Maintenance of Escort Oilers' Equipment—Issue.  
 2536. B.R. 1073.—The Use of Penicillin in Treating War Wounds.  
 2537. Form D.122A.—List of Special Stores for Submarines—Introduction.  
 2538. Forms D.495—Rendering to be Discontinued—REPORTS.  
 2539. Form M.251A—Introduction of.  
 2540. Ministry of Home Security Publications—Distribution of.  
 2541. Air/Sea Rescue—Land Line Communications.  
 2542. Coastal Force Base Plymouth—Address.  
 2543. R.N. Unit, Lyndhurst—Telephone Number.  
 2544. Naval Fighter Interception Unit—Change of Address.

## SECTION 6.—SHORE ESTABLISHMENTS

2545. Employees Not Engaged in Shipbuilding, Ship-Repairing, Engineering, or the Manufacture of Explosives—Return.  
 2546. Merchant Ships' Supplies and Services—Accounting—REPORTS.  
 2547. Naval Canteens—Redecoration and Furnishing of.  
 2548. Electrodes—Approved Types.

(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.

## 2424.—Birthday of Her Royal Highness Princess Juliana of the Netherlands—Messages

(M. 05061/42.—11 May 1944.)

The following telegram and letter were sent to Her Royal Highness Princess Juliana and to His Royal Highness Prince Bernhard respectively:—

To Her Royal Highness Princess Juliana:—

"On this anniversary of the birthday of Your Royal Highness I ask you to accept the congratulations and best wishes of the Board of Admiralty and the officers and men of the British Navy.

A. V. ALEXANDER."

To His Royal Highness Prince Bernhard:—

"Your Royal Highness,

I am conveying by cable to Her Royal Highness Princess Juliana the congratulations and best wishes of the Board of Admiralty and of the officers and men of the British Navy on the anniversary of her birthday.

May I also extend to you our sincere congratulations on this happy occasion.

I remain, Sir,

Your Royal Highness's obedient servant,

(Signed) A. V. ALEXANDER."

The following replies were received:—

"Greatly appreciate your kind congratulations. Please convey to Board of Admiralty and to all officers and men my sincerest thanks.

JULIANA."

"Dear Sir,

I deeply appreciate the congratulations and good wishes conveyed by you on behalf of the Board of Admiralty and of the officers and men of the British Navy at the occasion of the birthday of Princess Juliana.

Yours sincerely,

(Signed) BERNHARD,

Prince of the Netherlands."

## 2425.—Defence Regulation 17E—Extension of Time for Institution of Proceedings under Separation and Maintenance Acts

(N.L. 1699/44.—11 May 1944.)

The following is an extract of Regulation 17E made by an Order in Council dated 25th February, 1944, amending the Defence (Administration of Justice) Regulations 1940, and thereby extending the time in certain cases for the institution of proceedings under the Separation and Maintenance Acts.

(1) An application for an order under the Summary Jurisdiction (Separation and Maintenance) Acts, 1895 to 1925, being an application made by virtue of section eleven of the Matrimonial Causes Act, 1937, on the grounds of the adultery of the applicant's wife or husband, shall not be dismissed by reason only that it was not made within the six months allowed by section eleven of the Summary Jurisdiction Act, 1848, if the Court is satisfied that the applicant—

(a) during the said six months or any part thereof was serving outside the United Kingdom in His Majesty's forces, or as the master or a member of the crew of a British ship or any other ship for the time being chartered on behalf of His Majesty; and



(b) On the date of the application, had not been in the United Kingdom for a continuous period of three months since the date of his first return to the United Kingdom after the expiration of the said six months or, if he was in the United Kingdom at the expiration of those six months, the date of his last return to the United Kingdom during those six months.

(2) For the purpose of this Regulation—

(a) a certificate purporting to be signed by an officer designated for the purpose by the Admiralty, Army Council or Air Council that the applicant during any period or periods was serving outside the United Kingdom in His Majesty's naval, military or air forces, as the case may be; and

(b) a certificate purporting to be signed by a person designated for the purpose by the Minister of War Transport that the applicant during any period or periods was serving outside the United Kingdom as the master or a member of the crew of a British ship or any other ship for the time being chartered on behalf of His Majesty;

shall be evidence of the facts so certified, and that the applicant was not in the United Kingdom during any such period or periods.

2. The following officers are designated for the purposes of signing the certificates to be given under paragraph 2(a) :—

Commodores, R.N. Barracks, Chatham, Portsmouth, Devonport, and Patrol Service Central Depot, Lowestoft.  
The Superintendent, Boom Defence, Rosyth.  
The Commandants, Royal Marine Barracks, Chatham, Southsea, Plymouth.  
The Commander, R.M. Training Groups, Exmouth, and The Superintendent, R.N. School of Music, Norbreck Hotel, Scarborough.  
An Assistant Secretary of the Admiralty.

**2426.—Naval Shore Authorities at Home—Organization**

(M. 398/44.—11 May 1944.)

The following amendments and additions are to be made to A.F.O. 655/44 :—

*Rosyth Command—*

*Under Naval Officer-in-Charge—*

Delete "Leith and Granton".

Insert "Leith".

"Granton (Captain-in-Charge)  
(H.M.S. 'Lochinvar')".

*Plymouth Command—*

*Under Flag Officer-in-Charge—*

Insert "Cardiff (Sub Command Area)".

"Milford Haven (Sub Command Area)".

*Under Naval Officer-in-Charge—*

Insert "Avonmouth".

"Barry".

"Swansea".

*Under Resident Naval Officer—*

Insert "Fishguard".

*Western Approaches Command—*

*Under Flag Officer-in-Charge—*

Delete "Cardiff (Sub Command Area)".

"Milford Haven (Sub Command Area)".

*Under Naval Officer-in-Charge—*

Delete "Avonmouth".

"Barry".

"Swansea".

*Under Resident Naval Officer—*

Delete "Fishguard".

*Iceland Command—*

*Under Naval Officer-in-Charge—*

Insert "Akureyri".

*Under Resident Naval Officer—*

Delete "Akureyri".

"Seidisfjord".

(Add Note.—Iceland Command is part of Home Station for operational and communication purposes but is classed as Foreign Station in all other respects.)

(A.F.O. 655/44.)

**\*2427.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft**

(G.D. 370/44.—11 May 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 30th April, 1944 :—

	Confirmed	Probable	Damaged
*By H.M. ships ... ..	†647	221	327
*By H.M. ships and merchant ships jointly ...	†154	29	21
By merchant ships and fishing vessels ...	135	48	119
	936	298	467
Last reported totals (31st March, 1944) ...	924	297	467
Increases ... ..	12	1	—

\* Including units of the Netherlands, Norwegian, Greek, Polish and French naval forces serving with the Royal Navy.

† One confirmed previously credited to H.M. ships has been reassessed and credited to H.M. ships and merchant ships jointly. Brief details of the successes credited to H.M. ships and merchant vessels obtained from reports received during April, 1944, are shown below :—

	Confirmed	Probable	Damaged
<i>H.M. Ships</i>			
H.M.S. "Cockchafer" (1) ... ..		H.M.S. "Klo" (1) ...	Nil
H.M.S. "Blencathra" (1)		H.M. Tongue Sand Fort (1)	
Unknown H.M. ships (1)			
<i>H.M. Ships and Merchant Ships jointly</i>			
H.M. ships and merchant ships at Bone (2)		Nil	Nil
<i>Merchant Ships and Fishing Vessels</i>			
M/V "Empire Roach" (1)			
S/S "Fort Charnisay" (2)			
Merchant ships of S. Assault Force— Salerno (1)		Nil	Nil
Merchant ships in Convoy U.G.S. 27 (1)			
Merchant ships in Convoy K.M.S. 43 (1)			



*Enemy Aircraft Shot Down by Naval Aircraft*

The results are as follows from the beginning of the war to 30th April, 1944 :—

	Confirmed	Probable	Damaged
Present totals ... ..	245	41	158
Last reported totals (31st March, 1944) ...	†239	41	153
	6	—	5

† One previously claimed as destroyed by 801 Squadron—H.M.S. "Furious", has been reassessed as a probable.

Brief details of the successes credited to Naval aircraft obtained from reports received during April, 1944, are as follows :—

Confirmed	Probable	Damaged
H.M.S. "Activity", Squadron 819 (4½).	Nil	H.M.S. "Chaser", Squadron 816 (3).
H.M.S. "Tracker", Squadron 846 (1½).		H.M.S. "Furious", Squadron 801 (2).

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 1907/44 is cancelled.)

**2428.—Precautions against the Importation of Serious Epidemic Disease through Persons Arriving in the U.K. by Aircraft**

(A/M.D.G. 45949/43.—11 May 1944.)

Owing to the speed of air travel, it is possible for a person who has been in contact with, or contracted some acute infectious disease abroad, to arrive in this country before the expiry of the incubation period, so that symptoms may not become apparent until he has left the airport and proceeded to his destination. Arrangements are therefore being made by the Ministry of Health and Department of Health for Scotland to issue a card in the form reproduced in the Appendix to this Order. A similar card will be issued by the Ministry of Home Affairs for Northern Ireland.

2. The main purposes of this card are :—

- (i) To warn a person who has arrived by air to consult a doctor promptly if he feels ill.
- (ii) To secure that any medical practitioner who attends a person who has recently arrived by air, will be alive to the possibility that he may have contracted outside the U.K., an acute infectious disease, not generally prevalent in this country, so that if he detects suspicious symptoms, he may take prompt action.
- (iii) To ensure that steps are taken to trace and place under medical surveillance all persons who arrived on the same aircraft as the infected persons, with a view to preventing the spread of the disease.

3. All Service personnel who receive one of these cards are to keep it for at least a month after their arrival and, should they fall ill within that time, they are to show it to the doctor, whether civilian or Service, who attends them.

4. Any Service medical officer who receives such a card from a patient whom he suspects of suffering from plague, cholera, typhus or smallpox should, in addition to the normal routine of notifying cases of infectious disease, at once communicate as full particulars as possible to the medical officer in charge of the medical arrangements at the civil airport or R.N. air or R.A.F. station at which the patient arrived as shown by the card.

5. In the event of a senior medical officer of a R.N. air station receiving notice that a person who has recently arrived at the station by air, has been taken ill with plague, cholera, typhus or smallpox, he is immediately to take the following action :—

- (a) If the person concerned is in the Services, he will notify the Medical Director General of the Navy, Admiralty, by telegram or telephone, confirming by letter as soon as possible. He will also notify the Medical Director General, Admiralty, of the particulars of any other Service personnel who arrived in the same aircraft. He will also notify the civil Medical Officer of Health of the district in which the station is situated of the occurrence, and at the same time request the Immigration Officer to furnish the Medical Officer of Health with a list of any civilian passengers who arrived on the aircraft, with their addresses of destination.
- (b) If the infected person is a civilian, he will immediately inform the civil Medical Officer of Health of the district in which the station is situated, and at the same time request the Immigration Officer to furnish the civil Medical Officer of Health with a list of any other civilian passengers who arrived on the aircraft with their addresses of destination. He will inform the Medical Director General, Admiralty, of the particulars of any Service personnel travelling in the same aircraft.

6. Stocks of the appropriate cards will be supplied to Naval Air Stations in Great Britain and Northern Ireland, and should be issued by the Senior Medical Officer of the station to any persons, whether civilian or Service, who may arrive by air from abroad. In the case of persons arriving by air from an aircraft carrier, distribution of cards is necessary only if the carrier has been in a foreign port or if the person concerned has been ashore in a foreign country less than 28 days before arrival.

7. It will not be necessary to issue cards to persons arriving from Eire.

8. The Commanding Officer of each R.N. air station is also to keep a register of all persons arriving from abroad at the station, and enter in it the person's name, Service particulars (if a member of the forces) and the address to which he is proceeding. The addresses of civilian passengers should, however, be communicated to the medical authorities only through the Immigration Officer.

9. The name of the R.N. Air Station and date of the arrival of the aircraft is to be filled in before the cards are distributed.

#### APPENDIX

##### NOTICE TO MEDICAL PRACTITIONER ATTENDING A PERSON RECENTLY ARRIVED BY AIR FROM ABROAD

The person holding this card arrived in this country by air AT.....  
Air Station (Royal Naval or R.A.F.) ..... Airport (Civil)  
ON.....194 .

It is consequently possible that the holder of this card may be suffering from some acute notifiable infectious disease (possibly one not normally present in this country), having arrived before the end of the period of incubation. If you find or suspect such a disease, will you please at once notify the Medical Officer of Health of the Borough or District (in Scotland, the County or Large Burgh) in which you are attending the patient, stating also the date and airport of the patient's arrival as shown by this card.

WILSON JAMESON,  
Chief Medical Officer, Ministry of Health.

ANDREW DAVIDSON,  
Chief Medical Officer, Department of Health for Scotland.

##### MINISTRY OF HEALTH AND DEPARTMENT OF HEALTH FOR SCOTLAND IMPORTANT NOTICE TO ALL PERSONS ARRIVING BY AIR FROM ABROAD

While abroad you may have been in contact without knowing it, with some dangerous epidemic disease prevalent in other countries. You are therefore strongly urged, in your own interests, to act on the following advice :—

If, during the next 21 days, you fall ill, consult a doctor immediately, and give him this card so that he may see the notice printed overleaf.



AVIS IMPORTANT A TOUTE PERSONNE VENANT DE L'ETRANGER PAR  
VOIE D'AIR

Pendant votre séjour a l'étranger vous avez pu, a votre insu, être en contact avec des sujets atteints d'une dangereuse maladie epidémique. En conséquence vous êtes instamment invité et ce dans votre propre intérêt d'observer rigoureusement la prescription suivante :—

Si, durant des 21 jours qui suivent votre arrivée, vous tombez malade, consultez immédiatement un médecin et remettez lui cette carte afin qu'il puisse consulter la notice au verso.

(A.F.O. 2332/44 is cancelled.)

2429.—H.M.S. "Odyssey"—Organization and Responsibilities

See AFO 3721/40. (M. 03564/44.—11 May 1944.)  
" " 2257/45

H.M.S. "Odyssey" (formerly known as H.M.S. "Excellent II" and H.M.S. "Evolution") is a centralised organization for holding the pay accounts of certain General Service Personnel concerned with amphibious operations. This organization is quite distinct and separate from H.M.S. "Copra" which is the Centralised Pay and Drafting organization for C.O. personnel (vide A.F.O. 5941/43).

2. The sole function of H.M.S. "Odyssey" is as a ledger organization for holding the pay accounts and Service Certificates of specific units or parties of Naval and R.M. personnel whose accounts cannot more appropriately be borne elsewhere either because of the mobility of the parties concerned or for security reasons. H.M.S. "Odyssey" is situated at 11 and 12 Embankment Gardens, Chelsea, London, S.W.3, but is not a depot, records office or drafting authority; it has no accommodation and does not keep any accounts other than pay accounts.

3. Accounts are only to be transferred to or from H.M.S. "Odyssey" in accordance with Admiralty instructions. It is the intention, however, that accounts shall be held in H.M.S. "Odyssey" only so long as is essential. For instance, it may be desirable to congregate in H.M.S. "Odyssey" accounts of a party being formed to take over a port after its capture; in such a case, directions will be given to transfer these accounts to the new organization at that port as soon as it is practicable to receive them. (See A.F.O. 2430/44, para. 3.)

4. All Commanding Officers and administrative authorities of parties borne for pay in H.M.S. "Odyssey" are to take particular care that all movements and changes affecting pay or allowances of an officer or rating are reported to H.M.S. "Odyssey" at the earliest opportunity.

5. The postal address for all communications to H.M.S. "Odyssey" is :—  
G.P.O. Box 311,  
Chelsea,  
London, S.W.3.

The address for signals is H.M.S. "Odyssey"; signals being routed through H.M.S. "Copra." H.M.S. "Odyssey's" telephone number is Flaxman 9881.

6. F.O.I.C. London is H.M.S. "Odyssey's" local administrative authority.

(A.F.Os. 5941/43 and 2430/44.)

(C.A.F.Os. 2197/43, paragraph 2 and 2422/43 are cancelled.)

2430.—Personnel Connected with Amphibious Operations—Pay Accounts—

See AFO 6224/45 See AFO 22157/45 REPORT See AFO 781/46

(M. 03564/44.—11 May 1944.)  
" " AFO 5022/45  
" " 3721/40

The following arrangements for the bearing of personnel connected with amphibious operations supersede those in C.A.F.O. 577/43.

(a) Combined Operations personnel and R.M. landing craft personnel. Personnel in this category are defined in A.F.O. 1653/44 and are borne on the books of H.M.S. "Copra".

(b) Landing craft base permanent staffs, Staffs of C.O. training establishments and hard staffs.

These are general service personnel borne on the books of the local base.

- (c) Mobile base maintenance units and engine overhaul parties. These are non-C.O. personnel under the drafting authority of H.M.S. "Copra". Their accounts are centralised in "Copra" (Base).
- (d) Crews of landing ships, L.S.T. and landing craft maintenance ships, minor landing craft parent ships and landing craft accommodation ships flying White Ensign.

The majority of these carry their own accounts. The accounts of the remainder are borne in their manning port on Home Station; on Foreign Stations as directed by the C.-in-C.

If the requirements of an operation render the above arrangements impracticable or undesirable, Admiralty or the C.-in-C. of the manning ports will issue instructions for the transfer of pay accounts elsewhere for the duration of the operation.

- (e) D.E.M.S. personnel and naval personnel (other than (a) above) embarked permanently in merchant ships.

These follow the normal procedure laid down in C.A.F.O. 2512/39 and A.F.O. 3109/40.

2. R.N. and R.M. personnel in categories (f) to (l) below should, unless and until there is a more suitable accounting base, be borne on the books of H.M.S. "Odyssey".

- (f) Special personnel (other than in paragraph 1) required temporarily in M/T ships and Blue or Red Ensign landing ships, e.g. S.N.O.Ts. and their staffs, sick berth and communications ratings.

- (g) Naval staffs concerned with carrying out an amphibious operation, e.g. Force and Group Commanders and their staffs, S.N.O.Ls., etc.

- (h) Special parties (other than in paragraph 1) required for the assault, e.g. mobile land repair units and surveying units.

- (i) Personnel required to man occupied ports or to staff repair, maintenance, etc. bases set up in occupied territory.

- (j) Personnel of mobile signal and W/T stations, mobile radar stations and mobile radio maintenance units.

Note.—Ratings under training for these units are to be treated as part of base staffs under (b) above, being transferred to the books of H.M.S. "Odyssey" on completion of training, formation into units or allocation to a Force Commander.

- (k) Crews of fuelling trawlers. (A.F.O. 2049/44.)

- (l) Coastal force craft converted for amphibious operations and attached to a force.

3. The F.O.I.C. or N.O.I.C. concerned is to report to the Admiralty when ports and bases in occupied territory are in a position to open their own books. The Admiralty will then issue any necessary instructions for naming and setting up an accounting base and for transfer of accounts thereto from H.M.S. "Odyssey".

4. All cases of doubt as to the correct ship to bear the accounts of any party are to be referred to the Admiralty for decision.

(C.A.F.O. 2512/39, A.F.Os. 3109/40, 6201/43, 1653/44, 2049/44, 2429/44.)

(C.A.F.O. 577/43 is cancelled.)

2431.—Naval Personnel Embarked in Merchant Ships for Amphibious Operations—Administration

(M. 03564/44.—11 May 1944.)

With reference to A.F.O. 3109/40 the following additional categories are to be excepted from that order, paragraph 1 of which is to be annotated accordingly :—

- (i) Combined Operations and R.M. Landing Craft Personnel as defined in A.F.O. 1653/44.

- (ii) Other Naval Personnel embarked in merchant ships temporarily for an amphibious operation in accordance with A.F.O. 2430/44.



2. For purposes of local administration (e.g. discipline, payment, mails, casualty reports, provision of loan clothing, etc.) personnel in the above categories are to be administered by:—

- (a) The local F.O.I.C. or N.O.I.C. when no S.N.O.T. is embarked.  
 (b) The S.N.O.T. when embarked; the latter is responsible to R.A.L.S.U. when the ship is unallocated or to the Force Commander when the ship is allocated to a Force.

3. Money for payment to these categories is to be provided by the local base accountant officer. The procedure when it is necessary to obtain money during the voyage is given in A.F.O. 4158/43. Payments should be made by means of Forms S.1039, which should be forwarded to "Copra" for category (i) and "Odyssey" for category (ii) above, base accountant officers treating the transaction as a transfer of cash.

4. It is important that ratings of these categories drafted to a merchant ship should understand who is responsible for them and to whom they should apply in regard to matters referred to in paragraph 3 above; the local F.O.I.C. or N.O.I.C. is responsible for ensuring that this is clearly explained to them before joining.

(A.F.Os. 3109/40, 4158/43, 1653/44 and 2430/44.)

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

\*2432.—Honours and Awards—"London Gazette" Supplement of 2nd May, 1944  
 (H. & A.—11 May 1944.)

### CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

St. James's Palace, S.W.1.  
 2nd May, 1944.

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

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

Acting Lieutenant-Commander Robert Norman Everett, R.N.,  
 for outstanding enterprise and skill in connection with hazardous aircraft trials.

Acting Surgeon Lieutenant-Commander Ronald Lincoln Kennedy, M.R.C.S.,  
 L.R.C.P., R.N.V.R.,  
 for skill and devotion to duty in services to the wounded.

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

Temporary Lieutenant (A) Eric Melrose Brown, D.S.C., R.N.V.R.,  
 for outstanding enterprise and skill in piloting aircraft during hazardous aircraft trials.

Lieutenant (E) Ralph Dixon, R.N. (Poole),  
 for outstanding services in H.M.S. "Quail".

Temporary Lieutenant Bernard Rollin Upton, R.N.V.R. (Eastwood),  
 for good services to the survivors in the water when H.M.S.  
 "Cromarty" was lost.

Temporary Lieutenant Horace Arthur John, R.N.V.R.,  
 for skill and resource in a towing operation.

Lieutenant Chandra Moham Dave, British Indian Medical Service (attached  
 R.I.N.),  
 for great skill in performing operations under very difficult conditions  
 at sea.

ADMIRALTY,  
 Whitehall.  
 2nd May, 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 gallantry, skill and devotion to duty in important mine clearance operations under fire in the Gulf of Gaeta in H.M. Ships "Fly", "Cadmus", "Circe", "Espiegle", "Albacore", "Rothsay" and Light Craft.

### Bar to the Distinguished Service Order

Acting Commander Geoffrey Noel Rawlings, D.S.O., R.N. (Salisbury).

### The Distinguished Service Medal

Chief Stoker Thomas Sidney Berryman, P/K.46107 (Gosport).

Chief Stoker Henry Fry, C/K.55160 (Gillingham).

Engine Room Artificer Second Class Dennis Roy Fricker, D/MX.49945 (Bradford-on-Avon).

Petty Officer James William Cartwright, P/JX.142496 (Wolverhampton).

Yeoman of Signals George David White, C/JX.133289.

Stoker Petty Officer George Henry Weston, P/K.61617 (Buxton).

Leading Seaman William Thorogood, D/J.103755 (Liverpool).

Able Seaman Hugh Mayor, C/JX.299440 (Hyde).

Seaman John MacIver, R.N.R., X.10071B.

### Mention in Despatches

Temporary Acting Lieutenant-Commander Charles Howard Pearse, R.N.V.R.

Temporary Lieutenant John Alan Bunting, R.N.V.R.

Temporary Lieutenant Edward Noel Evans, R.N.V.R. (Esher).

Temporary Lieutenant Jack Roy Fester, R.N.V.R. (London).

Temporary Lieutenant Peter Sydney Goodwin Westbury, R.N.V.R. (Leeds).

Temporary Sub-Lieutenant John William Main, R.N.V.R.

Chief Petty Officer Sydney James Pearce, P/JX.125859 (Cookham).

Chief Stoker William McLoughlin, C/K.58139 (Dover).

Shipwright Third Class Cyril Eyres, D/MX.54291 (Falmouth).

Petty Officer Alfred Charles Almond, P/J.110717.

Temporary Leading Seaman Leny Frederick John Rix, C/JX.159570 (Watton).

Temporary Leading Signalman George Cyril Vasey, P/J.48969 (Bristol).

Leading Signalman James Henry Counsell, D/JX.157554 (Taunton).

Able Seaman Ernest Randall, P/JX.339971 (Rotherham).

Stoker First Class George Cooper, P/KX.121904 (Durham City).

Stoker First Class Roland Herbert Hill, D/KX.135432 (Sutton, Herts).

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

### To be Companions of the Distinguished Service Order

Lieutenant Arthur John Wright Pitt, R.N. (North Finchley).

Lieutenant David Stuart McNeile Verschoyle-Campbell, D.S.C., R.N. (Clogher, Ireland).

### The Distinguished Service Cross

Lieutenant Peter Frank John Radwell, R.N. (Sturminster Newton).

### The Distinguished Service Medal

Acting Chief Petty Officer Henry Wentworth Johnson, P/JX.158063 (Guernsey).

Acting Chief Petty Officer Kenneth John Kirwin, P/JX.149065 (Sandhurst, Berks).

Engine Room Artificer Second Class Ernest Henry Fuller, C/MX.50826 (Gillingham).

Petty Officer Telegraphist William Omer Laurie, D/JX.145716 (Glasgow).

Stoker Petty Officer Ronald Goulden Shorrocks, D/KX.82482 (Huddersfield).

Acting Leading Stoker Arthur Bruce Shaw, C/KX.93967 (Birkenhead).

Able Seaman Leslie Frederick Trayhern, C/JX.167448 (Rainham).

### Mention in Despatches

Acting Petty Officer Telegraphist Robert Sidney Dovey, P/JX.165062 (Hanley Swan).

Acting Stoker Petty Officer William Alfred Garlick, D/KX.89685 (Newcastle).

Acting Leading Seaman Ronald Brett, D/JX.202934 (New Brighton).



For courage, resolution and skill in H.M. Ships "Calpe", "Imperialist", "Douglas", "Fleetwood", "Petard", "Paladin" and "Whitehall" in successful actions with enemy submarines:

*Bar to the Distinguished Service Cross*

Commander William Brown Piggot, O.B.E., D.S.C., R.D., R.N.R. (Londonderry).  
Lieutenant-Commander Henry Kirkwood, D.S.C., R.N.  
Temporary Lieutenant Kenneth Brooksbank, D.S.C., R.N.V.R. (Sheffield).

*The Distinguished Service Cross*

Commander Charles Leigh De Hauteville Bell, R.D., R.N.R. (Cousidon).  
Lieutenant-Commander Rupert Cyril Egan, D.S.O., R.N. (Alexandria).  
Acting Temporary Lieutenant-Commander Brian Humphrey Craig Rodgers, R.N.V.R. (Burnley).  
Acting Lieutenant-Commander (E) James Bowman, R.N.R.

*The Distinguished Service Medal*

Chief Stoker Thomas Brignall Laws, P/K.58535.  
Engine Room Artificer Fourth Class Charles Rex Vicars, P/MX.60297 (Portsmouth).  
Petty Officer Harry Roberts, C/SSX.21023 (Stoke-on-Trent).  
Able Seaman Gordon James Anderson, P/JX.285300 (Blackpool).  
Able Seaman Kenneth Vivian La Croix, P/SDX.1471 (Newhaven).  
Seaman William Henry Jeffery, LT/JX.170542 (Bodmin).

*Mention in Despatches*

Lieutenant Edward Anthony Saville Bailey, M.B.E., D.S.C., R.N.  
Lieutenant John Teague Gilhespy, R.N. (Torpoint).  
Temporary Lieutenant John Duncan, D.S.C., R.N.R. (Aberdeen).  
Temporary Sub-Lieutenant Eldred Evans, R.N.V.R. (Bromley).  
Temporary Sub-Lieutenant Roy Kenneth Marc, R.N.V.R. (South Woodford).  
Chief Petty Officer John Francis Day, P/J.93883.  
Chief Petty Officer George Snowdon, C/J.30721 (Barnehurst).  
Acting Chief Engine Room Artificer Stanley George Gaskell, P/MX.57132.  
Chief Engineman Manx John Riley, LT/KX.98618 (Grimsby).  
Engine Room Artificer Fourth Class Alexander Bryson MacKenzie, P/MX.53604.  
Petty Officer Peter Butterworth, C/SSX.21700 (Hull).  
Petty Officer George Emmerson, C/JX.125824 (London).  
Petty Officer Telegraphist Joseph Frank York, C/JX.133277 (Hampstead).  
Stoker Petty Officer Bernard Edward Thomas Millington, P/KX.79362.  
Leading Seaman Arthur James Hopkins, P/J.42350 (Reading).  
Able Seaman Edwin John Griffiths, D.S.M., P/JX.127012.  
Sick Berth Attendant Vernon Moorby, P/SMX.434 (London).

For gallant and distinguished services in Light Coastal Craft in successful engagements with the enemy:

*Bar to the Distinguished Service Cross*

Temporary Lieutenant Edward Derek Walter Leaf, D.S.C., R.N.V.R. (Sandiway).

*The Distinguished Service Cross*

Temporary Lieutenant William Leverrier Fesq., R.A.N.V.R. (Sydney, Australia).  
Temporary Lieutenant Charles Arthur Burk, R.C.N.V.R. (Toronto, Canada).  
Temporary Lieutenant Michael Vernon Rout, R.N.Z.N.V.R. (Nelson, New Zealand).  
Temporary Sub-Lieutenant Peter Richard Davis, R.N.V.R. (Portishead).

*The Distinguished Service Medal*

Petty Officer Frank Atkinson, C/JX.141542 (Grantham).  
Leading Motor Mechanic Theodore Frederick Lunn, P/MX.117689 (Marlow).  
Able Seaman Harold Ernest Danks, P/JX.359095 (Birmingham).  
Telegraphist Stephen John Downey, D/JX.211673 (Liverpool).  
Signalman John Albert Bussey, D/JX.223242 (Doncaster).

*Mention in Despatches*

Temporary Lieutenant Geoffrey Raymond Dale, D.S.C., R.N.V.R.  
Petty Officer Ian Harold Read, C/JX.139596 (Ramsgate).  
Leading Seaman Walter George Jaurett, P/JX.346539 (Bristol).  
Able Seaman Ronald Allen, C/JX.316726 (Arnold, Notts).  
Able Seaman Edward Farrer, D/JX.314708.  
Able Seaman William Henry Glover, D/JX.305955 (Leeds).

Able Seaman John Joseph Lanigan, P/JX.323131 (Waterford).  
Able Seaman Ronald William George Wright, D/JX.237830 (Norwich).  
Able Seaman James Alfred Wynn, C/JX.376150 (Salford).

For bravery and constant devotion to duty in many successful air operations from Malta against enemy shipping:

*The Distinguished Service Cross*

Acting Lieutenant-Commander Paul Cronyn Whitfield, R.N.

For distinguished services in H.M.S. "Atherston" in defence of a convoy which was attacked by enemy aircraft:

*The Distinguished Service Cross*

Temporary Sub-Lieutenant Arthur Allan Rayner Williams, R.N.V.R.

*Mention in Despatches*

Able Seaman John Bett, D/MD/X.1833.  
Ordinary Seaman Gordon Gray Sutherland, P/JX.420558.

For courage and resource in the face of the enemy when H.M.S. "Cromarty" was lost:

*Mention in Despatches (Posthumous)*

Signalman Harold William Columbus, P/JX.325706 (Ilford).

*Mention in Despatches*

Chief Engine Room Artificer Thomas Patrick Murphy, D/MX.47325 (Devonport).  
Stoker Petty Officer Harold Wyers, D/K.64348 (Manchester).

For good services in operations in the Mediterranean:

*Mention in Despatches*

Commander (E) Marcus Philip Lawson, R.N. (Plymouth).  
Temporary Surgeon Lieutenant Harold St. Clair Campbell Addis, M.B., B.Ch., R.N.V.R. (Manchester).  
Temporary Surgeon Lieutenant Stephen Lonsdale Hetherington, M.R.C.S., L.R.C.P., R.N.V.R. (London).  
Chief Petty Officer Ronald Victor Willmott, C/JX.127380 (Chatham).  
Chief Engine Room Artificer William Henry Crosswell, D/MX.48555 (Warrenpoint, Co. Down).  
Chief Shipwright William George Adams Cowell, P/MX.46365 (Portsmouth).  
Petty Officer Charles William Watson, P/JX.166219 (Tottenham).  
Able Seaman John Tunmer Moffat, P/JX.359012.  
Marine (Acting Corporal) Harry Gilham Hart, R.M., Po.X.258 (Portsmouth).

For courage, resource and devotion to duty in H.M. Ships "Quilliam", "Queenborough", "Raider", "Ilex" and Light Coastal Craft in operations against the enemy:

*Bar to the Distinguished Service Cross*

Acting Temporary Lieutenant-Commander James Donald Lancaster, D.S.C., R.N.V.R. (Weeke, Winchester).

*The Distinguished Service Cross*

Lieutenant Geoffrey William Vavasour, R.N. (Rowland's Castle, Hants).  
Temporary Lieutenant Robert Colin Davidson, R.N.V.R. (Pollokshields, Glasgow).  
Temporary Lieutenant Peter Hastings Hyslop, R.N.V.R. (Dalston).  
Temporary Lieutenant the Hon. Frederick Maxwell Aglionby Shore, R.N.V.R. (Clevedon).  
Temporary Sub-Lieutenant Ronald George James Cutting, R.N.V.R. (St. Leonards-on-Sea).

*Bar to the Distinguished Service Medal*

Petty Officer Motor Mechanic James Cyril Jones, D.S.M., P/MX.74660 (Nr. Haverfordwest, Pembrokeshire).

*The Distinguished Service Medal*

Petty Officer Charles Alfred Ottewill, C/JX.139412 (Acton).  
Petty Officer Joseph Owen Weaver, D/J.109132.  
Leading Seaman Harold Bowers, D/JX.155934 (Scunthorpe, Lincs.).



Leading Motor Mechanic William John Donovan, P/MX.98892 (Whitstable).  
Temporary Leading Seaman Arch Montgomery Harper, P/CD/X.2357 (Greenock).  
Able Seaman Thomas Leo Behan, D/J.94675 (Dublin).

*Mention in Despatches (Posthumous)*

Paymaster Lieutenant Richard Howard Sharps, R.N.

*Mention in Despatches*

Captain Stephen Hope Carlill, R.N.  
Commander Eric Percival Hinton, D.S.O., M.V.O., R.N. (Ret.) (Knightsbridge).  
Lieutenant-Commander Vere Alison Wight-Boycott, O.B.E., D.S.C., R.N.  
Lieutenant John Peel Dixon, M.B.E., R.N. (Bournemouth).  
Lieutenant Oswald Manuel Blaxland de Las Casas, R.N.  
Temporary Lieutenant John Robertson, R.N.V.R. (Grangemouth).  
Temporary Lieutenant Timothy James Bligh, R.N.V.R.  
Temporary Lieutenant Maurice Gordon Bowyer, R.N.V.R. (Bournemouth).  
Temporary Lieutenant Thomas Eric Harris, R.N.V.R. (Radlett).  
Temporary Lieutenant Peter Hughes, S.A.N.F. (V) (Sevenoaks).  
Temporary Lieutenant John Robinson Woods, R.C.N.V.R. (Ontario, Canada).  
Temporary Lieutenant (E) Lawrence Raymond Vandome, R.N. (London).  
Chief Engine Room Artificer Percy Frederick Boor, C/MX.45597 (Towcester, Northants).  
Engine Room Artificer Fourth Class John Negus Young, C/MX.77196.  
Petty Officer Cook Charles Gerrard O'Neill, D/MX.51601 (Plymouth).  
Leading Seaman Alan Medway, D/JX.147487 (Torquay).  
Acting Leading Stoker John James Aust, D/KX.110309 (Cardiff).  
Temporary Acting Leading Stoker John William Howitt, R.C.N.V.R., V.25836 (Alberni, British Columbia).  
Leading Motor Mechanic Charles Stanley Rundle, P/MX.117014 (Bodmin, Cornwall).  
Able Seaman Osbert Ernest Clarke, D/J.97473.  
Able Seaman Vincent Hood, P/JX.324852 (Shopwell, Newcastle-on-Tyne).  
Able Seaman Bert Marston, P/JX.175182 (Leicester).  
Stoker First Class Sidney Crook, D/SS.122602, R.F.R. (Swindon).  
Stoker First Class Philip Marsh, P/KX.157652 (Ashbourne, Derbyshire).

For good services in H.M.S. "Scarborough":

*Mention in Despatches*

Temporary Acting Leading Seaman Robert Dunsmore, P/JX.263860 (Glasgow).

For good services in a hazardous operation:

*Mention in Despatches*

Lieutenant Edwin Watson Oakley, R.I.N.V.R.  
Lieutenant Alan Holmes-Russell, R.I.N.V.R.  
Lieutenant Anthony Raymond Southwell Pritchard-Davies, R.I.N.V.R.

For good services under attack from the air:

*Mention in Despatches*

Mr. Donald Fraser Manson, Second Engineer Officer, Merchant Navy.

**2433.—Breaches of Security—Sentence of Court Martial**

(N.L. 6447/44.—11 May 1944.)

A Naval officer was recently convicted by court martial on charges of recording in letters information relating to his duties which would or might be directly or indirectly useful to the enemy, and of attempting to disclose secret naval information to a person to whom he was not authorized to communicate it. He was sentenced to six months' imprisonment and dismissal from His Majesty's service.

**2434.—R.N. Officers—Zones of Promotion**

(CW. 13262/44.—11 May 1944.)

The zones of promotion for the half yearly selections of officers will be as follows until further notice:—

*Executive Officers.*

To Rear-Admiral... ... The top 5 years of the Captains' list.  
To Captain ... ... 4-8 years' seniority as Commander (including officers of exactly 4 and exactly 8 years' seniority).

To Commander ... ... 2-8 years' seniority as Lieutenant-Commander (including officers of exactly 8 years' seniority but excluding officers of exactly 2 years' seniority).

*Engineer Officers.*

To Engineer Captain and Captain (E). ... 8-12½ years' seniority as Engineer Commander or Commander (E) (including officers of exactly 8 and exactly 12½ years' seniority).

To Commander (E) ... Over 2½ years' seniority as Lieutenant-Commander (E) (excluding officers of exactly 2½ years' seniority).

*Medical Officers.*

To Surgeon Captain ... 8 years' seniority and over as Surgeon Commander.

*Dental Officers.*

To Surgeon Captain (D)... No zone will be fixed at present.  
To Surgeon Commander (D) From 6 years' seniority as Surgeon Lieutenant-Commander (D), but no upper limit will be imposed for the time being.

*Accountant Officers.*

To Paymaster Captain ... 8 years' seniority and over as Paymaster Commander.

To Paymaster Commander 5 years' seniority and over as Paymaster Lieutenant-Commander.

2. The seniorities mentioned in this order are those attained on the dates of selection for promotion, viz., 30th June and 31st December in each year.

3. Officers who attain the minimum seniority of the zone on the dates of selection for promotion are to be regarded as in the zone with the exception of Lieutenant-Commanders and Lieutenant-Commanders (E) who will enter the zone on the next subsequent occasion. This exception is made in order that such officers shall not receive an additional chance as compared with Lieutenant-Commanders and Lieutenant-Commanders (E) whose seniority falls on other than the dates of selection for promotion.

(K.R. & A.I., Article 985.)

(A.F.Os. 732/42, 3342/42 and 1911/44 are cancelled.)

**2435.—Combined Operations Officers—Watchkeeping Certificates**

(C.W. 19625/44.—11 May 1944.)

The attention of all Commanding Officers in the Combined Operations Organization is drawn to the importance of officers obtaining Watchkeeping Certificates at the earliest opportunity and to the necessity for regularity in the issue of these certificates. The following directions are promulgated for guidance in this connection.

2. When rendering reports under A.F.O. 3527/43 as amended by A.F.O. 1057/44 on officers serving in landing craft, Commanding Officers should not include a recommendation for higher responsibility (e.g. for command) unless the officer has been granted a restricted Watchkeeping Certificate for landing craft or barges.

3. If a restricted Watchkeeping Certificate is granted at the time of making the recommendation, a copy should be forwarded with the report.

4. In the case of Combined Operations Officers (e.g. N.B.C. or C.O.S.O.) who have been prevented by the nature of their duties from obtaining a Watchkeeping Certificate, a certificate in lieu in accordance with A.F.O. 3237/41, paragraph 6, and A.F.O. 6000/42, paragraph 11, should be issued.

5. If at the time of rendering reports on Form S.206 an officer is qualified and recommended for promotion to Temporary Lieutenant, the "occasion for report" should state "A.F.Os: 3527/43 and 6082/43."

(A.F.Os. 3237/41, 6000/42, 3527/43, 6082/43 and 1057/44.)



## 2436.—Combined Operations—C.W. Candidates

(C.W. 42449/43.—11 May 1944.)

H.M.S. "Lochailort" will shortly cease to operate as a training establishment for Combined Operations C.W. candidates, and therefore no further recommendations should now be made under A.F.O. 5313/43.

2. Future requirements for Executive Officers for subsequent employment in Combined Operations will be met from H.M.S. "King Alfred", and any Combined Operations ratings who have reached the standard required by A.F.O. 2041/44 may be recommended for temporary executive commissions under the scheme detailed in A.F.O. 1163/43.

3. The triplicate copy of Form C.W.1(T) is to be sent to Commanding Officer, H.M.S. "Copra", and it should be clearly indicated that the candidate is a Combined Operations rating.

4. All candidates will be required to carry out two months' sea service, *vide* paragraph 10 of A.F.O. 1163/43. H.M.S. "Copra" should arrange drafting within the Combined Operations Organization accordingly. Recommended candidates should be discharged to R.N. Barracks, Portsmouth, on completion of sea time and qualification for the certificate required by A.F.O. 2041/44. They will be sent by Commodore, R.N. Barracks, Portsmouth, to H.M.S. "Excalibur" for one week's revision course before proceeding to H.M.S. "King Alfred" under the existing procedure for Fleet candidates.

5. Existing recommendations of Combined Operations ratings should be reviewed, and if a candidate is unlikely to attain the higher general service standard required by A.F.O. 2041/44 the C.W. Form 1(T) should be destroyed and the Commanding Officer, H.M.S. "Copra" and the Secretary of the Admiralty (C.W. Branch) should be informed accordingly.

(A.F.Os. 1163/43 and 2041/44.)

(A.F.O. 5313/43 is cancelled.)

## 2437.—Pilots' Flying Conversion Courses—Requests for and Appointments to

(C.W. 14396/44.—11 May 1944.)

Confusion has arisen in the past in the cases of pilots who have been appointed to certain training squadrons to undergo conversion courses, as to the nature of the course required, because some squadrons concerned may operate several different courses. The layout of the C.W. list precludes lengthy and detailed explanations of the nature of the duties for which pilots are appointed; and it is desirable that signal traffic shall be economized as far as possible.

2. Similar difficulties have appeared in the machinery for forwarding of requests by Stations for conversion courses for pilots.

3. A list of abbreviations of courses has therefore been prepared, and is given below:—

- A.B.R. Conversion Course—conversion to Amphibian Bomber Reconnaissance.
- Av. Conversion Course—conversion to Avenger.
- Ba. Conversion Course—conversion to Barracuda.
- Co. Conversion course—conversion to Corsair.
- Fi. Conversion Course—conversion to Firefly.
- F.P. Conversion Course—conversion to Float Plane.
- Hd. Conversion Course—conversion to Helldiver.
- He. Conversion Course—conversion to Hellcat.
- Hu. Conversion Course—conversion to Hurricane.
- Mo. Conversion Course—conversion from biplane to monoplane.
- Se. Conversion Course—conversion to Seafire.
- S.L.T. Conversion Course—conversion to Service light types.
- Sp. Conversion Course—conversion to Spitfire.
- S.T. Conversion course—conversion to Service types.
- T.T. Conversion Course—conversion to Target Towing Aircraft.
- T.W.H. Conversion Course—conversion to Heavy Twin Aircraft.
- T.W.L. Conversion Course—conversion to Light Twin Aircraft.
- Wt. Conversion Course—conversion to Wildcat.

4. In future signals requesting conversion courses for pilots are to be set out as in the following example: "Request flying conversion T.W.L. and T.W.H. for S/Lt. 'X', of 'Y' Squadron available after.....(date)".

5. Appointments in C.W. list of pilots for conversion courses will be similarly worded, as also will be signalled appointments.

## 2438.—Promotion from the Lower Deck to Permanent Executive and Air Commissions—Fleet Selection Boards—REPORTS

(C.W. 23140/44.—11 May 1944.)

With reference to A.F.Os. 147/44 and 148/44, the next Fleet Selection Boards for candidates for permanent executive and air commissions should be held early in June, 1944, and the results reported to the Admiralty (C.W. Branch). The date for determining the maximum age will be 1 Jul. 1944.

2. Nil reports are also required and names of any unsuccessful candidates should be reported.

(A.F.Os. 147/44 and 148/44.)

## 2439.—Promotions from Lower Deck to Permanent Commissions (Executive and Air Branches)

(C.W. 21618/44.—11 May, 1944.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant R.N. have been made, to date 1 May 1944:—

Anderson, Arthur James ...	P.O. (Ty) ...	D/JX.154508
Crawford, John Lindsay ...	Ldg. Sea. ...	P/JX.184580
Ellison, Geoffrey James ...	P.O. (Ty) ...	P/JX.171780
Fryer, James William ...	A/P.O. (Ty) ...	C/JX.154929
Hales, Sidney John ...	P.O. (Ty) ...	C/JX.156006
Merrin, Douglas Herbert Dixon ...	P.O. ...	C/JX.151203
Pritchard, Leslie Charles Peter ...	A/P.O. (Ty) ...	D/JX.161830
Reading, Robert James ...	Ldg. Sea. ...	C/JX.158020
Sherwood, Warwick Stanley ...	Ldg. Sea. ...	C/JX.164132
Taylor, Reginald Derek ...	P.O. (Ty) ...	P/JX.158052

2. The undermentioned promotions to the rank of Sub-Lieutenant (A) have been made, to date 1 May 1944:—

Hofman, John Gordon Osborne ...	C.P.O. (Pilot) ...	FX.76545
Leggott, Richard Thomas ...	C.P.O. (Air) ...	FX.76493
Parsons, Peter Henry ...	C.P.O. (Pilot) ...	FX.79963
Smith, John Francis ...	C.P.O. (Pilot) ...	FX.81346
Taylor, Dennis Edward ...	C.P.O. (Pilot) ...	FX.82257
Theobald, Alfred William ...	C.P.O. (Pilot) ...	FX.76545

3. The undermentioned promotions to the rank of Acting Sub-Lieutenant (A) have been made, to date 1 May 1944:—

Haslam, Arthur ...	A.A.4 ...	FX.76672
Hunt, Harry ...	P.O.A.F. (E) ...	FX.607108
Keddie, John Roy ...	A/P.O. (Air) (Ty) ...	FX.78366
Lindley, John William Gorbutt ...	A/P.O. (Air) (Ty) ...	FX.77303
MacKechnie, John Duncan ...	C.P.O. (Air) (Ty) ...	FX.77186

## \*2440.—Warrant Wardmaster Professional Examination—January, 1944

(C.W. 20182/44.—11 May 1944.)

The following successful results were obtained at the examination held on 20th January, 1944:—

Ship or Establish- ment	Rating	Name	Official No.	Pt.	Pt.	Pt.	Pt.	Total Max.
				1 300	2 250	3 200	4 150	
R.N.H. "Malta" ...	S.B.C.P.O.	G. E. Gifford...	D/MX.47705	271	250	200	140	861
R.N.H. "Plymouth" ...	S.B.C.P.O.	E. J. Stokes ...	D/MX.47738	275	230	155	115	775
H.M.S. "Cormorant" ...	S.B.P.O.	R. J. Sladden...	P/MX.50595	265	225	130	130	750
R.N.H. "Plymouth" ...	S.B.C.P.O.	C. F. George ...	D/MX.48105	262	231	120	115	728
H.M.S. "Lanka" ...	S.B.C.P.O.	R. E. Workman	D/MX.47120	197	195	160	105	657
H.M.S. "Adventure" ...	S.B.C.P.O.	A. L. Walker...	D/MX.47903	205	179	155	110	649
R.N.H. "Chatham" ...	S.B.C.P.O.	R. H. Hutt ...	C/M.39172...	188	145	113	100	546
R.N.H. "Chatham" ...	S.B.C.P.O.	S. J. Dicker ...	C/MX.47075	154	130	100	130	514
R.N.A.H. "Sher- borne" ...	S.B.P.O.	T. Moore ...	C/MX.48172	176	140	100	95	511



2. The date of passing of S. J. Dieker, S.B.C.P.O., C/MX.47075, has been ante-dated to 21st January, 1943.

3. The results of those candidates whose papers have not yet been received will be promulgated in due course.

**2441.—Advancement to Chief E.R.A., Chief O.A., Chief E.A., Chief Air Artificer and Chief Mechanician**

(N. 3859/44.—11 May, 1944.)

As a wartime measure, the qualifying period of service laid down in K.R. & A.I., Appendix XVII, Part I, for advancement to Chief E.R.A., Chief E.A., Chief O.A., Chief A.A. and Chief Mechanician is to be reduced from six years to five years, the other necessary qualifications as to possession of certificates, and the passing of examinations, etc., remaining unaltered. This is applicable to temporary advancements only, but permanent rates will be granted in vacancies according to seniority in the temporary Chief rate under the usual war procedure.

2. This ruling applies equally to mobilised E.R.As. of the R.N.R., but temporary advancements of these ratings are to be to Acting Chief E.R.A., 2nd Class.

3. For the period of hostilities, although the "Chief" rate for artificer and artisan ratings does not exist in the R.N.V.R., such ratings are to be regarded as eligible for advancement to the Acting "Chief" rate on a temporary basis.

4. Artificers, R.N.R., are allowed to count peace-time service in the Reserve towards the three years' "sea service" required, but this does not apply to Artificers, R.N.V.R. In both cases, however, such service is reckonable towards the five years' service required.

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

(A.F.Os. 2124/40, 1477/41, 2839/42, 3356/42, 668/44 and 933/44 are cancelled.)

**\*2442.—Advancement of Ratings—Sea Service Qualification**

(N. 1933/44.—11 May 1944.)

As applications have been received for waiving sea service qualifications for advancement, or for ante-dating advancement on completion of the sea service, it is notified for information that, as it is necessary that a man should prove his fitness for advancement at sea in his correct rating, the required period of sea service commences from the actual (not basic) date of advancement, and that ante-dating on completion of sea service is not permitted. A sea-going recommendation must also be obtained before a man can be advanced, where this is required under Appendix XVII, Part I, K.R. & A.I., and this is to be shown in column 11 of the conduct sheet on the man's discharge from the ship.

2. In future the date of actual advancement to Able Seaman rate is to be noted on conduct sheets, as well as the dates of actual advancement to Acting Leading and Acting Petty Officer rates as required by K.R. & A.I., Article 407.

(K.R. & A.I., Article 407.)

**2443.—Advancement of Selected R.C.3 Ratings to R.C.2**

(N./T.S.D. 153/44.—11 May 1944.)

With reference to A.F.O. 797/44, Appendix A, as a temporary measure, it has been approved that, on completion of their qualifying course in the Gunnery School, certain selected R.C.3 ratings may be sent on course to qualify as R.C.2 without further sea experience, provided that they have six months' sea experience prior to being put on course for R.C.3 and are Able Seamen.

2. The position will be reviewed after one year.

(A.F.O. 797/44, Appendix A.)

**2444.—Advancement of Communication Ratings in (or Attached to) Combined Operations**

(N./C.O.P. 897/44.—11 May 1944.)

Owing to the specialized nature of Combined Operations Craft and the fact that qualified Signal Officers are not normally borne, facilities for advancement and examinations of Communication ratings have sometimes been overlooked.

2. Applications from ratings to be examined for advancement (when a qualified Signal Officer is not borne) are to be forwarded as follows:—

Combined Operations craft in Forces	...	To Senior Officer Assault Group, info. Captain M.L.C.
Combined Operations craft not in Forces	...	To Local Flag or Naval Officer-in-Charge, info. Captain M.L.C.
Combined Operation Bases	...	To Commanding Officer of the Base, who will arrange with local F.O.I.C. or N.O.I.C.

Where advancement involves a course in H.M. Signal School, the name of the rating and recommendations are to be forwarded through the usual channels in accordance with A.F.O. 5958/43.

3. It is pointed out that once application for examination has been made, inability to take the examination does not penalize a rating in advancement. If this happens through draft, etc., a notation should be inserted on the rating's history sheet, such as "requested to be examined for ..... date .....". When this document is not immediately available, ratings are to be given a signed statement showing the date of such application and this statement is to be handed to the examining officer by the candidate when he presents himself for examination. Ratings should be warned that without this information, examining officers are unable to award a passing date other than the actual date of examination.

4. Every opportunity should be taken whilst in port by ratings to attend instruction and Commanding Officers are requested to grant every facility for the ratings to attend local signal schools and training centres.

5. Combined Operations Signal Officers are to bear the above in mind and see that no opportunity is lost to put forward the name of any suitable rating.

6. The above provisions apply to all communication ratings with the exception of seamen (Signalmen L.C.) advancement for whom is governed by A.F.Os. 686/43 and 2936/43.

(A.F.Os. 686/43, 2936/43 and 5958/43.)

**\*2445.—Exceptional Advancement in Respect of Qualifications Gained in Civil Life—Application to Special Repair Ratings (D) (Artisan Branches)**

(N. 24302/43.—11 May 1944.)

Their Lordships have had under consideration the application of the exercise of their powers of exceptional advancement in respect of qualifications gained outside the Naval service, which were promulgated in paragraph 10 of A.F.O. 400/40, in relation to Artisan ratings (i.e., blacksmiths, joiners, plumbers and painters), and in particular to special repair ratings (D).

2. It has been decided, as regards special repair ratings (D), that authority to make exceptional advancements to Joiner, Plumber or Painter 3rd Class (i.e., the Petty Officer rate) shall be delegated to Commanding Officers, who may advance these ratings to the 3rd Class rate provided the following conditions are fulfilled, i.e., the ratings have:—

- (i) completed at least eight years' experience in their trade (including Naval service as Artisan since entry);
- (ii) attained the age of 24 years;
- (iii) previously or concurrently passed the appropriate trade test with a standard of not less than "Good";



- (iv) completed not less than six months' service in the Royal Navy, with at least six months' continuous "V.G." conduct immediately prior to advancement;
- (v) been recommended by their Commanding Officer as suitable for advancement to the Petty Officer (3rd Class) rate.
3. Ratings who have not previously been confirmed in the 4th Class rate should be confirmed on the day immediately prior to advancement to the 3rd Class rate.
4. In future, special advancements to Artisan 3rd Class of those other Artisan ratings who have gained, outside the Naval service, the qualifications required for higher rating, may be made by Commanding Officers, but the ratings concerned must also fulfil the conditions in paragraph 2 of this order.
5. The qualifications for advancement to Artisan, 2nd Class, will continue to be six years as Acting 4th Class and above.
6. Advancements under this order are not to be ante-dated prior to 1st April, 1944.
7. For the duration of the war, Educational Test I is now waived for the advancement of Artisan ratings.
8. Consideration is being given to the modification of the normal rules for advancement of Artisan ratings in the General Service.

(A.F.O. 400/40, paragraph 10—not in Annual Volume.)

**2446.—Personnel Engaged in Medical Services in War—Protection under 1929 Geneva Convention—REPORT**

(N.L. 3780/42.—11 May 1944.)

Attention is drawn to the fact that in accordance with the provisions of the International Convention concluded at Geneva in July, 1929, personnel engaged exclusively in the collection, transport and treatment of the wounded and sick, and in the administration of medical formations and establishments, and chaplains should wear armlets with the Red Cross on a white ground and be provided with identity certificates. Sick berth ratings, as well as Naval Medical Officers, members of the Naval Nursing Service and Chaplains should therefore be in possession of Naval Form M.190 whether employed afloat or on shore.

2. V.A.Ds. employed on shore in connection with the Naval Medical Service if they have not already been issued to them should be in possession of certificates on Naval Form M.192 and armlets.

3. Personnel specially trained to be employed in case of necessity as auxiliary nurses or stretcher bearers for the collection, transport and treatment of the wounded and sick are protected under Article 12 of the above Convention if they are taken prisoner while carrying out these functions (see Article 9, paragraph 2). Such personnel should in accordance with Article 21 of the Convention be in possession of a Certificate of Identity on Naval Form M.193.

Naval ratings and Royal Marines when detailed as stretcher bearers with landing parties detached from H.M. ships will wear on the left arm an armlet of white drill bearing the letters "S.B." in red 1½ in. by 1 in., for the purpose of identification by their own comrades.

The above certificate and armlet will, however, be withdrawn if the holder ceases to be employed in the duty which gives rise to the protection.

The issue of this certificate may be dispensed with in the case of personnel employed on shore in the United Kingdom other than personnel employed in Naval hospitals or medical units.

4. Civilian personnel who do not wear uniform such as ambulance drivers, pharmacists, laundry superintendents, clerks and other civilian staff, who are employed in R.N. hospitals are entitled to protection under the 1929 Convention. These civilians are to be supplied with certificates on Naval Form M.194, if they are serving abroad, to the effect that they are employed exclusively in the duties specified therein.

It is not intended that civilian personnel so employed should be issued with these certificates while serving at home, but in the event of a transfer abroad each individual should be provided with one.

An initial issue of Naval Form M.194 will be made to medical establishments abroad without demand, thereafter supplies may be demanded in accordance with paragraph 6 hereof.

5. Identity certificates and armlets in accordance with the foregoing arrangements will be issued and stamped, and the certificates signed, by the Senior Naval Officer or, in the case of a R.N. hospital, the Medical Officer-in-Charge; certificates for the members of the Voluntary Aid Detachments will be issued and signed by the competent military authority appointed by the War Office.

6. Stocks of the certificates will be kept at and issued, on demand, from the R.N. Store Depot, Park Royal, N.W.10.

7. The Red Cross and "S.B." armlets required under this order should be demanded from the Superintendent, Royal Victoria Yard, Deptford, S.E.8, by ships and establishments at home, and abroad from the appropriate Victualling Store Officer. Victualling Store Officers abroad are to report to the Director of Victualling by telegram the quantities required for issue. In H.M. ships the Red Cross and "S.B." armlets are to be issued on loan and retained on charge in the Paymaster's Loan Clothing Account.

8. All cases of loss of certificates are to be reported as soon as possible to the issuing authority.

9. The issuing authority is to keep a register of certificates issued.

10. Specimen reproductions of the various certificates referred to in this order are shown in the Appendix to this order.

APPENDIX

Serial No..... Army Form W3050  
 Naval Form M190  
 Date of Issue..... R.A.F. Form 1889

BRITISH



UNIT  
 STAMP

Identity Certificate

Royal Navy  
 Army  
 Royal Air Force

[strike out services]  
 not applicable]

Number

Rating or  
 Rank

Surname

Christian names  
 (in full)

Ship or Unit

Signature of  
 Issuing Officer

O.C. Ship or Unit

Signature  
 of holder

*To be withdrawn immediately on ceasing to perform  
 the duties for which issued.*



Serial No..... Army Form W3051  
 Naval Form M192  
 Date of issue..... R.A.F. Form 2198

BRITISH



Stamp  
 of  
 Issuing  
 Authority

Association to which bearer belongs :—  
 .....  
 .....

**Certificate of Identity**  
 (Civilian)

1. Surname.
2. Christian names (in full).
3. Place and date of birth.
4. Build.
5. Colour of eyes.
6. Distinguishing marks.
7. Signature of President of Association.  
 (or Naval Medical Officer in Charge)
8. Place and date

The following extract is from Article 21 of the Geneva Convention, 1929 :—

*"In no case are medical personnel to be deprived of their badges or identity certificates, which are their own property."*

Duties of bearer.

Transfers to other bodies, etc.

Photograph

of

bearer

Stamp of  
 Association  
 (or Competent Naval  
 Authority) across  
 photograph

Signature of Bearer .....

Stamp  
 of

Competent  
 Naval/Military/Air Force  
 Authority

Signature of Competent

Naval/Military/Air Force Authority.

Rank.

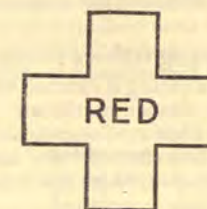
Place and date .....

Period for which valid.

Serial No..... Army Form W.3050B  
 Date of Issue ..... Naval Form M.193  
 R.A.F. Form 1653

BRITISH

\* { Royal Navy  
 Army  
 Royal Air Force  
 Identity Certificate



No. ....  
 Surname .....  
 Christian names (in full) .....

has been specially trained as a { medical orderly and will, when  
 \* { nurse  
 stretcher bearer

necessary, be ordered to collect, transport and treat the sick and wounded.

\* { She  
 He is protected under the provisions of the International Convention for the

Amelioration of the Condition of the Wounded and Sick in Armies in the Field, 1929, if taken prisoner whilst carrying out these duties (Articles 9 (paragraph 2) and 21 (paragraph 2)).

Signature of Issuing Officer .....

Rank .....

Signature of Holder .....

*Notice.*—This certificate will be withdrawn immediately it ceases to be applicable to the holder.

\* Strike out whichever is inapplicable.

Serial No..... Naval Form M.194  
 Date of Issue..... R.A.F. Form 1915

No.....  
 Surname .....  
 Christian names (in full).....  
 is employed exclusively on the duties of a.....  
 within a \*Royal Naval } Medical Establishment.  
 Royal Air Force }

Signature of  
 issuing Officer .....

Rank .....

Signature of  
 Holder .....

*Notice.*—This certificate will be withdrawn immediately it ceases to be applicable to the holder.

\* Strike out whichever is not applicable.

(A.F.Os. 2347/40, 5632/41, 1191/43 and 4185/43 are cancelled.)

2447.—Service Documents of C.O. Personnel

(N./C.O.P. 1869/44.—11 May 1944.)

When a rating is allocated permanently to Combined Operations his service documents are transferred to H.M.S. "Cobra".

2. That establishment will :—

(a) so long as a rating is borne there for pay retain the original Service Certificate, keeping it up to date from information supplied by Flotilla and Commanding Officers and other authorities.

*See AFO 1662/45.*



(b) forward a copy of the Service Certificate together with the original conduct sheet, kit list and divisional record sheet to the rating's Flotilla or Unit Officer, or, where the rating is not in a formed flotilla or unit, to the Commanding Officer of the ship or establishment in which he is serving.

3. Flotilla, Unit and Commanding Officers referred to in Clause 2 (b) are—

(a) to ensure that whenever a rating is drafted within the Combined Operations organization his copy service certificate and the enclosures are transferred to the Flotilla, Unit or Commanding Officer to whose command the rating is being transferred. In accordance with K.R. & A.I. Article 856, paragraphs 2-4, these documents should be sent in a sealed envelope with the rating concerned.

(b) to scrutinise all copies of service certificates on receipt and to make the necessary notations therein to keep them up to date. Where he is uncertain as to the form and whereabouts of an entry to be made in the Service Certificate, the Flotilla, Unit or Commanding Officer should consult the local Accountant Officer.

(c) to ensure that all ratings in their flotilla or under their command are brought forward for advancement, award of good conduct badges, etc., on the correct date.

(d) to forward copy service certificate and other service documents to H.M.S. "Copra" when a rating's service in C.O. ceases.

4. Applications to H.M.S. "Copra" for copies of Service Certificates are only to be made when a rating first joins C.O. or when it has been definitely established that the first copy is no longer in existence. Any application is to state the two previous craft units or flotillas in which the rating has served and the action taken locally to recover the first copy.

5. No copy of the conduct sheet, kit list or divisional record is maintained in H.M.S. "Copra".

6. It is of the first importance that the above instructions should be carefully and promptly complied with as unless this is done a Flotilla, Unit or Commanding Officer cannot be in possession of information which is essential to the proper carrying out of his duties in relation to the ratings under his command.

(A.F.O. 5941/43.)

2448.—Serving Naval Medical Consultants—Facilities for Air Travel

(A./M.D.G. 5152/44.—11 May 1944.)

A.F.O. 1793/44, paragraph 3, is to be amended as follows:—

Delete (Lee-on-Solent 7943) and substitute (Lee-on-Solent 79143).

(A.F.O. 1793/44.)

2449.—Admiralty Surgeons and Agents

(C.E. 4917/44.—11 May 1944.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved:—

Place	Name	Address	Remarks
Polperro and Looe.	Surgeon Rear Admiral A. McCloy, M.B., B.Ch.	Osprey Cottage, Polperro, Cornwall. (Telephone:— Polperro 26).	Vice Mr. L. Moran
Headingley.	Mr. W. N. Crowe, M.B.	Beech House, 10, Otley Road, Headingley, Leeds, 6. (Telephone:— Headingley 52066).	

\*2450.—Civil Service Commission of Canada—Vacancies Announced by

(N. 9617/44.—11 May, 1944.)

The attention of all Canadian officers and ratings serving on loan to the Royal Navy is directed to the following announcement by the Civil Service Commission of Canada. Officers or ratings selected for these positions in competitions conducted by the Civil Service Commission of Canada will be released by the naval service if their services can be spared.

2. The Civil Service Commission of Canada announces immediate vacancies in the Diplomatic, Commercial Intelligence, and Veteran's Rehabilitation Services of the Government of the Dominion of Canada, to be filled by competition.

3. Preference in appointment will be given to those who have, during the war of 1914-1918 or the present war been (a) on active service overseas with the Armed Forces of His Majesty or of His Majesty's Allies, or (b) on the high seas in a sea-going ship-of-war in the Naval Forces of His Majesty or of His Majesty's Allies. Members of the Forces serving in the present war are entitled to the preference only if they were residents of Canada at the time of enlistment. Candidates must be natural born or naturalized British subjects and must have resided in Canada for not less than five years. For the Diplomatic and Commercial Intelligence Services, except in special circumstances, they must have resided in Canada for not less than ten years.

4. *Diplomatic and Commercial Intelligence Services.*—(a) Selection will be made of learners for training with the Department of External Affairs, who will be eligible for the benefits provided for in the Post-discharge Establishment Order. Learners when qualified will be considered for appointment as Third Secretaries.

(b) Appointments will be made as Third Secretary, Assistant Trade Commissioner and Assistant Commodity Officer in the salary range of \$2,400 to \$3,000. Some appointments will also be made in ranks senior to these.

(c) For the Diplomatic Service in the Department of External Affairs, a minimum of two years' university training is needed for learners, and university graduation for Third Secretaries; for positions in the Commercial Intelligence Service university graduation or equivalent education and specialized experience is required.

5. *Veterans' Rehabilitation Services.*—(a) Selection will be made of candidates possessing the required qualifications who will be eligible for appointment to the following positions: Director of Public Relations; Overseas Rehabilitation Officer, male, and a Female Assistant; Research Advisor; District Superintendents of Rehabilitation; District Supervisors of Training; and a Veterans' Welfare Officer, Personal Services; in the salary range \$3,000 to \$4,920. Counsellors for the Training Division, as well as for the Health and Occupational Centres, and Interviewers for the Training Division will be recruited in classifications with rates of compensation lower than that indicated for the senior positions enumerated above.

(b) For the positions of Director of Public Relations, Research Advisor, District Superintendents of Rehabilitation and District Supervisors of training the educational requirement is University graduation or the equivalent. For the other positions the educational requirement is High School graduation. Specialized experience in a field which relates to the character of duty designated by the titles of the positions is required.

6. Application forms and complete information regarding salaries, duties and necessary qualifications is available on request, from whichever one of the following offices can be reached most conveniently by mail:

The Offices of the Civil Service Commission of Canada at:—

Halifax; Saint John, N.B.; Quebec; Montreal; Ottawa; Toronto; Winnipeg; Regina; Edmonton and Vancouver.

The Office of the High Commissioner, Canada House,

London, England.

The Office of the Canadian Trade Commissioner, Cairo,

Egypt.

The Office of the Canadian Trade Commissioner, Bombay,

India.



7. Those interested should make immediate enquiry. For present vacancies only those applications received by the Civil Service Commission at Ottawa on or before 1st June, 1944, will be considered. Applications received after this closing date will be recorded automatically for consideration in future competitions for the class.

**2451.—W.R.N.S. Officers Specializing in Signals**

(C.W. 17476/44.—11 May 1944.)

W.R.N.S. officers will normally be included in the R.N.V.R. Special Signal Courses (A.F.O. 5443/43) which are held at H.M. Signal School and last three months.

2. W.R.N.S. officers of all branches who have been confirmed in the rank of Third Officer are eligible for recommendation. It is, however, most desirable that they should have had previous communication experience, e.g., as Cypher Officers.

3. The names of W.R.N.S. officers who volunteer are recommended and are eligible in accordance with paragraph 2 above are to be forwarded together with a report on Form S.206 to D.W.R.N.S. with a copy to the Captain, H.M. Signal School, Leydene House, Petersfield. Educational standard and any other academic qualifications are to be included. Recommendations may be forwarded at any time.

4. Before selection, candidates will be called before a selection board arranged by D.W.R.N.S. at which Captain Signal School will be represented.

5. A W.R.N.S. officer who has qualified in the R.N.V.R. Special Signal Course will be eligible for payment of 1s. 4d. a day specialist allowance and distinguished in the Navy List by the symbol (Se).

(A.F.O. 5443/43.)

**2452.—Petty Officer Wren Recruiting Assistants—Advancement to Chief Wren**

(N. 13190/43.—11 May 1944.)

It has been decided to allow advancement to Chief Wren Recruiting Assistant and the following regulations have been approved.

2. All Recruiting Assistants are eligible for such advancement, the qualifications for which are to be :—

- (a) One year's service as confirmed Petty Officer Wren with two years' V.G. conduct immediately preceding recommendation (*vide* A.F.O. 4864/42).
- (b) Recommendation by Recruiting Staff Officer and W.R.N.S. Unit Officer for those Recruiting Assistants serving in Combined Recruiting Centres and by the Commanding Officer and Officer-in-Charge, W.R.N.S., for those serving in other establishments.
- (c) Attainment of a satisfactory standard in the Senior Psychologist's written and oral test for advancement to Chief Wren Recruiting Assistant.

3. Names of recommended Recruiting Assistants serving in Combined Recruiting Centres who are qualified by service and V.G. conduct are to be forwarded by Recruiting Staff Officers to the Director of Naval Recruiting, accompanied by a certificate of service and conduct qualification and recommendation for the Chief rate. Names of Recruiting Assistants serving in other establishments should be forwarded in a similar way by their Commanding Officers to the Senior Psychologist, Admiralty. Candidates will then be summoned to the Admiralty by the Director, W.R.N.S., to undergo a proficiency test. On successful completion of the test they will be advanced to Chief Wren at the Admiralty, with ante-dated effect to the date of completion of one year's service as Petty Officer Wren (or the date of qualifying by conduct, if later). Those who fail to pass the test will be allowed to take it again at a later date, but in that case, advancement to Chief Wren will take effect on successful completion of the test, without ante-dating

(A.F.O. 4864/42.)

**2453.—Petty Officer Stewards and Cooks (Patrol Service) Employed as Instructors—Payment of Additional Allowance**

(N. 31104/43.—11 May 1944.)

With reference to A.F.O. 1652/44 the allowance of 6d. a day may be paid to Petty Officer Cooks and Stewards acting as Instructors with retrospective effect from 1st January, 1944.

(A.F.O. 1652/44.)

**2454.—Post Office Savings Bank—Deposit Books saved by Survivors of Lost Ships**

(D.N.A. 26136/44.—11 May 1944.)

When a ship is lost it is possible that an open Post Office Savings Bank Deposit or Withdrawal List may be lost with the ship. It is possible, too, that a recent list despatched from the ship may be lost in transit. As a result it may happen that a survivor's bank book will contain an entry which has not been communicated to the Post Office Savings Bank and that the discrepancy will remain undetected until the book is sent for periodical examination and assessment of interest. Should the book be lost in the meantime, it might be difficult to substantiate a claim that a deposit had been made.

2. Survivors of lost ships now serving at home who have saved their bank books are accordingly to be advised to send them to the Director of Savings, Post Office Savings Bank, for examination, if they have not already done so since their ship was lost.

3. As it would be undesirable and inconvenient for depositors serving abroad to send their bank books home for this purpose, the Director of Savings has agreed to accept in their case certified copies for comparison with the official ledgers. Such copies which should show in detail (including the name of the ship or Post Office where each transaction was carried out) all the entries from the head of the last page bearing a balance carried forward in the Post Office Savings Bank Department, should be certified by the Accountant Officer and forwarded by him to the Director of Savings, Post Office Savings Bank, Harrogate, Yorkshire.

**\*2455.—Travelling—Issue of Concession Fares Certificates to Wives of Personnel Serving on T.124 Agreement or its Variants**

(C.W. 202/44.—11 May 1944.)

Arrangements have now been made by the R.G.S.S. to undertake the issue of Army Form O.1798A in favour of wives of officers serving under T.124 agreement or its variants and of those ratings under such agreements whose wives do not hold Navy Order books.

2. Personnel serving in home waters should accordingly address their applications as follows :—

Registrar General of Shipping and Seamen,  
General Register and Record Office of Shipping and Seamen (T.124),  
Llantrisant Road,  
Llandaff, Cardiff.

3. Applications should show the following particulars :—

- (i) Full christian names and surname of self and wife.
- (ii) Rank or rating.
- (iii) Continuous Discharge Book Dis. A. (in case of ratings).
- (iv) Ship.
- (v) Address of wife if it is desired that the certificate be sent direct to her.
- (vi) Permanent address of wife, if that at (v) is temporary only.

4. The wives of personnel serving abroad will be informed of this facility in normal course on their application for the old concession voucher.

5. It should be particularly noted that only those wives of officers and ratings who are not in possession of an allowance book require one of the new forms, other wives may continue to benefit from the fares concession merely on production to the railway booking clerk of their Navy Order Book.

(A.F.Os. 4549/43 and 4801/43.)



**\*2456.—Telephone Conversations—Liability to Interception and Severe Penalties for Careless Talk**

(N.L./N.I.D. 03188/44.—11 May 1944.)

Attention is again drawn to the necessity for avoiding disclosure to unauthorized persons of any information which might be of service to the enemy. Special care must be exercised at all times to avoid careless talk in conversations on the telephone.

2. All personnel are warned that conversations on all telephone lines are liable to be monitored, *i.e.*, "listened in to," and that severe disciplinary action will be taken against anyone found to be guilty of indiscreet talk.

**2457.—Casualties—R.N. Personnel with Next-of-Kin in Australia, Canada, Newfoundland, New Zealand, Southern Rhodesia, and South Africa—Notification**

(C.W./C.267/44.—11 May 1944.)

The following procedure is to be observed for notification of casualties among R.N. personnel whose next-of-kin reside in, or who have themselves some close connection with, the Commonwealth of Australia, Dominion of Canada, Dominion of Newfoundland, Dominion of New Zealand and Southern Rhodesia or the Union of South Africa:—

2. (a) *Officers.*—All casualties are to be reported to Admiralty (C.W. Casualties) where necessary action to inform next-of-kin will be taken.

(b) *Ratings.*—Canada, New Zealand, Southern Rhodesia, Union of South Africa: In these cases notification of casualties among R.N. ratings should be made by depots to the recorded next-of-kin at the address given, and the appropriate High Commissioner should be informed (by depots) by telegram, repeated Admiralty (C.W. Casualties), that notification has been made.

(c) *Australia:* Where the recorded next-of-kin of an R.N. rating resides in Australia the notification should be addressed by depots to the Prime Minister's Department, Canberra, Australia (telegraphic address: "Kindler, Canberra"), for onward transmission to the person concerned. Such telegrams should be repeated to the High Commissioner for Australia and Admiralty (C.W. Casualties).

(d) *Newfoundland:* Notification should be made by depots, not direct to the recorded next-of-kin but to the Trade Commissioner for Newfoundland, 58, Victoria Street, S.W.1, for onward transmission, the telegram being repeated to Admiralty (C.W. Casualties).

In all the above cases subsequent notifications should be made when ratings previously reported missing are reported missing, presumed killed, etc.

3. Officers of the Royal Australian Navy, Royal New Zealand Navy, or from Southern Rhodesia, Union of South Africa and Newfoundland who are serving in R.N. ships or whose ships are serving with the Royal Navy who become casualties are to be reported to Admiralty (C.W. Casualties) where necessary action to inform next-of-kin, through the Naval authorities of the Dominion concerned, or direct if resident in the United Kingdom, will be taken.

(a) In the case of ratings of the Royal Australian Navy and the Royal New Zealand Navy, who are serving in R.N. ships or whose ships are serving with the Royal Navy, notification should be sent direct to the Naval authorities of the Dominion concerned with a view to their notifying the next-of-kin, the telegrams being repeated to the appropriate High Commissioner and Admiralty (C.W. Casualties); if, however, the next-of-kin of any of these ratings is resident in the United Kingdom, notification should be made direct to them, the Admiralty (C.W. Casualties), the Dominion Naval authorities and High Commissioner being informed that notification has been made.

4. Officers and ratings of the Royal Canadian Navy and Royal Canadian Naval Volunteer Reserve serving in H.M. ships and establishments or whose ships are serving with the Royal Navy who become casualties are to be reported by signal to the Senior Canadian Naval Officer (London), who will take necessary action to inform next-of-kin whether resident in Canada or elsewhere. Casualty signals should also be repeated to the ship's operational authority, Admiralty (C.W. Casualties), High Commissioner for Canada, London, and H.M.C.S. "Niobe".

The Senior Canadian Naval Officer (London) will also advise Naval Service Headquarters, Ottawa, and the Royal Canadian Naval Depot, Halifax.

5. Where subsequent examination of the service records of a rating in the Royal Navy whose next-of-kin was not resident in a Dominion shows that he was of Dominion nationality or otherwise closely connected with a Dominion the facts should be immediately reported to the Admiralty (C.W. Casualties) in order that the appropriate High Commissioner may be informed.

(A.F.O. 4307/40 is cancelled.)

**2458.—South African Naval Forces—Rates of Pay for Mechanics (Misc.)**

(N. 7924/44.—11 May 1944.)

The following amendment to A.F.O. 1073/44, relating to new rates of pay for Artificers and Artisans of the S.A.N.F., is notified:—

Amend paragraph (i) (e) to read:—

(e) Mechanics (Engine Room, Ordnance, Radio and Electrical):—

	s.	d.
C.P.O. rates	15	0 a day.
P.O. rates	13	6 a day.
Leading rates	10	0 a day.
A.B. rates	8	0 a day.

(A.F.O. 1073/44.)

**2459.—Instructional Film "Ship Safety" (Serial Number A.147)**

(T.S.D. 2201/44.—11 May 1944.)

With reference to A.F.Os. 4251/43 and 5707/43, an instructional film entitled "Ship Safety" (serial number A.147) has now been completed and copies will be issued without demand as in paragraph 3 below.

2. The film has a running time of 40 minutes approximately, and is designed to make every officer and rating serving afloat aware of his personal responsibility for the control of damage in action to a ship, and of his share in preserving its water-tight integrity. A new cruiser is shown being built, commissioned and working up. On her first patrol she is attacked by aircraft and minor damage from a near miss becomes so serious, due to the carelessness of a few members of the crew, that it is only with great difficulty that the ship is prevented from becoming a total loss.

3. Distribution will be as follows:—

(a) Instructions for re-issue on temporary loan:—

Instructional Film Libraries:—	No. of Copies	
	35 mm.	16 mm.
Scapa ...	2	2
Rosyth ...	2	2
Glasgow ...	2	2
Liverpool ...	2	2
Chatham ...	2	2
Portsmouth ...	2	2
Devonport ...	2	2
London ...	1	1
C-in-C., Eastern Fleet ...	2	2
F.O., Ceylon ...	1	1
S.N.O., Aden ...	1	1
S.N.O., Persian Gulf ...	1	1
F.O., East Africa ...	1	1
C-in-C., South Atlantic ...	1	1
F.O., Levant, and Eastern Mediterranean ...	1	1
F.O., Western Mediterranean ...	1	1
V.A., Malta ...	1	1
F.O., Gibraltar and Mediterranean Approaches ...	1	1
F.O.C., West Africa ...	1	1
N.O.I.C., Trinidad ...	1	1
F.O.C., Royal Indian Navy ...	1	1



(b) Copies on permanent loan :—	No. of copies	
	35 mm.	16 mm.
Damage Control School ... ..	1	
R.N. Barracks, Portsmouth ... ..	1	
R.N. Barracks, Devonport ... ..	1	
R.N. Barracks, Chatham ... ..	1	
H.M.S. "Collingwood" ... ..	1	
H.M.S. "Royal Arthur" ... ..		1
H.M.S. "Excalibur" ... ..		1
H.M.S. "Scotia" ... ..	1	
H.M.S. "Glendower" ... ..	1	
H.M.S. "Duke" ... ..	1	
H.M.S. "Cabot" ... ..	1	
H.M.S. "Ganges" ... ..		1
H.M.S. "Europa" ... ..	1	
H.M.S. "Lochinvar" ... ..	1	
H.M.S. "Impregnable" ... ..	1	
H.M.S. "St. George" ... ..		11
M.T.E., Portsmouth ... ..		1
M.T.E., Chatham ... ..		1
M.T.E., Rosyth ... ..		1
H.M. Signal School, Chatham ... ..		1
R.N. Barracks, Lee-on-Solent ... ..		1
H.M.S. "Valkyrie" ... ..	1	
H.M.S. "Gosling" ... ..	1	
B.A.D., Washington ... ..		
N.S.H.Q., Ottawa ... ..		
A.C.N.B. ... ..		
N.Z.N.B. ... ..		

} Duping prints.

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

(A.F.Os. 4251/43 and 5707/43.)

**2460.—Instructional Film—"Silhouettes for Landing Craft Crews"—  
Serial Number A.176**

(T.S.D. 282/42.—11 May 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "Silhouettes for Landing Craft Crews"—serial number A.176—has now been completed and copies will be distributed without demand as soon as possible, in accordance with paragraph 3 below.

2. The film has a running time of approximately 20 minutes and deals with the recognition of coastlines from operational sketches, and the means to be adopted to keep on correct leading bearing.

3. Distribution will be as follows :—

(a) Copies for re-issue :—	No. of copies	
	35 mm.	16 mm.
Command Instructional Film Libraries (see A.F.O. 4251/43, paragraph 10)—		
Scapa ... ..	2	2
Rosyth ... ..	2	2
Glasgow ... ..	2	2
Liverpool ... ..	2	2
Chatham ... ..	2	2
Portsmouth ... ..	2	2
Devonport ... ..	2	2
London ... ..	2	2

(b) Copies on permanent loan :—

H.M.S. "James Cook" ... ..	—	1
F.O. Western Mediterranean ... ..	1	1
F.O. Levant and Eastern Mediterranean ... ..	1	1
N.S.H.Q. Ottawa ... ..		
F.O.C.R.I.N. ... ..		
B.A.D. Washington ... ..		

} duplicate  
} negatives  
} master positive print

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

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

**2461.—Instructional Film—the Inside of Arc Welding, Serial Number G.582**

(T.S.D. 2205/44.—11 May 1944.)

With reference to A.F.O. 4251/43, an instructional film in technicolor, entitled "The Inside of Arc Welding", is now available in 16 mm. size only and copies will be distributed to each of the Command Instructional Film Libraries for re-issue on temporary loan, in accordance with A.F.O. 4251/43, paragraph 10.

2. This film is in six parts, as follows :—

1. Fundamentals (1 reel).
2. Flat Position (1 reel).
3. Horizontal position (1 reel).
4. Alternating current in flat and horizontal positions (1 reel).
5. Vertical position (1 reel).
6. Overhead position (1 reel).

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

**2462.—Extra Pay for Flying Duty (Ratings)**

(N. 10270/43.—11 May 1944.)

Naval ratings not already in receipt of an element in their pay for flying, who are employed with a specific duty in Naval aircraft during flights which are a regular service requirement, as exemplified below, may receive extra pay under K.R. & A.I., Article 1621 :—

(a) Drogue towing.

(b) W/T operators (other than T.A.G.) ... } For duty during communi-  
(c) Maintenance ratings ... } tions flights.

(d) Radio Mechanics ... } Development and research work  
excluding routine tests.

Payment for (a) and (b) is already authorised. Payment for (c) and (d) is authorised from 25th April, 1944. Prior Admiralty approval is to be sought for other occasions.

2. The principle is maintained that no allowance or extra pay will be granted for casual flights made in the course of normal naval duties (see K.R. & A.I., Article 35b), and routine tests during flying will therefore not qualify a rating for additional pay.

3. Members of the W.R.N.S. will be eligible for payment at two-thirds the standard rate, under the same conditions as Naval ratings.

4. K.R. & A.I. will be amended in due course.

(K.R. & A.I., Article 35b.)

(A.F.O. 4411/43 is cancelled.)

**\*2463.—Boys, 2nd Class (Communication Branch)—Advancement**

(N. 4512/44.—11 May 1944.)

In order that ex-sea cadets may be in a similar position to direct entry boys of the Communication Branch it has been decided that all ex-sea cadets who joined on and after 1st January, 1943, should be rated Boy 1st Class (Communication Branch) as from the date of entry, i.e., date of joining H.M.S. "Royal Arthur" or "Foudroyant", and that this order should be retrospective.

(A.F.O. 941/44.)



See AFO 3607/46

**2464.—Q.A.R.N.N.S.—Issue of Pay Books**

(C.E. 3334/44.—11 May 1944.)

Members of Q.A.R.N.N.S. and Q.A.R.N.N.S. (R) are to be issued with pay books (Form S.43a) under the conditions, as far as applicable, prescribed for Naval and Marine Officers in A.F.O. 4611/41. The paying authorities should accordingly arrange for the issue of these books.

(A.F.O. 4611/41.)

**2465.—Q.A.R.N.N.S. and Q.A.R.N.N.S. (R)—Dental Treatment**

(C.E. 666/44.—11 May 1944.)

Members of Queen Alexandra's Royal Naval Nursing Service and Reserve Nursing Service are ineligible for dental treatment or the provision of dentures at the expense of the Crown unless such treatment, etc., is necessitated by an accident sustained in the course of their duty in circumstances clearly attributable to the Service. As a special privilege members of these services may, however, be afforded necessary operative dental treatment without charge provided it can conveniently be given at a Naval, Army or Air Force dental centre, and that no payment from public funds is involved.

2. Members of these services needing dentures may, however, solely as a war-time privilege, obtain them from service dental centres on repayment, provided that it is certified by a dental officer that the provision of dentures is essential for mastication. This privilege will be restricted to cases where treatment cannot be obtained privately or where for other reasons private treatment would involve unacceptable loss of time or cause hardship.

**\*2466.—United Kingdom Income Tax—Personnel Serving Abroad—Prisoners of War**

(D.N.A. 5990/44.—11 May 1944.)

A member of the U.K. Forces is chargeable to tax on his U.K. service pay whether or not he is resident in the U.K. If he has no income except his service pay, and his wife has no income of her own, he will be liable to the same tax if he is serving outside the U.K., or is a prisoner of war, as he would be if he were serving in the U.K.

If he has income apart from his service pay, or if his wife has income of her own, he may in certain circumstances be liable to less tax if he is serving abroad, or is a prisoner of war, than he would be if he were serving in the U.K. The following note sets out, briefly, in what circumstances this happens and how relief may be claimed.

- (1) A person who is not resident in the U.K. is not liable to Income Tax on any income he may have from sources outside the U.K. (e.g. dividends on shares in a foreign company).
- (2) A person who is not ordinarily resident in the U.K. is not liable to Income Tax on the income from the following British Government securities: 4 per cent. Funding Loan, 4 per cent. Victory Bonds, 3½ per cent. War Loan, 3 per cent. Defence Bonds, 3 per cent. War Loan, 2½ per cent. National War Bonds, 3 per cent. Savings Bonds. All income from other British Government Securities, or from any other British source, is chargeable whatever his position may be as regards residence.
- (3) Whether a member of the U.K. Forces is regarded as not resident or not ordinarily resident in the U.K. depends on the facts of his case. Briefly the position is as follows:—

If he does not maintain a house or other place of abode in the U.K. he is regarded as not resident and not ordinarily resident in the U.K. for the whole of any period of absence from the U.K. which includes a complete Income Tax year (ending 5th April). Short visits to the U.K. on leave will not make him resident or ordinarily resident.

If he does maintain a house or other place of abode in the U.K., then

- (a) he is regarded as *not resident* in the U.K. for the whole of any period of absence which includes a complete Income Tax year, unless he visits the U.K. during that period, in which case he is regarded as resident for the year in which the visit takes place;
  - (b) he is regarded as not ordinarily resident in the U.K. if his period of absence from the U.K. is not less than 36 months. Short visits to the U.K. on leave during such a period will not make him ordinarily resident.
- (4) Tax is in many cases deducted at the source from dividends and interest. If a member of the Forces gets any payment from which tax is deducted, and is entitled to exemption from tax on that payment because, at the date it was paid, he was not resident, or not ordinarily resident in the U.K., he can get the tax back from the Inland Revenue. He, or his wife, or agent, should write to the Tax Office which deals with his liability, or his wife or agent should call at that office personally.
  - (5) If a member of the Forces is not resident in the U.K. and has income that is not liable to Income Tax, he gets a proportion of the Personal Allowances to which he would have been entitled if his whole income had been liable to tax. The proportion depends on the amount of his liable income as compared with his total income—for example, if only three-quarters of his income is liable to tax he gets three-quarters of the allowances to which he would have been entitled if his whole income had been liable to tax.
  - (6) If a husband is not resident in the U.K., but his wife is and she has income of her own, they may, if it is to their advantage, be treated for the purposes of the Personal Allowances as if they were separate single persons. The tax office may not, however, know that the husband is not resident, and if the wife is in any doubt whether they have been given the right treatment, she should write to the tax office which deals with her liability or should call personally.
  - (7) If anyone does not know which is the right tax office to go to, he or she should write to Chief Inspector Claims, Marine Hotel, Llandudno, North Wales.

The foregoing paragraphs deal with the position in the normal case of a member of the Forces whose place of residence prior to joining the Forces was in the U.K. In a case where the member of the Forces was resident abroad before joining, that fact should be stated to the tax office, as special treatment may be applicable.

(A.F.O. 1160/44, Section III.)

**2467.—No. 2 Royal Naval Orthopaedic Rehabilitation Centre, Leweston Manor, Nr. Sherborne, Dorset**

See AFO 1634/46

(M.D.G. 8997/44.—11 May 1944.)

The title of A.F.O. 2195/44 should read as above.

(A.F.O. 2195/44.)

**2468.—Shallow Water Diving Apparatus**

See AFO 6065/45

(N. 1960/43.—11 May 1944.)

Diving extra pay under K.R. & A.I., Article 1623, may be paid to qualified officers and ratings using any approved shallow water diving apparatus during diving operations carried out with the authority of the Commanding Officer.

2. K.R. & A.I., Article 1623, clause (i), will be amended accordingly.

(K.R. &amp; A.I. Art. 1623.)



## 2463.—String Bands—Grants-in-Aid—Revised Arrangements

(N. 4085/43.—11 May 1944.)

With effect from 1 Jan. 1944, and for the duration of the war, the percentage charges payable by officers of H.M. ships on the value of the orchestral instruments on board (*vide* K.R. & A.I., Article 775, clause 2) is abolished and the grant-in-aid reduced accordingly.

2. The grants payable for the quarter ending 31 Mar. 1944, and until further notice, are as follows:—

Band of 24	...	...	...	£4	0s.	0d.
Band of 17	...	...	...	£3	0s.	0d.
Band of 15	...	...	...	£2	15s.	0d.
Band of 12	...	...	...	£2	5s.	0d.

3. The grants are payable according to the fixed complement of the band and no account is to be taken of temporary additions.

4. Ships embarking bands within a quarter are entitled to a full quarter's grant, but no grant is payable for a quarter in which a band is disembarked.

5. Grants are payable in arrear on the last day of the quarter and credit should be taken within the quarter to which the grant relates. The voucher should indicate clearly the service and should be included in the Schedule Code No. 29 to the Cash Account.

6. In no circumstances can any payments be carried forward to the succeeding financial year. Any grants due but not brought to account within the appropriate financial year must lapse.

7. The above scale of grants is subject to variations from time to time.

(K.R. &amp; A.I., Art. 775, clauses 2 and 3.)

("A" Message (Home and Abroad) 216A is cancelled.)

(A.F.O. 355/39 is cancelled.)

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

## 2470.—Aircraft—General—Modification to Type 31 Adaptor

(G/A.M.R. 3013/43.—11 May 1944.)

In order to increase the security of the type 31 adaptor when fitted to a V.G.O. gun, the adaptors are to be modified as shown in A.F.O. Diagram 132/44. The modification consists of riveting to the adaptor a small piece of 16 swg mild steel to prevent the adaptor being forced back and released from the front magazine catch.

## 2471.—Aircraft—Guns—0.50-in. Browning—Modification to (a) Blast Tubes and (b) Barrel Casing

*Hellcat and Wildcat Aircraft only*

(G. 681/44.—11 May 1944.)

The following modification is approved:—

<i>Aircraft affected</i> ...	...	Wildcats (all guns). Hellcat out-board guns.	
<i>Parts affected</i> ...	...	Detachable blast tubes and barrel casing of guns, Browning 0.50-in.	
<i>Purpose</i> ...	...	To ensure a positive connection of blast tube to the barrel casing to prevent damage to mainplane due to the blast tube working off during firing.	
<i>Nature of Modification</i> ...	(1)	Manufacture of spring clip, and attachment to blast tube.	
	(2)	Drilling of barrel casing.	
<i>Drawing</i> ...	...	A.F.O. Diagram No. 134/44 (1) (Sheet 1).	
<i>By whom to be done</i> ...	...	Air Ordnance Personnel.	
<i>Degree of urgency</i> ...	...	At first opportunity.	
<i>Requirements for each blast tube modification</i> :—			
Item 1.—Steel spring leaf	...	...	1
Item 2.—Connecting stud	...	...	1
Item 3.—Locking stud	...	...	1
Item 4.—Split pin, $\frac{3}{8}$ -in. by $\frac{1}{2}$ -in.	...	...	1
Item 5.—Iron rivets, $\frac{1}{8}$ -in. by $\frac{1}{4}$ -in.	...	...	4

2. *Manufacturing Instructions.*—(a) *Preparing the Blast Tube.*—Remove from the blast tube the adjustable connecting arm and the small positioning stud E.

On the centre line of the blast tube midway between the gripping lugs A—B, drill a  $\frac{1}{8}$ -in. hole for the connecting stud and a  $\frac{3}{16}$ -in. hole for the locking stud at the positions shown on the drawing.

*Note* :—Do not drill the 4 in No.  $\frac{1}{8}$ -in. holes for the rivets at this stage.

(b) *The Spring Leaf Item* (1).—Obtain (as in paragraph 6 below) an ejector cover, Lewis gun, R.A.F., Ref. No. 7A/90, which is correct for thickness and width, and prepare as shown in the drawing. If ejector covers cannot be obtained, spring steel of  $\frac{3}{32}$ -in. thickness of required width and length should be used. No alteration to the tempering of the material is to be carried out in the process of modification.

Where a large number of spring clips are to be prepared it is recommended that a small jig be made up as shown in A.F.O. Diagram No. 134/44 (2) (sheet 2) to facilitate punching the holes.

On completion of drilling, swage down the sides of the spring leaf between points C—D to secure a neat fitting on to the outer surface of the blast tube.

(c) *The Connecting Stud, Item* (2).—To be turned to size as shown. Rivet to the underside of the spring and finish off the riveted part with a shallow riveting snap.

The base of the stud to be chamfered from the cross section centre line towards the rear, to facilitate assembling the blast tube to the gun casing.

(d) *The Locking Stud, Item* (3).—To be turned to the size shown, and to be welded to the outside of the blast tube at the position indicated.

Smooth off the surplus welding on the inside surface of the blast tube.

(e) *Checking the Assembly.*—Assemble the spring clip on to the blast tube, mark off one of the  $\frac{1}{8}$ -in. holes in the front end of the spring, on to the blast tube and drill through. Insert a  $\frac{1}{2}$ -in. bolt and nut into this hole, and tighten up to secure the spring clip in the required position. Drill the remaining three  $\frac{1}{8}$ -in. holes.

(f) Before finally riveting the spring clip to the blast tube it should be secured in position by two  $\frac{1}{2}$ -in. bolts and the assembly tested to ensure that the connecting stud at the end of the spring clip lifts freely in its corresponding hole in the blast tube. Any binding is to be cleared by slight reamering of the hole.

When assembly is satisfactory, rivet the spring clip to the blast tube with four in number,  $\frac{1}{8}$ -in. rivets, Item (5), using a  $\frac{3}{8}$ -in. cold riveting snap for finishing the heads.



(g) With the spring in the closed position, drill a  $\frac{3}{32}$ -in. hole through the locking stud as close to the spring clip as possible, and fit a  $\frac{3}{32}$ -in. by  $\frac{1}{2}$  in. split pin, Item (4).

(h) *Preparing the Barrel Casing.*—Remove the gun barrel. On the underneath centre line of the barrel casing drill a  $\frac{1}{8}$ -in. hole,  $1\frac{1}{8}$ -in. back from the front edge of the barrel casing bearing.

3. *Fitting the Blast Tube to the Gun.*—Blast tubes must be fitted in the barrel casings before guns are installed in aircraft. The procedure is as follows:—

Remove the split pin, Item (4). Lift the spring clip, Item (1) at its rear end to withdraw the connecting stud, Item (2). Slide the blast tube on to the barrel casing until the connecting stud registers with the hole in the barrel casing.

When locked in position insert split pin, Item (4).

Tighten the bolts A-B an equal amount on each side of the spring clip and insert split pins in the castellated nuts to prevent them slackening back.

4. *Periodical inspection.*—Blast tubes and their connecting units are to be carefully examined for defects on each occasion guns are removed from an aircraft. Ensure that rivet heads inside the blast tube do not show signs of shearing due to blast and that the spring leaf is free from cracks. The mild steel stud, Item (3), is to be carefully tested for security.

5. *The Dieplate and Punches (sheet 2).*—To ensure correct registration of the punching holes in the dieplate the drilling of the plates should be carried out as follows:—

(a) Assuming the plates have been faced and squared up, clamp the two plates together and drill the holes for the two locating pins. Insert the pins to keep the plates in correct alignment.

(b) Drill  $\frac{1}{4}$ -in. whitworth-tapping holes in the opposite corners for the two clamping bolts.

(c) Separate the plates.

(d) Tap out the two holes in the bottom plate  $\frac{1}{4}$ -in. whitworth thread.

(e) Open out the two corresponding holes in the top plate to  $\frac{1}{4}$ -in. clearance.

(f) Mark off and drill the holes on the lower face of the bottom plate.

(g) Assemble the top and bottom plates together by the locating pins, and secure by two  $\frac{1}{4}$ -in. whitworth bolts in the holes provided.

(h) Turn the dieplate bottom side up and through the holes in the centre of the bottom plate, drill the corresponding holes in the top plates.

When using the dieplate and punch it is recommended that after punching through the first hole in the spring leaf, to insert a dowel pin of the correct size to retain the spring leaf in correct position while the remaining holes are being punched out.

6. Covers ejector Ref. 7A/90 should be demanded from the appropriate R.N. Armament Depot up to the quantity required for immediate modification, plus 20 per cent. reserve, quoting this Order.

7. R.N. Armament Depots should issue from stores held for "deck" gun use. If unable to supply depots should notify D.A.S., Bath (A.17) immediately.

(Message 962R. is cancelled.)

**2472.—Anti Ship Fire Control—Communications—Main Armament Fire Gongs in Secondary Armament Directors—As. and As.**

*Capital Ships*

(G. 01054/44.—11 May 1944.)

Experience has shown the necessity for warning the crews of the secondary armament directors when the main armament is about to fire, so that they can shut their eyes to avoid temporary blinding by flash and can also avoid being hurt by the jump of binoculars.

2. The Commanding Officers of Capital Ships are to insert an item, Classification "A", in their list of approved alterations and additions, as follows:—

"To fit gongs in H.A./L.A. directors (or, in the case of battleships armed with six-inch batteries, in the six-inch directors) operated by the main armament fire gong pushes".

3. To achieve electrical separation, these gongs are to be wired off the circuit already installed for M.A.C. purposes, before it reaches the M.A.C. change over switch. When switched to M.A.C. both the new gongs and the existing buzzers will operate.

4. Paragraph 3 will not apply to "Warspite", "Malaya" and "Royal Sovereign" Class. In these ships, electrical separation cannot readily be achieved and the gongs should be wired from the existing circuit to the gong in the 15-in. aloft director.

5. As far as possible, the additional circuits to the directors should be accommodated in existing multicore cables from the point where the existing circuits are tapped.

(This Order is to be retained until complied with)

**2473.—Ammunition—20-mm. Oerlikon H.E. Tracer—Lot N.F. 1252—Withdrawal**  
(A.S./G. 806/44.—11 May 1944.)

20-mm. Oerlikon H.E. tracer ammunition of lot N.F. 1252 has caused missfires and is to be withdrawn from service.

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

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

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

**2474.—Ammunition—20 mm. Oerlikon—Withdrawn on Account of "Caps-out"—Proof—REPORTS**

(A.S./G. 012354/43.—11 May 1944.)

20 mm. Oerl' on ammunition lots withdrawn on account of "caps-out" when fired in gun not fitted with Mark II breech face pieces are to be proved in guns which have been so fitted.

2. In order that the necessary arrangements for proof may be made, all Naval Armament Depots and Officers-in-Charge of Armament Supply *abroad* are to report the details of withdrawn lots held for which disposal instructions have not already been given. Lots held at home have been dealt with separately.

3. Reports, which should be sent to reach Director of Armament Supply (B.107) by 15 June 1944, are to give details of type (H.E., H.E.T., etc.), lot number, including maker's initials, and quantity of each lot held. Lots withdrawn for reasons other than for "caps-out" should not be included. Nil reports are not required.

**2475.—Ammunition—20 mm. Oerlikon H.E., Lot T.P.C. 214—Withdrawal**  
(A.S. 17215/43.—11 May 1944.)

20 mm. Oerlikon H.E. ammunition of lot T.P.C. 214 is liable to give short recoil and is to be withdrawn from service.

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

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

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



**2476.—Ammunition—20-mm. Oerlikon H.E. Tracer—Lot N.F. 35—Withdrawal**  
(A.S./C.I.N.O. 13242/43.—11 May 1944.)

20-mm. Oerlikon H.E. tracer ammunition of lot N.F. 35 is liable to give short recoil and is to be withdrawn from service.

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

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

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

**2477.—Ammunition—Grenades—Identification Flares, Type 4—Brackets—As. and As.**

(G. 016132/43.—11 May 1944.)

Item number "S" Class—502 }  
Item number "T" Class—502 } Classification "A".  
Item number "U" Class—502 }

2. With reference to the supply of flares, identification, Type 4, the brackets for these flares are to be positioned as follows:—

"S" Class—on the Oerlikon gun safety rail.

"T" Class—on the Oerlikon gun safety rail.

"U" Class—on the guard cage round the Radar array approximately 2 ft. abaft the after periscope.

3. A wire firing lanyard will be required to be led to a convenient position near the conning tower hatch.

4. Work is to be carried out by Depot ship staff.

5. Special instructions have been issued by the Admiralty for vessels under construction.

**2478.—Ammunition Supply—Removable Hand-up Platform in Gun Access Trunk—As. and As.**

"T" Class Submarines

(G. 05009/44.—11 May 1944.)

"T" Class, Item No. 507, Classification "A."

2. A hand-up platform is to be fitted at the base of the gun access tower ladder in all "T" class submarines when next in hand for refit if such platform has not already been fitted. The necessary drawing will be supplied by Director of Naval Construction, Admiralty.

3. The platform is to be arranged so that it can be easily removed if a quick dive is necessary during or after an action.

4. Separate action will be taken for vessels under construction.

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

**2479.—Binoculars, Telescopes—Collimator, Pattern 12103, For Testing and Adjustment of**

*Ships and Repair Bases concerned*

(G. 09449/43.—11 May 1944.)

Additional parts are now being manufactured for Collimators, Pattern 12109, in order that Binoculars, Pattern 2112, 12114 and American types may be tested thereon. One set of parts together with a pamphlet of instructions for fitting and use will be issued to the services to which Collimators, Pattern 12109, are supplied.

2. Purchase of sets of parts has been arranged with Messrs. Ottway & Co., Ltd., under contract C.P.113111/43 dated 13th December, 1943, and Superintending Naval Store Officer, Park Royal, will arrange supply without demand.

(A.F.O. 154/43.)

**2480.—Guns—General—Missfires in 14-in. Guns and above—Danger of Moisture in Vent Channel**

(G. 06/43.—11 May 1944.)

In recent years some missfires have occurred in large guns using 0.5-in. tubes, the tubes having fired. The majority of these missfires occurred in guns which had remained loaded for several hours after completing an earlier firing.

2. It is believed that moisture collecting in the long vent channel of these guns may have been a contributory factor in causing these failures.

3. The following drill should be carried out to reduce the risk of a recurrence of these missfires:—

(a) *On first loading the gun.*—Apply the air blast vent clearing to the vent.

(b) *If a gun remains loaded for a long time.*—Open the breech every hour and apply the air blast vent clearing.

4. On all occasions of using the air blast vent clearing, a preliminary blast should be made into the gunhouse to get rid of any small accumulation of water that may have collected in the nozzle.

**2481.—Guns—General—Guns for Defence of Naval Air Stations and for Drill Purposes**

(A.S. 01152/44.—11 May 1944.)

Machine guns, including 20 mm. Hispano issued by R.N. Armament Depots for defence of Naval air stations and for training purposes, are not necessarily up to the high standard required for Naval aircraft and are not stamped † NA/C. They should on no account be installed in Naval aircraft.

2. When such guns are returned to R.N. Armament Depots, they should be clearly labelled "Deck guns" or "Drill purpose guns" as applicable.

3. Guns issued by R.N. Armament Depots to the Naval Air Service are to be stencilled "Deck use only" or "Drill purposes only" as necessary.

(A.F.Os. 5656/42 and 974A/44.)

**2482.—Guns—B.L., 15-in., Mark I, Frames, Breech Mechanism and Pressure Supply Pipes—Modification to Suit Mark III Cylinders—Hydraulic**

*Ref. A.F.O. 3388/44.* (A.S. 6635/43.—11 May 1944.)

The following modification, previously notified to certain R.N.A. depots under authority A.B. 1653/30 of 9 April, 1930, is repromulgated for information and necessary action:—

<i>Gun</i>	...	...	...	B.L., 15-in., Mark I.
<i>Part affected</i>	...	...	...	Frame, breech mechanism.
<i>Purpose</i>	...	...	...	To enable fitting of Mark III hydraulic cylinders when necessary.
<i>Nature of modification</i>	...	...	...	Removal of metal.
<i>Drawing</i>	...	...	...	A.F.O. Diagram 175/43 and N.O.D. 2130/68.
<i>By whom to be done</i>	...	...	...	R.N. armament depots.
<i>Degree of urgency</i>	...	...	...	Frames in service and in store at first opportunity.

2. When this modification has been done, the frame will be suitable for Mark III as well as Marks I and II cylinders, hydraulic. The pressure supply pipes (Vote 8 terns) are, however, of two types, and it will be necessary when fitting Mark II or III cylinders in positions where Mark I cylinders are now fitted to shorten and use the "pressure to open breech" pipe as indicated dotted on drawing 99098.

*Reset.*



**2483.—Guns—Q.F., 5.25-in. Mark I—Catch Retaining Breech Block Open "A" and "B"—Modification**

(A.S. 2943/44.—11 May 1944.)

The following modification is approved :—

<i>Gun</i> ... ..	Q.F., 5.25-in., Mark I.
<i>Part affected</i> ... ..	Catch retaining breech block open "A" and "B".
<i>Purpose</i> ... ..	To prevent catches fouling webs on toes of extractors.
<i>Nature of modification</i> ... ..	Removal of metal from the toe of the catch.
<i>Drawing</i> ... ..	A.F.O. Diagram 135/44.
<i>By whom to be done</i> ... ..	Ship's staff and R.N. armament depots.
<i>Degree of urgency...</i> ... ..	Component and spare catches in service—as soon as possible : those in store—before issue, if possible.

**2484.—Guns—Q.F., 5.25-in., Mark I, 4.7 in., Marks XI and XII-XIIB, 4.5-in., Marks I, III and IV—Buffers, Breech Block—Modification**

(A.S. 17279/43.—11 May 1944.)

The following modification is approved :—

<i>Guns</i> ... ..	Q.F., 5.25-in., Mark I. Q.F., 4.7-in., Marks XI, XII to XIIIB. Q.F., 4.5-in., Marks I, III and IV.
<i>Parts affected</i> ... ..	Mark I heads and nuts, buffers, breech block.
<i>Purpose</i> ... ..	To increase functioning distance for the buffer spring, reduce pressure on buffer head and thus avoid broken and bent buffers.
<i>Nature of modification</i> ... ..	(a) Removal of metal from head to increase depth of pocket for spring. (b) Removal of metal from head and nut to increase functioning distance of spring. Marks of breech block buffer head and nut to be advanced to II after modification.
<i>Drawings</i> ... ..	Instructional Prints N.O.D. 3112/63 and 3106/85.
<i>By whom to be done</i> ... ..	R.N.A. Depots.
<i>Degree of urgency...</i> ... ..	Components and spare items in service at first opportunity ; those in store before issue, if possible.

**2485.—Guns—Q.F., U.S., 3-in., 50 cal. with Housings, Mark 2, and Housings, Mark 2, Mods. 1, 2 and 3—Fitting Pin Securing Operating Spring Case**

(A.S./G. 6440/43.—11 May 1944.)

The following modification is approved :—

<i>Gun</i> ... ..	Q.F., U.S., 3-in., 50 cal. with housings, Mark 2, and housings, Mark 2, Mods. 1, 2 and 3.
<i>Parts affected</i> ... ..	Housing and operating spring case.
<i>Purpose</i> ... ..	To provide additional security and prevent damage caused by shearing the breech operating spring housing securing screw.
<i>Nature of modification</i> ... ..	Preparation of housing and operating spring case for, and fitting of, a taper pin.
<i>Drawing</i> ... ..	I.P., N.O.D. 3164/1.
<i>By whom to be done</i> ... ..	R.N. Armament Depots. B.S. taper pins to be obtained from N.S.O.
<i>Degree of urgency...</i> ... ..	Items in service at first opportunity ; those in store before issue, if possible.

**2486.—Guns—20 mm. Oerlikon—Magazines**

(A.S. 15538/43.—11 May 1944.)

Officers-in-Charge of R.N.A. Depots are to try all American magazines received in England prior to 31 Dec. 1943, and required for issue to Submarines, D.E.M.S., Landing Craft and C.F. Craft on an Oerlikon gun. Provided the magazines seat correctly they can be issued without further examination for mouthpiece radius.

2. Transport boxes containing magazines examined under this Order are to be stencilled "Examined A.F.O. 2486/44".

3. A.F.O. 5857/43 is to be amended.

(A.F.Os. 5857/43 and 694/44.)

**2487.—Guns—Machine, Oerlikon, 20 mm., Mark I (Swiss)—Withdrawal from Service—REPORT**

(A.S. 6725/42.—11 May 1944.)

With reference to A.F.O. 1067/43, Mark I (Swiss) Oerlikon guns returned to R.N.A. depots are to be brought to produce, any parts common to Mark II and U.S., Mark IV guns being recovered for stock.

2. Depots should report the register number of any gun scrapped to Director of Armament Supply, Bath.

(A.F.O. 1067/43.)

**2488.—Gun Mountings—4-in. H.A. Twin, Mark XIX, Mountings—Curtain Type Rear Canvas Covers**

*Ships concerned, Dockyards and Repair Establishments*

(G. 06942/43.—11 May 1944.)

A "curtain" type rear canvas cover has been designed and is now being fitted on the 4-in. H.A. Twin, Mark XIX, mountings of *normal type shield only*.

2. This cover should be fitted, if time permits, *only* when the existing rear canvas covers on these mountings have become unserviceable.

3. New supports and fittings are required besides the actual canvas cover.

4. The work should be carried out by dockyards and repair establishments.

5. Drawings Nos. N.32772, N.32773 and N.33121 have been supplied to the authorities concerned at Portsmouth, Devonport, Chatham, Rosyth, Malta, Alexandria, Simonstown, Bermuda ; to the Indian, Canadian, Australian and New Zealand authorities and to the W.P.S's. and P.S.O's. concerned. Any other authority requiring drawings should obtain them from the nearest dockyard.

6. This order does not apply to some of the mountings in H.M. ships "Brisenden", "Melbreak", "Talybont", "Tanatside", "Wensleydale", "Tartar", "Bicester", "Cattistock" and "Londonderry" to which a local modification to shield has been made.

7. It should be noted that this is the only approved modification to the rear canvas cover for the 4-in. H.A. Twin, Mark XIX, mountings.

8. No other modification to the rear of the shield should be made.

**2489.—Projectors, Rocket, Flare, 2-in.—Electrical Supply for Firing Circuits—As. and As.**

(*"Flower" Class Corvettes, Capt.(D) Liverpool, and H.M. Dockyards concerned*)

(G. 087/44.—11 May 1944.)

The following arrangements are to be made to provide the electrical supply for the firing circuits of 2-in. rocket flare projectors in "Flower" Class corvettes.

2. *Ships fitted with a low power system.*—A supply is to be provided from the ships 22-volt "earthed" system for firing the rocket flare projector. This is to be done by running an overhead lead from the fore-corner of the bridge to a bracket on the gun shield over the centre pivot of the mounting. The work is to be carried out by ship and base staff assisted by dockyard where necessary.



3. *Ships not fitted with a low power system.*—The night sight and rocket flare firing battery is to be removed from the gun mounting and re-sited in the wheelhouse. The supply to the gun is to be provided via Pattern 4097 switch (used as single pole) fitted adjacent the battery, by an overhead lead from the fore-corner of the bridge in the same manner as the vessels referred to in paragraph 2 above. The work is to be carried out by ship and base staffs assisted by dockyard where necessary. A complete spare battery comprising a receptacle, Pattern 2631, containing eight cells, Pattern 3361, complete with seven intercell connections, Pattern 3364, and flexible connection, Pattern 3363, is to be demanded. A spare box is not required.

4. Ships concerned should forward demands to their storing yards or naval store depots accordingly.

5. The Captain (D), Liverpool, is to insert an item in the Class List of As. and As. to cover the work involved in paragraphs 2 and 3.

6. B.R. 347—Establishment of Naval Stores for "Flower" Class Corvettes—will be amended.

(B.R. 347.)

(C.A.F.O. 164/43.)

#### 2490.—Small Arms—Lanchester Machine Carbines—Cleaning of Magazines

(G. 02780/44.—11 May 1944.)

Stoppages have occurred in the Service with newly issued or new magazines due to sand or dust on the interior surfaces.

2. Owing to the impracticability of ensuring that magazines are free from dust prior to issue or that magazines already issued are clean internally; all users are advised to strip and clean all magazines now held and to take steps to see that they are stowed under reasonably clean conditions free from sand and dust.

#### 2491.—Small Arms—Lanchester Machine Carbines—Supply to Full Allowances

(A.S. 3380/44.—11 May 1944.)

When the modification of rifle racks as ordered in A.F.O. 5997/43 is completed, demands are to be sent to the nearest R.N. Armament Depot or Officer-in-Charge of Armament Supply for the additional Lanchester machine carbines, ancillaries, web equipment and ammunition, required to complete to full allowances.

2. Full allowances of Lanchesters are as shown below; ancillaries, web equipment and ammunition for any additional carbines now allowed are to be demanded in the proportions as detailed in A.F.O. 2854/43 :—

<i>Class of H.M. Ship</i>	<i>Full allowance of Lanchesters</i>
<b>Battleships and Battle Cruisers :—</b>	
Home ... ..	165
Abroad ... ..	215
<b>Cruisers :—</b>	
"Southampton", Improved "Southampton", "Kent", "London", "Norfolk" and "Hawkins" or Improved "Birmingham" Classes ... ..	108
"Fiji", "Leander", Modified "Leander", "Uganda", "Minotaur" and "Tiger" Classes ... ..	
"Arethusa", "Dido", "C", "D" and "E" Classes and A/A. Cruisers ... ..	90
Monitors ... ..	30
Fleet Carriers ... ..	60
Escort and Light Fleet Carriers ... ..	15
Seaplane Carriers ... ..	30
A/A. Ships and Auxiliary A/A. Ships ... ..	15
Sloops, and Fleet Minesweepers ... ..	20
Convoy Escort Vessels ("Antwerp" and "Malines")... ..	7
Cutters (ex U.S.A.) ... ..	7
Twin Screw Minesweepers ... ..	10
"Bangor" Class Minesweepers ... ..	9

<i>Class of H.M. Ship</i>	<i>Full allowance of Lanchesters</i>
<b>Minelayers :—</b>	
Large (H.M.S. "Adventure") ... ..	60
Coastal ("H.M.S. "Plover") ... ..	3
Controlled... ..	2
Open Sea ... ..	7
Fast ("Abdiel" Class) ... ..	14
<b>Destroyers :—</b>	
Flotilla Leaders ... ..	17
"Tribal" Class ... ..	30
"Hunt" Class ... ..	7
Other Classes ... ..	14
Surveying Vessels ... ..	15
Netlayers ... ..	30
Corvettes, Frigates, M.M.S., B.Y.M.S. and Escort Trawlers ... ..	3
Gunboats (other than M.G.B. and S.G.B.) ... ..	24
Coastal Craft (M.T.B., M.G.B., M.A/S.B.M.L. and S.G.B.) (H.D.M.Ls.) ... ..	3
Submarines ... ..	Nil (1 Thompson gun in lieu)
A.M.Cs. ... ..	30
O.B.Vs. ... ..	24
H.Q. Ships ... ..	24
Depot and Repair Ships ... ..	40
Auxiliary Depot and Repair Ships ... ..	22

3. The additional allowance of Lanchesters "in lieu" of spare parts authorized by A.F.O. 272/43 is still applicable until such times as spare parts become available for supply.

4. On supply of above, any rifles, ancillaries, web equipment and ammunition, surplus to those allowed in A.F.O. 2854/43 are to be returned to the nearest R.N.A. Depot or O.C.A.S.

(A.F.Os. 272/43, 2854/43, 5997/43 and 969/44.)

#### 2492.—Torpedoes, 21-in., Marks VIII\*\* and IX\*\*—Introduction of New Design Air Blast Pipe from Group Valve to E.R. Bulkhead

(A.S. 9027/43.—11 May 1944.)

It has been found that the group valve nipple supplying blast air to the gyroscope in 21-in., Marks VIII\*\* and IX\*\* torpedoes is liable to be damaged in service. In some cases, the nipple has been badly cross-threaded and in others the thread has been partly stripped.

2. Contributory causes of this defect are considered to be :—

- (i) The fine thread on the group valve nipple which is screwed 0.875 diameter, 20 threads per inch; and
- (ii) The stiffness of the monel metal blast air pipes at present fitted in 21-in., Marks VIII\*\* and IX\*\* torpedoes.

3. To overcome this defect and prevent possible serious accidents due to failure of the high pressure joint concerned, it has been approved to incorporate the following modifications in the afterbodies and group valves of new manufacture 21-in., Marks VIII\*\* and IX\*\* torpedoes :—

- (i) *Group valve.*—A steel adapter, screwed 1.0 diameter, 14 threads/in., sweated and pinned to the group valve nipple.
- (i) *Afterbody.*—A new design of copper pipe having 1.0 diameter, 14 threads/in. coupling nuts; and
- (ii) a new steel nipple, screwed 1.0 diameter, 14 threads/in., in the engine room bulkhead.

These modifications will not be retrospective except when existing stocks of parts become exhausted and replacement of a monel metal pipe becomes necessary.

4. A corresponding T.D.I. No. 1901 has been issued.



**2493.—Torpedoes, 18-in., Marks XII and XV, and 21-in., Marks VIII-IX\*\*—  
Fitment of Solid-type Pilot Fuel Nozzle to engines**

(A.S. 13086/43.—11 May 1944.)

To improve and standardize the pilot fuel nozzle in 18-in. and 21-in. generator breech ends a solid-type nozzle (St. No. 11861) has been introduced and will be incorporated, as soon as production permits, in engines of future manufacture 18-in., Marks XII and XV\* types and 21-in., Marks VIII-IX\*\*, torpedoes. This nozzle is fitted directly to the breech end fuel chamber and dispenses with the strainer type holder (St. No. 891) at present in use with existing nozzle, St. No. 4637A.

2. The shape of the new nozzle is such that choking by small particles is unlikely. The breech and fuel chamber should be cleaned out on the occasions when existing regulations call for the pilot nozzle strainer to be cleaned. The regulations will be amended.

3. Fitment of the new nozzle in existing torpedo engines will not be made retrospective, but as replacement of Strainers, St. No. 891, and Nozzles, St. No. 4637A, in engines of existing 18-in. and 21-in. torpedoes becomes necessary the new solid type nozzle will be fitted by Torpedo Depot Staffs. T.D.1, No. 1915, refers.

4. History sheets (page 4) of torpedoes in which the new nozzle has been fitted will be endorsed accordingly. The rating figure will be stamped on one of the hexagonal flats of the nozzle.

5. Consequent on the above, Strainers (St. No. 891) are to be withdrawn from the contents of the undermentioned chests, viz. :—

Chests, spare gear :—

18-in., Marks XII-XII\*\*\*, and Marks XV and XV\*.

21-in., Marks VIII-VIII\*\*.

21-in., Marks IX-IX\*\*.

Chests, tools, and spare gear :—

21-in., Marks VIII-VIII\*\*.

21-in., Marks IX-IX\*\*.

6. Ships and vessels concerned are to arrange for Strainers (St. No. 891) removed from chests on board to be returned to the nearest Torpedo Depot.

7. Labels of chests and torpedo store accounts are to be amended as necessary.

**2494.—Torpedo Stores—Steel Propeller Bushes and Nuts—18-in., Marks XII and XV  
Type—Torpedoes**

(A.S. 10378/43.—11 May 1944.)

A.F.O. 5739/43 is to be amended as follows :—

Add at end of paragraph 1 :—

Fitment of the strengthened propeller nuts and bushes will be carried out on existing torpedoes under Classification "C" of A.F.O. 3169/43.

Cancel existing paragraph 5 and substitute the following :—

"5. B.R. 635 is being amended to include reference to work entailed on replacement of bushes."

(A.F.Os. 3169/43 and 5739/43.)

**2495.—Charge, Cavity, 5 lb. RDX/TNT—Demolition, Mark I**

(T. 370/44.—11 May 1944.)

A new shaped cavity charge, having a focal blast effect for cutting chain cables, steel wire ropes and steel plates has been introduced for Naval service. This will not be a general ships' store, but will be issued on demand from Naval armament depots for use in special operations.

2. This charge is known as Charge, Cavity 5 lb. RDX/TNT, Demolition, Mark I, and is suitable for use in air or in shallow water at depths not exceeding five fathoms. This charge is designed for easy attachment to underwater targets by swimmers or shallow-water divers.

3. The charge case (A.F.O. Diagram No. 136/44) contains approximately 5 lb. of a 60/40 RDX/TNT mixture. The primer tube, which is located on top of the charge case, is designed to take primer, C.E., Demolition Mark III, but Mark I or II C.E. primers or 2-oz. cartridge of Polar blasting gelatine or 2-oz. of Plastic explosive (P.E. 2) may be used until the Mark III C.E. Primer is in general supply; P.B.G. should only be fitted when the charge is destined for immediate use. Ebonite topped Briska detonators should be used with C.E. primers, Marks I and II (A.F.O. 28/41).

4. The following detonators are suitable for use with this charge :—

(a) Briska, No. 6, for safety fuse.

(b) Briska, No. 6, electric.

(c) I.C.I. gasless delay No. 1 with Mark III C.E. primer only.

Service detonators No. 21 and No. 25 are *not* to be used with Charge, Cavity, 5 lb. RDX/TNT, Demolition, Mark I.

5. The charge case is of mild steel and measures approximately 8.5 in. long, 3.25 in. in width and 7.8 in. in height to top of carrying lugs. The case embodies an air-tight cavity beneath the explosive charge. It is this cavity with its special metal-lined V-shaped top that gives this charge a directional or focal blast effect along the axis of the base.

6. To obtain this concentrated, or focal blast effect, it is necessary to attach the charge so that the base of the charge case is in direct and firm contact with the target. This is especially important when using this charge under water, for if there is any water space between the base of the charge case and the target, the focal blast effect will be greatly reduced, or even rendered inoperative.

7. Two cleats are welded to one side of the case, while on the other side are two welded lugs through which lanyards each 6 feet in length are rove for attachment of the charge to the target. Alternatively, soft iron or copper wire may be used, if desired, to secure the charge.

8. A bucket-type handle allows the charge to be carried easily by hand, or attached to a diver or swimmer.

9. The large bung with central nut at one end of the charge is the filling bung, and in no circumstances should be interfered with.

10. At one end of the air cavity is a small plug used to test the welding during manufacture. It is essential for the correct functioning of this charge that *no water be allowed to enter this air cavity*. This end testing plugs must, therefore, not be removed.

11. In attacking certain targets, the following procedure must be carried out :—

(i) To cut a steel wire rope in air or under water up to 16½-in. circ. Secure the charge firmly with its base in direct contact with the steel wire rope. Firing the charge will cut the rope whether the base of the charge is placed across or up and down the rope.

(ii) To cut a studded link chain cable up to 2½-in. dia. Place the charge with its base across one of the links, so that the ends of the charge overlap the outer side of the link an equal amount. Secure firmly to the link with lanyards or soft wire. Firing the charge will destroy the link.

(iii) To cut mild steel plate. Secure the charge with its base in firm contact with the surface of the plate. A cut of about 8 in. in length and about ½ in. in width will be blasted through M.S. plate up to 2¾ in. in thickness when the charge is fired.

12. *Fitting for Electric Firing.*—(A) *Complete Wire Circuit.*—(i) Remove the primer tube bung (which is on top of the charge) by loosening the three nuts with spanner (Stamp No. 5920), exposing the primer tube.

(ii) Using cable Pattern No. 991A, lead the cable through the central bore of the bung and through the pads I.R. and make insulated joints to the legs of the detonator Briska No. 6 or I.C.I. Gasless Delay No. 1. It will be necessary to cut the legs of the detonator to 2 to 3 in. Two or three pads I.R. will be required to keep the primer and detonator under suitable compression.



(iii) Ease the cable back through the bung until the cable is just appearing on the under side.

(iv) Insert primer C.E., Mark I, II or III, in the primer tube. If P.B.G. or P.E.2 is used as the primer, rectify to take the detonator first. In the case of P.E. 2, enough should only be inserted (about 2 oz.) to fill the primer tube up to the position of the weld at the top of the charge case. If more P.E. 2 is inserted there will not be room in the primer tube for the watertight bung to be seated properly.

(v) Gently insert detonator into the primer, ensuring that the detonator will not be pulled out of the primer when replacing the bung.

(vi) Replace bung in primer tube and, using spanner (Stamp No. 5920), tighten on nuts, by pressure on each of the three in turn, i.e. do not tighten completely on one before passing to next nut. By this method equal spaced pressure on the rubber washer in the bung will ensure a watertight joint.

(B) *Earth Return Circuit.*—(i) Remove the primer tube bung as in 12 (A), paragraph (i) above.

(ii) Using cable (Pattern No. 1888) pass the cable through the central bore of the bung and pads I.R. and make an insulated joint to one of the legs of the detonator.

(iii) Connect the other leg of the detonator to the earthing nut which is sited on the under side of the primer tube bung.

(iv) Proceed to fit as laid down in 12 (A), paragraphs (iii) to (iv) inclusive, above.

13. *The larger bung on the end of the charge is the filling bung and should not be interfered with in any circumstances.*

14. *Fitting for Safety Fuze or Cordtex.*—(i) Remove the primer tube bung as instructed in paragraph 12 (A), (i).

(ii) Pass the safety fuze, No. 100 or No. 11 Mark II, or cordtex through the central bore of the bung and pad I.R. and crimp on detonator, Briska No. 6.

(iii) Insert primer C.E., Mark I, II or III, in the primer tube. If P.B.G. or P.E. 2 is used as the primer rectify to take the detonator first.

(iv) Gently insert detonator into the primer, ensuring that the detonator will not be pulled out of the primer when replacing the bung.

(v) Holding the safety fuze, or cordtex, maintain the detonator in the primer and slide bung down the safety fuze or cordtex and insert bung in primer tube.

(vi) Using spanner (Stamp No. 5920), tighten on nuts alternatively as laid down in paragraph 12 (A) (vi).

15. *Unfitting of Charge.*—The charge should not be unfitted under any circumstances. The unused fitted charge must always be destroyed by firing or counter-mining.

(A.F.O. 28/41.)

#### 2496.—Chests, Standard, D.C. Tools and Spare Parts—Contents

(T. 755/43.—11 May 1944.)

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

Paragraph 11. *Delete note (d).*

List "A". *Amend remarks against "Spanners, adjuster, body, St. No. 6845" to read as follows:—*

"Spanners, St. No. 6211, may be used in lieu."

2. Contents sheets of chests, standard, D.C. tools and spare parts are to be amended accordingly.

3. It is not now intended that Spanners, St. No. 6825, should replace existing stocks of Spanners, St. No. 6211.

(A.F.O. 315/44.)

#### 2497.—Electrical Equipment in Exposed Positions

(D. 1523/44.—11 May 1944.)

A report has been received from one of H.M. ships concerning the undesirability of fitting switches and junction boxes in exposed positions.

2. In this connection attention is drawn to Clause 41 of Admiralty Standard Electrical Specification No. 1, which states that, unless unavoidable, exposed positions subject to spray and water during heavy weather shall not be chosen for the fitting of electrical apparatus.

#### 2498.—Feed Pumps—Turbine Driven—Shrinking on of Rotors

"King George V" Class, "Queen Elizabeth", "Valiant", "Illustrious" Class, "Indomitable", "Implacable" Class, "Unicorn", "Dido" Class, "Fiji" Class

(D. 6149/44.—11 May 1944.)

In the later classes of ships the turbine rotors of feed pumps are shrunk on to the pump spindles instead of having the conical connection previously fitted.

2. Messrs. Weir's latest booklet, containing the working instructions, includes the directions necessary for removing and shrinking on rotors of the new design. These instructions are promulgated below for general information:—

- (1) Strong-backs should be placed behind the wheel with a screw on to the end of the shaft so as to be in a position to force the shaft through the wheel, the shaft being in a vertical position. Gas jets should now be applied to the underside of the wheel until such a temperature is reached that force applied to the screw can press the shaft down through the wheel. It is necessary to direct the gas jets close into the hub of the wheel and, while the heating is being done, the shaft must be protected. This protection is best obtained by asbestos on the underside, and by a loose sleeve on the upper side, since, if asbestos were used on the upper side, it would be liable to obstruct the movement of the shaft through the wheel.
- (2) The bore of the new wheel should be measured by micrometer and the existing shaft should be ground to the bore of the wheel plus 0.0018 in. to plus 0.0022 in.
- (3) A gauge should be made 0.005 in. larger than the bore of the wheel, this representing the diameter to which the bore of the wheel should expand when adequately heated. For convenience, the gauge should be made in the form of the letter T, with the tail portion about 12 in. long to form a convenient handle, the cross portion acting as the gauge.
- (4) The wheel should be placed on trestles in a horizontal position so that gas jets with compressed air can be applied to the upper and lower sides in the region of the boss. It is very important before proceeding with this work to make sure that the wheel will be turned the right way with the first row blades, that is, the shorter blades, next to the end of the shaft on which the safety governor is mounted. The shaft should be suspended directly above the wheel and arrangements made so that the shaft can be lowered easily and freely into the wheel. This is important since, if the shaft is not lowered correctly, seizure may occur before the collar on the shaft is right down on to the wheel.
- (5) Gas jets should now be applied alternately to the upper and lower sides of the wheel in the region of the boss, taking care to heat the boss uniformly round the circumference of the hole. Usually the gas jet is applied so that half the flame is directed into the hole in the wheel and the other half strikes the metal of the boss.
- (6) The heating should be continued until the previously prepared gauge indicates that the bore of the wheel is expanded to the necessary size.
- (7) The gas jets are then removed out of the way, and the shaft is lowered carefully, but as quickly as possible, right down into place. Care must be taken to ensure that the shaft is lowered truly into the wheel and right down into position. If this operation is not carried out within a maximum of about five seconds, the wheel may cool and grip the shaft before it is home. Should the shaft show any signs of being gripped while it is being entered into the wheel, it should be withdrawn rapidly and further heating carried out before the next attempt is made.



- (8) Once the shaft is right down in place it should be allowed to cool in the air. Even although the shaft was forced right down on to the collar when the wheel was heated, it will probably be found that a slight creep may arise during cooling, producing a clearance of a few thousandths between the collar of the shaft and wheel. It is advantageous to caulk the collar to take up this clearance, but this must be carried out carefully with very light blows and only on the outside of the collar, otherwise the shaft may be bent.
- (9) The shaft and rotor should be balanced. If a dynamic balancing machine is not available, the balancing should be carried out on knife edges as carefully as possible. When running the machine for the first time after a new wheel has been fitted, the condition of running should be carefully observed to make sure that there is no vibration.

**2499.—Radar, Types 282P/P (1)/P (2), 283, and 285M (3)/M (4)/P (3)/P (4)—Oscillator G.41—Modification**

(R.E. 01720/44.—11 May 1944.)

In oscillator G.41, Pattern W.3930, used with the above type Radar sets, the following defects are known to exist:—

- (i) Overheating of the valve compartment.
- (ii) Poor adjustment of pre-set condensers C.7, C.11 and C.31 (folio Z17, fig. Z17/7, in C.B. 4221 series).
2. To overcome defect (i) above, a new door with ventilation holes has been designed, a "door ventilating for oscillator G.41", Pattern 54309, complete with a safety switch arm, door stop, spring, screws and catches. All oscillators G.41 with serial numbers from MC.231464 onwards are fitted with the ventilated door.
3. Defect (ii) above can be remedied by the use, for adjustment, of a special slotted screwdriver, Pattern 842.
4. Ships fitted with any of the above type Radar sets which include oscillator G.41 with a serial number below MC.231464 and a serial number starting "Py" are to demand the following stores as required from the Superintending Naval Store Officer, Haslemere, quoting this order as authority.

Pattern No.	Description	Quantity
54309	Door, ventilating, for oscillator G.41	} 1 for each oscillator G.41 fitted.
842	Screwdriver ... ..	

5. The replacement of doors is to be treated as a defect and carried out by ship's staffs as follows:—
- (a) Remove the front door of the oscillator G.41 by unscrewing the six screws on the top halves of the hinges.
- (b) Place the new door in position and secure it to the hinges by the same fixing screws.
6. All stocks of oscillator G.41, Pattern W.3930, held at storing bases are to be modified in accordance with this order.
7. In the case of ships' fitting sets after April, 1944, the oscillator/s G.41 supplied will have been modified at manufacturers' works. The screwdriver, Pattern 842, will also be supplied on the scale laid down in paragraph 4 above.
8. The condensers C.7, C.11 and C.31 in oscillator G.41 should not be adjusted unless it is known that the settings are incorrect. If adjustments are found to be necessary they are to be carried out in accordance with instructions given in Folio Z.17 of the relevant handbooks (C.B. 4221 series).

**2500.—Type 242 Fitted in Conjunction with Types 271/2/3—Introduction of Aerial Outfit AQP**

(R.E. 01802/44.—11 May 1944.)

Aerial outfit AQP will be supplied for Type 242, fitted in conjunction with all varieties of Type 271/2/3 as soon as stocks of aerial outfit ASB are exhausted. It is not intended that outfit AQP should replace ASB retrospectively.

2. The main difference between outfits ASB and AQP are shown in the table of corresponding units below:—

Outfit ASB	Outfit AQP
Pattern W.5250 Aerial unit	} Pattern 53896 aerial complete with dipoles (as used in outfit ASS).
Pattern W.5254 Rods	
Pattern W.5796 Pedestal 19TM	
	Pattern W.7841 pedestal 19W.

3. The Establishment List—Fitting-out Specification and Handbook for Type 242—will be amended in due course.

**2501.—Instructions for Sealing Pyrotenax Cables—Fitting-out Information**

(R.E. 10832/44.—11 May 1944.)

A.S.E. Preliminary Specification No. B.382/43 has been prepared to show the method of sealing Pyrotenax cables.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; to the Dockyards, Chatham, Devonport, Portsmouth, Ceylon, Sheerness, Alexandria, Gibraltar, Simonstown, Orkneys, Malta and Rosyth; to the Flag Officers-in-Charge, East Africa and West Africa; to the Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); to the Commodore, Algiers; to the Commodore-in-Charge, Halifax; to the Commodore, R.I.N., Bombay; to the Captain-in-Charge, Bermuda; to the Captain Superintendent, Durban; to the Naval Officer-in-Charge, Londonderry; to the Deputy Superintendent, Pembroke; to the Commanding Officers, H.M. ships "Helder," "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor" and "Vectis"; to the Commanding Officer, Combined Operations Naval Unit, Calshot; to the Captain, Major Landing Craft; to the Captain, G.S.I; to the Flag Officer, Unallocated Landing Ships; to the Commanding Officers, H.M. ships "Fox," "Midge," "Mantis," "Bee Hive," "Wasp," "Aggressive," "Hornet," "Attack," "Bea," "Dartmouth II," "Mosquito."

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North-Western, Humber, Southern, London, South Wales, Belfast, Scottish and North-Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers who require this specification are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.382/43 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**2502.—Wavemeter Outfit GL as Hangar Tuning Equipment for Aircraft R/T and W/T Sets—Fitting-out Information**

*All Aircraft Carriers*

(R.E. 10830/44.—11 May 1944.)

A.S.E. Preliminary Specification No. B.327/44 has been prepared to show the method of fitting and wiring wavemeter outfit GL as hangar tuning equipment for aircraft R/T and W/T sets (all aircraft carriers).

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South



Wales, London, South Western and Northern Ireland areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all aircraft carriers approved to be fitted with wavemeter outfit GL as hangar tuning equipment, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.327/44 in accordance with the procedure laid down in A.F.O. 790/40.

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

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

**2503.—Pads, Rubber, Pattern 267—Discontinuance of supply for W/T, A/S, etc., Installations**

(N.S. 011461/44.—11 May 1944.)

The use of pads, rubber, Pattern 267, for telephone receivers for W/T, A/S, etc., installations, is to be discontinued.

2. All stocks of pads held as spares and for replenishment purposes are to be returned by ships and services concerned to the nearest Storing Yard for disposal in accordance with A.F.O. 3118/43.

3. The pertinent Established Lists will be amended.

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

(A.F.Os. 5072/42 and 5927/42 are cancelled.)

**2504.—Wildcat VI—Power Plant (A)—Standard Transfer Checking List (Provisional Issue)**

(A.M.R. 337/44.—11 May 1944.)

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

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

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

Item No.	Description	Quantity per Power Plant
1	Aero engine, Cyclone R.1820-56, complete to checking list (vide A.F.O. 2505/44).	1
<i>Cowling forward of firewall :—</i>		
2	Spinning assembly ring cowl-nose, complete with 9 attachment lugs.	1
3	Cowling complete, from ring cowl-nose to firewall and leading edge, complete with brackets for underside of power plant cowling.	1
4	Ring cowl, complete with cowl flaps, operating mechanism to quick disconnect point including fair lead.	1
<i>Controls, engine to firewall :—</i>		
5	Control, throttle, carburettor to bellcrank to quick disconnect point, complete with bellcrank.	1
6	Control, mixture, carburettor to bellcrank to quick disconnect point, complete with bellcrank.	1
7	Control, supercharger, flexible, engine lever to quick disconnect point, complete with attachment clips.	1
8	Control, propeller governor, flexible, governor to quick disconnect point, complete with 2 blocks and 3 clips.	1
<i>Defroster system :—</i>		
9	Tube, flexible intake, cylinder baffle to exhaust muff, complete with attachment union and 2 clips.	1
10	Tube, flexible asbestos covered, heater muff to quick disconnect point on firewall, complete with grommet and 4 clips.	1

Item No.	Description	Quantity per Power Plant
<i>Drain system :—</i>		
11	Line assembly, fuel pump to union, complete with 4 clips ...	1
12	Line assembly, flexible, supercharger to atmosphere, complete with banjo attachment and 1 clip.	1
<i>Electrical installation :—</i>		
13	Generator, electric ... ..	1
14	Generator, tachometer ... ..	1
15	Conduit assemblies :—	
	Generator to quick disconnect point, complete with 1 clamp	1
	Box junction, main supply ... ..	1
	Box junction to quick disconnect point at firewall ...	1 set
	Box junction to carburettor ... ..	
	Box junction to oil dilution valve ... ..	
	Box junction to tachometer generator ... ..	
	Box junction to oil pump (oil temp.) ... ..	
	Box junction to oil by-pass valve on cooler ... ..	
	Box junction to starter breech ... ..	
16	Thermo couple cylinder temperature, complete with 2 clips	1
17	Gasket for thermocouple ... ..	1
18	Leads from thermocouple to quick disconnect point, complete with grommet.	1
19	Conduit assembly, R.H. magneto to L.H. magneto, complete with 2 clips.	2
20	Conduit assembly, L.H. magneto "Y" piece to quick disconnect point to firewall, complete with 3 clips.	1
<i>Engine mount and diaphragm :—</i>		
21	Mount assembly, engine ... ..	1
22	Vibration isolators ... ..	9
23	Diaphragm assembly ... ..	1
24	Grounding strap ... ..	1
<i>Fuel system :—</i>		
25	Pump, fuel ... ..	1
26	Line assembly, main fuel feed, quick disconnect point to pump, complete with 45° elbow.	1
27	Line assembly, fuel pump to carburettor, complete with one 45° elbow and one 90° elbow.	2
28	Line assembly, fuel pressure carburettor to quick disconnect block.	1
29	Line assembly, carburettor vapour vent. Carburettor to quick disconnect block.	1
30	Primer unit—Bendix ... ..	1
<i>Induction system installation :—</i>		
31	Carburettor induction box ... ..	1
32	Carburettor duct assembly, induction box to diaphragm, to intake sleeves, complete with sleeves, hose joints, carburettor hot air trap doors, clips and grommet, 1 right hand, 1 left hand.	2
33	Line assembly, flexible, carburettor hot air control trap door to quick disconnect point, 1 right hand, 1 left hand.	2
<i>Oil system :—</i>		
34	Tank, oil, complete with mounting and straps ... ..	
35	Line assembly, oil pressure, engine to quick disconnect block	1
36	Line assembly inlet, oil tank to engine, complete with 2 hoses and clips.	1
37	Line assembly outlet, engine to cooler, complete with hoses and clips.	1
38	Line assembly, cooler to tank, complete with 3 hoses and clips.	1
39	Line assembly, oil tank drain, inlet pipe to cock to atmosphere, complete with hose, clips and cock.	1
40	Line assembly, oil tank to by-pass valve, complete with 3 hoses and clips.	1
41	Line assembly, oil tank to crank-case, complete with 2 hoses and clips.	1



Item No.	Description	Quantity per Power Plant
<i>Oil cooler and duct system :—</i>		
42	Oil cooler, complete with viscosity valve ... ..	1
43	Duct assembly, cooler to diaphragm to induction sleeve, complete with sleeves, hose joints and grommet, 1 left hand, 1 right hand.	2
<i>Oil dilution system :—</i>		
44	Solenoid ... ..	1
45	Line assembly, carburettor to solenoid ... ..	1
46	Line assembly, solenoid to engine inlet pipe from oil tank, complete with tap.	1
<i>Propellor installation :—</i>		
47	Governor, constant speed ... ..	1
48	Governor conduit to junction box, and slip ring box to junction box, junction box to quick disconnect point at firewall, complete with stay, grommet, fairlead and clips.	1
<i>Starter system :—</i>		
49	Starter, combustion type, Breeze ... ..	1
50	Breech ... ..	1
51	Tube assembly, intake ... ..	1
52	Tube assembly, exhaust, complete with grommet and clips ...	1
53	Breech mounting bracket ... ..	1
<i>Vacuum system :—</i>		
54	Pump, vacuum ... ..	1
55	Separator, oil ... ..	1
56	Line assembly, suction, quick disconnect block to pump ...	1
57	Line assembly, discharge, pump to separator ... ..	1
58	Line assembly, discharge, separator to atmosphere, complete with grommet.	1
59	Line assembly, separator to crankcase ... ..	1
60	Line assembly, flap vacuum, engine to quick disconnect block.	1
<i>Miscellaneous :—</i>		
61	Line assembly, flexible, blast tube, cylinder baffle to left hand magneto, complete with grommet.	1
62	Line assembly, flexible, blast tube, cylinder baffle to right hand magneto, complete with grommet.	1
63	Line assembly, flexible, blast tube, oil cooler right hand duct to generator.	1
64	Exhaust stack assembly, 9 per set, complete with clips ...	1 set
65	Line assembly, manifold pressure, engine to quick disconnect block.	1
66	Quick disconnect block ... ..	1
67	Fair lead, 5-way ... ..	1

(A.F.Os. 2080/42 and 2505/44.)

### 2505.—Cyclone R.1820-56—Engine Checking List (Provisional Issue)

(A.M.R. 337/44.—11 May 1944.)

The following provisional checking list is to be used on all occasions for checking Cyclone R.1820-56 engines.

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

3. Aero-engines are to be vouched as instructed in A.P. 830, Vol. 1, chapter 17, paragraph 1, quoting the Air Publication and number of this A.F.O.

Item No.	Description	Quantity per Aero-engine
1	Carburettor ... ..	1
2	Deflectors, inter-cylinder ... ..	1 set
3	Deflectors, cylinder head ... ..	1 set
4	Dual accessory drive ... ..	1
5	Flange, oil tank vent, on supercharger housing rear cover ...	1
6	Housing, tachometer drive ... ..	1
7	Flange, tachometer generator ... ..	1
8	Housing, for supercharger clutch control valve ... ..	1
9	Housing, for gun synchronizer impulse generator (right hand)	1
10	Housing, for gun synchronizer impulse generator (left hand) ...	1
11	Plunger, for gun synchronizer impulse generator (left hand) ...	1
12	Plunger, for gun synchronizer impulse generator (right hand)	1
13	Magneto ... ..	2
14	Pump, oil ... ..	1
15	Plug, sparking, dummy ... ..	18
16	Screen, carburettor air inlet ... ..	1
17	Strainer, oil, on rear supercharger housing ... ..	1
18	Valve supercharger drain ... ..	1
19	Line assembly, oil scavenge, oil sump to "Y" connection at rear of rear oil pump.	1

### 2506.—Aircraft Radio—A.R.B. Receivers—Modification

(A.C.R.D. 805/44.—11 May 1944.)

All A.R.B. receivers are to be modified to prevent possible shorting together or shorting to earth of the spade type terminals on the dynamotor terminal board by loose connection or under conditions of vibration.

2. The modification consists of placing varnished cambric or other similar insulating material over the exposed portion of the spade terminals. Extend insulation  $\frac{1}{4}$  in. back over wire to ensure complete protection. Whip and coat with insulating varnish.

### 2507.—Aircraft Radio—T.3040E—Defective Lecher Tube Supports

(A.C.R.D. 958/43.—11 May 1944.)

Reports have been received of defective transmitters T.3040E due to the defective insulation of the Lecher tube supports. Interim measures to meet this difficulty were described in Admiralty Message 912R.

2. Deliveries are now being made to R.N. Store Depots of satisfactory Lecher tube supports (Stores Ref. No. 10DB/1476), which should be used to replace defective items.

3. Demands for replacements are to be made on R.N. Store Depots in the usual way.

4. A.S.E. allowances will be promulgated in due course.

### 2508.—Synthetic Air Training Equipment—Earthing

(A.A.D.P. 2825/44.—11 May, 1944.)

Attention is drawn to the fact that, in certain instances, it may be found that no provision has been made for adequately bonding and earthing all the mains-operated electrical components of certain items of Synthetic Training Equipment.

2. At the first opportunity, all such apparatus is to be tested to check that any metallic parts which can come into contact with cables, or other components carrying current from the lighting or power mains, are efficiently bonded together and earthed, in accordance with orders contained in A.F.O. 3132/42.

3. Local remedial action is to be taken in respect of any component or items of equipment which do not at present comply with the order stated.

(A.F.O. 3132/42.)



### 2509.—Adaptor for Use with 70-ton Portable Pump

*Flotilla Leaders and Destroyers concerned, "Black Swan" Class Sloops, Modified "Black Swan" Class Sloops, "Pelican", "Stork", "Enchantress", Frigates ("River" and "Loch" Classes), Corvettes ("Castle" Class) and "Algerine" Class Minesweepers*

(N.S. 17638/44.—11 May 1944.)

The special adaptors allowed to the above-mentioned ships for connecting each 70-ton portable electric pump to the main suction line are of two types, viz. :—

(a) Adaptor with swing bolt connection at one end and No. 3 A.S.B.J. at the other, Pattern No. 1506, for vessels in which the connections on the main suction line are No. 3 A.S.B.J.

(b) Adaptor with swing bolt connection at one end and No. 3 female screw at the other, Pattern No. 665, for vessels of later construction in which the connections on the main suction line are No. 3 male screw.

2. Drawings of adaptors at (a) and (b) are shown in A.F.O. Diagram No. 133/44 (1) and No. 133/44 (2) respectively.

3. Vessels in commission which have not yet been supplied with the adaptors (one per 70-ton portable electric pump allowed) should forward demands to their storing yards or naval store depots, stating the pattern required.

4. Adaptors, Pattern 665, have been added to the Authorised List of Naval Stores under subhead B.9B, and arrangements have been made for the purchase of the following quantities for distribution as shown :—

Chatham	Portsmouth	Devonport	Rosyth	Severn Area	Mersey Area
6	6	6	6	6	6

5. The Admiral Superintendent, Chatham, is to forward proposals for the inclusion of the new pattern in Schedule 24, Part II.

6. *New construction.*—For Frigates ("Loch" Class) and Corvettes ("Castle" Class), supply of adaptors mentioned in paragraph 1 (b) has been arranged by D.C.W.(S).

For other new construction vessels Overseers are to arrange for shipbuilders to supply the adaptors applicable to the ships concerned, subject to no delay in completion.

7. The Sea Store Establishments concerned will be amended.

(A.F.Os. 1965/43, 5629/43 and 476/44.)

### 2510.—Aircraft—Testers Insulation, Types "A" and "C"

(A.M.R./N.S. Air 4163/48.—11 May 1944.)

Aircraft electrical installations, excluding radio systems, are, in future, to be tested at 250 volts instead of 500 volts.

2. For this purpose Testers, Type B, Ref. 5G/2275, or Type C, Ref. 5G/152, are to be used. Testers, Ref. 5G/152, are a modification of Testers, Type A, Ref. 5G/1621, and services are to adjust allowances to the revised scales shown in the Appendix to this Order. Only those testmeters manufactured by firms other than Messrs. Evershed and Vignoles are to be retained for this purpose. Testers, Type B, are now obsolescent but should continue to be used by services until replacement is required.

3. Testers, Type A, Ref. 5G/1621, held in excess of revised allowances are to be returned by services to the nearest R.N. store depot, or dockyard abroad, as appropriate, quoting this Order as authority.

4. Separate action is being taken to arrange for the modification of a certain number of Testers, Type A, to Type C, by R.N. aircraft repair yards; R.N. store depots, dockyards and services concerned will be informed of these arrangements in due course.

5. Testers, Type A, Ref. 5G/1621, will be allowed as shown in the Appendix to this Order for testing radio systems only.

6. Outstanding demands based on former allowances, whether raised by the services concerned, the store depots or the Admiralty prior to the date of this Order are to be cancelled. Demands, S.134d, or reports of survey, S.331, are to be raised by the depots or services as appropriate to conform to the new allowances, this Order being quoted as the authority.

7. Demands rendered in compliance with this Order are to show the number of testers actually on charge at the date of the demand.

Appendix showing Revised Allowances of Testmeters

R.A.F. Reference	Description	Squadrons 1st Line		Cata-pult Ships	Carriers			Training Squadrons		R.N. Air Stations			Repair Yards		Repair Ships	Squadron Servicing Units	Remarks	
		1 to 6	7 to 12		Fleet	Light Fleet	Escort M.A.C.	1 to 6	7 to 12	A	B	C	A	B				
5G/2275 or 5G/152	Tester, insulation resistance, 250 V., Type B or Tester, insulation resistance, 250 V., Type C  Section 5G	1	2	1	2*	2*	1	1	2	5*	4	4	6	2	2	2	For electrical and instrument workshops only. *One additional allowed for replacement (Main Store)	
1621		1	—	—	2	2	2	1	—	2	2	2	2	2	2	1	For Radio and Radar workshops only.	
		3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19

(C.A.F.O. 828/42.)



2511.—Cancelled.

**2512.—Balances, Spring, for Weighing Gas Bottles**

*Escort Carriers*

(N.S. 16239/44.—11 May 1944.)

It has been reported that the fixed scale fitted in the CO<sub>2</sub> room in escort carriers of the "Tracker" and "Smiler" Classes cannot conveniently be used for the weighing of gas bottles. A spring balance, Pattern 10, is, therefore, to be allowed to each escort carrier for engineering purposes generally.

2. Supply to each American-built escort carrier should be made, without demand, by the Naval Store Officer, Preston. British-built escort carriers not already provided with a spring balance for engineering purposes should forward a demand to the appropriate storing yard.

(F.O.C.T., 16 Feb. 1944—No. 1618/198.)

**2513.—C.S.A. Apparatus—Air Cylinders**

*Destroyers—"Q" Class and Subsequent Classes*

(D. 2190/44.—11 May 1944.)

Air cylinders of 1½ cubic feet capacity suitable for 2,000 lb./sq. in. working pressure were introduced for "Q" class and later destroyers in lieu of the earlier type of approximately 2¼ cubic feet capacity charged to 1,000 lb./sq. in. working pressure.

2. It has now been reported that some vessels have been issued with the earlier type cylinders. Whilst these cylinders are suitable for pressures up to 2,500 lb./sq. in., it is undesirable that they should be charged in excess of 1,000 lb./sq. in. consequent on the danger of fragmentation if damaged. Commanding Officers of ships concerned are therefore to arrange for examination of the cylinders of C.S.A. apparatus under their charge and to ensure that the reducing valve at the H.P. air main is adjusted to suit the appropriate working pressure of the cylinders fitted.

3. The sizes of the cylinders are as follows :—

<i>Working Pressure</i>	<i>Dimensions</i>
1,000 lb./sq. in. ... ..	14½ in. external diameter. 3 ft. 8¾ in. long.
2,000 lb./sq. in. ... ..	10 in. external diameter. 4 ft. 5½ in. long.

**2514.—Chain Stoppers—Allowance**

*Fuelling Trawlers*

(N.S. 21253/44.—11 May 1944.)

Each fuelling trawler is to be allowed two lengths of Pattern 8727A chain rigging (special link each end—one fathom) (Sub-head B5) for use in towing. The Administrative Authorities under which these vessels are serving should arrange for demands to be forwarded to Storing Yards or Depots.

(Captain Landing Barges—30/Mar. 1944—L.B.52.)

**2515.—Chests of Drawers for Officers Borne Additional to Complement**

*Flotilla Leaders, Destroyers, Sloops, Frigates (including "Captain" Class) and Corvettes*

(N.S. 35049/43.—11 May 1944.)

Where officers are borne in flotilla leaders, destroyers, sloops, frigates (including "Captain" class) and corvettes (except "Flower" class) additional to complement, and in excess of cabin accommodation provided, a chest of drawers, Pattern S.726B,

or equivalent, may be allowed for the use of each such officer. ("Flower" class corvettes are already allowed a chest of drawers for each officer borne, if space permits.)

2. The sea store establishments concerned will be amended.

(C.-in-C., *Western Approaches*, 20 Nov. 1943, No. W.A. 3845/5321 M.)

(A.F.O. 4604/43 is cancelled.)

**2516.—Deck Petrol Tanks—Allowance of Portable Fire Extinguishers**

*Coastal Force Craft (except S.G.Bs.)*

(N.S. 20335/44.—11 May 1944.)

When deck petrol tanks are fitted in coastal force craft, either temporarily or permanently, two additional foam type extinguishers, Pattern 4726, are to be carried and stowed on deck, one being fitted forward of the tanks, and one aft of the tanks. Two spare charges should be carried for each extinguisher.

2. Demands for extinguishers required for craft in commission should be forwarded by coastal force bases to storing yards. Supply to craft under construction (where applicable) should be arranged by warrant and supplying yards or depots in the usual manner.

3. The Establishments of Naval Stores will be amended.

(A.F.Os. 3431/42 and 5261/43.)

**2517.—Defective Components of Obsolete Types of Switches—Replacement by Switches of Current Design**

(N.S. 33758/43.—11 May 1944.)

In order to avoid interference with the production of current types of switch, no further purchases will be made of components of obsolete switches under Subhead F.2B II, Schedule C.710, and such components will be made obsolete.

2. The items concerned are as follows :—

(Subhead F2B II, Schedule C.710)

<i>Pattern</i>	<i>Description</i>
7170	Bases, insulating
7171	Drums
7172	Springs
7173	Spindles
7173A	Spindles
7174	Spindles
7178	Blocks, terminal
7878	Drums
7879	Bases, insulating
7881	Springs
7882	Drums
7883	Covers
7884	Covers

3. When existing stocks of the above components are exhausted defective switches of obsolete types should be replaced by the corresponding current pattern switches, detailed in the appendix.

4. Future demands for components should be endorsed—"If not available please supply No. Switch(es) pattern " quoting the pattern number of the appropriate switch and the number of this A.F.O.



Pattern.	Case.	Key.	Gland Arrangement.	Pattern.	Case.	Key.	Gland Arrangement.
7160 } 7160A } 7161 } 7161A } 7161 } 7161A } 7162 } 7162A } 7163A } 7163A }	Bronze ... .. Bronze ... .. Bronze ... .. Aluminium alloy ... Aluminium alloy ... Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 ... Loose Pattern 7008A Fixed ... .. Loose Pattern 7008 ... Loose Pattern 7008A	2 hole and 4 hole ... 2 hole and 4 hole ... 2 hole and 4 hole ... 2 hole and 4 hole ... 2 hole and 4 hole ... 2 hole and 4 hole ...	4090A 4092A 4094A 4089A 4091A 4093A	Bronze ... .. Bronze ... .. Bronze ... .. Aluminium alloy ... Aluminium alloy ... Aluminium alloy ...	Fixed ... .. Loose Pattern 4213 ... Loose Pattern 4214 ... Fixed ... .. Loose Pattern 4213 ... Loose Pattern 4219 ...	2 hole and 4 hole 2 hole and 4 hole. 2 hole and 4 hole. 2 hole and 4 hole. 2 hole and 4 hole. 2 hole and 4 hole.
7164 } 7164A }	Bronze ... ..	Fixed ... ..	2 hole gland and one 1-in. conduit stub.	4090A or 4098 4092A or 4098 4094A or 4098	Bronze ... ..	Fixed ... ..	2 hole and 4 hole
7165A	Bronze ... ..	Loose Pattern 7008 ...	2 hole gland and one 1-in. conduit stub.		Bronze ... ..	Loose Pattern 4213 ...	Two No. 3 2 hole and 4 hole
7165A	Bronze ... ..	Loose Pattern 7008A	2 hole gland and one 1-in. conduit stub.		Bronze ... ..	Loose Pattern 4214 ...	Two No. 3 2 hole and 4 hole
7960A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4098	Bronze ... ..	Fixed ... ..	Two No. 3.
7961A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4098	Bronze ... ..	Fixed ... ..	Two No. 3.
7962A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4097	Aluminium alloy ...	Fixed ... ..	Two No. 3.
7963A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4097	Aluminium alloy ...	Fixed ... ..	Two No. 3.

7964A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two No. 3 ... ..	4098	Bronze ... ..	Fixed ... ..	Two No. 3.
7965A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two No. 3 ... ..	4098	Bronze ... ..	Fixed ... ..	Two No. 3.
7966A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two No. 3 ... ..	4097	Aluminium alloy ...	Fixed ... ..	Two No. 3.
7967A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two No. 3 ... ..	4097	Aluminium alloy ...	Fixed ... ..	Two No. 3.
7873A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two 4 holes ...	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7874A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two 4 holes ...	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7875A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two 4 holes ...	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7876A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	Two 4 holes ...	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7877A	Aluminium alloy ...	Loose Pattern 7008 ...	Two 4 holes ...	4111A	Bronze ... ..	Fixed with locking device.	2 hole and 4 hole.
7968A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7969A	Bronze ... ..	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7970A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.
7971A	Aluminium alloy ...	Fixed ... .. Loose Pattern 7008 or Pattern 7008A	One No. 3 ... ..	4101A	Bronze ... ..	Fixed ... ..	2 hole and 4 hole.



**2518.—Electric Hot-Cupboards—Assignment of Pattern Nos.**

(N.S. 31023/43.—11 May 1944.)

Electric hot-cupboards of two-dish capacity have now been assigned pattern numbers as detailed below, and are being added to the Rate Book under Subhead F.1.(C), part IV.

Pattern No.	Description
12135	Hot-cupboards, 2-dish type, 220 volts, 1 kW., for C.Os. pantries, etc.
12136	Hot-cupboards, 2-dish type, 110 volts, 1 kW., for C.Os. pantries, etc.
12137	Hop-cupboards, 2-dish type, 220 volts, 500 watts, for submarines.
12138	Hot-cupboards, 2-dish type, 220 volts, 500 watts, for navigating and C.Os. sea cabins, fairmiles, etc.

2. Patterns 12135 and 12136 were formerly known as "Special 2-dish type," and are fitted in various classes of ships.

**2519.—Compass Comparison Discs for Rangefinder Bearing Indicators—Supply***Battleships, Cruisers and Fleet Carriers concerned*

(N.S. 012948/43.—11 May 1944.)

One compass comparison disc, Pattern 10487 (Rate Book description—"discs, relative bearing conversion") is allowed for each rangefinder bearing indicator, Marks IV, IV\*, V and V\*, having drum type dials, fitted in certain battleships, cruisers and fleet carries in commission. As rangefinder bearing indicators with drum type dials will not be fitted in future, no further supplies of discs, Pattern 10487, will be made.

2. Ships concerned should retain the discs at present on board until no longer required, when they should be returned to the nearest dockyard or naval store depot.

3. B.R. 323—Establishment of Naval Stores for Gunnery Purposes—and the Rate Book of Naval Stores will be amended.

**2520.—Gyro Compass Panels to be Hinged—As. and As.***Submarines "S", "T" and "U" Classes*

(D/P. 0163/44.—11 May 1944.)

Item numbers:—"T" class 508; "S" class 508; "U" class 508. Classification "A".

2. When, in submarines of the above-mentioned classes, it becomes necessary to renew the wiring of the gyro compass system, the gyro compass panels are to be fitted with hinges to facilitate subsequent maintenance and repair. The work is only to be carried out concurrently with the re-wiring.

3. For the hinging, two door hinges of suitable strength are to be fitted to each panel. To secure and steady the hinged panel in its normal position, two brackets are to be fitted to each panel. These are to be secured to similar brackets on the fixed structure by bolts and butterfly nuts.

4. To allow for the movement of the hinged panel the cables are to be secured under a strong clip, fitted approximately at the same height as the bottom of the panel and adjacent the hinged side. The lead sheathing is to be stripped back to this clip and the cables wrapped with insulating tape. A suitable bight of cable is to be arranged to allow the maximum movement of the panel without strain on the cables. These are then to be anchored to the panel under a clip similar to that fitted on the fixed structure.

(Admiral (S), 28 Jul. 1943, No. S.M. 524/727.)

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

**\*2521.—Hatch Covers—Securing of***B.Y.M.S.*

(D. 6404/44.—11 May 1944.)

An accident recently occurred in a B.Y.M.S., due to a hatch cover not being properly secured in the open position.

2. The attention of officers and men in B.Y.M.Ss. is called to the necessity of fully securing hatches in the open position on every occasion of opening, even if only for a short period. Struts and retaining pins are to be inserted correctly in all positions. Special care is necessary as spring retaining clips are not fitted in these vessels.

**2522.—Landing Barges Water—Additional Fresh Water Hose**

(N.S. 022436/43.—11 May 1944.)

Each L.B.W. is to carry the following fresh water hose in lieu of two canvas hoses at present allowed:—

Pattern 405—Hose, I.R., armoured, 2-in. i/d, in 60 ft. lengths, fitted cock, pattern 3150, one end; connection, pattern 4061, the other end. ... ..	2 No. (a)
Pattern 405—Hose, I.R., armoured, 2-in. i/d, in 60 ft. lengths, fitted connections, pattern 4061, each end ... ..	2 No. (b)

2. Arrangements are being made for supply as follows:—

Chatham ...	8 in No. (a)	} Will be distributed by Superintending Naval Store Officer, Severn Area.
	8 in No. (b)	
Devonport ...	8 in No. (a)	
	8 in No. (b)	
Portsmouth ...	24 in No. (a)	
	24 in No. (b)	

and demands should be forwarded to the nearest of the above dockyards by bases to which barges are attached.

3. The equipment list for landing barges will be amended.

**2523.—Reduced Lengths of Air Films**

(N.S. 20928/44.—11 May 1944.)

Owing to the need for economy in photographic materials, the number of exposures in the films shown below has been reduced as indicated. The pattern numbers are unchanged.

*Subhead F.3**Naval Pattern*

Number	Films	Reduced to
2553	Panchromatic for F.24 cameras ...	100 exposures
5721	Panchromatic for K.20 cameras ...	20 exposures

2. The undermentioned films are obsolescent, and after existing stocks have been expended, no further supplies will be issued.

*Subhead F.3**Naval Pattern*

Number	Films
2371	Panchromatic fine grain, 125 exposures, for F.24 cameras
5722	Panchromatic fine grain, 50 exposures, for K.20 cameras

3. The necessary amendments will be made to the Photographic Establishments.



## Section 4

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

## \*2524.—Naval Officers Uniform Clothing Scheme

(C.P. 6/19549/44.—11 May 1944.)

The initial list of tailors participating in the above scheme promulgated by A.F.O. 4864/43 has been augmented by the addition of the undermentioned firms, at the addresses indicated, viz. :—

Firms	Addresses
Alkit, Ltd.	Cambridge Circus, London, W.C.2. 45, Beaconsfield Villas, Brighton, Sussex. Croft House, Bootle Station, Cumberland.
Austin Reed, Ltd.	19, Milsom Street, Bath. 33, Donegal Place, Belfast. 41, New Street, Birmingham 2. Westover Corner, Bournemouth. 3, Clare Street, Bristol, 1. 104, Princes Street, Edinburgh, 2. 58, Gordon Street, Glasgow, C.1. 13, James Street, Harrogate. 102/4, Jameson Street, Hull. 1/2, Bond Street, Leeds, 1. 3, Castle Street, Liverpool. St. Ann's Square, Manchester, 2. 38, London Street, Norwich. 43, Long Row, Nottingham. 38, Cornmarket Street, Oxford. 4, Thornhill Villas, Mannamead, Plymouth. 9, Fargate, Sheffield, 1. 2, Bargate, Southampton. 103/113, Regent Street, London, W.1. 77, Cheapside, London, E.C.2. 13, Fenchurch Street, London, E.C.3. 135, Victoria Street, London, S.W.1. 1, Vallance Gardens, Hove, 3, Sussex.
Burberrys, Ltd.	Haymarket, London, S.W.1.
Butland & Treloar	24, Mutley Plain, Plymouth.
Caffin & Son	13, Railway Street, Chatham, Kent.
Hector Powe, Ltd.	165, Regent Street, London, W.1. 50, Bishopsgate, London, E.C.2. 185, Victoria Street, London, S.W.1. 5, Cheapside, Nottingham. 2, St. Aubyn's Gardens, Hove, Sussex. 43, Donegal Place, Belfast. 35, Gordon Street, Glasgow. 30, Mutley Plain, Plymouth. 5, Clare Street, Bristol. 39, Reform Street, Dundee. 69, New Street, Birmingham. 72, Jameson Street, Hull. 24D, North John Street, Liverpool. 101, Princes Street, Edinburgh. 3, Richmond Hill, Bournemouth. Warwick House, Peveril Buildings, Douglas, I.O.M.

Firms	Addresses
Moseley & Pounsford, Ltd.	88, St. George's Square, Portsmouth.
Raynor & Crook	6, Trinity House Lane, Hull.
Wm. Rowe & Co. (Gosport), Ltd.	78, High Street, Gosport, Hants; and branches at Hove, Sussex, and at Sheerness.
Stovel & Mason, Ltd.	32, Old Burlington Street, London, W.1.
E. J. Whitaker & Sons, Ltd.	28 & 44, Military Road, Chatham, Kent.

(A.F.O. 4864/43.)

## 2525.—W.R.N.S.—Kit for Ratings Serving Afloat

(V/1/0307/44.—11 May 1944.)

W.R.N.S. ratings drafted for special duties afloat are to receive a gratuitous issue of tropical clothing in accordance with A.F.O. 3165/42, as amended by A.F.O. 3748/43, and the grant for the purchase of tropical underwear authorized by A.F.O. 3142/43.

2. Issue of tropical kit and payment of the additional underwear grant should be noted in the ratings' pay books in the usual manner.

3. On completion of service afloat ratings subsequently drafted to a station where tropical clothing is worn will not receive another free issue of this clothing or payment of the extra underwear grant. If, on termination of service afloat, a rating reverts to shore duty at home without having had occasion to use her tropical kit, it should be withdrawn and taken into store for re-issue. In this event a suitable entry is to be made in her pay book.

4. In addition, ratings are to receive the following articles of clothing on personal loan :—

2 pairs trousers, serge (the gratuitous issue of one pair under A.F.O. 2830/43 not being given)

1 jersey

1 oilskin suit and sou'wester

1 pair sea boots

2 pairs sea boot stockings

and a gratuitous issue of :—

2 pairs woollen knickers.

2 pairs woollen stockings.

5. Transport kit bags are to be supplied on loan in accordance with A.F.O. 5909/43.

6. Each rating will be responsible for keeping clean and in good order the articles of clothing issued to her on personal loan. Losses or damage due to misconduct or negligence are to be charged for in accordance with K.R. & A.I., Art. 1833, and A.F.O. 137/43. On termination of service afloat the loan clothing is to be withdrawn and cleaned ready for re-issue.

7. Ratings will be supplied with the necessary items of kit in the Western Approaches Command where they will be drafted prior to embarkation.

(K.R. &amp; A.I., Art. 1883.)

(A.F.Os. 3165/42, 137/43, 2830/43, 3142/43, 3748/43, 5909/43 and 619/44.)

## 2526.—W.R.N.S. Personnel—Issue of Towels and Bed Linen in Billets and on Sea Passage

(N.S. 21575/44.—11 May 1944.)

Where W.R.N.S. personnel are accommodated in billets or approved lodgings and the householders are unable to provide towels and bed linen owing to the limitation of supplies, the personnel may be issued with these articles, on loan, to the scale laid down in A.F.O. 651/44.

2. Adequate precautions must be taken by the officer-in-charge for the return of the articles on loan when personnel leave their billets.



3. When embarking on third-class sea passage abroad, W.R.N.S. ratings may be provided with one towel each on loan. At the discretion of the officer-in-charge of the draft, this may be increased to two towels on loan, when the length of the journey warrants such action.

4. The officer-in-charge of the draft is to return the towels on arrival at the establishment abroad, and is to arrange with the Accountant Officer receiving the towels for receipted forms S.549 to be forwarded to the Accountant Officer responsible for the issue at home.

(A.F.Os. 651/44 and 879/44.)

(A.F.O. 483/44 is cancelled.)

#### 2527.—W.R.N.S.—Uniform Kits

(V/1/8524/43.—11 May 1944.)

A.F.O. 1048/44 is to be amended as follows :—

*Class A. Delete Note (d) and substitute :—*

“(d) If by reason of the floor conditions in certain establishments stouter footwear than the standard pattern galley shoe is required, service pattern clogs may be issued in lieu.

In no case are uniform black leather shoes to be issued on loan to W.R.N.S. ratings for wear as galley shoes.”

(A.F.O. 1048/44.)

#### 2528.—Provisions Obtained from N.A.A.F.I.—Accounting Procedure for Supplies which are Subject to Discount

(V. 3284/44.—11 May 1944.)

Examination of the provision accounts rendered by H.M. Ships and Establishments under the system laid down in A.F.O. 2339/43 shows that different methods have been adopted in accounting for supplies from N.A.A.F.I. which are subject to discount. It has accordingly been decided that a standard procedure should be followed as detailed below.

2. *Form S.1060. Daily expenditure of provisions.*—The gross value of all issues for the day on general messing should be shown at the bottom of Form S.1060 in black ink, any discount on the N.A.A.F.I. stores issued being shown in red ink under the gross total. These totals should be carried forward day by day to the end of the quarter or, if preferred, they may be transferred daily to Form S.1063.

3. *Form S.1061. Quarterly provision account.*—The value of provisions received during the quarter as recorded on page 4 of the account should be the gross value, i.e., N.A.A.F.I. discount should not be deducted. Similarly the values of provisions expended as recorded on page 4 of the account should be the gross values. The statement of General Mess expenditure for the quarter on page 7 of the account should show the gross total less the deduction for discount on N.A.A.F.I. supplies as ascertained from Form S.1060 (or Form S.1063).

4. *Issues to officers' messes.*—Any discount due on N.A.A.F.I. stores issued to officers' messes should be calculated monthly and shown on Form S.72 in red ink against the total value of stores issued.

5. *Issues to other ships.*—Discount should not be worked out. The gross value will be used throughout the accounts and a notation of the price and discount should be made on the supply note.

(A.F.O. 2339/43.)

#### 2529.—Irish Stew—Substitution for Steak and Kidney Pudding

(V. 10/47/44.—11 May 1944.)

Owing to a shortage of tinned steak and kidney pudding, Irish stew will be supplied in lieu from home victualling yards and depots so long as necessary.

2. The issuing price of Irish stew is 8d. per lb.

#### See AFO 5940/43 2530.—Tinned Suet—Economy

(V. 10/6130/43.—11 May 1944.)

In view of increasing difficulty in obtaining adequate supplies of tinned suet, it is essential that the instructions contained in A.F.O. 4495/43 for economy in the use of this article, and the avoidance of waste should be strictly complied with, and that demands on the victualling yards should be reduced to the fullest extent practicable.

(A.F.O. 4495/43.)

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

#### 2531.—Amendments to Books

(E.F.O.—11 May 1944.)

The undermentioned amendments (A.F.Os. P.293–299/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

**A.F.O. \*P.293/44.**—B.R. 380/E—Albacore S.C.L.—Amendment No. 4.

**P.294/44.**—O.U. 6395—Handbook of Marks XIV, XV, XVII and XVII\* Sinkers—Amendment No. 17.

**\*P.295/44.**—B.R. 378 (General) A.S.E.—Amendment No. 35.

**P.296/44.**—B.R. 642(F) Summary of French Warships—Amendment No. 1.

**P.297/44.**—B.R. 841—Maintenance Routines for U.S.A. 22·4-in., Mark XIII, Mods. 1 and 2 Torpedoes—Amendment No. 3.

**P.298/44.**—B.R. 863—Royal Naval Air Stations Magazine and Explosive Regulation 1943—Amendment No. 1.

**\*P.299/44.**—B.R. 380/G—Wildcat IV—S.C.L.—Amendment No. 3.

*\* Exceptionally A.F.Os. P.293, P.295 and P.299 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. 2401/44.)

#### 2532.—A.M.S.Is.

(E.F.O.—11 May 1944.)

Admiralty Merchant Shipping Instructions Nos. 30–32/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 2402/44.)



## 2533.—Air Publications, etc., Distributed during March, 1944

(N.S. Air 9397/43.—11 May 1944.)

The undermentioned Air Publications, Leaflets, etc., were distributed during March, 1944.

2. Any Service receiving more copies of any Amendment list or leaflet than it needs should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

3. Services which have not received copies of Amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush.

*General Publications**Air Publication No.**Description*

- A.P.(N) 1, Vol. I—Establishment of Air Publications—Amendment List Nos. 17 (P.77/44), 18 (P.140/44), 19 (P.168/44).
- 830.—Vol. III, Parts A and B—R.A.F. Equipment Regulations, Scales and Schedules of Equipment, Initial Distribution—Amendment List No. 1.
- 837.—Vol. I—Manual of Administration in the R.A.F.—Amendment List No. 3.
- 958.—Vol. I—K.R. & A.C.Is. for the R.A.F., 2nd edition, 1928—Amendment List Nos. 127, 128.
- 970.—Vol. I—Design Requirements for Aeroplanes for the Royal Air Force—Amendment List No. 25.
- 1086.—Vol. I, Part 3C—Electrical (Aircraft)—Initial Distribution.
- 1086.—Vol. I, Part 11D—Wheel Equipment Dinghies, Emergency Supplies and Miscellaneous Aircraft Equipment—Initial Distribution.
- 1086.—Vol. I, Part 12—A.G.S. and General Hardware—Amendment List No. 1.
- 1095.—Vol. II, Part 1—Electrical Equipment Manual, Vols. I and II—Leaflet Nos. M.33, G.59.
- 1095A.—Vol. I—Electrical Equipment Manuals, Vols. I and II—Amendment List Nos. 34, 35.
- 1095C.—Vol. I—Electrical Equipment Manuals, Vols. I and II—Amendment List Nos. 12, 16, 17.
- 1095G.—Vol. I—Electrical Equipment Manual, Vols. I and II—Amendment List Nos. 2, 3, 4, 5, 6, 7.
- 1095H.—Vol. I—Electrical Equipment Manual, Vols. I and II—Amendment List No. 10.
- 1095M.—Vol. I—Electrical Equipment Manual, Vols. I and II—Amendment List Nos. 13, 14, 15, 16.
- 1180A.—Vol. II, Part 1—Supplies Dropping Apparatus, Marks VB and VI—Leaflet No. 20.
- 1181.—Vol. II, Part 1—Starting Systems for Aero Engines—Leaflet No. Z.17.
- 1181.—Vol. II, Part 3—Starting Systems for Aero Engines—Amendment List No. 15.
- 1181.—Vol. III, Part 1C, Sections 4 and 5—B.T.H. Starter Motors, Types C.A.3750 and C.A.4125—Amendment List No. 1.
- 1181.—Vol. III, Part 1C, Sections 1 and 3—Rotax Eclipse, Type Y.150 and N.3 E.U. Electrical Starting Units—Amendment List No. 5.
- 1181.—Vol. III, Part 1D—Coffman Cartridge Starting Systems—Amendment List No. 2.
- 1182.—Vol. I, Part 5—Safety Equipment Manual—Additional Distribution.
- 1186.—Vol. II, Part 1—R.A.F. Signal Manual, Part IV, Instruments—Leaflet No. A.205.
- 1186D.—Vol. I—R.A.F. Signal Manual, Part IV, Electrical Equipment—Amendment List Nos. 13, 14, 15, 16, 17.
- 1242.—Vol. II, Part 1—R.A.F. Armament Training Manual—Leaflet No. L.9.
- 1275.—Vol. I—Instrument Manual—Amendment List Nos. 6, 7, 8, 9, 10, 11, 12, 13, 14.
- 1275.—Vol. II, Part 1—Instrument Manual—Leaflet Nos. J.20, B.45, B.46.
- 1275B.—Vol. I—Instrument Manual—Amendment List Nos. 5, 6, 7, 8, 9, 10.
- 1355.—Vol. II, Part 1—Photographic Equipment Manual—Leaflet Nos. B.45, B.49.
- 1374.—Vol. II, Part 1—Aero Engine Ignition Equipment—Leaflet No. Z.35.

*General Publications—contd.**Air Publication No.**Description*

- 1374.—Vol. III, Part 1W—Miscellaneous Ignition Accessories—Amendment List No. 2.
- 1374.—Vol. II, Part 3—Aero Engine Ignition Equipment—Amendment List No. 8.
- 1464A.—Vol. I, Part 3—Engineering Manual for the R.A.F. General Principles Workshop Layout Practices—Amendment List Nos. 75, 76, 77, 78.
- 1464B.—Vol. III—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment List No. 8.
- 1480A.—Vol. I—Recognition Handbook of British Aircraft—Amendment List No. 109.
- 1480C.—Vol. I—Silhouettes of Italian Aircraft—Amendment List No. 25.
- 1480E.—Vol. I—Silhouettes of Russian Aircraft—Amendment List No. 8.
- 1480F.—Vol. I—Silhouettes of Japanese Aircraft—Amendment List No. 18.
- 1507A.—Vol. II, Part 1—Auxiliary Power Unit Modifications—Leaflet No. Z.8
- 1512.—Vol. III, Part 2—"Queen Bee" Rigging and Maintenance Notes—Amendment List No. 19.
- 1519.—Vol. II, Parts 2 and 3 combined—Air Pump Units—Amendment List No. 9.
- 1519.—Vol. III—Air Pump Units—Amendment List No. 4.
- 1538B.—Vol. I—De Havilland Bracket Type Airscrew—Amendment List No. 11.
- 1538B.—Vol. III, Part 1—De Havilland Bracket Type Airscrew—Amendment List No. 2.
- 1538D.—Vol. II, Part 3—De Havilland Hydromatic Type Airscrew—Amendment List Nos. 10, 18.
- 1538D.—Vol. III, Part 1—De Havilland Hydromatic Type Airscrew—Amendment List No. 2.
- 1641P.—Vol. I—Small Arms—Amendment List Nos. 8, 9.
- 1641P.—Vol. II, Part 3—Small Arms—Amendment List No. 9.
- 1659F.—Vol. I—Gun Mountings—Amendment List No. 6.
- 1661B.—Vol. I—Bombs—Amendment List Nos. 72, 73.
- 1661E.—Vol. I—Pyrotechnics—Amendment List No. 99.
- 1664.—Vol. I—Bomb Carriers—Amendment List Nos. 40, 41.
- 1664.—Vol. II, Part 1—Bomb Carriers—Leaflets Nos. A.9, D.1.
- 1683.—Vol. I—War Equipment Schedule for Wellington—Amendment List Nos. 5, 6.
- 1670.—Vol. III, Section 11—4 K.W. Reflector Type Floodlight—Amendment List No. 7.
- 1730.—Vol. I—Bomb Sights—Amendment List No. 19.
- 1730B.—Vol. I—Bomb Sights—Amendment List No. 20.
- 1730B.—Vol. II, Part 3—Bomb Sights—Amendment List Nos. 19, 20.
- 1732A.—Vol. I—First Edition Instruction Handbook of Elementary Flying—Amendment List No. 1.
- 1803.—Vol. II, Part 1—Aeroplane Hydraulic Equipment—Leaflet No. Z.8.
- 1882.—Vol. I, Part 2—Vocabulary and Scales of Gun Turret Tools—Amendment List No. 6.
- 1897.—Vol. I—War Equipment Schedule for a Spitfire V (F) Squadron—Amendment List No. 10.
- 1907.—Vol. I—War Equipment Schedule for a Beaufighter 11 (F) Squadron—Amendment List No. 7.
- 1976.—Vol. I—Performance and Table of Foreign Service Aircraft—Amendment List No. 55.
- 1980.—Vol. I, 2nd Edition—How to Avoid Flying Accidents due to Weather—Additional Distribution.
- 1984.—Vol. I—Standard Training Notes for Armourers—Amendment List Nos. 3, 4.
- 2173.—Vol. II, Part 1—J.A.P. Engine Model 5 Industrial Unit—Leaflet No. B.7.
- 2212A.—Vol. I, Part 2—Walter Kidde Equipment Manual—Additional Distribution.
- 2218.—Vol. II, Part 1—Gun Turrets B.P. Type C, Marks II, IIA, IV and V, Interlock Mechanism—Initial Distribution, Leaflet No. 1.
- 2237.—Vol. II, Part 1—Mechanical Transport Electrical Equipment—Initial Distribution consisting of Leaflet No. 1.



## General Publications—contd.

- Air Publication No.*                      *Description*
- 2242.—Vol. II, Part 1—Boost Controls for American Aero Engines, U.S. Air Corps Technical Orders—Initial Distribution, Leaflet Nos. 1, 2, 3.
- 2274A.—Vol. I, Part 2, Section 4—Radio Sets—Initial Distribution, Sheet 1.
- 2274.—Vol. II, Part 1—Radio Sets—Leaflet No. 6.
- 2308.—Vol. I—Rolls Royce Engine—Amendment List No. 7.
- 2315A.—Vol. I, Part 1—Aircraft Cameras (Fairchild)—Initial Distribution.
- 2452A.—Vol. II, Part 1—Thompsons 3 W.H. Refueling Tender—Leaflet No. E.1, A/L.1.
- 2457A.—Vol. I—Smoke Screening Equipment—Amendment List No. 22.
- 2457A.—Vol. II, Part 1—Smoke Screening Equipment—Leaflet No. A.3.
- 2457A.—Vol. II, Parts 2 and 3—Smoke Screening Equipment—Amendment List No. 3.
- 2495A.—Vol. I—Aircrew Torpedo Manual—Amendment List No. 7.
- 2544A.—Vol. I, Section 3—Indicating Unit, Type 96—Additional Distribution.
- 2600A.—Vol. I—American General Manual for Structural Repairs—Initial Distribution.
- 3024.—Vol. I—Flying Control in the R.A.F.—Amendment List Nos. 6, 7, 8.
- 3038.—Vol. I—The German Airforce in Maps and Diagrams—Additional Distribution.
- 3046.—Vol. I—Combined Air Warning Code—Initial Distribution.

## Airframes and Engines

- Air Publication No.*                      *Description*
- 1449B.—Vol. II, Part 2, Issue 3—Tiger Moth II—Initial Distribution.
- 1449B.—Vol. III, Part 1, 3rd Edition, September, 1943—Tiger Moth II—Initial Distribution.
- 1451B.—Vol. II, Part 1—Pegasus II, L.3—Leaflet No. Z.61.
- 1451D.—Vol. II, Part 1—Pegasus III, VI and XXX—Leaflet No. Z.53.
- 1451F.—Vol. II, Part 1—Pegasus XX—Leaflet No. Z.47.
- 1451G.—Vol. II, Part 1—Pegasus XXII—Leaflet No. Z.45.
- 1451H.—Vol. II, Part 1—Pegasus XVIII—Leaflet No. Z.38.
- 1491B.—Vol. II, Part 1—Mercury VIII and IX—Leaflet No. Z.52.
- 1491C.—Vol. II, Part 1—Mercury XII—Leaflet No. Z.40.
- 1491D.—Vol. II, Part 1—Mercury XV, XX and XXX—Leaflet No. Z.35.
- 1511B.—Vol. III, Part 1—Tiger VI—Amendment List No. 19.
- 1515A and B.—Vol. I—Walrus I and II—Amendment List No. 8.
- 1515A.—Vol. II, Part 1—Walrus I—Leaflet Nos. J.21, J.2.
- 1515B.—Vol. II, Part 1—Walrus II—Leaflet No. J.2.
- 1525.—Vol. II, Part 1—Anson I—Leaflet No. Z.88.
- 1526A.—Vol. II, Part 2—Cheetah IX—Amendment List No. 5.
- 1526B.—Vol. II, Part 2—Cheetah X—Amendment List No. 5.
- 1530A.—Vol. II, Part 1—Blenheim I—Leaflet No. C.36.
- 1530A.—Vol. III, Part 1—Blenheim I—Amendment List No. 12.
- 1530B.—Vol. I—Blenheim IV—Amendment List No. 48.
- 1530B.—Vol. II, Part 1—Blenheim IV—Leaflet Nos. Q.20, K.17.
- 1530B.—Vol. III, Part 1—Blenheim IV—Amendment List Nos. 10, 11, 12.
- 1532A.—Vol. II, Part 1—Harrow I and II—Leaflet No. K.3.
- 1564A.—Vol. II, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB—Leaflet No. Z.79.
- 1564B.—Vol. II, Part 1—Hurricane II A, B and C—Leaflet No. Q.15.
- 1564B.—Vol. II, Part 2—(Naval) Hurricane II, A, B and C—Initial List.
- 1565A and E.—Vol. II, Part 3—Spitfire 1A and 1B, VA, VB and VC—Amendment List No. 9.
- 1565B.—Vol. I—Spitfire IIA and IIB—Amendment List No. 30.
- 1565E.—Vol. II, Part 1—Spitfire VA, VB and VC—Leaflet Nos. C.8, F.6, Z.10 (A.L. 1), Z.41 (A.L. 1).
- 1566C.—Vol. I—Sunderland III—Amendment List Nos. 18, 19, 22.
- 1578A, B and D.—Vol. III, Part 1—Wellington 1, 1A, 1C, II and III—Amendment List Nos. 44, 45.
- 1578L to P.—Vol. I—Wellington—Amendment List Nos. 4, 5, 6, 7, 8.
- 1578L to P.—Vol. II, Part 1—Wellington Aircraft—Leaflet Nos. F.4, F.3, N.2, N.3, O.1, P.3, Z.3, Z.3 (A.L. 1), Z.11 (A.L. 1), Z.14, Z.15, Z.17.
- 1580A and B.—Vol. I—Beaufort I and II—Amendment List Nos. 61, 62.

## Airframes and Engines—contd.

- Air Publication No.*                      *Description*
- 1580A.—Vol. II, Part 1—Beaufort I—Leaflet Nos. M.25, Z.82, M.23, M.23 (A.L. 1), M.26.
- 1580A and B.—Vol. III, Part 1—Beaufort I and II—Amendment List No. 23.
- 1589B.—Vol. II, Part 1—Perseus X and XA—Leaflet No. Z.33.
- 1590B.—Vol. II, Part 1—Merlin II, III and V—Leaflet No. C.18.
- 1590B.—Vol. II, Part 3—Merlin II, III and V—Amendment List No. 5.
- 1590C.—Vol. II, Part 1—Merlin IV—Leaflet Nos. Z.11 (A.L. 2), Z.15 (A.L. 1), Z.22, C.16.
- 1590E.—Vol. II, Part 1—Merlin IV—Leaflet No. C.16.
- 1590F.—Vol. II, Part 1—Merlin XII—Leaflet No. C.13.
- 1590G and N.—Vol. II, Part 1—Merlin XX and XXI—Leaflet No. C.15.
- 1590J, L and T.—Vol. II, Part 1—Merlin 45—Leaflet No. Z.16.
- 1592C.—Vol. I—Defiant T.T., Mark I—Amendment List No. 7.
- 1592C.—Vol. II, Part 1—Defiant T.T., Mark I—Leaflet No. N.1.
- 1592C.—Vol. III, Part 1—Defiant, Mark I—Amendment List No. 2.
- 1593A.—Vol. II, Part 2—Gipsy Queen I—Amendment List No. 4.
- 1593A.—Vol. III, Part 1—Gipsy Queen I—Amendment List No. 13.
- 1593C.—Vol. III—Gipsy Queen III—Amendment List No. 7.
- 1596A.—Vol. II, Part 1—Oxford I and II—Leaflet Nos. D.8, T.3 (A.L. 1), Z.32 (A.L. 1), Z.72 (A.L. 1).
- 1669A.—Vol. I, Section 8—Master I—Amendment List No. 49.
- 1669A.—Vol. III, Part 1—Master I—Amendment List No. 11.
- 1669B.—Vol. II, Part 1—Master II—Leaflet Nos. A.12, B.11, D.7, M.16, F.11 (A.L. 1), M.17, M.18, P.18 (A.L. 1), F.18, P.20, P.21, Q.6, Q.6 (A.L. 1), P.22, Z.54 (A.L. 2), Z.56.
- 1669B.—Vol. II, Part 3—Master II—Amendment List No. 5.
- 1707A.—Vol. II, Part 1—Taurus II Mod. I and XII—Leaflet No. Z.36.
- 1707A.—Vol. II Part 2—Taurus II Mod. I and XII—Amendment List No. 2.
- 1707B.—Vol. II Part 1—Taurus VI Mod. L and XVI—Leaflet No. Z.36 C.11.
- 1708A.—Vol. II Part 1—Proctor I and II—Leaflet P.10.
- 1708C.—Vol. II, Part 1—Proctor III—Leaflet K.1, A/L.1.
- 1708C.—Vol. III, Part 1—Proctor III—Initial Distribution.
- 1717B and D.—(Vol. III, Part 1, Refers)—Cyclone R.1820-40-40B Engine—Gummed Labels.
- 1721B.—Vol. II, Part 1—Beaufighter II—Leaflet Nos. Q.4, H.3, C.10, Z.10 (A.L. 2), Z.66, Z.67, Z.14 (A.L. 4)
- 1721A, B and F.—Vol. III—Beaufighter IC, IF, II, VIC and VIF—Amendment List Nos. 8, 9.
- 1728D.—Vol. II, Part 1—Hercules VI—Leaflet Nos. Z.14 (A.L. 1), Z.22, D.10, D.11, D.15.
- 1728D and E.—Vol. III, Part 1—Hercules VI—Amendment List No. 2.
- 1760A.—Vol. II, Part 2—Fulmar I and II—Amendment List No. 2.
- 1760A and B.—Vol. III, Part 1—Fulmar I and II—Amendment List Nos. 8, 9.
- 1763A.—Vol. II, Part 1—Dominic—Leaflet Nos. K.3, Z.18.
- 1792A.—Vol. III, Part 1—Gipsy VI-1—Amendment List No. 7.
- 1847C.—Vol. II, Parts 2 and 3—Twin Wasp Engines—Caution Slips.
- 2018A and B.—Vol. I—Barracuda I and II—Amendment List No. 30.
- 2018A.—Vol. II, Part 1—Barracuda I—Leaflet Nos. H.3, C.14, C.15, A.9, N.4.
- 2018B.—Vol. II, Part 1—Barracuda II—Leaflet Nos. C.15, P.12, N.4, A.9, M.14.
- 2018A, B.—Vol. II, Part 2—Barracuda I and II—Amendment List No. 1.
- 2018A, B and C.—Vol. II, Part 3—Barracuda I, II, III—Amendment List Nos. 7, 8.
- 2018A and B.—Vol. III, Part 1—Barracuda I and II—Amendment List Nos. 12, 13.
- 2031A.—Vol. II, Part 1—Wildcat I—Leaflet No. K.1.
- 2031A.—Vol. II, Part 2—Wildcat I—Amendment List No. 4.
- 2031A.—Vol. II, Part 3—Wildcat I—Amendment List No. 6.
- 2031D.—Pilots Notes—Wildcat IV—Amendment List No. 3.
- 2031E.—Vol. I—Wildcat V—Orange Labels.
- 2031E.—Vol. II, Part 1—Wildcat V—Leaflet Nos. Q.2, Q.4, Q.5, M.2, O.1.
- 2044C.—Vol. I—Pratt and Whitney R.2800-8 and 10—Cautionship E Slips re Caution Slip Q.



## Airframes and engines—contd.

- | <i>Air Publication No.</i> | <i>Description</i>  |
|----------------------------|---|
| 2044C.                     | Refers Parts Catalogue—Pratt and Whitney R.2800-8 and 10—Orange Labels.   |
| 2050B.                     | Vol. III, Part 1—Lycoming—Restricted Distribution.  |
| 2102A.                     | Vol. I—Firefly I—Additional Distribution (A.P.F.S.).  |
| 2102A.                     | Pilot Notes—Firefly I—Initial Distribution, TF.2 Distribution.  |
| 2102A.                     | Vol. II, Part 1—Firefly I—Leaflet Nos. F.2, M.2.  |
| 2140A.                     | Vol. III, Part 1—Merlin XX Power Plant, Mark 1—Initial Distribution   |
| 2280A, B and C.            | Vol. I—Seafire I, II and III—Initial Distribution and Additional Distribution (A.P.F.S.).   |
| 2280A.                     | Vol. II, Part 1—Seafire I—Leaflet No. D.1.  |
| 2280B.                     | Vol. II, Part 1—Seafire II—Leaflet Nos. D.1, D.2, Z.26, Z.27, Z.28.   |
| 2280C.                     | Vol. II, Part 1—Seafire III—Leaflet Nos. D.1, D.2.  |
| 2281A.                     | Vol. II, Part 1—Martinet I—Leaflet Nos. A.6, A.7, A.8, P.9, P.11, Z.31. B.A.C. Provisional Pilot's Notes to Stinson Reliant—Amendment List No. 2. |
| 2351A.                     | Vol. II, Part 1—Corsair—Leaflet No. Z.4.  |
| 2380A, B and C.            | Vol. I—Avenger I—Initial Distribution.  |
| 2380A.                     | Vol. II, Part 1—Avenger I Aircraft—Leaflet Nos. C.1, M.1, M.2, Z.9.   |
| 2382A.                     | Vol. II, Part 1—Hellcat—Leaflet No. Z.8.  |

*Appendices A*

- | <i>Air Publication No.</i> | <i>Description</i>                                     |
|----------------------------|--|
| 933.                       | Oxford I and II—Amendment List No. 83.                 |
| 1069.                      | Spitfire IIA, IIB—Amendment List Nos. 92, 93.          |
| 1084.                      | Lysander III—Amendment List No. 46.                    |
| 1179.                      | Defiant II—Amendment List No. 47.                      |
| 1189.                      | Spitfire V—Amendment List Nos. 107, 108.               |
| 1195.                      | Beaufighter IC—Amendment List Nos. 153, 154, 155, 156. |
| 1203.                      | Spitfire I—Amendment List No. 56.                      |

*Appendices*

- | <i>Air Publication No.</i> | <i>Description</i>  |
|----------------------------|---|
| 1261.                      | Hurricane I—Amendment List Nos. 65, 71.   |
| 1277.                      | Beaufighter II—Amendment List Nos. 75, 76.  |
| 1280.                      | Seafire IB—Amendment List Nos. 27, 34.  |
| 1292.                      | Albacore—Amendment List No. 33.   |
| 1296.                      | Wellington II—Amendment List No. 42.  |
| 1308.                      | Seafire IIC—Amendment List Nos. 36, 37.   |
| 1311.                      | Firefly I—Amendment List Nos. 17, 28, 32, 41, 44, 47, 43.   |
| 1318.                      | Barracuda—Amendment List No. 17.  |
| 1324.                      | Martinet I—Amendment List Nos. 25, 30.  |
| 1327.                      | Wellington II—Amendment List Nos. 102-108, 110-114, 116-122, slips, Amendment List Nos. 115, 123, 124, 125, 126, 127-130. |
| 1329.                      | Spitfire XII—Amendment List Nos. 6, 7, 8, 9, 10, 11, 12, 14.  |
| 1355.                      | Anson—Pages omitted from Amendment List Nos. 11, 13, 15 and slips re Amendment List Nos. 12, 14.                          |
| 1367.                      | Walrus I—Amendment List Nos. 10, 11.  |
| 1381.                      | Wellington I—Amendment List Nos. 20, 21, 22.  |
| 1388.                      | Sea Hurricane 2B and C—Amendment List Nos. 2-8.   |
| 1390.                      | Sea Otter—Amendment List Nos. 17, 18.   |
| 1394.                      | Firefly II—Amendment List Nos. 12, 33, 24, 26, 27, 28, 31.  |
| 1396.                      | Dominic I—Amendment List No. 5.   |
| 1406.                      | Beaufort—Amendment List Nos. 12, 13, 14, 16.  |
| 1416.                      | Harvard IIB—Initial Distribution.   |
| 1417.                      | Seamew—Amendment List No. 1.  |
| 1418.                      | Hurricane—Amendment List Nos. 20, 21.   |
| 1421.                      | Hellcat B.C.—Amendment List Nos. 1, 2, 3.   |
| 1428.                      | Master I—Amendment List Nos. 9, 10.   |
| 1437.                      | Proctor I—Amendment List No. 11.  |
| 1465.                      | Queen Bee—Amendment List Nos. 1, 2.   |
| 1468.                      | Walrus A.S.R. (Prov. Issue)—Initial Distribution.   |
| 1495.                      | Tiger Moth II—Initial Distribution.   |
| 3087.                      | Avenger I—Amendment List No. 1A.  |

*Ground Handling Notes*

- 6000—General—Amendment List No. 5.  
 6004.—Barracuda I and II—Amendment List Nos. 5, 6.  
 6006.—Chapter I, Vol. I—Blenheim I, IV and V—Amendment List No. 1.  
 6011.—Firefly—Amendment List No. 3.  
 6012.—Vol. I—Halifax—Amendment List No. 3.  
 6014.—Vol. I—Lancaster—Amendment List No. 4.  
 6016.—Vol. I—Master I, II and III—Amendment List No. 6.  
 6018.—Vol. I—Spitfire and Seafire—Amendment List Nos. 4, 5.  
 6019.—Vol. I—Albacore—Amendment List No. 1.  
 6020.—Sterling I and II—Amendment List No. 5.  
 6024.—Wellington—Amendment List No. 4.  
 6037.—Vol. I—(Wildcat) Martlet—Amendment List No. 2.  
 6056.—Tomahawk I, IIA, IIB—Amendment List No. 1.  
 6063.—Vol. I—Sea Otter—Amendment List No. 2.  
 6064.—Auster I and III—Amendment List No. 2.  
 6068.—Argus—Amendment List No. 4.

*Air Diagrams*

- 2763.—A.R.K. Gyroscope—Sheet 1, Initial Distribution.  
 2771.—Depth Keeping Mechanism—Sheet 1, Initial Distribution.  
 2772.—Angling Gear and Horizontal Rudder Controlling Gear—Initial Distribution, Sheet 1.  
 2798.—Sheet 1—R.Ps. are Lethal—Make Sure the Master Switch is off—Initial Distribution.  
 1387.—Aids to Homing—Initial Distribution.  
 3605.—Sheet 1—Barracuda Hydraulic System—Amendment List No. 1.  
 2086.—Sheet 1—Carbon Pile Voltage Regulators—Amendment List No. 1.  
 2343K.—Spitfire—Initial Distribution.

*B.R. Publications*

- 377A.—Swordfish—Amendment List Nos. 2 (P.164/44), 1 (P.101/44).  
 377B.—Barracuda—Amendment List Nos. 1 (P.100/44), 2 (P.141/44).  
 377C.—Firefly—A.P.(N) 1, Distribution.  
 378A.—Swordfish—Amendment List No. 19 (P.161/44).  
 378B.—Barracuda—Amendment List Nos. 22 (P.142/44), 23 (P.143/44).  
 378C.—Firefly—Amendment List No. 6 (P.144/44).  
 378E.—Albacore—Amendment List No. 23 (P.165/44).  
 378F.—Fulmar—Amendment List No. 6 (P.160/44).  
 378L (Prov.).—Hellcat—Initial Distribution.  
 378P (Prov.).—Corsair—Initial Distribution.  
 378Z.—Walrus—Amendment List No. 20 (P.166/44).  
 380A.—Wildcat IV (Martlet IV)—A.P.(N) 1, Distribution.  
 380B.—Barracuda—Amendment List No. 5 (P.132/44).  
 780 (4).—Corsair—Amendment List No. 1 (P.82/44).  
 872.—Prov. Instructions for the Bomb and Torpedo Loading, Carrying and Release Mechanism in Avenger Aircraft—Initial Distribution.

*S.A.T.C.Ls.*

- 82.—Beaufort I—Amendment List No. 1.  
 689.—Lysander TT (cancels 77)—Initial Distribution.

*Miscellaneous*

- A.M.P. 158—Additional List.  
 Hints on Light Vision, A.M. Form 1612—Additional Distribution.  
 Air Ministry Meteorological Office.  
 Change Bulletin Nos. 48, 25 and 64, for Avenger Aircraft—Initial Distribution.  
 Provisional List of Stores for M.A.C. Ships—Amendment List Nos. 2, 3.  
 Ministry of Home Security Bulletin No. B.13—Initial List.  
 Final Instruction Book for RU. 18 and RU. 19 Radio Receiving Equipment—Initial List.  
 Technical Order 01-40 AE-1 Pilot Flight Operating Inst. for RA. 24 a/c Navy SBD-3—Initial Distribution.  
 Instruction Book for L.M. 7 Frequency Measuring Equipment—Initial Distribution.  
 Handbook of Instructions with Parts, Catalogue, Gun Sight Aiming Points, Camera T.O. 10, 10 CA-1—Initial Distribution.







2. Form M.251 is still to be used for the manuscript copy, which is retained with the Board proceedings. Form M.251A is to be distributed in place of the other copies of Form M.251 (*vide* A.F.O. 4906/43, Section IV).

3. Form M.251A is printed in blue ink to differentiate it from Form M.250 and care is to be taken to ensure that it is not enclosed in Form M.247.

4. A.F.O. 4906/43 is to be amended as follows:—

Section III D. *Insert* in forms required M.251A.

Section IV. Line commencing M.251.

3rd column. *Delete* "four", *substitute* "one".

4th column. *Delete* "1 copy to Secretary of Admiralty  
1 copy to Medical Director-General  
1 copy to F.O.N.A.S. (for Staff Medical Officer)"

*Add new line* :

"Form M.251A"	When a Medical Board is held other than on entry.	Three copies to be completed and signed by all members of the Board.	1 copy to Sec., Admiralty 1 copy to M.D.G. 1 copy to F.O.N.A.S. (for Staff Medical Officer)."
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5. Demands for Form M.251A, restricted to six months' estimated requirement<sup>s</sup> should be made on the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 4906/43.)

#### 2540.—Ministry of Home Security Publications—Distribution of

(M. 211/44.—11 May 1944.)

With reference to A.F.O. 626/44, the following additional publications have been issued by the Ministry of Home Security:—

- (a) A.R.P. Handbook No. 7 (4th Edition) ... Anti-gas precautions for Merchant Shipping.
- (b) A.R.P. Memorandum No. 17 (1st Edition) Civil Defence Uniforms.
- (c) Civil Defence Training Bulletin No. 11 ...
- (d) Civil Defence Training Pamphlet No. 1 (2nd Edition) Amendments (January, 1944). Notes on the detection and reporting of unexploded missiles.
- (e) Civil Defence Training Pamphlet No. 4 (2nd Edition). Notes on gas tests and exercises.
- (f) Civil Defence Industrial Bulletin No. 11, and Supplement entitled "Notes on recent raids."

Arrangements are being made for the distribution of copies of the above publications in accordance with the standards given in A.F.O. 626/44.

(A.F.O. 626/44.)

#### *Cancelled* 2541.—Air/Sea Rescue—Land Line Communications

(M. 02810/44.—11 May 1944.)

*by AFO 5958/46.* With reference to C.A.F.O. 811/44, paragraph 51 (iv) regarding land-line communications for air/sea rescue organization, it has never been intended generally that private wire circuits should be provided for communication between Naval authorities and rescue boats bases. Normally the public telephone system should be used, calls being prefixed "Priority I—Rescue Aircraft" (see A.F.O. 2021/44, paragraph 6). G.P.O. operators are aware of the signification of this prefix.

(C.A.F.O. 811/44 and A.F.O. 2021/44.)

#### 2542.—Coastal Force Base, Plymouth—Address

(M/E.F.O.92/44.—11 May 1944.)

The address of the Coastal Force Base, Plymouth, is now as follows:—

H.M.S. "Black Bat,"  
No. 13 Wharf,  
H.M. Dockyard,  
Devonport.

(A.F.O. 6045/43 is cancelled.)

#### 2543.—R.N. Unit, Lyndhurst—Telephone Number

(M/E.F.O. 87/44.—11 May 1944.)

It is notified that the telephone number of the R.N. Unit, Grand Hotel, Lyndhurst, is Lyndhurst 23 (for day use) and Lyndhurst 296 (for night use).

#### 2544.—Naval Fighter Interception Unit—Change of Address

(A/M.835/44.—11 May 1944.)

The address of the Naval Fighter Interception Unit (No. 746 Squadron) is now:—

The Commanding Officer,  
No. 746 Squadron,  
R.A.F. Wittering,  
near Peterborough,  
Northants.

2. The telephone number is Stamford 2251.

(C.A.F.O. 749/43.)

### Section 6.—SHORE ESTABLISHMENTS

#### 2545.—Employees Not Engaged in Shipbuilding, Ship-Repairing, Engineering or the Manufacture of Explosives—Return

*Fleet and Civil Establishments, Hospitals, Bases, etc., at Home*

(L. 3963/44.—11 May 1944.)

A return is required of the numbers of Admiralty industrial workpeople borne, who were *not* employed in the shipbuilding, ship-repairing and engineering industries or in the manufacture of explosives, on 3rd June, 1944, and who will, therefore, be omitted from returns made on the forms prescribed in Admiralty Letter L. 3962/44 (limited distribution). The return is to be rendered in the form shown in the Appendix to this Order, and should reach the Admiralty not later than 10th June.

2. In the case of establishments which render a weekly Return D.52, the return now required should include all the workpeople not employed in shipbuilding, etc., who are borne on the books and are shown in Return D.52, and a list should be forwarded showing the depots and establishments for which figures are included in the return now asked for. It will be unnecessary for establishments such as R.N. Barracks, whose civilian employees are borne for payment on dockyard books, to render this return. Similarly, in the case of Naval Store, Victualling, Medical, etc., establishments, the parent establishment should include in its return all the depots and sub-establishments over which it exercises general control and supervision, and should forward a list of such depots, etc., with the return. Other depots, bases, etc., must render their own returns.

3. The following categories of employees are to be *excluded* from the return: (a) those reported in the Shipbuilding, Engineering and Explosives Return (Admiralty Letter L.3962/44), e.g. employees in the Professional Departments of Dockyards or in Torpedo Depots, Armament Depots, etc.; (b) workpeople serving at establishments abroad or transferred for the period of the war to other home establishments; (c) employees serving with the Forces; (d) employees in the following R.N. Aircraft Repair Yards and Fleet Air Arm workshops, Fleetlands, Donibristle, Coventry Store Depot and Perth, for which separate returns are rendered under L.3962/44.

4. All employees of the Naval Store Department should be shown in one of the grades under the headings "Naval Store Department," "Vehicle Staff" or "Fleet Fuelling Service." Similarly all employees of the Civil Engineer-in-Chief's Department should be shown under the heading "Works Department." All employees not employed in Naval Store, Works Departments, R.N. Air Stations, etc., or on printing and bookbinding, should be shown under the heading "Miscellaneous." Chargemen of Mechanics and Leading Men should be included with Mechanics; similarly, Chargemen of Labourers and of Skilled Labourers should be included with Skilled Labourers.

5. Mechanics, Storehousemen, Titular Grades, and other employees whose range or scale of pay is not less than 64s. 0d. at the minimum, e.g. (Engineering) Machinists, should be recorded in the columns headed "Paid at Skilled Rates." The remainder should be shown in the column "Others."



## APPENDIX

Return of Industrial Staff employed in Naval Store, Victualling and Civil Engineering Departments and in various miscellaneous Establishments on

Name of Department or Establishments.....

The Return includes all Established employees ("E") and all Hired, Temporary and Casual employees ("H") borne on the above dates; Chargemen are shown under their trades or grades; Tracers and employees mentioned in paragraph 3 of the Order are excluded.

	Men				Women		Apprentices and Boys	Girls	Totals
	Paid at skilled rates		Others		Full-time	Part-time			
	E	H	E	H	E	H			
<i>Naval Store Department :</i>									
Mechanics ... ..									
Skilled Labourers ... ..									
Storehousemen ... ..									
Storehouse Assistants ... ..									
Other workpeople ... ..									
<i>Vehicle Staff :</i>									
Maintenance and repair ... ..									
Other workpeople ... ..									
<i>Fleet Fuelling Service :</i>									
<i>Victualling Department :</i>									
Mechanics ... ..									
Skilled Labourers ... ..									
Storehousemen ... ..									
Storehouse Assistants ... ..									
Other workpeople ... ..									
<i>Works Department :</i>									
Carpenters ... ..									
Joiners ... ..									
Bricklayers ... ..									
Plumbers <sup>4</sup> ... ..									
Painters ... ..									
Other Mechanics ... ..									
Skilled Labourers ... ..									
Other workpeople ... ..									
<i>Printing and Bookbinding :</i>									
<i>R.N. Air Stations and Aircraft Training Establishments :</i>									
Mechanics ... ..									
Skilled Labourers ... ..									
Other workpeople ... ..									
<i>Miscellaneous :*</i>									
Mechanics ... ..									
Skilled Labourers ... ..									
Other workpeople ... ..									
Totals ... ..									

.....Head of Department  
.....Date

\* For numbers given under this heading, Establishments rendering this Return are requested to indicate in the form of a footnote, the approximate distribution among the various votes of the workpeople borne, males and females being shown separately.

(A.F.O. 778/44 is cancelled.)

## 2546.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F. 148/43.—11 May 1944.)

The heading of paragraph 2 of A.F.O. 2292/44 is to be amended to read as follows :—

"Vessels owned or chartered by the Ministry of War Transport and not covered by paragraph 3."

(A.F.O. 2292/44.)

## 2547.—Naval Canteens—Redecoration and Furnishing of

(N.S. 12885/44.—11 May 1944.)

Their Lordships have been considering the desirability of improving the decoration and furnishing of Naval canteens on shore, and have decided that the following directions shall be observed.

*Decoration*

2. The following arrangements will apply to Naval canteens approved to be constructed, or already under construction, whether on Admiralty or requisitioned premises :—

- (a) Ceilings : To be distempered in shades between cream and primrose.
- (b) Walls : Upper parts to be distempered similarly. Dadoes to be painted in shades of green, red or pink.  
Additional decorative painting may be undertaken in certain circumstances. See paragraph 5 below.  
N.A.A.F.I. is being invited to provide a limited number of prints of pastoral scenes. These should be pasted on the walls immediately above the dadoes, and should then be twice sized and varnished.
- (c) Floors : Concrete floors are to be covered with pitch mastic.

Linoleum is permitted on wooden floors only in certain special cases (not canteen halls), as will be made clear in an A.F.O. dealing with the standardization of floor surfaces now in preparation.

Linoleum in place of pitch mastic may, however, be provided as a covering to concrete floors behind serving bars.

3. In existing Naval canteens, whether Admiralty property or held under requisition, redecoration is only intended when—

- (i) it is essential for sanitary reasons or for the preservation of the structure, or
- (ii) the colour scheme does not comply with paragraph 2 and gives a dull or depressing general appearance to the building.

Where concrete floors in such canteens are defective, they are to be covered with pitch mastic. Otherwise the provision of pitch mastic as a covering for concrete floors must be dependent upon the availability locally of specialist labour.

4. In view of the heavy demands on labour and of the fact that civilian labour allocated for Admiralty works as a whole is at present insufficient to meet requirements, priority must be given to works of direct operational importance, despite the importance which Their Lordships attach to the improvement in the appearance of Naval canteens.

Accordingly, where civilian labour is not available, suitably skilled R.N. and/or W.R.N.S. ratings may be employed for painting and distempering in Admiralty owned canteens if they can be temporarily spared for this work. In the interests of good finish and durability, the methods employed by such ratings should be in accordance with the advice of the local Officer-in-Charge of Works or his representatives.

Ratings may also be employed to supplement civilian labour when the availability of the latter is insufficient, but the two classes must not be engaged together upon the same item of work.

For the redecoration of canteens in requisitioned property, only civilian labour should be employed.

5. Commanding Officers, in consultation with the Officer-in-Charge of Works, may authorize any men with professional or artistic talent serving in establishments to undertake additional decorative painting at times when civilian labour is not employed in the building.



*Furniture*

6. The following arrangements respecting furniture will apply to all Naval canteens, both Admiralty owned and requisitioned :—

- (i) Table and recliner chairs, upholstered in green to be provided.
- (ii) Canteen and coffee tables with red, orange or green tops to be provided.
- (iii) Green or blue material to be used for black-out curtains.

7. The allowance for furniture will be worked out at the Admiralty from the particulars shown in the reports rendered in accordance with paragraph 9 of this A.F.O.

8. N.A.A.F.I. have offered to provide pictures, lamp shades, etc., when available. The offer has been accepted and N.A.A.F.I. local officers will arrange provision accordingly in consultation with Commanding Officers.

*Forwarding of Detailed Information to the Admiralty*

9. An order of priority will be drawn up at the Admiralty and Commanding Officers should forward to the Admiralty the following information in order that Their Lordships' instructions may be carried out as soon as possible.

- (a) Name of establishment and exact location of the canteen and whether Admiralty owned or requisitioned.
- (b) A rough sketch plan of the canteen showing sizes of the various rooms and bars.
- (c) The colour and conditions of the paint or distemper of the ceilings, upper walls and dadoes.
- (d) The quantity and colour of under-coating and finishing glossy paint required to repaint dadoes, where it is proposed and practicable to employ ratings on the work.
- (e) The number of sets of pastoral prints (each set has 20 prints 6 ft. long) required.
- (f) The quantities and exact description of the *existing* canteen furniture.
- (g) Whether, when entirely replaced, any of this furniture could be utilized (within the scale shown in A.F.O. 651/44) in other parts of the establishment.
- (h) Whether it is desired to keep any of the furniture in store in the establishment for future utilization.
- (i) The quantities surplus to requirements at (g) and (h) for which disposal instructions would be required.
- (j) The amount of green or blue blackout material required for window curtaining.

*Note.*—Provision and fitting of the curtains will be arranged by various means according to circumstances. Commanding Officers should report whether local purchase is possible.

*Note 2.*—The information required by (c), (d) and (e) should be furnished after consultation with the Officer-in-Charge of Works.

(A.F.O. 651/44.)

**2548.—Electrodes—Approved Types**

(N.S./C.P. 97219/44.—11 May 1944.)

The following type of electrode is approved for Admiralty work :—

<i>Firm</i>	<i>Type of Electrode</i>
Messrs. Invicta Electrodes, Ltd. ...	“Speedway”—for use on mild steel in all positions, and “DW” steel in the down-hand position only.