

HEAD OF "P" BRANCH

A.F.Os. 2550—2702/44

HEAD OF "P" BRANCH

(See A.F.O. Diagram Issue No. 20/44)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
18th 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.

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Please circulate early

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HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

No.	Subject.	
2549.	Admiralty Surgeons and Agents Form (S.582). <i>(Issued separately on 11th May, 1944, to 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.)</i>	Home Commands only.

18th May, 1944.

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

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

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 2551. H.M. Ships Lost—Procedure for Paying Off and Disposal of Survivors.
 2552. Flying Regulations for the Royal Navy.
 2553. Standard Method of Designating and Indicating Landing and Take-off Directors at R.N. Air Stations.
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 2556. Appointments of Submarine Officers for Passage, Foreign Service Leave, Full Pay Sick Leave, etc.
 2557. Deck Landing Control Officers—Status, Future Prospects and Enrolment.
 2558. Selected Warrant Officers and Commissioned Officers from Warrant Rank Promoted Direct to Lieutenant, R.N.—Torpedo Specialization.
 2559. Senior Naval Chaplain—Combined Operations.
 2560. Officiating Ministers of Religion.
 2561. Naval Forces (Extension of Service) Act, 1944.
 2562. Cyphering Duties in Shore Establishments—REPORTS.
 2563. Surveying Boat Coxswains.
 2564. Mechanics—Increase in Establishment.
 2565. Institution of H.O. rating of Temporary Mechanician—Transfer of Motor Mechanics—REPORT.
 2566. Advanced Air Armament Course.
 2567. Landing Craft Personnel—Allowances.
 2568. Climate Pay.
 2569. Admiralty Surgeon and Agent.
 2570. Admiralty Surgeons and Agents.
 2571. Invaliding—Procedure to be Adopted when Naval Ratings including T.124X, T.124T and W.R.N.S. are Invalided—Cease Pay Date, etc.—Accounting Arrangements.
 2572. W.R.N.S.—Promotion of Third Officers.
 2573. W.R.N.S. Cinema Operators—Conditions of Service.
 2574. W.R.N.S.—Writers (General), Shorthand Typists and Typists—Initial Training.
 2575. W.R.N.S.—Re-entry of Ratings.
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 2578. W/T Personnel—Reports of Discharges.
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 2580. Queen Alexandra's Royal Naval Nursing Service—Uniform—Revised Scale of Issue.
 2581. Summary Punishment—Reduction to Second Class for Conduct.
 2582. Verification of Balances in Charge of Accountant Officers and Examination of Cash Accounting Procedure at an Uncertain Date—REPORTS.
 2583. Concession Telegrams.
 2584. Medical Correspondence—Procedure.
 2585. Instructional Films—Aerology (Serial Number G.63).
 2586. Naval Salvage Money—Distribution.
 2587. H.M. Boom Defence Depot, Rosyth—Establishment of Family Welfare Section.
 2588. Legal Aid in Canada for Canadian Naval Personnel on Active Service.
 2589. Guides (British Red Cross Society and Order of St. John) to Accompany Patients Discharged from Hospital.
 2590. H.M.S. "Triphibian"—Disposal of Canteen Funds.
 2591. Sports—R.N. and R.M. Sports Control Board—Donation.

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- Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*
2592. Ammunition—Miscellaneous A.A.D. Weapons—Heads, Rocket, Flare, 2-in., Lot 5 B.R. 5/43—Withdrawal from Service.
 2593. Ammunition—Miscellaneous A.A.D. Weapons—"Snowflakes," Reduction in Allowance.
 2594. Ammunition—0.50-in. Browning (Colt) Incendiary of U.S. Manufacture—Restriction of Certain Lots.
 2595. Ammunition—20 mm. Oerlikon H.E.—Lot T.P.C. 14—Withdrawal.
 2596. Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to.
 2597. Ammunition Supply—R.U. Magazines, Racks for Stowage of Unboxed 2-pdr. Pom-Pom Ammunition.
 2598. Binoculars, Telescopes, Periscopes—Repairs and Cleaning—Use of Rouge.
 2599.—Diving—Use of Oil on Breathing Apparatus containing High Pressure Oxygen—Amendment.
 2600. Guns—American U.S. Q.F. 3-in./50 Cal.—Premature Firing on Closing the Breech.
 2601. Guns—Q.F., 4.5-in., Mark III—Pin, Securing Axis Pin for B.M. lever—Modification.
 2602. Guns—Q.F., 12-pdr., 12-cwt. "A", Mark V—Plunger Catch Retaining Breech Screw—Modification.
 2603. Guns—20 mm. Oerlikon Machine Guns, etc.—Accounting for Certain Spares, tools, etc., in Sets.
 2604. Guns—20 mm. Oerlikon—Spares, Appurtenances, etc.—Basic Sets.
 2605. Guns—20 mm. Oerlikon—Pins, Spring, Bolt-Securing Case Barrel Spring and Cotter, Mark II—Restriction of Use and Introduction of Mark III Pin.
 2606. Guns—20 mm. Oerlikon—Barrel Springs, Mark II—Introduction.
 2607. Gun Mountings—5-in./38 Calibre Double Purpose Mounts and 40 mm. Twin and Quadruple Mounts Equipped with Firing Stop Mechanism—Modification to Plug Tips.
 2608. Gun Mountings—40 mm. Bofors, Twin, Mark IV—Check Fire Bell and Bracket Dismantling Breech Spring.
 2609. Gun Mountings—40 mm. Bofors Twin, Mark IV—Training Unit Wind Dial and Re-positioning of Radar Telephone Plug.
 2610. Gun Mountings—20 mm., Mark IX, Twin Mounting—Gun and Mounting Clearance at Maximum Depression.
 2611. Gun Mountings—20 mm. Twin, Mark VC—Modification to Fire-Interruptor Gear Spring Connections.
 2612. Gun Mountings—20 mm. Twin, Mark IX Mountings—Supply of New Housing Stop Pins of Stronger Material.
 2613. Gun Mountings—Pedestal Mounting for Machine Guns—Method of Repairing Fractured Pedestals.
 2614. Small Arms—Rifles—Restoration of Allowances.
 2615. Target Indicating Systems—Air Lookout Sights—Pattern Nos. 12951 and 12952—Fitting of Illumination to Bearing Scale—As. and As.
Torpedo.—(Torpedoes, Tubes, Mines and Minenceeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 2616. 18-in. Torpedo Warheads—Gauging—REPORTS.
 2617. Cartridges, Impulse, Torpedo, 17½ oz. Flashless.
 2618. Automatic Emergency Lanterns, Pattern Nos. 16012, 16012A and 16025.
 2619. Demolition Charges—Charge, Line, 60/Blocks, C.E./P.N.T. 14-oz.—Introduction.
 2620. New Demolition Explosive Stores—Substitution for Service Explosives.
 2621. Dead Reckoning Tracer Equipment—Modification to Provide Access to Pencil Mechanism on the Arma Dead Reckoning Tracer—As. and As.
 2622. Lighting in W/T Cabins, etc.—As. and As.
 2623. Spare Ammeters and Voltmeters—Allowance.
Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
 2624. Baseboard, Pattern 917N, incorporating Compass Corrector Coils—Introduction of.
 2625. Magnetic Compasses.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
 2626. Boiler Tubes, etc.
 2627. Boilers—Oil Fired—Furnace Explosions, Precautions.
 2628. Engine Components—Standardization.
 2629. Landing Craft Fitted with Paxman T.P.M. 12 Engines—Cleanliness of Lubricating Oil.
 2630. Spray Gun Equipment for Spraying High Duty Protective Paints—Supply of.
 2631. Valves—Main Steam Bulkhead and Cross Connection—Hopkinson Type—As. and As.

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

2632. Radar Types 282/4/5 "M" and "P" Conversions and 283—A.C. Supply Outfits D.V.B./C/D/E—Maintenance.
2633. Type 55M—Fitting—As. and As.
2634. Type 277 Radar Installation—Fitting-out Information.
2635. Radar Types 282 P/P (1)/P.2, 283 and 285M (3)/M (4)/P (3)/P (4), Oscillator G.41, Pattern W.3930—Failure of Crystal, Pattern W.4642.

Naval Aircraft.—(Technical.)

2636. Aircraft Inspection Schedules—"Starred" Operations.
2637. Aircraft Radio Altimeters—Alteration to Colour Sequence of Limit Lights.
2638. Aircraft Radio T.1115—Modification for use of Oversize Crystal Unit.
2639. Aircraft—Numbering and Recording of Special Technical Instructions and Servicing Instructions.
2640. Aircraft—Removal of Tyres.
2641. Aircraft—Synthetic Rubber Tyres.
2642. Aircraft V.P. Propellers—Security Check Standardization.
2643. Avenger Aircraft—Turret Gun Cocking Handle.
2644. Corsair I, II and III—Power Plant (A) Standard Transfer Checking List—Provisional Issue.
2645. Engine Stand, Type 4 G/1—Caution when using in conjunction with Griffon Engines.
2646. Flying Clothing and Ancillary Equipment.

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

2647. Pressure Hull Hatches, Watertight Doors and Bow Caps—Dexine Joints.
2648. Bilge Pumps.
2649. Hinged Watertight Doors—Stops to Limit Travel of Clip Handles.
2650. Main Tank Vent Valves—As. and As.
2651. Towing—Method of—As. and As.
2652. Ventilation to Engine Room—Modification—As. and As.
2653. Emergency Escape Arrangements—Amendment.
2654. Boom Defence Hurdles.
2655. Telephones, Mark X** and Telaupads, Mark III*—Head Harness—Sets for Conversion of Telephones, Mark X and Telaupads, Mark III.
2656. Telephone Spares—Allowances.
2657. Electrical Switch and Control Gear—Mounting on Resilient Mountings in Order to Reduce Effects of Shock.
2658. Alterations and Additions.
2659. Alterations and Additions—Procedure.
2660. Rain Gauges—Supply to R.N. Air Stations with Meteorological Facilities.
2661. Damage Control Stores—Supply.
2662. Damage Control Stores—Supply and Stowage.
2663. Landing Barges—Supply of Neil Robertson Stretchers.
2664. Landing Craft Recovery Units—Arrangements for Supply of and Accounting for Naval Stores and Special Equipment.
2665. Methyl Bromide Refills—Supply.
2666. Methyl Chloride Gas—Supply.
2667. Naval Beach Commandos—Arrangements for Supply and Accounting for Naval Stores and Other Equipment.
2668. 10-ft. Dinghies.
2669. Nobel Rubber Lacquer No. 209-1069—Substitute for Rubber Lacquer 211-174.
2670. Anti-Tracking Varnish Pattern 4290.
2671. Shipments to the Middle East—Markings of Packages in Arabic.
2672. Film Libraries—Regulations for the Storage of 35 mm. Film in Shore Establishments in Excess of 200 Reels.

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

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

2673. Fuelling Arrangements.
2674. Landing Ships and Major Landing Craft—Victualling Arrangements, etc., under Operational Conditions when Troops are Embarked.
2675. Uniform—Working Dress for Naval Officers—Shoulder Straps and Turnbacks.
2676. Warm Clothing—Gratuitous Issue to Personnel Employed in Northern Waters, etc.
2677. Rope-soled Shoes for Engine Room Ratings.
2678. Table Cloths and Mats.
2679. Picnic Hams.
2680. Surgical Catgut—Standardization of Gauge.

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

2681. Amendments to Books.
2682. A.M.S.I.s.
2683. B.R. 232 Signal Card—Revision.
2684. B.R. 374—Establishment of Naval Stores for M.T.Bs. 70-73 ft.—List of Errata No. 3.
2685. B.R. 640 (41A)—Issue.
2686. O.U. and B.R. Publications—Distribution during April, 1944.
2687. W/T Frequency Supplements—M. 350.
2688. Major Landing Craft—Engine Registers.
2689. Major Landing Craft—Accounting for Naval Armament Stores.
2690. Aircraft Recognition Photographs.
2691. Fleet Air Arm Photographs for Intelligence Sections and Publicity.
2692. Medical Instructions for Air-Crew Personnel of the Fleet Air Arm.
2693. Naval Store Department—Addresses of Headquarters Staff.

SECTION 6.—SHORE ESTABLISHMENTS

2694. Fuel Economy in Admiralty Establishments.
2695. Gun Mountings—Transferable—Values for Financial Year 1944.
2696. Promotion of Members of the Typing Grades to the Clerical Class—Bi-Annual Review.
2697. Civilian Dental Mechanics—Leave and Sick Leave with Pay.
2698. Good Friday, 1944—Arrangements for Civilian Non-Industrial Staff in Scotland.
2699. Non-Industrial Civilian Staff—Limitation of Entries.
2700. Workpeople Entered from Government Training Centres—Leave.
2701. Mis-Muster Payments, etc.—Precautions against Personation and Fraud.
2702. 54 kW. Generating Sets for L.L. Sweep Equipment—Supervision at Contractors' Works.

(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.

2550.—Message on the Polish National Day, 1944

(M. 05131/41.—18 May 1944.)

The following message was sent on the 3rd May to the Polish President :—

"On the occasion of the National Day of Poland I have pleasure in sending once more, on behalf of the Board of Admiralty and the officers and men of the Royal Navy, cordial greetings to the officers and men of the Polish Navy. We are glad to take the opportunity of congratulating them on the gallant and efficient part they have played throughout the war in the struggle against the enemy at sea, which, during the past year, has so definitely turned in favour of the United Nations.—A. V. Alexander."

2. The following reply was received :—

"Please accept the heartfelt thanks of myself and the officers and men of the Polish Navy to yourself, the Board of Admiralty and the officers and men of the Royal Navy for the good wishes conveyed on Poland's National Day. We are most gratified by your words of appreciation of the work done by the Polish Navy, who are proud to join their services with those of the glorious British Navy, who are playing such a decisive part in the United Nations' struggle for freedom.—Wladyslaw Raczekiewicz."

2551.—H.M. Ships Lost—Procedure for Paying Off and Disposal of Survivors

(M. 011347/43.—18 May 1944.)

The following procedure is to be followed when one of H.M. ships or vessels in commission is lost. The procedure for Dominion or Allied vessels under Admiralty control is given in paragraphs 10 to 14.

2. Where the date of the loss is definitely known, orders for formally paying off the ship from that date are to be issued by the Commander-in-Chief under whom the vessel was operating. Copies of the order should be forwarded to the Admiralty and to the Commander-in-Chief of the manning port.

3. Where the date of loss is not definitely known, the date of loss will be decided and the paying-off orders issued by the Admiralty. The Naval authority under whom the vessel was operating should, however, forward his recommendations as to the date on which the vessel should be regarded as formally paid off.

4. Action to pay off H.M. ships lost should be taken as soon as possible after the loss, but the orders should be issued confidentially.

5. *Disposal of survivors.*—The Senior Naval Officer of the port to which the survivors are taken should forward to the Secretary of the Admiralty (C.W. Branch) as soon as possible a duplicate list of the addresses to which the officers proceed, and the officers should be instructed to report any changes direct to the Admiralty.

Forms S.206 should be completed and fimsies supplied to the surviving officers by the Commanding Officer of the ship lost. In the event of his death, this should be done by the senior surviving Executive Officer.

In the case of Skipper class officers, the duplicate list and any change in address is to be sent to the Commodore, P.S.C.D., Lowestoft.

In the case of T.124X officers, the duplicate list should be forwarded to the Admiralty (for D. of S.T.). If landed abroad, the list should show whether the officers are being returned to the United Kingdom or, alternatively, their disposal.

6. Naval ratings (if landed at a port in the United Kingdom) should be sent to their depots with the least possible delay with a view to fresh kits being issued, etc. Coastal Force ratings, however, should be sent to the Coastal Force Depot, H.M.S. "Hornet".

If landed at a port abroad, their disposal (in the absence of specific instructions from the Admiralty) will be at the discretion of the Commander-in-Chief, under whom their ship or craft was operating.

7. In the absence of other instructions Combined Operations ratings should be sent to H.M.S. "Westcliff", but in case of doubt or when a large number is concerned, Admiralty (D.C.O.P.) should be consulted, if necessary, by telephone.

8. T.124X ratings should normally be sent to H.M.S. "Mersey" and a duplicate list forwarded to the Admiralty (for D. of S.T.), but if landed abroad the list should show whether ratings are being returned to the United Kingdom or, alternatively, their disposal.

9. T.124 personnel must be returned to H.M.S. "Mersey" if originally engaged in the United Kingdom, but to the port of engagement if engaged abroad.

10. It is important that all lists respecting personnel serving on T.124 and variants thereof should include the names of any discharged to hospital in order to facilitate the accurate compilation of casualty returns.

11. *Dominion and Allied ships under Admiralty control.*—When a Dominion ship is lost, the Commander-in-Chief, under whom the ship is operating, is to propose the date of paying off to the appropriate Dominion Naval Authority.

12. The Dominion Naval Authority will reply direct to the Commander-in-Chief.

13. All signals are to be repeated to the Admiralty and to the Naval Liaison Officer, Australia House, Senior Canadian Liaison Officer (London) and High Commissioner for New Zealand, London, as appropriate.

14. When, however, an Allied vessel operating under Admiralty control is sunk, the Commander-in-Chief concerned should send his proposal to Admiralty only.

(A.F.O. 1163/44 is cancelled.)

2552.—Flying Regulations for the Royal Navy

(A. 80/44.—18 May 1944.)

A.F.O. 917/44, Section XI, paragraph 4 (2) is to be amended as follows :—
Paragraph 4 (2), second line. *Delete* "Admiralty" and *substitute* "Flag Officer, Naval Air Stations".

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

2553.—Standard Method of Designating and Indicating Landing and Take-Off Directors at R.N. Air Stations

(A. 02314/43.—18 May 1944.)

A.F.O. 919/44 is to be amended as follows :—

Paragraph 9, last line—
Delete "in paragraph 3 above".
Substitute "in paragraph 2 above".

(A.F.O. 919/44.)

2554.—Precautions Against the Importation of Serious Epidemic Disease through Persons Arriving in the United Kingdom by Aircraft

(A/M.D.G. 45948/43.—18 May 1944.)

A.F.O. 2428/44 is to be amended as follows :—

Reference under Title :—

Delete "A/M.D.G. 45949/43".
Substitute "A/M.D.G. 45948/43".

(A.F.O. 2428/44.)

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

***2555.—Honours and Awards—Royal Norwegian Navy**

(H. & A. 962/43, H. & A. 1039/43, H. & A. 139/44.—18 May 1944.)

The King has been graciously pleased to approve the following appointment and awards to officers and a rating of the Royal Norwegian Navy for distinguished service in the Allied cause:—

O.B.E.

Commander Yngvar Jespersen, R.Nor.N.

*D.S.O.*Lieutenant-Commander Harald Voltersvik, R.Nor.N.
Lieutenant Bjarne Christiansen, R.Nor.N.*D.S.M.*

Leading Seaman Henry Peder Ulstein, R.Nor.N.

2. This appointment and these awards will not be gazetted.

2556.—Appointments of Submarine Officers for Passage, Foreign Service Leave, Full Pay Sick Leave, etc.See AFO 6225/46
" " 3503/46
" " 4918/46
(C.W. 14984/43.—18 May 1944.)

In future all submarine officers of the rank of Commander and below, including warrant officers, shall be borne on the books of H.M.S. "Dolphin" for home service leave, passage to United Kingdom, foreign service leave, full pay sick leave and for periods awaiting effective appointment, i.e., active service officers whilst unemployed, junior and warrant officers awaiting disposal, and other officers granted "Not to Join" appointments.

2. The copy of Form S.48 (Officers' Pay List), which is at present sent to C.W. Branch should, therefore, in the case of submarine officers, be forwarded direct to Admiral (Submarines), Northways, London, N.W.3.

(K.R. & A.I., Articles 235, 1554 and 1971.)

A.F.O. 2557.—Deck Landing Control Officers—Status, Future Prospects and Enrolment

(C.W. 7333/44.—18 May 1944.)

The following amendment is to be made to A.F.O. 1767/44:—
Paragraph 5, line 2. For "Flying Commander" read "Flight Commander".

(A.F.O. 1767/44.)

***2558.—Selected Warrant Officers and Commissioned Officers from Warrant Rank Promoted Direct to Lieutenant, R.N.—Torpedo Specialization**

(C.W. 49747/43.—18 May 1944.)

The attention of Lieutenants ex Gunner (T) R.N. promoted under A.F.O. 1874/42 is drawn to the importance of complying with paragraph 10 (ii) (a) and (b), if they wish to be considered for selection for specialization in (T).

2. For convenience, the Torpedo Control Course specified in paragraph 10 (ii) (d) is usually arranged immediately after the completion of the course for Lieutenant, but this procedure in no way annuls the other qualifications specified.

(A.F.O. 1874/42.)

2559.—Senior Naval Chaplain—Combined Operations

(C.W. 2864/44.—18 May 1944.)

In accordance with the policy referred to in A.F.O. 5940/43, the Reverend B. G. Beale, R.N., has now been appointed to H.M.S. "President" additional for duty inside the Admiralty with the Chaplain of the Fleet as Senior Naval Chaplain for Combined Operations. He will continue to be accommodated in Combined Operations Headquarters (1A, Richmond Terrace, Whitehall, S.W.1)

2. He will, as representative of the Chaplain of the Fleet, visit ships and establishments where Combined Operations personnel are borne, and advise on matters relating to the appointments and work of Chaplains to Forces, Ships and Establishments.

3. He will also act as Liaison Officer with the War Office (C.I Chaplains) on matters affecting the general policy of chaplaincy work with Special Service Brigades. Any representations or requests regarding the posting of Royal Army Chaplains' Department personnel within the Special Service Group should be made to him.

(A.F.O. 5940/43.)

(A.F.O. 4242/42 is cancelled.)

2560.—Officiating Ministers of Religion

(C.E. 53774/44.—18 May 1944.)

The following appointments have been approved:—
Church of England—

Bounty Establishment, Bella Isle ... Rev. Canon E. J. Nurse,
M.A., F.R.G.S.,
The Rectory,
Windermere.
(Honorary.)

R.N. Base, Brightlingsea ... Rev. C. R. Heard, B.A., B.D.,
The Vicarage,
Brightlingsea,
Essex.

Vice Rev. R. N. Oliphant.

2. The usual facilities are to be afforded.

***2561.—Naval Forces (Extension of Service) Act, 1944**

(N. 19605/43.—18 May 1944.)

CHAPTER 13

An Act to extend the period of service of seamen, marines and members of the naval reserves serving during the war period, and to make further provision as to the recall into service during that period of members of those reserves.

[21st March 1944.]

Be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

1. *Extension of period of service of seamen, marines and members of naval reserves, 16 & 17 Vict., c. 69, 2 & 3 Geo. 6, c. 88, 22 & 23 Vict. c. 40.*—(1) Any requirement imposed (whether before or after the passing of this Act) by virtue of a proclamation made during the war period under section nine of the Naval Enlistment Act, 1853, section one of the Royal Marines Act, 1939, or section five of the Royal Naval Reserve (Volunteer) Act, 1859—

(a) that a seaman or marine shall serve for a period of five years from the expiration of his term of service; or

(b) that a member of any of the naval reserves shall continue in actual service for a period of five years,

shall have effect as a requirement that he shall serve, or continue in actual service, as the case may be, until the end of the said period of five years or of the war period, whichever last occurs.

(2) *4 & 5 Geo. 6, c. 4.*—In accordance with the preceding subsection, the references in subsection (2) of section one of the Naval and Marine Forces (Temporary Release from Service) Act, 1940 (which provides for the recall of seamen and marines who have been temporarily released but whose term of service has not expired) to the term of service of a seaman or marine shall be construed as references to his term of service as extended by any such proclamation as aforesaid and by the preceding subsection.

2. *Extension of period for recall of members of naval reserves.* 3 *Edw. 7, c. 6.*—Where during the war period, whether before or after the passing of this Act, a member of any of the naval reserves has been released from actual service, then notwithstanding anything in section two or five of the Royal Naval Reserve (Volunteer) Act, 1859, or in regulations made under section one of the Naval Forces Act, 1903, he shall not be entitled to claim his discharge from the reserve before the end of the war period, and shall be liable to be recalled under the said section five into actual service at any time during the war period, and to be retained in such service until the end of that period.

3. *Short title and interpretation.*—(1) This Act may be cited as the Naval Forces (Extension of Service) Act, 1944.

(2) 2 & 3 *Geo. 6, c. 68.*—In this Act the expression "naval reserves" means the Royal Naval Reserve (including the Royal Fleet Reserve), the Royal Naval Volunteer Reserve, and the Royal Naval Special Reserve; and the expression "the war period" means the period beginning with the first day of September, nineteen hundred and thirty-nine, and ending with such date as may be specified by Order in Council under paragraph (a) of section seven of the Armed Forces (Conditions of Service) Act, 1939, as the date on which the emergency which was the occasion of the passing of that Act came to an end.

2562.—Cyphering Duties in Shore Establishments—REPORTS

(N. 15196/43.—18 May 1944.)

It has been decided that the principle of C.A.F.O. 2647/43, which places the responsibility for cyphering in ships on officers of all branches must now be extended to shore establishments (but see C.A.F.O. 286/44 as regards Chaplains and Medical Officers).

2. With this end in view, Commanding Officers of all shore establishments, to which Cypher Officers are appointed, are to select from their officer complement suitable officers both Naval and W.R.N.S., and are to arrange that they are trained in cypher duties. This training should be carried out in the individual establishments and it should be started as soon as possible, especially in the case of establishments affected by paragraph 3.

3. It is essential that there should be in this country a reserve of Cypher Officers which can be drawn upon at short notice for urgent operational requirements. It has, therefore, been decided that establishments in the United Kingdom must be prepared to release Cypher Officers as under:—

- (a) One from a staff of five must be regarded as available for immediate appointment, without relief.
- (b) One from a staff of two must be regarded as available for removal without relief in emergency.

In the event of these withdrawals being found necessary, Naval Officers and W.R.N.S. Officers (when trained as in paragraph 2 above) already serving in the Establishments must assist in the cyphering duties. It should be borne in mind that the fact that a Naval or W.R.N.S. officer is carrying out cypher duties in an establishment under the above provisions, cannot be taken into account when officers are being relieved; replacements in the cypher team must accordingly be expected and trained as required.

4. For security reasons, ratings (unless under exceptional circumstances—see A.F.O. S.112/44, paragraph 198b) may not be employed on the processes of cyphering which involve their seeing the plain language version of the message. They may, however, be employed on the mechanical processes which do not involve seeing the plain language version.

5. All establishments are to report what substantive reduction they can make from their complement of full-time Cypher Officers after allowing for the use in times of pressure or emergency of the part-time services of other officers (Naval and W.R.N.S.) serving in the establishment.

(C.A.F.Os. 2647/43, 286/44 and A.F.O. S.112/44.)

2563.—Surveying Boat Coxswains

(N. 9885/44.—18 May 1944.)

Men holding the substantive rate of Petty Officer, Leading Seaman or Able Seaman who are selected on account of their special ability for employment as Coxswains of surveying motor-boats carried in or attached to surveying ships, may be paid an allowance of 6d. a day under the conditions laid down for Category A allowances in K.R. & A.I., Appendix XVII, Part 3.

*2564.—Mechanicians—Increase in Establishment

(N. 7218/44.—18 May 1944.)

A.F.O. 2565/44 promulgates a scheme for the transfer of Motor Mechanics to the new H.O. rating of Temporary Mechanician and is therefore not applicable to continuous service ratings of the Stoker branch.

2. To avoid any misunderstandings which may arise, continuous service ratings of the Stoker branch are to be informed that a proposal for the increase in establishment of Mechanicians, continuous service, is now under consideration with a view to improving the prospects of advancement of suitable C.S. ratings of the Stoker branch.

(A.F.O. 2565/44.)

2565.—Institution of H.O. Rating of Temporary Mechanician—Transfer of Motor Mechanics—REPORT

(N. 7218/44.—18 May 1944.)

Their Lordships have decided to institute, as a war-time measure, the rating of Temporary Mechanician which will be open to transferees from the Motor Mechanic Branch.

2. Temporary Mechanicians will be required to serve in the Fleet and to carry out the normal watchkeeping duties performed by E.R.As., Mechanicians, Chief Stokers and S.P.Os., and also to carry out such maintenance work as is within their capabilities.

3. Petty Officer Motor Mechanics (whose vision is not less than standard III), of the (A), (B), (DHP) and (DLP) categories who are not over the age of 25 at the time of volunteering and who are recommended by their Commanding Officers will be allowed to transfer, and the applications of those wishing to be considered for transfer are to be forwarded to Commodore of the Ratings' Depot.

4. Accepted volunteers are in the first instance to be drafted in their existing rating to Fleet Carriers, Light Fleet Carriers, Battleships, Cruisers, Repair and Depot Ships as shown in Table I.

5. Three months after Motor Mechanics have been drafted an equivalent number of E.R.As., S.P.Os. and Leading Stokers will be withdrawn by Depots as shown in Table I.

TABLE I		
Class of Ship	No. of Motor Mechanics to be drafted to each ship	Ratings to be withdrawn after three months
Fleet Carriers ("Illustrious" and later classes). Battleships ("King George V" and later classes).	4	2 E.R.As. with E.R. Watchkeeping certificates at least or Mechanician I. 1 S.P.O. 1 Leading Stoker.
Light Fleet Carriers Cruisers over 7,500 tons	3	1 E.R.A. with E.R. Watchkeeping certificate at least or Mechanician I. 1 S.P.O. 1 Leading Stoker.
Cruisers less than 7,500 tons (excluding "C" and "D" Classes). Repair and Depot Ships (allowed 8 or more E.R.As. in authorized complement).	2	1 E.R.A. with E.R. Watchkeeping certificate at least or Mechanician I. 1 Leading Stoker.

6. Motor Mechanics whilst under training for the rating of Temporary Mechanician are to be accommodated in the S.P.Os. mess.

7. On becoming qualified as stated below in paragraph 8 for the temporary rating of Mechanician and if still recommended, they are to be transferred to Mechanician II (Tempy.) with seniority of date of transfer and will thereafter serve under the same conditions as to pay and advancement as continuous service Mechanicians.

8. No Motor Mechanic is to be transferred to Temporary Mechanician until he has served for at least six months in a ship in full commission of the classes referred to in paragraph 4 above. During this period he is to satisfy the Engineer Officer of the ship that he is an efficient workman. He is also to keep watch in the boiler room, both in harbour and whilst at sea, and is to qualify for the award of the S.P.Os. Stokehold Certificate. A report is to be rendered to the Administrative Authority regarding any Motor Mechanic who is unable to obtain a Boiler Room Watchkeeping certificate within 18 months of being drafted to a seagoing ship.

9. Temporary Mechanicians II will only be allowed to ships of the classes referred to in paragraph 4 above. As Motor Mechanics qualify and transfer to Temporary Mechanician II, further Motor Mechanics are to be drafted for training and further E.R.As., S.P.Os. and Leading Stokers withdrawn as in paragraph 5, up to the maximum numbers shown in Table II.

TABLE II
Maximum No.
of Temporary
Mechanicians II
allowed

Class of Ship	Maximum No. of Temporary Mechanicians II allowed	Ratings to be reduced in lieu
Fleet Carriers ("Illustrious" and later classes). Battleships ("King George V") and later classes.	8	2 E.R.As. with E.R. Watchkeeping certificates or Mechanician I. 3 S.P.Os. 3 Leading Stokers.
Light Fleet Carriers Cruisers over 7,500 tons	6	2 E.R.As. with E.R. Watchkeeping certificates or Mechanician I. 2 S.P.Os. 2 Leading Stokers.
Cruisers less than 7,500 tons (excluding "C" and "D" Classes). Repair and Depot Ships (allowed 8 or more E.R.As. in authorized complement).	4	2 E.R.As. with E.R. Watchkeeping Certificates or Mechanician I. 1 S.P.O. 1 Leading Stoker.

(Note.—The above dilutions in complement are in addition to those laid down in C.A.F.O. 2200/43.)

10. Temporary Mechanicians on advancement to 1st class are to be regarded as fully interchangeable with continuous service Mechanicians.

11. For the present the total number of Temporary Mechanicians allowed will be limited to 500 and the numbers of Motor Mechanics transferred are to be reported by Depots to Director, Personal Services Department, Admiralty.

12. The categories of Motor Mechanics who are eligible for transfer belong either to the Portsmouth or Chatham Port Divisions. Arrangements are to be made direct between Commodores of Depots for ratings to be transferred to Devonport Port Division for Devonport-manned ships.

(C.A.F.O. 2200/43.)

2566.—Advanced Air Armament Course

(C.W. 11467/44.—18 May 1944.)

It has been decided to include a limited number of Naval officers in the advanced Air Armament Course which is arranged by the Air Ministry to train officers for research and development duties.

2. The training period has to be reduced to a minimum; on the other hand modern armament is of a very complex nature. It is therefore necessary that candidates should have adequate practical experience and academic qualifications.

Air experience is not essential as other experience, for example, electrical training, radar training, etc., may have their applications on armament development.

3. The course will be of nine months' duration. The first three months will be devoted to concentrated study with particular attention to pure and applied mathematics, engineering, physics and chemistry and their application to armament; the second part to attachments to factories and research departments and the third part to specialization in one of the categories in which the students may subsequently be employed. These categories fall broadly into the following groups:—

- Guns, projectiles and armour.
- Turrets and fire control.
- Bombs, lethal barrage devices.
- Bomb carriers and ground handling equipment.
- Chemical warfare weapons, incendiaries and pyrotechnics.
- Sighting instruments.
- Analysis of trials.

4. On completion of the course graduates will be employed in departments concerned with design, research and development of armament used by Naval aircraft. It is under consideration that qualified officers who serve a subsequent probationary period satisfactorily should have the option of entering the Inspection Research and Design pool under the same terms and conditions as specialist officers in Gunnery Torpedo and Engineering, or remaining in general service, *vide* Appendix to Navy List, pages 100-104. No decision has been reached on this employment in the pool; a further order will be promulgated, but no promise can at present be given that such action will be taken.

5. Officers of the following branches are eligible if recommended:—

- (a) R.N., R.N.R., R.N.V.R. with Air Arm experience.
- (b) R.N.(A), R.N.V.R.(A) officers.
- (c) R.N., R.N.R., R.N.V.R. Gunnery Specialists.
- (d) R.N., R.N.V.R. Engineer Officers.
- (e) R.N.V.R. Electrical or Special Branch Officers.

(Note.—R.N. Officers must be of the rank of Lieutenant or above; Reserve Officers, Sub-Lieutenant or above.)

6. The qualifications required are as follows:—

- (i) *R.N. or R.N.(A) Officers.*—Knowledge and ability such as would normally qualify them for a "dagger" specialist course.
- (ii) *Reserve Officers:*—
 - (a) A university degree which includes as one subject engineering, mathematics, physics or chemistry or an equivalent diploma or certificate; or
 - (b) Membership of an engineering, physics, chemistry or electrical institution with at least two years' practical experience; or
 - (c) Practical engineering, physics, chemistry or electrical experience commencing with an apprenticeship and followed by a number of years' practical experience.
- (iii) Normally officers over 35 years old will not be accepted.

7. Names of officers recommended for the course are to be forwarded to the Secretary of the Admiralty through the Administrative Authority to reach the Admiralty by 1 Aug. 1944. Officers considered suitable will be required to go before an Air Ministry Board for final selection. If possible, officers chosen to go before this Board will be given a short course in air gunnery before this Board is held.

8. Officers selected for the course who are qualified pilots or observers will be eligible, while undergoing the course, for an allowance of four shillings a day as for such officers undergoing Navy, Army and R.A.F. Staff Courses (*vide* Appendix I, Part 3, 47 and 48, K.R. & A.I.).

9. Recommendations for officers are to be accompanied by the completed form given in the Appendix to this Order.

Cancelled
by AFO 5804/46.

APPENDIX

Advanced Armament Course (R.A.F.)

A. Particulars to be furnished by the Officer.

1. Name	2. Rank
3. Age	4. Branch
5. Particulars of Schools and Colleges at which educated from age of 12.	
School or College	Period at school or college From To

6. Particulars of any matriculation or equivalent examination taken.

Name of examining body

Description of examination

Date of examination

Subjects in which passed.....

Subjects (if any) in which credit was obtained.....

7. Particulars (with dates) of further education undertaken since leaving school. Name and address of educational establishment or tutor should be stated, subjects taken and whether whole or part-time tuition.

8. Particulars of higher educational and professional examinations taken.

Name of examining body.....

Description of examination

Date of examination

Whether examination was passed.....

Subjects in which passed.....

Subjects (if any) in which honours or distinction was obtained.....

9. Particulars of civil training and experience.

Approximate dates of employment.	Name, address and business of employer.	Nature of work on which Officer was engaged.

10. Particulars of any qualifications not mentioned above.

11. Particulars of Service training, specialist courses and experience.

Ship	Signature of Officer
Date	

B. Remarks of Commanding Officer.

Ship	Signature
Date	

C. Remarks of Administrative Authority.

Date	Signed

(A.F.O. 3742/42.)

(A Message 980 A/43 is cancelled.)

2567.—Landing Craft Personnel—Allowances

(N./COP. 1855/44.—18 May 1944.)

A.F.O. 6308/43, item 21, is to be amended as follows:—
Add at end of first column "or its equivalent."

(A.F.O. 6308/43.)

2568.—Climate Pay

(C.W. 9689/44.—18 May 1944.)

Climate pay has been extended to the Pacific Ocean in the following areas at the same rates and under the same conditions as laid down in A.F.O. 5337/43, with effect from 18th February, 1944:—

West of longitude 160° W.

Between latitudes 30° N. and 15° N. ... 1st June to 30th September.
Between latitudes 15° N. and 15° S. ... All the year.
Between latitudes 15° S. and 20° S. ... 1st January to 31st March.

(A.F.O. 5337/43.)

2569.—Admiralty Surgeon and Agent

(C.E. 6919/44.—18 May 1944.)

Mr. E. Bromley, M.B., of Firs Croft, Swancote, Bridgnorth, Salop, has been appointed Admiralty Surgeon and Agent for Ditton Priors and Bridgnorth, vice Mr. H. J. F. Draffin.

2570.—Admiralty Surgeons and Agents

(C.E. 7251/44.—18 May 1944.)

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

Place	Name	Address
Harrogate ...	Mr. T. A. Best, M.R.C.S., L.R.C.P.	67, Kings Road, Harrogate. (Telephone:—2056.)
St. Andrews ...	Mr. Norman Macleod, M.B., B.Ch.	1, Hope Street, St. Andrews, Fife. (Telephone:—St. Andrews 256.)
Amersham ...	Mr. E. A. Green, M.B., B.Ch.	Netherlands, Amersham, Bucks. (Telephone:—Amersham 42.)
Soham ...	Surgeon Lt.-Cdr. D. C. Scotland, R.N.V.R. (vice Mr. A. P. Nicholle.)	Manor House, Soham, Ely, Cambs. (Telephone:—Soham 14.)

2571.—Invaliding—Procedure to be Adopted when Naval Ratings, including T.124X, T.124T and W.R.N.S. are Invalided—Cease Pay Date, etc.—Accounting Arrangements

(P.M. 2710/43.—18 May 1944.)

The following paragraph should be substituted for paragraph 3 of A.F.O. 267/44:—

"3 (a). For ratings invalidated after survey at a home hospital, etc., whilst serving under Agreement T.124X, the invaliding documents are invariably to be forwarded to H.M.S. "Mersey" for disposal. The date of discharge, that is the cease pay date, will be 28 days beyond the date of despatch of the invaliding documents by H.M.S. "Mersey" to the Ministry of Pensions Liaison Officer, c/o Registrar General of

Shipping and Seamen, Cardiff. In no circumstances should the invalidating reports be forwarded by Medical Authorities direct to the Ministry of Pensions Liaison Officer.

3 (b). For ratings invalidated whilst serving under Agreement T.124T the date of discharge after survey at a home hospital, etc., that is the cease pay date, will be 28 days beyond the date of despatch of the invalidating documents by the Base Accountant Officer to the Ministry of Pensions Liaison Officer, c/o Registrar General of Shipping and Seamen, Cardiff. All Medical Authorities forwarding reports on T.124T ratings are to notify the Commanding Officer, Rescue Tug Base, Campbeltown, Argyllshire, of the date of despatch."

(A.F.O. 267/44.)

A.F.O. 5629/44
See AFO 4264/45
2572.—W.R.N.S.—Promotion of Third Officers

(C.W./N. 7805/44.—18 May 1944.)

A.F.O. 550/44 is to be amended as follows:—

Paragraph 9. *Add* "Captain's Assistant Secretary at Naval Air Stations where the number borne for victuals exceeds 2,000."

(A.F.O. 550/44.)

2573.—W.R.N.S. Cinema Operators—Conditions of Service

(N/T.S.D. 2212/44.—18 May 1944.)

Paragraph 8 of A.F.O. 1789/44 is to be amended as follows:—

For "Instructional Films Officer, Sherbrooke Western Approaches Command." House, Glasgow.

Read "I.F.D.O., Sherbrooke House, Glasgow. Establishments in Western Approaches Command served by Glasgow Film Library."

Add "I.F.D.O., H.M.S. 'Wellesley', Liverpool. Establishments in Western Approaches Command served by Liverpool Film Library."

(A.F.O. 1789/44.)

See AFO 674/45
2574.—W.R.N.S.—Writers (General), Shorthand Typists, and Typists—Initial Training

(N.24516/43—18 May 1944)

In common with all trainees, W.R.N.S. Writers (General) first undergo two weeks' general and disciplinary training. This is followed by four weeks' technical training under the supervision of the Paymaster Captain-in-Charge, Accountant Ratings Training Establishment, but is no longer carried out in H.M.S. "Headingley".

2. Throughout their general, disciplinary and technical training, Writers (General) are accommodated in one of the W.R.N.S. Central Training Depots.

3. It is not the intention to bar the category of Writer (General) to immobile entrants who cannot attend for centralized training, but all mobile entrants to the category, whether as new entries from shore or by transfer, are to undergo the centralized training. Column 3 of the Appendix to A.F.O. 1901/43 is to be amended under "Writer (General)" to read "Local training for immobiles only".

4. Immobile entrants who cannot attend for centralized training and mobile ratings who are accepted abroad for the Writer (General) category are to undergo a period of local training. The grant of the lower specialized rate of pay to such ratings is to be governed by A.F.O. 5838/43, paragraph 5 (b).

5. W.R.N.S. Shorthand Typists and Typists, who enter through the central training depots are given two weeks' general and disciplinary training followed by one week's instruction in correspondence, Naval titles, etc. Local training for Shorthand Typists and Typists is permitted.

6. *Pay.*—Subject to paragraph 4 above, the following govern the pay of these ratings:—

Writer (General)—A.F.O. 5838/43, paragraph 5 (a).

Shorthand Typists and Typists—A.F.O. 5838/43, paragraph 5 (c), as modified by A.F.O. 1791/44.

(A.F.Os. 1901/43, 5838/43 and 1791/44.)

(A.F.Os. 3267/43 and 4177/43 are cancelled.)

See AFO 5054/45
2575.—W.R.N.S.—Re-entry of Ratings

(N. 2390/44.—18 May 1944.)

The following conditions are to govern the re-entry of ratings into the W.R.N.S.

2. Ratings who have been formally discharged as "Deserted" will not be permitted to re-enter.

3. An applicant for re-entry is to be required to produce her former Service Certificate. If she cannot do so, a new certificate is not to be prepared for her until the necessary particulars have been obtained from the Director, W.R.N.S.

4. A fresh medical examination and the completion of a fresh form of enrolment will be required.

5. Mobiles are to be re-entered through the W.R.N.S. Central Training Depot.

6. Recruits who have been out of the Service for two years or more will be required to serve a fresh period of probation before enrolment. Those who re-enter within two years will be re-enrolled on the day of re-entry.

7. Any rating higher than Wren held during the previous engagement will be forfeited on re-entry and pay will be as follows:—

(a) *Re-entry in same category:—*

(i) *Specialized.*—If entitled to higher specialized pay or above on discharge, to be re-entered on the higher specialized rate. Otherwise, to be re-entered on the lower specialized rate and to count former time thereon towards the award of the higher specialized rate.

(ii) *Unspecialized.*—If entitled to higher unspecialized pay or above on discharge, to be re-entered on the higher unspecialized rate. Otherwise, to be re-entered on the lower unspecialized rate and count former time thereon towards the award of the higher unspecialized rate.

(b) *Re-entry in different category:—*

(i) *Specialized.*—To be treated as new entries.

(ii) To be re-entered on the lower unspecialized rate and count former time as in A.F.O. 5838/43, paragraph 10 (b).

8. *Good Conduct and Progressive Pay.*—The rules regarding the counting of former time for these purposes are given in A.F.Os. 354/43, 2019/43, 2827/43 and 5838/43. The procedure for verifying claims to former service is laid down in A.F.O. 4266/43.

9. *Advancement.*—(a) Provided re-entry is in the same category, former W.R.N.S. service may count towards qualifying time for advancement. As stated in paragraph 7, any rating higher than Wren held during the previous engagement will be forfeited, but the time served may be counted as time in the rating on re-entry. Seniority as Wren in the category is to be adjusted by the length of time spent out of the Service.

(b) Ratings recommended for advancement during their former engagement must be re-recommended before becoming eligible for advancement on re-entry and, if the conditions of advancement have been made more stringent since they left the Service, care should be taken that re-entrants satisfy them before being re-advanced.

10. *Kit.*—Ratings who re-enter after more than six months from the date of discharge are to be treated as new entries as regards kit. With a view to the conservation of clothing stocks, such ratings are to be paid at current issuing prices for any serviceable items of kit in their possession on re-entry.

(A.F.Os. 354/43, 2019/43, 2827/43, 4266/43, 5838/43 and 949/44.)

(A.F.O. 4939/41 is cancelled.)

2576.—Cancelled.

2577.—Complement Amendment
(Harbour Defence Motor Launches.)

(N. 10059/44.—18 May 1944.)

The following amendment is to be made to the scheme of complement of harbour defence motor launches, issued with Admiralty Letter N/D.P.S. 157/42/M of 8 March, 1943, and amended by A.F.O. 806/44 of 17 February, 1944:—

Delete note (c) and substitute the following:—

(c) (i) For each 4-in., 12 pdr. or 0.5, Mark IV fitted, add 1 P.S.G.L. and 1 P.S.S.G. (without substantive increase).

(ii) For each Oerlikon fitted, add 1 P.S.S.G. (without substantive increase).

(A.F.O. 806/44.)

2578.—W/T Personnel—Reports of Discharges

(N. 10781/44.—18 May 1944.)

The Wireless Telegraphy Board have requested that they may be furnished with particulars of W/T technical and operation personnel discharged from the Services. These men will then, if they wish, be placed by the Board in suitable civilian employment.

2. The following particulars are accordingly to be sent (in duplicate) to the Wireless Telegraphy Board, c/o Admiralty, when Telegraphists who have completed their training, and technical ratings of the rating of Leading Radio Mechanic and above, are discharged:—

Name.
Rating.
Official number.
Non-substantive rating or specialization (e.g. (T.O.) (W.T.3) or for Radio Mechanics (R) (W) (A.R.), etc.
Date of discharge, or survey, if invalidated.
Reason for discharge.
Address to which proceeding on discharge.

3. Particulars are required for both male and female personnel; but not for Ordinary Telegraphists who have not completed training, for technical ratings below the rating of Leading Radio Mechanic, or for V/S personnel.

4. Particulars of men invalidated are to be furnished by surveying authorities immediately after survey; and of men discharged for other reasons by the Accountant Officer of the establishment from which they are finally discharged. Particulars of W.R.N.S. ratings will be furnished by Superintendents, W.R.N.S.

5. It is important that this information should be furnished to the W/T Board without delay, in order to prevent these men and women being diverted to employment unconnected with radio.

2579.—Provisional Badge Awards, etc., without Service Certificates

(D.N.A. 5640/44.—18 May 1944.)

With reference to A.F.O. 1752/42, Form S.1130, or other form used, should be forwarded in support of a Badge award, whether the award is provisional or not, the notation "Provisional Award—A.F.O. 1752/42" replacing, when applicable, the normal certificate of the Accountant Officer.

2. If a provisional award is not subsequently confirmed, the Director of Navy Accounts, Admiralty, Bath or, in the case of Royal Marines, the Commandant of the R.M. Division concerned, should be immediately informed.

(K.R. & A.I., Article 1705, Clause 3.)

(A.F.O. 1752/42.)

(A.F.O. 1053/43 is cancelled.)

2580.—Queen Alexandra's Royal Naval Nursing Service—Uniform—Revised Scale of Issue

(C.E. 19271/40.—18 May 1944.)

Consequent upon the introduction of a uniform costume for members of Queen Alexandra's Royal Naval Nursing Service (and Reserve), modifications to the scale of issue of uniform have been made.

2. The approved scale of issue is as follows:—

Item	Article	Matron-in-Chief, Principal Matron and Matron	Senior Sister and Nursing Sister
1	Two piece costume (for Matron-in-Chief only)	1 annually	—
2	Muslin collar ... (For Matron-in-Chief only).	6 annually	—
3	Navy blue Sicilian dress.	2 annually	—
4	Navy blue serge dress:—	2 annually at home ... 1 annually, Principal matron and Matron abroad (third year only).	—
5	Blue cotton dress:—	—	4 first year, 3 annually thereafter (home) 3 first year (abroad) 3 third year (abroad)
6	White pique dress for use abroad.	4 first year only (Principal Matron and Matron when abroad only).	4 first year only, when abroad.
7	Belts, one with each dress.	As necessary	As necessary.
8	Capes, one with each dress.	One with each dress ...	One with each dress.
9	Badges	As necessary	As necessary.
10	Muslin caps	6 annually (home) 3 first year } 6 second year } Principal 6 third year } matron } and } matron } only when } abroad	6 annually (home) 3 first year } When 6 second year } abroad. 6 third year }
11	Soft linen collars ...	6 annually (home) 4 first year } 4 second year } Principal 4 third year } matron } and } matron } when } abroad } only.	12 No. first issue. 6 annually (home) 4 first year } When 4 second year } abroad. 4 third year }
12	Cuffs, white linen	3 pairs annually (home) 3 first year } 3 third year } Principal } matron } and } matron } when } abroad } only. } (see note (a))	12 pairs first issue, 6 pairs second year, 3 pairs annually thereafter. 3 first year } when 3 third year } abroad. (see note (a)).
13	Cuffs, red ...	1 pair supplied with each blue dress. (see note (d)).	1 pair supplied with each blue dress. (see note (d)).

Item	Article	Matron-in-Chief, Principal Matron and Matron	Senior Sister and Nursing Sister
14	White aprons ...	—	12 first issue, and second year 8 annually thereafter (home) 4 first year } when 4 second year } abroad. 4 third year }
15	Navy blue serge cloak.	When necessary; not to exceed one in three years.	When necessary; not to exceed one in three years.
16	Navy blue gabardine coat. (home only).	When necessary; not to exceed one in three years. <i>(see note (a)).</i>	When necessary; not to exceed one in three years. <i>(see note (a)).</i>
17	Navy blue felt hat (Tricorne) White felt hat ... (for use abroad).	1 triennially. <i>See note (b).</i> 1 first year only. Principal Matron and matron when abroad only.	1 triennially. <i>See note (b).</i> 1 first year only abroad.
18	Belt plate ...	When necessary ...	When necessary.
19	Overalls ...	—	12 first year } when 4 second year } abroad only.
20	Costume } 1 Jacket 1 skirt 2 blouses 4 collars semi-stiff 1 tie.	1 outfit every three years. (Principal matron and matron only).	1 outfit every three years.
21	Heavy weight coat for use in hospital ships, etc.	Not to exceed one in every three years. <i>(See note (e))</i>	Not to exceed one in every three years. <i>(See note (e)).</i>

Notes.

(a) Issue discontinued during war.

(b) Scale increased to 1 every 18 months. (During the war only).

(c) The term "When abroad" signifies that no reduction is made at home unless otherwise stated.

(d) Extra pairs, not exceeding two in number per annum, may be issued.

(e) Issued in war only.

This scale is to be regarded as the maximum allowance, and articles are not to be demanded unless they are actually required. In no case is the scale of issue to be exceeded without Admiralty authority.

2581.—Summary Punishment—Reduction to Second Class for Conduct

(N.L. 5923/44.—18 May 1944.)

Complaint has been received that considerable inconvenience is being caused by ships and establishments failing to indicate on the Conduct Sheet (Forms S.239A or R.154) of a man transferred while in the second class for conduct, the date on which it is proposed that he should be restored to the first class. Attention is drawn to A.F.O. 3393/43, paragraph 2.

2. When men are sent to a depot or base ship for detention, a statement is to be attached to the committal warrant (Form S.245) giving details of any other punishments awarded at the same time. If these include reduction to the second class for conduct, the date on which restoration to the first class is proposed is to be given and the statement forwarded with the rating until such time as he is restored to the first class.

(A.F.O. 3393/43.)

2582.—Verification of Balances in Charge of Accountant Officers and Examination of Cash Accounting Procedure at an Uncertain Date—REPORTS
See AFO 6227/43 of Cash Accounting Procedure at an Uncertain Date—REPORTS
" " 3286/45. (D.N.A. 20923/43.—18 May 1944.)

Reports of the verification of balances and examination of cash accounting procedure at an uncertain date by independent Accounting Officers appear to be overdue in respect of the undernoted ships and establishments.

2. Ships, etc., concerned are to report to their administrative authority the date of the last inspection made in accordance with K.R. & A.I., Article 1105a, and if it be confirmed that the period of six months has been exceeded, arrangements are to be made to repair the omission at the earliest practicable date.

3. Administrative authorities concerned are to report to the Admiralty the position in regard to all ships listed hereunder which are in their respective commands.

" Adventure "	" Delhi "	" Princess Beatrix "
" Amarapoorra "	" Devonshire "	" Princess J. Charlotte "
" Arethusa "	" Euryalus "	" Proserpine "
" Argonaut "	*" Fernmoor "	" Pursuivant "
" Athene "	" Hunter "	" Pyramus "
" Atreus "	" Illustrious "	" Ranpura "
" Battler "	" Iron Duke "	" Sheba "
Benghazi Naval Base	" Isle of Jersey "	" Stalker "
*" Brittany "	" Jamaica "	" Sussex "
" Caledonia "	" Kongoni "	" Teviotbank "
" Canada "	*" Lucia "	" Thruster "
" Chaser "	Naval Party 100	" Tracker "
" Chitral "	Naval Party 200	*" Vasma "
*" Cilicia "	*" Oxfordshire "	*" Victorious "
" Cleopatra "	" Owl "	
" Condor "	" President II "	

* Included in A.F.O. 5973/43, reports not yet received.

(A.F.O. 5973/43)

*2583.—Concession Telegrams

(M. 04910/44.—18 May 1944.)

SECTION I

The Concession Telegram (C.S.N.) Service provides facilities whereby messages of an urgent nature may be sent by telegraphic transmission throughout from addresses in the United Kingdom and Northern Ireland to the bases from which H.M. ships operate whether at home (*see* paragraph 11) or abroad, whence they are passed to the ship concerned at the first available opportunity. These are known as "outward concession telegrams".

2. Similar facilities, providing for "inward concession telegrams", exist for messages from naval personnel serving abroad to addressees in the United Kingdom and Northern Ireland.

3. The telegrams may be sent under the general rules set out below.

A.—Outward Concession Telegrams

4. Concession telegrams may be sent by the next of kin and one other nominated correspondent of officers and men of the Royal Navy and Royal Marines (including reserves).

5. The outward concession telegrams are limited to two a month from the next-of-kin, and one a month from a second nominee (*see* paragraph 10 below). They must be handed in at a post office in the United Kingdom on a special telegram form which can be obtained on application, preferably in writing, to the Secretary of the Admiralty (C.W. Branch) for officers, and to the appropriate naval or marine depot in the case of men. Applicants for forms must quote the following particulars of the officer or man with whom they wish to communicate:—

Surname and full Christian names.

Rank or rating.

Official number, if known (except for officers).

Name of ship in which serving.

Relationship, if any.

6. The telegrams will have to be addressed in the normal manner, i.e., name of addressee, rank and rating, H.M.S. (name of ship), London, and paid for at the normal inland rate when handed in at the post office, and the Admiralty will arrange for their onward transmission by telegraph as above without further cost to the senders.

7. Delivery will be effected as quickly as circumstances permit, but it cannot be guaranteed within any specified time. A very considerable saving in time over the postal facilities is, however, to be expected.

8. Messages must relate to urgent and essential private affairs only. Terms of endearment, congratulations and birthday or anniversary greetings are not permitted.

9. The text of each message should not normally exceed 12 words.

10. (a) A second person, other than the next-of-kin, may also be nominated by naval personnel. Application for this additional facility should be made to the commanding officer of the ship or establishment, who, after ensuring that the applicant has adequate reasons for the exchange of urgent telegrams with a person other than the next-of-kin, will sign and issue a form of authority as described in the following sub-paragraph. This form should be completed by the applicant and forwarded to the person appointed as the second nominee. The nominee should then send it on, with an application for a C.S.N. telegram form, to the appropriate home depot, which is to be indicated by the applicant on the form. Reasonable time should be allowed to enable the form of authority to reach the nominee before the first homeward message is sent; outward messages may be sent as soon as the C.S.N. form is received by the nominee.

(b) Forms of authority should be issued on cards or stiff paper measuring 7 in. x 3 in., and should be worded and spaced as shown below:—

C.S.N. TELEGRAMS—2nd NOMINATION

This form should be filled in and forwarded to your second nominee, who should send it on, with an application for a C.S.N. form, to.....

(insert above, for ratings, address of your Port Division; for Officers: Secretary of the Admiralty (C.W. Branch); for T.124 ranks and ratings: R.G.S.S., Cardiff.)

Signature of Commanding Officer

Date

(c) The Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff, is to be regarded as the depot for T.124, T.124X, Rescue Tug and Cable Ship personnel (officers and ratings), and the applications for C.S.N. forms should be addressed accordingly by the second nominees.

(d) Commanding Officers of H.M. rescue tugs and T.124T shore establishments should obtain the Second Nomination forms from the bases to which they are attached.

11. *Routing of Concession Telegrams to H.M. Ships in Home Waters.*—Concession telegrams for H.M. ships in home waters are passed through the Admiralty. If the port at which the ship is lying is connected to the T/P organization, such messages are passed by T/P and are distinguished from official traffic proper by the prefix "C.S.N."

12. The arrangement whereby messages for H.M. ships may be sent by telegraph to London on the understanding that, if the ship is in home waters, they will be sent on by telegraph, but that, if the ship is abroad, they will have to be sent on by post, remains available for general use without the employment of a special concession form.

B.—Inward Concession Telegrams

13. The arrangements are generally similar to those for outward concession telegrams, except that each officer and rating will be allowed to send one private telegram only a month to each nominee. Additional conditions are:—

(a) Present name of ship, squadron or unit, rating or rank of sender must not be mentioned.

It will however be permitted to notify changes of address, provided that strict censorship is instituted on the station to ensure that anticipated moves of special shore establishments and important units are not thereby disclosed, either locally or to any person to whom the message is addressed. In any case, if necessary to mention the name of a major war vessel or confidential matter of any kind, the telegram must be coded. Messages sent by officers of Lieutenant rank and above must also be coded. (See sub-paragraph (g) below.)

(b) The text should not normally exceed 12 words, and addressees must be as short as possible. The charge for the text is 1d. a word. The charge for the address is 1d. a word, and if the address exceeds five words, no charge is made for excess words. Thus the maximum charge for any address is 5d.

(c) The telegrams are to be written on a service message form. They are to be censored before despatch.

(d) The messages are carried by sea to a base, and thence sent by service W/T means to the Admiralty. The Admiralty pass the messages to the addressees by General Post Office inland telegram without further charge.

(e) Delivery is effected as quickly as circumstances permit, but no specified time can be guaranteed. The service is dependent on the capacity of the available service W/T channels and the incidence of service traffic, which must always take precedence.

(f) Existing arrangements for telegraphic communication by commercial means with home remain unchanged.

(g) Attention is drawn to C.A.F.O. 1094/44 which indicates the necessity of avoiding certain irregularities in the actual transmission of inward concession telegrams.

Section II

Other Personnel Entitled to use the C.S.N. Service

14. *Nursing Service, certain Civilian Staffs and Merchant Navy.*—(a) The facilities described above are applicable to members of Queen Alexandra's R.N. Nursing Service and Reserve and to V.A.D. members serving abroad, whether ashore or afloat, to Admiralty civilian staffs appointed from the United Kingdom and serving afloat abroad, and to Merchant Navy personnel serving in Royal Fleet auxiliaries abroad.

(b) Special concession telegram forms may be obtained by the next-of-kin and the second nominee on application, preferably in writing—

to the Admiralty (M.D.G.) in the case of Queen Alexandra's R.N. Nursing Service and Reserve and V.A.D. members;

to the Admiralty (D. of S., London) in the case of crews of Royal Fleet Auxiliaries;

to the Admiralty (C.E. Branch, Bath) in the case of other personnel.

15. *Maltese Ratings.*—(a) Concession telegram facilities are also applicable to telegrams from next-of-kin and a second nominee in Malta to Maltese ratings, and to telegrams from Maltese ratings to their relations in Malta (see also paragraph 17(c) below).

(b) The scheme is to be explained to Maltese ratings.

(c) The censored telegrams are to be prepared in the ship of origin as described below and despatched from ports in the United Kingdom to Whitehall W/T by postagram, service telegram or T/P via the base authority, with the delivery instructions "Pass following concession telegram by W/T to V.A. Malta".

(d) From ships abroad they are to be passed in the same way to the nearest base which works a fixed service with Whitehall or Malta instead of Whitehall direct.

(e) All such telegrams are to be despatched in plain language, as many messages as possible being included in the one signal, followed by a coded trailer giving the name only of the ship from which they originated or to which they are addressed.

16. *Dominion personnel.*—(a) The outward concession telegram privileges are applicable to Dominion Naval personnel whose next-of-kin or second nominee are resident in the United Kingdom.

(b) Application for special C.S.N. telegram forms should be made, preferably in writing, to the office of the High Commissioner for the Dominion concerned in London; except in the case of R.C.N.V.R. whose next-of-kin and second nominee should apply to the Senior Canadian Naval Officer, King's House, 10 Haymarket, London, S.W.1.

17. *N.A.A.F.I. Seagoing Personnel.*—(a) The concession telegram facilities are applicable to N.A.A.F.I. personnel serving in H.M. ships.

(b) Applications by next-of-kin and second nominees for special concession telegram forms should be made, in writing, to the Manager, Naval Canteen Service, Ruxley Towers, Claygate, Esher, Surrey.

(c) These facilities are also available to seagoing Maltese staff of the Naval Canteen Service. Nominees in Malta should apply to the Area Manager, N.A.A.F.I., Malta for special concession telegram forms.

18. *W.R.N.S. Personnel Serving Overseas.*—(a) The concession telegram facilities are applicable to W.R.N.S. personnel serving overseas.

(b) Special concession telegram forms may be obtained on application, preferably in writing, to D.W.R.N.S., Admiralty.

19. Commanders-in-Chief are to ensure that these instructions are brought to the notice of all the above categories of personnel entitled to use the C.S.N. Service.

(C.A.F.O. 1094/44.)

(A.F.Os. 1457/42, 2442/42, 2942/42, 4651/43 and 1489/44, are cancelled.)

2584.—Medical Correspondence—Procedure

(N./M.D.G. 47520/43.—18 May 1944.)

In future, all medical correspondence dealing with the clinical condition of individual patients (both male and female) should be marked "Private" in accordance with C.B. Form U2D.

2. "Private" matters should be handled by the local naval authorities as seems to them appropriate.

3. A.F.O. 3673/43 is to be amended as follows:—

Delete paragraph 2 and substitute:—

The information so imparted is to be treated as "private".

(A.F.O. 3673/43.)

A.F.O. 5538/44

2585.—Instructional Films—Aerology (Serial Number G.63)

(T.S.D. 2153/44.—18 May 1944.)

With reference to A.F.O. 4251/43, a series of instructional films on "Aerology" produced by the U.S. Navy, are being made available for R.N. instructional purposes, and two parts of this series are now ready for distribution, which will be made without demand in accordance with paragraph 3 below.

2. The titles of these two parts and the approximate running time are as follows:—

Part 1—Ice Formation on Aircraft (45 minutes).

Shows processes of ice formation, effects of ice on aircraft, and explains how wing ice, ice in the pitot tube, ice on the propeller and ice in the carburettor become flying hazards.

Part 3—Thunderstorms (40 minutes).

Deals with the formation of thunder-clouds; points out their identifying features; discusses alternatives a pilot may follow when storms are encountered, and dramatizes one pilot's experience with a thunderstorm.

3. Distribution will be as follows:—

	No. of copies	
	35 mm.	16 mm.
(a) Copies for re-issue on temporary loan:—		
Scapa Library	2	2
Rosyth Library	2	2
Glasgow Library	2	2
Liverpool Library	2	2
Chatham	1	1
Portsmouth	2	2
Devonport	2	2
London	1	1
C-in-C., Eastern Fleet	2	2
F.O., Ceylon	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
(b) Copies to be issued on permanent loan:—		
R.N.A.S., Yeovilton (for use by Yeovilton and Henstridge)	1	1
R.N.A.S., Crail	1	—
R.N.A.S., Hinstock	1	—
R.N.A.S., Piarco	1	—

4. Application for copies of these films should be made to the libraries and authorities referred to in paragraph 3 (a) above in accordance with A.F.O. 4251/43 (paragraph 10).

5. Subsequent A.F.Os. will be published as and when further films in this series become available.

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

*†2586.—Naval Salvage Money—Distribution

(S. 1149/43 : D.N.A. 3 A/S.—18 May 1944.)

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

Award for the salvage of S.S. "Leeds City" by H.M.S. "Winchelsea" on 12 Mar. 1941.

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

	£	s.	d.
2nd Class	49	11	8
5th Class	24	15	10
6th Class	18	12	0
7th Class	14	17	7
8th Class	12	8	0
9th Class	9	18	4
10th Class	7	8	9
11th Class	6	4	0
12th Class	3	14	5

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

2587.—H.M. Boom Defence Depot, Rosyth—Establishment of Family Welfare Section

(C.W. 17264/44.—18 May 1944.)

A Family Welfare Section has been established at H.M. Boom Defence Depot, Rosyth.

2. Temporary Acting Lieutenant-Commander J. L. Lawson, R.N.V.R. (Special Branch), has been appointed as Family Welfare Officer.

*2588.—Legal Aid in Canada for Canadian Naval Personnel on Active Service

(N. 11262/44.—18 May 1944.)

Through the co-operation of the Canadian Bar Association, arrangements have been completed for the furnishing of legal aid in Canada to Canadian Naval personnel on active service and their dependants as defined in Canadian Naval Regulations, Article 367, paragraph 97 (e).

2. If on active service, a member of the Canadian Naval Service who wishes to obtain legal aid regarding his personal affairs may apply in writing for such aid to his Commanding Officer, giving full particulars of his problem. Should he not wish to disclose this information to his Commanding Officer, he may enclose the same in a sealed envelope which will be attached to his application and which will remain sealed until opened by the appropriate Canadian Naval Personnel Relations Officer.

3. Applications for legal aid received from Canadian Naval personnel serving in H.M. ships and establishments are to be forwarded by the Commanding Officer to the Senior Canadian Naval Officer (London) or to the Commanding Officer, H.M.C.S. "Stadacona", Halifax, Nova Scotia, whichever is more convenient.

4. Except in cases involving large sums of money or extensive litigation, or where the applicant is in a position to pay the usual fees, arrangements have been made for all cases referred to representatives of the Canadian Bar Association to be taken either without charge other than disbursements (if any), or for a reduced or nominal fee.

5. Every member of the Canadian Navy who applies for legal aid in accordance with the provisions of this Order is to be notified by his Commanding Officer that the Department of National Defence for Naval Services does not accept any responsibility for any advice or services he or any of his dependants may receive.

2539.—Guides (British Red Cross Society and Order of St. John) to Accompany Patients Discharged from Hospital

(M.D.G. 5878/44.—18 May 1944.)

The War Organization, British Red Cross Society and Order of St. John, have agreed to supply guides who are expert in travel to accompany hospital patients (1) who are proceeding on leave from hospital, and (2) who are not stretcher cases and are being transferred as ordinary passengers from one hospital to another.

2. These guides should only be used when, in the opinion of the Medical Officer-in-Charge, the condition of a patient renders the employment of a guide desirable (i.e. when normally the patient would be accompanied by an escort from the hospital), but guides should not be employed when any nursing is to be undertaken on the journey.

3. Guides are not to be held responsible for the medical condition of the patient should it deteriorate en route, nor for the discipline of patients travelling under their care. Patients should be advised to accept instructions from guides under whose care they are travelling.

4. The War Organization cannot undertake to provide guides for mental, infectious or V.D. cases.

5. When the services of a guide are considered desirable, application should be made to the appropriate representative as under:—

NORTHERN COMMAND

Region 1—

DURHAM, NORTHUMBERLAND, NORTH RIDING YORKSHIRE

Command/Regional Guide Officer ... Miss M. Williamson, M.B.E., Red Cross Office, Corbridge, Northumberland.
Telephone: Corbridge 123.

Region 2—

EAST RIDING YORKSHIRE, WEST RIDING YORKSHIRE, YORK CITY

Command/Regional Guide Officer ... Mrs. Lodge, Castle Garth House, Wetherby, Yorks.
Telephone: Wetherby 32.

NORTHERN COMMAND—contd.

Region 3—

DERBYSHIRE, LEICESTERSHIRE, LINCOLNSHIRE NORTH, LINCOLNSHIRE SOUTH, NORTHAMPTON (in Eastern Command), NOTTINGHAM, RUTLAND
Command/Regional Guide Officer ... H. Betts, Esq., 6; Magdala Road, Nottingham.

Telephone: Nottingham 66624/5;
Private, Nottingham 31392.

EASTERN COMMAND

BEDFORDSHIRE, BUCKINGHAMSHIRE, CAMBRIDGESHIRE, ESSEX (excluding Metropolitan Area), HERTFORDSHIRE, HUNTINGDONSHIRE, NORFOLK, NORTHAMPTON (see Region 111, Northern Command), PETERBOROUGH, SUFFOLK

Command/Regional Guide Officer ... Major Lee Warner, O.B.E., 7, Hills Road, Cambridge.

Telephone: Cambridge 54766.

LONDON DISTRICT

CITY AND COUNTY OF LONDON, KENT METROPOLITAN, ESSEX METROPOLITAN, HERTFORDSHIRE METROPOLITAN, MIDDLESEX, SURREY METROPOLITAN
Command/Regional Guide Officer ... The Viscountess Suidale, 43, Belgrave Square, S.W.1.

Telephone: Sloane 9151.

SOUTHERN COMMAND

BERKSHIRE, BRISTOL, CORNWALL, DEVONSHIRE, DOBSETSHIRE, GLOUCESTERSHIRE, HAMPSHIRE (excluding Aldershot Area), ISLE OF WIGHT, OXFORDSHIRE, SOMERSET, WILTSHIRE

Command/Regional Guide Officer ... Mrs. Templer, Evelyn House, Southern Command, Salisbury.

Telephone: Salisbury 2271; Private, Middle Woodford 36.

WESTERN COMMAND

ANGLESEY, BIRMINGHAM, BRECKNOCKSHIRE, CAERNARVONSHIRE, CARDIGANSHIRE, CARMARTHENSHIRE, CHESHIRE, CUMBERLAND, DENBIGHSHIRE, FLINT, GLAMORGAN, HEREFORDSHIRE, ISLE OF MAN, LANCASHIRE EAST, LANCASHIRE WEST, MERIONETHSHIRE, MONMOUTHSHIRE, MONTGOMERYSHIRE, PEMBROKESHIRE, RADNORSHIRE, SHROPSHIRE, STAFFORDSHIRE, WARWICKSHIRE, WESTMORLAND, WORCESTERSHIRE
Command/Regional Guide Officer ... G. H. Rigby, Esq., O.B.E., The White House, Booth Road, Altrincham, Cheshire.

Telephone: Altrincham 3598.

SOUTH EASTERN COMMAND

HAMPSHIRE (Aldershot Area), KENT, SURREY, SUSSEX
Command/Regional Guide Officer ... Mrs. Norman, 30, Culverdon Avenue, Tunbridge Wells, Kent.

Telephone: Tunbridge Wells 2066.

SCOTTISH COMMAND

Command/Regional Guide Officer ... Mrs. Miller, 62, Great King Street, Edinburgh.

Telephone: Edinburgh 32553.

Private address: Room 308, North British Station Hotel, Edinburgh.

Private: Edinburgh 24051.

Red Cross Rest Room, Waverley Station, Edinburgh.

Telephone: Edinburgh 27588.

6. The following particulars will be given :—

- (1) Rating, etc., of patient.
- (2) Disability.
- (3) Date, time and place for entraining.
- (4) Date, time and place for detraining.
- (5) Address of final destination.
- (6) Route and changes of trains, if any.
- (7) Seat reservations (for patient and guide from.....to.....).
- (8) Patient has cooked food to last until
- (9) Any other information.

7. Free third-class return warrants should be issued to guides by the hospital.

8. Hospitals will be responsible for making the usual arrangements for food and money for patients, and guides will make their own provisions of this nature.

9. Cases may arise in which it is considered desirable that a patient who has to return to hospital for further treatment is accompanied by a guide. In these cases, application should be made to the Liaison Officer of the county in which the man resides. A return third-class railway warrant should be provided for the guide.

10. The scheme applies only to England, Wales and Scotland.

***2590.—H.M.S. "Triphibian"—Disposal of Canteen Funds**

(N.—18 May 1944.)

(Included in Notice Boards Issue only.)

***2591.—Sports—R.N. and R.M. Sports Control Board—Donation**

(N.—18 May 1944.)

(Included in Notice Boards Issue only.)

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

**2592.—Ammunition—Miscellaneous A.A.D. Weapons—Heads, Rocket, Flare,
2-in., Lot 5BR 5/43—Withdrawal from Service**

(A.S./C.I.N.O. 13270/43.—18 May 1944.)

Heads, rocket, flare, 2-in., of Lot 5 filled BR 5/43, are to be withdrawn from service. Any flare heads of this lot remaining on board ship should be landed at the nearest R.N. Armament Depot at the first opportunity, replacements being drawn if required.

R.N. Armament Depots only.—Any flare heads of this lot landed should be disposed of.

**2593.—Ammunition—Miscellaneous A.A.D. Weapons—"Snowflakes", Reduction
in Allowance**

Vessels concerned

(G. 01273/44.—18 May 1944.)

It is approved to reduce the number of "Snowflake" rockets carried to 8 per ship in all Western Approaches Command Escort Vessels except "Captain" and "Maritime" Class Frigates, in which ships the full allowance should be retained until 3-in. gun shields and rocket flare projectors are fitted.

2. Vessels concerned should return the balance of the outfit of "Snowflakes" to the Naval Armament Depot and land the ready-use lockers not required at the first opportunity.

**2594.—Ammunition—0.50-in. Browning (Colt) Incendiary of U.S. Manufacture—
Restriction of Certain Lots**

(A.S./G. 02823/44.—18 May 1944.)

Cartridges, S.A., 0.50-in., Browning (Colt), Incendiary, of the undermentioned lot numbers are to be relegated for use in deck guns only, viz.—

R.A. 5135	R.A. 5410	REM. 5129
R.A. 5208	R.A. 5411	REM. 5130
R.A. 5212	R.A. 5420	REM. 5131
R.A. 5229	R.A. 5421	REM. 5462
R.A. 5230	R.A. 5440	REM. 5463
R.A. 5231	R.A. 5453	REM. 5464
R.A. 5232	R.A. 5464	REM. 5509
R.A. 5233	R.A. 5468	REM. 5510
R.A. 5234	R.A. 5469	REM. 5511
R.A. 5235	R.A. 5470	
R.A. 5236	R.A. 5487	
R.A. 5341	R.A. 5488	
R.A. 5348	R.A. 5489	
R.A. 5350	R.A. 5490	
R.A. 5364	R.A. 5492	
R.A. 5365	R.A. 5493	
R.A. 5366	R.A. 5512	
	R.A. 5513	
	R.A. 5514	

2. All 0.50-in. Browning (Colt) incendiary ammunition bearing these lot numbers which may be on board carriers for use in aircraft should be returned to the nearest Naval Armament depot or Officer-in-Charge of Armament Supply, and ammunition of other lots demanded in exchange. Packages containing this ammunition in stock or subsequently received at N.A. depots should be stencilled "Not to be fired from aircraft guns".

2595.—Ammunition—20-mm. Oerlikon, H.E.—Lot T.P.C.14—Withdrawal

(A.S./G. 342/44.—18 May 1944.)

20-mm. Oerlikon H.E. ammunition of lot T.P.C.14 has caused stoppages owing to the caps of the cartridges blowing out when using Mark II breech face pieces and is to be withdrawn from service.

2. All 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.

**2596.—Ammunition Supply—Naval Armament Depots—Supply, Tests and
Returns of Ammunition to**

(A.S. 5686/44.—18 May 1944.)

All cartridges containing cordite of the following sub-lots on board sea-going ships are to be landed by the dates shown in column 1 hereunder :—

Lot No.	Size	Cartridges into which filled
W.A.13147XC 6/44	... RDN/A.029	... { Q.F., 3-in., 20-cwt. gun.
		... { Q.F., 4-in., V gun.
R.N.C.2192C 7/44	... S.C.103	... B.L., 4-in., IX gun.

2. At depots abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

3. At home depots, any cartridges or bulk cordite of the above sub-lots required for trials, experiments or gunnery school firings, may be retained for a further period of six months from date of withdrawal.

4. Care is to be taken that any cartridges of the sub-lots shown in paragraph 1, but marked "R.U." are also landed and similarly dealt with.

2597.—Ammunition Supply—R.U. Magazines—Racks for Stowage of Unboxed 2-pdr. Pom-Pom Ammunition

(G. 07526/44.—18 May 1944.)

Subsequent to A.F.O. 50/44, D.C.W. (Supplies), Pulteney Hotel, Bath, has arranged for the manufacture of these racks.

2. Racks are available for supply in three standard sizes, i.e. racks of 5, 7 and 9 shelves high, for both single belt and double belt types.

3. Loading trays should be ordered in the ratio of 1 tray per 10 single belt type racks.

(A.F.O. 50/44.)

2598.—Binoculars, Telescopes, Periscopes—Repairs and Cleaning—Use of Rouge

(G. 08513/44.—18 May 1944.)

Rouge is not to be used to remove blemishes from the lenses and prisms of optical instruments except at repair bases which are equipped for the grinding and repolishing of glass surfaces. The use of rouge without proper equipment is liable to alter the curvatures of lenses and the surfaces of prisms sufficiently to cause serious loss of definition.

2. Only cleaning agents and methods of cleaning described in A.F.O. 1951/44 are to be used, unless equipment is available for repolishing glass surfaces.

(A.F.O. 1951/44.)

2599.—Diving—Use of Oil on Breathing Apparatus containing High-pressure Oxygen—Amendment

(G. 03704/44.—18 May 1944.)

A.F.O. 2075/44 is to be amended as follows:—

Paragraph 2. "In view of the length of combustion, etc." should read "In view of the DANGER of combustion, etc."

(A.F.O. 2075/44.)

2600.—Guns—American—U.S., Q.F., 3-in./50 cal.—Premature Firing on Closing the Breech

(G. 0259/44.—18 May 1944.)

It has been reported by the U.S. authorities that U.S., Q.F., 3-in./50 cal. guns with breech housings, Mark 2, and Mark 2, mods. 1 to 4, and with breech mechanisms, Mark 5, and Mark 5, mods. 1 to 12, are liable to premature firing on closing the breech due to binding of the sear piston in the reamed hole in the breech ring or housing.

2. All guns with the above breech housings or breech mechanisms are to be submitted to inspection at the first opportunity, and inspecting officers are to ensure that the sear piston works freely.

3. Should the sear piston not work freely, the following action is to be taken:—

(a) "Dry" mechanism and housings (i.e. mechanisms, Mark 5, and Mark 5, Mods. 1, 2, 3, 5, 6, 7, 8, 11 and 12 and housings, Mark 2, and Mark 2, Mods. 2 and 4): the piston should be stoned down to provide a clearance of approximately 0.002 to 0.004 in. The work should be carried out by Naval Armament Depot staff.

(b) "Wet" mechanisms and housings (i.e. mechanisms, Mark 5, Mods. 4, 9 and 10 and housings, Mark 2, Mods. 1, 3 and 5): the sear piston is chromium-plated, and must not be stoned down. If the sear piston does not work freely, a modified design of sear piston, Drawing 27273, piece 79, revision SS, must be demanded.

The sear piston hole in the breech ring should not be enlarged to provide working clearance.

2601.—Guns—Q.F., 4.5-in., Mark III—Pin, Securing Axis Pin for B.M. Lever—Modification

(A.S. 456/44.—18 May 1944.)

The following modification is approved:—

Gun	Q.F., 4.5-in., Mark III.
Part affected	Pin securing axis pin for breech mechanism lever.
Purpose	To facilitate removal.
Nature of modification	Cutting an additional screw-driver slot at right angles to the existing slot, and to the same dimensions.
By whom to be done	H.M. Ships and R.N. Armament Depots.
Degree of urgency	Pins in service as opportunities offer; those in store before issue, if possible.

2602.—Guns—Q.F., 12-pdr., 12-cwt., "A", Mark V—Plunger Catch Retaining Breech Screw—Modification

(A.S. 3378/44.—18 May 1944.)

The following modification is approved:—

Gun	Q.F., 12-pdr., 12-cwt., "A", Mark V.
Part affected	Carrier—plunger catch retaining breech screw.
Purpose	To prevent burring of the threads of the breech screws and in the breech openings.
Nature of modification	Removal of metal from plunger catch retaining breech screw to give flat striking surface.
Drawing	A.F.O. Diagram 144/44.
By whom to be done	R.N.A. depots.
Degree of urgency	{ In service as soon as possible. In store before issue if possible.

2603.—Guns—20-mm., Oerlikon, Machine Guns, etc.—Accounting for Certain Spares, Tools, etc., in Sets

(A.S. 17992/43.—18 May 1944.)

To reduce clerical work it is approved, for accounting purposes, to group certain of the above stores into standard basic sets, each set relating to a particular type of gun.

2. A basic set for this purpose will comprise an approved container (bag, box, holdall or wallet), together with items detailed on a standard label.

3. All other items issued with the gun, whether stowed in the container or not, are to be accounted for separately.

4. Labels for each basic set will be printed in the following form:—

(1)	(2)	(3)
Description of Stores	Numbers comprising a basic set.	Numbers supplied where differing from Column 2.

and a label, with column 3 completed as necessary will be enclosed in each container holding a set.

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5. Under the above procedure itemised accounting, and vouchering, for contents of the basic sets will be abolished.

6. Demands for items deficient in "incomplete" sets held are to be made at the next port of call and endorsed "To complete set".

7. When items to complete basic sets are received no posting in the ship's account will be involved, but the labels concerned are to be amended as necessary and the voucher endorsed accordingly and retained.

8. The change in existing procedure is intended to be effected gradually as sets with labels are issued from Naval armament depots.

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9. Sets are to be held on charge under their distinguishing descriptions, as "Complete" or "Incomplete".

10. Items not made up into either "Complete" or "Incomplete" sets are to be held on separate charge.

11. A set "Complete" or "Incomplete" is to be accounted for as "Serviceable" only when all the items comprised are "Serviceable".

12. A marked-up copy of the label referred to in paragraph 4 is also to accompany each voucher for an "Incomplete" set.

13. When sets are either made up from bulk stock, or broken down, the transaction is to be accounted for on Form O.7.

14. For provision and supply purposes a record is to be maintained of items deficient in the "Incomplete" sets held on charge.

General

15. Particulars of the items comprising basic sets will be promulgated by A.F. O

2604.—Guns—20mm. Oerlikon—Spares, Appurtenances, etc.—Basic Sets

(A.S. 17992/43.—18 May 1944.)

With reference to A.F.O. 2603/44, a list is furnished hereunder detailing the spare parts, appurtenances and implements which, with their container (holdall or box), will comprise a basis set of Oerlikon spare parts, etc.

2. For vouchering and accounting purposes a set will be described as:—
"Gun, 20 mm. Oerlikon, spares, appurtenances, etc.—Basic Set".

3. Labels are being printed accordingly.

4. *Gun, 20 mm. Oerlikon.—Basic Set of Spare Parts, Appurtenances, etc.*

Spare Parts

Casings, breech:—

Plates, hammer	1
Springs, buffer	4
Springs, catch magazine, interlock and carrier	3
Springs, lever, magazine interlock	1
Springs, catch retaining ring seating barrel spring	1
Springs, plunger catch retaining hand grip	1
Springs, securing hammer plate	1
Springs, lever locking barrel	1
Springs, plunger stop double loading, Part 3	1
Springs, plunger stop double loading, Part 4	2
Pins, handle locking barrel and securing trigger	10

Recoiling mass:—

Breech face pieces	4
Hammers	2
Pins, spring, bolt securing case barrel spring	2
Pins, striker	2
Sears	1
Springs, breech pawl	2
Springs, securing bolt axis sear	1
Springs, sear	1
Springs, securing breech face pieces	1

Triggers:—

Hooks, trigger	1
Springs, bolt tripping trigger pawl	1
Springs, buffer trigger	5
Springs, plunger lever parallelogram, rear	1
Springs, plunger lever parallelogram, top	2
Springs, plunger lever trigger, intermediate	1
Springs, securing trigger casing	1
Springs, trigger hook	1
Springs, trigger pawl	1

Appurtenances and Implements

Brushes, oil	1
Brushes, cleaning	1
Cans, oil	1
Covers, muzzle, Rubber No. 1, or }	10
Covers, muzzle, Bexoid No. 4 }	
Drifts, copper	1
Heads, ejector	1
Keys, barrel spring ring seating (tommy bar to be made on board)	1
Pliers, for "Circlip", external	1
Pliers, for "Circlip", internal	1
Punches, 3 mm.	1
Punches, 5 mm.	1
Reflectors, mirror, Mark II	1
Rods, cleaning and ejecting	1
Screwdriver, double	1
Spanners, breech face piece	1
Tools, lifting spring breech face piece and hammer plate, or }	1
Tools, withdrawing hammer plate	
Tools, withdrawing separated cartridge case	1

5. It should be noted that the above items do not comprise all the Oerlikon spare parts allowed but only those specific items which, for accounting purposes, can conveniently be grouped into a set.

6. This A.F.O. is not applicable to submarines, since the basic proportions allowed to submarines differ from the above.

(A.F.O. 2603/44.)

2605.—Guns—20 mm. Oerlikon—Pins, Spring, Bolt Securing Case Barrel Spring and Cotter, Mark II—Restriction of Use and Introduction of Mark III Pin

(A.S./G. 1286/44.—18 May 1944.)

Mark II spring pins fitted in Oerlikon breech cotter securing bolts cause a foul in Marks V and VC twin mountings. Mark I or Mark III pins are, therefore, to be fitted at rear ends of breech bars of guns in power mountings by ships' staffs, and supplied as spare for guns in these mountings. Mark III spring pins are similar to Mark II, but the legs are 3.2 mm. shorter to eliminate the foul.

2. Mark II spring pins may still be fitted at the front end of the breech bars.

3. Officers-in-Charge of R.N.A. Depots are to ensure that guns issued for fitting in Marks V or VC twin mountings have Mark I or Mark III pins fitted in rear positions of breech bars. Depots should ensure that storehouse staff have means of distinguishing between Mark II and Mark III pins.

(A.F.O. 3935/43.)

("A" Message No. 698A is cancelled.)

2606.—Guns—20-mm. Oerlikon—Barrel Springs, Mark II—Introduction

(A.S. 4303/44.—18 May 1944.)

A new type of Oerlikon barrel spring (Mark II) of round section wire will shortly be introduced and will replace springs of existing type (Mark I), which are of square section wire, as the latter become unserviceable. The Mark II springs have longer life than the Mark I and give smoother functioning of the gun. The spare Mark I barrel springs available in ships or depots are to be used up first before Mark II barrel springs are used.

2. The Mark II barrel spring assembly consists of the following:—

- Spring, barrel, front, Mark II.
- Spring, barrel, rear, Mark II.
- Spacer, centre, barrel spring, Mark II
- Pilot, rear, barrel spring.

and A.F.O. P. series diagram 14/43 (published with A.F.O. P. 680/43) shows the difference between the Mark I and II barrel springs and the method of assembly. The Mark II spring pins for the breech bar bolts were introduced by A.F.O. 3935/43. The Mark III pin spring is introduced by A.F.O. 2605/44, and is not referred to in the P. series A.F.O. quoted.

A copy of the P. series diagram will be issued by R.N. Armament Depots with each Mark II barrel spring assembly.

It will usually be found necessary to have the gun secured in the mounting to assemble the Mark II barrel springs in order to get sufficient purchase on the springs to allow the cotter to be entered. If the cradle of the mounting has not been modified by A.F.O. 3562/43, it will not be possible to remove Mark I spring pins without dismantling the gun. Therefore, when fitting Mark II barrel spring it may be necessary to proceed as follows:—

Remove gun from mounting, dismantle Mark I spring pins, breech bars, barrel spring case and barrel spring assembly. Remount the gun, fit Mark II barrel spring assembly and then reassemble barrel spring case and breech bars with Mark II or Mark III spring pins.

3. All concerned should carefully note the following when assembling Mark II barrel springs, particularly when changing Mark I barrel springs for Mark II:—

Mark II barrel springs *must*—

- (a) *not* be mixed with Mark I springs on the same gun.
- (b) *not* be assembled with the short spring to the rear.
- (c) *not* be assembled with the centre barrel spring sleeve. *This is suitable only for Mark I barrel springs.*
- (d) *not* be assembled without the centre spacer and rear pilot in position as shown in the diagram.

Supply.

4. Initially all ships carrying Oerlikon guns will be supplied with spare Mark II barrel springs and associated items as follows, *irrespective of whether any spare Mark I barrel springs are on board or not*:—

Spring, barrel, front, Mark II	1	} Per six or less guns mounted.
Spring, barrel, rear, Mark II	...	...	...	...	1
Spacer	...	...	...	...	1
Pilot	...	...	...	...	1
Pins, spring bolt securing case, barrel spring and cotter	...	...	...	...	2

Ships should demand from the nearest R.N. Armament Depot. Depots will issue these six items wired together in sets.

5. Later, when supplies permit, a further A.F.O. will be issued authorizing ships to complete to the full allowance of one spare set of barrel springs, etc., per gun.

6. So that ships will have no difficulty when replacing defective barrel springs, depots must ensure:—

A.—*When issuing new outfits of spare parts.*

- (i) that the outfits contain *either* two Mark I springs (i.e. front and rear) and a centre sleeve *or* two Mark II springs (i.e. front and rear), a spacer and a pilot.
- (ii) that the spare spring pins in the outfits are Mark II or Mark III pattern (Mark III for guns in Mark V and VC mountings *vide* A.F.O. 2605/44) when Mark II barrel springs are included in the outfit.

B.—*When meeting ships' demands.*

- (iii) that a complete set as in paragraph 4 is supplied in satisfaction of any demand where doubt exists as to exactly what is required.

7. *Replacing Barrel Springs.*—(a) *Mark I Barrel Springs (Square Section).*—If it is found that there is no initial compression on the barrel springs when the gun is in the fired position (recoiling parts fully forward); a complete new set of Mark I springs should be fitted if available, otherwise Mark II.

(b) *Broken Mark I Springs* should be replaced with the appropriate Mark I spring if available; if not, a complete set of Mark II springs should be fitted.

(c) *Broken Mark II Springs.*—If one Mark II barrel spring on a gun fractures *both* (i.e., F. and R.) springs should be replaced to prevent over-stressing the partly used spring.

8. Barrel springs, other than broken springs, exchanged under paragraph 7, should be mutilated (e.g., by chisel) and returned as unserviceable. This is necessary to enable R.N. Armament Depots to distinguish springs which are unfit for further use from those which can be used again.

9. R.N. Armament Depots should comply with the rules in paragraph 7 when guns are in hand for overhaul. It is not at present possible to specify more precise limits of serviceability for Oerlikon barrel springs, and springs returned from service are to be accepted as serviceable on visual examination provided they are not mutilated as in paragraph 8 or are not deformed or otherwise damaged.

(A.F.O. P. 680/43.)

(A.F.Os. 3562/43, 3935/43 and 2605/44.)

2607.—Gun Mountings—5-in./38 Calibre Double Purpose Mounts and 40-mm. Twin and Quadruple Mounts Equipped with Firing Stop Mechanism—Modification to Plug Tips

(G. 01875/44.—18 May 1944.)

A report has been received from the U.S. Naval authorities to the effect that failure of the firing stop mechanism to open the firing circuit while in a danger zone was due to an undetected short circuit in a connection plug, Mark VI, of early design. This plug connects the firing stop mechanism switch into the firing circuit on 5-in. mountings, but is used on 40-mm. mountings for test signals only.

2. Two types of plug are in use, and are as shown on A.F.O. Diagram 147/44. All ships carrying 5-in./38 calibre single gun mounts, and 40-mm. twin and quadruple gun mounts are to examine these plugs. Any plugs found which are of the type shown in Fig. 1 are unsatisfactory and are to be modified by ship's staff by filing in the recess with a suitable bakelite insert, fixed rigidly in position, and redrilling to the dimensions shown in Fig. 2.

3. When installing the modified plug tip, great care should be taken to ensure that the insulation on both conductors extends to the bottom of the $\frac{3}{8}$ -in. diameter holes. The space between the cable sheath and the end of the tip should be a minimum and yet permit bottoming of the conductor insulation referred to above.

2608.—Gun Mountings—40mm. Bofors Twin Mark IV—Check Fire Bell and Bracket Dismantling Breech Spring

Ships and Repair Establishments concerned

(G. 04130/44.—18 May 1944.)

The present position of the check fire bell on the gantry of 40mm., Bofors, Twin, Mark IV mountings obstructs access to the side door of the breech casing. The bell should be moved to a new position in accordance with A.F.O. Diagram 149/44 (28215 G.B.). On mountings which have been fitted with the bracket dismantling breech spring, this will be displaced to the position shown on the platform structure in rear; details of the bracket are given to enable it to be made locally for mountings on which it has not yet been fitted.

2. The work should be done by ship's staff assisted as necessary by base or depot ship's staff.

2609.—Gun Mountings—40-mm., Bofors, Twin, Mark IV—Training Unit Wind Dial and Re-positioning of Radar Telephone Plug

Ships and Repair Establishments concerned

(G. 03529/44.—18 May 1944.)

The Radar telephone plug has been placed in a more convenient position to the range follower on 40-mm., Bofors, Twin, Mark IV, mountings, registered Nos. 34 and beyond, and a removeable cover will be supplied for the training unit wind dial when the latter is not in use.

2. Earlier mountings should be modified in accordance with A.F.O. Diagram 140/44 (28049 GB), the work being done by ships' staffs assisted if necessary by repair establishments.

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

2610.—Gun Mountings—20 m.m., Mark IX Twin Mounting—Gun and Mounting Clearance at Maximum Depression

Ships, F.O.G.M.Os. and Bases concerned.

(G. 1898/44.—18 May 1944.)

Owing to differences in platerwork of 20 mm. Twin, Mark IX, mountings, there is a possibility of a foul occurring between the guns at full depression, and the webs at the top of the pedestal.

2. Mountings should therefore be checked at 10° depression and where necessary the webs "A" and "B", shown on A.F.O. Diagram No. 138/44, should be cut to the dimensions given, to ensure positive clearance.

3. The work involved is to be treated as a defect.

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

2611.—Gun Mountings—20 m.m. Twin, Mark VC—Modification to Fire-Interruptor Gear Spring Connections

H.M. dockyards and ships concerned.

(G. 1664/44.—18 May 1944.)

It has been reported that the fire interruptor gear spring of the above mountings is liable to fracture at the bend of the last turn which forms the hook, due to restriction of movement of the spring at its end and connections.

2. The springs on all mountings should, therefore, be modified as follows:—

(i) The last coil, at both ends of the spring, is to be turned into a closed hook, of circular form, sharp bends being avoided.

(ii) Each end of the spring is then to be connected to its standing part of the mounting by a steel link, in accordance with A.F.O. Diagram 137/44 (G.R.6679).

3. Broken springs may be used provided they are of sufficient length.

4. The work is to be carried out by ships' staffs assisted by dockyards and base staffs as necessary.

2612.—Gun Mountings—20-m.m., Twin, Mark IX Mountings—Supply of New Housing Stop Pins of Stronger Material

Ships, Bases and Fitting Out Gun Mounting Overseers concerned and Gun Mounting Overseer, Coventry

(G. 01553/44.—18 May 1944.)

It has been reported that the housing stop pins for the training and elevating housed positions of 20-mm., Mark IX, twin mountings have been found distorted and difficult to operate.

2. In such cases new pins of stronger material are to be fitted. Supplies of new pins are now becoming available at the G.M. Store, Coventry, and demand should be made on the Gun Mounting Overseer for replacements as necessary.

2613.—Gun Mountings—Pedestal Mountings for Machine Guns—Method of Repairing Fractured Pedestals

Ships and F.O.G.M.Os. concerned

(G. 03944/44.—18 May 1944.)

A small number of reports have been received of the pedestals of 0.303-in. Browning twin mountings fracturing between the lower bearing and the webs of the pedestal stand, during rough weather.

2. In such cases, pedestals are to be repaired in accordance with A.F.O. Diagram 145/44 (Drawing No. G.R. 6617). On rare occasions reports have been received of other pedestal mountings failing. In future, repairs should be carried out on the lines indicated for Browning mountings.

2614.—Small Arms—Rifles—Restoration of Allowances

H.M. Ships

(A.S./T.D./D.E.M.S. 63/43.—18 May 1944.)

A.F.O. 2083/44 is to be amended as follows:—

Delete existing (ii) and substitute:—

"(ii) 4 to each ocean-going vessel on operational service".

(A.F.O. 2083/44.)

2615.—Target Indicating Systems—Air Lookout Sights—Pattern Nos. 12951 and 12952—Fitting of Illumination to Bearing Scale—As. and As.

Ships Concerned

(G. 869/44.—18 May 1944.)

Where the Air Lookout Sights are used for surface or night lookout, Commanding Officers may, if so desired, fit illumination of the bearing scale as shown in A.F.O. Diagram 139/44 (D.N.O. 6014), the wiring being as shown in A.F.O. Diagram 293/42 accompanying A.F.O. 5459/42.

2. Commanding Officers of ships who desire to fit illumination as above, should insert an item in their lists of approved As. and As. as follows:—

"To fit illumination to the bearing scale of air lookout sights," the work to be carried out by ship's staff.

(A.F.Os. 5459/42 and 164/43.)

2616.—18-in. Torpedo Warheads—Gauging—REPORTS

Aircraft Carriers, Naval Air Stations and Armament Depots

(A.S. 01625/43.—18 May 1944.)

Aircraft Carriers and Naval Air Stations.—The gauging of aircraft torpedo warheads by H.M. Ships and Naval Air Stations is to be discontinued. All 18-in. warhead gauges at present held are to be returned to the nearest R.N. Armament Depot at the first opportunity.

2. B.R. 635 will be amended on reprint.

3. *R.N. Armament Depots only.*—Reports are to be rendered to Director of Armament Supply (Branch C), giving details of gauges received.

2617.—Cartridges, Impulse, Torpedo, 17½-oz., Flashless

M.T.Bs. with 18-in. L.C.II and II** Tubes*

(T. 08822/44.—18 May 1944.)

With reference to C.A.F.O. 127/44, trials have shown that cartridges, impulse, torpedo, 17½ oz., flashless, Mark IV, give more consistent results than the Mark II or Mark III cartridges.

2. As soon as sufficient Mark IV cartridges have been received, all cartridges of earlier marks are to be returned to the nearest Naval Armament Depot.

3. *Naval Armament Depots.*—Cartridges, impulse, torpedo, 17½ oz., flashless, of marks earlier than Mark IV, are to be forwarded to either Upnor, Priddy's Hard or Bull Point to be broken down, and cases re-used in filling of Mark IV cartridges.

(C.A.F.O. 127/44.)

2618.—Automatic Emergency Lanterns, Patterns 16012, 16012A and 16025

(N.S. 010656/43.—18 May 1944.)

It has been reported from sea that the operation of automatic emergency lanterns has sometimes not been positive due to insufficient pressure between the battery spring plunger contacts and the contacts on the underside of the relay block.

2. One report states that the trouble has been overcome by fitting packing pieces of requisite thickness between the screwed bases of the lanterns and the bottoms of the batteries. With the resultant increased contact pressure rough treatment of the container has not caused the lamp to go out.

3. The expedient in paragraph 2 will not generally be found to be necessary where the lanterns and batteries conform to the following conditions:—

- (a) The overall height of the battery lies between the specified limits of 6.40 in. maximum, 6.35 in. minimum.
- (b) The base of the lantern is screwed up as far as possible before the locking screw is inserted.
- (c) The battery spring contacts are free in their housings.
- (d) The contact surfaces on the battery and relay moulding are clean.

2619.—Demolition Charges—Charge, Line, 60/Blocks, C.E./T.N.T., 14-oz.—Introduction

(T. 01054/44.—18 May 1944.)

A new line charge has been introduced to supersede the Naval T.N.T. hose charge for underwater and other demolition work.

2. The line charge consists of 60 blocks, C.E./T.N.T. 14 oz. demolition, coupled together in a line and spaced about 1-in. apart. Cordtex rove through the central tube of each block results in detonation of the entire line. The line charge is considerably more flexible than the T.N.T. hose charge and can be stowed in a box 58 × 15 × 8½ inches. Authorized stowage afloat is Group 2 (magazine). Tentative classification for stowage ashore is Group 1, Category Z.

3. Each block consists of a filling of 25/75 C.E./T.N.T. in a watertight rectangular tin plate container which measures approximately 4¼-in. in length by 2¼-in. by 1½-in. Two pellets of C.E. inset in the main filling form a priming core through which a ¼-in. diameter tube passes from end to end. These blocks are therefore permanently primed and need only a detonator (No. 6 Briska) or Cordtex rove through the central tube to fire them.

4. Any number of these blocks can be made up into a line charge, using two lengths of 1½-in. circ. manila or hemp rope lanyard, which engage in thin sheet steel side plates holding each block in place. These ropes take all the strains of pulling and general handling of the line charge. Three-inch clips, C-shaped, of stout iron wire, are hooked over both rope lanyards between the blocks and, by gripping the lanyards together, hold the blocks firmly in place.

5. When issued as a Naval armament store the line charge (charge, line, 60 blocks, C.E./T.N.T., 14 oz. demolition) is ready made up in 25-ft. lengths stowed in boxes. An inert substitute for Cordtex (Cordine) is rove through the blocks for storage and transit. When the line charge is required for use, a self-fixing adaptor on the end of the cord is attached to the end of a length of Cordtex and the Cordtex is drawn through the entire line of blocks by withdrawing the cord. The line charge is then ready for use with any of the standard initiating systems authorized for Cordtex in C.B. (R) 3125.

6. *To Use Charge, Line, 60 Blocks, C.E./T.N.T., 14 oz. Demolition.*—(i) Remove line charge from box and lay the charge in a straight line on the deck or other flat surface, taking care not to pull the inert cord through any of the blocks.

(ii) Take the required length of Cordtex and insert end in inert cord adaptor.

(iii) Withdrawn the inert cord, carefully "feeding in" the Cordtex until the Cordtex is pulled through the entire line of blocks.

(iv) Cut Cordtex from the adaptor, seal Cordtex end, and make an over-hand knot in the end of the Cordtex to prevent it from being pulled back inadvertently through the blocks.

(v) Leaving sufficient slack in the Cordtex so that, when hauling on the rope lanyards no strain will come on the Cordtex, stop the other end of Cordtex to one of the ropes at intervals of 5-ft., allowing 6-ft. of Cordtex for every 5-ft. of rope.

(vi) Fit detonator Briska No. 6, Mark II, electric or safety fuse in the usual manner, and the line charge is ready for use.

7. *To Use Blocks, C.E./T.N.T., 14 oz., as a Separate Charge.*—Where small charges are required for demolition work under water or in air it is intended that, normally, 1¼ lb. T.N.T. charges shall continue to be used.

Conditions may arise, however, when blocks, C.E./T.N.T., 14 oz., by virtue of their shape and ability to countermine one another, may be ideal for a particular operation. To use blocks, C.E./T.N.T., 14 oz., as separate charges, proceed as follows:—

- (i) Remove charge, line, 60 blocks, C.E./T.N.T., 14 oz., from box and strip down required number of blocks, removing the side plates and inert cord from each block to be used.
- (ii) To fire singly, the block, C.E./T.N.T., 14 oz., can be detonated by Cordtex alone rove through the central tube, or by No. 6 Briska detonator, electric or for safety fuse, inserted at either end of central tube. As the detonator is a loose fit in the tube the detonator must be secured by adhesive tape, luting or a thin wedge (e.g., cut matchstick) lightly pushed in *at the head* of the detonator.
- (iii) To make up a "bundle" charge using several blocks, C.E./T.N.T., 14 oz., lay the required number of blocks in direct contact with one another (their rectangular shape permits a neat charge to be built up) and secure with spun yarn or adhesive tape around the bundle.
- (iv) Because blocks, C.E./T.N.T., 14 oz., have an integral primer it is only necessary to initiate one block of the charge to obtain detonation of all the blocks.
- (v) Several made-up, or bundle, charges can be detonated by joining them with Cordtex.

8. Storage of line charges *with Cordtex rove* is not permitted in R.N. Armament Depots or Armament Store Issuing Ships or Carriers, and any charges so fitted should have the Cordtex removed and, if possible, inert (codline) core substituted before returning to an Armament Depot or Officer-in-Charge of Armament Supply.

2620.—New Demolition Explosive Stores—Substitution for Service Explosives

(T. 02905/42.—18 May 1944.)

The following new explosive stores have been introduced into the service for demolition work on shore and for issue to H.M. ships.

All these stores may not as yet be immediately available on demand.

TABLE I

2.

New Demolition Explosive Stores—Substitution for Service Explosives

<i>New Store</i>	<i>To replace present Naval Armament and/or Naval Store</i>
(1) Detonator, Briska, No. 6, electric...	Detonator, electric, No. 21, Mark VII.
(2) Detonator, Briska, No. 6, for safety fuze.	Detonator No. 25, Marks I-II.
(3) Detonator, electric, I.C.I., gasless, delay, No. 1.	Additional for use with primer C.E., Mark III.
(4) Fuze, safety, No. 11, Mark II ...	{ Fuze, safety, No. 100. Fuze, safety, No. 9, Mark IV.
(5) Cordtex	Additional
(6) Exploder, dynamo, Mark VII, Naval store, Pattern No. 21068.	Battery, demolition, Pattern No. 3361, and box, Pattern No. 147 (<i>see paragraph 13</i>).
(7) Amatol charges, demolition, 25 lb., Mark II.	Additional.
(8) Tubing, insulating, flexible, Naval store, Pattern No. 9244, for use with detonator, Briska, No. 6, electric, and primers C.E., Mark III.	Additional (<i>see paragraph 13</i>).
(9) Primer C.E., demolition, Mark III	In lieu of Marks I and II for use with detonator, Briska, No. 6, electric, and detonator, Briska, No. 6, for safety fuze, and detonator, I.C.I., gasless, delay, No. 1.

To replace present Naval Armament
and/or Naval Store

(10) Lighter, Bickford, safety fuze ...	Naval Store	Pistol safety fuze and cartridge pistol safety fuze.
(11) Chatterton's compound sealing, Naval store Pattern 2292.		Additional (see paragraph 13).
(12) Charge line: 60 blocks CE/TNT, 14 oz. demolition.		Additional.
(13) Adaptor, detonator D.C., Mark I...		Additional.
(14) Plastic explosive No. 2 (P.E.2) ...		Additional (not to form part of ships' outfit (see paragraph 16 (1))).

3. Certain additional stores are also introduced hereby, and the total allowances of the new stores are shown in Table II:—

TABLE II
Allowances of new Demolition Stores for H.M. Ships
(Classes are set out in A.F.O. 4976/43.)

	Class I	Class II	Class III	Class IV†
(1) Blocks T.N.T., 1½ lb., Mark I ...	200	100	40	20
Half-yearly practice allowance ...	40	20	10	5
(2) Primers, C.E., demolition, Mark III, for Briska detonators.	100	60	20	20
Half-yearly practice allowance ...	20	10	5	5
(3) 25-lb. amatol charges, Mark II ...	10	5	5	—*
Half-yearly practice allowance ...	2	1	1	—
(4) Charge line, 60 blocks CE/TNT, 14-oz. demolition, 25-ft. lengths with inert Cordtex substitute.	10	5	5	—*
Half-yearly practice allowance ...	2	1	1	—
(5) (i) Cylinders, charge, priming demolition	80	50	20	20
(ii) Mouthpieces, charge, priming, demolition.	80	50	20	20
(iii) Pieces, distance, No. 2, Mark I ...	80	50	20	20
(iv) Spanners (to each box of cylinders) ...	1	1	1	1
Half-yearly practice allowance (i, ii and iii).	15	10	5	5
(6) Detonators, Briska, No. 6, electric ...	75	50	25	25
Half-yearly practice allowance ...	15	10	5	5
(7) Detonators, Briska, No. 6, for safety fuze	75	50	25	25
Half-yearly practice allowance ...	15	10	5	5
(8) Detonators, electric, I.C.I., gasless, delay, No. 1.	40	20	20	20
Half-yearly practice allowance ...	10	5	5	5
(9) Fuzes (feet), Safety, No. 11, Mark II ...	576 ft.	412 ft.	96 ft.	48 ft.
Half-yearly practice allowance ...	96 ft.	48 ft.	24 ft.	24 ft.
(10) Fuzes, electric, No. 19 ...	120	60	30	15
Half-yearly practice allowance ...	40	15	10	5
(11) Cordtex ...	1,000 ft.	500 ft.	500 ft.	500 ft.
Half-yearly practice allowance ...	250 ft.	125 ft.	125 ft.	125 ft.
(12) Union Cordtex ...	75	50	25	25
Half-yearly practice allowance ...	15	10	5	5
(13) Lighter, Bickford, safety fuze ...	100	100	50	25
Half-yearly practice allowance ...	20	10	5	5
(14) Exploder, dynamo, Mark VII, Naval store Pattern No. 21068.	See paragraph 13.			
(15) Chatterton's sealing compound, Naval store Pattern No. 2292.	See paragraph 13.			
(16) Adaptor, detonator, D.C., Mark I ...	12	6	6	—
Half-yearly practice allowance ...	4	2	2	—

Notes

† Class IV, for War service only. * Supply for special operations only.

4. The above explosives are classified for stowage on board as follows (N.M.E.R. B.R. 862, Appendix III):—

Explosive store	Group No. for stowage abroad
(i) Blocks T.N.T., 1½ lb. ...	4
(ii) Primers, C.E., demolition, Mark III ...	2
(iii) 25-lb. amatol charges, Mark II ...	7
(iv) Detonators, Briska, No. 6 ...	10
(v) Line charges (14 oz. CE/TNT) ...	4
(vi) Detonators, gasless, delay, No. 1 ...	10
(vii) Fuze, safety, 9, 11 and No. 100 ...	14
(viii) Fuze, electric, No. 19 ...	5
(ix) Cordtex ...	2
(x) Lighter, Bickford, safety fuze...	Special stowage Gunner (T)'s storeroom.

5. The following remarks on these stores are to be read in conjunction with C.B. 3125, Sections V and VI.

6. *Detonator Briska No. 6, Electric.*—When there is any risk of the primer dropping out of the T.N.T. block by its own weight, Tubing, Insulating, Flexible, Naval Store, Pattern 9244, should be cut to the required length and threaded over both leads of the detonator in order to give strength to them and thus hold the primer in position.

7. *Primer C.E., Demolition, Mark III.*—This primer is for use with detonator, Briska, No. 6 (electric and for safety fuze). It is also suitable for use with I.C.I. detonator, gasless, delay, No. 1.

Primers, C.E., Demolition, Marks I and II, will become obsolescent when Service Detonators, No. 21 and No. 25, are no longer available.

8. *Piece, Distance, No. 2, Mark I.*—When using primer C.E., Mark III, or 2-oz. P.B.G., or P.E.2 cartridge, with detonator No. 6 Briska, electric, or for safety fuze, in 1½-lb. T.N.T. fitted tin, Piece, Distance No. 2, Mark I, should be used. This new store is a modified distance piece having a diaphragm to act as a combined distance piece and primer buffer. Care should be taken to ensure that no longitudinal pressure comes on the detonator, and that insertion and withdrawal of the detonator can easily be achieved.

9. *Cordtex.*—Cordtex is now manufactured with white "plastic" covering and has proved suitable for work afloat. The filling is the same as in the (grey) covered Cordtex.

Tests have shown that the detonating wave will pass through Cordtex even with a wetted core, provided it is initiated at a dry end and provided the ends are kept sealed. Further tests under water pressure of 20 fathoms for 24 hours resulted in the Cordtex, looped to a depth of 17 fathoms, initiating a charge at one end when detonated under water at the other end.

10. *Safety Fuze, No. 11, Mark II* is identical with Fuze, safety, No. 100, except that it has an extra braid covering which makes it more waterproof. As stocks of fuze No. 100 are used up they will be replaced by Fuze No. 11, and all references to fuze No. 100 may be taken to apply to No. 11, Mark II. It burns at 2 feet per minute.

11. *Safety Fuze, No. 100.*—Normally the fuze will burn at the rate of 2 ft. in one minute after being subjected to water pressure of 10 fathoms for 15 minutes.

12. *Safety Fuze, No. 9, Mark IV.*—When no safety fuze, No. 100 or No. 11, Mark II, is available, safety fuze No. 9, Mark IV, may be used until stocks are exhausted, with detonators, Briska, No. 6. As the fuze is of slightly greater diameter than the interior of the detonator, the outer laid covering of the fuze must first be removed, for about ¾ in. at the fitting end, and the connection to the detonator should be covered with I.R. tape—C.B. (R) 3125, paragraph 195.

13. The present standard method of firing demolition charges electrically is by means of a battery box, Pattern 147, cells, Pattern 3361, etc., and firing key, Pattern 161, dealt with as Naval stores and included in the relevant sea store establishments. This apparatus will now be superseded by the introduction of dynamo exploders, and a separate A.F.O. will be issued giving scales of allowances of this article, which has been standardized as Pattern 21068 and of other Naval stores referred to herein (i.e. Chatterton's compound, Pattern 2292, and tubing, Pattern 9244).

14. *Lighters, Bickford, Safety Fuze (previously known as Bickford's Patent Safety Lighters).*—These consist of tin tubes approximately 2.3 in. long and 0.28 in. in internal diameter. They are open for 1.15 in. length at the fuze end and pinched flat for 0.3 in. at the other end. The igniting materials, which consist of a small glass capsule of acid protected from accidental breakage by cotton-wool in contact with a small compressed cartridge of chlorate of potash and sugar, extend 0.95 in. from the pinched end. These are supplied to ships 10 in a sealed tin. A package holding 50 is also available for special services.

15. *Charge line 60 blocks CE/T.N.T., 14-oz., Demolition.*—(i) This store has been introduced to replace 1½ lb. T.N.T. block filled hose line charge. It is therefore intended primarily for "line" use although the individual blocks may be used as a "point" charge. The 1½-lb. block is still the most suitable for "point" use and will be retained in the service.

(ii) The new charge line consists of 60 blocks, each block measuring 1½ in. by 2½ in. by 4½ in. and whole assembly measuring approximately 25 ft. in length.

(iii) Each block consists of 14 ozs. CE/T.N.T. filled into a tinplate case with a central circular hole 0.3 in. diameter through which the detonating medium (Cordtex) is threaded when required for an actual operation.

(iv) The 60 blocks are connected together by 1½-in. hemp rope which is rove through clips fitted on each side of the blocks.

(v) When supplied for service from Naval Armament Stores the whole line is threaded on ½ in. codline core, which is fitted with an adaptor to clip on to the Cordtex. The Cordtex can then be pulled through the central hole of each block and the line is ready for firing.

(vi) Thus the 25-foot line is compact, flexible, safe in stowage and easily adapted for operational use. Any number of 25-foot lines can be married together.

(vii) These charges will be supplied one in a box and will be fitted, when supplied, with an inert (codline) core.

16. *Plastic Explosive No. 2 (1) (P.E.2).*—(i) This explosive has not been included in ships' outfits because its climatic characteristics make it unsuitable for stowage and use in tropical areas. Stocks will be held, however, in N.A. depots in temperate theatres for issue in small quantities for special services.

(ii) P.E.2 is a plastic high explosive, buff or dull yellow in colour, and at normal temperatures is of the consistency of plasticene. In arctic climates P.E.2 may become crumbly, like dry putty, while in temperatures of 100 degrees and above it tends to melt and become viscid.

(iii) P.E.2 is issued in 8-oz. cartridges, about 1½ in. diameter, 8 in. long and wrapped in waxed paper. Ten cartridges are packed in cardboard box and four boxes (40 cartridges) in a wooden box M.148, marked with the alternative army name "PLASTEX". The volume occupied by 1 lb. of P.E.2 is 23 cubic ins.

(iv) The maximum rate of detonation is about 8,000 metres (25,000 ft.) per sec., at which velocity P.E.2 has a slightly better cutting effect than Polar B.G. This effect is enhanced by the fact that P.E.2 can be moulded exactly to make intimate contact with the surface of the target.

(v) To achieve maximum rate of detonation one cartridge (8 oz.) of P.E.2 or less requires a detonator. Any quantity of P.E.2 above 8 oz. requires primer C.E., or P.B.G.

(vi) If low velocity of detonation of P.E.2 in quantities not exceeding 8 oz. is acceptable, this can be achieved by Cordtex above, provided the Cordtex is wrapped around the P.E.2 in three or four tight coils and tapes, or three half-hitches are tied in the Cordtex and the P.E.2 is pressed around them.

(vii) Cordtex can not be relied upon to detonate P.E.2 in quantities above 8 oz. without the use of a primer.

(viii) It is not toxic when handled.

17. *Adaptor, Detonator, D.C., Mark I.*—An adaptor to enable service detonators Nos. 21 and 25, Briska, No. 6, electric, and for safety fuze and I.C.I., gasless, delay, No. 1, to be used for firing depth charges for demolition operations, has been introduced. The adaptor, detonator, D.C., Mark I, is designed for use with D.Cs., Marks VII, VIII and XI. The adaptor is of the same overall measurements as a D.C. pistol and fits similarly in the D.C. primer tube. By the use of a variety of bushes, I.R., and glands, a watertight joint is made when using safety fuze, No. 11, Mark II, No. 1000, or No. 9, Mark IV, Cordtex, or electric firing cable No. 991A or 1888. Instructions for fitting and use of adaptor, detonator, are given in A.F.O. 1541/44.

(A.F.Os. 4976/43 and 1541/44.)

2621.—Dead Reckoning Tracer Equipment—Modification to Provide Access to Pencil Mechanism on the Arma Dead Reckoning Tracer—As. and As.

(D/H. 01256/44.—18 May 1944.)

In ships fitted with the Arma dead reckoning tracer, some difficulty may be experienced in obtaining access to the pencil mechanism. Information has now been received from the U.S. Naval authorities giving details of brackets, etc., required for raising the glass top and projection screen to the height necessary to overcome this difficulty.

2. The Commanding Officers of ships fitted with the Arma dead reckoning tracer should insert an item, classification "A", in their lists of As. and As. to cover the work of fitting these brackets in cases where they consider the modifications necessary.

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

2622.—Lighting in W/T Cabins, etc.—As and As.

L.C.I. (S)

(D. 07296/44.—18 May 1944.)

The following item is an approved A. and A. classification "A", for all L.C.I. (S):—

"To transfer J.B.5 and J.B.6 from the white light distribution box to the engine room distribution box."

2. The work involved is to be carried out by base or flotilla staffs.

(C.-in-C., Portsmouth, 18 Mar., 1944, No. S/7844/5/10.)

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

2623.—Spare Ammeters and Voltmeters—Allowance

"King George" Class

(N.S. 17052/44.—18 May 1944.)

In view of the importance of dynamo instruments for controlling the ship's H.P. supply in the event of damage to the main switchboard, the following ammeters and voltmeters are to be allowed to each ship of the "King George V" class as spares:—

Pattern.	Description.	Quantity per ship.
13676	Voltmeter	1
13627	Ammeter	1

2. Ships concerned should demand the additional instruments from their storing depots.

3. B.R.359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

(C.-in-C., Home Fleet, 24 Feb. 1944, No. 338/HF399/3.)

2624.—Baseboard, Pattern 917N, Incorporating Compass Corrector Coils—Introduction of

(C.D. 269/44.—18 May 1944.)

In certain S.G.Bs. and a few other craft, having steering compass, Pattern 0919, the baseboard, Pattern 917, has been fitted with compass corrector coils, Patterns 961 and 962. These coils are now obsolescent, and no spares are available.

2. Consequently, baseboard, Pattern 917N has been introduced for replacement purposes and first issues. Two in number B coils, Pattern 889, one in number H.E. coil, Pattern 933, and one in number terminal box, Pattern 890, are incorporated in the baseboard.

3. Attention is drawn to the fact that it is necessary to remove the gimbal locking screw and locking arm, and possibly the locking arm bearing also, from compass, Pattern 0919, in order to allow the compass to pass through the heeling error coil, Pattern 933. Normally, when a compass and baseboard are supplied as a first issue, this modification will have been made beforehand, the compass being suitably secured for transit.

2625.—Magnetic Compasses

Coastal Craft

(C.D. 210/44.—18 May 1944.)

Reports are frequently received from Coastal Craft which indicate that insufficient care is given to the installation and requirements of the magnetic compasses. Among other items the following have been reported:—

- (a) Compass not properly capable of correction since corrector boxes are inaccessible.
- (b) Compass secured by iron screws.
- (c) Large bubble in compass.
- (d) "Safe distances" from compass disregarded when fitting items such as R.H.I indicator, Army No. 18 W/T set, Type T.C.S. Radar set, or steel confidential book lockers.
- (e) Voice pipes fitted so close to compass that the latter cannot be unshipped for adjustment.
- (f) Loose items of magnetic material temporarily stowed in the neighbourhood of the compasses.

2. Commanding Officers of Coastal Force bases and of Coastal Craft should satisfy themselves that the compass equipment in craft with which they are concerned is maintained in a satisfactory condition, is properly capable of correction and does not suffer from undue interference on account of magnetic material or electrical instruments.

2626.—Boiler Tubes, etc.

H.M.C.S. "Algonquin" (ex H.M.S. "Valentine"), H.M. Ships "Meadowsweet", "Modeste", "Nereide", "Rosebay" and "Smilax"

(N.S./P. 6006/44.—18 May 1944.)

H.M.C.S. "Algonquin" (P. 6006/44.)

Type and No. of boilers ... Admiralty 3 Drum small tube 2 in No.
type with Melesco Super-
heaters.

Total No. of tubes fitted ... Generator ... 8996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{3}{4}$	128	10 6 $\frac{3}{8}$	288	} All tubes are bent.
B	1 $\frac{3}{4}$	128	10 3 $\frac{1}{2}$	284	
C	1 $\frac{1}{8}$	116	10 0 $\frac{3}{8}$	444	
D	1 $\frac{1}{8}$	116	9 10 $\frac{7}{8}$	440	
E	1 $\frac{1}{8}$	116	9 9 $\frac{1}{2}$	444	
E.1	1 $\frac{1}{8}$	116	9 8 $\frac{1}{8}$	16	
F	1	104	9 6 $\frac{1}{2}$	500	
G	1	104	9 6 $\frac{1}{8}$	496	
H	1	104	9 6	492	
J	1	104	9 6	488	
K	1	104	9 6 $\frac{1}{2}$	484	
L	1	104	9 6 $\frac{3}{8}$	480	
M	1	104	9 7	476	
N	1	104	9 7 $\frac{3}{4}$	472	
O	1	104	9 9	468	
P	1	104	9 10 $\frac{1}{8}$	464	
Q	1	104	9 11 $\frac{3}{8}$	460	
R	1	104	10 1 $\frac{1}{8}$	456	
S	1	104	10 3	452	
T	1	104	10 5 $\frac{1}{8}$	448	
U	1	104	10 7 $\frac{3}{4}$	444	

H.M. Ships "Modeste" and "Nereide" (D. 4013/44.)

Type and No. of boilers ... Admiralty 3 Drum ... 2 in No.
Total No. of tubes fitted ... Generator ... 4256 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	7 9 $\frac{1}{4}$	192	} All tubes are bent.
B	1 $\frac{1}{2}$	116	7 7 $\frac{7}{8}$	188	
C	1 $\frac{1}{2}$	116	7 6 $\frac{3}{8}$	252	
D	1 $\frac{1}{8}$	116	7 6 $\frac{1}{4}$	248	
E	1 $\frac{1}{8}$	116	7 6 $\frac{3}{8}$	252	
F	1	104	7 8 $\frac{7}{8}$	284	
G	1	104	7 9 $\frac{1}{2}$	284	
H	1	104	7 10 $\frac{1}{2}$	284	
J	1	104	7 11 $\frac{1}{2}$	284	
K	1	104	8 1	284	
L	1	104	8 2 $\frac{3}{8}$	284	
M	1	104	8 4 $\frac{5}{8}$	284	
N	1	104	8 6 $\frac{7}{8}$	284	
O	1	104	8 9 $\frac{3}{8}$	284	
P	1	104	8 11 $\frac{3}{8}$	284	
Q	1	104	9 3 $\frac{1}{4}$	284	

H.M.S. "Meadowsweet" (P. 6103/44.)

H.M.S. "Rosebay" } (P. 2081/44.)

H.M.S. "Smilax" }

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

A	B	A.F.O.
"Meadowsweet" ...	} "Betony" ...	5745/43
"Rosebay" ...		
"Smilax" ...		

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

(A.F.O. 5745/43.)

(This Order will not be reprinted.)

2627.—Boilers—Oil-fired—Furnace Explosions, Precautions

(N.L. 4993/44.—18 May 1944.)

Recent accidents, involving serious injury to personnel, as a result of furnace explosions in oil-fired vertical boilers of the Cochran type, indicate that the danger of accumulation of an explosive mixture of oil vapour and air in the furnace or combustion chamber of a hot oil-fired boiler when no burners are alight is not sufficiently appreciated.

2. The instructions contained in A.F.O. 447/44 are to be regarded as generally applicable to all oil-fired boilers, including auxiliary boilers.

3. The following additional precautions are to be observed:—

(i) Tube sweeping operations on boilers of cylindrical or vertical fire tube type should preferably be deferred until the boiler is cold.

(ii) If necessary to sweep tubes on a hot boiler—

(a) Before the smoke box doors are opened the furnace should be blown through with steam or air for at least ten minutes to ensure that it and the combustion chamber are swept clear of gas, after which the furnace should be carefully inspected for the presence of any accumulation of unburned oil.

- (b) The valves controlling oil supply to the sprayers are to be shut and lashed and the sprayers are to be inspected for any sign of leakage.
- (c) If there is any sign of leakage from the sprayers or of oil in the furnace, tube sweeping operations are not to be undertaken until the boiler is cold and the furnace is to be thoroughly vented again before the smoke box doors are opened.
- (d) No naked light is to be brought within 20 ft. of the smoke box doors or furnace openings and smoking in the boiler room is to be prohibited while the tube sweeping operation is in progress.

(iii) Where burners employing air or steam atomization and gravity or low pressure fuel supply are fitted, e.g. the Wallsend low air pressure system of oil burning, the output of the boiler should be regulated as far as possible by adjustment of the fuel supply in preference to cutting the burner in and out of operation.

(iv) In the case of automatically controlled auxiliary boilers the maintenance of the automatic ignition arrangements is of primary importance. The operation of the controls is to be tested daily when the boiler is in use and on every occasion before a boiler is put into service after a period out of use for cleaning or repair. Any defects revealed as a result of test must be dealt with immediately and, if they cannot be rectified, the boiler should be placed out of service or, if necessary, controlled by hand until the automatic control arrangements can be relied upon to function correctly.

(A.F.O. 447/44.)

2628.—Engine Components—Standardization

Landing Craft

(M. 04692/44.—18 May 1944.)

It is essential to assure complete interchangeability of spare gear for all engines of a given type used in Landing Craft, whether propulsion engines or auxiliaries. Arrangements have therefore been made throughout the Combined Operations overhaul organization that when carrying out repairs or overhauls to the above engines standard size components shall invariably be used, e.g. worn cylinder bores are restored to original size by fitting dry liners, worn liners are renewed, wear on crankpins or bearing journals of crankshafts is dealt with by fitting a new crankshaft, etc. Worn components thus replaced are in all cases returned to L.C.M.S.O., for salvage in accordance with C.A.F.O. 809/44, Section 11, since in many cases worn components can be restored to their original dimensions by specialized processes.

2. While, in general, major overhauls of all engines fitted in Landing Craft are carried out by a special organization established for the purpose (see C.A.F.O. 151/44), occasions have arisen in operational areas outside the United Kingdom where it has been necessary for overhauls to be carried out by local base or repair facilities, and where the policy referred to in paragraph 1 above has not been adhered to.

3. Attention of all Base Engineer Officers and Repair Authorities who may at any time be concerned with the engines of these craft is therefore drawn to the necessity for strict adherence to the policy of standardization referred to above.

(C.A.F.Os. 151/44 and 809/44.)

2629.—Landing Craft Fitted with Paxman T.P.M.12 Engines—Cleanliness of Lubricating Oil

(M. 04692/44.—18 May 1944.)

Excessive crankshaft wear which has been experienced in some of the above engines is, in certain cases, attributable to contamination of the lubricating oil by dirt or by water.

2. Attention is drawn to the necessity for rigid adherence to the maintenance routine for the lubrication system of these engines laid down in A.F.O. 6010/43—A.F.O. Diagram 372/43 (3)—and to the importance of avoiding entry of dirt into the system which is especially liable to occur when valve rocker cover is removed for adjustments to tappets, etc.

3. It is essential that immediate investigation should be made if any water is found in the oil in order to ascertain its source. A.F.O. 5108/43 refers.

(A.F.Os. 5108/43 and 6010/43.)

2630.—Spray Gun Equipment for Spraying High Duty Protective Paints—Supply of

Repair Ships, Destroyers, Submarines and Depot Ships

(D. 4368/44.—18 May 1944.)

To facilitate the spraying of high duty protective paints such as Debecote and Detel for anti-corrosion purposes, and with particular reference to the requirements of A.F.O. 4978/43, the supply of suitable spray gun equipment to the undermentioned vessels is being arranged:—

“Tyne”, “Woolwich”, “Philoctetes”, “Blenheim”, “Greenwich”, “Sandhurst”, “Westernland”, “Resource”, “Wayland”, “Ausonia”, “Artifex”, “Alaunia”, “Ranpura”, “Adamant”, “Bonaventure”, “Wolfe”, “Montclare”, “Maidstone”, “Forth”, “Titania”, “Cyclops” and “Lucia”.

(A.F.O. 4978/43.)

2631.—Valves—Main Steam Bulkhead and Cross Connection—Hopkinson Type—As. and As.

H.M.Ss. “Dido” and “Argonaut”, Fast Minelayers, Intermediate Fleet and Canadian “Tribal” Class Destroyers

(D. 010575/44.—18 May 1944.)

Experience has shown that the cast-iron distance pieces and guides, where fitted to the above-mentioned valves, are liable to fracture from the effects of very severe underwater explosion. Distance pieces are now being made in bronze and the guides in cast steel and will shortly be available for ships on service.

2. An item, classification “A”, to replace the cast-iron parts should be included in the next As. and As. lists to the ships concerned, dockyard or repair authorities demanding the replacements from Admiralty as necessary.

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

2632.—Radar, Types 282/4/5, “M” and “P” Conversions and 283—A.C. Supply Outfits DVB/C/D/E—Maintenance

(R.E. 23/44.—18 May 1944.)

Reports have been received of failure of the flexible coupling between the driving motor and the alternator of the motor alternators used in A.C. outfits DVB/C/D/E. In the cases investigated, this has proved to be due to insufficient lubrication resulting in excessive wear, and ultimate fracture, of the laminated springs.

2. The shroud surrounding the two halves of the coupling should be removed and the coupling inspected to ensure that the springs are well lubricated and free from rust. When re-assembling, the half-shroud on the motor shaft should be secured first, using the short screws. Subsequently, approximately $\frac{1}{2}$ c.c. of a soft grease, such as Stauffer's “C” should be injected once a month through the grease nipple, which is not of the limited feed type.

3. Attention is also drawn to the importance of correct lubrication of the bearings of these motor alternators. They are provided with limited-feed nipples and after fitting new machines or replacing a bearing, a charge of Belmoline R.B. grease should be injected each day of the first week's running, and thereafter once per week.

4. If it is necessary to re-pack bearings with grease, this should be carried out in accordance with A.F.O. 720/43.

(A.F.O. 720/43.)

2633.—Type 55M—Fitting—As. and As.*H.M. Submarine "Tribune" only*

(R.E. 10542/44.—18 May 1944.)

Item number "T" Class 509, Classification "A*".

2. Type 55M is to be fitted in H.M. submarine "Tribune" for sea trials.

2634.—Type 277 Radar Installation—Fitting-out Information

(R.E. 10674/44.—18 May 1944.)

A.S.E. Preliminary Specification No. B.376/44 has been prepared to show the method of fitting and wiring Type 277 Radar installation.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; to the Dockyards, Chatham, Devonport, Portsmouth, Sheerness, Alexandria, Ceylon, Gibraltar, Orkneys, Malta and Rosyth; to the Flag Officers-in-Charge, East Africa, West Africa; to the Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); to the Commodore, Algiers; to the Commodore Superintendent, Simonstown; to the Commodore-in-Charge, Halifax; 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 Deputy Superintendent, Pembroke; 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 Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; 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 ships approved to be fitted with Type 277 Radar installation are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.376/44 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 disposed of as confidential waste.

*(A.F.O. 790/40.)***2635.—Radar Types 282 P/P (1)/P.2 283 and 285M(3)/M(4)/P(3)/P(4)—Oscillator G.41, Pattern W.3930—Failure of Crystal, Pattern W.4642**

(N.S. 022740/43.—18 May 1944.)

The heading of A.F.O. 2098/44 is to be amended to read as above.

*(A.F.O. 2098/44.)***2636.—Aircraft Inspection Schedules—"Starred" Operations**

(A.M.R. 422/44.—18 May 1944.)

The R.A.F. policy regarding the interpretation of "Starred" Inspections is being standardized as follows:—

"Unstarred" operations signify those done at each minor inspection.

"One Star" operations signify those done at each 2nd, 4th, etc., minor inspection.

"Two Star" operations signify those done at each 4th, 8th, etc., minor inspection.

2. Naval policy will be amended to agree with the above, by the issue of a general amendment list (shortly to be distributed), to all Naval schedules.

2637.—Aircraft Radio Altimeters—Alteration to Colour Sequence of Limit Lights

(A.C.R.D. 838/44.—18 May 1944.)

It has been decided to alter the colour sequence of the limit lights in aircraft radio altimeters. The new requirement is as follows:—

Above set height	—	Amber.
At set height	—	Green.
Below set height	—	Red.

2. The relationship of the actual lamps, and the wiring of them, remains as at present. The colour filters over the green and amber lights are to be interchanged by releasing the bayonet catches by means of which they are secured to the lamp-holders.

3. It should be noted that the above change is to be made to ground testing equipment as well as to the equipment in the aircraft.

2638.—Aircraft Radio T.1115—Modification for Use of Oversize Crystal Unit

(A.C.R.D. 807/44.—18 May 1944.)

Certain makes of the crystal unit designed for use with the above transmitter T.1115 have cases slightly too large to fit the holder.

2. These cases have already been machined on one face in order that the unit may plug into its socket.

3. Although the machining allows the ground side of the crystal unit to lie flush with the recess in the panel of the transmitter when inserted with the ground surface down, the retaining clamp is not able to be screwed fully home owing to the extra length of the unit.

4. This difficulty can be overcome by filing off as required the end of the clamp at the point marked "A" as shown in A.F.O. diagram 142/44.

2639.—Aircraft—Numbering and Recording of Special Technical Instructions and Servicing Instructions

(A.M.R. 2733/43.—18 May 1944.)

Technical defects in aircraft are normally remedied by modification action effected within a standard procedure which provides for a modification leaflet describing and authorizing the modification. Numerous occasions arise, however, when instructions to inspect and modify, rectify or replace aircraft components must be issued in advance or in place of leaflets. In such cases instructions are normally issued in the form of an Admiralty signal, letter or A.F.O.

2. In future, all such instructions (except modification leaflets) will be known as:—

- (i) special technical instructions, or
- (ii) servicing instructions,

according to the nature of the action called for.

3. The type of instruction falling into the above categories will be as follows:—

- (i) *Special technical instructions* will be confined to cases where the action required is of a *non-recurrent nature*. These instructions will normally be urgent and the urgency will be indicated in the text of the instructions.
- (ii) *Servicing instructions* will be issued where the action required is of a recurrent nature (e.g., where defects are suspected which may develop over a period of time and where periodic inspection is therefore necessary). Such instructions may be urgent in respect of the initial inspection and in such cases they will normally be promulgated by signal.

By virtue of calling for action of a recurrent nature, servicing instructions will normally imply an amendment to inspection schedules, and pending the issue of this amendment, instructions will be issued for a note to be made at the appropriate place in the schedule.

4. Special technical instructions and servicing instructions will be issued in the following categories :—

- (i) Airframes (by type).
- (ii) Engines (by type).
- (iii) Power plants (by engine type).
- (iv) Propellers (generically).
- (v) Armament (generically).
- (vi) Miscellaneous (which will include instructions relating to instruments and other components in common use on different airframes; engines, etc.).

5. Special technical instructions and servicing instructions will be compiled and issued within the categories detailed in paragraph 4 above in a standard form based on an alphabetical key as follows :—

- (i) A. *Title.*—The category and reference number of the instruction, e.g. :—
 - (a) S.T.I. (or S.I.)/Seafire/49.
 - (b) S.T.I. (or S.I.)/Merlin/64.
 - (c) S.T.I. (or S.I.)/Merlin power plant/2.
 - (d) S.T.I. (or S.I.)/Propeller/19.
 - (e) S.T.I. (or S.I.)/Armament/163, or
 - (f) S.T.I. (or S.I.)/Miscellaneous/247.

followed by a brief description indicating precisely the component and nature of the defect, e.g., S.T.I./Misc. 6—Coolant thermostats—defective chrome plating on guide sleeve.

- (ii) B. *Application.*—A statement detailing the type, mark or serial number, etc., of the equipment to which the instruction is to be applied.
- (iii) C. *Reason for the instruction.*—Particulars of the defect (or any other circumstances) giving rise to the instruction, in amplification of the brief particular given in the title.
- (iv) D. *Details of inspection and remedial action.*—This will state when the inspection is to be done, detail the inspection and state the remedial action to be taken to rectify any defect found.
- (v) E. *Recording.*—An indication will be given as to where the fulfilment of the instruction is to be recorded in accordance with paragraph 7 below.
- (vi) F. *Reporting.*—When a report on the results of the fulfilment of an instruction is required, an indication of the form of report will be given. When a report is not required "Nil" will be stated under this heading.

(Note.—Form A.21 action is not necessary unless specifically requested under the heading F.)

- (vii) G. *Modification.*—An indication will be given as to whether modification action is imminent, which will supersede the instruction.

(Note.—The purpose of this information is to enable suitable temporary annotations to be made to permanent records for subsequent ease of reference and amendment when the modification is promulgated in a Vol. II leaflet). The title of the instruction under the heading "A" above is to be repeated in full by any formation re-disseminating the instruction and the alphabetical key is to be followed.

6. A separate series of reference numbers will be issued in respect of Special Technical Instructions and Servicing Instructions. Amendments to an instruction will be indicated by the addition of an alphabetical suffix to the original reference number, e.g. :—

S.T.I./Seafire/4A, S.T.I./Seafire/4B, etc.

7. To avoid duplication of effort, it is essential that a record of the fulfilment of special technical instructions (calling as they do for *non-recurrent* action) should be readily available. In the case of servicing instructions (which require *recurrent* action) it will be of no interest to the operator whether or not the action required has been taken on a previous occasion. With this in view, fulfilment of special technical instructions and servicing instructions is to be recorded as follows :—

- (i) *The fulfilment of special technical instructions* is to be recorded in Section 3 of the appropriate log card (Form 701) (i.e., instructions in the airframe

category will be recorded in the appropriate airframe log cards, etc.). Where, as in the case of armament or miscellaneous instructions, related log cards do not exist, the fulfilment of the instruction is to be recorded either in the Form 700, or, if they bear any direct relation to airframes, engines, propellers or power plants, on the appropriate log card. In such cases the instruction will indicate where it is to be recorded.

- (ii) *Servicing instructions* are to be noted as such and in the same manner as periodic inspections in the change of serviceability and repair log in the Form 700. They are *not* to be recorded in the Form 701.

8. Special technical instructions and servicing instructions may be cancelled as follows :—

- (i) By formal notification by the Admiralty.
- (ii) By modification action, in which case the Vol. II leaflet and/or Admiralty Advance Technical Leaflet will refer to the instructions.
- (iii) In the case of servicing instructions, when the inspection has been incorporated in the appropriate inspection schedule (see paragraph 3, sub-paragraph (ii) above).
- (iv) By the periodical list referred to in paragraph 11 below.

9. No S.T.I.s other than those numbered as described in paragraph 5 of this order are to be recorded in Section 3 of the log card, with the exception of those in the R.N. Series which may be issued by Admiralty in certain circumstances. These would relate to types of aircraft of which the Admiralty is the minor user and would be numbered in S.T.I./R.N. series, e.g., S.T.I./R.N. 17, and no category as described in paragraph 4 above would be given. Such instructions will be kept to a minimum.

10. Should a defect be disclosed in the service which, in the view of the administrative authority concerned, requires a general inspection in the service, full details and recommendation are to be signalled to the Admiralty.

11. The Ministry of Aircraft Production (R.D.A. Defects) will prepare, and the Admiralty will issue, periodical lists of S.T.I.s and S.I.s. These lists will indicate which instructions are still effective and which have been cancelled, and in the latter case, will indicate the reason for cancellation.

12. An order similar to the above has been issued by the Air Ministry and as a result both the Royal Navy and the Royal Air Force will be kept informed of all such instructions issued relating to types held by both services, with the exception of those in the S.T.I./R.N. series which would apply to aircraft on Naval charge only.

13. The text of instructions promulgated to other services relating to equipment of mark numbers not held by the Royal Navy will not be promulgated. Reference will, however, be made to the serial numbers of any such instructions in the next instruction subsequently issued in the same series. Recording of the numbers of inapplicable instructions should be made on the appropriate document followed by the words "Not applicable".

(A.F.O. 5623/43 is cancelled.)

2640.—Aircraft—Removal of Tyres

(A.M.R. 392/44.—18 May 1944.)

The instruction for periodic removal of tyres from wheels at a minor star inspection, called for in the majority of Naval Inspection Schedules, is to be disregarded and in future such inspections need only be carried out at the discretion of the Air Engineer Officer concerned as circumstances may warrant. Pending amendment list action, the appropriate schedules are to be provisionally amended accordingly, quoting this order as authority.

2. The following amendment is to be made to A.F.O. 1471/43 :—
In paragraph 2 (3) delete "at 60 hours and"

(A.F.O. 1471/43.)

2641.—Aircraft—Synthetic Rubber Tyres

(A.M.R. 26/44.—18 May 1944.)

Aircraft tyres will in due course be issued to the Service with synthetic rubber in the treads. These tyres have the same code numbers as those manufactured from pure rubber, referred to in A.F.O. 460/44, but with a red medallion as means of identification, denoting particulars of the percentage of synthetic rubber used in manufacture.

2. The first figure denotes the percentage of synthetic rubber in the tread, and the second figure denotes the percentage in the casing of the tyre, as shown below :—

10/10 = 100 per cent. synthetic rubber in tread, and 71 per cent. to 100 per cent. in the casing.

10/7 = 100 per cent. synthetic rubber in tread, and 51 per cent. to 70 per cent. in the casing.

10/5 = 100 per cent. synthetic rubber in tread, and 21 per cent. to 50 per cent. in the casing.

10/2 = 100 per cent. synthetic rubber in tread, and 1 per cent. to 20 per cent. in the casing.

10/0 = 100 per cent. synthetic rubber in tread, and none in the casing.

3. The white indicator strip usually built in below the tread (A.P. 2337, Volume I, section 2, chapter I, paragraph 23 refers) has not been incorporated in the synthetic rubber tyre.

4. R.N. Store Depots should give priority of issue to the synthetic rubber tyres, so that the service life of these tyres may be studied at an early date, and the necessary information resulting from any defects experienced passed on to the manufacturers.

5. When reporting defects on tyres of all types it is important that all relevant markings on the covers be included on the Forms A.21.

(A.F.O. 460/44.)

2642.—Aircraft V.P. Propellers—Security Check Standardization

(A.M.R. 393/44.—18 May, 1944.)

The periodic checking of hub nuts for security on parallel-splined shafts is in future to be done as indicated below :—

Propeller type	Period check
De Havilland and Hamilton (hydromatics)	Each half-major and major inspection.
De Havilland and Hamilton (bracket)...	To be discontinued.
Rotol hydraulic	To be discontinued.
Curtiss electric	Each minor star inspection.
Other types	As in appropriate inspection schedule.

2. Pending amendment list action, the appropriate schedules are to be provisionally amended accordingly, quoting this order as authority.

2643.—“Avenger” Aircraft—Turret Gun Cocking Handle

(A.M.R. 20122/44.—18 May 1944.)

Trouble has been experienced with the turret gun cocking handle coming adrift. This is due to the shearing of the $\frac{1}{4}$ -in. American standard attachment bolt where it enters the shuttle.

2. This bolt is to be replaced by a $\frac{5}{16}$ -in. B.S.F. bolt, and entails retapping the shuttle and re-drilling the steel spacer tube to suit the increased diameter of the new bolt. The spacer block should be modified as shown in A.F.O. Diagram 146/44.

3. This order is being promulgated pending the issue of a modification to cover the defect. Record under S.T.I. Avenger/19.

2644.—Corsair I, II and III—Power Plant (A)—Standard Transfer Checking List—Provisional Issue

(A.M.R. 391/44.—18 May 1944.)

The following provisional checking list is to be used on all occasions for checking Corsair I, II and III 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 regulations, discrepancies of such components.

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

Item No.	Description	Quantity per power plant
1	Aero engine, Double Wasp R.2800-8, complete to checking list (vide A.F.O. 5624/43).	1
<i>Cowling forward of Firewall</i>		
2	Spinning assembly, ring cowl-nose complete with 18 attachment lugs	1
3	Cowling complete from ring cowl-nose to firewall and leading edge, complete with brackets on lower engine mount struts and lower boom of centre section.	1
4	Ring cowl complete with 18 attachment lugs, including gills and operating mechanism to hydraulic jack.	1
<i>Controls, Engine to Firewall</i>		
5	Control throttle, carburettor to bellcrank to bellcrank to quick disconnect point, complete with bearing at disconnect point.	1
6	Control, mixture, carburettor to bellcrank to bellcrank to quick disconnect point, complete with bearing at disconnect point.	1
7	Bellcrank assembly, lower, for throttle and mixture control	1
8	Bellcrank assembly, upper, for throttle and mixture control	1
9	Control, supercharger, flexible, engine lever to quick disconnect point, complete with attachment blocks.	1
10	Control, propeller governor, flexible, governor to quick disconnect point, complete with two blocks, three clips and grommet.	1
<i>Defroster System</i>		
11	Line assembly, inlet, from manifold to quick disconnect point, complete with three clips to mounting.	1
<i>Drain System</i>		
12	Line assembly, fuel pump to atmosphere, complete with 3 clips	1
13	Line assembly, supercharger to atmosphere complete with two hose clips and blocks.	1
14	Line assembly, crankcase breather, engine to atmosphere, complete with three hoses, clips and two attachment blocks.	1
<i>Electrical Installation</i>		
15	Generator, electric... ..	1
16	Generator, tachometer	1
17	Control box, generator, complete with brackets	1
18	Conduit assemblies :—	
	Generator to control box complete with clip	} 1 set
	Box, junction, to quick disconnect point at firewall	
	Box, junction, to tachometer generator, complete with two clips	
	Box, junction, to engine oil temperature connection	
	Box junction, to engine primer valve, complete with one clip	
	Box junction, to engine carburettor air intake temperature connection, complete with one clip	} 1 set
	Box junction, to quick disconnect point on cabin heater control valve, complete with one clip	
	Box junction, to cartridge starter breech, complete with two clips	
	Box junction, to booster coil complete with three clips	

Item No.	Description	Quantity per power plant
<i>Electrical Installation—contd.</i>		
19	Booster coil, complete with mounting	1
20	Conduit assemblies :—	
	Booster coil to four-way connection	2
	Four-way connection, complete with two clips	1
	Four-way connection, to quick disconnect point on firewall	1
	Four-way connection, to diaphragm connection to three-way connection, complete with two clips.	1
	Three-way connection, complete with bracket	1
	Three-way connection to magneto distributor, right hand, complete with one clip.	1
	Three-way connection to magneto distributor, left hand	1
	Thermo couple cylinder temperature	1
	Gasket for thermo couple	1
	Lead from thermocouple to quick disconnect point complete with five clips.	1
<i>Engine Mount and Diaphragm</i>		
21	Mount assembly, engine	1
22	Locking plates, engine mounting upper attaching bolts	1
23	Vibration isolators	6
24	Diaphragm assembly	1
25	Diaphragm, exhaust	1
26	Grounding strap	1
<i>Fuel System</i>		
27	Pump, fuel	1
28	Hose main fuel feed, firewall to fuel pump	1
29	Hose main fuel feed, pump to carburettor	1
30	Line assembly, fuel pressure, quick disconnect point to engine, complete with bracket.	1
31	Line assembly, fuel pressure vent, quick disconnect point to engine fuel pump balance pipe "T"-piece, to air intake, complete with one bracket and clip.	1
32	Line assembly, carburettor vapour vent, quick disconnect point to carburettor.	1
33	Primer unit—Bendix	1
34	Line assembly, primer to distributor, complete with grommet and three clips.	1
35	Line assembly, fuel tank pressure, quick disconnect point to pressure cut-off valve to "T"-piece ("T"-piece in heater system line assembly), complete with (five) clips.	1
36	Pressure cut-off valve	1
<i>Hydraulic System</i>		
37	Pump, hydraulic	1
38	Reservoir, complete with filter, dip-stick, filler cap, strap and bolts	1
39	Line assembly, suction, reservoir to pump	1
40	Line assembly, pressure, pump to quick disconnect point, complete with pump adaptor.	1
41	Line assembly, hand pump suction, reservoir to quick disconnect point, complete with banjo fittings and three clips.	1
42	Line assembly, return, quick disconnect point to reservoir, complete with banjo fittings and two clips.	1
43	Line assembly, reservoir vent, banjo connection to quick disconnect point, complete with banjo fittings, adaptor and two clips.	1
44	Cylinder, cowl gills operating, complete with mounting and clips...	1
45	Line assembly, cylinder to quick disconnect point, complete with banjo fittings and three clips.	1
46	Line assembly, cylinder to quick disconnect point, complete with three clips.	1

Item No.	Description	Quantity per power plant
<i>Induction System Installation</i>		
47	Air intake box, complete with backfire valves	1
48	"Y" duct, assembly complete with three locating brackets and engine mount clamps.	1
49	Intercooler duct assembly, lower, including pressure door and air duct to auxiliary supercharger (right and left hand).	2
<i>Intercooler Duct Assembly</i>		
50	Intercooler	2
51	Duct assembly, upper intake elbows to auxiliary supercharger (right and left hand).	2
52	Duct assembly, intermediate intake to auxiliary supercharger, complete with two connection hoses and clamps (right and left hand).	2
53	Adaptor, auxiliary supercharger to intercooler	2
54	Duct assembly, elbows, supercharger adaptor to intercooler upper duct, complete with connection hose and clamp.	2
55	Duct assembly, intercooler, upper, complete with connection hose and clamp (right and left hand).	2
<i>Oil System</i>		
56	Line assembly, inlet, quick disconnect point to engine, complete with adaptor, three hoses and clips.	1
57	Line assembly, outlet, engine to quick disconnect point, complete with adaptor, two hoses and clips.	1
58	Line assembly, oil tank vent, quick disconnect point to check valve to engine, complete with two elbows, four hoses and clips.	1
59	Valve, check, oil tank vent	1
60	Line assembly, oil pressure, engine crankcase to quick disconnect point, complete with two clips.	1
<i>Propeller Installation.</i>		
61	Bottle, accumulator	1
62	Hose assembly, bottle to governor, complete with grommet and clip	1
63	Governor, constant speed	1
<i>Starter System</i>		
64	Starter, combustion type, Eclipse	1
65	Breech	1
66	Tube assembly, intake	1
67	Tube assembly, exhaust, complete with bracket	1
68	Breech mounting bracket	1
<i>Vacuum System</i>		
69	Pump, vacuum	1
70	Separator, oil	1
71	Line assembly, suction, quick disconnect point to pump, complete with three clips and elbow.	1
72	Line assembly, discharge, pump to separator, complete with elbow	1
73	Line assembly, discharge, separator to atmosphere complete with three clips.	1
74	Hose, separator drain to crankcase, complete with adaptor	1
<i>Miscellaneous</i>		
75	{ Exhaust stacks, 14 assemblies per set	1 set
	{ Exhaust stack support, brackets and spiders	
	{ Exhaust stack links, 18 per set	
	{ Exhaust stack adaptors, 9 per set	
76	Line assembly, manifold pressure, engine to quick disconnect point, complete with elbow, grommet and three clips.	1
77	Sling power plant	1

Note.—This A.F.O. will be amended in due course to show those items required for power plants fitted with water injection system.

(A.F.Os. 2080/42 and 5621/43.)

2645.—Engine Stand, Type 4G/1—Caution when Using in Conjunction with Griffon Engines

(A.M.R. 390/44.—18 May 1944.)

When mounting a Griffon engine on the 4G/1 engine stand care in handling is to be exercised. The C.G. of the engine does not coincide with the axis of rotation of the bearer frame, so that when an engine is secured to the frame and revolved to, say, 90° about the axis of rotation before being locked in position, the moment about the axis is such that if due precautions are not taken when the locking arrangement is released, the whole may swing suddenly back with damaging effects.

2646.—Flying Clothing and Ancillary Equipment

(A.E/V. 2079/44.—18 May 1944.)

A.F.O. 2103/44 is to be amended as follows :—

Paragraph 1 (a), line 9. For "Supplementary" read "Service".

Paragraph 14. Delete "Stores Ref. No. 22C/243" and

"Linings, electrically heated, 12 volt ... 22C/741"
and add :—

"Gloves, electrically heated, R.H. ... 22C/767
/768
/769

Gloves, electrically heated, L.H. ... 22C/770
/771
/772

Linings, L.H. ... 22C/714
/715
/716

Linings, R.H. ... 22C/717
/718
/719

Linings, 12–24 volt, electrically heated,
Type D :—

Jacket ... Stores Ref. 22C/333–340

Trousers ... 22C/341–348"

Paragraph 15. Delete "or" from "Bag or Flying kit"

After "Holdall" add "or".

(A.F.O. 2103/44.)

2647.—Pressure Hull Hatches, Watertight Doors and Bow Caps—Dexine Joints

Submarines (A.O.P.R.S.T.U. Minelaying and River Classes)

(D. 5983/44.—18 May 1944.)

In all new construction submarines and in all classes of submarines, when refitting, the following grades of dexine are to be substituted for the existing rubber jointings on pressure hull hatches, watertight doors and bow caps :—

- (i) Escape hatches and all other pressure hull hatches fitted with internal screw-down clips—Grade IIIA (one, eleven A).
- (ii) Pressure hull hatches fitted with spider clips and centre handwheel, Grade 110.
- (iii) Hatches to upper conning tower and upper gun access trunk having rubbers inset in the casting, and a metal bead round the cover—Grade 109.
- (iv) Lower conning tower and gun access trunk hatches and upper conning tower and gun access trunk hatches not covered by (iii), Grade 110.
- (v) All watertight doors and bow caps—Grade 110.

2. Orders for the substitution of Dexine for the rubber jointings referred to, in vessels taken in hand for refit, should be placed early enough to ensure delivery with the necessary spares, so that they can be fitted before completion.

3. Existing stocks of rubber joints for pressure hull hatches and bow caps may be used subject to one joint in twenty withstanding satisfactorily a test of 0.75 tons per square inch of surface. This test is to be carried out on an area of rubber of not less than one square inch.

4. Special stores lists should be amended accordingly.

2648.—Bilge Pumps

L.C.T. 7034–7105

(D/D.C.O.M. 2193/44.—18 May 1944.)

In certain L.C.T. numbered between 7034 and 7105 the bilge pumps have been fitted vertically. Experience on service has shown that the pumps do not work satisfactorily in this position.

2. Vertical pumps should be removed and refitted horizontally. The work to be carried out at first opportunity.

3. Any additional fittings introduced to improve efficiency when vertical should be removed and brought to produce, the standard pump only to remain.

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

2649.—Hinged Watertight doors—Stops to Limit Travel of Clip Handles

(D./N. 3280/44.—18 May 1944.)

Stops and retaining washers, in accordance with A.F.O. Diagram 148/44, are to be fitted to existing hinged watertight doors to ensure that the clip handles do not foul the door and are always in the correct position, when the door is open, for immediate closing.

2. The work is to be carried out by the ship's staff, the stops and washers being obtained from dockyards if necessary.

(R.A.C., 15th C.S., 14 Nov. 1943, No. 113/170.)

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

2650.—Main Tank Vent Valves—As. and As.

"U" Class Submarines

(D./P. 6322/44.—18 May 1944.)

Item No. :—"U" Class—507. Classification "A".

2. Following a report that main tank vent valves became loose on their spindles it has been decided that a feather should be fitted between the valve spindle and the valve, the existing keep plate on the nut being retained. This work is to be carried out by depot ship staffs.

3. Separate instructions have been issued for vessels under construction.

(Admiral (S), 22 Mar., 1944, No. E.M. 490/918.)

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

2651.—Towing—Method of—As. and As.

H.M. Destroyers

(D/M. 05933/43.—18 May 1944.)

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

2. In older vessels fitted with wrought iron chain cable, the work is to be carried out as an alterations and addition item, the two outboard lengths being landed at a dockyard for conversion.

3. In modern destroyers fitted with forged steel chain cable, the work should be carried out by ships' staffs, the centre link of the 12½-fathom lengths, or where

necessary to ensure that each half length consists of an odd number of links, three links, being cut out.

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

(A.F.O. 1716/44 is cancelled.)

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

2652.—Ventilation to Engine Room—Modification—As. and As.

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

(D. 029186/43.—18 May 1944.)

It has been reported that in vessels of the above-mentioned classes, the exhaust ventilation from the engine room is not efficient under war conditions and that when these vessels are closed down at night or in bad weather, the engine room doors are left open and this permits exhaust air to escape from the engine room into the crew's living quarters.

2. In order to improve the ventilation to the engine room and crew's accommodation the engine room doors should usually be kept closed. Two 12½-in. exhaust fans are to be fitted to the engine room, the leads of ventilation trunk being led to hot spots. These artificial exhausts are to be independent of the present natural exhausts.

To secure uniformity the modified arrangements should conform generally to those approved for modified "Black Swan" class sloops, drawings of which will be supplied by Admiralty to the repair authorities concerned.

3. Commanding Officers or co-ordinating authorities are to include an item, Classification "A*," to cover this work, in their next lists of As. and As. Supply of the exhaust fans will be arranged by the Admiralty.

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

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

2653.—Emergency Escape Arrangements—Amendment

Converted Trawlers, Whalers, Drifters and Yachts on A/S, M/S and A/P Service

(D./T.D. 1557/44.—18 May 1944.)

A.F.O. 1009/44 is to be amended as follows:—

"Add to heading after "A/P Service" and to line 1 after "Yachts":—
"and Rescue Tugs".

(A.F.O. 1009/44.)

2654.—Boom Defence Hurdles

(B.D. 0360/44.—18 May 1944.)

Side or breast moorings are an essential part of hurdles, as their use may prevent the total collapse of a damaged hurdle and consequent damage to the boom. These moorings are normally shown on drawings.

2. To obtain maximum efficiency the moorings should be laid and maintained as taut as possible.

2655.—Telephones, Mark X** and Telaarups, Mark III*—Head Harness—Sets for Conversion of Telephones, Mark X and Telaarups, Mark III

(N.S. 34041/43.—18 May 1944.)

The new type telephones, Mark X**, Pattern 12500, and telaarup, Mark III*, Pattern 12502, introduced under A.F.O. 3998/43, are similar to telephones, Mark X, Pattern 1191 and telaarup, Mark III, Pattern 1190, in all respects except for a modified form of head harness. Telephones, Pattern 1191 and telaarups, Pattern 1190, are now obsolete.

2. Existing telephones, Pattern 1191, and telaarups, Pattern 1190, now fitted in ships, may be converted by ship's staffs to the new types by fitting the conversion set to which Pattern 12558 has been allocated; the latter should be demanded from the nearest (Superintending) Naval Store Officer, or Storing Depot.

3. A.F.O. Diagram 143/44 shows the general arrangement of the conversion sets and method of fitting.

(A.F.O. 3998/43.)

2656.—Telephone Spares—Allowances

"Dido" Class Cruisers

(N.S. 29498/44.—18 May 1944.)

The allowances of spares for fitted telephones, etc. to "Dido" Class Cruisers have been revised and the allowances shown in the appendix to this order are to replace all allowances of telephone spares at present shown for these ships in the Establishment of Naval Stores for Electrical and Torpedo Purposes, B.R. 359.

2. The revised allowances are shown in the appendix in three parts as follows:—

A. Allowances to "Argonaut", "Cleopatra", "Scylla", "Black Prince", "Royalist", "Diadem" and "Bellona".

B. Additional allowances to "Royalist" and "Scylla".

C. Allowances to "Euryalus", "Dido", "Sirius" and "Phoebe".

3. Ships concerned should demand from their storing yards or depots the spares required to complete to the allowances shown in the appendix. Any spares now rendered surplus should be returned to the nearest dockyard or naval store depot.

4. B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—will be amended.

APPENDIX A

Allowances of telephone spares to "Dido" Class Cruisers

Note.—All items are included under Subhead F.I.C. of the Rate Book of Naval Stores, except where stated.

Pattern No.	Description	"Argonaut", "Cleopatra"	"Scylla"	"Black Prince", "Royalist", "Diadem", "Bellona"
PERMANENT STORES		<i>Allowance per ship</i>		
9044	Telephone, Mark VI ...	6	5	—
9245	Telephone, Mark VII ...	1	1	—
12500	Telephone, Mark X** ...	5	6	9
		(See Note A)		
13224	Telephone, Mark XIII ...	3	2	5
13225	Telephone, Mark XIV ...	3	2	1
13235	Telephone, Mark XVIII ...	—	—	3
13249	Extra receiver, complete with stowage bracket.	3	2	1
13748	Tool box, complete with tools; feeler gauges and an instruction pamphlet for the repair of S-P Units.	1	1	1
<i>Spares for two-wire telephones</i>				
9254	Cover for telephone, Pattern 7951.	2	2	—
9255	Cover for telephone, Pattern 7952.	1	1	—
9289	Cover for telephone, Pattern 9283.	1	1	—

APPENDIX A—contd.

Pattern No.	Description	"Argonaut", "Cleopatra"	"Seylla"	"Black Prince", "Royalist", "Diadem", "Bellona"
PERMANENT STORES—contd.				
<i>Spares for two-wire tele- phones—contd.</i>				
9587	Cover for telephone, Pattern 9245.	1	1	—
9256A	Handsets for telephone, Pattern 7951.	2	2	—
9257A	Handsets for telephone, Pattern 7952.	1	1	—
9291	Transmitters	14	6	—
9262	Receivers, 120 ohms ...	1	1	—
9263	Receivers, 50 ohms ...	15	11	1
9134	Receivers, watch, for telephone, Pattern 9245.	1	1	—
9272A	Line relays for line relay boxes.	4	4	—
9290	Calling relay unit for calling relay boxes.	2	2	—
9057	Receiver hooter	1	1	—
9276	Buzzers, high note ...	1	1	—
<i>Spares for sound-powered telephones</i>				
13221	Transmitter unit for all patterns except 12500, 12528, 1191 and 1192. Receiver unit for all patterns.	36	30	76
13222	Transmitter unit for patterns 12500, 12528, 1191 and 1192.	6	6	9
13220	Handset	12	7	25
13318A	H.F. Generator.	1	3	14
13319	Transformer	1	3	20
13133	Generator (for Mark XII telephones).	—	2	—
9874	Boxes, plug, Mark II ...	4	4	4
9875	Plugs	7	7	7
<i>Spares for two-wire Exchange</i>				
9273	Units, line	2	2	2
9273B	Units, trunk line	1	1	1
9274	Units for fire control exchange.	1	—	1
9276	Buzzers, high note ...	1	1	1
9277	Buzzers, low note ...	1	1	1
9278	Cut-off relays	1	1	1
<i>Spares for multiphones</i>				
9291	Transmitters	3	2	2
9276	Buzzers, high note ...	1	1	1
9779	Coil, line, 60 ohms (coil only)	3	2	1
9759	Unit, receiver, complete ...	3	2	1

APPENDIX A—contd.

Pattern No.	Description	"Argonaut", "Cleopatra"	"Seylla"	"Black Prince", "Royalist", "Diadem", "Bellona"
PERMANENT STORES—contd.				
<i>Spares for amplifiers for group telephones</i>				
13256B	Amplifier	1	1	1
13321	Microphone	1	1	1
<i>Spares for fighter directing office equipment</i>				
13316A	Amplifier, 20 watts, 115/230-volt A.C.	—	—	1
13321	Microphone	—	—	1
12518	Buzzer, 150 ohms	—	—	2
<i>Telephones for after action Communications</i>				
12500	Telephone, Mark X** ...	4	4 (See Note A)	4
13152	Sound-powered field telephone.	8	8	8
—	Reels, Mark II for D3 twisted cable.	6	6	6
<i>Note A.—Where already supplied, Pattern 1191 should be retained in lieu of Pattern 12500 until defective.</i>				
CONSUMABLE STORES				
<i>Spares for two-wire tele- phones and for S-P tele- phones with battery call-up</i>				
		<i>Emergency stock quantities per ship</i>		
9258	Bullseyes	2	2	2
9193	Granules, carbon for transmitter, Pattern 9291.	1 oz.	1 oz.	—
9279	Washers, felt, for transmitter, Pattern 9291.	6	6	—
9195	Diaphragms for transmitter, Pattern 9291.	6	6	—
9196	Discs, mica	6	6	6
9045	Receiver, front covers ...	15	11	—
9046	Receiver, rubber washers...	15	11	—
9197	Rubber washers	6	6	—
9047	Receiver diaphragms ...	15	11	—
9264	Condenser, 2 mfd.	3	3	3
9030	Condensers for telephone, Pattern 9044.	3	3	—
9266	Earpads, I.R., for general use.	19	13	20
9267	Mouthpieces, I.R.	3	3	—
9271	Headbands	—	1	—
13223	Headbands	20	12	20
9275	Plugs, operator's (2-wire type).	2	2	1
13227	Plugs, operator's (S.P. type)	—	—	2

Pattern No.	Description	"Argonaut", "Cleopatra"	"Scylla"	"Black Prince", "Royalist", "Diadem", "Bellona"
	CONSUMABLE STORES— <i>contd.</i> <i>Spares for two-wire tele- phones and for S.P. tele- phones with battery call-up</i> —contd.			
9762	Condensers, 4 mfd. ...	—	1	2
8096	Lamps, 24-volts, low resis- tance (F.2A).	40	27	25
8097	Lamps, 24-volts, high resis- tance (F.2A).	3	3	10
13151	Waterproof cord for tele- phone, Pattern 9044.	2	2	—
13335	Spring leaf for laminated spring for handset clip of telephones, Patterns 13224, 13225 and 13343.	12	12	24
13247	Coil, impedance, 70 ohms, for telephones, Patterns 13224, 13225 and 13235.	6	5	8
13248	Condenser, 0.25 mfd., for telephones, Patterns 13224 and 13235.	6	2	8
13299	Contact screw (complete with contact point) for buzzers, Pattern 9276 and 9277 and cut-off relays, Pattern 9278.	6	6	6
13226	Condenser, 2 mfd., for tele- phones, Patterns 13224, 13225 and 13235.	6	5	8
	<i>Spares for sound-powered telephones</i>			
13237	Spring for handset clip of telephones, Patterns 1193, 1194, 1195, 13231, 13232 and 13233.	8	5	12
13238	Cord for telaupads, Marks I**, II**, III and III*.	1	1	1
16085	Neon indicator lamp, 200/ 250 volts A.C., $\frac{1}{2}$ watt, S.B.C. (Subhead F.2A).	2	7	50
13593	Moulded mouthpiece of Mark X and X*.	6	6	10
	<i>Spares for sound-powered inserts</i>			
13743	Tungum diaphragms ...	48	36	84
13744	Armature stems, complete with 4 in No. nuts.	48	36	84
	<i>Spares for sound-powered handsets</i>			
13745	Moulded earcaps ...	12	7	25
13746	Moulded mouthpieces ...	12	7	25
13747	Moulded retaining rings ...	12	7	25

Pattern No.	Description	"Argonaut", "Cleopatra"	"Scylla"	"Black Prince", "Royalist", "Diadem", "Bellona"
	CONSUMABLE STORES— <i>contd.</i> <i>Spares for valve amplifiers for group telephones</i>			
13730	Valve, Mazda, PEN 383 ...	4	4	4
13731	Valve, Mazda, VP 133 ...	4	4	4
	<i>Spares for multiphones</i>			
9770	Condenser, 0.5 mfd. ...	1	1	1
9773	Condenser, 30 mfd. (electro- lytic).	1	1	1
9764	Mouthpieces, I.R. ...	2	2	1
9765	Diaphragms ...	3	2	1
9766	Bushes, screwed rubber ...	3	2	1
8435	Lamps, telephone, G.P.O., Pattern No. 2, 12 volts (F.2A).	4	2	2
	<i>Spares for fighter-directing office equipment. Box con- taining a set of the following items</i>			
W6338	Condenser, 8 mfd., 600 V.P.K., type 512. (Sub- head F.IA.)	—	—	2
2025	Condenser, 50 mfd., 12 V.P., type C. (Subhead F.IA.)	—	—	2
W1344	Condenser, 50 mfd., F.W., 50-volt. (Subhead F.IA.)	—	—	2
12506	Resistance, 2,000 ohms, 20 watt (Code R.8W).	—	—	2
12507	Resistance, 10,000 ohms, 20 watt (Code R.9W).	—	—	2
12508	Resistance, 100 ohms, 10 watt (Code R.10W).	—	—	2
12509	Resistance, 200 ohms, 10 watt (Code R.11W).	—	—	2
12510	Volume control, 100,000 ohms (Code R.12W).	—	—	2
CV.1075	Valve, Marconi, Osram, K.T.66, V.T.75. (Subhead F.4.)	—	—	4
CV.1067	Valve, Marconi, Osram, L.63, 6J.5G. (Subhead F.4.)	—	—	2
CV.1073	Valve, Marconi, Osram, H.63, V.T.73. (Subhead F.4.)	—	—	2
CV.1071	Valve, Brimar or Mullard, 5U4G. (Subhead F.4.)	—	—	2
	<i>Spares for after-action telephones</i>			
	D3 twisted cable, based on 400 ft. for every two telephones.	800 yds.	800 yds.	800 yds.

APPENDIX B

"ROYALIST" AND "SCYLLA"

Additional Telephone Spares required to provide for additional Fighter-Directing Office Equipment fitted

Pattern No.	Description	Allowance of additional spares per ship
PERMANENT STORES		
12518	Buzzer	2
13318A	H.F. generator	1
13319	Transformer	1
13220	Handset	5
13221	Transmitter unit for all patterns except 1191, 1192, 12500 and 12528.	14
13222	Transmitter unit for patterns 1191, 1192, 12500 and 12528.	2
12500	Telephone, Mark X**	1
9874	Box, plug, Mark II	1
9875	Plug	1
CONSUMABLE STORES		
8056	Lamps, 24 volts, low resistance (F.2A) ...	10
8097	Lamps, 24 volts, high resistance (F.2A) ...	7
9196	Mica discs	6
9258	Bullseyes	2
9266	Earpads, I.R., for general use	7
13237	Spring for handset clip of telephones, Patterns 1193, 1194, 1195, 13231, 13232 and 13233.	3
13238	Cords for telaupads, Marks 1**, II**, III and III*.	1
13247	Coil, impedance, 70 ohms	1
13226	Condenser, 2 mfd.	1
13246	Condenser, 0.25 mfd.	1
13335	Spring leaf for handset clip	5
13593	Moulded mouthpiece	1
13743	Diaphragm, tungum	12
13744	Armature stems, complete with 4 in No. nuts	12
13745	Moulded earcap	5
13746	Moulded mouthpiece	5
13747	Moulded retaining ring	5
16085	Neon indicator lamp, 200/250 volts A.C., ½ watt, S.B.C. (Subhead F.2A).	2

Emergency stock quantities per ship

APPENDIX C

Pattern No.	Description	"Euryalus"	"Dido"	"Sirius"	"Phoebe"
PERMANENT STORES					
9044	Telephone, Mark VI	6	6	5	10
9245	Telephone, Mark VII	1	2	1	1
1312	Telephone, Mark IX*	1	1	1	1
12500	Telephone, Mark X**	10	10	10	10
(See Note A)					

APPENDIX C—contd.

Pattern No.	Description	"Euryalus"	"Dido"	"Sirius"	"Phoebe"
PERMANENT STORES— contd.					
13224	Telephone, Mark XIII	1	—	1	2
13225	Telephone, Mark XIV	1	—	1	2
13235	Telephone, Mark XVIII	—	—	—	1
13249	Extra receiver complete with stowage bracket.	3	2	4	4
13748	Tool box complete with tools; feeler gauges and an Instruction pamphlet for the repair of S-P units.	1	1	1	1
Spare for two-wire telephones					
9254	Cover for telephone, Pattern 7951.	3	3	2	2
9255	Cover for telephone, Pattern 7952.	1	1	1	1
9205	Cover for telephone, Pattern 7952A.	1	1	1	1
9289	Cover for telephone, Pattern 9283.	—	1	1	1
9029	Cover for telephone, Pattern 9283B.	1	1	1	1
9587	Cover for telephone, Pattern 9245.	1	1	1	1
9256A	Handsets for telephone, Pattern 7951.	3	3	2	2
9257A	Handsets for telephone, Pattern 7952.	1	1	1	1
9291	Transmitters ...	16	17	16	20
9261	Receivers, 25 ohms ...	2	2	1	2
9262	Receivers, 120 ohms	1	2	2	1
9263	Receivers, 50 ohms ...	15	15	14	18
9134	Receivers, watch, for telephone, Pattern 9245.	4	5	1	1
9272A	Line relays for line relay boxes.	1	1	1	1
9290	Calling relay unit for calling relay boxes.	1	1	1	1
Spares for sound-powered telephones					
13221	Transmitter unit for all patterns except 12500, 12528, 1191 and 1192. Receiver unit for all patterns.	118	114	129	140
13222	Transmitter unit for Patterns 12500, 12528, 1191 and 1192.	26	25	12	16
13220	Handset	15	11	32	32
13318A	H.F. generator	17	17	22	18
13319	Transformer	32	32	37	37
9874	Boxes, plug, Mark II	4	4	4	4
9875	Plugs	7	7	7	7

APPENDIX C—contd.

Pattern No.	Description	"Euryalus"	"Dido "	"Sirius "	"Phoebe "
	PERMANENT STORES— <i>contd.</i> <i>Spares for two-wire exchanges</i>				
9273	Units line	2	2	2	2
9273B	Units trunk line ...	1	1	1	1
9274	Units for fire control exchange.	1	1	1	1
9276	Buzzers, high note ...	1	1	1	1
9277	Buzzers, low note ...	2	2	2	2
9278	Cut-off relays ...	1	1	1	1
	<i>Spares for multiphones</i>				
9291	Transmitters ...	1	1	1	1
9276	Buzzers, high note ...	1	1	1	1
9779	Coil, line, 60 ohms (coil only).	1	1	1	1
9759	Unit, receiver, complete	1	1	1	1
	<i>Spares for amplifiers for group telephones</i>				
13256B	Amplifier	1	1	1	1
13321	Microphone	1	1	1	1
	<i>Spares for fighter-directing office equipment</i>				
13321	Microphone	1	1	1	1
12518	Buzzer, 150 ohms ...	2	2	2	2
	<i>Telephone for after-action communications</i>				
12500	Telephone, Mark X**	4	4	4	4
13152	Sound-powered field telephone.	8	(See Note A) 8	8	8
—	Reels, Mark II for D.3 twisted cable. <i>Note A.</i> —Where already supplied, Pattern 1191 should be retained in lieu of Pattern 12500 until defective.	6	6	6	6
	CONSUMABLE STORES <i>Spares for two-wire telephones and for S-P telephones with battery call-up</i>				
		<i>Emergency stock quantities per ship</i>			
9258	Bullseyes	8	8	7	8
9193	Granules, carbon for transmitter, Pattern 9291.	1 oz.	1 oz.	1 oz.	1 oz.
9279	Washer, felt, for transmitter, Pattern 9291.	18	19	16	21
9195	Diaphragms for transmitter, Pattern 9291.	18	18	16	21
9196	Discs, mica	6	6	6	6
9045	Receiver, front covers	6	6	5	9

APPENDIX C—contd.

Pattern No.	Description	"Euryalus"	"Dido "	"Sirius "	"Phoebe "
	CONSUMABLE STORES— <i>contd.</i> <i>Spares for two-wire telephones and for S-P telephones with battery call-up—contd.</i>				
9046	Receiver, rubber washers.	6	6	5	9
9197	Rubber washers ...	18	18	16	21
9047	Receiver diaphragms	6	6	5	9
9264	Condenser, 2 mfd. ...	13	14	12	10
9030	Condenser, for telephone, Pattern 9044.	1	1	5	9
9776	Condenser, .01 mfd.	—	—	1	1
9265	Earpads, I.R....	10	10	10	10
9266	Earpads, I.R., for general use.	6	8	17	22
9267	Mouthpieces, I.R. ...	9	9	8	8
9270	Coils, operating, cut-off relay, 125 ohms.	2	2	2	2
9275	Plugs, operators (2-wire type).	2	2	2	2
9762	Condensers, 4 mfd. ...	1	1	1	1
8096	Lamps, 24 volts, low resistance (F2A).	50	50	50	60
8097	Lamps, 24 volts, high resistance (F2A).	30	25	24	27
13151	Waterproof cord for telephone, Pattern 9044.	6	6	5	9
13335	Spring leaf for laminated spring for handset clip of telephones, Patterns 13224, 13225 and 13343.	18	12	18	24
13247	Coil, impedance, 70 ohms for telephones, Patterns 13224, 13225 and 13235.	2	—	2	5
13248	Condenser, 0.25 mfd. for telephone, Patterns 13224 and 13235.	1	—	1	3
13299	Contact screw (complete with contact point) for buzzers, Patterns 9276 and 9677 and cut-off relays, Pattern 9278.	6	6	6	6
13226	Condenser, 2 mfd. for telephones, Patterns 13224, 13225 and 13235.	2	—	2	5
9287	Resistance	1	1	1	1

APPENDIX C—contd.

Pattern No.	Description	"Euryalus"	"Dido"	"Sirius"	"Phoebe"
	CONSUMABLE STORES— <i>contd.</i>				
	<i>Spares for sound-powered telephones</i>				
13238	Cord for Telaupads, Marks I**, II**, III and III*	2	2	2	2
16085	Neon indicator lamp, 200/250 volts A.C., ½ watt, S.B.C. (Subhead F2A).	76	76	90	90
13593	Moulded mouthpiece of Mark X and X*.	12	12	12	16
	<i>Spares for sound-powered inserts</i>				
13743	Tungum diaphragms	144	144	144	156
13744	Armature stems, complete with 4 in No. nuts.	144	144	144	156
	<i>Spares for sound-powered handsets</i>				
13745	Moulded earcaps ...	14	14	32	32
13746	Moulded mouthpieces	14	11	32	32
13747	Moulded retaining rings	14	11	32	32
	<i>Spares for valve amplifiers for group telephones</i>				
13730	Valve, Mazda, PEN 383	4	4	4	4
13731	Valve, Mazda VP 133	4	4	4	4
	<i>Spares for multiphones</i>				
9770	Condenser, 0.5 mfd.	1	1	1	1
9773	Condenser, 30 mfd. (electrolytic).	1	1	1	1
9764	Mouthpieces, I.R. ...	1	1	1	1
9765	Diaphragms ...	1	1	1	1
9766	Bushes, screwed rubber	1	1	1	1
8435	Lamps, telephone, G.P.O., Pattern No. 2, 12 volts (F2A).	2	2	2	2
	<i>Spares for amplifier, Pattern 13316A for fighter-direction broadcast</i>				
	Box containing a set of the following items—	1	1	1	1
	No.				
W6338	Condenser, 8 mfd., 2 600 V.P., type 512. Subhead FIA.				
2025	Condenser, 50 mfd., 2 12 V.P., type C. Subhead FIA.				
W1344	Condenser, 50 mfd., 2 F.W. 50 V. Subhead FIA.				

APPENDIX C—contd.

Pattern No.	Description	"Euryalus"	"Dido"	"Sirius"	"Phoebe"
	CONSUMABLE STORES— <i>contd.</i>				
	<i>Spares for amplifier, Pattern 13316A for fighter-direction broadcast—contd.</i>				
12506	Resistance, 2,000 2 ohms, 20 watt. (Code R.8W).				
12507	Resistance, 10,000 2 ohms, 20 watt (Code R.9W).				
12508	Resistance, 100 ohms, 2 10 watt. (Code R.10W).				
12509	Resistance, 200 ohms. 2 10 watt. (Code R.11W).				
12510	Volume control, 2 100,000 ohms. (Code R.12W).				
CV.1075	Valve, Marconi, 4 Osram, K.T.66. Subhead F.4.				
CV.1067	Valve, Marconi, 2 Osram, L.63. Subhead F.4.				
CV.1073	Valve, Marconi, 2 Osram, H.63. Subhead F.4.				
CV.1071	Valve, Brimar or 2 Mullard 5U4G Subhead F.4.				
	<i>Spares for after-action telephones</i>				
	D.3 twisted cable, based on 400 ft. for every two telephones.	800 yds.	800 yds.	800 yds.	800 yds.

2657.—Electrical Switch and Control Gear—Mounting on Resilient Mountings in order to Reduce Effects of Shock

H.M. Ships (excluding Submarines), Dockyards and Overseers

(N:S. 17227/44.—18 May 1944.)

Experiments carried out to determine the possibility of protecting electrical switch and control gear from the effects of shock have demonstrated that a considerable measure of protection can be afforded to such gear by the use of mild steel resilient mountings.

2. It has been decided, therefore, that:—

- (i) Starters and other control gear,
- (ii) Auto selector and change-over switches, if fitted, and
- (iii) Branch breakers,

of the following services, including those items of the above which have passed the

pecified shock test, shall, wherever possible and space permits, be mounted on mild, steel resilient mountings :—

- (a) Steering motors,
- (b) R.P.C. machines, including M/As., turret and gun mounting pump motors
- (c) Machinery compartment fans,
- (d) L.P. M/Gs.,
- (e) Diesel dynamo circulating pump motors,
- (f) Engine room auxiliaries essential for steaming the ship,
- (g) Fire control, A/S and gyro compass M/As. and balancers,
- (h) Radar M/As.,
- (j) A.F.C.T. and H.A.C.S. main drive motors and director training motors,
- (k) W/T and Wa/T M/As.,
- (l) Shell hoist, ammunition hoist and conveyor motors,
- (m) S/A., M/As. and D.G. M/Gs.,
- (n) Salvage, hull and fire pumps,
- (p) Flight deck lighting M/As. and aircraft bomb and torpedo lifts.

3. A.F.O. Diagram No. 141/44 gives details and sizes of the mountings to be used, depending on the weight of the gear and the number of securing lugs. Only gear weighing 20 lb. or over is to be fitted with the mountings. The weight of the switch, etc., is given on the "as fitted" drawings of the gear.

4. Pattern numbers have been assigned and purchase is being arranged under Vote 8/II B.10 as follows :—

Pattern	Size of mounting	Allocation					Total
		Chatham	Ports-mouth	Devon-port	Rosyth		
7770...	1	300	300	300	300	300	1,200
7771...	2	500	500	500	500	500	2,000
7772...	3	500	500	500	500	500	2,000
7773...	4	500	500	500	500	500	2,000
7774...	5	300	300	300	300	300	1,200
7775...	6	300	300	300	300	300	1,200

5. All electrical apparatus which is resiliently mounted must have sufficient free length of the cable to allow of relative movement between the apparatus and the bulkhead without undue flexure of the cable or straining of the cable glands.

6. If, after a heavy shock, the mountings are distorted, they should be removed at the first opportunity and restored to their original shape without recourse to heating.

7. Ships' staffs to progress the work of fitting the mountings as and when opportunity offers, and for this purpose should demand the requisite number of each size of resilient mounting from their storing yard. It is anticipated that these mountings will become available during May, 1944, and demands should not be forwarded before that date. It is recognized that in many cases the work will be beyond the capacity of ships' staffs, and in such cases an item, classification C, is to be inserted in the next list of Alterations and Additions. "To fit resilient mountings to electrical switch and control gear as authorized by A.F.O. 2657". The mountings should be demanded complete with locking plate, bolt, nut and lock washer.

8. Separate action will be taken for :—

- (a) Ring main switchgear.
- (b) Switchboards.
- (c) Ships building and new construction.

9. The foregoing order does not apply to that radio and signalling gear covered by A.F.O. 3665/42.

10. The measures to be taken for protecting the motors themselves are covered by C.A.F.Os. 390/43 and 392/43.

11. *Chatham only*.—Proposals should be forwarded for the addition of the new pattern resilient mountings to the Authorized List of Naval Stores and an appropriate contract schedule.

(C.A.F.Os. 390/43, 392/43.)

(A.F.O. 3665/42.)

2658.—Alterations and Additions.

H.M. Rescue Tugs B.A.T., Class 1-14 and Steel A.T.R., Class 41, 42, 48, 49 and 91-96

(D/T.D. 1542/44.—18 May 1944.)

The following decisions on As. and As. to H.M. Rescue Tugs B.A.T., Class 1-14 and Steel A.T.R., Class 41, 42, 48, 49 and 91-96, are promulgated, in continuance of A.F.O. 5257/43 :—

Serial No.	Items	Authority	Decisions
42	To fit secondary steering arrangements	A.F.O. 3464/43	Approved, classification "A"
43	To protect the after bulwark by fitting heavy segmental iron to the top of the taffrail at the stern extending forward to the after towing beam.	A.F.O. 2775/43	Approved, classification "A"
44	To provide two 15-in. mooring bollards on the fore-castle head.	—	Approved, classification "B"
45	Plating to be fitted between the tow bar and the bearer of the tow hook to prevent tripping of the hook.	—	Approved, classification "A"
46	The door between the engine room and towing winch room to be re-arranged so that in opening access to the winch controls is not impeded. This door and the forward door from the engine room to washplace to be fitted with storm steps.	—	Approved, classification "B"
47	To improve the ventilation of the mess decks by additional mushroom ventilator supply.	—	Approved, classification "B"
48	To fit duplex filters to the fuel supply from the ready use tank to each main generator engine, capable of using the A.C. Kleer Kleen type T.13N filter element or its Vokes equivalent (Vokes No. D.13053).	—	Approved, classification "A"
49	A small trap hatch to be fitted to the main hatch to allow access to the hold in bad weather.	—	Approved, classification "B"
50	To fit to the ammunition hoist a guide wire with bottle screw at the upper end for easy slipping, and a travelling spring hook for attachment to bags to prevent lateral movement. Ten British type, 3-in. Q.F., cartridge bags, Pattern 59, to be supplied.	—	Approved, classification "B"
51	Carley float skids, to be extended in a downward curve to the main rail to insure positive launching.	—	Approved, classification "B"
52	To fit shelves and locked dunnage battens for the stowage of survivors' gear in sound room.	—	Approved, classification "B"
53	To fit extending drop leaf to the chart table to take the largest size Admiralty chart.	—	Approved, classification "B"

Serial No.	Items	Authority	Decision
54	To supply improved type of chart table light.	—	Approved, classification "B"
55	To fit racks for books, pencils, etc., in chart room.	—	Approved, classification "B"
56	To fit a clamp to the mainmast to hold derrick in vertical position.	—	Approved, classification "B"
57	To supply and fit two ringplates to after deck abreast gobbing bollard (rings 14 in. outside diameter by 1½ in. diameter steel).	—	Approved, classification "B"
58	Deck head attachments of the pins of the large vertical guide rollers outside the towing winch housing to be strengthened, boat deck in the vicinity to be reinforced, and a guard and guide plate to be fitted underneath between the rollers to prevent the towing wire riding up and off the rollers. Stanchions to be fitted between decks abreast vertical rollers.	—	Approved, classification "A"
59	To fit a safety guard to towing winch brake gear.	—	Approved, classification "B"
60	The two 20-in. exhaust ventilating fans in the engine room to be turned round to convert them into supply fans. Hinged light steel weather flaps to be fitted to mouths of supply ventilators on boat deck.	—	Approved, classification "A"
61	Voice pipe to be fitted from master gyro room to bridge.	—	Approved, classification "B"
62	Two 10-in. signalling projectors to be fitted, one to each wing of bridge. One circuit with change over switch to be fitted.	—	Approved, classification "B"
63	Oil coolers for main generators to be replaced by Serck coolers.	—	Approved, classification "A"
64	Two in number, 250-gallon ready-use tanks to be fitted in engine room at same height as existing spill tanks, as near centre line as possible but clear of exhaust pipes.	—	Approved, classification "B"
65	External domes for type N.J.3 echo-sounding oscillators in vessels equipped with M.S.12C sets to be removed, leaving the surface of the hull as smooth as possible.	—	Approved, classification "A"
66	Drum fingers in the steering controller and steering gear follow up drum to be replaced by stouter phosphor bronze fingers.	—	Approved, classification "A"
67	Finger contact pressure in the steering controller and follow up drum to be increased by approximately 2 lb. by inserting 1/16-in. thick brass spacing washers between compression springs and fingers.	—	Approved, classification "A"
68	Existing wooden contact terminal blocks in steering limit switches to be replaced by Paxolin treated with anti-tracking varnish.	—	Approved, classification "A"

Serial No.	Items	Authority	Decision
69	Should a rise of more than 55 degrees Centigrade in the steering motor shunt coils occur under sea-going conditions, additional turns to be wound on the coils to increase the total field resistance from 46 to 58 ohms.	—	Approved, classification "A"
70	Tension of propulsion notching device to be increased to retard the speed at which the controller can be operated.	—	Approved, classification "A"
71	Two additional voltmeters to be fitted to the switchboard to obtain direct indication of each exciter voltage.	—	Approved, classification "A"
72	Rudder stock bearings to be fitted with adequate grease lubricating system.	—	Approved, classification "A"
73	A receptacle to hold 10 cu. ft. of sand to be fitted in the engine room and fire-fighting equipment to be fitted.	A.F.O. 469/44	Approved, classification "A"
74	Monitor and foam-making equipment to be supplied and fitted.	A.F.O. 1385/44	Approved, classification "A"

(A.F.O. 5257/43.)

2659.—Alterations and Additions—Procedure*"Eclipse" Class Destroyers*

(D. 09990/44.—18 May 1944.)

Owing to the wide separation of the remaining destroyers of the "Eclipse" class, the class list of As. and As. for these ships is to be abolished. Individual lists should, therefore, be forwarded in future in accordance with C.A.F.O. 793/43, paragraph 13.

(C.A.F.O. 793/43.)

2660.—Rain Gauges—Supply to R.N. Air Stations with Meteorological Facilities

(N.S. Air 5025/44.—18 May 1944.)

Rain gauges, Pattern F.3A/697, have been added to the range of meteorological instruments supplied to R.N. Air Stations. Supply of one rain gauge will be made by the Superintending Naval Store Officer, Severn Area, without demand, to each of the following R.N. Air Stations (Sections):—

China Bay	Katukurunda
Colombo	Piarco
Dekheila	Wingfield
Hastings (Freetown)	

2. R.N. Air Stations in the United Kingdom with meteorological facilities should forward demands for one rain gauge each to the Superintending Naval Store Officer, Severn Area.

(C.A.F.O. 945/44 is cancelled.)

2661.—Damage Control Stores—Supply*L.C.T. (Marks 1-5), L.C.F., L.C.G.(L) and L.C.T.(R)*

(N.S./D.C.O.M. 061 44.—18 May 1944.)

The allowances of stores required to be carried on board each L.C.T. (Marks 1-5), L.C.F., L.C.G.(L) and L.C.T.(R) for effecting emergency damage repairs are as set out in the appendix hereto.

2. Stores allowed to L.C.T. by A.F.O. 4310/42, as amended by A.F.O. 5328/42 and not included in the appendix hereto, are now in excess of allowances and should be returned to store.

3. Supply of the additional items allowed should be arranged by bases to craft attached; craft building should be supplied by storing yards in the usual manner.

4. The establishment of stores will be amended.

APPENDIX

Pattern No.	Description	Denomination of quantity	Allowance per L.C.T.
<i>Consumable Stores</i>			
<i>A</i>			
—	Fir, 1 in. × 6 in.	Ft. run	100
—	Shores, 3 in. × 3 in.	Ft. run	100
<i>B.2</i>			
Plates, M.S. :—			
—	Circular, 18 in. dia. × $\frac{3}{8}$ in.	No.	2
—	Rectangular, 24 in. × 15 in. × $\frac{1}{4}$ in.	No.	2
—	Square, 12 in., with rounded corners × $\frac{1}{4}$ in.	No.	2
Bolts, black steel, $\frac{5}{8}$ in. dia. with nuts :—			
—	2 ft. 6 in. long, screwed for 1 ft.	No.	6
—	1 ft. long, screwed 11 $\frac{1}{2}$ in.	No.	4
—	Strong backs, 1 ft. 6 in. long	No.	4
<i>B.10</i>			
Tubes, gas and water, black, $\frac{3}{4}$ in. int. dia. :—			
—	2 ft. long	No.	2
—	18 in. long	No.	2
—	6 in. long	No.	2
721 I	Washers, iron, $\frac{13}{16}$ in. dia. hole	Lbs.	2
<i>B.11</i>			
0962	Chisel, firmer, 1 $\frac{1}{2}$ in.	No.	1
<i>D.1</i>			
—	Canvas, M.N.6	Yards	25
<i>E.2</i>			
Connections, rubber, for pipe repairs, 6 in. long, each fitted with two worm drive clips of following sizes :—			
—	$\frac{1}{2}$ in.	No.	1
—	$\frac{3}{8}$ in.	No.	1
—	$\frac{1}{2}$ in.	No.	1
—	$\frac{3}{4}$ in.	No.	1
—	1 $\frac{1}{4}$ in.	No.	1
—	2 $\frac{1}{2}$ in.	No.	1
—	2 $\frac{1}{2}$ in.	No.	1
—	2 $\frac{3}{4}$ in.	No.	1
—	3 $\frac{1}{4}$ in.	No.	1
<i>E.6</i>			
529	Putty, red lead, in tins	Lbs.	14
<i>E.8</i>			
—	Cement, rapid hardening, salt water (or cement, aluminous, or cement, 417), in tins, Pattern 52.	Cwt.	2
—	Sand (in hessian bags)	Cwt.	4
<i>E.10</i>			
T.54	Fearnought, 27 in. wide	Yards	9
<i>E.13</i>			
—	Plugs, soft wood, $\frac{1}{2}$ in.—1 ft. × 3 in. long	No.	20
—	Plugs, soft wood, 2 in.—1 in. × 6 in. long	No.	20
—	Plugs, soft wood, 3 in.—2 in. × 8 in. long	No.	20
—	Plugs, soft wood, 4 in.—3 in. × 9 in. long	No.	20
—	Plugs, soft wood, 6 in.—4 in. × 12 in. long	No.	10

(A.F.Os. 4319/42 and 5328/42 are cancelled.)

2662.—Damage Control Stores—Supply and Stowage

(L.C.I.(L), L.C.I.(S) and L.C.S.(L) (2))

(N.S./D.C.O.M. 125/44.—18 May 1944.)

The allowances of stores required to be carried on board each L.C.I.(S) and L.C.S.(L) (2) for effecting emergency repairs as detailed in the appendix to A.F.O. 1002/44, are now superseded by the allowances set out in the appendix hereto. The allowances to L.C.I.(L) are unaltered, except that red lead putty, Pattern 529, is to be carried in lieu of red lead, dry, Pattern 2, at present allowed.

2. Stowage arrangements for L.C.I.(S) and L.C.S.(L) (2) are to be as follows :—

- Timber in bicycle rack amidships.
- Rubber connections to be secured to after bulkhead of No. 1 troop space with light metal clips.
- Tools to be kept in box or bag and stowed in rack on side of bridge.
- Steel plates to be bolted to the inboard side of the Oerlikon gun screen.
- Remainder of stores to be stowed in bags on racks on both sides of the bridge or in box under bridge.

3. In the case of L.C.I. (L), timber and wedges should be dispersed about the upper deck to minimise fire risk; the remaining material should be divided into two parts and stowed in boxes in the forward winch shelter and in the engine room.

4. The establishment of stores will be amended.

APPENDIX.

Pattern No.	Description	Denomination of quantity	Allowance per L.C.I.(S) and L.C.S.(L) (2)
<i>Consumable Stores</i>			
<i>A</i>			
—	Fir, 3 in. × 3 in., in 10-ft. lengths (for shoring)	Ft. run	150
—	Deal, 9 in. × 1 $\frac{1}{2}$ in., in 18-in. lengths (for packing of shores).	Lengths	20
10A	Wedges, beech	No.	18
—	Wedges, soft	No.	18
<i>B.2</i>			
Plates, M.S. :—			
—	Circular, 18 in. dia. × $\frac{3}{8}$ in.	No.	1
—	Rectangular, 24 in. × 15 in. × $\frac{1}{4}$ in.	No.	1
—	Square, 12 in., with rounded corners × $\frac{1}{4}$ in.	No.	1
—	Strong backs, 2 ft. long	No.	3
—	Bolts, 12 in. long, $\frac{5}{8}$ in. dia., screwed full length, with nuts and washers.	No.	3
<i>B.7</i>			
Copper sheet sheathing :—			
—	4 ft. × 1 ft. 8 in. × 16 oz.	No.	2(A)
—	4 ft. × 1 ft. 8 in. × 12 oz.	No.	1(A)
<i>B.10</i>			
1173	Copper tacks	Lbs.	1(A)
943	Copper nails, 1 in. long	Lbs.	1
<i>B.11</i>			
C.692	Chisel, firmer, 1 $\frac{1}{2}$ in.	No.	1
C.668	Axe	No.	1
C.594	Hammer, sledge, straight pane	No.	1

(67240)

D

Pattern No.	Description	Denomination of quantity	Allowance per L.C.I.(S) and L.C.S.(L) (2)
<i>Consumable Stores—contd.</i>			
<i>D.1</i>			
—	Canvas, M.N.6	Yards	15
<i>D.3</i>			
T.54	Fearnought, 27 in. wide	Yards	8(A)
<i>E.2</i>			
Connections, rubber, for pipe repairs, 6 in. long, each fitted with two worm drive clips of following size —			
—	$\frac{3}{4}$ in.	No.	1
—	1 in.	No.	1
—	$1\frac{1}{4}$ in.	No.	1
—	$1\frac{1}{2}$ in.	No.	1
—	$1\frac{3}{8}$ in.	No.	1
—	2 in.	No.	1
—	3 in.	No.	1
<i>E.6</i>			
529	Putty, red lead, in tins	Lbs.	14
<i>E.12</i>			
45	Helve for hammer, Pattern C.594	No.	1
C668A	Helve for axe, Pattern C.668	No.	1
<i>E.13</i>			
Plugs, soft wood :—			
—	$\frac{1}{2}$ in.—1 in. × 3 in. long	No.	10
—	1 in.—2 in. × 6 in. long	No.	10
—	2 in.—3 in. × 8 in. long	No.	10
—	3 in.—4 in. × 9 in. long	No.	10
—	4 in.—6 in. × 12 in. long	No.	5
<i>F.1C</i>			
13056	Cable, electric	Yards	25
546D	Cable, electric	Yards	25
13057	Cable, electric	Yards	50
13054	Cable, electric	Yards	25
<i>F.2A</i>			
3901	Tape, insulating, $\frac{3}{8}$ in.	Lb.	1(B)
257	Tape, rubber	Lb.	1
<i>F.2B</i>			
9231	Henley's plastic compound	Lb.	4

(A) These allowances are in lieu of those at present shown in establishment.

(B) In addition to existing allowance.

(A.F.O. 1002/44.)

2663.—Landing Barges—Supply of Neil Robertson Stretchers

L.B.F., L.B.E., L.B.K.

(N.S. 21601/44.—18 May 1944.)

Each landing barge flak, landing barge emergency repair, and landing barge kitchen is to carry 1 in No. Neil Robertson stretcher, Pattern 475 (Subhead E.12).

2. Demands should be forwarded for L.B.F. and L.B.E. to nearest storing yard by bases to which these craft are attached.

3. Arrangements have been made at Admiralty for supply direct to L.B.K.

4. The equipment list will be amended.

(Captain L.Bs. L.B. "78", 28 Apr. 1944.)

2664.—Landing Craft Recovery Units—Arrangements for Supply of and Accounting for Naval Stores and Special Equipment

(N.S. 22525/44.—18 May 1944.)

The following alterations and additions are to be effected to the Appendices to A.F.O. 2267/44 :—

Appendix "A" (Permanent Naval Stores)

Subhead B.11

Insert : Pattern C.821. Anvil, 1 cwt. 1 in No. per L.C.R.U.

Appendix "B" (Consumable Naval Stores)

Subhead B.5

Delete : Rope, S.W., extra special flexible galvanized, 20 fathoms per L.C.R.U. $\frac{1}{2}$ -in. circumference.

Insert : Rope, S.W., extra special flexible galvanized, 20 fathoms per L.C.R.U. $1\frac{1}{2}$ -in. circumference.

Subhead B.7

Delete : Sheet, naval brass, 20 gauge, 4 in. × 2 in. ... 1 sheet per L.C.R.U. 2 sheets for "Turtle".

Insert : Sheet, naval brass, 20 gauge, 4 ft. × 2 ft. ... 1 sheet per L.C.R.U. 2 sheets for "Turtle".

Insert : Electrodes, welding, "Murex Armex", 8 or 10 gauge. 500 ft. per L.C.R.U.

Subhead B.3

Insert : Nozzles, oxy-acetylene burning, 3/64, type M.S. 3 in No. per L.C.R.U.

Subhead B.10

Delete : Pattern 1169 Nails, copper, tack, $\frac{1}{4}$ in. × 16 g. 3 lb. per L.C.R.U. 6 lb. for "Turtle".

Insert : Pattern 1169 Nails, copper, tack, $\frac{1}{2}$ in. × 16 g. 3 lb. per L.C.R.U. 6 lb. for "Turtle".

Subhead B.11

Delete : Pattern 3657 Spanner, mild steel, double-ended, $\frac{3}{8}$ in. × $\frac{7}{16}$ in. 1 per L.C.R.U.

Pattern 3651 Spanner, mild steel, double-ended, $1\frac{1}{2}$ in. × $1\frac{3}{8}$ in. 1 per L.C.R.U.

Insert : Pattern 3651 Spanner, mild steel, double-ended, $\frac{3}{8}$ in. × $\frac{7}{16}$ in. 1 per L.C.R.U.

Pattern 19A Spanner, mild steel, single-ended, $1\frac{3}{8}$ in. 1 per L.C.R.U.

Pattern 20A Spanner, mild steel, single ended, $1\frac{1}{2}$ in. 1 per L.C.R.U.

Appendix "C" (Special Equipment)

Insert : Suction hose for trailer pump, 15-ft. length ... 1 length. (responsible authority—D. of L.D. Admiralty).

2. Arrangements are being made at Admiralty for supply of all additional items direct to units.

(D.C.O.M. 2712/44 and A.N.C.X.F. Message 081159 May.)

(A.F.O. 2267/44.)

2665.—Methyl Bromide Refills—Supply*L.C.T.(3)—Sterling Admiral Petrol-Engined Type*

(N.S. 022022/43.—18 May 1944.)

Two complete sets of methyl bromide refills, i.e. six 6B and four 6A cylinders, and one complete set of sprayheads are allowed to each flotilla of L.C.T.(3) (Sterling Admiral Petrol-Engined type).

2. Bases concerned should forward demands to storing dockyards.

3. Supplies have been arranged as follows:—

Code No. of Cylinders		Chatham	Portsmouth	Devonport	Total
6B	No.	18	36	18	72
6A	No.	12	24	12	48
Spare sprayheads	Sets	3	6	3	12

4. The establishment of stores will be amended.

2666.—Methyl Chloride Gas—Supply*"Assurance" Class Tugs*

(N.S. 21751/44.—18 May 1944.)

A spare charge of 16 lbs. of methyl chloride gas is to be included in the first outfit of Naval stores for "Assurance" class tugs.

2. Demands from vessels in home waters should be forwarded to the Superintending Naval Store Officer, Park Royal, and those from vessels in foreign waters to the nearest storing yard.

3. The Establishment of Naval Stores concerned (B.R. 362) will be amended.

2667.—Naval Beach Commandos—Arrangements for Supply and Accounting for Naval Stores and Other Equipment

(N.S. 015667/44.—18 May 1944.)

A.F.O. 2266/44 is to be amended as follows:—

Add sub-paragraph (xii) to paragraph 8 (a):—

(xii) The Commanding Officer is generally responsible for all stores and equipment issued to him on S.1099D account, and should obtain signatures for all permanent stores issued by him "on loan".

Add to Appendix A (Permanent Naval Stores) under subhead B.8:—

Portable petrol cooker, Army, No. 2, Catalogue number J.20275 (complete), for cooking for up to 5 persons—One per principal Beach Master.

Add to Appendix B (Consumable Naval Stores) under subhead K:—

Petrol, unleaded, for portable cooker—As required.

2. A.F.O. 5172/43, appendix "B", paragraph 2 (g) (i), (ii) and (iii), should be considered cancelled in view of the revised store accounting arrangements for Naval Beach Commandos contained in A.F.O. 2266/44.

(A.N.C.X.F. No. 581X/0600/34, 11 Mar. 1944.)

(A.F.Os. 2266/44 and 5172/43.)

2668.—10-ft. Dinghies*(C/T Boats)*

(N.S./G.D. 071/44.—18 May 1944.)

One 10-ft. dinghy is to be allowed for ferrying purposes to each base from which one or more C/T boats are operating.

2. Demands from bases concerned should be forwarded to the nearest dockyard or Naval Store depot.

(Captain, H.M.S. "Excellent", 3 Jan. 1944, No. T.S. 5147/H1/00.)

2669.—Nobel Rubber Lacquer No. 209-1069—Substitute for Rubber Lacquer 211-174

(N.S./C.P. 31782/43.—18 May 1944.)

A recent purchase was made of Nobel rubber lacquer No. 209-1069 (Contract C.P.3c/16047—Imperial Chemical Industries, Ltd., 24 February 1944) in satisfaction of rubber lacquer 211-174. This may also occur in the future owing to the temporary shortage of one of the ingredients of the latter material.

2. Services should continue to demand rubber lacquer 211-174 but should accept the substitute material—Nobel rubber lacquer No. 209-1069—when this is issued in lieu.

(A.F.O. 3286/41—Not in annual volume)

2670.—Anti-Tracking Varnish, Pattern 4290

(N.S. 13235/44.—18 May 1944.)

With reference to A.F.Os. 299/43, 2391/43 and 5509/43, anti-tracking varnish will in future be purchased to specification.

2. Pattern No. 4290 has been assigned to the varnish, which will be added to the Authorized List under Subhead E.7 (b)—Inflammables.

3. One pint of this varnish should be included by Warrant Yards in the first outfit of consumable stores for destroyers and larger ships of new construction. Vessels concerned in commission should forward demands as necessary to storing yards or depots, if the varnish is required. Stocks on board should not normally exceed one pint.

4. An initial purchase of 288 pints has been arranged for shipment abroad as follows:—

From	To	Quantity
Mersey Area	Gibraltar	48 pints.
	Alexandria	32 pints.
	Malta	16 pints.
Severn Area	Bermuda	16 pints.
	Simonstown	16 pints.
	Durban	48 pints.
	Freetown	32 pints.
	Kilindini	48 pints.
	Ceylon	32 pints.

5. Home Yards and Depots are to forward demands on Form D.273 for requirements on the usual basis.

6. The Sea Store Establishments concerned will be amended.

(A.F.Os. 299/43, 2391/43 and 5509/43.)

2671.—Shipments to the Middle East—Markings of Packages in Arabic

(N.S. 16333/44.—18 May 1944.)

Several instances have been reported of damage in handling such valuable items as Submarine batteries, although the packages, plates and containers, etc., have been marked to indicate their fragile nature.

2. It has therefore been decided that markings in Arabic, as well as in English, are to be placed on packages shipped to the Middle East, in an effort to avoid damage in unloading and transit at the port of discharge.

3. Two hundred and fifty sets of four stencils bearing the Arabic inscription and the English translation, as below, have been purchased under Subhead B.11 for delivery to the Superintending Naval Store Officer, Park Royal, N.W.10, to whom Yards and Depots should forward their demands as required.

FRAGILE
HANDLE WITH CARE
UP

DOWN } These should be put at the top and bottom edges respectively on all sides of the packages, to indicate which side is to be uppermost.

4. Admiralty Inspecting Officers (P.A.M.Os., A.R.E.Es., etc.) who arrange packing for shipment direct from contractors' works should also forward demands for sets of stencils for loan to the contractors.

2672.—Film Libraries—Regulations for the Storage of 35-mm. Film in Shore Establishments in Excess of 200 Reels

(N.L. 6876/44.—18 May 1944.)

Where it is necessary to store more than 200 standard 1,000-ft. cans of 35-mm. film, or their equivalent, in any one establishment, film vaults must be built or sections of buildings adapted.

2. Each film vault is to be of a maximum internal cubic capacity of 750 cubic ft. and of fire-resisting construction throughout. It is to be built of properly-constructed brickwork or other fireproof material of a minimum thickness of $4\frac{1}{2}$ in., floor of concrete covered with gritless pitch mastic $\frac{1}{2}$ in. thick, as specified for magazine floors, and a roof or ceiling of reinforced concrete not less than 8 in. thick.

3. No adhesive substance is to be employed in laying any corticene in film storage vaults.

4. All doors must open *outwards*, be self closing and of fireproof construction and of a minimum size of 6 ft. 6 in. high by 2 ft. wide. Each vault must be supplied with two independent exits of this size, one of which may lead to an adjoining rewind room (see paragraphs 18 and 19).

5. The words "NO SMOKING" are to be painted in 5-in. block letters in red on a white ground in a prominent position on the interior walls and in a similar manner but in smaller letters on the outside of all doors.

6. All switches and fuses for the electrical installation are to be situated outside the vault and are to be clearly marked. The wiring is to be installed in welded class "B" screwed conduit, electrically and mechanically continuous throughout and efficiently earthed.

7. Lighting fittings are to be of the watertight bulkhead or well glass type, complete with glass globes and metal guards. No electrical equipment liable to give off sparks is to be fitted, used or stored in the film storage vault.

8. The Electrical Officers of the Associated Dockyard (*vide* A.F.O. 375/44) are to be consulted in connection with the provision of the electrical installation at new buildings or any alteration required to existing installations to comply with this Order.

9. The following fire-fighting equipment should be supplied and demanded from Superintending Naval Store Officers at Rosyth, Mersey or Severn Area as convenient:—

Two extinguishers, type C.D.12, Admiralty Pattern 4738, or three type C.D.7, Admiralty Pattern 4737, situated within the vault and adjacent to the exits.

One additional extinguisher, Admiralty Pattern 4738, is to be held in each establishment as spare.

10. Empty cylinders should be returned to the nearest Dockyard or R.N. Store Depot for recharging by either the Carbon Dioxide Co., Ltd., or the Pyrene Co., Ltd., as a local purchase arrangement.

11. Vaults must be kept at a temperature of about 60° and adequate ventilation must be provided. Heating must be by means of steam or water pipes or low temperature tubular electric heaters mounted at a height of 6 ft. 6 in. from the deck or at floor level. All heating apparatus is to be effectively guarded to prevent any film or container thereof from coming into direct contact with the hot surface or to within 4 in. thereof.

12. Electric heating should only be used if no other more economical form of heating is practicable (*vide* A.F.O. 4078/42) and, where installed, is to be thermostatically controlled. The electric thermostats are to be of a type in which the making and breaking contacts are outside the vault.

13. Smoking, naked lights, stowage of inflammable material (other than cinematograph film), electric filament heaters or open fires are not permitted within film vaults.

14. Film storage vaults are to be fitted with automatic sprinklers of approved type connected to the mains.

15. Where the vault consists of an isolated building above ground, lightning conductors are to be provided.

16. Reels of film are to be stowed on edge on racks constructed of two rows each of metal piping. Racks are to be arranged and baffles are to be provided so that the water from the automatic sprinklers may flow over and around the tins of film.

17. Vaults must have an explosion vent of an area of not less than 1,400 sq. in. which can be closed by a hinged shutter opening outwards. The shutter is to be hinged at the top and constructed of metal or other fire-resisting material or of plate glass, not less than $\frac{1}{4}$ in. in thickness, in which wire mesh has been embedded. Explosion vents are to be kept closed by a fusible link and by no other means.

18. Examining and rewinding of film must not be carried out in film storage vaults. When it is desired to examine or rewind film in connection with such a vault, e.g. in film libraries, a separate compartment must be provided for this purpose, with an independent exit door as detailed in paragraph 4 above.

19. Regulations for rewinding rooms attached to film storage vaults are the same as for those attached to cinema projection rooms (*vide* A.F.O. 5938/43).

20. Rewind rooms should be fitted with metal-framed windows to facilitate ventilation and to conserve electricity.

21. It should be noted that the above regulations prescribe minimum precautions which can be extended but not modified. They do not apply to the storage of 16-mm. "non-flam" films.

(A.F.Os. 4078/42, 5938/43 and 375/44.)

Section 4

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

2673.—Fuelling Arrangements

L.S.T. (2)

(N.S. Fuel/C.O.D. 001084/44.—18 May 1944.)

To enable L.S.Ts. (2) to issue Diesel fuel from surplus bunkers to certain smaller craft, it has been approved to supply the undermentioned hose and adaptors to each vessel. Stocks are being made available at Portsmouth and Devonport and Commanding Officers of L.S.T. (2) concerned should forward demands to the Superintending Naval Store Officer at either of the above Yards for these items, if not already carried:—

Pattern	Description	Quantity
5984	Hose, metallic, $3\frac{1}{2}$ -in., 20 ft.	3 lengths
5995	Adaptors, $3\frac{1}{2}$ -in., male, Admiralty screw to $2\frac{1}{2}$ -in. American female screw (for use with L.B.Os. and L.C.Ts.).	2 No.
1703	Adaptor, $3\frac{1}{2}$ -in., Admiralty screw, double female (for use with L.C.Ts.).	1 No.
—	Adaptor, $3\frac{1}{2}$ -in., female, Admiralty screw, to 3-in. Whitworth gas male (for use with L.B.Os.).	1 No.

2674.—Landing Ships and Major Landing Craft—Victualling Arrangements, etc., Under Operational Conditions when Troops are Embarked

(V. 7/0704/44.—18 May 1944.)

There seems to be some doubt as to the interpretation to be placed on paragraph 4 of A.F.O. 2032/44 regarding the messing of Army personnel whilst on passage in White and Blue Ensign landing ships.

2. Misgivings have arisen from the fact that the ships are sometimes called upon to transport Army personnel considerably in excess of the numbers for whom cooking and messing facilities have been provided.

3. It is recognized that it is not possible to provide a full standard of Nava messing in such circumstances and that the standard must progressively deteriorate the greater the number of passengers embarked over and above the number the ships were designed to accommodate, but it should generally be possible by improvisation to provide at least one hot meal a day, and ships are expected to do the best they can in this direction.

4. As a precautionary measure landing ships should ensure that ample stocks of tinned provisions suitable for cold meals are kept on board.

5. *Blue Ensign Landing Ships.*—A.F.O. 2032/44 shows the Navy as responsible for messing of all personnel embarked in Blue Ensign landing ships. The term "Navy" is used here in its broadest sense and is to be construed as meaning the Masters of the ships acting in this respect as the agents of the Admiralty. Similarly, where the term "Accountant Officer" is used in paragraph 7 (i) of A.F.O. 2032/44, this is to be construed in the case of Blue Ensign landing ships as referring to the Masters.

(R.A.L.S.U.'s signal 191822 April.)

(A.F.O. 2032/44.)

2675.—Uniform—Working Dress for Naval Officers—Shoulder Straps and Turnbacks

(V.8/5420/43.—18 May 1944.)

Supplies of shoulder straps with woven distinction "lace" and of midshipmen's turnbacks for issue on repayment may now be demanded from the victualling yards or depots at which stocks of officers' clothing are maintained at home. Supplies are also being sent to victualling yards abroad.

2. The issuing prices are as follows:—

(a) Prices free of purchase tax.

Shoulder Straps:—

	s.	d.
Captain	4	9 per pair.
Commander	4	0 per pair.
Lieut. Commander	3	7 per pair.
Lieutenant	3	2 per pair.
Sub-Lieutenant	2	7 per pair.
Warrant Officer	2	4 per pair.
Midshipmen	2	3 per pair.

Turnbacks:—

Midshipmen	1	9 per pair.
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(b) Prices including purchase tax.

Shoulder Straps:—

	s.	d.
Captain	6	4 per pair.
Commander	5	4 per pair.
Lieut. Commander	4	8 per pair.
Lieutenant	4	3 per pair.
Sub-Lieutenant	3	6 per pair.
Warrant Officer	3	2 per pair.
Midshipmen	3	0 per pair.

Turnbacks:—

Midshipmen	2	4 per pair.
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3. The conditions under which prices at (a) and (b) in paragraph 2 are applicable are shown in A.F.O. 652/44, paragraphs 3 and 4.

4. Pattern numbers are as follows and should be quoted in demands: —

Shoulder Straps

Rank and Branch	Pattern Numbers		
	R.N.	R.N.R.	R.N.V.R.
<i>Executive</i>			
Captain	1005	1005 R	1005 V
Commander	1006	1006 R	1006 V
Lieut. Commander	1007	1007 R	1007 V
Lieutenant	1008	1008 R	1008 V
Sub-Lieutenant	1009	1009 R	1009 V
Warrant Officer	1010	1010 R	1010 V
<i>Engineer</i>			
Captain	1015		
Commander	1016	1016 R	
Lieut. Commander	1017	1017 R	1017 V
Lieutenant	1018	1018 R	1018 V
Sub-Lieutenant	1019	1019 R	1019 V
Warrant Officer	1020	1020 R	
Midshipmen	1021		
<i>Accountant</i>			
Captain	1027		
Commander	1028	1028 R	
Lieut. Commander	1029	1029 R	1029 V
Lieutenant	1030	1030 R	1030 V
Sub-Lieutenant	1031	1031 R	1031 V
Warrant Officer	1032		
Midshipmen	1033		
<i>Medical</i>			
Captain	1039		
Commander	1040		1040 V
Lieut. Commander	1041		1041 V
Lieutenant	1042		1042 V
<i>Air</i>			
Commander	1072		
Lieut. Commander	1073		1073 V
Lieutenant	1074		1074 V
Sub-Lieutenant	1075		1075 V
Warrant Officer	1076		
Midshipmen			1077 V
<i>Electrical</i>			
Lieut. Commander			1091 V
Lieutenant			1092 V
Sub-Lieutenant			1093 V
Midshipmen			1095 V
<i>Turnbacks</i>			
	R.N.	R.N.R.	R.N.V.R.
Pattern number	1110	1110 R	1110 V

(A.F.Os. 231/43, 4669/43, 94/44, 652/44, 654/44 and 1721/44.)

2676.—Warm Clothing—Gratuitous Issue to Personnel Employed in Northern Waters, etc.

(V./1/3669/44.—18 May 1944.)

A.F.O. 5649/43 is to be amended as follows:—

Paragraph 2. *Delete and substitute:—*

2. Ratings drafted to Home Fleet ships during the period 1st September to 30th April and all ratings drafted to ships or establishments abroad involving passage to North America during this period are, if entitled, to be given a free issue of the warm clothing authorized in paragraph 1 above before leaving the establishments from which they are drafted."

(A.F.O. 5649/43.)

2677.—Rope-soled Shoes for Engine-room Ratings

Minor Landing Craft

(V/I/5435/43.—18 May 1944.)

All engine-room ratings forming part of the Naval crews and Flotilla maintenance staffs of Minor Landing Craft when not in possession of C.O. tropical kit should be issued with the pair of rope-soled shoes included in C.O. kit No. 11C (A.F.O. 488/44) (tropical kit), for wear in enclosed engine-rooms and petrol compartments.

(A.F.Os. 488/44 and 1722/44.)

2678.—Table Cloths and Mats

(V. 5/2970/44.—18 May 1944.)

Stocks of officers' table linen and napkins at home victualling yards have now fallen to a low level, and no further quantities are to be demanded except for the use of Flag and Commanding Officers. Supplies for these officers will be continued as long as the stocks now remaining admit.

2. When officers' tablecloths are no longer available in H.M. ships and establishments the following scale allowances of table mats only are to be applied:—

(i) *Flag and C.Os.*—Up to 48 cotton mats and 24 lino mats as required.

(ii) *All other officers (including W.R.N.S.).*—Three cotton mats and 1 lino mat for each officer; in addition, 25 per cent. of the total number of cotton mats and 10 per cent. of the total number of lino mats as spares, subject to a minimum allowance for spares of 4 cotton mats and 2 lino mats per table.

3. The existing scale allowances of table cloths and/or table mats are shown in paragraph 2 of A.F.O. 3096/43 and, during the transition period, the following instructions are to be observed in all ships and establishments to ensure the gradual change over from tablecloths and mats to table mats only:—

(i) *Flag and C.Os.*—If all cloths are held, to work down to the scale shown in paragraph 2 (b) of A.F.O. 3096/43, mats as allowed thereby being demanded when the serviceable cloths are reduced to 3 per table. Subsequently, when cloths are reduced to 1 per table, to demand mats to complete to the scale of mats in paragraph 2 above.

(ii) *Other officers (including W.R.N.S.).*—If all cloths are held, to work down to the scale shown in paragraph 2 (b) of A.F.O. 3096/43, mats as allowed thereby being demanded when the serviceable cloths are reduced to 2 per table. Subsequently, when the 1 cloth per table is likely to need replacement to demand mats to complete to the scale of mats in paragraph 2 above.

4. The stocks at home victualling yards of table linen for C.P.Os. and P.Os. are also reduced to a low level and no further quantities are to be demanded. Leather cloth is to be demanded for these messes (including W.R.N.S.) when the tablecloths available are reduced below the present allowance of 2 per table. Thereafter, the allowance of leather cloth (and lino for mats) applicable to seamen's messes is to apply, the one cloth per table remaining being retained for use until worn out. Supply of tablecloths to Chief and P.O. Wrens' messes will be continued as long as the stocks now remaining admit.

5. Stocks of table linen available at victualling yards abroad are such that the immediate application of these arrangements may be unnecessary and undesirable. Cloths and napkins should therefore continue to be issued until the stocks at the victualling yards are reduced to levels which necessitate the introduction of the new arrangements. The appropriate date for their introduction should be decided and promulgated locally.

(A.F.Os. 863/43 and 3096/43.)

2679.—Picnic Hams

(V. 14/7181/43.—18 May 1944.)

With reference to A.F.Os. 5281/43 and 227/44, frozen U.S. picnic hams are also now available for issue to H.M. ships and establishments at home, and requirements of this form of pork should be demanded in the usual way.

2. The issuing price is 1s. 0d. per lb.

(A.F.Os. 5281/43 and 227/44.)

2680.—Surgical Catgut—Standardization of Gauge

(M.D.G. 19387/44.—18 May 1944.)

Hitherto gauge scales indicating the thickness of surgical catgut have been fixed arbitrarily by the various manufacturers. Thus a single gauge number may represent several different degrees of thickness, depending upon the source of supply.

2. This anomaly has now been removed by the institution of standard limits of diameter for each gauge. These standards are published in the sixth supplement (1944) to the British Pharmaceutical Codex and are identical with those of the United States Pharmacopoeia, Volume XII.

3. Compared with previous standards somewhat wider upper and lower limits of diameter are allowed for the new B.P.C. gauge sizes, so that, in some instances, two gauge sizes formerly used by a manufacturer may now fall within the limits of one B.P.C. gauge number.

4. On and after May 1st, 1944, manufacturers will label catgut in accordance with the new standards, but will, in most cases, retain for the present an indication of the corresponding gauge size on their old scale.

5. All demands for surgical catgut should now be made in terms of the B.P.C. gauge scale.

6. The following table compares B.P.C. gauges with Rate Book sizes and with the old scales of three main manufacturers.

B.P.C. Scale	Rate Book		Former Gauge Scales of Manufacturers		
	Pattern No.	Gauge	Messrs. Savory and Moore	London Hospita	Messrs. Mersons
5/0	—	—	10/0	—	—
4/0	—	—	9/0	6/0	10/0
3/0	—	—	5/0. 4/0	5/0. 4/0. 3/0.	8/0. 6/0
2/0	757*	00*	3/0. 2/0	2/0. 0	4/0. 3/0
0	758*	1*	0. 1	1	2/0. 0
1	759*	3*	2. 3	2 3	1 2
2	—	—	4	4	3
3	—	—	5	5	4
4	—	—	6	6. 7. 8.	5

* Service afloat sizes shown in heavy type.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2681.—Amendments to Books

(E.F.O.—18 May 1944.)

The undermentioned amendments (A.F.Os. P.300-316/44) 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.300/44.—B.R. 380/A—Swordfish—S.C.L.—Amendment No. 1.

***P.301/44.**—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 8.

P.302/44.—B.R. 980 (O) (formerly O.U. 6090 (O))—R.T. No. 176A for 3-pdr. Hotchkiss Guns—Amendment.

P.303/44.—B.R. 980 (T) (formerly O.U. 6090 (T)) R.T. No. 552 for 0.5-in. Browning Machine Gun—Amendment No. 1.

P.304/44.—B.R. 291—Tables Showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 16.

P.305/44.—B.R. 291—Tables Showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 17.

P.306/44.—B.R. 317 (14) Mining Drill Book—Preparation of the Mark XV Mine, Asy. Nos. 33 and 34 and the Mark XVII Mine, Asy. Nos. 33-40 and 45-48—Amendment No. 3.

P.307/44.—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes—Amendment No. 5.

P.308/44.—B.R. 919 (F)—Handbook on the High Angle Control System—Gyro Rate Unit, Mark II, and Gyro Rate Unit Box, 1941—Amendment No. 3.

P.309/44.—B.R. 980 (G)—(formerly O.U. 6090 (G))—R.T. No. 409 for 5.25-in. Guns—Amendment.

P.310/44.—B.R. 980 (G) (formerly O.U. 6090 (G))—R.T. No. 418 for 5.25-in. Guns—Amendment.

P.311/44.—B.R. 980 (G) (formerly O.U. 6090 (G))—R.T. No. 418A for 5.25-in. Guns—Amendment.

P.312/44.—B.R. 980 (G)—(formerly O.U. 6090 (G)) R.T. No. 426 for 5.25-in. Guns—Amendment.

P.313/44.—B.R. 980 (G)—R.T. No. 565 for 5.25-in. Guns—Amendment No. 1.

P.314/44.—B.R. 980 (G)—R.T. No. 566 for 5.25-in. Guns—Amendment No. 1.

P.315/44.—O.U. 5407 (A)—Regulations for Naval Armament Services—Part I—Amendment No. 4.

P.316/44.—O.U. 6350—Manual of Minesweeping—Amendment No. 15.

* Exceptionally A.F.Os. P.300 and P.301 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. 2531/44.)

2682.—A.M.S.Is.

(E.F.O.—18 May 1944.)

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

(A.F.O. 2532/44.)

2683.—B.R. 232—Signal Card—Revision

(Sta./S.D. 08923/43.—18 May 1944.)

B.R. 232, Signal Card, has been revised, and old editions are obsolete.

2. A first issue of the revised edition will be made to ships, without demand, when available from the R.N. Store Depot, Elveden Road, Park Royal, in accordance with the establishment printed in B.R. 1 (Establishment of Books of Reference).

3. Personal copies are to be issued to new entries of the Seaman class only, and supplies required for this purpose are to be demanded from the R.N. Store Depot, as above.

2684.—B.R. 374—Establishment of Naval Stores for M.T.Bs., 70-73-ft.—List of Errata No. 3

(N.S. 12200/44.—18 May 1944.)

List of Errata No. 3 to B.R. 374—Establishment of Naval Stores for M.T.Bs. 70-73-ft.—has been prepared, and copies will be distributed from R.N. Store Depot, Park Royal, to services concerned.

2685.—B.R. 640 (41A)—Issue

(Sta./M. 04510/44.—18 May 1944.)

Combined Operations pamphlet 41A and 41B—B.R. 640 (41A) and (41B), dated October, 1942, is obsolete, and a revised edition—B.R. 640 (41A)—which will become available at an early date will be distributed to all concerned, in accordance with A.F.O. 495/44, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.O. 495/44.)

2686.—O.U. and B.R. Publications—Distribution during April, 1944

(N.S. 139/44.—18 May 1944.)

B.R. 125.—Supplement No. 18, Lloyds Register of Shipping, 1943-44.

B.R. 299.—Handbook of Signalling Equipment.

B.R. 332 (A).—Errata 11. Establishment of Naval Stores for Flotilla Leaders and Destroyers fitted for Central Storekeeping.

B.R. 512.—Handbook on French West Africa, 1942.

B.R. 640 (6A).—Revised—Military Communication in Combined Operations.

B.R. 664.—Amendment No. 38—King's Regulations and Orders for the Army.

B.R. 755.—Who's Who.

B.R. 790.—(2nd Edition) British, U.S. Operating Signals.

B.R. 792.—Visual Signals Instructions, 1944.

B.R. 830.—Handbook on Securing Gears for Naval Aircraft.

B.R. 853.—Addendum No. 1—Oiling at Sea by Buoyant and Rubber Hose.

B.R. 987, Part IV.—Instructions for Frigates and Corvettes (Small Ships Firing Manual).

B.R. 1005.—Regulations for Maintenance of 21-in., Marks IX*-IX** N.A.B. Torpedoes.

B.R. 1041.—Equipment List of Naval Stores for D.E.M.S. and Staffs of Naval Control Service.

B.R. 1045.—Coastal Forces Signal Pamphlet.

O.U. 5420.—Errata No. 4—Victualling Rate Book.

O.U. 6353.—February and March Supplements—British Merchant Vessels Lost by Enemy Action.

O.U. 6353 (A).—February and March Supplements—Foreign Merchant and Fishing Vessels Lost by Enemy Action.

O.U. 5513 (2) 44.—February Navy List.

Corrections to O.U. and B.R. Publications

A.F.O. "P" 200/44 to "P" 215/44 inclusive—see A.F.O. 1599/44.

A.F.O. "P" 217/44 to "P" 218/44 inclusive—see A.F.O. 1731/44.

A.F.O. "P" 220/44 to "P" 223/44 inclusive—see A.F.O. 1731/44.

A.F.O. "P" 225/44 to "P" 226/44 inclusive—see A.F.O. 1731/44.

A.F.O. "P" 228/44 to "P" 236/44 inclusive—see A.F.O. 1731/44.

A.F.O. "P" 241/44 to "P" 248/44 inclusive—see A.F.O. 1878/44.

A.F.O. "P" 250/44 to "P" 257/44 inclusive—see A.F.O. 2013/44.

A.F.O. "P" 262/44 to "P" 268/44 inclusive—see A.F.O. 2127/44.

Corrections to Signal Publications, O.U. and B.R. Series

C.A.F.O. "S.C." 8/44—Correction Nos. 4–10 to B.R. 299—see A.F.O. "S" 109/44.

C.A.F.O. "S.C." 9/44—Correction No. 22 to B.R. 619—see A.F.O. "S" 132/44.

C.A.F.O. "S.C." 10/44—Correction No. 4 to B.R. 790—see A.F.O. "S" 132/44.

C.A.F.O. "S.C." 11/44—Correction No. 23 to B.R. 619—see A.F.O. "S" 144/44.

C.A.F.O. "S.C." 12/44—Correction No. 11 to O.U. 5536—see A.F.O. "S" 144/44.

C.A.F.O. "S.C." 13/44—Correction Nos. 16–19 to B.R. 637—see A.F.O. "S" 144/44.

C.A.F.O. "S.C." 14/44—Correction No. 24 to B.R. 619—see A.F.O. "S" 149/44.

Miscellaneous

Large Wall Silhouettes (8 additional pages).

Aircraft Recognition Journal—Vol. 2, No. 8.

R.N. Medical Bulletin No. 8.

Air Force List—January, 1944.

Signal Letters of U.S. Merchant Vessels—Supplement No. 2.

U.S. Army and Navy Journal of Recognition No. 7.

A.P. 1480L.—Amendment List Nos. 22 and 23—Silhouettes of American Aircraft.

A.P. 1976.—Amendment List Nos. 55 and 56—Performance Tables of Foreign Service Aircraft.

A.P. 3046.—Combined Air Warning Code.

(A.F.O. 1428/44.)

2687.—W/T Frequency Supplements—M.350

(E.F.O. 98/44.—18 May 1944.)

Four Frequency Supplements for August, September and October, 1944, are distributed with Admiralty Fleet Order publications, dated 18th May, 1944 :—

T.1/M.350. Optimum Frequency Band Tables.

T.2/M.350. Frequency Guide for the North and South Atlantic.

T.3/M.350. Frequency Guide for the Indian Ocean.

T.4/M.350. Frequency Guide for Shore-Ship Communication in the Indian Ocean.

2. For details of distribution of these publications, see A.F.O. 757/44.

(A.F.O. 757/44.)

2688.—Major Landing Craft—Engine Registers

(D.C.O.M. 0220/44.—18 May 1944.)

An engine register (S.1501) is to be kept for each main engine fitted in major landing craft and is to be brought up to date each week by the senior engine-room rating on board.

As these registers were not originally designed for the various types of engines fitted in major landing craft, the headings should be amended as follows :—

(a) For Paxman 12 TPM Diesel engines :—

EXTRACT FROM ROUGH REGISTER S.467C

FOR WEEK ENDING.....

Hours in use during week..... Total hours since fitted.....

Hours above cruising speed..... Lubricating oil expended.....galls.

Last Reading at :—	Revs. per Minute	Pyro-meters		Fuel Pressure	Lub. Oil Pressure		Temp. Oil Engine	Temp. Oil Gear-box	Temp. Water from Engine
		A	B		Eng.	G.B.			
Slow Speed ...									
Cruising Speed									
1,000 R.P.M.									
Max. Cont. Speed									
1,350 R.P.M.									

ENGINE DEFECTS, ETC.

(b) For Gray Marine 64 YTL Diesel engines :—

EXTRACT FROM ROUGH REGISTER S.467C

FOR WEEK ENDING.....

Hours in use during week..... Total hours since fitted.....

Hours above cruising speed..... Lubricating oil expended.....galls.

Last Reading at :—	Revs. per Minute	Lub. Oil Pressure	Temp. Oil Engine	Temp. Fresh Water	Temp. Sea Water
Slow Speed ...					
Cruising Speed					
1,600 R.P.M.					
Max. Cont. Speed					
1,800 R.P.M.					

ENGINE DEFECTS, ETC.

(c) For General Motors 6/71 Diesel engines :—

EXTRACT FROM FORMS MLC.36

FOR WEEK ENDING.....

Hours in use during week..... Total hours since fitted.....

Hours above cruising speed..... Lubricating oil expended.....galls.

Last Reading at :— (Shaft R.P.M.)	Revs. per Minute	Lub. Oil Pressure	Temp. Oil Engine	Temp. Water from Engine
Slow Speed ...				
Cruising Speed ...	500 R.P.M.			
Max. Cont. Speed ...	560 R.P.M.			

ENGINE DEFECTS, ETC.

(d) For Hall Scott petrol engines :—

EXTRACT FROM FORMS ROUGH REGISTER S.467C
FOR WEEK ENDING.....

Hours in use during week..... Total hours since fitted.....
Hours above cruising speed..... Lubricating oil expended.....galls.

Last Reading at :—	Revs. per Minute	Boost Pressure	Petrol Pressure	Lub. Oil Pressure	Temp. Oil to Engine	Temp. Oil from Engine	Temp. Water from Engine
Slow Speed ...							
Cruising Speed 1,600 R.P.M.							
Max. Cont. Speed 1,800 R.P.M.							

ENGINE DEFECTS, ETC.

(e) For Sterling Admiral engines :—

EXTRACT FROM FORMS ROUGH REGISTER S.467C
FOR WEEK ENDING.....

Hours in use during week..... Total hours since fitted.....
Hours above cruising speed..... Lubricating oil expended.....galls.

Last Reading at :—	Revs. per Minute	Petrol Pressure	Lub. Oil Pressure	Temp. Oil to Engine	Temp. Oil from Engine	Temp. Water from Engine
Slow Speed... ..						
Cruising Speed 1,600 R.P.M.						
Max. Cont. Speed 2,000 R.P.M.						

ENGINE DEFECTS, ETC.

- Paragraph 2 of "Instructions" in the register (S.1501) is to be disregarded.
- Each page of the engine register (pages 16 to 112) is to give a summary of each week's running and, in the space for remarks, particulars of all engine failures and repairs carried out are to be logged. Details of maintenance routines completed and particulars of any spare gear fitted should also be recorded.
- When a "top overhaul" routine or a "1,000-hour overhaul" is carried out, a "record of periodic overhaul" (pages 3 to 13) is to be completed and signed by the engineer officer under whose supervision the work is carried out.
- When an engine register (S.1501) has been filled up, a new register is to be started and clearly marked "2nd register particulars" on the inside of the front cover. All entries on the "Engine History Sheets" and those on the last page of the completed register are to be transcribed to the history sheet and to page 14 respectively of the new register.
The completed register is to be retained on board the craft until the engine is removed.
- Registers are to be inspected each week by the Commanding Officer of the craft, and examined and signed by the Flotilla Engineer Officer not less than once each month.
- In future it is intended to issue engine registers (S.1501) with engines from the manufacturers or overhaul establishments in steel containers attached to each engine.

8. Whenever an engine is removed and sent for overhaul the engine register is to be made up to date, the "Engine History Sheet" (pages 1 and 2) completed and the register placed in the steel container, and returned with the engine. When returning an engine that is not fitted with steel containers the register should be wrapped in a canvas cover and secured to the engine in such a position that it will not be lost or damaged in transit.

If a completed register is held on board (paragraph 5), this is also to be returned.

9. Before new engines are despatched the manufacturers or overhaul establishments will fill in details of bench trial results on page 14. In the case of overhauled engines, these details will be shown on the next vacant page of the engine register.

10. If it is found on receipt of an engine for overhaul by a manufacturer or overhaul establishment that the engine register returned is almost filled up, a new register will be supplied with the engine after reconditioning, particulars on the history sheets (pages 1 and 2) being transferred from the old register to the new one issued.

11. The Acceptance Officer in the case of new craft, and the R.L.O., Base or Flotilla Engineer Officer where new or reconditioned engines are fitted to existing craft are to enter particulars on the inside of the cover. The engine history sheet (pages 1 and 2) is also to be completed and is to show the position (port, centre or starboard) of the engine in the craft. Particulars of the trials carried out after installation are to be entered on the page next to the manufacturers' or overhaul establishment's bench trial report.

2689.—Major Landing Craft—Accounting for Naval Armament Stores

(A.S. 684/44.—18 May 1944.)

The Naval Armament Store Accounts for Major Landing Craft are in future to be kept on Form F.A.30, and instructions as to the method of keeping the account are contained in the appendix to this order.

2. When a Major Landing Craft is in commission the duty of keeping the account is to be assigned by the Commanding Officer to a particular individual in the vessel's complement.

3. Major Landing Craft already in commission, but not provided with the necessary forms, are to obtain them either from the Base Ship or from the nearest Naval Armament Depot.

4. Similar action is to be taken by Major Landing Craft commissioning in future.

5. Particulars of the "authorized allowances (Established Proportion) can be ascertained either from the Base Ship or from a Naval Armament Depot, and should be inserted in the appropriate column of Form F.A.30 at the first convenient opportunity.

It is not intended however that opening of the account should be delayed pending the insertion of these particulars.

6. The procedure detailed herein, where not already in force, should be brought into operation on 1st June, 1944, or as soon as practicable thereafter.

7. When a vessel whose naval armament account has hitherto been merged with the account of the Base Ship, becomes an independent accounting unit, the Base Ship's charge may be cleared by posting from the entries in the "First Charge" column of the F.A.30 (i.e., the stocks on board at the date of transfer).

APPENDIX

Instructions for accounting on Form F.A.30.

(i) Unless already provided, a Form F.A.30 should be obtained from the nearest Naval Armament Depot (or O.C.A.S.).

(ii) On the account being opened, stock of the stores on board should be taken in conjunction with the person previously responsible for the stores (or if he is not available, an authorized independent witness) and the quantities found should be inserted in the column "First Charge."

(iii) Subsequent receipts and issues should be inserted in the columns provided showing :—

- (a) Date of transactions.
 (b) Depot or ship from which received or to which issued.
 (c) Quantity.

(iv) Vessel's copies of supply and return notes (Form S.1401) should be carefully preserved and kept with the Form F.A.30. Books (Forms S.128 and S.129) for guarding these vouchers are obtainable, if required, from a Naval Armament Depot.

(v) Expenditures of stores (other than those marked "S"), and losses by accident, should be recorded on the appropriate pages (pages 75 and 76 of latest print).

(vi) If theft of stores is suspected, the matter should immediately be reported to the Officer in Charge in order that necessary action may be taken to inform the Senior Naval Officer.

(vii) Fired cartridge cases, primers, tubes, etc., and ammunition packages, need not be accounted for but should be carefully collected and returned to a Naval Armament Depot at the first opportunity.

(viii) Demands for stores should be sent to a Naval Armament Depot, or to the Gunnery Officer of the Base to which the vessel is attached.

(For this purpose Form S.1403 should be used, if available).

(ix) Stores returned to a Depot or Base should be accompanied by a list of the items in duplicate.

(For this purpose Form S.1401 should be used, if available).

(x) When responsibility for accounting for the Naval Armament Stores on board is permanently transferred from one person to another, the former should take stock, in conjunction with the latter (or if he is not available, an authorized independent witness) and the quantities found should be inserted in the space "Remains per Stocktaking." (See, however, Note 2).

(xi) The certificates on the appropriate pages (pages 1 and 79 of latest print) should then be completed, and the Form, with accompanying vouchers, despatched to :—

The Director of Armament Supply,
 Enleigh Hutments,
 Lansdown,
 Bath.

either direct, or, where the vessel is attached to a base, through the Base Gunnery Officer.

Notes.

(1) The account need not be closed on change of Commanding Officer unless the latter is actually keeping the account.

(2) The account need not necessarily be closed on change of Accounting Officer provided the incoming officer satisfies himself by stocktaking, that the particulars are accurate and renders a certificate to that effect on the Form F.A.30.

(3) Registered numbers of guns, machine guns, rifles and pistols are to be recorded on the inside back cover of Form F.A.30.

(4) Replacements of stores which involve no change in the number on board need not be recorded on Form F.A.30, but the relevant issue and return notes should be pinned together and retained with the account.

2690.—Aircraft Recognition Photographs

(G.D. 0378/44.—18 May 1944.)

With reference to A.F.O. 1149/44 a further series of Aircraft Recognition Photographs of the following Japanese aircraft—

S.1700 (20) Zeke
 S.1700 (21) Hamp
 S.1700 (22) Rufe
 S.1700 (23) Kate
 S.1700 (24) Val
 S.1700 (25) Oscar
 S.1700 (26) Pete

have been printed, and will be issued through the Superintending Naval Store Officer, Elveden Road, Park Royal, N.W.10, to the distribution list as attached.

	Copies of each	Total
H.M.I.S. "Himalaya," Karachi	1,000	
H.M.S. "Excellent," Portsmouth	100	
H.M.S. "Highflyer," Trincomalee	100	
H.M.S. "Canopus," R.N. A.A. Range, Fort Atta... ..	100	
H.M.A.S. "Cerberus," Flinders, Australia	100	
R.N.A.S., Yeovilton	100	
A.A. Range, Malta	*100	
F.G.O., Eastern Fleet... ..	100	1,700
F.G.O., Home Fleet	50	
F.G.O., Mediterranean Fleet	50	
H.M.S. "Saunders," Kabret, Suez Canal Area	*50	150
R.N. Gunnery School, Chatham	20	
H.M. Gunnery School, Devonport	20	
H.M.S. "Warren," Largs	20	
H.M.S. "Queen Charlotte," Ainsdale, Lancs	20	
H.M.C.S. "Cornwallis," Halifax, Nova Scotia	20	
Northern A/c Rec. School, Flotta	20	
A.A. Range, Colombo... ..	20	
A.A. Range, Barton's Point	20	
A.A. Range, Gibraltar	20	
H.M.C.S. "Avalon," Newfoundland	20	
H.M.S. "Hamilcar," Bougie	20	
H.M.S. "Malabar," Bermuda	20	
Captain (D), Freetown	20	260
H.M.S. "Dinosaur," Troon	5	
H.M.S. "St. George," Douglas, Isle of Man	5	
H.M.S. "Claverhouse," Granton	5	
H.M.S. "Badger," Harwich	5	
H.M.S. "Westcliffe," Southend	5	
R.M. Gun Battery, Chatham	5	
R.M. Gun Battery, Plymouth	5	
R.M. Gun Battery, Eastney	5	
H.M.S. "Squid," Southampton	5	
H.M.S. "Turtle," Poole	5	
Northern A.A. Range	5	
H.M.S. "Wellesley," Liverpool	5	
H.M.S. "Glendower," Pwllheli	5	
H.M.S. "Tormentor," Warsash	5	
H.M.S. "Lizard," Hove	5	
H.M.S. "Wildfire," Sheerness	5	
H.M.S. "Helder," Brightlingsea	5	
H.M.S. "Bee," Holyhead	5	
R.N. Patrol Service Central Depot, Lowestoft	5	95
R.M. A.T.G., Burma Camp, Towyn	5	
H.M.S. "Western Isles," Tobermory	5	
Commodore (D), Londonderry	5	
Captain (D), Belfast	5	
Captain (D), Greenock	5	
Captain (D), Rosyth	5	
Captain (D), Portsmouth	5	
Captain (D), Plymouth	5	
Captain (D), Liverpool	5	
H.M.S. "Hornet," Portsmouth	5	
H.M.S. "Marshall Soult," Portsmouth	5	
H.M.S. "King Alfred," Hove	5	
H.M.S. "Collingwood," Fareham	5	
H.M.S. "Excalibur," Alsagar	5	
H.M.S. "Ganges," Shotly, near Ipswich	5	75

Copies
of each Total

D.E.M.S., Staff Officer, Bombay	5	
D.E.M.S. Staff Officer, Algiers	5	
D.E.M.S. Staff Officer, Gibraltar	5	
D.E.M.S. Staff Officer, Halifax	5	
D.E.M.S. Staff Officer, Port Said	5	
D.E.M.S. Staff Officer, Sydney	5	
D.E.M.S. Staff Officer, Wellington, N.Z.	5	
D.E.M.S. Staff Officer, Basra	5	
D.E.M.S. Staff Officer, Calcutta	5	
D.E.M.S. Staff Officer, Freetown	5	
D.E.M.S. Staff Officer, Port Tewfik	5	
D.E.M.S. Staff Officer, Simonstown	5	
D.E.M.S. Staff Officer, Trinidad	5	
D.E.M.S. Staff Officer, Vancouver	5	
<hr/>		70
H.M.S. "Mastodon," Beaulieu	2	
H.M.S. "Sea Serpent," Birdham	2	
H.M.S. "St. Barbara," Bognor Regis	2	
H.M.S. "Aggressive," Newhaven	2	
H.M.S. "Grasshopper," Weymouth	2	
H.M.S. "Cricket," Bursledon	2	
H.M.S. "Northney," Hayling Island	2	
H.M.S. "Dragonfly," Hayling Island	2	
H.M.S. "Monster," Inverness	2	
H.M.S. "Newt," Newhaven	2	
H.M.S. "Medina," Ryde, Isle of Wight	2	
H.M.S. "Manatee," Yarmouth, Isle of Wight	2	
H.M.S. "Bacchante," Aberdeen	2	
H.M.S. "Fortitude," Ardrrossan	2	
H.M.S. "St. Matthew," Burnham-on-Crouch	2	
H.M.S. "Nimrod," Campbeltown	2	
H.M.S. "Effingham," Dartmouth	2	
H.M.S. "Lynx," Dover	2	
H.M.S. "Wasp," Dover	2	
H.M.S. "Forte IV," Falmouth	2	
H.M.S. "Beehive," Felixstowe	2	
H.M.S. "Armadillo," Glen Finart	2	
H.M.S. "Lochinvar," Granton	2	
H.M.S. "Beaver," Grimsby	2	
H.M.S. "Lochailort," Inverailort	2	
H.M.S. "Flora II," Invergordon	2	
H.M.S. "Irwell," Liverpool	2	
H.M.S. "Mantis," Lowestoft	2	
H.M.S. "Minos," Lowestoft	2	
A.A. Range, Covehithe	2	
H.M.S. "Proserpine," Lyness	2	
H.M.S. "Skirmisher," Milford Haven	2	
H.M.S. "Skirmisher II," Pembroke Dock	2	
H.M.S. "Calliope," North Shields	2	
<hr/>		68
<hr/>		2,418
H.M.S. "Hopetown," Port Edgar	2	
H.M.S. "Attack," Weymouth	2	
H.M.S. "Foliot," Plymouth	2	
H.M.S. "Foliot II," Plymouth	2	
H.M.S. "Rooke," Rosyth	2	
H.M.S. "Lucifer," Swansea	2	
H.M.S. "Midge," Yarmouth...	2	
H.M.S. "Mirander," Yarmouth	2	
H.M.S. "Fervent," Ramsgate	2	
R.N. College, Eaton Hall, Chester	2	
F.S. "Paris," Devonport	2	

Copies
of each Total

H.M.S. "Safeguard," Calmore	2	
H.M.S. "Flying Fox," Bristol	2	
H.M.S. "Chrysanthemum II," London	2	
D.E.M.S. Staff Officer, Belfast	2	
D.E.M.S. Staff Officer, Cardiff	2	
D.E.M.S. Staff Officer, Govan	2	
D.E.M.S. Staff Officer, Earl's Shipyard, Hull	2	
D.E.M.S. Staff Officer, Leith...	2	
D.E.M.S. Staff Officer, South Shields	2	
D.E.M.S. Staff Officer, Southampton	2	
Stoneham House, Swaythling, nr. Southampton	2	
H.M.S. "Robertson," Sandwich	2	
H.M.S. "Quebec"	2	
H.M.S. "Brontosaurus"	2	
H.M.S. "Haig"	2	
H.M.S. "Allenby"	2	
H.M.S. "Myllodon"	2	
H.M.S. "Arbella"	2	
H.M.S. "Wolverstone"	2	
H.M.S. "Vectis," Cowes, Isle of Wight	2	
H.M.S. "Prince Charles"	2	
R.N. Unit, Calshot	2	
H.M.S. "Kongoni," Durban	2	
H.M.S. "St. Christopher," Fort William	2	
H.M.S. "Mentor," Stornaway	2	
<hr/>		72
Balance to be left at Park Royal for future requirements		510
<hr/>		3,000
TOTAL		

* A.A. Range, Malta, and H.M.S. "Saunders" are given additional supplies to provide for ships proceeding to the Far East who may not have received their supplies from the Eastern Fleet Gunnery Officer.

(A.F.O. 1149/44.)

2691.—Fleet Air Arm Photographs for Intelligence Sections and Publicity*See AFO 5474/44.* (A. 57/44.—18 May 1944.)

All demands from Naval Air Stations and Establishments in the United Kingdom for photographs for Intelligence Sections and Publicity should be made through the administrative authority and not direct to the Press Division, Admiralty.

2. Flag Officer Naval Air Stations and Commodore Northern Air Stations hold up-to-date sets of available photographs from which Air Stations and Establishments may make their selection.

3. In view of the grave shortage of photographic materials in this country, Commanding Officers are to see that demands are kept to a minimum.

2692.—Medical Instructions for Air Crew Personnel of the Fleet Air Arm

(E.F.O/M.D.G. 3339/44.—18 May 1944.)

The following amendments are to be made to A.F.O. 4906/43, Section (vii) paragraph 3:—

Delete all from "In the case of" to "can be accepted" and substitute:—

"Under no circumstances can a candidate for pilot duties be accepted whose height and leg length is even fractionally less than these standards. Border-line cases should be rejected."

2. The foregoing is a revised reprint of A.F.O. 2282/44, which is now cancelled.

(A.F.O. 4906/43.)

(A.F.O. 2282/44 is cancelled.)

2693.—Naval Store Department—Addresses of Headquarters Staff

(N.S. 70/44.—18 May 1944.)

To reduce the handling of correspondence, etc., for the Naval Store Department in the Main Building at Whitehall, the arrangements set out in A.F.O. 1139/43 are to be modified as follows.

2. The allocation of the Headquarters staff over the various buildings is as follows:—

Main Building, Whitehall ... (Telephone : Whitehall 9000).	...	{ Director of Stores. Director of Special Supplies. Staff ; Storage ; Transport ; Shipment. Fuel.
2/4/6, Bainbridge Street ... (Telephone : Chancery 8800).	...	{ Supply Branches (all Naval Stores other than Air Stores). Ships' Establishments and Accounts. Finance ; Management and Manning of R.F.As.
Union House, Lower Regent Street (Telephone : Whitehall 2191).	...	{ Air Stores Branches.

3. Routine correspondence should now be addressed to Director of Stores, Admiralty, Whitehall, or Bainbridge Street, or Union House, according to the subject. Questions of policy and of special importance should, however, continue to be addressed to Director of Stores, Admiralty, Whitehall. All telegrams messages, etc., should also be sent to the Admiralty, Whitehall.

(A.F.O. 1139/43.)

(A.F.O. 1602/44 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

2694.—Fuel Economy in Admiralty Establishments

(D./C.E. 52773/44.—18 May 1944.)

Between the 17th April and the 31st October in England and Wales and the 8th May and the 31st October in Scotland in any year, no fuel may be consumed in any central heating plant used for heating non-industrial premises in H.M. Dockyards and Shore Establishments unless authority is promulgated for relaxation to meet exceptional weather conditions.

2. When the same central plant is used both for heating and for providing hot water for use, the foregoing prohibition is relaxed to the extent necessary for the provision of hot water only.

3. So long as the restriction obtains, the use of coal, gas and electric fires in offices is similarly prohibited. This prohibition will not apply between the hours of 10 p.m. and 8 a.m. to rooms or places which are being used between those hours (a) for official work or (b) by persons engaged on police, A.R.P., Home Guard or caretaking duties.

4. The general prohibition on the starting-up or re-fuelling of central heating and hot water plants between the hours of 9.30 p.m. and 6 a.m. remains in force as a continuing measure. This prohibition does not, however, apply as regards plant for heating premises in the case of office premises where over 75 per cent. of the staff are on duty at night.

5. None of the above restrictions applies to premises used wholly or mainly for industrial purposes.

6. Premises used for operational, as distinct from clerical or administrative purposes, where application of this general direction would adversely affect the efficiency of machinery and output, may at the discretion of the Officer-in-Charge (or of authorised persons of standing and nominated by them for the purpose) be exempted in whole or in part as appropriate, from the direction, if in the opinion of such officers, efficient operational working would otherwise be impaired to the detriment of the war effort.

7. Premises where night shifts are worked may be treated as though they were premises used wholly or mainly for industrial purposes and may likewise be exempted in whole or in part at the discretion of the Officer-in-Charge without recourse to the fuel authority.

8. Relaxation of the restrictions should be allowed only where their application would endanger health or would otherwise injure the war effort. Should there be strong reasons for excluding any particular premises from the restrictions, the Regional Fuel Controller is to be consulted to ensure uniformity of treatment as between controlled premises and Crown premises.

9. The above dispensations are to be interpreted economically, otherwise they may have to be reduced or withdrawn.

(A.F.Os. 6224/42 and 2452/43 are cancelled.)

2695.—Gun Mountings—Transferable—Values for Financial Year 1944

(G. 1844/44.—18 May 1944.)

The values assigned to transferable gun mountings promulgated by A.F.Os. 1472/40, 1996/40, 3448/41, 3327/42 and 2223/43 are to remain in force for the year 1944. These Orders are consolidated in the present Order. The items in *italics* are additional to those already published.

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
7.5-in. C.P.V. 30° mounting with power elevating and training gear and H.C.P. gear, but less sight, shield, and director operating gear.	4,478	10	0	4,918	5	0
Do. Sight	69	10	0			
Do. Shield	268	5	0			
Do. Director operating gear	102	0	0			
6-in. P.III 15° mounting, less sight and shield	560	0	0	633	15	0
Do. Sight	39	0	0			
Do. Shield (spray)	34	15	0			
6-in. P.III 20° mounting, less sight and shield	604	15	0	768	10	0
Do. Sight	41	5	0			
Do. Shield (spray)	43	5	0			
Do. Director operating gear	79	5	0			
6-in. P.IV 15° mounting, less sight	571	0	0	609	5	0
Do. Sight	38	5	0			
6-in. P.IV 20° mounting, less sight	604	15	0	745	15	0
Do. Sight	41	5	0			
Do. Director operating gear	99	15	0			
6-in. P.V 13° mounting, less sight	519	0	0	598	10	0
Do. Sight	79	10	0			
6-in. P.V 20° mounting, less sight	555	15	0	646	5	0
Do. Sight	90	10	0			
6-in. P.V* 13° mounting, less sight and shield	512	5	0	652	10	0
Do. Sight	88	10	0			
Do. Shield	51	15	0			
6-in. P.VI 15° mounting, less sight, shield and director operating gear.	498	0	0	824	5	0
Do. With power worked gear	574	0	0			
Do. Sight	59	5	0			
Do. Shield	207	10	0			
Do. Director operating gear	59	10	0			
6-in. P.VI 20° mounting, less sight	572	0	0	646	5	0
Do. Sight	74	5	0			
6-in. P.VII 15° mounting, less sight, shield and director operating gear.	562	10	0	868	15	0
Do. Sight	78	0	0			
Do. Shield (armoured)	172	10	0			
Do. Director operating gear	55	15	0			

Nature of Mounting or Part	Detailed value		Total value			
	£	s. d.	£	s. d.		
6-in. P.VII 20° mounting, less sight, shield and director operating gear.	683	10 0	1,070	0 0		
Do. Sight	107	0 0				
Do. Shield (armoured)	172	10 0				
Do. Director operating gear	107	0 0				
6-in. P.VII* 15° mounting, less sight, shield and director operating gear.	702	0 0	841	0 0		
Do. Sight	66	0 0				
Do. Shield (spray)	17	5 0				
Do. Director operating gear	55	15 0				
6-in. P.VII* 20° mounting, less sight, shield and director operating gear.	794	15 0	943	5 0		
Do. Sight	75	10 0				
Do. Shield (spray)	17	5 0				
Do. Director operating gear	55	15 0				
6-in. P.VIII 14° mounting, less sight, shield and director operating gear.	484	15 0	725	15 0		
Do. Sight	74	15 0				
Do. Shield	77	5 0				
Do. Director operating gear	89	0 0				
6-in. P.IX 14° and 17½° mounting, less sight shield and director operating gear.	566	10 0	833	10 0		
Do. Sight	87	5 0			with circular shield.	
Do. Shield (circular armoured)	77	5 0			790	0 0
Do. Director operating gear	102	10 0			with spray shield.	
Do. Shield (spray)	33	15 0				
6-in. P.X 15° mounting, less sight and director operating gear.	530	0 0	652	0 0		
Do. Sight	61	0 0				
Do. Director operating gear	61	0 0				
6-in. P.XI 15° mounting, less sight	530	0 0	591	0 0		
Do. Sight	61	0 0				
6-in. P.XII 15° mounting, less sight, shield and director operating gear.	629	10 0	917	0 0		
Do. Sight	87	0 0				
Do. Shield (circular armoured)	125	0 0				
Do. Director operating gear	75	10 0				
6-in. P.XII* 20° mounting, less sight, shield and director operating gear.	1,178	0 0	1,500	0 0		
Do. Sight	92	0 0				
Do. Shield (armoured)	138	15 0				
Do. Director operating gear	91	5 0				
6-in. P.XIII* 30° mounting, less sight, shield and director operating gear.	678	0 0	889	0 0		
Do. Sight	96	15 0				
Do. Shield	52	15 0				
Do. Director operating gear	61	10 0				
6-in. P.XIII** 30° mounting, less sight, shield and director operating gear.	850	10 0	1,054	0 0		
Do. Sight	89	5 0				
Do. Shield	52	15 0				
Do. Director operating gear	61	10 0				
6-in. C.P.XIV 30° mounting, less sight, shield and director operating gear.	969	0 0	1,137	0 0		
Do. Sight	43	15 0				
Do. Shield	59	5 0				
Do. Director operating gear	65	0 0				
6-in. B.L. travelling carriage, complete	127	15 0	127	15 0		

Nature of Mounting or Part	Detailed value		Total value	
	£	s. d.	£	s. d.
5·5-in. P.I 15° mounting, less sight, shield and director operating gear.	411	15 0	568	5 0
Do. Sight	33	10 0		
Do. Shield	52	10 0		
Do. Director operating gear	70	10 0		
5·5-in. P.I* 25° mounting, less sight, and director operating gear.	612	5 0	747	0 0
Do. Sight	64	5 0		
Do. Director operating gear	70	10 0		
5·5-in. P.I** 25° mounting, less sight	411	15 0	445	5 0
Do. Sight	33	10 0		
5·5-in. C.P.II 30° mounting, less sight, shield and director operating gear.	638	15 0	869	0 0
Do. Sight	113	10 0		
Do. Shield	51	15 0		
Do. Director operating gear	65	0 0		
4·7-in. P.V 20° mounting, less sight	506	10 0	561	10 0
Do. Sight	55	0 0		
4·7-in. C.P.VI 30° mounting, less sight, shield and director operating gear.	496	10 0	645	0 0
Do. Sight	64	10 0		
Do. Shield (spray)	41	15 0		
Do. Director operating gear	42	5 0		
4·7-in. C.P.VI* 30° mounting, less sight, shield and director operating gear.	498	5 0	646	15 0
Do. Sight	64	10 0		
Do. Shield (spray)	41	15 0		
Do. Director operating gear	42	5 0		
4·7-in. C.P.VI** 30° mounting, less sight, shield and director operating gear.	641	0 0	849	5 0
Do. Sight	77	15 0		
Do. Shield (spray)	65	5 0		
Do. Director operating gear	65	5 0		
4·7-in. P.X 20° mounting, less sight	506	10 0	561	5 0
Do. Sight	54	15 0		
4·7-in. H.A.XI mounting, less sight	1,533	0 0	1,788	15 0
Do. Sight	255	15 0		
4·7-in. H.A.XII mounting, less sight and director operating gear.	3,226	15 0	4,295	10 0
Do. Sight	941	5 0		
Do. Director operating gear	127	10 0		
4·7-in. C.P.XIV 30° mounting, including shield, director operating gear and electrical gear (cables, circuits and switches).	1,803	0 0	2,034	5 0
Do. Sight	231	5 0		
4·7-in. C.P.XIV 30° mounting (lightened type), including shield, director operating gear and electrical gear (cables, circuits and switches).	1,589	15 0	1,761	0 0
Do. Sight	171	5 0		
Do. Director operating gear	2,867	0 0		
4·7-in. C.P. (S) XVI mounting, less revolving platform, breakwater, canopy and sight.	2,867	0 0	3,945	10 0
Do. Revolving platform and breakwater	406	5 0		
Do. Canopy	281	15 0		
Do. Sight	390	10 0		
4·7-in. C.P.XVII 40° mounting, including shield director operating gear and electrical gear (cables, circuits and switches).	1,887	10 0	2,046	10 0
Do. Sight	159	0 0		

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
4-7-in. C.P.XVIII 40° mounting, including shield director operating gear and electrical gear (cables, circuits and switches).	2,293	0	0	2,521	0	0
Do. Sight	228	0	0			
4-in. P.II 15° mounting, less sight	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.II* 15° mounting, less sight	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.III 20° mounting, less sight and shield	199	5	0	281	0	0
Do. Sight	67	15	0			
Do. Shield (spray)	14	0	0			
4-in. P.III* 20° mounting, less sight and shield	199	5	0	281	0	0
Do. Sight	67	15	0			
Do. Shield (spray)	14	0	0			
4-in. P.III** 20° mounting, less sight and shield	199	5	0	281	0	0
Do. Sight	67	15	0			
Do. Shield (spray)	14	0	0			
4-in. P.IV* 15° mounting, less sight and shield	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.IV** 15° mounting, less sight	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.V 20° mounting, less sight and shield	199	5	0	281	0	0
Do. Sight	67	15	0			
Do. Shield (spray)	14	0	0			
4-in. P.VI 15° mounting, less sight and shield	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.VII 20° mounting, less sight and shield	199	5	0	281	0	0
Do. Sight	67	15	0			
Do. Shield (spray)	14	0	0			
4-in. P.VIII 15° mounting, less sight and shield	207	0	0	276	0	0
Do. Sight	69	0	0			
4-in. P.IX 20° mounting, less sight, shield and director operating gear.	259	5	0	396	15	0
Do. Sight	72	5	0			
Do. Shield (spray)	10	0	0			
Do. Director operating gear	55	5	0			
4-in. P.XIII mounting, less sight and shield	205	0	0	283	15	0
Do. Sight	46	15	0			
Do. Shield	32	0	0			
4-in. Triple, Mark I 30° mounting, less sight, shield and director operating gear.	657	0	0	912	10	0
Do. Sight, L.H. cradle	23	0	0			
Do. Do. centre cradle	23	0	0			
Do. Do. R.H. cradle...	37	0	0			
Do. Shield (spray)	102	0	0			
Do. Director operating gear	70	10	0			
4-in. S.I 20° mounting, less sight and revolving platform.	279	5	0	488	5	0
Do. Sight	63	15	0			
Do. Revolving platform	145	5	0			
4-in. C.P.I 30° mounting, less sight and shield	349	10	0	397	5	0
Do. Sight	26	5	0			
Do. Shield (spray)	21	10	0			
4-in. C.P.II 30° mounting, less sight, shield and director operating gear.	388	15	0	508	10	0
Do. Sight	50	5	0			
Do. Shield (spray)	14	5	0			
Do. Director operating gear	55	5	0			

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
4-in. C.P.III 30° mounting, less sight, shield and director operating gear.	336	5	0	445	0	0
Do. Sight	39	5	0			
Do. Shield (spray)	14	5	0			
Do. Director operating gear	55	5	0			
4-in. C.P.IIIc 30° mounting, less sight, shield and director operating gear.	336	5	0	445	0	0
Do. Sight	39	5	0			
Do. Shield (spray)	14	5	0			
Do. Director operating gear	55	5	0			
4-in. H.A.III mounting, less sight and director operating gear.	914	15	0	1,135	15	0
Do. Sight	137	0	0			
Do. Director operating gear	84	0	0			
4-in. H.A.III* mounting, less sight and director operating gear.	974	0	0	1,195	0	0
Do. Sight	137	0	0			
Do. Director operating gear	84	0	0			
4-in. H.A.III** mounting, less sight and shield	2,300	0	0	2,875	0	0
Do. Sight	300	0	0			
Do. Shield	275	0	0			
4-in. H.A.IV mounting, less sight and director operating gear.	1,016	10	0	1,284	0	0
Do. Sight	180	10	0			
Do. Director operating gear	87	0	0			
4-in. U.D. twin H.A.XIX mountings, less sight	5,400	0	0	5,800	0	0
Do. Sight	400	0	0			
4-in. H.A.XX mounting, less sight	5,000	0	0	5,758	0	0
Do. Sight	758	0	0			
4-in. H.A.XXIII mounting, less sight and shield	840	0	0	1,025	0	0
Do. Sight	105	0	0			
Do. Shield	80	0	0			
4-in. B.L. field carriage, complete	234	10	0	234	10	0
4-in. Q.F. field carriage, complete	198	5	0	198	5	0
3-7-in. howitzer travelling carriage, without equipment and spares.	727	15	0	727	15	0
3-7-in. howitzer mounting (pedestal type), Mark II, without spares.	1,408	10	0	1,408	10	0
3-7-in. howitzer mounting (pedestal type), Mark III, without spares.	1,435	5	0	1,435	5	0
3-7-in. howitzer mounting (pedestal type), Mark IV, without spares.	1,475	5	0	1,475	5	0
3-in. H.A.II and IIA mounting, less sight and director operating gear.	535	15	0	743	5	0
Do. Sight	130	15	0			
Do. Director operating gear	76	15	0			
3-in. H.A.III mounting, less sight and director operating gear.	637	5	0	772	15	0
Do. Sight	58	15	0			
Do. Director operating gear	76	15	0			
3-in. H.A.IV and IVA mounting, less sight and director operating gear.	489	10	0	697	0	0
Do. Sight	130	15	0			
Do. Director operating gear	76	15	0			
3-in. C.P.V mounting, less sight	1,526	5	0	1,782	15	0
Do. Sight	256	10	0			

Nature of Mounting or Part	Detailed value		Total value	
	£	s. d.	£	s. d.
12-pdr. P.I mounting, less sight	46	5 0	64	0 0
Do. Sight	17	15 0		
12-pdr. P.I* mounting, less sight	123	0 0	150	5 0
Do. Sight	27	5 0		
12-pdr. S.II mounting, less sight	31	15 0	45	15 0
Do. Sight	14	0 0		
12-pdr. H.A.VIII mounting, less sight	241	10 0	295	10 0
Do. Sight	54	0 0		
12-pdr. H.A.VIII* mounting, less sight	346	7 0	402	12 0
Do. Sight	56	5 0		
12-pdr. H.A./L.A.IX mounting, less sight	430	0 0	462	0 0
Do. Sight	32	0 0		
12-pdr. 8-cwt. field carriage	11	0 0	22	0 0
Do. Limber	11	0 0		
6-pdr., Mark I, recoil mounting	10	10 0	10	10 0
6-pdr., Mark I*, recoil mounting	17	5 0	17	5 0
6-pdr., Mark I**, recoil mounting, less sight	70	0 0	95	5 0
Do. Sight	25	5 0		
6-pdr. non-recoil	130	0 0	130	0 0
6-pdr. H.A.IV mounting, less sight	86	0 0	108	10 0
Do. Simple sight	22	10 0		
Do. H.A. sight	28	10 0		
3-pdr., Mark I, recoil mounting	16	10 0	16	10 0
3-pdr., Mark I*, recoil mounting, less sight	24	15 0	33	5 0
Do. Sight	8	10 0		
3-pdr. H.A.IV mounting, less sight	82	15 0	105	0 0
Do. Simple sight	22	5 0		
Do. H.A. sight	28	10 0		
3-pdr. V and shield	550	0 0	550	0 0
2-pdr., Mark II, pom-pom, less sight	83	5 0	128	5 0
Do. Scotchman	4	5 0		
Do. Pedal operated firing gear	6	15 0	162	0 0
Do. Sight, Mark II	25	5 0		
Do. Sight, Mark II*	40	15 0	67	15 0
Do. Sight, Mark II**	67	15 0		
2-pdr. H.A., Mark II*C	192	0 0	192	0 0
2-pdr., "M", Mark V mounting, less sight and director operating gear	6,424	0 0	6,779	10 0
Do. Sight	300	15 0		
Do. Director operating gear	54	15 0		
2-pdr., "M", Mark VI mounting, with director operating gear, but less sight	8,108	15 0	8,403	15 0
Do. Sight	295	0 0		
2-pdr., "M", Mark VII mounting, with director operating gear, but less sight	4,880	0 0	5,175	0 0
Do. Sight	295	0 0		

Nature of Mounting or Part	Detailed value		Total value	
	£	s. d.	£	s. d.
2-pdr., Mark VIII mounting	660	0 0	695	0 0
Do. Shield	35	0 0		
2-pdr. sub-calibre, Mark IX, with torque tube	107	0 0	107	0 0
2-pdr. sub-calibre, Mark IX, without torque tube	102	0 0	102	0 0
2-pdr., Mark XVI (ex boat equipment)	950	0 0	950	0 0
2-pdr., Mark XVI, local drive unit	160	0 0	160	0 0
0.5-in. "M", Mark I mounting, less sight	912	10 0	983	0 0
Do. Sight	70	10 0		
0.5-in., "M", Mark I* mounting, less sight	929	0 0	999	10 0
Do. Sight	70	10 0		
0.5-in. "M", Mark II mounting, less sight	891	0 0	956	5 0
Do. Sight	65	5 0		
0.5-in. "M", Mark III mounting, less sight	870	0 0	940	0 0
Do. Sight	70	0 0		
0.5-in., Mark V twin (ex boat equipment)	760	0 0	760	0 0
Do. Local drive unit	160	0 0	160	0 0
0.5-in., Mark V twin armoured (ex boat equipment)	1,050	0 0	1,050	0 0
Do. Local drive unit	160	0 0	160	0 0
20 mm. Oerlikon S., H.A., Mark I	385	0 0	385	0 0
20 mm. Oerlikon S., H.A., Mark IIA	385	0 0	385	0 0
20 mm. Oerlikon, Mark IA (hydraulic)	790	0 0	790	0 0
20 mm. Oerlikon, Mark IIA	140	0 0	140	0 0
20 mm. Oerlikon, Mark IIIA	125	0 0	125	0 0
20 mm. Oerlikon twin, Mark V (ex boat equipment)	950	0 0	950	0 0
Do. Local drive unit	160	0 0	160	0 0
0.303-in. Twin Browning and shield	47	0 0	47	0 0
0.303-in. Single Browning and shield	18	0 0	18	0 0
Ring mounting for Lewis guns	129	5 0	129	5 0
Maxim field stand	7	10 0	7	10 0
Maxim tripod, Mark II	11	15 0	11	15 0
Maxim tripod, Mark IV	11	0 0	11	0 0
Maxim tripod, Mark IVB, less dial direction and pointer	11	15 0	11	15 0
Maxim tripod, Mark IVB, with dial direction and pointer	13	10 0	13	10 0
Portable Maxim stands	1	15 0	1	15 0
Mountings, tripod, A.A. Lewis or Hotchkiss 0.303-in. M.G., Mark I, complete with holder	4	0 0	4	0 0
11-in. howitzer mounting, complete	422	10 0	422	10 0
7.5-in. howitzer mounting, complete	65	10 0	65	10 0
200-lb. bomb thrower, complete	84	10 0	84	10 0

LEWIS GUN MOUNTINGS

Description of Component Parts	Distinguishing letter	Value	
		£	s. d.
Clamping ring	"A"	0	7 6
Clamping ring	"B"	1	6 0
Socket pin	"C"	0	10 0
Socket pin	"D"	0	16 6
Base socket	"G"	1	0 0
Bulkhead socket	"H"	1	0 0
Socket	"K"	1	0 0
Combined clamping ring and shield carrier	"L"	0	7 6
Pillar	"M"	1	8 6
Bracket	"N"	2	0 0
Long pedestal and adjustable pillar	"R"	2	7 0
Short pedestal	"S"	0	15 0
Double clamping ring	"T"	1	16 0
Muzzle clip	"U"	0	6 6
Clamping ring	"W"	5	0 0

TRAINING AND ELEVATION RECEIVERS

Nature of Part	Detailed value		Total value	
	£	s. d.	£	s. d.
Elevation receivers (less motors), Patterns F.C.3, F.C.6.	18	0 0	18	0 0
Elevation receivers (less motors), Patterns V.E.1, V.E.3, V.E.4, V.E.6.	44	10 0	44	10 0
Elevation receivers (less motors), Patterns V.E.5, V.E.7.	54	5 0	54	5 0
Training receivers (less motors), 5, 6, 14, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27.	23	10 0	23	10 0
Training repeat receivers (less motors)	22	5 0	22	5 0
Elevation receivers, less motors :—				
Type "C", Marks I, I* and I**	34	15 0	34	15 0
Type "C", Marks II and II*	37	0 0	37	0 0
Type "C", Marks III and III*	53	10 0	53	10 0
Type "C", Mark IV	40	0 0	40	0 0
Type "D", Mark I	232	15 0	232	15 0
Type "D", Mark II	364	10 0	364	10 0
Type "D", Marks III and III*	209	15 0	209	15 0
Type "E", Mark I	275	0 0	275	0 0
Training receivers, less motors :—				
Type "C", Marks I, I* and I**	34	15 0	34	15 0
Type "C", Marks II and II*	37	0 0	37	0 0
Type "C", Marks III and III*	53	10 0	53	10 0
Type "C", Mark IV	40	0 0	40	0 0
Type "D", Mark I	214	0 0	214	0 0
Type "D", Mark I*	194	15 0	194	15 6
Type "D", Mark II	338	5 0	338	5 0
Type "D", Mark IV	196	10 0	196	10 0
Motors, Vickers' "Step by Step" type, for above receiver, other than types "C" and "D".	2	17 6	2	17 0
Motors, "M" type, Mark III, for receivers, types "C" and "D".	Price as shown in current Rate Book for Naval Stores, O.U. 5409.			

(A.F.Os. 1472/40, 1996/40—not in Annual Volume.)

(A.F.Os. 3448/41, 3327/42 and 2223/43 are cancelled.)

2696.—Promotion of Members of the Typing Grades to the Clerical Class— Bi-Annual Review

(U.S.B. 886/44.—18 May 1944.)

Heads of Establishments are reminded that nominations are now due under the provisions of A.F.O. 5721/42 and should be forwarded to the Under Secretary's Office, Admiralty, Bath, without further delay.

2. It is essential that each nominee should furnish an unqualified statement of willingness to transfer anywhere in the Admiralty service.

3. Candidates previously nominated but not selected should again be nominated if it is still desired that they should be considered on this occasion.

4. Only a percentage can be selected and the names of successful nominees will be promulgated in the C.E. Appointments Lists as hitherto. Individual replies to submissions will not be made.

(A.F.O. 5721/42.)

2697.—Civilian Dental Mechanics—Leave and Sick Leave with Pay

(L. 11752/43.—18 May 1944.)

From the beginning of the current leave year, civilian dental mechanics employed in fleet establishments should be regarded as eligible for (a) 12 working days' leave with pay a year, together with the usual paid public holidays and (b) sick leave with pay under the terms of Part III of the Treasury Memorandum of Sick Leave Regulations applicable, to temporary and unestablished employees, viz., after six months' service, sick leave up to three weeks on full pay and thereafter three weeks on half pay, in any one year, subject to the normal regulations as regards deductions, etc., in accordance with Part IV of the Treasury Memorandum.

(A.F.O. 1447/44.)

2698.—Good Friday, 1944—Arrangements for Civilian Non-Industrial Staff in Scotland

(C.E. 5808/44.—18 May 1944.)

Civilian non-industrial staff in Scotland should be granted the same compensation in respect of attendance on Good Friday, 7th April, as that given to staff in England, Wales and Northern Ireland.

2. Paragraph 1 of A.F.O. 1745/44 is amended accordingly.

(A.F.O. 1745/44.)

2699.—Non-Industrial Civilian Staff—Limitation of Entries

(C.E. 52855/44.—18 May 1944.)

A fixed quota of additional civil staff of strictly limited character has been allocated to the Admiralty for 1944. This makes it necessary to continue during the present year the limitations on the entry and upgrading of staff at local discretion which were imposed by A.F.O. 4152/43.

2. In applying for authority for the entry of staff attention should be paid to the fact that every individual entry makes the same drain on the Admiralty quota (except that part-time employees and juveniles under the age of 16 count only as half). It is therefore necessary to see that the maximum benefit is obtained from each entry.

3. Particular economy is called for in the clerical and typing grades which form over half the entries. The numbers borne are very large and it is clear that this is a field where it will be necessary to press for economies. No further additions will be allowed where the hours are less than 51 a week, unless special reasons exist. Any application for an increase in these grades should be accompanied by a statement of the average hours worked in the preceding three months.

4. It is expected that the various authorities concerned, before putting forward requests for extra staff or replacements of wastage, will explore thoroughly the question whether the work for which they are required is vital, and if so whether the requirements cannot be met from within existing resources. Every effort should be made to eliminate work which is not strictly necessary and so free staff for work which is really essential.

5. Arrangements will be made as necessary for members of the Organization and Methods Branch of the Admiralty to visit establishments in connection with their demands.

6. All applications from Outport Establishments arising under this order should be addressed to the Secretary of the Admiralty, C.E. Branch, Bath. They may be made by signal where urgent.

(A.F.O. 4152/43.)

2700.—Workpeople Entered from Government Training Centres—Leave

Cancelled by (L.4658/44.—18 May 1944.) *AFo 7233/46*

Workpeople entered in Admiralty establishments from Government training centres may be granted any paid leave earned by them at the Centre, providing they can produce written confirmation that they have such an entitlement to paid leave outstanding.

2701.—Mis-Muster Payments, etc.—Precautions Against Personation and Fraud

(L. 2224/44.—18 May 1944.)

A case occurred recently at a home Dockyard in which the wages of a workman were obtained by an unauthorized person at a mis-muster payment. Briefly the circumstances of the case were as follows:—The rightful owner of the wages was on the sick list and his pay packet was accordingly returned to the Cashier when he had failed to pick up his wages in accordance with the normal arrangements, but on the same pay day the money in question was paid to some unknown person who presented the pay card of the rightful owner receipted in the name of the man who was entitled to the wages. The man who was entitled to the wages states that he did not enter the Dockyard on the date on which the payment was made, and he had not authorized any person to obtain his wages for him. The signature for the receipt of the money is repudiated by the man who was entitled thereto and is, in fact, unlike the normal signature of that man.

2. To prevent the recurrence of incidents of this nature, arrangements are to be made for all mis-muster payments to be made only on the production of the National Registration Identity Card of the person to whom the wages are due; this arrangement is to be adopted also in connection with all other payments which are made to men who cannot be identified by some responsible officer as being those whom they represent themselves to be.

3. Every reasonable precaution is to be taken by recorders and others responsible for the distribution of pay-cards before payment, to ensure that pay-cards for men not on duty at the time of distribution are not wrongfully obtained by others; and should it be suspected that this may have occurred, the Cashier should be informed of the facts at once.

2702.—54-kW. Generating Sets for LL Sweep Equipment—Supervision at Contractors' Works

(D. 6351/44.—18 May 1944.)

When 54-kW. generating sets for LL sweep equipment are returned for refitting to:—

Messrs. Perkins, Ltd.	...	...	Peterborough.
Messrs. Leyland Motors, Ltd.	...	...	Bolton Road, Chorley.
Messrs. Norris, Henty and Gardners Ltd.			Barton Hall Engine Works, Paticroft, Manchester.

arrangements are to be made for the Admiralty Engineer Overseer of the district to be furnished with a copy of the order sent to the firm to carry out the work.

2. Supervision of the work and subsequent certification will be done by the Admiralty Engineer Overseer as follows:—

Messrs. Perkins Ltd.	...	...	Admiralty Engineer Overseer, St. George's House, 195, Waterloo Road, London, S.E.1. Telephone: Waterloo 7392.
Messrs. Leyland Motors Ltd.	...	...	} Admiralty Engineer Overseer, 70-Spring Gardens, Manchester, 2, Telephone: Manchester Central 0911.
Messrs. Norris, Henty and Gardners Ltd.			