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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

25th 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.

Can 8/8
PI for AM%
for H. G. G. G.
P20
B3
P4

These circulated early

ADMIRALTY FLEET ORDERS

- | No. | Subject. |
|------------|---|
| 2703-2704. | Accountant Branch Examinations—Revised Regulations—REPORTS.
Examinations for the Ranks of Paymaster Lieutenant-Commander, Paymaster Sub-Lieutenant, Warrant Writer, Warrant Supply Officer, Warrant Cook and Warrant Steward, R.N. (<i>Issued separately on 25th May, 1944.</i>) |
| 2705. | Guns and Mountings, 20-mm. Oerlikon—Fitting—Stops, Rails, Telephones, Ammunition, Lockers and Stowages, Cocking Arrangements, Magazines, Twin Mark V and VC Mountings, etc. (<i>Issued separately on 25th May, 1944, to all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels, including Minor War Vessels (1 Copy), and Superintendents or Officers in Charge of H.M. Naval Establishments concerned.</i>) |

25th May, 1944.

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

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2742. Guns—20-mm., Hispano—Belt-feed Mechanism.
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2745. Gun Mountings—General—Transferable—Periodical Examinations.
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2748. Training—Courses—Staag, Mark II, Mounting—Gunnery Instruction and Maintenance Training before Commissioning or after Changes in Personnel.
2749. Training—Courses—Close Range Blind Fire Director—Gunnery Instruction before Commissioning or after Changes in Personnel.
2750. Training—Instructional Appliances—Cinema Laying and Training Teacher.

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2751. Torpedoes—21-in. Mark VIII** and IX**—Modified air lead to Servomotor.
2752. Torpedoes—18-in. Mark XII and XV—Allowance to Training Units of Spare Tails and Transmission Gearing.
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2754. Dynamos, Turbo Diesel—Supply of Spare Bearings.
2755. Eversheds Rudder Indicators—Modifications and Introduction of Watertight Dimmers, Patterns 18919/20 for dimming the Illuminating Lamp.
2756. Radio Interference Suppression Equipment.
2757. 300-kW Main Dynamo—Modification to Brush Arm Support Rings.—As. and As.

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

2758. Form H.394—Annual Return of Navigational Timepieces.

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

2759. Boilers—Oil Fuel Burning Equipment, Admiralty Type—As. and As.
2760. Lighting up Boilers from Cold—Use of Oil Fuel Hand Pump.
2761. Engine Maintenance Charts.
2762. Fuel Injector Assemblies and Fuel Pumps for General Motor Engine Model 12-567 and National Superior Engine Model G.D.B.—8. Arrangements for replacement and repair.
2763. Paxman Engines—Piston Rings.

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

2764. Radar Types 271Q, 273Q, 276, 277, 293—Modification to Amplifiers M59 and M.70.
2765. Radar Types 276, 277/A/AM/S/T and 293—Transformer 4 KVA, Pattern W5531/A.

Naval Aircraft.—(Technical.)

2766. Aircraft Radio—ASV, Mark II Receivers, types R.3039E, R.3132 and R.3132B.—Replacement of Cathode follower load resistance.
2767. Aircraft of American Manufacture—Inspection and Storage procedure for Self-Sealing Fuel Cells.
2768. Corsair Aircraft—Operation of Fuel Cock.
2769. Corsair Aircraft—Rapid Wear and Distortion of Wheel Brake Discs.

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

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- 2771. Lanchester Carbine—Additional Provision of Stowage for—As. and As.
- 2772. Fire Fighting in H.M. Ships.
- 2773. Fuelling System Joints.
- 2774. Thimbles for Steel Wire Hawsers.
- 2775. Heating of Mess Decks in Sterling Admiral Engine L.C.T. (3).
- 2776. Ladders, Tower, for use in Carriers.
- 2777. Air Stores Required for Types of Aircraft in common use by the Royal Navy and Royal Air Force—Responsibility for Provision and Supply.
- 2778. Binoculars—Facilities for repair.
- 2779. Boom Defence Scaffolding Equipment—Unsuitability for Constructional Scaffolding.
- 2780. Butane Gas Cylinders—Purchase of—REPORTS.
- 2781. Clocks—Allowance.
- 2782. Detel Paints—Stocks.
- 2783. Primus Stoves.
- 2784. Rimac Valve Spring Testers for Aero-Engines.
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- 2786. Switches, Flood, Pattern 9563A—Allowances.
- 2787. Naval Store Accounting Forms—Supply of.

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

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- 2788. Anti-gas Arrangements.
- 2789. Dental Mechanics—Protective Respirators.
- 2790. Isinglass, Pattern 42B—Supply Discontinued.
- 2791. Potatoes—Economy in Use.
- 2792. Safari Jars—Prevention of Loss of Lids.
- 2793. Special Rate of Victualling Allowance for Major Landing Craft and Landing Barges—Change of Title.
- 2794. Store Allowances.
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- 2797. Amendments to Books.
- 2798. A.M.S.Is.
- 2799. Aircraft Inspection Schedules—Omnibus Amendment List.
- 2800. A.P. 1182—Safety Equipment Manual—Division of, into a Series of Publications.
- 2801. B.R. 146—Abolition.
- 2802. B.R. 636—Discontinuance of Issue.
- 2803. B.R. 640 (2)—Issue of Revised Edition.
- 2804. B.R. 642 (B)—Summary of British Warships—Issue.
- 2805. B.R. 1021—Issue of, etc.
- 2806. Form S.56X—Abolition.
- 2807. O.U. 5365 A, B, C, D and E. (Parts I, II, III, IV and V)—Priced Vocabulary of Naval Armament Stores.
- 2808. No. 13 Elementary Flying Training School—Address.
- 2809. H.M.S. "Wayland"—Delay in Receipt of Correspondence Through Use of Former Name.

SECTION 6.—SHORE ESTABLISHMENTS

- 2810. Civil Defence Training Courses—Non-Industrial Civil Servants Required to Attend.
- 2811. Emergency Volunteers—Arrangements for Civilian Non-Industrial and Industrial Staffs.
- 2812. Industrial Establishments—Hours of Work of Young Persons—REPORTS.
- 2813. Private Motor Vehicles used on Official Business—Renewal of "G" and O.H.M.S. Certificates issued to Naval and Civil Personnel.
- 2814. Paying Officers for Civilian Staff Employed Abroad.

*(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.

2706.—Message on the Norwegian National Day, 1944

(M. 06932/41.—25 May 1944.)

The following message was sent to King Haakon :—

"On this anniversary of the Norwegian Constitution Day, 17th May, I desire once more on behalf of the Board of Admiralty and of the Royal Navy to send our cordial greetings to Your Majesty and also to all officers and men of the Royal Norwegian Navy and the Norwegian Mercantile Marine who have so gallantly played their part in frustrating the plans of the enemy to dominate the seas. We may confidently hope that the time is not far distant when the Nazi power on sea and land and in the air will be completely broken, and when Norway and the other countries so wantonly and treacherously occupied by the aggressors will be free once more to enjoy the fruits of peace.—A. V. Alexander".

The following reply was received :—

"I was very glad to receive your kind message on the occasion of Norway's National Day and can assure you that all officers and men of the Royal Norwegian Navy and the Norwegian Mercantile Marine will be equally glad to hear that their contribution to our common war effort is fully appreciated both by the Board of Admiralty and the Royal Navy. I share your confident hope that victory may not be far distant.—Haakon R."

2707.—Local Settlement of Collision Claims

(N.L. 3832/44.—25 May 1944.)

Approval has been given for Commanders-in-Chief at Home, including for this purpose the Admiral Commanding Orkneys and Shetlands and Flag Officer Commanding Dover, to settle collision claims locally under the conditions laid down by K.R. & A.I. 1167 (10) up to a maximum sum of £500, for the duration of the European war.

2. Their Lordships trust that this power will be used as extensively as possible, so as to avoid the considerable amount of correspondence entailed in referring minor collision claims to the Admiralty.

3. It will be noted that Commanders-in-Chief are not empowered to settle claims for demurrage.

2708.—United States Hospital Ships

(M. 531/43.—25 May 1944.)

The War Department has notified structural changes to the hospital ship "Emily H. W. Weder", ex "Iris". Particulars of the ship are now as follows :—

Length	...	...	...	...	502 feet
G.R.T.	...	...	...	...	11,000
Funnels	...	...	...	...	1
Signal masts	...	...	...	...	1
Kingposts	...	...	...	...	3 sets

A topmast is mounted on the tie girder between the second set of kingposts.

2. A.F.O. 1464/44 is to be amended accordingly.

(A.F.Os: 784/44, 1164/44, 1307/44, 1464/44, 1763/44 and 2298/44.)

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

*2709.—Honours and Awards—"London Gazette" Supplement of 9th May, 1944

(H. & A.—25 May 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

9th May, 1944.

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

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

Commander (Electrical) Leslie Edward Hoggan, R.N. (London).
Lieutenant-Commander Alexander Thomas Douglas, R.N.R. (Ret.) (Stranraer).
Acting Temporary Lieutenant-Commander Theodore Nelson Le Page, R.C.N.V.R. (Vancouver).

For distinguished services in salvage and repair work which enabled the Port of Naples to be used by Allied shipping.

Commander (E) Ernest Mill, R.N.

For gallantry in life-saving when H.M.S. "Hardy" was lost.

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

Temporary Lieutenant Douglas Ronald Harding, R.N.V.R. (Barking).

For skill and resource in rescuing the crew of a bomber which had been forced down in a rough sea.

Lieutenant James Robert Frederick William Green, D.S.C., R.N.

For courage and leadership among the survivors in the water, and for helping the injured after H.M.S. "Cromer" had been sunk.

ADMIRALTY,

Whitehall,

9th May, 1944.

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

For gallant and distinguished services as Senior Officer of Destroyers in successful night actions in the English Channel on the 26th and 29th April, 1944 :—

To be a Companion of the Distinguished Service Order

Commander Henry George De Wolf, R.C.N.

For courage, endurance and devotion to duty in H.M. Ships "Hardy," "Venus," "Inconstant," "Meteor," "Whitehall," "Offa" and "Obdurate" in attacks on U-boats :—

Bar to the Distinguished Service Order

Captain Ian Murray Robertson Campbell, D.S.O., R.N.

Second Bar to the Distinguished Service Cross

Lieutenant-Commander John Henry Eaden, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant (E) George Lewis Densham, R.N. (Burnham-on-Sea).

The Distinguished Service Medal

Engine Room Artificer Third Class Jack Hinman, D/MX.63800 (Doncaster).

Engine Room Artificer Fifth Class Ewart George Mutton, D/MX.61903.

Mention in Despatches

Captain William Geoffrey Arthur Robson, D.S.O., D.S.C., R.N.

Commander John Sherbrook Morris Richardson, D.S.O., R.N.

Lieutenant-Commander Patrick James Cowell, D.S.C., R.N.

Lieutenant-Commander Dermot James Boris Jewitt, R.N. (Dulverton).

Lieutenant-Commander Rowland Francis Leonard, R.N.

Lieutenant Geoffrey Harold Greenish, R.N.

Lieutenant Ian David McLaughlan, D.S.C., R.N.

Temporary Lieutenant Dennis Earle, R.N.V.R.

Temporary Lieutenant Charles James Richardson Whittle, R.N.V.R.

Temporary Sub-Lieutenant Oliver Stirling-Lee, R.N.V.R. (Cambridge).

Mr. Wallace Nelson Denbigh Branch, Acting Gunner (T), R.N.

Chief Engine Room Artificer James Osborne Wearne, D/MX. 55966.

Electrical Artificer Second Class William John Alfred Bolton, D/MX.47690.

Engine Room Artificer Third Class Alec Herbert Garbutt, D/MX.48961.

Petty Officer John Basil Bright, D/SSX.13280.

Petty Officer William Henry Flinn, D/JX.143916.

Petty Officer Edward George Parritt, D/JX.132511.

Temporary Petty Officer Donald Marquis Begbie, D/J.103367.

Stoker Petty Officer John Nagle, D/KX.84666.

Petty Officer Radio Mechanic John Felix Crawley, P/MX.99782.

Temporary Leading Seaman Alfred John Paul, D/JX.144521.

Able Seaman Eric Frank Byne, D/JX.200402 (London).

Able Seaman Frank Ernest Walker, D/JX.203112.

Ordinary Seaman Thomas Young, D/JX.365872.

For great skill and enterprise in the protection of Atlantic convoys :—

The Distinguished Service Cross

Commander Philip Whitworth Burnett, R.N. (Barrow-in-Furness).

For skill and determination in H.M.S. "Garth" and light coastal craft in successful engagements with E-boats :—

To be a Companion of the Distinguished Service Order

Captain Cecil Ramsden Langworthy Parry, R.N.

The Distinguished Service Medal

Acting Chief Motor Mechanic Robert Joseph Arthur Bunce, P/MX.98931 (Staines).

Petty Officer Harry Manson, C/JX.131667 (Littlehampton).

Petty Officer Hugh Baggott Merriman, D/JX.133563 (Pasley).

Petty Officer George Samuel Mills, D/JX.125566 (Brixham).

Able Seaman Jack Ramsden Beaumont, P/JX.352195 (Halifax).

Able Seaman Arthur Royston Cherry, P/JX.269239 (Nuneaton).

Able Seaman Leslie Cousins, P/JX.350038 (Sheffield).

Able Seaman Robert Henry Peters, C/JX.301355 (London).

Acting Able Seaman Arthur Hinchcliffe, P/JX.263382 (Long Eaton).

Ordinary Seaman Thomas Henry Taylor, D/JX.420568 (Aidswood, Stockport).

Mention in Despatches (Posthumous)

Able Seaman Robert Little, P/JX.322584 (Peebles).

Mention in Despatches

Temporary Lieutenant Donald George Bilsland, R.N.V.R. (Minster).

Able Seaman Trevellan Charles Ernest Leslie Bright, P/JX.159560 (Langley).

Able Seaman John Arthur Samuels, D/JX.515973 (Catford).

Acting Able Seaman George Thomas Hughes, D/JX.257184 (Cheadale).

For great daring and resource in successful operations in North Africa :—

Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Dunstan Michael Carr Curtis, D.S.C., R.N.V.R.

For gallant and distinguished services in Italy :—

The Distinguished Service Cross

Lieutenant Douglas Reginald Edward Calf, R.N. (Bristol).

Temporary Midshipman Norman Ernest Draper, R.N.V.R. (Leyton).

For great skill, endurance and devotion to duty in H.M. Ships "Whitehaven," "Boston," "Romney," "Cromer" and "Cromarty" in clearing enemy minefields to enable supply convoys and bombardment forces to operate in support of the Eighth Army in their advance from Egypt to Tunis :—

Bar to the Distinguished Service Cross

Lieutenant-Commander Charles George Palmer, D.S.C., R.N.Z.N.V.R. (Auckland, New Zealand).

The Distinguished Service Cross

Acting Lieutenant-Commander Derek Harold George Coughlan, R.N.R.
 Acting Lieutenant-Commander Richard John Grove Goodwin, R.N.R. (Gullane).
 Acting Lieutenant-Commander William Eric Halbert, R.N.R. (Weybridge).
 Lieutenant Alfred Forbes Milne, R.N.
 Lieutenant Hinton Colin Joseph Shand, R.N. (Chichester).
 Temporary Lieutenant Wilfred John Houghton, R.N.V.R.

Bar to the Distinguished Service Medal

Chief Engine Room Artificer William Henry Pryer, D.S.M., C/M.37026 (Chatham).

The Distinguished Service Medal

Engine Room Artificer Third Class John William Wardell Gillett, P/MX.61391 (High Wycombe).
 Petty Officer Bernard Ernest Redmond, D/J.98645 (Plymouth).
 Acting Temporary Leading Seaman Thomas Ignatius Carr, D/JX.196852 (Preston).

Mention in Despatches

Temporary Lieutenant Tom Dyson Lockwood, R.N.V.R. (Poulton-le-Fylde).
 Acting Lieutenant-Commander James Clouston Donald, R.C.N.V.R.
 Temporary Sub-Lieutenant Thomas Dudson Fox, R.N.V.R. (Wallasey).
 Mr. Henry Earp, Warrant Engineer, R.N. (Liverpool).
 Mr. Horace James Wheels, Acting Warrant Engineer, R.N. (Edinburgh).
 Chief Stoker Harold Frank William Balls, C/K.62112 (Iver).
 Engine Room Artificer Third Class Charles Lewis Walke, D/MX.60522 (Dartmouth).
 Engine Room Artificer Fourth Class Norman Harrison, D/MX.75692 (Manchester).
 Temporary Petty Officer Frank Leonard Baker, D.S.M., C/J.114731 (London).
 Yeoman of Signals Edwin George Smith, D/JX.136342 (Plymouth).
 Stoker Petty Officer Frederick Charles Hills, P/K.63722 (Hambleton).
 Temporary Acting Leading Stoker Henry Leonard Ellis, C/KX.109352 (Welling).
 Temporary Acting Leading Stoker James Barclay Miller, P/KX.119335 (Lanark).
 Able Seaman Jeffrey Bryan Hockton, P/SSX.32475 (Coventry).
 Able Seaman Keith Tame, R.A.N., S/5537 (Sydney, New South Wales).

For enterprise and skill in minesweeping in H.M. Ships "Bressay," "Exmouth," "Sycamore," "Bouvet III" and light craft:—

Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Stanley Ewart Davies, D.S.C., R.N.R.

The Distinguished Service Cross

Temporary Lieutenant John Anthony Bernard Harrison, R.N.V.R. (Southwold).

The Distinguished Service Medal

Engineman George Robert Scovell, LT/KX.114218.
 Second Hand Albert Mowat, LT/JX.215816 (Torry).
 Steward Sydney Gordon Appleton, LT/LX.32713 (Teignmouth).

Mention in Despatches

Temporary Lieutenant John Elton Wilmot, R.N.V.R. (Birmingham).
 Acting Temporary Skipper Lieutenant George William Edward Honold, 712.T.S. R.N.R. (Hull).

For outstanding skill, resolution and devotion to duty in successful landings at Anzio:—

The Distinguished Service Cross

Temporary Lieutenant Ian Antrobus Harris, R.A.N.V.R. (Cawler, South Australia).
 Temporary Lieutenant Robert Beswick, R.M. (Stoke-on-Trent).

The Distinguished Service Medal

Temporary Petty Officer Telegraphist Alfred John Selwyn Tedray, D/JX.158698.
 Temporary Acting Yeoman of Signals Albert Edward Stopher, P/J.28772.
 Able Seaman Alexander Scaife, C/JX.374216.
 Able Seaman Kenneth Paynter, C/JX.343224 (St. Ives).
 Seaman George Henry Steers, LT/JX.280876.

Mention in Despatches

Captain George Roland Gordon Allen, O.B.E., D.S.O., R.N. (Ret.).
 Captain Douglas Henry Everett, D.S.O., M.B.E., R.N. (Milford-on-Sea).

Acting Captain Andrew Nichol Grey, D.S.O., R.N.
 Acting Captain Roderick Edward Francois McQuhae MacKenzie, D.S.C., R.N. (Bath).

Acting Commander (E) Hereward White, R.N.
 Temporary Commander (E) Frank Brotherton, R.N.R.
 Lieutenant-Commander William Brabazon Robert Morrison, R.N.
 Lieutenant-Commander Paul Markham Whately, R.N.
 Temporary Acting Lieutenant-Commander William James Harvey, R.N.R.
 Acting Temporary Lieutenant-Commander Leslie Oliver, R.N.R.
 Lieutenant George Edward Hunt, D.S.C., R.N.
 Lieutenant William Reginald Servaes, R.N.
 Temporary Acting Lieutenant Alec Varley, R.N.V.R.
 Temporary Acting Lieutenant Kenneth John Ball, R.N.V.R. (Trinidad).
 Temporary Lieutenant Clyde Algernon Sydney Cooper, R.N.V.R. (London).
 Temporary Surgeon Lieutenant John Henry Fisher, M.B., B.Ch., M.R.C.S., L.R.C.P., R.N.V.R.

Temporary Paymaster Lieutenant Ian Hugh Watson, R.N.V.R. (Peterborough).
 Temporary Sub-Lieutenant Alastair John Duncan MacKie, R.N.V.R.
 Warrant Officer William Alfred Reading, R.A.F.517682.
 Chief Petty Officer Thomas Mark Guest, D/J.12263 (Slapton, Devon).
 Chief Petty Officer Alexander Marr, D/J.27527 (Edinburgh).
 Chief Petty Officer Writer Francis Jessop, P/MX.50226.
 Acting Chief Petty Officer John Thomas Bean Constable, C/JX.127900.
 Chief Engine Room Artificer John Bernard Sellick, D.S.M., P/MX.50502 (Southsea).
 Chief Stoker Frank Edward Neaves, C/K.62952.
 Chief Cook Second Class Daniel Heggie, N.A.P./R.199206 (Glasgow).
 Shipwright Second Class William Partridge Lamble, D/MX.54196 (Salcombe).
 Petty Officer Dennis Abraham Grainger, P/JX.283408.
 Temporary Petty Officer Writer James Harkes Black, P/MX.64734.
 Electrical Artificer Fourth Class Frank Edward Goodall, D/MX.86952.
 Leading Seaman Robert Charlton Lamb, P/SSX.20523 (Sunderland).
 Leading Seaman James Christopher O'Callaghan, P/JX.243114 (Denton).
 Leading Seaman Richard Speaight Robson, R.F.R., P/J.31796.
 Leading Steward John George Quinn, NAP/R.32428 (Glasgow).
 Able Seaman Harvey Cowie, D/JX.362314 (Turiff, Aberdeenshire).
 Able Seaman Derrick Davies, D/JX.362359 (Todmorden).
 Able Seaman Francis Charles Eric Dodd, P/JX.184786 (Birmingham).
 Able Seaman Robert Ferguson, P/ESD/X.1439.
 Able Seaman Cecil Oliver, P/JX.330434 (Near Basingstoke).
 Able Seaman Cresswell Summerville, D/JX.171583 (Belfast).
 Stoker First Class Ronald William Sutton, C/KX.136192 (Hull).
 Sick Berth Attendant Harold Ingleson, P/MX.94945 (Hyde).
 Coder Gerald Humphrey Whitehead, D/JX.293880 (Leamington Spa).
 Marine Joseph Gralton, R.M., Ply/X.106615 (Manchester).

For great courage, enterprise and devotion to duty:—

The Distinguished Service Cross

Temporary Lieutenant Richard Julian Laming, R.N.V.R.
 Temporary Acting Boom Skipper Howard Albert Rendle, R.N.R.

The Distinguished Service Medal

Acting Petty Officer William George Barker, LT/JX.228063.

For courage and steadfast devotion to duty when a landing craft was torpedoed:—

Mention in Despatches (Posthumous)

Leading Motor Mechanic Albert James Francis Smith, C/MX.99383.

Mention in Despatches

Acting Temporary Lieutenant-Commander John Herbert Edward Haslett, R.N.V.R.
 Chief Petty Officer Joseph Henry Regan, P/J.22560.
 Temporary Acting Leading Stoker Joseph Edward Delves, D/KX.94473.
 Engineman James MacKenzie, LT/KX.114121.

For good services in salvage and repair work at the port of Naples:—

Mention in Despatches

Temporary Constructor Commander John Alexander Mavor, R.N. (Barrow-in-Furness).

Lieutenant-Commander Nigel Hubert George Austen, D.S.O., R.N.
Acting Temporary Lieutenant-Commander Robert Llewelyn Jones, R.N.R.
(Anglesey).
Acting Temporary Lieutenant-Commander Llewelyn John Roberts, R.N.R. (Leeds).
Acting Temporary Lieutenant-Commander Wilfred Gordon Dolmage, R.C.N.V.R.
(Vancouver).

Paymaster Lieutenant-Commander John Kingdon Watkins, R.N.
Lieutenant William Ashton, R.N. (Leatherhead).
Lieutenant Robert Sinclair, R.N.R. (Bude).
Temporary Lieutenant James Joseph Dymoke-Byrne, R.N.R. (Cambridge).
Temporary Lieutenant (E) Basil Gordon Noyon, R.N.V.R.
Probationary Temporary Lieutenant Frank Graeme Martin, R.M. Engineers.
Chief Petty Officer Richard Cummings, P/J.92109.
Chief Petty Officer Writer John Hutton, C/MX.50632.
Chief Petty Officer Writer Samuel Edgar Mills, P/MX.46370.
Chief Engine Room Artificer Arthur James Edmond, C/M.7933.
Chief Engine Room Artificer Wilfred Hunter, P/MX.49751.
Temporary Chief Engine Room Artificer Thomas Kirk, C/MX.50101.
Chief Stoker James Baker, P/K.21963.
Chief Stoker Charles Huby, R/K.19806 (Scarborough).
Petty Officer William Henry Edgecombe Adams, D/JX.138486.
Petty Officer Walter Tomkins, D/J.113991.
Petty Officer Cook (O) Walter Wilfred Page, D/L.14568.
Temporary Sick Berth Petty Officer James Shaw, D/MX.51588.
Temporary Sick Berth Petty Officer John Peake Eabry Hodgkin, P/MX.53848.
Acting Petty Officer Charles Frederick Tall, P/JX.128767.
Regulating Petty Officer Robert Ernest Edward Sherlock, D/MX.90453.
Temporary Supply Petty Officer John Louis Pilsworth, D/MX.63668.
Petty Officer Rigger Cyril Asby Brown, R/JX.202839.
Petty Officer Rigger Thomas Pattison, R/JX.202798 (South Shields).
Leading Rigger's Mate Angus MacLeod, R/6772/C (Kingussie).
Acting Rigger's Mate Hugh Kane, R/JX.180943 (Glasgow).
Acting Rigger's Mate Major John Taylor, R/JX.243879 (Runcorn).
Corporal (Acting Temporary Colour Sergeant) James Thomas, R.M.E., 11030
(St. Ives).
Able Seaman Norman Joseph Berrange Brink, S.A.586911.
Stoker First Class Kenneth Gillard, C/KX.149700.
Marine (Lance Corporal) Eric Wainwright, R.M.E., 14131 (Buckley, Near Chester).
Marine Donald Branchwaite, R.M.E., 10462 (Crofton, Thirsby, Carlisle).

For good services in assisting in the rescue of the crew of a bomber
which was forced down in a rough sea :—

Mention in Despatches

Stoker Second Class William James Welch, C/KX.525559 (London).

For courage in life saving after a merchant ship was torpedoed :—

Mention in Despatches

Acting Temporary Leading Signaller William Robert Howard, P/SSX.35227.

For good services in operations in the Mediterranean :—

Mention in Despatches

Lieutenant Melsom Maurice Melsom, R.N.R.
Temporary Lieutenant Brian Charles Coleman, R.N.V.R. (Newhaven).
Lieutenant (Acting Captain) Herbert Oliver Huntington-Whitely, R.M.
Sub-Lieutenant Samuel Ellman, S.A.N.F. (V) (Rustenburg, Transvaal).
Corporal (Temporary) (Acting Temporary Sergeant) John Peter Kruthoffer,
Ch.X.100186, R.M.

The KING has been graciously pleased to give unrestricted permission for the
wearing of the insignia of the following appointment made by King Haakon of
Norway for services to Norway during the War :—

To be a Chevalier of the First Grade of the Order of St. Olav

Acting Lieutenant-Commander Alexander Richard Glen, D.S.C., R.N.V.R.

The following amendments, where underlined, are made to previous Orders of
Honours and Awards under the headings shown :—

A.F.O. 1908/44.

Commendation.

Acting Leading Seaman Peter Charles John, D/JX.163242.

A.F.O. 2038/44.

Medal for Valour.

Able Seaman Thomas Cunningham, D/JX.285702.

2710.—Honours and Awards—Royal Netherlands Navy

(H. & A. 395/44.—25 May 1944.)

The King has been graciously pleased to approve the award of a Mention in
Despatches to Able Seaman Cornelius Rab, 90446Z., Royal Netherlands Navy, for
his distinguished services in H.M.S. "Troubridge" in the assault on Salerno.

2. This award will not be gazetted.

2711.—Honours and Awards—Polish Navy

(H. & A. 398/44.—25 May 1944.)

The King has been graciously pleased to approve the award of a Mention in
Despatches to Commander Stanislaw Dzienisiewicz, Polish Navy, for enterprise,
resource and devotion to duty shown when in command of O.R.P. "Piorun" in
the assault on Salerno.

2. This award will not be gazetted.

2712.—Gilbert Blane Medal, 1944—Award of

(M.D.G. 25234/44.—25 May 1944.)

The Gilbert Blane Medal for the year 1944 has been awarded to Surgeon
Commander W. A. Hopkins, R.N.

2713.—Instructions to Naval Medical Boards of Survey regarding Survey of Officers, R.N., R.N.R., R.N.V.R.

(M.D.G. 8489/44.—25 May 1944.)

Increasing difficulty is being experienced in providing officers for sea
appointments and for appointments abroad, and Medical Boards of Survey are to
exercise considerable discretion in placing officers unfit for General Service.

2. A finding of fitness for "Shore Service at Home and Abroad" is to be made
whenever possible in preference to Shore Service at Home only, as any special
conditions can usually be met by the appointing authorities. Fitness for *Harbour
Service* must also be considered as in certain cases officers can be appointed to
organizations in which they are specially trained, e.g. Combined Operations
Training Flotillas, Boom Defence Service, Sea Transport Duties, etc.

3. Medical Survey Boards are to use in future the following medical categories
on Form M.123b (or Form 88 when applicable) for all officers R.N., R.N.R., and
R.N.V.R. (with the exception of flying personnel, who require the special flying
medical categories laid down in A.F.O. 4906/43) :—

Fit for General Service.
Fit for Limited Sea Service.
Fit for Shore and Harbour Service.
Fit for Shore Service only.
Fit for Sedentary Duties.

4. General Service indicates medical fitness for any form of Naval service
afloat or ashore, at home or abroad.

5. *Except in the case of General Service it is to be stated whether the medical
category is temporary (in which case the duration is to be shown) or permanent, and
whether the officer is fit for service abroad and/or at home.*

6. An officer not considered fit for General Service is to be placed in one of the other medical categories, supplemented by such details of the limitations of service considered necessary by the Medical Board. This procedure should assist in placing the officer in a higher medical category than would otherwise be possible.

The limitations in general use are as follows:—"Large ship", "Small ship", "Ship carrying a Medical Officer", "Home waters only", "Not to serve in the tropics or arctic or extremes of climates", "Non-watchkeeping duties", "to be within easy reach of a large hospital", "Office work only", "medically unfit for command or major responsibility", etc.

A more detailed recommendation should be made in special cases when considered desirable.

7. *Shore and Harbour Service or Shore Service only.*—Temporary recommendations are never to exceed *three months* without re-survey.

8. *Sick Leave.*—Recommendations for sick leave are not normally to exceed a period of 28 days without re-survey.

9. *Permanent Fitness for Shore and Harbour Service or Shore Service only.*—Forms M.88, etc., are to be rendered in accordance with A.F.Os. 2104/40 and 4790/43, and the limitations of service are to be included.

10. *Officers who have lost a limb or an eye.*—The instructions contained in M.D.G. letter 20991/43 of 9 Aug. 1943 apply.

11. Instructions regarding the date and place of re-survey are invariably to be given by the President of the Survey Board to the officer in accordance with A.F.O. 5622/42.

12. Medical categories for Royal Marine Officers are shown in A.F.O. 2045/44, to whom paragraphs 7, 8, 10 and 11 above are also applicable.

(Letter to R.N. Hospitals, etc., M.D.G. 20991/43—9 Aug. 1943.)

A.F.Os. 2104/40, 5622/42, 4790/43, 4906/43, 2045/44.)

2714.—Naval and Marine Officers—Reporting Medical Unfitness for Sea Service and Service Abroad

(M.D.G. 54170/43.—25 May 1944.)

All officers (other than those specially entered for shore or harbour service at home) are considered fit for sea or for service abroad unless they have been medically surveyed by a Naval Medical Board of Survey and have been found unfit for such service either permanently or temporarily.

2. It is the duty of any officer who has reason to believe that he is medically unfit for sea or service abroad to notify immediately his Medical Officer, or Commanding Officer if no Medical Officer is borne, in order that a medical examination may be arranged.

3. Should the Medical Officer consider that the medical category requires revision, arrangements are to be made for the Officer to appear before a Naval Medical Board of Survey.

4. If the Survey Board considers that hospital or medical treatment is necessary to render the officer fit for sea or service abroad, the fact is to be reported to the M.D.G. for the information of the appointing authorities.

5. If such treatment can be deferred for the time being this should also be reported, together with an estimate of the approximate period which may elapse before treatment should be commenced, and the probable time before the officer will be fit again for general service.

2715.—Short Service, R.N. (A) and Reserve Officers—Transfer to Permanent Executive Commissions in the R.N.

(C.W. 6002/44.—25 May 1944.)

Paragraph 21 of A.F.O. 2304/44 is to be amended to read:—

"Those officers transferred who have received a uniform grant of less than £50 will receive after the war a grant to make their total grants up to that amount."

(A.F.O. 2304/44.)

2716.—Special Branch Officers Employed on Radar and H/F D/F Duties

(C.W. 26467/44.—25 May 1944.)

As the technical duties of a Radar Officer are considered appropriate to the Special Branch, applications from Special Branch Radar Officers for transfer to the Executive Branch will not in future be considered unless there are special reasons for making this change desirable.

2. With reference to the employment on general ship's duties of Special Branch Officers borne for Radar or H/F D/F duties, the following directions are promulgated in amplification of paragraph 4 of A.F.O. 1766/44. Such officers may, by the Commanding Officer's authority, be employed as Second Officer of the watch provided the Commanding Officer is satisfied that the Officer concerned is competent and visually fit to carry out these duties and that these duties can be performed without detriment to his Radar or H/F D/F duties.

(A.F.Os. 5368/42 and 1766/44.)

2717.—Skipper Class Officers who have been granted Q.C. Status—Seniority of

(C.W. 22702/44.—25 May 1944.)

With reference to A.F.O. 8/44, paragraph 6, those officers who, prior to 6 January 1944 had served in the acting rank of Skipper Lieutenant or Temporary Skipper Lieutenant for over a year and who are granted Q.C. status will, in general, be granted seniority of 6 January 1943 in that rank and status. They will rank for seniority with each other in the order in which they were first granted the acting rank of Skipper Lieutenant.

2. This order of seniority will eventually be promulgated in the Navy List, but some delay must be expected due to the necessity of including those officers eligible for consideration who are serving abroad. In the meantime if, for the purpose of Command, the more senior of two officers of the same seniority cannot be determined from local knowledge, the Commodore, Patrol Service Central Depot, Lowestoft, should be requested to furnish the necessary information. Requests for such information should, however, be restricted to the greatest possible extent and should not be addressed to the Admiralty.

(A.F.O. 8/44.)

2718.—Skipper Class Officers—Promotion.

(C.W. 13329/44.—25 May 1944.)

A.F.O. 8/44 paragraph 3 (c) (iv) is to be amended as follows:—

Last sentence—*delete and substitute*—

"All recommendations to be forwarded through the administrative authorities to the Commodore, Patrol Service Depot, Lowestoft".

(A.F.O. 8/44.)

***2719.—R.N. and R.M. Warrant Officers—Advantages of Becoming Voluntary Contributors under the National Health Insurance, etc., Acts**

(P.M. 4149/41.—25 May 1944.)

Although Naval ratings and Royal Marines on their promotion to permanent warrant rank cease to be compulsorily insurable under the National Health Insurance Acts and the Widows', Orphans' and Old Age Contributory Pensions Acts, they may be eligible to become voluntary contributors to the schemes of health and pensions insurance and the advantages of becoming voluntary contributors should be brought to their notice. *This Order does not apply to officers of temporary warrant rank.*

2. Warrant officers are qualified to become voluntary contributors under these insurance schemes if they have been compulsorily insured as Naval ratings or otherwise for at least 104 weeks since their last entry into insurance, and have ceased to be compulsorily insurable. A warrant officer desirous of becoming a voluntary contributor should give notice in writing, stating whether he wishes to contribute for health or pensions purposes or for both (*see* paragraph 3 below).

If he is serving at home he should send the notice to his Approved Society, or if he is not a member of an Approved Society to the Ministry of Health, Insurance Department, Blackpool, Lanes. If he is serving abroad he should always send the notice to the Ministry of Health, stating the name of his Approved Society, if any, and his membership number.

The time within which application for voluntary insurance should be made is limited to the period, varying between 1½ and 2½ years according to individual circumstances, during which insurance continues after cessation of compulsory contributions on appointment to warrant rank, i.e. it extends to the 30th June in the second calendar year after that in which occurred the first day of the week in which such appointment was effective. This period may, in certain circumstances, be extended in the case of officers serving overseas, but officers who wish to become voluntary contributors are advised to make their application with the least possible delay, otherwise they may find that their position under the National Health and Pensions Insurance Acts has been prejudiced.

3. Officers qualified to become voluntary contributors may elect to do so for both health and pensions insurance or for either health insurance or pensions insurance alone. The two insurances will, in any event, be separate, and where insurance is continued for both health and pensions, separate contributions will be paid for each purpose. A person who becomes a voluntary contributor for both health insurance and pensions may at any time discontinue one insurance while continuing the other.

The rates of contribution payable are :—

	<i>Per week</i>
	<i>s. d.</i>
A—Health Insurance—	
(a) If total income does not exceed £420 a year ...	0 11
(b) If total income does exceed £420 a year (in which case free medical treatment is not provided) ...	0 8
B—Pensions ...	1 1

(Note.—Pensions Insurance is for widows, orphans, and old age pensions and cannot be sub-divided.)

Although warrant officers on the active list, irrespective of their total emoluments, are normally provided with medical treatment at Service expense, the Minister of Health advises that the higher rate of contribution of 11d. a week is, nevertheless, payable in the case of warrant officer voluntary contributors insured for health purposes whose total income does not exceed £420 a year. Such contributors will, however, be supplied with medical cards, and may, if they so desire, obtain free medical treatment and medicines under the health insurance scheme in appropriate circumstances, e.g. when home on leave.

4. Contributions cease to be payable by a voluntary contributor on attaining the age of 65.

5. Apart from free medical attendance and medicine, in which warrant officers would not normally participate to any extent, the scheme provides benefits as outlined below for voluntary contributors, subject to the general conditions laid down by the National Health Insurance and Contributory Pensions Acts.

(i) *Widows' and Orphans' Contributory Pensions*

Widow's pension ... 10s. a week until the widow attains the age of 70 (unless she remarries sooner).

Children's allowances ... 5s. a week for eldest or only child; 3s. a week for each other child; these allowances being paid up to the age of 14 (or to the 31st July next following the 16th birthday so long as the child is under full time instruction in a day school).

Orphan children (where both parents are dead) ... 7s. 6d. a week for each orphan child under the ages specified above.

A widow, who on attaining the age of 70 is in receipt of a widow's pension under (i) above, becomes entitled to a pension of 10s. a week for life under the Old Age Pensions Act, 1936, without any tests as to

means, residence or nationality. The widows and children of warrant officers (and officers promoted from that rank) who have become voluntary contributors may receive contributory pensions and allowances in addition to the pensions and allowances at ordinary rates for which they may be eligible under Naval regulations, but contributory pensions and allowances are not payable concurrently with pensions and allowances of equal or higher amount awarded at attributable rates under Naval regulations.

(ii) *Contributory Old Age Pensions*.—An old age pension of 10s. a week becomes payable between the ages of 65 and 70, and, at the age of 70, the pension is replaced by a pension of 10s. a week for life under the Old Age Pensions Act, 1936, without any test as to means, residence, or nationality.

The wife of the insured person who is, or has been, in receipt of a contributory old age pension, will also be entitled, provided she has attained the age of 60, to a pension of 10s. a week, which, when she attains the age of 70, will be replaced by a pension of 10s. a week for life under the Old Age Pensions Act, 1936, without tests as to means, etc.

(iii) *Reduced rates of pensions and allowances*.—Reduced rates of pension and allowances are payable in respect of the insurance of voluntary contributors where the average number of contributions during the whole period of insurance is less than 50 a year.

(iv) *Health benefits*.—(Not available to those insured for pensions only):—

(a) *Sickness and disablement benefit*.—Payments during sickness (occurring in Great Britain or Northern Ireland) of 18s. a week are made for a period not exceeding 26 weeks, and thereafter disablement benefit of 10s. 6d. a week, if incapacity continues after 26 weeks' sickness benefit has been received. Title to 26 weeks' sickness benefit starts afresh after an interval of 12 months free from incapacity. These benefits cease to be payable when the age of 65 is reached.

(b) *Maternity benefit*.—Forty shillings on the confinement of the wife of the contributor.

6. The foregoing benefits are payable in addition to any Naval full pay or retired pay to which an insured warrant officer may be entitled, but sickness and disablement benefits are subject to suspension or reduction where a war disablement pension is granted.

7. A warrant officer who becomes a voluntary contributor for both health and pensions or for health alone is strongly advised to join an approved society, if he is not already a member of one, because a member of a society has the advantage of drawing benefit from a common fund, and many societies give additional benefits, which may take the form of increases in the ordinary rates of sickness, disablement and maternity benefits, and/or payment of the whole or part of the cost of treatment benefits, such as dental or ophthalmic benefit, or treatment in hospitals or convalescent homes.

The health insurance benefits of a voluntary contributor who is not a member of an approved society cease when the amount of his contributions is exhausted, and he is not entitled to additional benefits.

8. *Continuation of benefit for a short period after ceasing to be compulsorily insurable*.—Although a Naval rating or Royal Marine on promotion to officer ceases to be compulsorily insurable, the foregoing benefits continue for a short period should he not elect to become a voluntary contributor. Thus the wife of a promoted rating continues to be eligible for the grant of a widow's pension under the Contributory Pensions Acts subject to the exception referred to at the end of paragraph 5 (i) in the event of her husband dying within the period specified in paragraph 2 above, but her eligibility then lapses if in the meantime her husband has not become a voluntary contributor. It will be seen, therefore, that, while the widow of a warrant officer who dies within 12 months of the date of his promotion is not eligible for the ordinary rate of widow's pension or child's allowance from the Admiralty, she may be eligible for the contributory pension irrespective of whether or not her husband had become a voluntary contributor.

9. The Ministry of Health proposes to circulate in future, to all R.N. ratings and Royal Marines on promotion to permanent warrant rank, information about their position as regards National Health and Pensions Insurance, and their opportunities to become voluntary contributors. No further information on this subject will, therefore, be issued in Fleet Orders.

10. Any further information regarding voluntary insurance may be obtained on application to the Ministry of Health, Insurance Department, Blackpool, Lancs.

(A.F.O. 1233/42 is cancelled.)

2720.—Subsistence Allowance in the Americas—Officers

(C.W. 26183/44.—25 May 1944.)

A.F.O. 407/41 is to be amended as follows:—

Section VII. Subsistence Abroad—Officers.

Below "Ecuador" insert "Venezuela" ... 45s.*"

The effective date for payment of the new rate is 17 Sep. 1943.

(A.F.Os. 407/41 and 5826/43.)

2721.—British Liaison Personnel Serving in Allied Warships—Accounting Arrangements

(D.N.A. 10531/43.—25 May 1944.)

The pay accounts of British Liaison personnel serving in allied warships are to be kept as indicated below.

Officers:—

(a) Submarine officers are to be borne on the books of the depot ship to which the submarine is attached.

(b) All other liaison officers will be borne on the books of the operational base.

Ratings:—

(a) In submarines are to be borne on the books of the depot ship to which the submarine is attached.

(b) In the Orkneys and Shetlands Command are to be borne on the books of their operational base or as otherwise directed by the Admiral Commanding Orkneys and Shetlands.

(c) All other liaison ratings are, when the vessel is based in the United Kingdom, to be borne on the books of the manning port of the vessel as follows:—

Allied Vessel	Manned from	Accounts
Free French ...	Portsmouth ...	H.M.S. "Victory IV".
Norwegian ...	Devenport ...	H.M.S. "Drake I".
Polish ...		
Dutch ...	Chatham ...	H.M.S. "Pembroke I".
Greek ...		

When the vessel is on a foreign station the accounts are to be borne on the books of the operational base.

2. British Liaison Officers are to pay liaison personnel the fortnightly rate of pay due to them, obtaining details from the pay books, which should be kept up to date.

3. The necessary money is to be drawn from the local Base Accountant Officer or other British Accountant Officer and details of the amounts paid are to be communicated on Form S.1039 to the Accountant Officer carrying the accounts.

4. In the event of it becoming necessary, in an emergency, to draw money from the Accountant Officer of the Allied warship, the amount drawn should be indicated on Form S.1039 in order that steps may be taken to reimburse the Allied Government. The amount will be taken on charge by the Accountant Officer as a transfer of cash. The debit voucher to the cash account is to be endorsed "Payable to the . . . (name of Allied Government) by the Director of Navy Accounts".

5. Liaison officers should also report to the Accountant Base details of periods of leave and other movements of liaison personnel as they occur.

6. The Accountant Officer carrying the accounts is to inform the British Naval Liaison Officer as soon as practicable after closing the accounts of the quarterly debit or credit balances of the personnel concerned, in order that settlement payments may be made or advances restricted. The date of the last payment charged against the account should be indicated so that any subsequent payments which may not then have been notified may be taken into account by the British Naval Liaison Officer.

7. Action is to be taken to issue a pay book to all liaison personnel in allied vessels who are not already in possession of one.

8. In any case in which it has not hitherto been the practice to communicate payments made to the Accountant Officer bearing the pay accounts, the British Naval Liaison Officer is to report as soon as possible and by the quickest route, to that Accountant Officer the total amount already advanced, stating by whom and the period covered. Where the advances have been obtained from different sources, e.g., some from the Accountant Officer of the Allied ship and some from R.N. Accountant Officers, details are to be given accordingly. These advances, unless already dealt with as transfers of cash, are to be charged separately in the "Other Charges" column of the ledger, particulars of any payments by the Allied Navy being reported by the Accountant Officer to the Director of Navy Accounts (Branch 3), quoting this A.F.O. and stating where charged. Future payments are invariably to be dealt with as in paragraphs 4 and 5.

9. Accountant Officers are also to report at the same time to the Director of Navy Accounts (Branch 3) any cases in which payments made by the Allied Navies prior to the effective date mentioned in paragraph 9 have caused debts which cannot be liquidated in accordance with K.R. & A.I., Article 1748, Cl. 8 (i).

10. When Allied vessels operating at home proceed abroad, the transfer lists for the liaison personnel should be sent to the operating base abroad by hand of the vessel's British Naval Liaison Officer whenever possible.

(K.R. & A.I., Art. 1748, Cl. 8 (i).)

(A.F.O. 5447/43 is cancelled.)

2722.—Officiating Ministers of Religion

(C.E.59205/43.—25 May 1944.)

The following appointments have been approved:—

Church of Scotland and Free Churches:—

Newhaven ...	Rev. R. F. Panter, 88, Brighton Road, Newhaven. Vice Rev. Stanlake, deceased.
Poole ...	Rev. W. Dickinson, The Manse, 14, Fernside Road, Parkstone, Dorset.
Charlton Hawthorne...	Rev. F. T. Summers, The Manse, Milbourne Port, Sherbourne, Dorset. Vice Rev. C. G. Dawson.

United Board.

Sheerness ...	Rev. A. B. Morley, 24, Bechley Road, Sheerness.
Neyland ...	Rev. R. L. Parry, The Manse, John Street, Neyland, Pembro.

Methodist :—

Yarmouth, I.O.W. ... The appointment of the Rev. W. H. Farmerey, Wesley Villa, Freshwater, is extended to include Church of Scotland and United Board personnel.

H.M.S. "Excalibur" The appointment of the Rev. E. S. Cheeseright is extended to include Church of Scotland and all personnel of all the Free Churches.

2. The usual facilities are to be afforded.

2723.—Civil Servants Temporarily Serving in the R.N. and R.M.—Instructions for Naval Accountant Officers

(D.N.A. 9600/42.—25 May 1944.)

Attention is drawn to paragraphs 6, 8 and 10 of A.F.O. 1195/40, which require that the notation "Civil Servant" is to be made in the ledgers, on all pay documents, allotment declarations and reports of death of all individuals affected, and that statements of account and reports of variations in Service Pay are to be rendered promptly.

2. Failure to comply strictly with these instructions leads to unnecessary correspondence with H.M. ships and establishments, and frequently results in otherwise avoidable overpayments of civil pay being made by civil departments to the nominees of the personnel concerned. This, in its turn, gives rise to complaints of hardship when the necessary recovery of the debts from Service Pay has to be enforced.

3. Statements of Account of serving Civil Servants for the quarter ended 31st March, 1944, and previous quarters, if not already rendered, should be sent at once to the Director of Navy Accounts, Branch 3 (Civil Pay). The statement should be completed as laid down in paragraph 10 of A.F.O. 1195/40, except that Form S.42 should be used for the purpose and should show all civil pay recoveries and give reasons for all disciplinary stoppages. *Details of income tax and pensions and insurance charges are not required.*

4. For deceased or discharged Civil Servants, final statements of account should be rendered *in full* on Form B.607, i.e. details should be shown leading up to the final credit or debit balance.

5. Form B of Treasury Circular 13/39 presented by a Civil Servant on entry should be completed *in every respect* and forwarded to the Director of Navy Accounts, Branch 3 (Civil Pay). The form must not be sent direct to the Civil Department in which the person concerned was employed prior to entry in the R.N.

6. Civil pay enquiries from private firms of local government and police authorities should be dealt with in accordance with A.F.O. 4569/40.

(A.F.Os. 1195/40 and 4569/40.)

(A.F.O. 1059/44 is cancelled.)

2724.—Injury or Damage from Enemy Action—Important Information for Officers and Men

(D.P.S. 324/44/W.—25 May 1944.)

The following amendment is to be made to A.F.O. 3520/43, paragraph 2. Answer 2 :—

Delete the sentence beginning "In all cases the travelling expenses" and ending "under 14 years of age", and substitute the following sentence :—

"In all cases the travelling expenses to the new home, wherever it is, will be paid by the civilian authorities, and where the evacuee family is accommodated with relatives or friends or in billets provided by the local authority a billeting allowance will be paid to the householder of the premises at the rate of 5s. a week for each adult and for each child over 14 years of age and 3s. a week for each child under 14 years of age. Such allowances are not payable, however, if the family are rehoused by the local authority or if they rent accommodation privately".

(A.F.O. 3520/43.)

2725.—Allotments by Ratings—Restoration after Suspension or Reduction on Account of Punishment, Debt, Etc.

(N. 12173/44.—25 May 1944.)

In connection with K.R. & A.I., Article 1756, 3 (g) (v) and (iv), it is important that Commanding Officers and all concerned should not construe the term "allotments to wives and dependants" as being restricted to those allotments which are issued in conjunction with a State allowance such as marriage allowance or dependants allowance. Relatives are, in fact, often dependent upon the serving man to the extent of the amount of allotment only, and consideration must be given to the resumption of all allotments.

(K.R. & A.I., Art. 1756.)

(A.F.O. 150/44.)

2726.—W.R.N.S.—Employment of W.R.N.S. Officers on Air Engineering Duties at Naval Air Stations

(C.W. 12846/44.—25 May 1944.)

A.F.O. 25/44 is to be amended as follows :—

Paragraph 2. Add "W.R.N.S. Writers with F.A.A. Engineering Knowledge".

Paragraph 6. Delete and substitute :—

"Those recommended will appear before a W.R.N.S. Officers' Selection Board and, if successful, will undergo the Officers' Training Course at Greenwich, followed by a course of one month's duration which will be carried out on the station to which the officers are appointed. This course will consist of one month's duty understudying the Junior Air Engineer Officers who at present carry out the duties of "Air Engineer Officer's Assistants" in the Air Engineer Officer's office."

(A.F.O. 25/44.)

2727.—Radar Control and Radar Plot Ratings—Detailed Arrangements—REPORTS

(N./A.W.D. 954/44.—25 May 1944.)

The following amendments are to be made to A.F.O. 797/44 :—

(1) Page 21B (iii). For "trimming" read "timing".

(2) Page 22. Under "Duties to be performed at sea, R.P.1. (ii)". Amend "Deputy F.D.O." to read "Senior Rating of A.D.R.".

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

2728.—South African Naval Forces—Cost of Living Allowances

(N. 11261/44.—25 May 1944.)

With reference to A.F.O. 3022/43, paragraphs 31 and 32, cost of living allowances for personnel of the South African Naval Forces have been revised from 1 Apr. 1944 as follows :—

Married personnel—	per diem	
	s.	d.
Commanders and above, Surgeon Lieutenants of over one year's seniority and above	3	11
Midshipmen, if both victualling and accommodation are not provided	1	5
All other officers and ratings	4	3
Single personnel—		
Surgeon Lieutenants under one year's seniority, Lieutenant-Commanders and above	1	4
All other officers and ratings, including Midshipmen	1	5

(Admiralty General Message 17 of 10 May 1944 is cancelled.)

(A.F.O. 3022/43.)

2729.—Remittances—Removal of Restriction as to Frequency

(D.N.A. 20745/43.—25 May 1944.)

In order to improve the facilities available to officers and ratings to dispose of any surplus cash in their possession, the rules laid down in K.R. & A.I., Article 1787, limiting the frequency with which remittances may be made, have been suspended.

2. Remittance lists should be despatched as frequently as necessary and, in particular, on a ship proceeding to sea, the Accountant Officer should when possible despatch all outstanding remittances.

3. While it is desirable that the remitter's signature should invariably appear on the remittance form, it may be dispensed with if he is not available.

(C.-in-C., H.F., No. 1739/H.F. 852/59, 19 Nov., 1943.)

(K.R. & A.I., Article 1787.)

2729a.—Postal Orders Issued in H.M. Ships and Fleet Establishments Abroad—Increase of Maximum Remittance Permissible

(D.N.A. 20745/43.—25 May 1944.)

The limit imposed by K.R. & A.I., Article 1778, Clause 17, on the amount of remittances by means of postal orders issued free of poundage in (a) H.M. ships and (b) fleet establishments abroad is raised from £3 3s. 0d. to £10 0s. 0d.

2. This increase does not apply to fleet establishments at home where the limit of £3 3s. 0d. still operates.

(C.-in-C., H.F., No. 1739/H.F. 852/59, 19 Nov., 1943.)

(K.R. & A.I., Article 1778, Clause 17.)

2730.—Men Sentenced to, and Discharged from, Imprisonment or Detention—Procedure—R.C.N. Ratings

(N. 9226/44.—25 May 1944.)

Para. 2 of A.F.O. 130/43 is to be amended as follows. *Add* :—

All Canadian naval ratings sentenced to imprisonment or detention in the United Kingdom are to be borne, for the period of the sentence, in H.M.C.S. "Niobe".

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

2731.—Private Motor Vehicles used on Official Business—Renewal of "G" and O.H.M.S. Certificates issued to Naval and Civil Personnel

(D.N.A. 27308/44.—25 May 1944.)

A considerable proportion of the certificates issued under A.F.Os. 2743/42 and 3103/42 will expire at the end of June, 1944, and attention is drawn to the necessity for submitting applications for renewal in sufficient time to ensure that the new certificates are available for use on 1 July 1944. All applications should state the mileage performed since the date of issue of the present O.H.M.S. or "G" certificate, and Heads of Departments and Establishments should certify that the officer's mileage during the 12 months ending 30 June 1945, is expected to be at least 2,000. In addition, for all Civil officers and Naval officers on civil rates of pay, the name of the Paying officer to whom claims for mileage, etc., allowances are rendered should be stated.

2. The expired certificates should be withdrawn by Heads of Departments and Establishments when the new ones are issued and should then be destroyed. A destruction certificate should be forwarded to the Director of Navy Accounts, Branch 2, when this has been done, quoting the serial numbers of the certificates destroyed.

(A.F.Os. 2743/42 and 3103/42.)

(A.F.O. 2253/43 is cancelled.)

2732.—Use of Life-saving Equipment in Forced Alighting of Aircraft on Water

(A. 85/44.—25 May 1944.)

An analysis of ditching reports under A.F.O. 5819/43 shows that aircrews do not make full use of their safety equipment. Although it may appear that rescue will be effected in a short time, it should always be assumed that this will not be the case.

2. The manual release for the aircraft dinghy should always be operated if automatic inflation fails, and "K" dinghies should be brought out of the cockpits and into the aircraft dinghy.

3. All life-saving equipment should always be brought away if possible.

4. Paragraphs 1, 2 and 3 above were originally issued as Admiralty message 123R.

(A.F.O. 5819/43.)

2733.—Cancelled.

2734.—Travel to Eire

(N./D.P.S. 344/44/P.—25 May 1944.)

Attention is drawn to the following points in connection with the granting of compassionate or other leave to Eire :—

(1) Curtailment of Eire Southern Railway passenger trains to Mondays and Thursdays only, and very limited accommodation available on trains even on those days. (Great Southern Railway covers all points in Eire except the limited north-eastern area served by the Great Northern Railway.)

(2) Curtailment of Holyhead mail boat service to Mondays, Wednesdays and Fridays outwards, returning following days.

(3) Further restrictions now being introduced in the already limited Eire bus services.

(4) The issue of through railway tickets by British railways to stations in Eire, except to Dublin, is suspended. Travel warrants from the United Kingdom to Eire cannot now be exchanged for tickets to points on Great Southern Railway beyond Dublin.

(5) Warrants will be issued to Dublin only. Personnel travelling to destinations beyond Dublin will be required to pay their own fares as between Dublin and their destination, but will be entitled to refund of such fares. As a temporary measure *public* road services may be used for some journeys as an alternative to or in conjunction with rail transport.

(6) Discontinuance of return tickets in Eire necessitates the purchase of two single tickets between Dublin and destination.

(7) Warrant serial numbers entered in pay books or ledgers for a single period of leave should be bracketed with the notation "Eire" to make it clear that the warrants refer to only one leave journey.

(8) It is to be distinctly understood that a railway service cannot be guaranteed to or from destinations on the Great Southern Railways in Eire.

2735.—State Insurance of Queen Alexandra's Royal Naval Nursing Service (Regular, Re-employed and Reserve) and Officers and Members of Voluntary Aid Detachments

(P.M. 3086/43.—25 May 1944.)

A. Q.A.R.N.N.S.

(1) *Regular members.*—Members of the Regular Naval Nursing Service (as distinct from those serving in the Reserve) are excluded from all forms of compulsory Health, Pensions and Unemployment Insurance during service and contributions are not payable in respect of their employment.

(2) *Re-employed members.*—*National Health and Pensions Insurance.*—(a) Re-employed members who retired on superannuation before 3 Jan. 1938, are required to be compulsorily insured for health and pensions during re-employed service. Contributions are payable up to age 60 at the full rate of 1s. 7d. per week, and thereafter at the rate of 9d. per week.

(b) Re-employed members who retired on or after 3 Jan. 1938 are excluded from health and pensions insurance in the same way as regular members unless they were already insured to any extent as voluntary contributors at the date of their retirement, in which case they are compulsorily insurable during re-employed service as at (a) above.

(c) *Unemployment Insurance*.—Contributions are not payable, irrespective of date of retirement. All members will, however, be eligible for a free credit of Unemployment Insurance Contributions on the conclusion of their service—A.F.O. 1902/43, paragraphs 21 and 22, apply.

(d) *State Insurance during Unpaid Leave*.—Personnel will be treated similarly to W.R.N.S. officers and ratings. A.F.O. 1902/43, paragraphs 32 and 33, apply.

B. Voluntary Aid Detachments

(1) *Officers*.—(a) *National Health and Pensions Insurance*.—V.A.D. officers will be treated in the same way as W.R.N.S. officers. A.F.O. 1902/43, paragraphs 2 to 9 inclusive, apply.

(b) *Unemployment Insurance*.—Officers will be eligible for a free credit of Unemployment Insurance contributions on discharge, as in the case of W.R.N.S. officers. A.F.O. 1902/43, paragraphs 10, 11, 12 and 14, apply.

(2) *Members*.—(a) *National Health and Pensions Insurance*.—V.A.D. members will be compulsorily insured during service, under the same terms as W.R.N.S. ratings. A.F.O. 1902/43, paragraphs 15 to 20 inclusive, apply.

(b) *Unemployment Insurance*.—Members will be eligible for a free credit of Unemployment Insurance contributions on discharge. A.F.O. 1902/43, paragraphs 21 to 23 inclusive, apply.

(3) *Officers and members: State Insurance during unpaid leave*.—Personnel will be treated similarly to officers and ratings of the W.R.N.S. A.F.O. 1902/43, paragraphs 32 and 33, apply.

(A.F.Os. 6250/42 and 1902/43.)

(A.F.Os. 2480/40 and 1392/41 are cancelled.)

2736.—Uniform and Kit Upkeep Allowance—Air Artificers

(V/1/3746/44.—25 May 1944.)

Confirmed Petty Officer Air Fitters (A), (E), (L) and (O), who have passed the course for Air Artificer and are eligible for transfer to the rate of *Acting Air Artificer 4th Class* may, when transferred, continue to wear Class III uniform with gilt buttons and a Pattern 49 cap badge, and receive the appropriate rate of kit upkeep allowance.

2. A note should be made in the rating's Pay and Identity Book to the effect that although his Service Certificate reads "Acting Air Artificer," in accordance with the terms of this order he is authorised to wear the rig of the "confirmed" rating.

*2737.—Royal Naval War Amenities Fund—Donations

(N/W.A.F. 84/44/217.—25 May 1944.)

The Committee of the R.N. War Amenities Fund acknowledge with thanks the receipt of the following further donations from H.M. ships, naval bases and establishments, from 1st January to 30th April, 1944:—

	£	s.	d.
H.M.S. "Aggressive"	31	15	5
H.M.S. "Armadillo"	50	0	0
H.M.S. "Bacchante"	50	0	0
H.M.S. "Badger"	100	0	0
H.M.S. "Baldur"	100	0	0
H.M.S. "Bee"	100	0	0
H.M.S. "Beehive"	100	0	0
R.N. Air Station, Belfast	15	15	0
W/T Training School, Brighton	8	0	0
H.M.S. "Cannae"	30	11	6
H.M.S. "Caroline"	53	0	0
H.M.S. "Cochrane"	100	0	0
H.M.S. "Cormorant"	100	0	0
R.N. Barracks, Devonport	150	0	0
H.M.S. "Dundoland"	50	0	0

	£	s.	d.
R.N. College, Eaton	10	0	0
R.N. Base, Faroes	100	0	0
R.N. Camp, Finart	10	0	0
H.M.S. "Fledgling"	10	0	0
H.M.S. "Forward"	25	0	0
H.M.S. "Furious"	5	0	0
H.M.S. "Glendower"	1	0	0
H.M.S. "Goshawk"	41	13	4
H.M.S. "Gosling"	25	0	0
R.N. Hospital, Haslar	100	0	0
H.M.S. "Helder"	50	0	0
R.N. Air Station, Henstridge	100	0	0
R.N. Air Station, Hinstock	25	0	0
R.N. Base, Hoppers Pier	10	0	0
H.M.S. "Hornet"	50	0	0
H.M.S. "Impregnable"	75	0	0
R.N. Air Station, Inskip	300	0	0
M.L.C. Repair Base, Irvine	10	0	0
H.M.S. "Kingfisher"	1	0	0
R.N. Camps, Knab and Braewick	40	0	0
H.M.S. "Lapwing"	2	0	0
H.M.S. "Lochailort"	20	0	0
H.M.S. "Lochinvar"	50	0	0
Boom Defence Depot, Lymington	2	0	0
R.N. Base, Lyness	516	9	0
R.F.As. and M.F.As., Lyness, per A.W.O.	50	0	0
H.M.S. "Lynx"	74	0	0
H.M.S. "Marlborough"	100	0	0
H.M.S. "Mentor"	30	0	0
H.M.S. "Monck"	10	0	0
H.M.S. "Neave"	4	0	0
H.M.S. "Nemo"	50	0	0
C.M. Base, Nigg	8	0	0
Headquarters, Royal Norwegian Navy	200	0	0
H.M.S. "President V"	30	0	0
H.M.S. "Proserpine"	25	0	0
H.M.Ss. "Pyramus", "Sparrowhawk" and "Fern"	200	0	0
H.M.S. "Quebec"	200	0	0
R.N. Unit, Regent St. Polytechnic, London	40	0	0
H.M.S. "Renown"	40	0	0
19th R.M. Battalion	25	0	0
H.M.S. "Scylla"	30	0	0
H.M.S. "Shrapnel"	15	0	0
H.M.S. "Skirmisher"	20	0	0
R.N.A. Hospital, Southport	5	0	0
R.N. Camp, Stamshaw	25	0	0
H.M.S. "Standard"	50	0	0
H.M.S. "St. Christopher"	150	0	0
R.N. Air Station, Stretton	25	0	0
H.M.S. "Sunbeam II"	10	10	0
H.M.S. "Tormentor"	10	0	0
H.M.S. "Trelawney"	95	5	11
H.M.S. "Triphibian II"	66	11	4
R.N. Base, Troon	30	0	0
H.M.S. "Valkyrie"	100	0	0
X.D.O. (W), Yarmouth	5	0	0
H.M.S. "Wasp"	5	5	0
H.M.S. "Waxwing"	30	0	0
H.M.S. "Wellesley"	20	0	0
H.M.S. "Westcliff"	1,000	0	0
H.M.S. "Westward Ho"	6	2	0
H.M.S. "Woolverstone"	25	0	0
W.R.N.S., H.M.S. "Cabbala"	10	0	0
W.R.N.S., Weymouth	5	0	0
R.N. Air Station, Yeovilton	250	0	0

2738.—Domestic Staffs—Scales—REPORTS

(N. 25293/43.—25 May, 1944.)

In order that domestic staffs allowed by the scales shown in A.F.O. 678/44, paragraph 2 (A), (B), (C) and (D) may be adjusted as necessary by drafting authorities, a report is to be rendered on the first of each month (commencing 1st July, 1944), by all Naval Shore establishments at home, including Naval air stations.

2. The report, on the lines indicated below, is to be rendered to the Commodore, R.N. Barracks, of the appropriate manning port and a copy sent to the Superintendent, W.R.N.S., of the Command in which the establishment is situated.

3. No report is required in respect of Steward and Cook ratings allowed and borne for W.R.N.S. Quarters under A.F.O. 678/44, paragraph 2 (C) and (E).

*Ward Room Staffs
Officers Messed*

Rank	Number wholly messed (a)	Number partially messed (b)	Number having lunch only (additional to (a) and (b))
Commander*			
Lieut.-Commander			
Lieutenant			
Sub-Lieut., Midshipman			
Commissioned Officer from Warrant rank, Warrant Officer.			
W.R.N.S. Officers (if messed with Naval Officers).			
Totals			

* Excluding Commander in Command, if borne.

Note.—R.M. Officers are to be included according to their relative rank.

(A) Steward Ratings Allowed and Borne

Ratings	Allowed Mess Stewards (†All W.R.N.S.)	Allowed W.R.As.* (†All W.R.N.S.)	Total allowed (†All W.R.N.S.)	Borne Mess Stewards	Borne W.R.As.	Total Borne
C.P.O. Steward ...						
Chief Wren Steward ...						
P.O. Steward ...						
P.O. Wren Steward ...						
Leading Steward ...						
Leading Wren Steward						
Steward/Acting Steward						
Wren Steward ...						
Corporal, R.M. ...						
Marine ...						
Civilians ...						

† For calculating "allowances" it is to be assumed that W.R.N.S. ratings only are allowed in all cases, thus W.R.N.S. figures *only* are to be given in the Allowed column.

* Number allowed by A.F.O. 678/44, paragraph (A) (ii) and (iii) with supervisory higher ratings in accordance with the normal scale.

(B) Cook ratings allowed and borne

Rating	Allowed (See † para. 3 (A))	Borne
C.P.O. Cook (O)		
Chief Wren Cook (O)		
P.O. Cook (O)		
P.O. Wren Cook (O)		
Leading Cook (O)		
Leading Wren Cook (O)		
Cook (O)/Assistant Cook (O)... ..		
Wren Cook (O)		
Wren G.D. (in lieu of Wren Cook (O)) ...		

(C) Cook Staffs for Ship's Company

(i) Number cooked for (where widely separated galleys exist the numbers cooked for in each should be shown separately).

(ii) Bakery is/is not in operation (strike out as necessary).

Cook Ratings Allowed and Borne

Rating	W.R.N.S. allowed after higher ratings assessed in accordance with A.F.O. 678/44.	Borne
C.P.O. Cook (S)		
Chief Wren Cook (S)		
P.O. Cook (S)		
P.O. Wren Cook (S)		
Leading Cook (S)... ..		
Leading Wren Cook (S)... ..		
Cook (S)/Assistant Cook (S)		
Wren Cook (S)		
Wren G.D. (in lieu of Wren Cook (S))...		

Note.—If more than one galley exists, show separately.

(D) Messmen

(i) Number of C.P.Os., P.Os. of all branches, Artisans of Chief and P.O. status, and Artificers borne:—

(ii) Number of Upper Yardmen and Cadet Ratings borne (if applicable):—

(iii) † Number allowed in accordance with scale of A.F.O. 678/44, paragraph 2 (D) with supervisory higher ratings in accordance with the normal scale, if W.R.N.S. are employed as messmen.

(iv) † Number borne. Numbers of each class of rating, if Naval ratings are borne, to be given.

† Total numbers only need be given.

(A.F.O. 678/44.)

2739.—Venereal Disease—Guidance for Lectures on

(M.D.G. 31117/43.—25 May 1944.)

With reference to A.F.O. 1001/43, the distribution of B.R.775(2) is being effected with A.F.Os. of this date to all ships not carrying a Medical Officer. This pamphlet is suitable for lectures by laymen as well as Medical Officers.

2. In order to hold the interest of the audience, lectures must be made reasonably short and to the point; if too long drawn out they are boring and unpopular. They are generally found to be more successful if given in a conversational manner free from sermonizing. Officers should work out their own way to interest the men. It is not everyone who finds it easy to carry a critical audience without considerable practice and careful preparation of the subject.

3. In addition to the subject matter contained in B.R.775(2), the following points should also be stressed :—

- (i) The importance of reporting any complaint at once. This is in the man's own interest, as concealment of disease is a punishable offence (K.R. & A.I., Articles 1387-8); it is very important to obtain an early diagnosis so that treatment can be started at once, and it is important for the sake of his mess mates, in order to prevent spread of infectious or contagious disease.
- (ii) Further, hospital stoppages of 10d. a day for men and 4d. a day for boys are imposed after 30 days in hospital if disease is due to misconduct, carelessness or neglect (K.R. & A.I., Articles 1585-6).
- (iii) Advancement in rating is withheld whilst under treatment, and the chance of promotion to commissioned rank may be jeopardised.
- (iv) Alcohol increases desire and impairs judgment, so that a man becomes easy prey in the streets.
- (v) *Methods of prevention.*—(a) Preventives, which may be obtained on board in the sick bay; (b) use of the ablution cabinet as soon after intercourse as possible.
- (vi) The main source of venereal disease in the Navy is from the "amateur," the prostitute is much less commonly responsible. Women may be unaware that they have the disease and may transmit it unknowingly.
- (vii) A "licensed" house abroad is no criterion that the inmates are free from infection.

(A.F.O. 1001/43.)

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

2740.—Ammunition—Grenades—Identification Flares, Types 4 to 9—Brackets—As. and As.

(G. 016132/43.—25 May 1944.)

A.F.O. 2477/44 is to be amended as follows :—

Heading and paragraph 2, line 2 :—

"Type 4" should read "Types 4 to 9".

(A.F.O. 2477/44.)

2741.—Anti-Ship and Anti-Aircraft Fire Control—After Action Communications—Revised Allowances of Flexible Voicepiping and Gear

Ships concerned

(N.S. 22696/44.—25 May 1944.)

The quantities of flexible voicepiping and gear at present allowed to the ships shown below have been under review, and on account of the number of telephones now supplied for after action purposes, the following spare voicepiping and gear only is to be allowed in future to these ships :—

Capital Ships, Aircraft Carriers and Cruisers—

Flexible voicepiping, fitted with connections :—

Bronze, 2 in. by 30 ft.	1 length	} to each ship
Bronze, 2 in. by 20 ft.	1 length	
Bronze, 2 in. by 10 ft.	1 length	
Bronze, 2 in. by 15 ft.	1 length	

H.M.S. "Scilla" only

All other allowances of flexible voicepiping and gear in the Establishment of Naval Stores for Gunnery Purposes (B.R. 323) are to be withdrawn.

Flotilla Leaders and Destroyers (except "Hunts")—

As shown on pages 127 and 130 of B.R. 332A.

"Hunt" Class Destroyers—

As shown on pages 46 and 47 of B.R. 373.

All other allowances of flexible voicepiping and gear in the Establishment of Naval Stores for Flotilla Leaders and Destroyers (B.R. 332A) and "Hunt" Class Destroyers (B.R. 373) are to be withdrawn.

Sloops, Minesweepers and Frigates included in the Establishment of Naval Stores for Sloops, Corvettes ("Kittiwake" type), certain Minesweepers and Surveying Vessels (B.R. 368)—

Flexible voicepiping fitted with connections :—

Bronze, 2 in. by 10 ft.	} 1 length to each ship of	
Bronze, 2 in. by 20 ft.		Classes 1, 2, 4, 5 and 8
Bronze, 2 in. by 30 ft.		
Headpieces, officers, Pattern 3277	1 only to Classes 1, 2, 4, 5 and 8	

2. Ships concerned in commission should return to the dockyard any gear held in excess of the revised allowances. Supply in accordance with the revised allowances should be arranged by warrant yards in the normal manner for ships concerned of new construction.

3. The Sea Store Establishments will be amended.

2742.—Guns—20-mm. Hispano—Belt Feed Mechanism

(A. 0139/44.—25 May 1944.)

Stoppages are still being reported with 20-mm. Hispano belt feed mechanism, Mark I*, due to jamming of the links in the chute.

2. This stoppage can be prevented by reducing the heads of the rivets on the inside of the link chute cover to 1 mm. The heads of the rivets must not be less than 1 mm. thick, and are to be slightly radiused and well polished.

3. Special attention is to be paid at Group "F" examinations to ensure that this has been done.

2743.—Guns—20-mm. Oerlikon, Marks II and IV—Marking of Breech Pawls

(A.S./G.4153/43.—25 May 1944.)

The following modification is approved :—

Gun	20-mm. Oerlikon, Marks II and IV.
Part affected	Breech pawls and breech bolt.
Purpose	To prevent incorrect assembly.
Nature of modification	The breech pawls left and right and rear of breech bolt left and right to be etched "L" and "R" as appropriate.
By whom to be done	R.N. armament depots.
Degree of urgency	As opportunity offers.

2. Pawls and breech bolts manufactured in the future will be marked "L" and "R".

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

2744.—Guns—Q.F., 40-mm., Left and Right, Mark IV—Fitting of Caution Plate

(A.S. 15787/43.—25 May 1944.)

The following modification is approved :—

Gun	Q.F., 40-mm., left and right, Mark IV.
Part affected	Breech casing.
Nature of modification... ..	Fit plate, caution, to breech casing as shown on A.F.O. Diagram 153/44. Barrel is to be removed before drilling the casing.
By whom to be done	Staffs of Bases, and R.N. Armament Depot.
Degree of urgency	As convenient.

2. Guns manufactured in the future will incorporate the plate.

Base staffs should demand the new parts required from the nearest R.N. Armament Depot. Depots to forward intermediate demands to Admiralty, D.A.S. (Branch A), as necessary.

2745.—Gun Mountings, General—Transferable—Periodical Examinations

(D. 025736/43.—25 May 1944.)

The examinations quoted under monthly and half-yearly periods in Appendix VI to B.R. 292 are generally of a very flexible nature and should not entail an undue amount of work for ships' and base maintenance staff.

2. With regard to the yearly examinations, a compromise may be arrived at between ships' officers and base maintenance staffs if consideration is given to the following points:—

- (a) General state of weather experienced since the last examination.
- (b) A thorough lubricating routine having been maintained by ships concerned whilst on operational duties.
- (c) An examination of 25 per cent. of the work by base staffs giving no cause to suspect defects.

3. If it is considered that the answers to (a), (b) and (c) give satisfaction as to the general condition of armament, these periodical examinations may be waived for a further six to twelve months, except in the case of the forward mounting, where the list of examinations should be rigidly adhered to at all times. This relaxed interpretation of the regulations is a war measure only.

4. In view of the continual adverse reports received from sea of the general conditions of mountings in small ships and craft, it is essential that the maximum amount of inspection and maintenance work, which is possible with the diluted and limited maintenance staffs, should be carried out.

(B.R. 292, Appendix VI.)

(C.-in-C., Rosyth, 8 Oct., 1943, No. 3638/361.)

2746.—Vote 8IIIIG—Heavy Stores—Storage—REPORTS

Home Dockyards, G.M.Os., E.R.Os. and other Authorities concerned

(G. 07644/44.—25 May 1944.)

It has been decided that storage of Vote 8IIIIG heavy gear shall be co-ordinated by D.N.O. (War Organization), Admiralty, London, with the object of ensuring the most economical use of covered storage space under cranes.

2. Reports are to be forwarded to D.N.O. (W.O.), Admiralty, London, each week by the authorities responsible for gunmounting stores, stating the floor space available under each type of crane of 5 tons capacity and upwards. Arrivals and releases expected during the ensuing week should be added if known. The reports should reach D.N.O. (W.O.) on Saturdays and, if made by signal, should take the form of the following example:—

"From M.E.D., Portsmouth. To D.N.O. (W.O.), London.

A.F.O. 2746/44. Read in four columns—

eighty tons ...	A ₃	B ₁	C nil
thirty tons ...	A ₄	B nil	C ₂
twelve tons ...	A ₆	B ₂	C ₃
ten tons ...	A nil	B nil	C ₁
five tons ...	A ₅	B nil	C nil."

where A = floor space available.

B = expected arrivals.

C = expected releases.

All expressed in terms of hundreds of square feet of floor space, e.g. the first line of the above signal would mean:—

"Under 80-ton cranes, 300 sq. ft. available; 100 sq. ft. earmarked for arrivals expected within the week, no space expected to be vacated."

N.B.—Details of space available in the open need not be reported at present.

3. Disposal instructions for all Vote 8IIIIG heavy gear, for which storage is desired, are invariably to be obtained from D.N.O. (W.O.), London.

2747.—Training—Courses—Maintenance Teams for Staag Mark II Mountings and Close Range Blind Fire Directors

Cancelled by
AFO 4969/46.

(Light Fleet Carriers, Destroyers)

(G.D. 01826/43.—25 May 1944.)

The arrangements promulgated in A.F.O. 4198/43, whereby four maintenance teams administered by H.M.S. "Excellent" visit all ships being fitted with Hazemeyer Bofors, Mark IV mountings, will also apply to ships being fitted with Staag Mark II mountings and close range blind fire directors.

2. The same teams as for Hazemeyer Bofors, Mark IV mountings will be used except that each team will now have a radio mechanic in addition.

3. Visits to ships being fitted with Bofors Mark IV mountings will cease when the new arrangements for visiting ships being fitted with Staag Mark II mountings and C.R.B.F.Ds. comes into force.

(A.F.Os. 4198/43 and 4710/43.)

2748.—Training—Courses—Staag Mark II Mounting—Gunnery Instructions and Maintenance Training before Commissioning or after Changes in Personnel

Cancelled by
AFO 5331/46.

(Destroyers)

(G.D. 01826/43.—25 May 1944.)

The normal one week's pre-commissioning course is insufficient to train gun's crews of ships fitted with the Staag Mark II mounting. For this reason two complete gun's crews for ships with one mounting (to enable two watch crews to be trained), and one gun's crew for each mounting in ships with more than one mounting, are to be sent to a gunnery school for a *three weeks* course prior to the ship commissioning.

2. As regards the above arrangements:—

(a) An officer should attend for the first four days of the third-week of the course.

(b) Radar control ratings are an integral part of the gun's crew on this type of mounting and must attend the full three weeks course with their gun's crew.

3. All pre-commissioning maintenance training for O.As. will take place in H.M.S. "Excellent". For this purpose a separate equipment has been provided under cover at Eastney, and one O.A. from each ship fitted is to be drafted to H.M.S. "Excellent" for a three weeks' pre-commissioning course.

4. All pre-commissioning maintenance training of radio mechanics will take place in H.M.S. "Collingwood". Separate Radar sets, Type 262, are being supplied for this purpose, and one radio mechanic from each ship fitted is to be drafted to H.M.S. "Collingwood" for a three weeks pre-commissioning course.

The Captain, Radar training, will arrange with the Captain, H.M.S. "Excellent" for the radio mechanics to complete their maintenance courses in conjunction with the O.As. on the mounting at Eastney.

5. If it should be necessary to relieve an O.A. or a radio mechanic (trained in Staag Mark II mountings) in one of these ships, the relief should complete the three weeks course (in paragraph 3 or 4 above) before joining.

6. In order that the crews can be detailed and assembled in good time, the Admiral Superintendent of Contract Built Ships, or the Admiral Superintendents of H.M. Dockyards concerned should ensure that the commissioning dates are communicated to the Commodore of the Depot, Captain of the relevant gunnery school, and Captain, Radar Training, as early as possible. This information should also be passed to Vice-Admiral (D), Home Fleet.

7. The Commodore of the Manning Depot will arrange with the Captain of the Gunnery School the date on which gunnery instruction will start. The Commodore of the depot will then inform:—

(a) The ship concerned, stating the number of ratings already on board which should be sent from the ship. The gunnery control officer, and, if possible, the O.O.Qs., should also attend (as in paragraph 2 (a)).

(b) The Captain, Radar training, for information.

The Commodore will also arrange to draft the necessary ratings and Radar ratings not provided under paragraph (a).

8. O.As. should be drafted for course in a similar manner but the dates of these courses should be arranged with the Captain, H.M.S. "Excellent". A

similar arrangement for radio mechanics should be made with the Captain, Radar training, H.M.S. "Collingwood".

9. In the case of ships which are not being re-commissioned but which have a number of new ratings or new equipment, arrangements can be made for similar instruction to be given to the personnel of those quarters affected, provided that the accommodation and other commitments at the gunnery and Radar schools permit. Commanding Officers wishing to arrange such instruction should apply direct to the Captain of the Gunnery School at their manning port, or, if more convenient, to the Captain of the nearest gunnery school. Maintenance training for Radio Mechanics should similarly be arranged with Captain, Radar Training. If some of the ratings for whom the instruction is required have not yet joined, the signal should be repeated to the Commodore of the Manning Depot and should state the ratings required.

(A.F.Os. 596/43, 4197/43 and 4711/43.)

2749.—Training—Courses—Close Range Blind Fire Director—Gunnery Instruction before Commissioning or after Changes in Personnel

Cancelled by
AFo 5331/46. *Light Fleet Carriers*
(G.D. 01826/43.—25 May 1944.)

It has been decided that pre-commissioning training of crews of Close Range Blind Fire Directors is a requirement.

2. Complete crews of C.R.B.F.Ds. from all Home ports are therefore to be drafted to H.M.S. "Excellent" for a two weeks course prior to the ship commissioning.

3. As regards pre-commissioning maintenance training, one O.A. and one Radio Mechanic from each of the ships concerned, irrespective of the ship's manning port, should be drafted to H.M.S. "Excellent" and H.M.S. "Collingwood", respectively, for a three weeks pre-commissioning course.

The Captain, Radar Training, will arrange with the Captain, H.M.S. "Excellent", for the radio mechanics to complete their maintenance courses in conjunction with the O.As. on the Mounting at Eastney.

4. If it becomes necessary to relieve an O.A. or radio mechanic in one of these ships, trained in C.R.B.F.Ds., the relief should complete the three weeks course in paragraph 3 above before joining.

5. Arrangements for the drafting of crews and maintenance personnel should be made as for the Staag, Mark II, Mounting (A.F.O. 2748/44), except that all enquiries to "The Captain of a Gunnery School" should be addressed to the Captain, H.M.S. "Excellent".

(A.F.O. 2748 44.)

2750.—Training—Instructional Appliances—Cinema Laying and Training Teacher

(G.D. 0146/44.—25 May 1944.)

Pending the issue of a handbook the following general description and notes on the use of the Cinema Laying and Training Teacher are promulgated for information.

General

2. The Cinema Laying and Training Teacher is a device designed with a view to improving the standard of shooting on locally controlled guns, such as are mounted in Merchant Ships, Escort Vessels, Submarines and Coastal Forces. It teaches a gunlayer and trainer the elements of forecasting for roll, and how to make the proper allowance for canted trunnion effect.

3. The teacher has been designed for use with a 4.7 or smaller calibre gun, and a complete gun's crew may be drilled simultaneously when exercising the layer and trainer. For this reason a partial blackout only is required for the building accommodating the teacher.

4. In addition to the above, the Laying and Training Teacher is for use in training guns' crews in L.C.Gs. and other Combined Operation Landing Craft, in laying and training and target indicating of beach targets. For this purpose, special films of beaches, showing realistic targets, have been made.

5. The teacher consists of a curved cinema screen in the form of an arc of 20 ft. radius embracing an angle of about 160° on to which is thrown, by means of a suitably mounted projector, a film representing submarine, ship or coastal targets as viewed from a gun position on a moving ship. The target's change of bearing during the period of an attack, as well as the effect of pitch and roll and movement of own ship are correctly represented, so that considerable practice in laying and

training can be given to the crew of a suitable gun mounted at the centre of curvature of the screen. A gunsight projector mounted on the gun, over the gunlayer's telescope, serves to indicate the layer's aim to the instructor. By means of a switch, this point of aim can be shown either continuously (in elementary training) or only when the gunlayer presses his trigger. A fire buzzer can also be operated by the instructor.

6. *The screen.*—The screen consists of prefabricated curved sections of fibrous plaster 7 ft. high, supported on frames so that their lower edge is 2 ft. 6 in. from the ground. These sections are assembled to provide as wide an arc as it is possible to accommodate in the building available and painted to provide a smooth white surface. Along the top edge of the screen are fixed index marks dividing it into bays of 20° each, and the index number of the bay is shown in the centre of each. Where only 120° of screen can be erected, the bays are numbered 2-7, or where 160° they are 2-9. These index marks are to assist the operator in the movement of the projector during a run.

The floor space required for an equipment with 120° of screen is approximately 40 ft. by 35 ft.

7. *The projector and its mounting.*—The projector and its controls are carried on a bridge of steel scaffolding erected over the point marking the centre of curvature of the screen. The top of this bridge forms the operators' platform, and is provided with a guard rail and ladder for access, while, beneath, a space is left clear to accommodate the gun and mounting on which the practice is to be given.

8. The projector itself is a standard 35-mm. incandescent projector of the G.B. "N" type or Kalee pattern, fitted with 2,000 ft. spool-boxes, but without sound equipment. This is mounted on a turntable base, inclined downwards so that the centre of the projected picture appears on the curved screen at a height of 6 ft. from the ground. The projector can be rotated horizontally on the turntable by turning the handwheel connected to the turntable by its shaft and universal couplings. The whole turntable-handwheel assembly is built on a single girder frame, and this must be mounted on the bridge platform so that the turntable axis is vertically above the point representing the centre of curvature of the screen and the handwheel must be in a position convenient to an operator who has to view the screen continuously.

9. The projector is fitted with a 2-in. projection lens and standard rectangular picture gate, so that a picture subtending 24° wide by 18° high is thrown on the screen. On the lower edge of the gate aperture are two small nicks whose separation corresponds to 20°; these are used to position the index marks on the screen at exactly the correct separation.

10. *Operation.*—The operation of threading-up the projector exactly follows normal procedure for the use of the appropriate type of cinema equipment, the standard film path through the projector being followed even though no sound reproduction is employed. The first prints of all rolls issued have been made with thread-up indications for an "N" type projector exactly similar to those marked on Dome films.

11. The first section of film after the thread-up leader carries a large index number of the series 1-9. This is intended to tell the operator on which section of the curved screen the target film is to start to be shown. At each side of this number, the two small printed index marks will be seen at the top edge of the picture and the operator must move the projector on its turntable by turning the handwheel so that these printed index marks coincide exactly with the two index marks fixed on the screen at the appropriately numbered section. Index marks are printed continuously on the film throughout each scene and are displaced from side to side in such a way that if the operator moves the projector in such a way that the index on the film is always made to lie exactly on the appropriate mark on the screen, the target's change of bearing will be correctly represented. As one index mark on the film moves out of the picture area a new one is introduced at the other side and by following these the projected picture will be moved from section to section of the screen as necessary.

"With teachers fitted with screens of less than 160° arc, occasions may arise when the index marks will carry a picture off the screen at one end or the other. This can, of course, be simply overcome by rapidly training back on to the centre of the screen and re-aligning the index mark on the film with any convenient index mark on the screen. The brief interruption in the run will have to be accepted."

12. Where a roll of target film consists of several scenes, each ends with a section of black leader during which the projector may be stopped for the instructor

to order a change of the gun crew. Each new scene is preceded by a length of index number exactly as at the beginning of a new roll, and the same procedure is followed throughout.

13. *The gun.*—The telescopes or sights of any gun used must be converged so as to focus on the same point at 20 ft. distance so that the image on the screen is correctly seen by both and the gunsight projector mounted where convenient on the gun itself must be adjusted so that the crosswires which it projects on the screen line up exactly with the crosswires of the two telescopes. This projected cross shows the instructor how the gun is being laid on the target throughout the run.

14. In the case of the landing target films, the instructor can at once verify that the gun is indeed being laid on the target point indicated but in the case of the ship target films, the gunlayers are expected to forecast the effect of roll and make the necessary allowance of aim for the effect of canted trunnion.

"To enable the instructor to verify these points, some parts of later issues of films will have additional marks printed on the edges of the picture area of the film so that they are projected on the screen outside the field of view of the gunner's telescope. The height at which the horizontal wire of the cross should be laid to make the necessary forecast for roll is shown by two black arrows appearing at opposite sides of the picture frame, while the allowance for canted trunnion is shown by two similar arrows at the top and bottom of the frame which indicate the correct position of the vertical cross wire."

15. *Films.*—At the present time the following film target rolls are being prepared for this teacher:—

Landing Targets, Rolls Nos. 1, 2, 3, and 4.

Ship Targets, Rolls Nos. 1, 2, and 3.

All of these except Ship Target Roll No. 3 are considerably over 1,000 ft. in length and are therefore despatched in two parts, marked A and B, for splicing together into one roll before use. The point at which the join should be made is indicated by a large arrow and the words "Splice Here" at the end of the "A" reels and the beginning of the "B" reels.

APPENDIX I

Allocation of Cinema Laying and Training Teachers

Cinema Laying and Training Teachers have so far been allocated as follows. Further allocations will be published later.

H.M.S. "Excellent"	} Already supplied.
R.M. Support Group, Devizes	
R.M. Training Group, Townen	
R.M. Barracks, Portsmouth	
H.M.S. "Squid" (for Force J)	
R.N. Gunnery School, Chatham (for Submarine Training)	
R.N. Gunnery School, Chatham	
R.N. Gunnery School, Devonport	
R.M. Barracks, Chatham	
Capt. (D), Belfast	
Capt. (D), Liverpool	} To be supplied shortly.
Capt. (D), Greenock (and for D.E.M.S.)	
Commodore D, Western Approaches, Londonderry	
Captain (S) 7, Rothesay	
H.M.S. "Attack"	
H.M.S. "Aggressive"	
H.M.S. "Bee"	
H.M.S. "Satellite" (D.E.M.S.)	
D.E.M.S., Liverpool	
D.E.M.S., London	
D.E.M.S., Belfast	
D.E.M.S., Glasgow	
D.E.M.S., Cardiff	
F.S. "Paris" (Aux. Vessels)	
H.M.S. "Irwell" (Aux. Vessels)	
H.M.S. "Minos" (Aux. Vessels)	
H.M.S. "Fortitude" (Aux. Vessels)	
H.M.S. "Calliope" (Aux. Vessels)	

(A.F.O. 709/44 is cancelled.)

2751.—Torpedoes—21-in., Marks VIII** and IX**—Modified Air Lead to Servomotor

(A.S. 13710/43.—25 May 1944.)

To avoid fracture of the air to servomotor inlet pipe in 21-in., Mark VIII** torpedoes, generally caused by bending when the oil squirt is applied to the servomotor, a removable pipe with nut and connections to take a tee-piece fitted in the air lead was introduced under A.F.O. 826/43. The connections on this pipe were however, .437-in. diameter, 20 threads each end, and a possibility existed that the pipe (containing a non-return valve) might be assembled the wrong way round, thus stopping the air supply to servomotor.

2. 21-in., Marks VIII** and IX** torpedoes in current production now have this air lead fitted with an 0.427-in. diameter connection at servomotor inlet end and an 0.55-in. diameter, 18 threads/in. connection, at the other end to fit a corresponding tee-piece fitted in the air lead. Details are shown in A.F.O. diagram 151/44, illustrated for 21-in., Mark VIII** but typical also for 21-in., Mark IX**.

3. Any 21-in., Mark VIII** torpedoes at sea which have not yet been modified in accordance with A.F.O. 826/43, are now to be modified by depot ships' or base staffs as indicated in paragraph 2 above, the torpedoes which have been longest at sea, i.e. those in which the servomotor air pipe is most likely to have become damaged by handling, being modified first. The parts required are Nuts St. No. 1167, Tee-pieces St. No. 11805, Piping St. No. 2024, Collars St. No. 1164, Adapters St. No. 5320 and Washers St. No. 904.

4. 21-in., Mark VIII** torpedoes at sea which have already been modified in accordance with A.F.O. 826/43 need not be further modified by ships' staffs as in paragraph 2 above unless desired. All such torpedoes are, however, to be examined to ensure that the air pipe containing the non-return valve has been assembled the right way round (see paragraph 1).

5. No 21-in., Mark IX** torpedoes at sea need be modified in this way by ships' staffs.

6. The modification in paragraph 2 above will be carried out on existing 21-in., Mark VIII** and Mark IX** torpedoes as they pass through torpedo depots, under Classification "C".

7. Demands for the quantities of items required to complete the modification, vide paragraph 3, are to be made on the nearest torpedo depot.

8. A corresponding T.D.I. No. 1880 has been issued.

(A.F.O. 826/43.)

2752.—Torpedoes, 18-in., Marks XII and XV—Allowance to Training Units of Spare Tails and Transmission Gearing

(A.S. 05160/43.—25 May 1944.)

To minimize delays in repair of 18-in., Marks XII and XV type torpedoes at certain R.N. Air Stations, items as shown in the following table will be allowed to the stations indicated.

2. The tails will be either bronze or steel, whichever type is available, but wherever possible, bronze tails will be issued. They will have standard fittings for air tails attached; in the case of steel tails the fulcrum bracket St. No. 981 will not be sweated. Each tail, when issued, will be accompanied by fittings for attaching either the M.A.T., Marks I or IV.

3. Torpedoes fitted by Training Units with a new tail are to be used for training purposes only, and a notification accordingly is to be made on page 9 of the History Sheet. A complete overhaul and re-range will be necessary before such torpedoes are used for operational purposes.

4. Stations are to return replaced parts to Depot, when new parts are fitted.

5. Instructions for fitting replace tail units, gearing, shafting, etc., are being issued in the A.F.O. "P" Series as an amendment to B.R. 635.

No.	Item	St. No.	Naval Air Stations											
			Fearn	Lee	Inskip	Hatston	Machri- hamish	Kata- kurunda	China Bay	Tanga	Wing- field	Crail		
1	Tails, complete, less items shown below.	Steel or bronze	3	3	3	4	4	4	5	5	5	5	5	6
2	Propellers	8724 and 8725A	3	3	3	4	4	4	5	5	5	5	5	6
3	Shafts, crown, wheel	6120 or 6120A	3	3	3	4	4	4	5	5	5	5	5	6
4	Shafts, crown, wheel	8705	3	3	3	4	4	4	5	5	5	5	5	6
5	Shafts, sleeve	5551 or 8706	3	3	3	4	4	4	5	5	5	5	5	6
6	Crossheads, complete	5454 or 8707	3	3	3	4	4	4	5	5	5	5	5	6
7	Washers, distance, for crosshead, 0.24-in. finished thickness.		3	3	3	4	4	4	5	5	5	5	5	6
8	Washers, thrust, loose (steel), plain, shafts sleeve, 0.081-in. finished thickness.		3	3	3	4	4	4	5	5	5	5	5	6
9	Washers, thrust, loose (bronze), recessed, shafts sleeve, 0.081-in. finished thickness.		3	3	3	4	4	4	5	5	5	5	5	6
10	Washers, thrust, loose, shafts crown wheel, 0.162-in. finished thickness.		3	3	3	4	4	4	5	5	5	5	5	6
11	Washers, thrust, fixed, shafts crown wheel.	5996	3	3	3	4	4	4	5	5	5	5	5	6
12	Keys, propeller	5354	3	3	3	4	4	4	5	5	5	5	5	6
13	Nuts, bushes and screws	Bronze or steel	3	3	3	4	4	4	5	5	5	5	5	6

See A.F.O. No. 5739/43

Note.—Shafts, crown, wheel, St. No. 6120 or 6120A must be mated with Shafts, propeller, St. No. 6121; and Shafts, crown, wheel, St. No. 8705 must be mated with Shafts, propeller, St. No. 8704.

(A.F.O. 5739/43.)

2753.—Aircraft-General—Mark I Bands for Torpedo Loading on Avenger Aircraft (T./A.D.P. 2199/43.—25 May 1944.)

Mark I Bands (American) supplied for loading American torpedoes on Avenger aircraft are unsatisfactory due to weakness at the weld and are not to be used. The Mark II band is satisfactory.

2. Where Mark II bands are not available, loading is to be done by trolley or strops.

(R Message 893R (B.1) is cancelled.)

2754.—Dynamos, Turbo and Diesel—Supply of Spare Bearings

H.M. Cruisers

(D. 7056/44.—25 May 1944.)

With reference to A.F.O. 4473/43, paragraph 4, the cruisers named below have been added to the list of vessels for which provision of spare dynamo bearings has been arranged.

2. Details of the ships concerned and the relevant bearings are:—

Ship.	Manufacturer and Catalogue Number	Quantity
"Bellona," "Black Prince,"	Ransome and Marles SLLRJS4	2
"Diadem," "Royalist."	...	...
"Tiger," "Superb," "Hawke"	Ransome and Marles SMMRJS4E	2
"Defence," "Blake"	Ransome and Marles SMMRJS4	2

(A.F.O. 4473/43.)

2755.—Eversheds Rudder Indicators—Modifications and Introduction of Watertight Dimmers, Patterns 18919/20 for Dimming the Illuminating Lamp

(N.S.—25 May 1944.)

It has been decided that the dials and illumination of Eversheds rudder indicators in all classes of ships should be modified as follows in order that these instruments may conform to the general principles promulgated in A.F.O. 433/42 for the preservation of dark adaptation of look-outs and bridge personnel:—

- Black dials with 5° white graduations to be fitted in place of the existing white opal dials with black markings.
- Red glass filters to be fitted in front of the instrument lamp in place of the existing opal or blue glass.
- The pointer to be tipped with luminous paint.
- A new design of watertight dimmer, Patterns 18919 (220 volts), 18920 (110 volts), has been introduced for dimming the illumination of rudder indicators in exposed positions. A dimmer of the appropriate voltage should therefore be fitted in the lamp circuit as close as practicable to the instrument concerned.

2. Stocks of the items referred to at (a), (b) and (d) above are available in naval stores at Mossley and Stroud for the modification of existing instruments. Gaskets for renewal of the instrument cover joints are also available at these depots as the existing gaskets will probably be broken when implementing the modifications.

3. Ships in commission, therefore, should demand from naval stores the items referred to on the basis of one of each per instrument, quoting this A.F.O. as authority.

4. A small quantity of luminous paint should be demanded from naval stores for the modifications referred to at paragraph 1(c) if this paint is not available in ships' stores.

5. The modifications should, where possible, be carried out by ships' staffs. Where this is not possible, ships are to include in their next list of As. and As. an item, classification "A", for the work to be undertaken at the earliest opportunity by yard labour.

(A.F.O. 433/42.)

2756.—Radio Interference Suppression Equipment*Coastal Force Craft*

(N.S./C.F.M. 1012/44.—25 May 1944.)

In order to obviate the difficulty experienced by Coastal Force Bases in obtaining Radio Interference Suppression Equipment for specific purposes (as detailed in A.F.Os. 955/43 and 1396/44), all demands for suppression equipment required for Coastal Force Craft should be forwarded to Superintending Naval Store Officer, Stanley Mills, Stroud, for compliance.

2. Supply is at present dependent upon production, and it is therefore imperative for demands to be despatched to Superintending Naval Store Officer, Stroud, well in advance of requirements, to enable the necessary allocations to be made at contractors. All demands should state the latest date by which the suppression equipment is required.

(A.F.Os. 955/43 and 1396/44.)

2757.—300 kW Main Dynamo—Modifications to Brush Arm Support Rings—As. and As.

H.M.Ss. "Kenya", "Mauritius", "Nigeria", "Cleopatra", "Scylla", "Newcastle", "Birmingham", "Sheffield" and "Glasgow".

(T. 2912/43.—25 May 1944.)

In order to reduce the possibility of a flash-over occurring on the 300 kW Metropolitan-Vickers main dynamos, when subjected to heavy overloads, such as may occur under damage conditions, modifications to the brush arm support ring, as shown in A.F.O. Diagram No. 152/44, are to be carried out.

2. The extension pieces on the brush box side of the brush arm should be left uninsulated as they project very little beyond the "live" brush boxes. Consequently their insulation would serve no useful purpose and would hamper routine maintenance when adjustment of brush arms to compensate for commutator wear became necessary.

3. After modification as above the "As Fitted" drawings are to be amended as necessary.

4. Commanding Officers of ships concerned are requested to insert an item classification "A", in the ship's next list of As. and As. submitted, to cover the work involved which is to be carried out by ship's staff.

5. Ships' staffs should take steps to ensure the routine cleaning of the new insulation on the brush arm support ring every three months. This is essential to maintain its effectiveness.

2758.—Form H.394—Annual Return of Navigational Timepieces

Cancelled by AFO 6248/46. (H.C. 8298/43.—25 May 1944.)

All ships and vessels, etc., which have not yet submitted, in accordance with K.R. & A.I., Article 1193, paragraph 6b, particulars of navigational timepieces held on 31 Dec. 1943, should immediately furnish these particulars, on Form H.394, to the Hydrographer, Hydrographic Supplies Establishment, Creechbarrow House, Taunton, Somerset.

2759.—Boilers—Oil Fuel Burning Equipment, Admiralty Type—As. and As.*H.M. Ships Fitted with Standard Closed Type 15½-in. Registers*

(D. 16724/43.—25 May 1944.)

As a result of trials carried out in H.M.S. "Honesty", the boilers of which are fitted with standard Admiralty type closed front registers with 15½-in. throats and standard Admiralty, Pattern 13, oil fuel sprayers, it has been found that considerable improvement in oil burning can be obtained by fitting gaiters to the registers and extension pieces to the sprayers.

2. Details of these fittings are shown in A.F.O. Diagram 154/44, and arrangements are being made to incorporate them in all relevant new construction.

3. The Commanding Officers of all ships on service having boilers fitted with this type of register should include in their lists of As. and As. an item, classification "A", to provide for the supply and fitting of gaiters and extension pieces as shown to all registers and sprayers.

4. Arrangements have been made for the purchase of 2,000 sets of necessary gaiters and extension pieces, which will be distributed as follows:—

Devonport	Chatham	Rosyth	Belfast	London-derry	Portsmouth
400 sets	400 sets	400 sets	200 sets	200 sets	Remainder unissued

Administrative authorities are to demand the number of gaiters and extension pieces, plus 25 per cent. spares, required for issue to the ships under their administration. The spares should be carried on board the vessels.

Demands should be forwarded as for special stores not included in the rate book.

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

2760.—Lighting up Boilers from Cold—Use of Oil Fuel Hand Pump*Escort Carriers*

(D. 011421/44.—25 May 1944.)

Information has been received that in certain escort carriers attempts were made to use the Quimby pump to pump diesel oil when lighting up boilers from cold.

2. As the diesel oil is much lighter than the fuel oil, and the diesel oil line is only one inch in diameter, it is probable that during this operation the pump would be starved of oil, which would cause scoring of the pump barrel.

3. Attention is directed to the importance of always using the oil fuel hand pump when lighting up from cold, and the Quimby fuel service pump only for pumping boiler fuel oil. Care should also be taken to ensure that no restriction occurs in the oil fuel suction line which might cause starving of the pump.

(B.A.D., 20 Apl. 1944, No. S.R. 2083/44.)

2761.—Engine Maintenance Charts*Landing Craft*

(D. 010281/44.—25 May 1944.)

The following amendments should be made to the landing craft engine maintenance charts issued in A.F.O. 6010/43:—

A.F.O. Diagram 372/43, Nos. 2, 4 and 5—

Item lubrication. Amend "description or specification" to read:—

"U.S. Navy symbol 9250 or
U.S. Army spec. 2—104A } H.D. 30"
U.S. Army spec. 2—104B }

See A.F.O. 2170/43.

A.F.O. Diagram 372/43, No. 4—

Item transmission. Amend "description or specification" to read:—

"U.S. Navy symbol 9250 or
U.S. Army spec. 2—104A } H.D. 30"
U.S. Army spec. 2—104B }

A.F.O. Diagram 372/43, Nos. 1, 6, 7, 8, 10, 11, 12, 13, 15, 16 and 17—

Item lubrication. Amend "description or specification" to read:—

"U.S. Navy symbol 9250 or
U.S. Army spec. 2—104A } H.D. 30"
U.S. Army spec. 2—104B }

See A.F.O. 220/44.

A.F.O. Diagram 372/43, No. 9—

Item sparking plugs. Amend "description or specification" to read :—
"K.L.G., Type RC/SA or
Lodge, Type RS/SA".

A.F.O. Diagram 372/43, No. 3—

Item "fuel". Under "after every 60 hours" alter "check Vokes filters" to "clean Vokes filters".

Item "fuel injection pumps". Delete "drain sump and refill" under "every 60 hours" and insert it under "after every 200 hours".

Item "water system". Under "after every 500 hours" after "examine mono pump" add "renew worn parts where necessary".

Item "cylinder heads". Under "after every 60 hours" add after "nuts", "if new or top overhauled".

Item "C.A.V. starter". Insert under "every 120 hours", "Clean teeth".

A.F.O. Diagram 372/43 (2)—

Add to "heading" after "L.C.I. (L)", "and L.C.T. (5)".

A.F.O. Diagram 372/43 (15)—

Item "lubrication"—

"Oil filter". Delete "and clean screens" under "50 hour column". Add "in 100 hour column" "250 hours, dismantle and clean oil filters. Examine automatic by-pass valve".

"Oil cooler, 500 hour column". After "clean oil cooler" add "and examine cooler by-pass valves".

Item "fuel pumps, 500 hour column" Add "Strip, clean and examine fuel pumps".

Item "timing chain". Under "after every 50 hours" after "chain tension" add "and timing".

Item "valves"—

"Tappet clearance". Under "description or specification" amend to read "inlet .021 in., exhaust .030 in."

Item "sparking plugs"—

Under "description or specification" add "Lodge RS/HS, gap 0.012 in. to 0.015 in. for unsupercharged engines only".

After "KLG RC/HS add "for both supercharged and unsupercharged engines".

(A.F.Os. 2170/43, 6010/43 and 220/44.)

2762.—Fuel Injector Assemblies and Fuel Pumps for General Motor Engine, Model 12-567, and National Superior Engine, Model GDB-8—Arrangements for Replacement and Repair

(D./C.P. 65901/44.—25 May 1944.)

When replacements are required of fuel injector assemblies or of fuel pumps for General motor engine, model 12-567, and National Superior engine, model GDB-8, demands are to be made on L.S.M.S.O., No. 3A, Transit Shed, Royal Albert Dock, London, E.C.16. (Telephone No. : Albert Dock 1051.)

2. Contracts are being arranged for the repair of fuel injector assemblies and fuel pumps fitted in the engines indicated in paragraph 1.

3. The firms which will be concerned with this work are :—

Messrs. C.A.V., Ltd., Acton, London, W.3.	Messrs. Joseph Lucas, Ltd., 450-456, Edge Lane, Liverpool.
---	--

Messrs. H. C. Taplin & Sons, Ltd., 27, South Front, Southampton.	Messrs. Joseph Lucas, Ltd., 4-24, Grant Street, Glasgow.
--	--

Messrs. Express Electrical Services, Arnold's Point, The Embankment, Plymouth.	Messrs. Joseph Lucas, Ltd., 65-66, St. Mary's Place, Newcastle-on-Tyne.
---	---

Messrs. Joseph Lucas, Ltd.,
54a, Penarth Road,
Cardiff.

4. Worn or defective injector assemblies or fuel pumps are to be forwarded to one of the repairing firms detailed.

5. With the exception of the contractors at Plymouth and Cardiff the oversight of the work is to be carried out by the Admiralty Engineer Overseer of the district. For repairs carried out by Messrs. Express Electrical Services, Ltd., Arnold's Point, The Embankment, Plymouth, the Manager, Engineering Department, H.M. Dockyard, Devonport, will arrange for the oversight of the work; for items forwarded to the works of Messrs. Joseph Lucas, Ltd., 54a, Penarth Road, Cardiff, the Principal Emergency Repair Overseer (Engineering), Imperial Buildings, Mount Stuart Square, Cardiff, will be responsible.

6. When assemblies and pumps are sent to a contractor for repair, the Overseer concerned is to be informed of the action taken, giving details of the items forwarded, despatch particulars and ship from which removed; a copy of the letter sent to the Overseer is to be forwarded to the L.S.M.S.O. for information.

7. On completion of the work of refitting, the assemblies and/or pumps are to be returned to the L.S.M.S.O.

8. In exceptional circumstances Ship Repair Overseers may contact the nearest of the firms mentioned in paragraph 3 for the purpose of ascertaining whether they have available equipment which has been refitted but not yet returned to the L.S.M.S.O. as required by the instruction contained in paragraph 7. If available, such items may be appropriated for immediate fitting, if by so doing replacement is obtained quicker than as indicated in paragraph 1. In such instances the Overseer and L.S.M.S.O. are to be informed of the action taken.

2763.—Paxman Engines—Piston Rings

"U" Class Submarines

(D. 7212/44.—25 May 1944.)

There is an increasing number of reports of "blow-by" past the piston rings in the above-mentioned engines, combined sometimes, but not always, with excessive lubricating oil consumption and blue smoke. This trouble occurs mostly when the piston rings are new; the design of the power rings is somewhat stiffer than normal and they take longer to bed in, particularly with worn liners. Active investigation is being carried out by the makers which may result in modifications to the pistons and rings.

2. Reports received indicate that the correct method of fitting these rings is not always applied and the following points are issued for guidance :—

- (i) The rings must not be distorted before or during fitting, or the all-important seal between the lower surface of the ring and the piston will be destroyed.
- (ii) It is useless to fit rings which are not dead flat in the first place; the lower surface of the ring should be smooth and flat, as should the mating surface in the piston.
- (iii) The rings should *not* be heavily ground in to the piston to achieve this object. It only leads to distortion of the ring. If it is necessary to improve the surface of either piston or ring, these operations should be carried out separately and only the lightest touch finally used for bedding the ring to the piston.
- (iv) Rings should not be removed from the piston unless it is necessary. If a ring has to be removed it is better to fit a new ring rather than refit and replace the old ring.

3. As stated in paragraph 1, the makers are investigating the question on certain engines. Modifications and experiments on other engines should not be made without prior consultation with Admiralty (E.-in-C. Department) to ensure that results will contribute usefully to the problem. There are a number of variables to be investigated and casual trials may only lead to confusion and misleading results.

4. It has been reported that the crankcase breathers do not always function correctly, due to errors in manufacture or assembly. If this is so, false readings on the U-tube of blow-by will be obtained, leading sometimes to a great deal of unnecessary work. If the breathers are suspected they should be examined and modified as necessary to ensure a clear area through, equal to that of the outlet pipe from the crankcase. Modifications to simplify the breather are under consideration.

5. The following instructions, though issued prior to the introduction of Paxman engines, apply also to these engines:—

- (i) The piston grooves should be checked for truth and corrected as necessary in a lathe. It is essential that the rings should have a good bearing surface on the lower face of the groove.
- (ii) The rings before fitting in the piston are to have the gaps adjusted in an unworn liner or jig to the drawing dimensions. The rings are then to be fitted in the grooves with axial clearances as shown on the drawing.
- (iii) Care should be taken in springing the rings into their grooves to avoid distortion—as distorted rings are a direct cause of blow-by.

6. C.B.1795C (Appendix IV) will be modified in due course.

(C.B.1795C. Appendix IV.)

2764.—Radar Types 271Q, 273Q, 276, 277, 293—Modification to Amplifiers M.59 and M.70

(R.E. 45/44.—25 May 1944.)

A large number of these amplifiers has failed at some time or other due to the break-down of 0.001 Mfd. condensers, Pattern W.3953. This trouble has not been caused by defective components so much as by the high voltage surge when the set is first switched on.

2. To overcome this trouble the modification, detailed below, should be made to all M.59 amplifiers.

3. A "bleeder" resistance, to reduce the voltage surge, is to be connected between the 300 volt H.T. line and earth.

4. One end of the resistance which consists of two 15,000 ohm, 2 watt Erie resistors, Pattern W.1541, joined in series, should be connected to a point between R.25 and R.29 (as numbered on page 13 of C.B. 4231 (B) and page 17 of H.546A). The other end should be connected to any point on the chassis.

5. The resistors should be sited at the most convenient place in the amplifier, preferably being mounted side by side on a piece of paxolin sheet to provide rigidity.

6. This work should be carried out by ship or base staffs as convenient.

7. Stores should be demanded from Superintending Naval Store Officers at the bases concerned, quoting this order as authority.

8. Superintending Naval Store Officers at bases should demand stocks of these resistors from the Superintending Naval Store Officer, Haslemere, as necessary.

2765.—Radar, Types 276, 277/A/AM/S/T, and 293—Transformer, 4 KVA, Pattern W.5531/A

(N.S. 14468/44.—25 May 1944.)

Transformer, Pattern W.5531 which is a component of the above Radar sets, is fitted at installation in Panel, 3BA, Rectifying and Modulating, Pattern W.8229, and Panel, 3AT, Rectifying and Modulating, Pattern W.5286. A number of transformers bearing this pattern number have been manufactured with tanks slightly oversize in width and some of these have been fitted with projecting drain cocks; both these features lead to difficulty in fitting. The transformers affected have serial numbers prefixed by the letters EE, EX, EC or ECW.

2. Transformers with the above serial prefixes which have not been fitted or modified, are to be returned to the Superintending Naval Store Officer, Oldham, for survey and modification. Pattern W.5531A transformer should be demanded in lieu of Pattern W.5531.

3. Transformers, Pattern W.5531, which have been modified and fitted remain serviceable and should not be returned to store.

4. The pertinent Establishment Lists and Planned Packing Schedules will be amended.

2766.—Aircraft Radio—ASV, Mark II, Receivers, Types R.3039E, R.3132, and R.3132B—Replacement of Cathode Follower Load Resistance

(A.C.R.D./A.D.P. 2521/44.—25 May 1944.)

It has been found in service that in some of the above receivers the cathode follower resistance (R44, 4,700 ohms, $\frac{1}{2}$ watt) is being overrun, so that the receivers become unserviceable due to the increase in resistance when this occurs.

2. Trouble is usually experienced when Dubilier "B.T.1/2" resistances are used in this position. This type can be identified as having a black moulded body and is colour coded by rings at one end. No failures have been reported when Erie "R.M.A.8" resistances are fitted.

3. Units are to inspect all ASV, Mark II, receivers in use and in store, and replace all Dubilier "B.T.1/2" resistances fitted in this position, by Erie "R.M.A.2" or Morgan "X" 1 watt resistances.

4. The following equipment is required and should be demanded from the nearest R.N. Store Depot. Resistances in excess of the number required should not be demanded.

Stores Ref.	Nomenclature	Quantity
10W/7842	Resistance type 7842, 4,700 ohms, 10 per cent. ...	} 1 per receiver to be modified.
10W/8160	Resistance type 8160, 4,700 ohms, 20 per cent. ...	

5. The procedure is as follows:—

- (i) Remove the receiver chassis from its cover.
- (ii) Invert the chassis and identify the 4,700 ohm resistance connected between the linked cathodes of V10 and V11 and earth, via a 180 ohm resistance R43.
- (iii) If this resistance is a Dubilier type "B.T.1/2", replace by resistance type 7842 or 8160.
- (iv) Replace the chassis in its cover.

2767.—Aircraft of American Manufacture—Inspection and Storage Procedure for Self-sealing Fuel Cells

(A.M.R. 20468/44.—25 May 1944.)

Self-sealing fuel cells in aircraft of American manufacture are, in future, to be inspected and stored in accordance with the following instructions:—

- (a) *Half major inspection.*—At half major inspection or at not more than six-monthly intervals, without moving the cell, examine the metal shell for damage, corrosion and distortion. Open up the inspection covers or any other openings by which access can conveniently be obtained and, using a safety lamp and mirror, examine the interior of the cell as far as possible, for the defects listed in paragraph 1 (b). Check particularly the bond at fittings and seams, for leakage and deterioration.

Note.—The above inspection is also to be carried out on erection or immediately after installation of a new fuel cell.

- (b) *Major inspection.*—(i) The cell is to be removed from the tank and examined internally for loosening of the seams and fittings. Such defects allow fuel to enter between the layers of self-sealing material with consequent swelling of the sealant. Layer separation may occur as shown by internal wrinkles or swellings which in the early stages, may not be apparent visually but, by feeling over the entire interior, affected parts will be found to be spongy.

Note.—Some fuel cells of early manufacture have been treated with slushing compound as a protection against deterioration due to the use of aromatic fuels, and particular attention is to be paid to the integrity of this coating as any tendency to peel or flake will necessitate replacement of the cell or reslushing if facilities for this process are available.

(ii) The cell is to be externally examined for wear, chafing, collapse and defects arising from fuel spillage. Any such external defect may lead to internal failure, and, if found, a thorough inspection of the cell is to be made. This inspection is to include weighing of the cell, and comparison with the original weight stencilled on it to determine the degree of fuel absorption or interlayer leakage.

(c) *Examination of Fuel Filters.*—During periodic cleaning fuel filters should be carefully examined for accumulations of rubber particles. These may indicate cell deterioration, and a thorough inspection as given in paragraph 1 (b) should be made.

2. *Storage.*—New cells are supplied in cartons, from which they should not be removed until required. The cells should be stored supported at all times until installed. This particularly applies to new type cells shortly coming into service and which have GRS sealant material. These cells are considerably more flexible than current cells and more care will be necessary in their handling.

The cartons are not to be stacked more than three or four deep, resting on their widest surface, in a cool, dark, dry place, and are to be checked periodically to ensure that the lower cartons have not collapsed. New cells are to be dated on receipt, and the oldest used first. Used or repaired cells should be thoroughly cleaned and aired; all openings should be closed by access panels or other means and stored in cartons or kept supported as described above.

The cells are not to be handled by the fittings, and sliding them over the floor, racks, or benches should be avoided.

They should not be exposed to heat or strong light either of which may cause rapid deterioration of the cell.

(A.F.O. 5804/42 is cancelled.)

2768.—Corsair Aircraft—Operation of Fuel Cock

(A.M.R./A.A.S. 2089/43.—25 May 1944.)

Cases have occurred of engine failure in Corsair aircraft due to fuel starvation in which mishandling of the fuel tank selector cock is known or suspected. Movement of the cock control very slightly past the "reserve" position will cause the opening of the fuel port to the starboard wing tank and the fuel in the main tank will commence to drain into this wing tank under gravity. When this has progressed to the point at which the reserve suction uncovers, the fuel pump will lose suction and fuel failure will ensue. The "feel" of the cock register is not very definite and due to wear or misplacement of the circlip locating the washer at the top of the fuel cock camshaft this "feel" may be very unsatisfactory.

2. Further, it has been found in a considerable number of cases that the tank selection cams are loose and can be tilted slightly on the camshaft because of play between the fibre spacers. This is due to an excessive clearance between the bottom cam and the cotter pin holding the cams on the shaft in place, and in any case looseness will be experienced after a certain period in service due to wear of the spacers. Severe cases may result in failures of the assembly due to rough handling.

3. The attention of all Corsair pilots is therefore to be drawn to the care required when changing to "reserve" in order that the cock is not inadvertently moved past the "reserve" position and to the need for gentle handling of the fuel cock at all times.

4. Pilots' Notes will be amended.

(Admiralty Message 998R is cancelled.)

2769.—Corsair Aircraft—Rapid Wear and Distortion of Wheel Brake Discs

(A.M.R./A.A. 1848/43.—25 May 1944.)

Cases of rapid wear of Corsair wheel brake friction discs or distortion of the discs due to overheating while taxi-ing continue to occur. In many cases brake plates are found to be burnt, badly distorted with the outer edges twisted or even cracked. This damage entails considerable work in straightening the discs whilst replacement may not be possible due to non-availability of spares.

2. The major cause of this damage is the excessive use of brakes whilst taxi-ing which is in turn due to the poor view from the cockpit, the awkward position of the brakes or to carelessness or inexperience on the part of pilots. Great care in taxi-ing these aircraft is, therefore, necessary and excessive use of the brakes avoided. Stops to allow cooling of brakes are to be made if much braking is essential, for instance when taxi-ing long distances down wind.

3. Further trouble with these brakes is experienced due to the presence of air in the fluid system which causes "spongy" action of the pedal with the loss of braking efficiency or, in some cases, sudden failure in that the pedal can be fully depressed with little effect. It is essential that the brake fluid systems be fully bled during the inspections laid down. Modification action to introduce a brake pedal master cylinder less susceptible to air leakage is in hand.

4. Similar failure may occur due to :—

- Foreign matter between the valve and seat in the brake pedal master cylinder.
- Scored valve or seat in the brake pedal master cylinder.
- Binding of swivel joint at bottom of master cylinder due to overtightening. This causes the piston rod to foul the cylinder housing and prevent proper operation of the valve.
- Incorrect readjustment of master cylinder piston stop.
- Excessive brake disc clearance.

The check for correct brake disc clearance has recently been downgraded from Minor Star to Minor inspection (S.I./Corsair/70 refers), and the necessity for carrying out this operation correctly in accordance with the method detailed in A.P. 2351A, pages 424-426, is emphasized.

5. Cases have occurred of severe corrosion of brake disc assemblies during shipment and special attention should therefore be given to the brakes in the case of newly delivered aircraft.

2770.—Omission of Propeller Guards—As. and As.

Submarines, 1940, "S" Class

(D./P. 03830/44.—25 May 1944.)

Item No. 509. Classification "A*".

2. In view of recent damage sustained by a submarine of the 1940 "S" class the propeller guards are to be removed from all vessels of this class at the first opportunity.

(Admiral (S), 1 Apr. 1944, No. 563/S.M.777.)

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

2771.—Lanchester Carbine—Additional Provision of Stowage for—As. and As.

L.C.T.

(D./D.C.O.M. 0385/44.—25 May 1944.)

The following item, classification A, is to be included in the lists of alterations and additions to L.C.T. :—

"To extend existing small arms stowage to include one additional Lanchester carbine".

(Capt. M.L.C., 5 May, 1944, No. M.673/47.)

(A.F.Os. 272/43 and 5997/43.)

(A.F.O. 2253/44 is cancelled.)

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

2772.—Fire Fighting in H.M. Ships

(P. 04623/44.—25 May 1944.)

The following amendment is to be made to A.F.O. 2031/44 :—

Paragraph 55, line 5, should read "Paraffin—1 pint".

(A.F.O. 2031/44.)

2773.—Fuelling System Joints

L.B.O. and A.V.Cs.

(N.S. 25969/43.—25 May 1944.)

Of the quantities of $\frac{1}{32}$ -in. Klingerit jointing shewn in A.F.O. 2115/44 as allocated to Chatham, Portsmouth and Devonport, only 250, 550 and 250 square feet respectively have been provided for L.B.O.

2. The remaining quantities for the yards named have been provided for A.C.Vs. and stock generally.

(A.F.O. 2115/44.)

2774.—Thimbles for Steel Wire Hawsers

Dockyards, A.S.C.B.S., W.P.Ss.

(N.S. 18267/44—25 May 1944.)

It has been brought to notice that thimbles applicable for use with wire for general purposes, as laid down in the rigging warrant, have been used for steel wire hawsers instead of the larger size thimbles shown in Specification D.N.C./M/9 for steel wire hawsers, fitted complete.

2. Thimbles for use with steel wire hawsers are to be in accordance with the following table :—

Table of Particulars for fitting Steel Wire Hawsers

Size of hawser	Length when fitted	Thimbles, steel, galvanised		Canvas for parcelling	Spun-yarn for serving tarred	Steel wire line for seizing	No. of turns of seizing before crossing
		Old pattern	New pattern				
<i>in.</i> *6 $\frac{3}{4}$ 6 $\frac{1}{2}$	<i>Fms.</i> 150 150	Special 1926	Special 5095	<i>M.N.</i> No. 6 No. 6	<i>yn. thd.</i> 4 25 4 25	<i>in.</i> $\frac{3}{4}$ $\frac{3}{4}$	18 18
6 5 $\frac{1}{2}$	150 150	1925 1924	5094 5093	No. 6 No. 6	4 25 4 25	$\frac{3}{4}$ $\frac{3}{4}$	18 18
5 4 $\frac{1}{2}$	150 150	1923 1922	5092 5091	No. 6 No. 6	4 25 4 25	$\frac{1}{2}$ $\frac{1}{2}$	18 14
4 3 $\frac{1}{2}$	150 150	1921 1920	5090 5089	No. 6 No. 6	3 25 3 25	$\frac{1}{2}$ $\frac{1}{2}$	14 14
*3 $\frac{1}{2}$ 3	450 150	1920 1919	5089 5088	No. 6 No. 6	3 25 3 40	$\frac{1}{2}$ $\frac{1}{2}$	14 12
2 $\frac{1}{2}$	150	1918	5087	No. 6	3 40	$\frac{1}{2}$	12

* To be of extra special flexible quality.

(Chatham Yard Letter No. 1048, 16 Mar. 1944.)

2775.—Heating of Mess Decks in Sterling Admiral-engined L.C.T. (3)

(D.C.O.M. 2015/44.—25 May 1944.)

Paraffin heaters are not to be supplied for heating the mess decks of these craft owing to fire risk; any heaters already provided are to be returned to the nearest Naval Store Officer forthwith.

2. With reference to A.F.O. 1866/44, slow combustion stoves are not to be fitted for heating mess decks of Sterling Admiral engined L.C.T. (3). Where already installed they are not to be used and are to be removed and returned to the nearest Naval Store Officer at the next convenient opportunity.

(A.F.O. 1866/44.)

2776.—Ladders, Tower, for use in Carriers

(N.S. Air 2055/42.—25 May 1944.)

In order to give access to overhead fittings and stowages in hangars of aircraft carriers, tower ladders (Slingsby Model No. 1890B) have been introduced and will be allowed to ships in accordance with the following scales :—

Escort carriers	}	...	...	...	2
Light fleet carriers "Illustrious" class					
"Indomitable" and "Implacable" class	}	...	...	...	3
Later fleet carriers ...					

2. Services concerned should demand on their normal storing yard at home or abroad, quoting this order as the authority for supply. Supply to new services will be made with their initial outfit of air stores.

3. Tower ladders, which are now becoming available, will be dealt with under Sub-head E, item 12.

4. Aircraft stores establishments will be amended in due course; meanwhile, establishments held by H.M. Dockyards, Store Depots, etc., should be amended in manuscript.

2777.—Air Stores required for Types of Aircraft in common use by the Royal Navy and Royal Air Force—Responsibility for Provision and Supply

(N.S. Air 74/43.—25 May 1944.)

The following arrangements have been agreed upon with the Air Ministry for the supply of air stores for aircraft common to the Royal Navy and Royal Air Force.

2. Air Stores for R.A.F. types used by the Fleet Air Arm.

(a) Airframe spares.—(i) Stocks for the following types are already held :—

Anson (as from 1 June 1944)	Hurricane/Sea Hurricane
Beaufighter	Master
Defiant	Martinet
Harvard III	Oxford
Proctor	Spitfire/Seafire

Demands for airframe spares included in Sections 24 and 26 of the R.A.F. vocabulary for the above types should be lodged on R.N. Air Store Depots at home and R.N. Air Store Depots or Dockyards abroad (as appropriate).

(ii) No stocks are held for other R.A.F. types in use by the Royal Navy and requirements should be demanded as follows :—

R.N. Air Stations in U.K. ... From the appropriate Maintenance Unit on single line R.A.F. Form 600. A.O.G. requirements are to be demanded in accordance with A.F.O. 463/44.

R.N. Aircraft Repair Yards in U.K. As laid down in A.L. N.S. Air 617/43/U.659, 19 Jan. 1943 (now in course of revision).

In the event of aircraft of R.A.F. types other than those detailed at (i) being used by the Royal Navy abroad the procedure to be followed for obtaining supplies of airframe spares will be promulgated.

(b) *Engine spares and accessories, propellers and propeller spares.*—Demands should be forwarded to R.N. Air Store Depots in the U.K. and H.M. Dockyards or R.N. Air Store Depots abroad.

(c) *Air stores not included in (a) or (b), e.g. wheel equipment, hydraulics, etc.*—Demands for stores under this heading for the types of aircraft referred to in paragraph 2 (a) (i) should be forwarded to R.N. Air Store Depots in the U.K. and H.M. Dockyards or R.N. Air Store Depots abroad.

No stocks are held of items peculiar to other R.A.F. types and demands should be forwarded as laid down in paragraph 2 (a) (ii) above.

3. *Air stores for Naval types of aircraft used by the R.A.F.*—The Admiralty is only responsible for the supply to the R.A.F. of spares and equipment (except engine spares and accessories) which are peculiar to Naval types, and all common items will be obtained by R.A.F. units from Air Ministry sources. The types of aircraft in current use by the R.A.F. are as follows:—

Albacore	Swordfish
Barracuda	Walrus

R.A.F. units holding any of these aircraft forward demands for items peculiar to the type on R.A.F. Forms 600 to R.N. Air Store Depots in U.K. or R.N. Air Store Depots or H.M. Dockyard (abroad) except in particular instances, which will be notified by the Admiralty or Air Ministry, where on account of distance or other reasons special arrangements for supply are necessary.

4. No financial adjustment is necessary on account of supply of air stores from one service to another.

5. Store-holding depots, whether R.A.F. or R.N., are to exercise control over the demands received in relation to the total expenditure of spares for the type, and, in the event of demands being considered unreasonable, are to communicate with the demanding service, or unit as necessary, before arranging supply. Should the depots consider after such action that higher authority is desirable before complying with the demands, they are to refer the matter to the Air Ministry or to the Admiralty for further directions.

(A.F.O. 463/44.)

(A.F.O. 2300/43 is cancelled.)

2778.—Binoculars—Facilities for Repair

(N.S. 13986/44.—25 May 1944.)

Owing to a large increase in the number of binoculars becoming defective, it is being found difficult to cope with the amount of repair work involved. The repair facilities at Home Yards have been extended and large numbers of binoculars have been forwarded to contractors, but these measures are insufficient to cover all the work necessary.

2. Ordnance Artificers (O) have been appointed to many bases and repair ships (see list in A.F.O. 154/43), and it is intended that eventually these ratings will be borne in the majority of cruisers and above. By this means it is hoped that the burden upon the optical repair facilities of dockyards and contractors will be eased considerably.

3. Many instruments in need of only minor repair are being returned to store, whence they have to be distributed to optical firms or to H.M. Dockyards; such instruments should, wherever possible, be overhauled and repaired as necessary by smaller bases and repair ships. H.M. Dockyards and the manufacturers of binoculars are fully engaged upon instruments in need of large or complicated repairs, and in view of the present supply of binoculars, every advantage should be taken of the above facilities for small repairs. Commanding Officers and P.E.R.Os. are to ensure that the necessary action is taken when ships are taken in hand for refitting or boiler-cleaning.

4. The special tools and appliances for Ordnance Artificers (Optical) shown under classification A in A.F.Os. 154/43 and 4970/43 are also to be allowed to all battleships (except "Malaya", "Royal Sovereign", "Revenge" and "Resolution"); Cruisers (except "C" and "D" Classes and A.A. cruisers); Fleet Carriers and "Kelantan". The following item additional to the list of tools and appliances in the Appendix of A.F.O. 154/43 under subhead F, item 1C, is also being supplied:—

Pattern No.	Description	Denomination of Quantity	Classification for allowance			To be supplied by
			A	B	C	
12133	Electric ovens for balsam-ing lenses.	No.	1	1	1	S.N.S.O., Park Royal.

Contract C.P.Br. 4G/105652/43, dated 1st November, 1943, has been placed with the General Electric Co., Ltd.

5. First supplies are being made to the following ships in order of priority, without demand, except as in paragraph 7 below, and, in view of urgency, prior to any submarine depot ships and/or bases not yet supplied.

(1) "Valiant"	(8) "Newcastle"	(15) "Sheffield"
(2) "Queen Elizabeth"	(9) "Ceylon"	(16) "Illustrious"
(3) "Renown"	(10) "Orion"	(17) "Victorious"
(4) "Suffolk"	(11) "Jamaica"	(18) "Nigeria"
(5) "Sussex"	(12) "Kenya"	(19) "Cumberland"
(6) "London"	(13) "Aurora"	(20) "Phoebe"
(7) "Devonshire"	(14) "Gambia"	

6. To meet the requirements of the ships referred to in paragraph 4 a further local purchase of 100 sets of the items shown under classification A of A.F.O. 4970/43 (except for Subhead E items) should be arranged by the Superintending Naval Store Officer, Mersey Area. Provision of items shown in A.F.O. 154/43 has already been arranged and supply should be made without demand from the yards and depots stated therein with the following exceptions:—

Pattern 3041 spirit lamps ... Superintending Naval Store Officer, Severn Area.

Subhead B.11 ... All stores to be supplied by Superintending Naval Store Officer, Mersey Area.

Subhead E items ... See paragraph 7.

Collimators, Pattern 12109, or modified pattern, will be supplied to ships without demand as soon as they become available.

7. Stocks of all items shown under Subhead E in A.F.Os. 154/43 and 4970/43 are being provided at Simonstown, Durban, Kilindini, Freetown, Colombo, Gibraltar, Alexandria, Malta and Londonderry. Requirements at home yards should be purchased locally. Ships concerned should demand requirements under classification A from the nearest yard or depot.

8. When supply is required for ships concerned under construction, Warrant Yards should forward demands to the appropriate yards or depots to arrange supply.

9. B.R.323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

(C.A.F.O. 579/42.)

(A.F.Os. 153/43, 154/43, 4970/43, 5694/43.)

2779.—Boom Defence Scaffolding Equipment—Unsuitability for Constructional Scaffolding

(B.D. 0281/44.—25 May 1944.)

The scaffolding tubing and fittings supplied for the erection of defences are not suitable for the erection of constructional scaffolding.

2. The tubing and the fittings do not comply with the British Standard Specifications for Scaffold Fittings used in normal building work and any accident resulting from its use would have most serious repercussions.

3. Before using this equipment for any service the concurrence of local technical officers should be obtained.

4. Special precautions are to be taken to ensure that none of this equipment is released to the general market.

5. Salvage firms receiving the gear for disposal should be asked to provide a certificate that the material will be scrapped and precautions taken to ensure that none of it finds its way to the general market through dealers or otherwise.

2780.—Butane Gas Cylinders—Purchase of—REPORTS

(N.S. 21853/44.—25 May 1944.)

Purchase by Superintending Naval Store Officer, Portsmouth, of the under-mentioned Butane gas cylinders from Imperial Chemical Industries has been necessary in view of a claim by the firm that they have not been returned to their works for re-filling for over twelve months :—

Cylinders No. A.48, A.138, A.304, A.392, A.436, A.469, A.672, A.814, A.884, A.887, A.975, A.1163, A.1383.

2. Any information in regard to these cylinders is to be communicated to Superintending Naval Store Officer, Portsmouth, who should also be informed if, and when, any are returned for re-filling to Imperial Chemical Industries, Billingham, in order that credit may be obtained.

3. Nil reports are not required.

(Superintending Naval Store Officer, Portsmouth No. 8585X—30 Apr. 1944.)

2781.—Clocks—Allowance

L.C.T.(R), L.C.G.(L) (3) and (4), and L.C.G.(M)

(N.S/D.C.O.M. 1974/44.—25 May 1944.)

The allowances of clocks to L.C.T.(R), L.C.G.(L) (3) and (4), and L.C.G.(M) has been amended to three Pattern 305 and one Pattern 724.

2. Supply of the two additional Pattern 305 should be arranged by bases to craft attached and storing yards should supply to craft in course of construction in the usual manner.

3. The Establishments of Stores will be amended.

(Captain M.L.Cs. M.760/90, 8 Apr. 1944.)

2782.—Detel Paints—Stocks

Home and Foreign Yards

(D. 13971/43.—25 May 1943.)

In order to implement the instructions in A.F.Os. 4034/42 and 5186/42, arrangements have been made to provide a stock of Detel paints at the under-mentioned yards :—

	Chatham	Portsmouth	Devonport	Rosyth	Severn area
Detel D.M.U. ... Galls.	200	100	100	200	550
Detel Red A.C. ... „	200	100	100	200	550
Detel Thinners ... „	100	50	50	100	275

For distribution to the following yards :—

Alexandria ...	100 galls. Detel D.M.U.
Durban ...	100 galls. Detel Red A.C.
Colombo ...	50 galls. Detel Thinners.
Gibraltar ...	
Malta... ..	50 galls. Detel D.M.U.
Simonstown ...	50 galls. Detel Red A.C.
Kilindini ...	25 galls. Detel Thinners.
Sydney (indent No. 14771 refers)...	

(A.F.Os. 4034/42 and 5186/42.)

2783.—Primus Stoves

Minor Landing Craft

(N.S./P.D.(Q). 02489/43.—25 May 1944.)

A.F.O. 2387/44 is to be amended as follows :—

Paragraph 1. Delete “ mineral vaporising oil ” and substitute “ Pool burning oil ”.

(A.F.O. 2387/44.)

2784.—Rimac Valve Spring Testers for Aero-Engines

(N.S. Air. 2446/44.—25 May 1944.)

The undermentioned item has been introduced for testing valve springs in British and American aero. engines and will be allowed to ships and services in accordance with the following scales :—

Class 41—Rimac Valve Spring Tester (Part No. 67)

Ships (except repair ships) As shown in B.R. 378

Engine repair ships 1 No.

Shore establishments :—

R.N. Air Stations, Classes A and B As shown in B.R. 377

R.N. Aircraft Repair Yards, Classes A and B 1 No.

(E.R.S.).

2. Arrangements have been made for direct supply from B.A.D. to the following services, viz. :—

Royal Naval Air Station, Piarco 2 No.

Royal Naval Air Section, Dartmouth, N.S. 1 No.

Royal Naval Air Section, Argentia, Newfoundland 1 No.

3. Other services concerned should forward demands to their normal source of supply of air stores quoting this order as authority for supply. Issues to new Services will be made with their initial outfit of stores.

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

2785.—Magnesyn Compass—As. and As.

L.C.I. (L)

(D. 5649/44.—25 May 1944.)

It has been found that in L.C.I. (L) with distinguishing numbers above 350, the satisfactory working of the Magnesyn type compass has been prejudiced by the proximity of the 2-in. tubular mast stays.

2. Commanding Officers of craft with distinguishing numbers above 350 should include an item in their next A. and A. list to have the 2-in. tubular steel stays removed and brass angle stays fitted in lieu.

(B.A.D., 17 Mar. 1944, No. S.R.1370/44.)

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

2786.—Switches, Flood, Pattern 9563A—Allowances

Capital Ships, Aircraft Carriers, Cruisers, Repair and Depot Ships concerned, and H.M.S. “Adventure”

(N.S. 16851/44.—25 May 1944.)

Following a report received from one of H.M. ships, all ships fitted with flood switches connected to ring main switchgear are to be allowed three switches, Pattern 9563A (Subhead F.IC) as spares. These spare switches are to be fitted to maintain the efficiency of the main supply system if and when the existing flood switches are being serviced or repaired.

2. The ships at present concerned are shown below. Those marked with an asterisk are already allowed the spare switches which should be on board.

- (a) "Nelson"* and "King George V" classes, and H.M. ships "Queen Elizabeth," "Valiant," "Warspite"* and "Renown."
- (b) "Kent,"* "London,"* "Leander,"* "Southampton,"* "Minotaur," "Tiger," "Fiji," "Uganda," "Arethusa"* and "Dido" classes and H.M. ships "Norfolk"* and "Emerald."*
- (c) Fleet and light fleet carriers (except "Furious").
- (d) H.M. ships "Unicorn," "Adamant," "Maidstone,"* "Forth," "Tyne," "Woolwich"* and "Adventure."

3. Ships concerned in commission not already supplied with the spare switches should forward demands to their storing yards or depots accordingly. Supply to ships concerned under construction should be arranged by the warrant yards and supplying yards and depots in the normal manner.

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

(A.F.O. 1249/40—not in annual volume—is cancelled.)

2787.—Naval Store Accounting Forms—Supply of

Combined Operations Craft

(N.S. 011449/44.—25 May 1944.)

The East Indies distributing authorities shewn in A.F.O. 1572/44 is to be amended as follows:—

Delete "distributing authorities shewn at Colombo and Bombay." and substitute " (one authority only) :—

Senior Officer Assault Ships and Craft (I),
c/o Fleet Mail Officer,
Bombay."

2. The forms concerned are detailed in A.F.O. 368/44.

(A.F.Os. 368/44 and 1572/44.)

Section 4

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

2788.—Anti-gas Arrangements

Royal Fleet Auxiliaries

(N.S. 011616/44.—25 May 1944.)

The following table shows the numbers of men necessary to form decontamination parties on R.F.A. vessels:—

For ships of over 1,000 tons gross register tonnage		For ships of 1,000 tons gross register tonnage and under, including oilers of the "1,000-ton" Class
Complement over 50	Complement 50 or under	
10	5	3

One Officer and one Petty Officer, if available, should be included in the numbers shown above. The selection of the ratings required is left to the discretion of the Master.

2. *Decontamination Stores*—The following stores are to be carried and maintained on board:—

Description (1)	Denom.	Ships over 1,000 tons gross register tonnage		Ships of 1,000 tons and under gross register tonnage, including oilers of "1,000-ton" class (4)
		Complement over 50 (2)	Complement 50 or under (3)	
Bleach	Cwts.	5	5	1
C.Q.	Galls.	20	10	5
Detector paint, in 2-lb. tins.	No.	1	1	—
Oilskin jackets	No.	16	10	6
Oilskin trousers	Pairs	16	10	6
Oilskin sou'westers	No.	16	10	6
Oilskin gloves	Pairs	32	20	12
Oilskin hoods	No.	10	5	3
Rubber sea boots	Pairs	16	10	6
Bins (Pattern C.1066) for contaminated clothing.	No.	2	2	1
Brushes (Pattern C.267)	No.	10	5	3
Sieves (Pattern 1159C.)	No.	1	1	1
Tray, bleach (Pattern 3591).	No.	1	1	1
Glycerine	}	Requirements to be met from quantities carried for other purposes.		
Mineral grease				
Caustic soda				

In addition, two anti-gas eyeshields (in carton) and one 2-oz. container of protective ointment per man should be carried, together with a ship's reserve of 50 per cent., and 1 oz. vaseline for each member of the crew.

(a) The allowances of protective clothing to ships with a complement exceeding 50 have been reduced. Surplus stocks of oilskin articles held for anti-gas and decontamination purposes as a result of the revised scales should be retained on board while they remain serviceable, but ships should work down to the revised allowances before demanding replenishments.

(b) The types of oilskin suits supplied are:—

(i) Vessels on home service Heavy type.

(ii) Vessels employed in eastern waters Light type.

(iii) Other vessels abroad or liable for service abroad. 50 per cent. heavy type and 50 per cent. light type.

(c) The clothing and boots are to be stowed in the special accommodation provided, apart from any oilskin clothing used for ordinary duties in the ship, and are to be inspected periodically, the date of inspection being noted in the deck log. These articles are on no account to be used for other than decontamination purposes.

(d) Decontamination stores are to be accounted for in the Chief Officer's store account.

3. *Respirators*.—(a) Sufficient anti-gas respirators are to be carried on board to provide one for each member of the crew, plus 10 per cent. spare; in addition, one respirator (i.e., two in all) is to be provided for each member of a decontamination party. The civilian duty type respirators at present carried for certain members of the crew are to be replaced by the service type; the necessary

demands, including 10 per cent. spare, should be forwarded to a R.N. armament depot through the nearest (Superintending) Naval Store Officer, and on receipt of the service pattern, the civilian-type respirators now carried are to be returned to the armament depot.

(b) The supply to officers should be made as a personal issue, and when an officer is transferred from one R.F.A. to another the fact that he has been supplied with a service respirator is to be recorded on Form R.F.A.9 rendered by the Master of each vessel.

(c) Respirators on board for Petty Officers, ratings and decontamination parties are to be accounted for in a separate account (F.A.30) in accordance with the instructions contained therein.

(d) Arrangements are to be made for the care and maintenance (including disinfection) of the respirators, and a frequent inspection should be carried out by the Master, or an officer deputed by him, to ensure that the respirators are in good condition and fit for immediate use if required. *When not in use* the respirators for the crew and decontamination party should be stored in the special lockers provided for the purpose. Officers should retain their respirators in safe custody in their cabins. Attention is directed to C.A.M.S.I. 28/44.

4. *Training.*—The decontamination party is to be exercised quarterly in accordance with the methods laid down in O.U.5427 (Defence against Gas). An entry is to be made in the ship's log on each occasion when instruction in anti-gas and decontamination methods is given to the crew.

(C.A.F.Os. 1897/38, 2392/38, 3867/39, 719/40 and A.F.O. 1561/40—not in annual volume—are cancelled.)

2789.—Dental Mechanics—Protective Respirators

(M.D.G. 26732/44.—25 May 1944.)

Arrangements are being made for the supply to R.N. medical depots Huthwaite, Dunfermline, Alexandria, Colombo and Kilindini of anti-dust respirators, Mark IV (Siebe Gorman).

2. Dental Officers in charge of laboratories are to demand of the nearest medical depot the requisite number of respirators for issue to mechanics on the basis of one per mechanic (rating or civilian) borne.

3. Respirators will be issued on the personal charge of each mechanic, a separate form S.549 being used in each case, of which a copy should be sent to the Medical Department, Admiralty.

4. When the respirators are received, they are to be worn by dental mechanics, in laboratories where no dust-extraction apparatus is installed, when using pumice substitute as a polishing agent.

2790.—Isinglass, Pattern 42B—Supply Discontinued

(N.S. 35207/43.—25 May 1944.)

It has been established that the use of Isinglass, Pattern 42B, is no longer necessary and this item will, accordingly, be deleted from the Rate Book for Naval Stores.

2. Waterglass, which is obtainable by the yards and depots by local purchase, will continue to be supplied.

2791.—Potatoes—Economy in Use

(V. 14/3021/44.—25 May 1944.)

Owing to the depletion of stocks of potatoes held in this country there is some risk of a shortage arising before the new season's supplies become available.

2. It is, therefore, essential that in home ships and establishments the maximum economy practicable should be exercised in the expenditure of potatoes and that all waste should be avoided.

2792.—Safari Jars—Prevention of Loss of Lids

(V.5/2382/44.—25 May 1944.)

Lids of safari jars have been lost overboard through not being clamped to the jars.

2. In order to prevent such losses, future supplies of jars will have one of the hooked ends of the securing bar on the lid closed round the top one of the side clamping attachments of the jar.

3. This modification should be made to all safari jars at present held by H.M. ships and establishments and victualling yards.

2793.—Special Rate of Victualling Allowance for Major Landing Craft and Landing Barges—Change of Title

(V. 2/3762/44.—25 May 1944.)

In order to avoid confusion with the special victualling allowance payable to Naval personnel who obtain their food from outside sources but are provided with cooking, etc., facilities from public funds (A.F.Os. 2815/41 and 1329/44, paragraph 1) the special rate of victualling allowance for major landing craft with complements of 25 or under and landing barges (A.F.O. 5170/43, paragraph 3, and 5719/43, Appendix C (a)) is in future to be known as "Special landing craft victualling allowance".

(A.F.Os. 2815/41, 5170/43, 5719/43 and 1329/44.)

2794.—Store Allowances

Corvettes

(D.N.A. 21415/43.—25 May 1944.)

It is notified that in all Corvettes in which Naval Store Accounting is in accordance with A.F.O. 5516/43, rates of Store Allowances, from 1 Sep. 1943 are as follows:—

Naval Stores	...	...	...	...	...	...	6d. a day
Naval Armament and Naval Armament Torpedo Stores							6d. a day combined.

2. In pre-war Corvettes, previously classified as Patrol Vessels, viz. H.M. Ships "Mallard", "Sheldrake", "Shearwater", "Guillemot", "Puffin", "Widgeon", "Kittiwake" and "Kingfisher", where the full Naval Store Accounting is followed in accordance with B.R. 4, involving the use of ledgers, rates of Store Allowances are as laid down in K.R. & A.I., Appendix VIII, Clause 16 (C).

(K.R. & A.I., App. VIII.)

(A.F.O. 5516/43.)

(A.F.O. 5400/43 is cancelled.)

2795.—W.R.N.S. Ratings—Badges

(V/1/6429/43.—25 May 1944.)

Supplies of badges for W.R.N.S. Gunnery Control ratings and for Leading Wrens T (L) and T (W) are now available for issue, and A.F.O. 6033/43 is accordingly to be amended as under:—

Section I

Amend "†633A" to read "633A".

Amend "†635A" to read "635A".

Amend "†636A" to read "636A".

Amend "†637A" to read "637A".

Amend "†X.637B" to read "X.637B".

2. A.F.O. 1049/44, as amended by A.F.O. 1416/44, is to be amplified as follows :—

Section I

After "Pattern 632A" add :—

"Pattern 633A (on blue), Gunnery Control rating each	3d.
Pattern 635A (on blue), Letter "C" each	1d.
Pattern 636A (on blue), Leading Wren T (L) or T (W) each	4d.
Pattern 637A (on blue), Letter "W" each	1d.
Pattern X.637B (on white), Letter "W" each	1d."

3. The issuing prices of seamen's pattern badges, i.e. "blue on white," Pattern Nos. X.157B, X.123B and X.117B, are set out in A.F.O. 654/44.

(A.F.Os. 6033/43, 654/44, 1049/44 and 1416/44.)

2796.—W.R.N.S.—Tropical Hats for Chief and P.O. Wrens

(V/1/6546/43.—25 May 1944.)

White felt hats similar to the existing W.R.N.S. officers' tropical hat have been approved for wear with tropical kit by Chief and P.O. Wrens. Only one pattern will be stocked for issue to Officers and Chief and P.O. Wrens, and will be described as "Hat, white felt, tropical, W.R.N.S."

2. A gratuitous issue of one white felt hat is in future to be made to all Chief and P.O. Wrens drafted to stations where tropical kit is worn in lieu of the tropical hat and three cap covers now supplied in accordance with A.F.O. 3165/42, which is to be amended accordingly.

3. A.F.O. 1049/44 is to be amended as follows :—

Section 1.

After "† Hats, tropical".

Insert "†* Hats, white felt, tropical, each 17s. 0d."

Section 2.

After "Hats, tricorne".

Insert "† Hats, white felt, tropical, each £1 2s. 8d."

Section 3.

Delete "Hats, white felt, tropical, each £1 5s. 6d."

Section 4.

Delete "Hats, white felt, tropical, each 19s. 2d."

(A.F.Os. 3165/42 and 1049/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

2797.—Amendments to Books

(E.F.O.—25 May 1944.)

The undermentioned amendments (A.F.Os. P.317—327/44) 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.317/44.—B.R.378 (B) Barracuda A.S.E.—Amendment No. 24.

P.318/44.—B.R.16—Engineering Manual—Amendment.

P.319/44.—B.R.275—Care and Maintenance of Above Water Tubes—Cordite Impulse—Amendment No. 14.

P.320/44.—B.R.281/41—Regulations for Maintenance of D.R. VI (F & G) D.R. VII (F & I), etc., Torpedo Tubes—Amendment No. 13.

P.321/44.—B.R.862—Naval Magazine and Explosives Regulations—1941—Amendment No. 13.

P.322/44.—B.R.924—Handbook for the 2-in. Rocket Flare and Projector—1943—Amendment No. 4.

P.323/44.—B.R.970/43.—Handbook for 3-in. 20-cwt. Mark I Gun on C.P., Mark V, Mounting—1943—Amendment No. 1.

P.324/44.—B.R.980 (B) (formerly O.U. 6090 (B))—R.T. No. 441 for 4.7-in. Guns—Amendment.

P.325/44.—B.R. 980 (B) (formerly O.U.6090 (B))—R.T. No. 526 for 4.7-in. Guns—Amendment.

P.326/44.—O.U. 6304—Pamphlet on Regulations for Maintenance of Q.R. IX, IX*, IX** and X Torpedo Tubes—Amendment No. 17.

P.327/44.—O.U. 6341 (2) Regulations for Maintenance of 21-in. L.C. Marks I, II, II* and Vosper L.C. Torpedo Tubes (Cordite Impulse) in M.T.Bs. and S.C.Bs.—Amendment No. 19.

** Exceptionally A.F.O. P.317 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, A, 191 Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 2681/44.)

2798.—A.M.S.Is.

(E.F.O.—25 May 1944.)

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

(A.F.O. 2682/44.)

2799.—Aircraft Inspection Schedules—Omnibus Amendment List

(A.M.R. 425/44.—25 May 1944.)

In the above amendment list, dated April, 1944 (now being distributed), the following alterations are to be made :—

Amend the tabulated entries "Firefly (Issue 1), A.P. 2120A" to read :—

"Firefly (Issue 1), A.P. 2102A" and amend "Wildcat II . . . Amendment List No. 2" to read :—"Wildcat II . . . Amendment List No. 3".

2800.—A.P. 1182—Safety Equipment Manual—Division of, into a Series of Publications

(A.E./N.S. Air/4976/44.—25 May 1944.)

In view of the expansion of the sub-divisions of A.P. 1182—Safety Equipment Manual—and the varied distribution required for users, it has been decided to reissue the information in a series of air publications. Much of the existing information requires revision before being reissued and this will, of necessity, take time to complete. It will be necessary, therefore, for holders of A.P. 1182—Safety Equipment Manual—to retain their copies until all matter therein has been transferred to the new series or, in the case of obsolete information, has been cancelled. This will be done by the normal amendment procedure.

2. The new series will consist of the undermentioned books :—

A.P. 1182A—Parachutes and Parachute Harness.

A.P. 1182B—Safety Harness.

A.P. 1182C—Dinghies and Associated Equipment and Life-saving Waistcoats.

A.P. 1182D—Air/Sea Rescue Airborne Equipment.

3. The following generalisations on the books may be made :—

A.P. 1182A will deal with the description, use and servicing of all types of parachute, irrespective of their operational rôles. It will consist of the existing Part I of A.P. 1182, suitably revised, with the addition of all information on parachute apparatus which is used for airborne forces operations. Such additional information already exists in A.P. 1180A—Equipment and Personnel Dropping Apparatus—from which it will be transferred in a revised form.

A.P. 1182B will deal with all types of safety harness, such as are used to retain personnel in aircraft during flight, to retain personnel aboard the airborne lifeboat, and to safeguard mechanics engaged upon servicing aircraft.

A.P. 1182C will consist of the existing Part 3 of A.P. 1182 suitably revised, with the addition of a re-written section on life-saving waistcoats. This last-mentioned store was formerly associated with safety harness, but it is now considered more akin to dinghies.

A.P. 1182D will cover all equipment which is dropped from aircraft to distressed personnel at sea. It will describe the adaptations of dinghies and dinghy equipment to suit the requirements of the dropping containers or apparatus, and also how such apparatus is fitted to the aircraft. A separate part of this book will deal exclusively with airborne lifeboats. Much of the information already contained in Part 5 of A.P. 1182 will be incorporated in this book, which has no connection with equipment and supplies dropping apparatus as described in A.P. 1180A.

4. Each book will have a Vol. II, Part I and, where applicable, Parts II and III. A.P. 1182D only will have a Vol. III; the remainder of the series will refer the reader to A.P. 1086. In this manner, the series will follow the normal layout of air publications.

5. A revised distribution list is now being prepared. Holders of the existing A.P. 1182, Vols. I and II, who do not automatically receive copies of the revised suffixed publications which they require should submit demands for them in the usual way.

2801.—B.R. 146—Abolition

(Sta. 14188/44.—25 May 1944.)

B.R. 146, Fishing Section Code, being obsolete, has been removed from B.R. 1 (Catalogue of books of reference).

2802.—B.R. 636—Discontinuance of Issue

(Sta. 10152/44.—25 May 1944.)

No further issues of B.R. 636, Sketches of Norwegian Landfalls, will be made, and the book has been removed from B.R. 1 (Catalogue of books of reference).

2. Ships and Services holding copies may retain them, if desired.

2803.—B.R. 640 (2)—Issue of Revised Edition

(Sta./M. 04508/44.—25 May 1944.)

Combined Operations Pamphlet No. 2, Beach Organization and Maintenance—B.R. 640 (2), has been revised, and old editions are obsolete.

2. A first issue of the revised edition, in accordance with A.F.O. 495/44, will be made from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to which depot demands for supplies required by Training Establishments should be addressed.

(A.F.O. 495/44.)

2804.—B.R. 642(B)—Summary of British Warships—Issue

(P. 0477/44.—25 May 1944.)

The above book in the B.R. 642 Series, is now in the press and will shortly be issued by the Superintending Naval Store Officer, Park Royal, N.W.10, without demand, on the distribution laid down in A.F.O. 5483/42.

2. Pages 1–22 of B.R. 127 will become obsolete on receipt of B.R. 642(B) and should be cancelled, the contents pages being amended accordingly.

(A.F.O. 5483/42.)

2805.—B.R. 1021—Issue of, etc.

(Sta. 21064/43.—25 May 1944.)

The “Naval Teleprinter Directory” has been revised, and old editions are obsolete. An issue of the new edition, which is printed on the loose leaf basis, and numbered B.R. 1021 (Restricted), has been made to all concerned.

2. An issue of blank sheets (punched) for inclusion in copies will be made at a later date, without demand, from the R.N. Store Depot, Elveden Road, Park Royal, on the basis of five sheets for every copy supplied.

2806.—Form S. 56X—Abolition

(Sta. 14410/44.—25 May 1944.)

The following has been abolished :—

S. 56X. Temporary Non-continuous Service Engagement or Re-engagement.

2807.—O.U. 5365A, B, C, D and E (Parts I, II, III, IV and V)—Priced Vocabulary of Naval Armament Stores

(A.S. 5813/44.—25 May 1944.)

Revised percentage charges for departmental expenses to be added to the cost prices of Vote 9 stores issued on repayment are shown in the table below and are to be applied as from the date of receipt of this order except when specifically otherwise directed.

Naval Armament Stores

Issues from H.M. Ships, H.M. Shore Establishments, Supply Ships, Naval Armament Depots, etc.	Percentage on Issues.		
	A.	B.	C.
<i>At Home</i> (including waters of Great Britain and Northern Ireland).	5	10	16
<i>Malta, Gibraltar and Alexandria</i> (including Mediterranean and other European waters outside Great Britain and Northern Ireland).	5	25	31
<i>Elsewhere Abroad</i>	10	25	31

2. The Services covered by categories A, B and C are defined in Part II of the Appendix to the Rate Book for Naval Stores.

3. It should be noted that :—

- (i) Category A excludes Exchequer Departments financed from the Vote of Credit.
- (ii) Category B includes all the Crown Forces of Dominion and Colonial Governments and all Allied Armed Forces.
- (iii) The percentages under Category C include surcharge.

4. Issues abroad of stores obtained by local purchase or local manufacture, and valued at cost price, are chargeable with percentage at home rates only.

(A.F.O. 4463/42 is cancelled.)

2808.—No. 13 Elementary Flying Training School—Address

(M. 1018/44.—25 May 1944.)

Correspondence for Number 13 Elementary Flying Training School is still being addressed to Oshawa instead of to St. Eugene. The correct address of this establishment is :—

Number 13 Elementary Flying Training School,
St. Eugene,
Ontario.

2809.—H.M.S. "Wayland"—Delay in Receipt of Correspondence through Use of Former Name

(M. 923/44.—25 May 1944.)

The Commanding Officer, H.M.S. "Wayland," has reported that an appreciable amount of mail is still being addressed to the ship's former name of "Antonia" and that, as a result, correspondence is being delayed. H.M.S. "Antonia" (fleet repair ship) was re-named H.M.S. "Wayland" in August, 1942.

Section 6.—SHORE ESTABLISHMENTS

2810.—Civil Defence Training Courses—Non-Industrial Civil Servants Required to Attend

(C.E. 6859/44.—25 May 1944.)

The following instructions are issued in connection with non-industrial Civil Servants who attend any of the approved Civil Defence Courses which are being organized by the Civil Defence authorities. A list of these courses is given at the end of this Order.

Members of Admiralty Departmental Civil Defence Organizations

2. A non-industrial civil servant who is detailed to attend an approved course in connection with his Departmental A.R.P. organization may be allowed special leave with pay for that purpose.

3. He will also be allowed by the Admiralty any travelling expenses over and above those normally incurred by him in attending his office and if the course is a residential one, the School charge for board and accommodation will be reimbursed by the Admiralty. If the course is held at a non-residential school, and it is necessary for the officer to make his own arrangements for board and accommodation, subsistence allowance may be paid in accordance with the normal scale applicable to an officer of his grade whilst absent from his Department on official duties.

4. Officers attending Ministry of Works non-residential Fire Guard Training Schools can obtain help in finding accommodation from the Ministry of Works District Engineer, who should be given as much notice as possible.

5. In some towns it may be possible to place trainees in Government hostels, and in these cases officers may be reimbursed the charges made by the hostel management, within a maximum of 10s. a day.

Members of Local Authorities Civil Defence Service

6. An officer who is a part-time member of his local authority's Civil Defence Service may likewise be given special paid leave to attend one of the courses, provided that the Head of his Department or Establishment can spare him for the necessary time from his official duties and is satisfied, after consultation if necessary with the local authority that it is essential for the officer's efficiency as a member of the Civil Defence Service that he should attend the course.

7. In the case of an officer who attends a course at the instance of his local authority as a part-time member of the local authority's Civil Defence organization, any authorised travelling, board and lodging and other necessary expenses will be paid by the local authority, and no additional payment in this respect will be made by the Admiralty.

Approved Training Courses

(1) Residential courses at the Ministry of Home Security Schools, Falfield and Easingwold for training instructors, A.R.P.S.

The A.R.P.S. courses last 20 days. There are also A.R.P.S. "Post Graduate" courses lasting 13 days at both schools.

(2) Courses run by local authorities for training instructors L.A.R.P.

These courses normally occupy about 40 hours and the refresher courses 22 hours, and are normally non-residential.

(3) Courses at the Civil Defence Staff College. These last usually for 5 or 13 days.

(4) Courses at Falfield and Easingwold for training instructors (F.G.I.C.) which last six days.

(5) Specialist courses such as that held at Falfield for G.P.O. Engineers. These are of varying length.

(6) Gas Identification Officers' Courses. These usually last 3½ days.

(7) Bomb Reconnaissance Courses. These are conducted by the Army at Command Bomb Recognition Schools. The initial course lasts 5 days, and the refresher course 4 days.

(Students are accommodated in private billets or hotels or boarding houses approved by the regions and are handed the cost of fares and subsistence by the local authority.)

(8) Incident Officers' Courses and Incident Control Instructors' Courses.

These are generally held at the regional schools and may or may not be residential. Their duration is 4-5 days.

(9) Various types of courses at the Regional Schools—e.g., refresher courses for wardens or fire guard courses—to which no standard time limit can be assigned.

(10) Week-end courses for part-time Civil Defence personnel.

(11) Courses for rescue party leaders. These are normally held at regional schools or schools run by a local authority acting as agent for the region, and last normally for 5 days.

(12) Courses at the proposed National Rescue School

(13) The Ministry of Works Fire Guard Instructors' Courses. These usually last 4 days.

(14) The Ministry of Works Supplementary Fire Guard Instructors' Courses. These usually last 2½ days.

(15) The Ministry of Works shortened one-day courses for Fire Guards.

2811.—Emergency Volunteers—Arrangements for Civilian Non-Industrial and Industrial Staffs

(C.E. 53305/44.—25 May 1944.)

A number of appeals are being issued by Government Departments and other authorities, for volunteers for full time service in the Home Guard, Civil Defence, Road Transport, Yachtsmen's Emergency Service, etc., for a short period during forthcoming operations.

2. In view of the vital importance at the present time of maintaining unimpaired all the supporting services of the Navy, the Board have decided that they must

withhold permission from any members of the civilian staff (non-industrial or industrial) to volunteer for any of these duties, with the exception of the Yachtsmen's Emergency Service.

3. Exceptionally, members of the staff (non-industrial and industrial) may, at the discretion of heads of establishments, be allowed to volunteer for the Yachtsmen's Emergency Service, provided their services can be spared. Such volunteers will receive "Service" pay during this employment. If this pay is less than their civil pay (the plain time rate for his normal work in the case of the industrial), volunteers will be entitled on application to the head of their establishment to receive an amount of civil pay equal to the difference between "Service" pay and civil pay, for an initial period—not exceeding six weeks. Applications should be supported by a statement of "Service" pay signed by the appropriate naval authority.

2812.—Industrial Establishments—Hours of Work of Young Persons—REPORT

(L. 5192/43.—25 May 1944.)

The Government have recently accepted recommendations by the Joint Consultative Committee of the Ministry of Labour and National Service (on which employers and workers are represented) to the effect that, in future, war-time relaxations of the Factories Acts should not permit of hours in excess of—

- (a) 48 a week for young persons under 16 ;
- (b) 52 a week for young persons between 16 and 18 ;

with the proviso that where work is so urgently required that it must be done at all costs, and the presence of employees of this latter class is essential, hours of work up to 55 per week may be authorized for young persons over 16 for so long as the urgency remains. It is not intended, however, that the new policy should alter the practice, in cases of emergency, of allowing, for instance, occasional Sunday employment, which might bring the weekly hours for young persons over 16 above 52 or 55.

2. Hours of work in excess of those permitted by the Factories Act are in any case only granted by special authorization to individual factories by the local factory inspectors. The inspectors have now been instructed to review cases where hours in excess of 52 for young persons over 16 have been authorized, and to approach managements of the factories concerned with a view to securing a reduction of hours to the limit indicated. For the time being, however, no such action will be taken in respect of the Royal dockyards.

3. It is recognized that on the operation of the new policy some slight reduction of the hours of adult workers may possibly be necessitated in certain cases by reductions in those worked by juveniles. By helping to reduce fatigue and lost time, this may, however, be of advantage rather than otherwise to production efficiency.

4. In any case where it is not possible to secure agreement with the local factory inspector as to the future hours of work, and the application of the policy described above appears likely to have serious results on important Admiralty production, the matter may be taken up with the superintending inspector of factories for the division concerned, and, in the event of agreement still proving unobtainable, a report should be submitted to the Admiralty (Labour Branch, Bath).

2813.—Private Motor Vehicles used on Official Business—Renewal of "G" and O.H.M.S. Certificates issued to Naval and Civil Personnel

(D.N.A. 27308/44.—25 May 1944.)

Attention is drawn to A.F.O. 2731/44 in Section 2 of this issue.

2814.—Paying Officers for Civilian Staff Employed Abroad

(D.N.A. 20208/43.—25 May 1944.)

With reference to A.F.O. 2143/44, United Kingdom industrial staff employed in Tripolitania, Cyrenaica, Italy and Sicily are to be borne on the books of the Cashier, H.M. Dockyard, Malta.

(A.F.O. 2143/44.)