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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
15th June, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H.V. Markham

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

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

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ADMIRALTY FLEET ORDERS

No.	Subject.
3105.	Parliament (Elections and Meeting) Act, 1943—Revised Arrangements for Service Voting. <i>Issued separately on 8th June, 1944.</i>

15th June, 1944.

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

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

3106. Message of Congratulation to H.M. The King.
 3107. After Action—REPORTS.
 3108. Combined Operations—General Orders.
 3109. Enemy Aircraft Shot Down or Damaged by Ship's Gunfire or Naval Aircraft.
 3110. Current Observations by H.M. Ships.
 3111. Life Saving in H.M. Naval Service.
 3112. Accident Reporting on Form A.25—Meteorological Information Required.
 3113. External and Camouflage Painting.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

3114. Honours and Awards—"London Gazette" Supplement of 6th June, 1944.
 3115. Honours and Awards—Polish Navy.
 3116. Honours and Awards—Royal Norwegian Navy.
 3117. Accountant Responsibilities of Commanding Officers.
 3118. Results of Examination for Paymaster Sub-Lieutenant, January, 1944.
 3119. Promotions from the Lower Deck to Permanent Commissions (Accounting Branch).
 3120. T.124 Personnel—Official Numbers.
 3121. Aircraft Ratings—Electrical—Duties of.
 3121a. C.O. and R.M.L.C. Personnel—Pay Organization—Instructions Governing Centralization of Pay Accounts and Method of Payment.
 3122. Royal Marines—Band Engagements.
 3123. Cypher Training Section, H.M. Signal School.
 3124. R.A.F. and Allied Air Force Personnel Spending Leave in H.M. Ships.
 3125. Royal Canadian Naval Forces—Dependants Allowance.
 3126. W.R.N.S.—Character and Efficiency Assessments.
 3127. W.R.N.S.—Wrens Special Duties (Linguist)—Ante-Dating of Advancement.
 3128. Schemes of Complement—Amendments.
 3129. Admiralty Surgeons and Agents.
 3130. Officiating Ministers of Religion.
 3131. Badges—Combined Operations Badge.
 3132. Allied Naval Forces—Issue of Rum or Payment of Grog Money in Lieu.
 3133. Invaliding Benefits—Ratings who die during Invaliding Leave.
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 3135. Cameras—Care, Maintenance and Repair.
 3136. State Insurance—Naval Canteen Ratings.
 3137. Instructional Film—"Social Enemy No. 1"
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 3140. Sea Cadet Corps—Policy.

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

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

3141. Guns—General—Spanners shifting and Pliers side cutting—Commercial Pattern.
 3142. Guns—American—40 mm. Q.F. Bofors—Springs Striker Inner and Outer.
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 3144. Guns—20 mm. Oerlikon—Grids Foresight—Allowance.
 3145. Gun Mountings—6-in.—Twin Mark XXI, Triple Marks XXII and XXIII—Pressure Gauges and Pressure Gauge Stop Valves.
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 3149. Ammunition—20 mm. Oerlikon H.E. Tracer—Lot N.F.H. 2258D—Withdrawal.
 3150. Ammunition—0.50-in. Browning (Colt) Incendiary B. Mark IIZ—Relegation.
 3151. Ammunition—Fuzes—Time, Mechanical No. 206 Mark II—G.B. lots 39 to 52—Restricted use.
 3152. Ammunition—Cases, Cartridge Q.F. 4-in. V-VC guns (F.A.)—Withdrawal of Certain Lots of R.L. 1931, R.L. 1935 and K.1929 Manufacture.

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

Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.

3153. Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition to.
 3154. Armament, Torpedo and Mining Stores—Issues to and Returns from Allied (including Dominion, etc.) Warships.
 3155. Naval Stores for Gunnery Purposes—Gauges, Surface, Universal—Allowances.
Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)
 3156. 21-in. L.C. Torpedo Tubes—Trippers—Modifications.
 3157. Air Vessels—Fitment of Mark XV Type in 18-in. Mark XII*** Torpedoes.
 3158. High Pressure Air Cylinders—Preservation when Stored in the Open.
 3159. Squid Leads Expendable—St. No. 6778.
 3160. Respirator—Anti-Gas (Light Type)—Loose Containers.
Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)
 3161. Magnetic Compasses—Courses for Officers in Adjustment of.
Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)
 3162. Clutch Operating Valve—Resiting of.
 3163. Paxman T.P.M. 12 Engines fitted in L.C.T.—Big End Bearings.
Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)
 3164. Radar—Types 276/7 and 293—Follow-up Switch Pattern W.7844.
 3165. Radar—Types 284P (3)/P(4) and 285P(3)/P(4)/Q, Panels L.24/L.34—Modification to Cathode Ray Unit, Design "K" Pattern W.4651.
 3166.—Radar—Types 286PU/291U—Defect in Pattern W.5768 Training Unit—Aerial Outfit ATS.
 3167. Radio Interference Suppression from WA/R Radar Sets—(Outfits R.I.S.(1) and R.I.S. (3))—Fitting-Out Information.
 3168.—Hailing Equipment Type 431—Supply to Small M.T.Bs.
 3169. Types TW12EH, TW12EP and CNS1—Fitting-Out Information.
 3170. W/T Set—Type TW12 in Coastal Craft Fitted with Second R/T Set—Removal of Remote Control.
 3171. Misuse of W/T Equipment in Small Ships and Landing Craft.
Aircraft.—(Technical.)
 3172. Aircraft Compasses—Deviation caused by E.M. Microphones.
 3173. Aircraft Radio—Sealing H.F. Feeder Cables.
 3174. Aircraft Radio—LM-7 Wavemeters—Calibration Books.
 3175. Airframe and Aero-Engines Required for Instructional Purposes.
 3176. American Type Aircraft—Defects in Wing Hinge Fitting and Hinge Bolts.
 3177. Fulmar II Propellers—Replacement.
 3178. Indicators, Air Speed—All Marks—Landing Speed Lubber Line.
 3179. Pratt and Whitney R.2800 Engines—Prevention of Rocker Box Oil Leakage.
 3180. Waistcoats—Life Saving.
General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)
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 3182. Additional Pump Suction Pressure Gauge—As. and As.
 3183. American Type Cane Fenders—REPORTS.
 3184. Naval Aircraft Explosives—Practice and Training Allowances.
 3185. Aircraft Materials Required for Refinishing Instruments and Instrument Components.
 3186. Basket Strainers for Home Office Type Fire Appliances.
 3187. Bolts, Studs and Nuts—High Tensile Steel—B.S.F. Threads—Schedule 92A.
 3188. Bow Doors—Method of Closing by Hand in Emergency.
 3189. Cameras, Aircraft, G.45/B—Lens Tunnels—Introduction.
 3190. Capstan Gear—Torpedo Embarking Winch—As. and As.
 3191. Cox Submerged Bolt-Driving and Punching Unit—Allowances.
 3192. Deck Coverings—Protection in Way of Ladderways and Doorways.
 3193. Hoisting Equipment—Security.
 3194. Hydroplane Hydraulic Indicators—As. and As.
 3195. Naval Storekeeping Ledgers—Re-arrangement in Numerical Order of Pattern Numbers.
 3196. Outboard Engines.
 3197. Portable Ramps over Arrester Wires.
 3198. Recognition—Aircraft—Training Material—Disposal of Obsolete Models and Large Wall Silhouettes.
 3199. Use of Stronger Packing Cases.
 3200. 6-in. Hand Signalling Lantern Outfits—Patterns W.1060 and W.1061—Replacement of Lanterns.

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

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

3201. Landing Craft Recovery Units—Arrangements for Supply of and Accounting for Naval Stores and Special Equipment.
3202. Shortage of Acid Carboys.
3203. Royal Marines—Disposal of Uniform Effects and Issue of Plain Clothes.
3204. Allied Naval Forces—Issue of Rum or Payment of Grog Money in Lieu.
3205. Shoe Makers' Repair Materials—Introduction of.
3206. Kits—Combined Operations Personnel—Issue of Blue Woollen Knitted Cap.
3207. Fresh Milk for Ratings Under 18 Years of Age.
3208. Fresh Tomatoes—Supply Arrangements, 1944.
3209. W.R.N.S.—Shoulder Bags.
3210. W.R.N.S.—Tropical Kit.
3211. Rate Book for Victualling and Royal Marine Stores (O.U.5420/42)—Vote 2 Repayment Services—Percentage Charges.
3212. Form S.1252 (Abstract of Amounts Due to Messes—Amendment).
3213. Protection of Personnel from Burns—Anti-Flash Clothing.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3214. Amendments to Books.
3215. A.M.S.Is.
3216. B.R.640 (27)—Issue
3217. B.R.992(1)—(Addendum to B.R.992—Land Service Handbook for 6-pdr. 10 cwt. Mark I Gun on 6-pdr. Twin, Mark I Mounting)—Handbook for 6-pdr. 10-cwt. Mark I Gun on Twin, Mark I, Mounting, when Mounted in the Naval Service—Issue.
3218. B.R.1030—Preliminary Pamphlet for the Q.F. 17-pdr., Mark III, and Q.F. 25-pdr., Mark II, Guns on the Mark I (Naval) Mounting—Issue.
3219. B.R.1055—Bomb Supply Drill for H.M. Ships "Implacable", "Indefatigable" and "Illustrious" Class Carriers, and "1942" Light Fleet Carriers, with Modified Bomb Supply Arrangements—Issue.
3220. B.R. 1061—Drill for 4·7-in. Q.F., Mark IX**, Gun on C.P. Mark XXII Mounting, and 4·5-in., Q.F., Mark IV Gun, on C.P. Mark V Mounting—1944—Issue.
3221. Form O.6—Ammunition Labels—Additions.
3222. Books for Coastal Force Craft (Gunnery Publications).
3223. O.U. and B.R. Publications—Distribution During May, 1944.
3224. O.U. 5274—Remarks on Handling Ships—Addendum No. 2.
3225. Royal Naval Medical Bulletin, No. 10—Issue.
3226. Air Letter Ration for Naval Personnel Serving Overseas.
3227. History Sheets for Safety Equipment Ratings—Establishment.
3228. Duplicators—Establishment.
3229. Typewriters—Establishment.
3230. Typewriters—Establishment.
3231. Mail Bags—Return of Empties.
3232. Correspondence—Captain (D), "Belfast" and H.M.S. "Caroline".
3233. H.M.S. "James Cook"—Postal Address.
3234. H.M.S. "St. Angelo" and U.S.I.S. "Angelo"—Addressing of Correspondence.
3235. Major and Minor Landing Craft—Postal Addresses.
3236. Ports in the Humber—Addressing of Stores, Correspondence, etc.
3237. H.M. Signal School Postal Address.
3238. Postal and Telegraph Facilities Available for Communication to and from Naval Personnel serving Overseas.
3239. Superintending Naval Store Officer, West Riding—Telephone No.

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3240. Balance of Civil Pay—Increase in Service Emoluments.
3241. Civil Servants Serving with the Forces—Returns.
3242. Pensioner Clerks—Establishment of Members of the Pensioner Clerk Class who are affected by the retention of Officers beyond the age of 60.
3243. Clothes Rationing—Provision of Protective Clothing for Domestic and Certain Other Civilian Staffs in R.N. Hospitals, Naval Sick Bays, Surgeries, etc.
3244. Factories (Testing of Aircraft Engines, Carburettors and other Accessories) Order, 1944.—Application to Admiralty Establishments.
3245. W.R.N.S.—Hairdressers—Equipment.
3246. Daylight Signalling Lantern, Pattern 443—Packing of—Subhead F.2A.
3247. Incandescent Lamp Caps—Credits for.

(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.

3106.—Message of Congratulations to H.M. The King

(M. 1591/43.—15 Jun. 1944.)

The following message was sent to H.M. The King on 8th June, 1944 :—

"On the occasion of the celebration of Your Majesty's birthday, the Board of Admiralty and the officers and men of the Royal Navy and the Royal Marines, with humble duty, send to Your Majesty sincere congratulations and an assurance of their devoted loyalty."

The following reply from His Majesty was received :—

"I sincerely thank the Board of Admiralty and the officers and men of the Royal Navy and the Royal Marines for their kind congratulations on the celebration of my birthday.—GEORGE R.I."

3107.—After Action—REPORTS

(M. 01547/44.—15 Jun. 1944.)

The following addition should be made to paragraph 2 of A.F.O. 2294/44 :—

<i>Order, etc.</i>	<i>Subject</i>
C.A.F.O. 3937/39	Shell—functioning of, in action.

(A.F.Os. 2294/44 and 2818/44.)

3108.—Combined Operations General Orders

(M. 1079/44.—15 Jun. 1944.)

The above orders, issued by the Chief of Combined Operations are now obsolete.

2. All copies are to be returned direct to Combined Operations Headquarters, 1a, Richmond Terrace, Whitehall, S.W.1.

*3109.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft

(G.D. 446/44.—15 Jun. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940 to 31st May, 1944 :—

	Confirmed	Probable	Damaged
*By H.M. Ships	649	221	327
*By H.M. Ships and merchant ships jointly	158	29	21
By Merchant ships and fishing vessels ...	139	48	119
	946	298	467
Last reported totals (30th April, 1944) ...	936	298	467
Increases	10	—	—

* Including units of the Netherlands, Norwegian, Greek, Polish and French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. Ships and merchant vessels obtained from reports received during May, 1944 are as shown below :—

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Tetcott" (1)	Nil	Nil
H.M. L.C.I (L)s. at Termoli (1)		
H.M.S. "Barthorpe" (shared with Army and R.A.F. and not included in above totals) (1).		
<i>H.M. Ships and Merchant Ships jointly</i>		
H.M. Escorts and merchant ships in Convoy K.M.F. 26 (4)	Nil	Nil
<i>Merchant Ships and Fishing Vessels</i>		
R.F.A. "Derwentdale" (1)	Nil	Nil
M/V "Tegelberg" (1)		
S/S "Fort Nashwaak" (1)		
S/S "El Biar" (1)		

Enemy Aircraft Shot Down by Naval Aircraft

The results are as follows from the beginning of the war to 31st May, 1944.

	Confirmed	Probable	Damaged
Present totals	259	43	160
Last reported totals (30th April, 1944) ...	245	41	158
Increases	14	2	2

Details of the squadrons credited with successes during May 1944 and the ships from which they operated will be given later.

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

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

(A.F.O. 2427/44 is cancelled.)

3110.—Current Observations by H.M. Ships

(H.M. 156/38.—15 Jun. 1944.)

The Marine Division of the Meteorological Office, Air Ministry, is preparing and revising Current Charts of the world, and the co-operation of H.M. ships has been requested.

2. A supply of Forms H.360, on which reliable observations should be recorded, has been made without demand to all ships in which a qualified (N) Officer is borne, and to H.M. surveying ships. Replenishments of these forms are to be demanded from the Chief Superintendent, Hydrographic Supplies, Creechbarrow House, Taunton.

3. Ships which are able to complete these forms are requested to forward them to the Director of Naval Meteorological Service, 2, Fitzmaurice Place, Berkeley Square, London, W.1. Any available and reliable observations already obtained should be included in the first return rendered.

(A.F.O. 2198/39 is cancelled.)

3111.—Life Saving in H.M. Naval Service

(D. 9445/43.—15 Jun. 1944.)

The following is a summary of the principal Orders concerning arrangements which have been made for life saving in H.M. Naval Service.

SECTION I.—INFLATABLE LIFEBELTS

1. *Supply.*—An inflatable lifebelt is to be in the possession of every officer and rating, except those who are unlikely either to proceed to sea or to be drafted overseas. A number equal to 10 per cent. of the complement is to be held as spare in each sea-going ship. (A.F.O. 611/40.)

2. *Instructions for Wearing.*—Reports from survivors from ships that have been sunk show that unless lifebelts are being worn when the emergency arises there is little opportunity to find them and put them on.

Recent experience has also shown that in Home Waters the belts can be worn day and night without discomfort, and without undue interference with the efficient performance of duties.

In cold or temperate climates officers and men are therefore to keep their lifebelts on their persons at all times when at sea, and in harbour, when risk of damage to the ship by enemy action is likely. Commanding Officers are to take steps to ensure that this order is complied with.

In hot climates Commanding Officers are to use their discretion in permitting relaxations from these instructions, provided that lifebelts are, in the circumstances referred to in the foregoing paragraph, always immediately to hand (A.F.O. 1116/42).

Personnel are to be instructed that normally lifebelts are to be inflated before they enter the water. If, however, they find themselves in danger of being sucked down or trapped in pockets of the ship's superstructure on the ship sinking, the belts are to be deflated. Attention is also called to the desirability of retaining sufficient clothing to protect the wearer against wind and weather. Experience has shown that wet clothing, whether in heat or cold, is much preferable to none. A windproof garment is, of course, ideal.

The inflatable lifebelt supplied to H.M. ships has a tendency to pull away from the wearer unless it is properly secured in the best position. The following has been found to be the most satisfactory method of wearing it :—

- (a) The belt to be worn with the upper edge at the level of the breasts.
- (b) The tapes to be taut with the chest expanded and the belt deflated.
- (c) The tapes to be crossed at the back without knotting, brought under the armpit, passed overall in front and knotted above the belt, thus preventing the belt, when worn in the water, from coming away from the body.

SECTION II.—LIFE SAVING TORCHES

1. *Description and Use.*—There are two types available :—

- (a) The ordinary service torch protected by a rubber covering to be attached to every life saving appliance carried on board all ships.
- (b) Life saving torch. This consists of a red light in a watertight cover connected by a lead to a battery carried in a pocket arranged on a sleeve attached to the inflatable lifebelt. This red light is normally stowed beside the battery and is clipped high up on the clothing when the man is in the water at night.

2. *Supply.*—Type (a) are to be fitted on board.

Type (b) are supplied to all Naval personnel *at sea* except D.E.M.S. Naval personnel, for whom separate arrangements have been made. A number equal to 10 per cent. of the complement is to be held as spare in each sea-going ship. (A.F.Os. 6022/43 and 1576/44.)

SECTION III.—BUOYANT LIGHTS

1. *Use.*—In addition to the lights described in Section II, buoyant indicator lights are supplied to facilitate :—

- (a) Guiding rescuing vessels to the spot at which a ship sinks.
- (b) Indicating to rescuing vessels and to men in the water the position of life saving appliances (rafts, etc.).

2. *Description.*—Long range consists of an automatically operated electric light with good freeboard and with visibility of not less than 6 to 8 miles, with a burning life of about 24 hours. Construction sufficiently robust to stand the shock of being thrown overboard.

Short range on similar lines to the long range light, but with visibility of 1 to 2 miles and a burning life of from 3 to 6 hours.

3. *Other means to locate men in water.*—Rescue ships should be prepared to use a searchlight or signalling projector thrown out of focus, or flares.

4. *Supply of Lights.*—Allowances are included in the Sea Store Establishments, and the pattern numbers assigned are as follows :—

Long-range pattern	16193
Short-range pattern	16194

SECTION IV.—LIFE SAVING RAFTS

1. *Types.*—The following types of life saving rafts are supplied :—

Carley, Pattern 19, life saving capacity	18 men
Carley, Pattern 20, life saving capacity	20 men
Carley, Pattern 23, life saving capacity	10 men
Balsa, life saving capacity	8 men
Spanner, life saving capacity	8 men
Flotanet, life saving capacity	9 men
Flotanet, life saving capacity	22 men

2. *Policy.*—The approved policy is to provide support, in the form of rafts, for the majority of the ship's complement, leaving boats out of consideration, subject to the possibility of finding satisfactory stowage and due regard being paid to the effect on fighting efficiency and stability. This decision applies to all ships, including trawlers, drifters, yachts and other small craft. Having given consideration to the qualities of the various rafts, ships are to forward, through their Administrative Authorities, a statement as to what supply of each type is required, if this has not already been done. (A.F.O. 2717/40.)

3. *Stowage.*—Steps are to be taken to ensure that all life floats in H.M. ships are stowed in positions from which they can be easily launched. The brackets or other supports, and the securing arrangements, are to be modified to permit of the life floats being withdrawn without preliminary lifting. Lashings are generally to be of hemp and are to be accessible for ready cutting when necessary. Where special circumstances render the use of wire and slips preferable to hemp lashings for securing life saving rafts and floats, these may be demanded from Storing Yards and fitted by the ship's staff, a slip, Pattern 1916, being used. In all cases either a hammer for knocking off the slip, or a well greased knife for cutting the lashing, is to be secured to the float or raft ready for immediate use. When life floats are lowered on falls a toggle release is to be used.

Whenever weather conditions allow, the securings of Carley rafts, etc., are to be cast off and rafts arranged in such a manner that these appliances will float off in the event of the ship sinking rapidly.

Consideration is to be given to distributing stowage of rafts, in order that if one section of the ship is damaged, rafts may still be available.

4. *Special Release Gear.*—“Maycock release gear” is suitable for trawlers and small vessels. In addition, certain converted trawlers are fitted with the “Chipease release gear”.

5. *Stowage of Flotanets.*—It is important that “Flotanets” be placed in the water unrolled; it has often been found that these nets were of little value due to their being thrown overboard lashed round and in consequence of oil, heavy weather and/or lack of knives, the lashings could neither be cast off nor cut.

It is therefore recommended that toggle lashings, made fast to the ship, should be used to secure the rolled-up “Flotanet” to the ship's rail or bracket, so that when slipped the “Flotanet” can be hove overboard free of all lashings. If further lashing is essential, a well-greased knife must be provided at each net so lashed.

Commanding Officers should, where possible, arrange for actual trials to be carried out in harbour to ensure satisfactory release of these nets.

6. *Stowage of Paddles.*—The paddles of all Carley floats are to be lashed to the sides of the floats in order that they may be made accessible when required.

As it has been discovered that men are unwilling to nurse their paddles after some length of time in their floats, it is recommended that the handles be fitted with a cod line which can be tied to the outside of the float when not in use.

7. *Access to Floats.*—Jacob's ladders and loose hand grip ropes are to be fitted to all life floats on the lines indicated on A.F.O. Diagram 183/44 (1) (D.N.C. 28B/A/492) to assist survivors in climbing into the floats.

Generally, two ladders and the associated hand ropes are arranged for each float, but this number may be increased on the larger floats, Pattern Nos. 17 and 18, at the discretion of Commanding Officers. The ladders are to be secured to suit varying stowage and securing arrangements.

For floats in service, the work is to be carried out by ship's staff. Floats are to be issued from store with two ladders, the fixing to the floats being carried out by ship's staff.

8. *Recognition by Day.*—For indication of the position of rafts by day, and as a means of keeping together, each raft is to have a flag and stave fitted with the necessary guys. The flag is to be suitably coloured; is to be kept in a watertight bag as protection against oil fuel and is to be of material suitable to catch rain water.

9. *Emergency Rations.*—Emergency rations are carried on all life floats, Pattern Nos. 17, 18, 19, 20 and 23 (Pattern Nos. 17 and 18 are now obsolescent). Experience has shown that water is much more important than food and that it is possible to survive for long periods (21 days) on water alone. Consequently, no further purchases of emergency food rations for life floats (A.F.O. 5092/41, paragraph 2) will be made and water containers will be issued in lieu of the full container capacity (A.F.O. 5092/41, paragraph 4) of the various types of floats.

The water will be supplied in containers approximately 11 in. square.

The containers will be issued from the Victualling Yards.

In life boats as much water as possible should be carried even at the expense of food. Any food should, as a general rule, be confined to unsweetened condensed milk.

10. *Stowage of Rations.*—All future purchases of life floats, and those under repair, will be provided with a double grating within which the containers are stowed in such a manner as to be accessible from each side of the grating.

Ships on service are to secure the containers on both sides of the existing grating; a suggested method of securing is indicated in A.F.O. Diagram 183/44 (2) (D.N.C. 28B/A/238). In view of the exposed position of the containers on the gratings, care must be exercised in handling the floats in order to avoid damage to the containers.

Ships issued with the new double gratings are to arrange the operating ropes and the lanyards to the containers as shown in A.F.O. Diagram 183/44 (3) (D.N.C. 28B/A/230).

Ships carrying floats with old type single gratings may, as an alternative, make up double gratings, in accordance with A.F.O. Diagram 183/44 (3) (D.N.C. 28B/A/230).

It is important that containers should be painted before being fitted in life floats in order to prevent rusting and consequent deterioration of the contents. The painting should match ship's weather work, and both in the case of new double gratings and containers lashed to single gratings the containers are to be examined at regular intervals and repainted when necessary.

11. *First Aid Equipment.*—A proportion of boats and the larger rafts carried, the number and selection to be at Commanding Officers' discretion, according to circumstances of service, are to be equipped with a small quantity of dressings for cuts or burns, packed in an improvised watertight container with the lid “taped”. No additional stores will be supplied for this service. These tins are to be secured to the gratings of Carley floats as described in paragraph 10 above.

12. *Benzedrine Tablets.*—Benzedrine tablets will be supplied for boats and life floats in watertight tins, with instructions for opening on the lid; the use of the tablets will be outlined on printed instructions on a leaflet packed inside each tin, but Medical Officers are to take steps to give necessary information to ship's companies in advance, so that they may know what to do when emergency arises. When supplies of tablets are available further instructions will be promulgated.

regarding the method of issue. The basis of supply for the tablets will be one tin for each ten persons of the life-saving capacity of the various floats, i.e. two tins, Pattern Nos. 19 or 20; seven tins, Pattern No. 18.

13. *Red Distress Signals.*—Red distress signals are supplied for boats and life floats carried on all ships. Four distress signals will be supplied for each life float, except Pattern 23, which will be supplied with two flares only. The red signal flares will be supplied in watertight cylinders, No. 307, Mark II, opened by removal of a tear-off strip band.

Life floats provided with double gratings are to have the flares stowed as indicated in A.F.O. Diagram 183/44 (1) (D.N.C. 28B/A/492). In life floats not provided with double gratings, stowage should be arranged somewhat on the lines of A.F.O. Diagram 183/44 (2) (D.N.C. 28B/A/238). In this case, it may be convenient to enclose the flares in a small wooden box, or the articles can be secured to outside roping of floats according to the discretion of Commanding Officers.

SECTION V.—RESCUE WORK

Methods.—Arrangements are to be made in all vessels, which are liable to be called on to rescue personnel out of the water, to enable men to go down the ship's side into the water to get hold of men and assist them up from the water.

The following has been found of great value:—

1. *Nets as shown on A.F.O. Diagram 183/44 (4).*—Supply of these nets is to be on the following basis:—

All Destroyers, including "Hunt" class 8 per ship
(This includes provision of two nets for lower boom, vide
V.A.(D) Memo. No. H.D.41, dated 11 Dec. 1942.)

Frigates, Corvettes, Sloops, Minesweepers, and all Trawlers
140 ft. long and over. 4 per ship

Trawlers under 140 ft., Drifters, Whalers and Yachts ... 2 per ship

The nets should be of sufficient length to reach approximately 2 ft. below the light load waterline.

For ships at present under construction the articles are to be included in the Rigging Warrant and provision for supply made by the shipbuilder. Specifications will be amended for future new construction.

For ships on service not already supplied in accordance with the above scale, and for replacements, materials for manufacture by ship's staffs can be demanded as consumable stores, in the usual manner.

2. *Jackets for Hoisting Men from Boats or Rafts.*—A simple and efficient jacket can be made on board for hoisting injured men inboard from boats, and rafts and for clearing a boat when weather conditions make it inadvisable to hoist the boat with men in it. The jacket consists of a stout piece of canvas 54 in. by 12 in. which forms a body belt, and has two wide braces and a belt of canvas with eyelet hole at end for hoisting by single whip.

The jacket should be lowered over the wearer's head and his arms put through the braces, which prevent any possibility of the man capsizing and falling out. Details of the construction of the jacket are shown in A.F.O. Diagram 183/44 (5).

3. *Life Saving Grapnels.*—Men overboard, especially in Arctic waters, become unconscious very quickly and a very light grapnel is of invaluable assistance in getting men floating a few yards away from ships, close alongside. Ships' staffs are to provide grapnels for this purpose from materials carried on board. A suitable type is shown in A.F.O. Diagram 183/44 (7).

4. *Attachment to Lifebelt to Assist in Rescuing Men from the Water.* (See A.F.O. Diagram 183/44 (6)—Figure 1.)—The following attachment to the lifebelt is to be fitted by ships' staffs, if desired by Commanding Officers. It should not cause undue wear due to chafing. It is only intended for the purpose of attaching to heaving lines to assist in getting the man alongside and is not suitable for hoisting a man out of the water. It consists of a single thickness of R.N. No. 7 flax canvas band, 6 in. wide, fitted round the front of the inflatable lifebelt, leaving sufficient slack to enable the lifebelt to be fully inflated. The canvas band is to be fitted with a grummet at the top to form an eyelet into which is spliced a codline becket. The tapes must be passed through the canvas band when securing the lifebelt to the body.

5. *Rescue Harness.* (See A.F.O. Diagram 183/44 (6)—Figure 2.)—When rescuing survivors from the water, it is an advantage if a man can go into the water to assist in securing the survivors who are often unable to do much for themselves. This operation will be facilitated if the man going over the side wears a rescue harness, and carries with him a heaving line (1½-in. hemp) with a spring hook (Pattern 5419) to pass round the body of the survivor. The heaving line with a spring hook should be fitted with a wooden float 4 ft. from the hook to prevent it sinking.

The harness should be made by ships' staffs of one thickness of R.N. No. 7 flax canvas belt 3 ft. by 1 ft., to lace round the waist and having two canvas strips crossed and attached at each end of the belt to form a support for the legs, and a life-line should be spliced into the back. Parachute harness has been tried and found suitable. A spring hook should be spliced into the end of a second life-line.

A rescuer puts on the harness and goes over the side holding the spring hook, passes the line round the survivor and hooks on the spring hook life-line to its other part.

SECTION VI.—MISCELLANEOUS

1. Life-line becketts of 1½-in. cordage are to be fitted to all pulling and sailing boats.

2. When oars are secured in a boat, a toggle is to be used, and not a lashing, as it may not be possible to cast off or cut the latter.

3. Heaving lines for life saving are to have some form of loop in the ends.

4. A pamphlet entitled "A Guide to the Preservation of Life at Sea after Shipwreck" has been prepared by the Committee on the Care of Shipwrecked Personnel, Medical Research Council. This guide has been published as M.R.C. War Memorandum No. 8 and has been allotted an Admiralty token number B.R. 769. The scale of distribution and information for demands are in A.F.O. 659/43. The contents of the pamphlet are to be brought to the notice of all concerned.

5. It should be borne in mind that, when a vessel is rescuing survivors from the water there will be a tendency for survivors to be sucked down by the under-tow on the lee side if the vessel is making any appreciable leeway. This potential danger to men is to be guarded against by every means practicable.

6. It is recommended that in areas where conditions render it advisable, gratings and nettings of rafts should be made small enough in the openings and mesh to keep out voracious fish, which have caused injury and death by their bites.

Barracuda, which attack by jumping into the rafts, can be prevented from so doing by a canvas screen secured to the roping round the raft; this will also act as a wind and spray screen. These arrangements can be carried out by ships' staffs where applicable.

7. A self-rescue equipment, known as the "Illustrious" gear, is described in A.F.O. 2062/43.

It is meant primarily for use in aircraft carriers, or other large ships fitted with a crane, suitable boom or derrick, and is intended for rescuing men from the water while the vessel is under way.

8. Rescue from the water is often hampered by the absence of anything suitable or strong enough in the survivors' clothing to facilitate hoisting him out of the water. It has been found most helpful, in order to assist rescuers, if every man wears a strong belt or length of rope loosely round his waist outside the clothing.

This method is to be adopted in Commands where circumstances render it desirable.

9. If fish can be caught, food and drink can be obtained. Flesh of fish caught in the open sea is good to eat cooked or raw.

To obtain drink, either chew it small, suck out juice and spit out what is left, or squeeze out the moisture by taking a piece of flesh cut up fine, which can be wrapped in some kind of material, leaving ends which two men can twist up, causing the juice to drip out.

(A.F.Os. 611/40, 2717/40, 5092/41, 1116/42, 637/43, 659/43, 1367/43, 2062/43, 2773/43, 6022/43, 731/44, 1576/44.)

(A.F.Os. 46/41, 1828/41, 1220/42, 1805/42, 2791/42, 3472/42, 3675/42, 3730/42, 5938/42, 6058/42, 191/43, 674/43, 1110/43, 2538/43 and C.A.F.O. 624/43 are cancelled.)

3112.—Accident Reporting on Form A.25—Meteorological Information Required

(A/A/c. Accs. 674/44.—15 Jun. 1944.)

In order to assist in the analysis of aircraft accidents, where weather conditions are considered to have been a serious contributory factor in an aircraft accident, a copy of the actual forecast issued for the flight should be attached to the Form A.25.

2. Where an inaccurate meteorological forecast is suggested as a contributory factor in such an accident, a copy of the forecast should be attached to the Form A.25, together with the remarks of the staff meteorological officer to the administrative authority.

3113.—External and Camouflage Painting

H.M. Ships

(T.S.D. 1536/44.—15 Jun. 1944.)

General

Adverse reports have been received on the durability of external paint used in H.M. ships both for camouflage and general purposes. The unsatisfactory service given by these paints is partly due to their matt surface and is undoubtedly made worse by the hard conditions of use, and unsatisfactory conditions of application, which are often unavoidable.

2. In the following Order which consolidates the former A.F.Os. and C.A.F.Os. on the subject, various changes in paint which have been approved, are promulgated.

3. *Application of Paint.*—If satisfactory service is to be obtained from paint, it is necessary to prepare the surfaces properly and to apply the paint in suitable conditions. Recommendations on these points will be found in C.B. 3098R, paragraph 137.

4. *Quality of Paint.*—For camouflage purposes and to avoid "flash" from reflection of the sun and moon, matt paints are desirable. Attention was drawn to this point, which was noticeable in aerial photographs early in the war. Unfortunately, experience has shown that matt paints, even when properly applied, are not sufficiently durable.

5. It has, therefore, been approved to introduce a type of oil paint to Admiralty specification, having a small amount of gloss, in an attempt to increase durability. This paint is to be known as the A.1 type. It is not considered that the gloss on this paint is likely to give trouble due to flash.

6. It is anticipated that this paint will be much more durable than the matt paints, but it is not expected to be immune from chalking. Better results would be obtained if a higher degree of gloss were found acceptable. Trials are being carried out with a more glossy type of paint (to be known as the A.2 type) to ascertain whether the gloss is objectionable having regard to the expected increase in life and reduction of chalking.

7. *Nomenclature.*—Some confusion has been caused by mistaking the names of shades for the names of paints. A new system of nomenclature is promulgated as follows :—

(a) Paint : Name of type :—

(i) Paints already established under Admiralty pattern numbers will continue to be referred to by these numbers.

(ii) Types of paint approved for use on parts of H.M. ships visible from outboard, whether for camouflage painting or otherwise, will be referred to as follows :—

Half gloss type (for use until further notice) ... A.1.

Full gloss type (for trial only at present) ... A.2.

(b) Paint : Name of formula.—The A.1 and A.2 types of paint will be made in a number of shades (given in paragraph 7 (c) below). The formula for paint of the A.1 or A.2 type in each shade will be referred to by prefixing the name of the type to the name of the shade. Thus A.1/G.10 means the formula or mixture of A.1 type of paint which gives shade G.10.

(c) Colour shades : Names.—The shades of paints for use externally in H.M. ships will be referred to by a letter denoting the colour (B = blue-grey, G = grey) followed by a number denoting the reflection factor or tone of the paint : the higher the number the lighter the tone.

(d) The shades will be referred to as follows :—

G.5

G.10 (equivalent to the shade of Admiralty Pattern 507A paint).

G.20.

G.45 (equivalent of the shade of Admiralty Pattern 507C paint).

B.15.

B.20.

B.30.

B.55.

These refer to shades only. They are not to be used in referring to formulae or mixtures of paint, without prefixing the type, A.1., etc.

A.1/G.5 means a particular mixture of formula of paint.

G.5 by itself means a particular colour-shade which might be mixed in any kind of paint.

8. *Approved Paints.*—From the date of this Order the approved type of paint for use on all parts of H.M. ships visible from outboard is the A.1 type. Admiralty Pattern 507A and 507C paints may continue to be used :—

(a) in all ships, for external parts not visible from outboard ;

(b) in trawlers and smaller vessels for any external part of the ship ;

(c) for painting emergency camouflage designs as described in C.B. 3098R, paragraph 160.

(d) for external work in ships which do not need camouflage.

Admiralty approval is withdrawn from the non-chalking matt paints previously in use.

Paints of the A.1 and A.2 type have not yet been established under Admiralty pattern numbers. Since, however, the A.2 type paints have the same gloss as Admiralty Pattern 507 paints, A.2/G.10 and A.2/G.45 paints are in fact the same as Admiralty Pattern 507A and 507C paints respectively.

Shade cards of the shades in the B and G series referred to in paragraph 7 (d) above are enclosed in C.B.(R) 3098/43, with the exception of B. 20, which shade is obtained by mixing equal parts of paints of shades B. 30 and B. 15.

Paint manufacturing firms should be instructed to obtain any shade cards or liquid samples of paints, which they may require, through the Director of Navy Contracts.

9. *Boot Topping and Non-Slip Deck Paints.*—Boot topping compositions and non-slip deck paints are to continue to be used as hitherto.

Camouflage painting in destroyers and smaller ships and in larger ships where so instructed, is to be carried down over the boot topping protective composition in accordance with C.A.F.O. 2515/41.

10. *A.1 Type Paints : Formulae :—*

A.1/G.5

Pattern 409	White lead oil paste	...	...	...	72 lb.
Pattern 110C	Black paste	...	...	...	12 lb.
	Raw linseed oil	...	...	...	16 pints
	White spirit	...	...	...	3 pints
Pattern 773	Liquid dryers	...	...	...	4 pints

A.1/G.10

Pattern 409	White lead oil paste	...	...	56 lb.
Pattern 104	Zinc oxide white	...	...	21 lb.
	Raw linseed oil	...	...	8 pints.
	White spirit	...	...	14 pints
Pattern 773	Liquid dryers	...	...	3 pints
Pattern 370A	Blue-black paste	...	...	7 lb.

A.1/G.20

Pattern 409	White lead oil paste	...	...	50 lb.
Pattern 104	Zinc oxide white	...	...	28 lb.
	Green paste	...	...	$\frac{1}{2}$ lb.
Pattern 110C	Black paste	...	...	1 lb.
	Raw linseed oil	...	...	8 pints
	White spirit	...	...	16 pints.
Pattern 773	Liquid dryers	...	...	3 pints
Pattern 52P	Paste ochre	...	...	$1\frac{1}{2}$ lb.

A.1/G.45

Pattern 409	White lead oil paste	...	...	50 lb.
Pattern 371	Blue-black paste	...	...	7 lb.
Pattern 104	Zinc oxide white	...	...	28 lb.
	Raw linseed oil	...	...	11 pints
	White spirit	...	...	10 pints
Pattern 773	Liquid dryers	...	...	3 pints

A.1/B.15

Pattern 409	White lead oil paste	...	...	61 lb.
Pattern 371	Blue-black paste	...	...	14 lb.
Pattern 8P	Blue paste	...	...	$11\frac{1}{2}$ lb.
	Green paste	...	...	1 lb.
Pattern 110C	Black paste	...	...	$\frac{1}{2}$ lb.
	Raw linseed oil	...	...	11 pints
	White spirit	...	...	10 pints
Pattern 773	Liquid dryers	...	...	3 pints

A.1/B.20

Obtained by mixing equal parts of A.1/B.15 and A.1/B.30.

A.1/B.30

Pattern 409	White lead oil paste	...	...	58 lb.
Pattern 371	Blue-black paste	...	...	20 lb.
Pattern 104	Zinc oxide white	...	...	9 lb.
Pattern 8P	Blue paste	...	...	$\frac{1}{2}$ lb.
	Green paste	...	...	$\frac{1}{2}$ lb.
	Raw linseed oil	...	...	11 pints
	White spirit	...	...	10 pints
Pattern 773	Liquid dryers	...	...	3 pints

A.1/B.55

Pattern 409	White lead oil paste	...	...	40 lb.
Pattern 104	Zinc oxide white	...	...	47 lb.
Pattern 371	Blue-black paste	...	...	2 lb.
	Green paste	...	...	2 oz.
	Raw linseed oil	...	...	9 pints
	White spirit	...	...	11 pints
Pattern 773	Liquid dryers	...	...	3 pints

(C.A.F.O. 2515/41.)

(A.F.Os. 3935/40, 4074/41 and 2106/43 are cancelled.)

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

*3114.—Honours and Awards—"London Gazette" Supplement of 6th June, 1944

(H. & A.—15 Jun. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

6th June, 1944.

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

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

Rear-Admiral John Anthony Vere Morse, C.B., D.S.O.,

for outstanding leadership and organizing ability in charge of the clearance and reconstruction of the port of Naples.

ADMIRALTY,

Whitehall,

6th June, 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 outstanding leadership, skill and devotion to duty in H.M. Ships "Affleck," "Dahlia," "Garlies," "Gore Gould," "Hurricane," "Spey," "Strule" and "Wanderer" in successful actions with U-Boats, while on convoy escort duty in the Atlantic:—

Bar to the Distinguished Service Order

Acting Commander Clive Gwinner, D.S.O., D.S.C., R.N. (Guildford).

To be a Companion of the Distinguished Service Order

Commander Gerald Anthony Gore Ormsby, D.S.C., R.N. (Richmond).

Bar to the Distinguished Service Cross

Acting Temporary Lieut-Commander Magnus Spence Work, D.S.C., R.N.R. (Orkney).

The Distinguished Service Cross

Lieutenant William Patrick Bourke Barber, R.N. (Durban, S.A.)

Lieutenant Robert Edmund Lloyd, R.N. (Exford).

Lieutenant John Vivian Reeves-Brown, R.N. (Lahore, India).

Lieutenant John Charles Mackintosh Keir, R.N.R. (Wimbledon).

Temporary Lieutenant William Grant, R.N.V.R. (Langbank).

Temporary Sub-Lieutenant Patrick Hugh Blair Sessions, R.N.V.R. (Painswick).

Mr. Derek Milner Hainsworth, Midshipman, R.N.R.

The Distinguished Service Medal

Temporary Acting Chief Engine Room Artificer Leslie Douglas George Coward, P/MX.50015 (Portchester).

Petty Officer George Loftus William Coxhead, P/J.70874.

Acting Petty Officer Frank William Watts, P/JX.145972 (Barnshape).

Acting Stoker Petty Officer Randolph Harry Stacey Croucher, P/KX.91672 (Aldershot).

Leading Seaman Royce Chadwick Benson, P/SSX.14713.

Leading Seaman Kenneth James Rainey, D/JX.169188 (Northwood).

Leading Seaman Leslie Ernest Frederick Pearson, P/JX.256516 (London).

Temporary Acting Leading Seaman Gordon Brammer, P/JX.171384 (Southampton).

Able Seaman Douglas Walter Bishop, P/SD/X.1507 (Brighton).

Able Seaman Ralph Gargett Jordinson, D/JX.253047.

Acting Able Seaman Francis George Charles Hamblin, P/JX.386101 (Reading).

Acting Able Seaman James Richardson Miller, P/JX.323572 (Feltham).

Ordinary Seaman Patrick William Osborne, P/JX.522665 (Kew).

Mention in Despatches (Posthumous).

Lieutenant Daniel William Ungoed, R.N. (London).

Temporary Lieutenant Bingham Everett Peacock, R.N.V.R. (London).

Chief Engine Room Artificer Robert Gordon Dyer, C/M.39437.

Engine Room Artificer Fourth Class Samuel Francis David Raleigh Stovell, D/MX.55216.

Able Seaman Pryce Evans, D/JX.226011.

Mention in Despatches

Lieutenant Reginald Lacey Caple, D.S.C., R.N. (Harrow).
 Temporary Lieutenant Ernest Richard Clinkard, R.N.V.R. (Leeds).
 Temporary Lieutenant Percy Ellis Croisdale Pickles, R.N.V.R. (Scarborough).
 Temporary Lieutenant (E) John Gordon Woodburn, R.N.R.
 Temporary Sub-Lieutenant John Frederick Tyack, R.N.V.R.
 Temporary Sub-Lieutenant Victor Douglas Valentine, R.A.N.V.R. (Brighton, Melbourne).
 Mr. Lionel Baden Phipps, Acting Temporary Gunner, R.N. (Elverton).
 Mr. Robert William Counsell, Temporary Acting Warrant Engineer, R.N. (Cardiff).
 Chief Petty Officer William Philip Grigg, P/J.32848 (Fareham).
 Chief Engine Room Artificer Edward Miller James, P/MX.49611.
 Engine Room Artificer Third Class John Thomas Jones, D.S.M., P/X.2882E.A. (Newcastle-on-Tyne).
 Petty Officer Frederick Richard Billington, P/SSX.16145 (Willington).
 Petty Officer Douglas Theodore Stevens, D/SSX.25624 (Swansea).
 Temporary Acting Petty Officer Wallace Alfred Brown, C/SSX.25830 (Sittingbourne).
 Temporary Acting Petty Officer Daniel Michael Kelly, D/JX.158044.
 Leading Seaman James Jackson, P/JX.159730 (Salford).
 Leading Seaman Richard Casbourne Wade, P/J.102242 (Portsmouth).
 Temporary Leading Seaman William John Reginald Kilby, P/JX.150532 (Lingfield).
 Able Seaman David James Balkwill, D/JX.340526 (Devonport).
 Able Seaman John Frank Coughtrey, P/JX.217606 (Isleworth).
 Able Seaman John Henry Dodd, R.A.N.R., S.4321.
 Able Seaman Arthur Richard Goatson, P/J.99068 (S. Wales).
 Able Seaman John Rodger, P/JX.362954.
 Telegraphist Dennis Conroy, C/JX.320333 (Peckham).
 Telegraphist Gerald James Hague, C/JX.326597 (Hornchurch).
 Telegraphist John Griffiths Roberts, C/JX.270333 (Finchley).
 Stoker First Class Alfred William Peacock, P/KX.146404 (Nottingham).

For great courage and skill in successful patrols in H.M. Submarines in Far Eastern waters:—

Bar to the Distinguished Service Cross

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

The Distinguished Service Cross

Lieutenant-Commander Richard Molyneux Favell, R.N. (St. Buryan, Cornwall).
 Lieutenant (E) Alan Arthur Summerhayes, R.N. (Slough).

Bar to the Distinguished Service Medal

Chief Engine Room Artificer James Montagu Rowe, D.S.M., D/MX.49580 (Carnborne).

The Distinguished Service Medal

Acting Chief Petty Officer Samuel Short, C/J.112615 (Sheffield).
 Chief Stoker William James Adams, C/K.44175.
 Engine Room Artificer Fourth Class John Stewart Heath, P/MX.53748 (Portsmouth).
 Temporary Acting Leading Seaman Albert Sutton, P/SSX.17788 (Birmingham).

Mention in Despatches

Lieutenant John Milton Steadman, D.S.C., R.N.R. (Teddington).
 Lieutenant Lindsay Arthur Pirie, D.S.C., R.N.V.R. (Lymington, Hants).
 Engine Room Artificer Third Class David James Hughes, D/X.2962E.A. (Swansea).
 Electrical Artificer Third Class Arthur Sidney Bracher, D/MX.58177 (Dumfermline).
 Leading Seaman George Peter Whiting, C/JX.152947 (Colchester).
 Temporary Acting Leading Seaman Cecil Jerrard, P/JX.135997 (Colne).
 Temporary Acting Leading Seaman Joseph Morton, D/JX.151321 (Manchester).
 Temporary Acting Leading Stoker James Ernest Neale, P/KX.104750 (Dagenham).
 Able Seaman George Bruce, C/JX.335586 (Lochgilphead).
 Stoker First Class Henry John Dale, D/KX.134882 (West Bromwich).
 Stoker First Class William Edwin Illsley, P/KX.119781 (London).

For leadership, skill and devotion to duty in an important minesweeping operation:

Bar to the Distinguished Service Cross

Acting Temporary Skipper Lieutenant George William Aldan, D.S.C., R.N.R., 1014W.S. (Cleethorpes).

The Distinguished Service Cross

Temporary Lieutenant Ian Cochrane Ferguson, R.N.V.R. (Musselburgh).

The Distinguished Service Medal

Chief Engineman Joseph Bett, LT/KX.111534 (Cleethorpes).
 Leading Seaman George Gregson, LT/JX.242701 (Fleetwood).
 Leading Seaman Donald MacKay, LT/JX.166060 (Stornoway).
 Leading Seaman Arthur Ernest Whittleton, LT/JX.189941 (Scarborough).
 Signalman Reginald Clark, LT/JX.308282 (East Howdon-on-Tyne).
 Wireman Harold Arthur Lane, C/MX.92774 (Wolverton).
 Wireman Frederick Albert Roach, C/MX.76989 (Brightlingsea).

Mention in Despatches

Acting Temporary Lieutenant-Commander Stanley Ewart Davies, D.S.C., R.N.R. (Warminster).
 Temporary Lieutenant Robert William Rodan, R.N.V.R. (Moniaive, Dumfriesshire).
 Petty Officer Thomas Robert Sheen, LT/JX.174426 (West Kilbridge).
 Seaman Leonard Martin, LT/JX.284476 (Nottingham).
 Wireman Donald Hodgkinson, C/MX.102574 (Heywood).

For gallantry in going to look for wounded below decks when a Merchant ship was torpedoed:

Mention in Despatches (Posthumous)

Temporary Surgeon Lieutenant Maurice John Hood, D.S.C., M.B., Ch.B., R.N.V.R.

For good services in connection with the landing and maintenance of Allied Forces in the Anzio area:

Mention in Despatches

Captain Manley Lawrence Power, C.B.E., R.N.
 Commander Wilfred Geoffrey Brittain, R.N.
 Instructor Commander Edward Roy Trendell, M.A., R.N.

For skill and devotion to duty in Light Coastal Craft in a night action with the enemy:

Mention in Despatches

Temporary Sub-Lieutenant Dennis Charles Wade, R.N.V.R. (Gidea Park).
 Ordinary Seaman Kenneth Albert Rees, P/JX.565235 (Newport, Mon.)

For bravery in rescuing survivors from a torpedoed ship in Arctic waters:

Mention in Despatches

Able Seaman John Henry Riggs, P/SSX.18736.
 Able Seaman James Robert Wells, P/JX.326542.

For good services in the communications room of the F.F.S. "Lobelia" during an attack on a convoy:

Mention in Despatches

Acting Leading Telegraphist Alfred Frederick Moyses, P/WRX.785 (Surbiton).

3115.—Honours and Awards—Polish Navy

(H. & A. 137/44.—15 Jun. 1944.)

The King has been graciously pleased to approve the award of the Distinguished Service Cross to Commander Franciszek Pitulko, Polish Navy, for gallantry and skill shown when in command of O.R.P. "Burza" on convoy escort duty in the Atlantic.

2. This award will not be gazetted.

3116.—Honours and Awards—Royal Norwegian Navy

(H. & A. 342/44.—15 Jun. 1944.)

The King has been graciously pleased to approve the award of a Mention in Despatches to:—

Lieutenant-Commander Skule Valentin Storheil, D.S.C., R. Nor. N., for gallantry and skill shown when in command of H.N.M.S. "Stord" on convoy escort duty in Arctic waters in January, 1944.

2. This Award will not be gazetted.

3117.—Accountant Responsibilities of Commanding Officers

See AFO 244/40.
See AFO 3724/40.
 Destroyers, Sloops, Frigates, Corvettes and Certain Small Craft
 (V. 3/1072/44.—15 Jun. 1944.)

Examination of reports received at the Admiralty concerning discrepancies in stores, victualling stores in particular, indicates that Commanding Officers of destroyers, sloops, frigates, corvettes and certain other craft without Accountant Officers have, in too many instances, failed altogether to exercise their important responsibilities in regard thereto, which were clearly set out and explained in A.F.O. 2832/42. Despite these instructions, reports of Boards of Enquiry reveal that many Commanding Officers still leave the matter entirely in the hands of the officer detailed for victualling duties, who, in his turn, frequently leaves it entirely to the supply rating. The fact that the young supply ratings drafted to these vessels inevitably have had little previous practical experience makes it all the more important that they should receive adequate supervision and assistance.

2. There are also frequent instances where amounts due to N.A.A.F.I. from messes remain unpaid for considerable periods and where amounts are outstanding from Commanding Officers for supplies of sundries made by N.A.A.F.I. for sale on board small ships without canteens. (See paragraphs 10 and 20 below.)

3. It is necessary, therefore, again to emphasize to Commanding Officers of ships not carrying an Accountant Officer their responsibilities in these important aspects of the ships' organization. The instructions in this Order, which consolidate the instructions in A.F.Os. 2832/42, 5187/43 and 4/44, are particularly directed, so far as victualling is concerned, to all small vessels where stocks of provisions are carried on board for issue on repayment, and where victualling accounts are kept on Forms S.461 and Forms S.462, but many of the instructions are also applicable to small vessels where other systems of victualling accounts are in force, e.g. ships on Modified General Messing. Local orders embodying as much of this A.F.O. as may be necessary are to be issued accordingly.

4. It is appreciated that under war conditions officers have not the time to give more than limited attention to accounting matters, but it is considered that it is reasonable to expect Commanding Officers, and the officers detailed by them for accounting duties, to exercise supervision to the extent detailed below, under all circumstances.

5. The instructions which follow are simple and have been drafted to indicate the irreducible minimum of supervision required. Commanding Officers are themselves to study them and are to ensure that the officers whom they detail to carry out accounting duties are acquainted with them and observe them.

6. These instructions do not relieve Commanding and other Officers from the duty of complying, so far as they are able, with K.R. and A.I., and with such more detailed instructions as may be issued by their administrative and accounting authorities. In future, however, more serious notice will be taken of any reports of deficiencies of cash or stores when it is evident that non-observance of these instructions has contributed to the loss.

Victualling

7. Ships rendering accounts on Forms S.461 and S.462 are all on Victualling Allowance, which means that an allowance (at present 1s. 11½d. a day in ships in home waters) for each man is credited to the mess, and from this is deducted the value of all provisions taken up by the mess. The credits and debits are worked out by the base victualling office, and this office therefore requires accurate information from the ship of the ratings in each mess and of the quantities and value of all provisions taken up by the mess. It is, therefore, incumbent on the Commanding Officer to ensure that the ship's victualling accounts are punctually and accurately rendered by the Supply rating (or Coxswain where no Supply rating is borne), otherwise the messes will not receive their mess savings.

The rates of Victualling Allowance and the issuing prices of Service provisions are published periodically in A.F.Os.

In addition to Service provisions, supplies of certain messing items are obtainable from N.A.A.F.I.

Priees to be charged for provisions other than Service provisions are shown on the invoices.

8. Sources of supply of Service and Contract provisions vary, of course, at each port, and Commanding Officers should ensure that the Supply rating visits the base victualling office at the earliest possible moment on arrival at each port so as to obtain all local information on the subject.

9. If the credit accruing to the mess, after deduction of the cost of Service and Contract provisions, is sufficient, the N.A.A.F.I. mess bills are also deducted and paid to N.A.A.F.I. by the Accountant Officer of the Base and any balance then remaining is paid to the mess as savings. If the credit of victualling allowance, etc., accruing to the mess is not sufficient to cover the whole of the N.A.A.F.I. mess bills, as well as Service and Contract provisions, a proportion of the mess bill which can be met from the credit of victualling allowance, etc., after deducting the value of Service and Contract provisions, is paid to N.A.A.F.I. by the Accountant Officer.

10. The result of these calculations will be notified to the Commanding Officer by the Base Accountant Officer on Form S.1252, which will show amounts due to messes and amounts of any debts outstanding to N.A.A.F.I. Where mess savings are due to the messes, a cheque for the total amount may accompany the form, and in such cases the value of the cheque should be taken on charge in the Contingent Account; in other cases payment of mess savings should be made from the Contingent Account direct. If the credit due in respect of Victualling Allowance is not sufficient to cover the whole of the N.A.A.F.I. bills for messing supplies, or if after allocation of mess savings it transpires that N.A.A.F.I. bills relating to the period have not been taken into account in the allocation, it is the responsibility of the Commanding Officer to ensure that the outstanding amounts are paid to N.A.A.F.I. promptly by the messes concerned.

11. Commanding Officers are advised to arrange for repayment issues to take place as frequently as possible. It will be helpful in ensuring that Supply ratings write up their accounts properly if the Commanding Officers cause these accounts to be presented for inspection once a week. The repayment section of the mess book is to be written up daily and is to be available at least once a week so that caterers of messes can see how their messes stand financially. Commanding Officers should arrange that caterers of messes co-operate with the Supply rating with regard to requirements, especially of meat and fresh provisions.

12. Commanding Officers are reminded that no quantities of food control rationed articles may be issued in excess of the scales published from time to time in A.F.Os. and Admiralty messages. The latest information should always be obtained from the victualling office of the Base.

13. Commanding Officers are to ensure that Supply ratings are in possession of the latest information and that all A.F.Os. on the subject of victualling are seen by the Supply rating as soon as possible.

Victualling and Check Sheets

14. It should be remembered that Victualling and Check Sheets are the sole source of information available to the Base Accountant Officer of persons joining and leaving the ship. These important documents must be rendered promptly and accurately. Full information must be given to enable an officer or rating to be identified readily. A man joining or lent from another ship should have his official number quoted. If joining from a ship other than that in which he is borne for pay, the name of such ship should be stated. Details such as "Pensioner", "R.F.R.", "R.N.V.R.", etc., should be inserted. If the officer or rating is lent for victuals only it should be so stated.

15. *Separate* victualling and check sheets are required for officers and ratings. When victualling or check sheets are cancelled or destroyed, the succeeding sheet should be noted to that effect.

Clothing, Soap and Tobacco

16. Supplies are demanded from the base victualling office. A reserve stock of soap and tobacco should be maintained on board in order to ensure that stock is available for issue monthly. The Supply rating should get in touch with the base victualling office and obtain the local orders for demanding clothing, etc.

17. The Supply rating may be authorized to take cash for sales of clothing soap and tobacco, *but the cash is never to be left in the custody of the Supply rating after the issue has taken place.* It is *always* to be handed over to an officer for custody and should be taken on charge in the contingent account at once, supported by Form S.78, which should be checked by an officer to ensure that the correct charge is made for each item and that the gross total is correct. The form should be signed by the Supply rating making the issue and by the officer receiving the cash.

Transmission of Accounts

18. Provision accounts and mess books with all relevant vouchers must be closed monthly and forwarded immediately to the base victualling office. Before forwarding the accounts the remains of provisions are to be carried forward to a new duplicate account, which is to be kept on board. *This should be checked by the officer detailed for accountant duties.* It is essential for this to be done in view of the unavoidable delay in despatching accounts to the base and the consequent lapse of time before a new "top line" is received from the base.

19. Provision and clothing accounts, with their supporting vouchers, are to be retained by the Commanding Officer after he has satisfied himself of their correctness and signed them, and they are to be despatched by him personally or under his personal supervision at the first opportunity to the Base Accountant Officer.

Sales of Canteen Sundries on Board

20. Supplies of canteen sundries required for sale on board will be invoiced by N.A.A.F.I. to the Commanding Officer who is responsible for payment for such supplies. He should make arrangements for a record to be kept showing details of the value of supplies received, cash takings from sales and amounts paid to N.A.A.F.I. Payments should be made to N.A.A.F.I. at least once a month representing the value of goods sold. These payments should normally be made to the nearest local N.A.A.F.I. representative. It is suggested that the following might be a convenient form of recording transactions, arrangements being made each month to verify that the difference between the closing debt to N.A.A.F.I. and the closing balance of cash is represented by actual stock in hand:—

£ s. d.	£ s. d.
Opening debt to N.A.A.F.I.	Opening balance of cash...
Value of stock received ...	Daily cash takings ...
Invoice No. ... ..	... ..
Invoice No. ... ..	... ..
Invoice*No. ... ..	... ..
Total	Total cash receipts ...
Less payments to N.A.A.F.I. (including discount allowed)	Less payments to N.A.A.F.I.
Receipt No.	
Receipt No.	
Closing debt to N.A.A.F.I. c/f	Closing balance of cash c/f

Stocktaking of Victualling Stores

21. Regular stocktaking by an officer is of the greatest importance, for the following reasons:—

- (a) Commanding Officers are expected to take steps to satisfy themselves that stocktaking is properly carried out.

- (b) Although the Supply rating normally takes stock of the stores in his charge as part of his routine work, the person actually held responsible for the verification of the remains is the Commanding Officer or other officer deputed by him.
- (c) It enables issuing and accounting errors to be quickly discovered and adjusted, and prevents large discrepancies resulting from small cumulative errors.
- (d) Although not a guarantee against irregularities, it acts as a deterrent, especially if the practice is adopted of mustering a few items at irregular intervals and without notice.
- (e) In nearly every case where irregularities have been discovered, resulting in discrepancies in victualling stores (and in some cases heavy monetary charges against the Commanding Officer), regular stocktaking by an officer would have prevented the occurrence.

22. The following notes refer to stocktaking under normal conditions:—

- (a) Whenever possible, muster when stocks are low, e.g. if completing with dry provisions, take stock before the provisioning takes place.
- (b) Insist on neat and methodical stowage in the storerooms, as it simplifies stocktaking considerably.
- (c) Do not accept any abnormal surplus or deficiency as final until it has been satisfactorily established from the accounts that—
- (i) the remains per account are correctly calculated;
 - (ii) no supply, issue or return has been omitted;
 - (iii) due allowance has been made for loss on issue wherever applicable;
 - (iv) no condemnation, survey, etc., e.g. potatoes, milk, etc., which has taken place has been omitted from the accounts.
- (d) Inspect full packages as much as possible to see they are intact, and occasionally open one and verify this.
- (e) A suggested routine for stocktaking is as follows:—

Cap ribbons, tobacco and soap.—Immediately after the monthly general issue, when money has been collected and S.78 produced. *A most important muster.*

Beef, bread, provisions, etc.—On one day in the month when stocks are low. An important muster, as large surpluses and deficiencies quickly accumulate in these items unless they are carefully watched.

Spirit.—An officer should always be present when the spirit room is opened and should verify the ullages whenever a cask is measured into jars, inspecting full casks to see they are intact and verifying remains once a month.

Other provisions.—Ullages (i.e. remains of the cask, case, bag, etc., after it has been opened and partly issued), which can with a little practice be estimated, should be mustered as well as full packages.

Loan clothing.—Loan clothing should be mustered thoroughly at least twice a quarter, particular attention being paid to the record of clothing out on loan and recorded in the Loan Clothing Book, to see that it is kept posted up to date, and does not contain names of ratings who have left the ship and should have returned their loan clothing before being drafted.

Naval Stores

23. The Commanding Officer, or officer detailed by him, should ensure that steps are taken to keep account of the whereabouts of all valuable stores and those on loan to Departments on Form S.1099, or in the Ship's Inventories of Naval Stores (S.1099D and F.A.23) where this system is in force. Particular check should be kept on such valuable articles as binoculars, watches, instruments, etc. A

muster of the valuable and important stores and those which are liable to misappropriation should be taken at least once every six months, or more frequently if considered desirable by the Commanding Officer or Administrative Authority.

24. *Where Naval Store Accounts (S.1099D and F.A.23) are in use.*—(a) No transaction which alters the quantity or description of the permanent stores recorded in the account S1099D should be allowed to take place without appropriate notation.

(b) The Supply rating should keep an abstract of expenditure of consumable stores. In addition to assisting in forecasting requirements and preparing demands, this will also enable the Commanding Officer to ensure that the strictest economy in consumption of stores is maintained. (Note.—A new form of account—F.A.23X—for recording details of receipts and expenditure of consumable stores has been prepared at the Admiralty and will be supplied in future to frigates and corvettes.)

25. The Naval Storekeeping Manual (B.R.4) contains full instructions for the guidance of officers and others in matters relating to Naval Storekeeping in H.M. Ships. Any points about which the Supply rating may be in doubt, and which cannot be settled by the Accounting Officer of the ship, should be taken up with the Naval Store Department at the storing base.

Contingent Accounts

26. Contingent accounts are intended for payments of an urgent nature, and in view of the facilities existing at the base ports where payments can be readily obtained, payments from the contingent account to officers and ratings should be restricted to cases of urgency. This also applies to payment of pensions, remittances, etc., which can be more easily dealt with at the base accounts office.

27. It is not desirable that a large sum should be held in the contingent account, and every opportunity should be taken of returning surplus money and adjusting the account at the base accounts office.

28. Commanding Officers should detail an officer to be responsible for the custody and accounting for all cash, whether contingent money, money from sales of clothing, etc., cash received for payment of mess savings, cash collected for mess bills, or mess funds, etc. Ratings are never to be allowed to keep such money in their custody.

29. Attention is drawn to K.R. and A.I., Article 1780, and in particular to paragraph 1 (d) thereof, in which it is laid down that the keys of the money chest are invariably to be kept in the personal custody of the officer who has the use of the safe, and that they are to be carried on the person as far as possible, secured safely by a key chain or other suitable means to prevent their loss.

30. When the officer who has charge of the key proceeds on leave or otherwise requires to transfer the key to another officer, the contents of the money chest should be mustered and a receipt signed by the officer assuming charge both for the contents of the safe and for the key.

31. The Commanding Officer, or officer detailed for cash duties, should obtain instructions as to rendering the contingent account from the Base Accountant Officer.

32. Special attention is, however, drawn to the fact that as the advance of contingent money was signed for by the Commanding Officer, or by an officer authorized by the Commanding Officer to sign on his behalf, the responsibility for its accounting and recording remains with the Commanding Officer and does not become the sole responsibility of any other officer merely by virtue of the fact that the duty of keeping the record has been delegated to him by the Commanding Officer. Attention is drawn to A.F.O. 624/42.

(A.F.O. 624/42.)

(A.F.Os. 2832/42, 3569/42, 5187/43 and 4/44 are cancelled.)

3118.—Results of Examination for Paymaster Sub-Lieutenant, January, 1944

(C.W. 28496/44.—15 Jun. 1944.)

The following table shows the results of the examination for Paymaster Sub-Lieutenant R.N., held January, 1944 :—
Successful Candidates.

Name.	Ship's Office Work.	Capl's Secy. Work.	N.D.A. And C.M. Procedure.	Victualling and Naval Stores.	Type-writing.	Coding and Cyphering.	Foreign Language.	Optional Subject.	Prof. Report Marks.	Total.	Class.
Maximum marks	300	150	150	400	50	50	100	100	100	1,400	1—1,000
Minimum marks	150	75	75	200	20	20	—	—	—	600	2—800
Dally, P. J.	...	102	131	261	36	31	61	72	74	1,015	First
Treherne, T. C. (R.C.N.)	...	79	99	255	47	37	43	67	90	964	Second
Gray, J. K.	...	87	102	242	42	37	38	72	88	943	Second
Rodwell, C. M. H.	...	103	117	224	45	38	60	47	76	935	Second
Morris, W. D. (R.C.N.)	...	90	119	270	39	33	63	52	65	905	Second
Montkton, G. B. (R.C.N.)	...	90	107	273	25	31	12	56	60	883	Second
Anderson, J. S.	...	81	98	234	29	40	57	46	79	864	Second
Paulley, H. N.	...	81	90	201	30	38	40	55	77	834	Second
Cocks, J. H. (R.C.N.)	...	75	101	249	25	32	29	63	73	833	Second
Downie, J. H.	...	104	98	200	33	26	65	58	78	830	Second
Pringle, A.	...	178	99	200	43	27	52	50	78	818	Second
Martin, M. D.	...	170	95	200	28	28	60	43	81	791	Third
Wyatt, D. S.	...	162	97	200	41	34	66	26	80	790	Third
Morton, B. S.	...	205	112	293	33	23	0	8	90	839	Third*

Re-Examined Candidate

* Although obtaining sufficient aggregate for a second class pass has been given "Third" only, having failed at first attempt.

3119.—Promotions from the Lower Deck to Permanent Commissions (Accountant Branch)

(C.W. 23112/44.—15 Jun. 1944.)

The undermentioned promotions to the rank of Acting Paymaster Sub-Lieutenant, R.N., have been made, to date 27th May, 1944 :—

Aldington, Edward	P.O. Writer	P/MX.63526
Bateman, David Jack	C.P.O. Writer	P/MX.56427
Miller, George Eric	C.P.O. Writer	P/MX.57179
Kerr, William Thompson	P.O. Writer	P/MX.67699
Stillwell, Albert John	C.P.O. Writer	P/MX.58750
Bailey, Gerald George Thomas ...	Supply P.O.	D/MX.63736
Marron, Desmond Francis Gerrard ...	Supply C.P.O.	C/MX.57958
Moody, Frank Beecher	P.O. Writer	C/MX.60877

(A.F.O. 409/40.)

3120.—T.124 Personnel—Official Numbers

(N.12116/44.—15 Jun. 1944.)

Attention is drawn to the necessity of using the prefix "NAP" when quoting the official number of T.124 ratings. Experience has shown that the prefix is very often omitted, with the result that enquiries are erroneously addressed to H.M. Boom Defence Depot, Rosyth, regarding personnel serving on Admiralty T.124 and variant agreements.

(A.F.O. 3606/40.)

3121.—Aircraft Ratings—Electrical—Duties of

(N. 22253/43.—15 Jun. 1944.)

With reference to A.F.O. 1299/43, paragraph (e), it has been decided that the normal tests, adjustments and small (*in situ*) repairs to magnetos, ignition harness and sparking plugs laid down in maintenance schedules are to be carried out by (E) ratings, and that the responsibility of (L) ratings in these respects does not commence until a magneto, etc., is removed from the engine.

(A.F.O. 1299/43.)

A.F.O. 3268/44

3121a.—C.O. and R.M.L.C. Personnel—Pay Organization—Instructions Governing the Centralization of Pay Accounts and Method of Payment

(E.F.O./N/C.O.P. 1968/44.—15 Jun. 1944.)

A.J.O. 2827/44, paragraph 43, is to be amended as follows:

For S. 630 to accompany request . . .

Read S.63D. to accompany request . . .

3122.—Royal Marines—Band Engagements

(Press 1019/43.—15 Jun. 1944.)

The acceptance of public or private engagements by Royal Marine Divisional or R.N. School of Music bands is subject to the following conditions :—

(a) Public Engagements

- (i) An Admiralty sponsored engagement appearing in an official programme drawn up by the authority, or its representative on the spot, responsible for arranging the visit.
- (ii) All expenses are borne by public funds.
- (iii) No fees are to be accepted.

(b) Private Engagements

- (i) Accepted at the discretion of the Commandant or Commanding Officer concerned subject to the exigencies of the Service.
- (ii) Terms are not to be lower than those which would, in similar circumstances, be offered to a civilian band (K.R. & A.I., Article 776, K.R.A. & A.R., paragraph 1434.)

(iii) All expenses to be defrayed from fees received.

(iv) After all expenses have been met, the nett proceeds are to be apportioned as follows :—

10 per cent.—Band Fund.

90 per cent.—Performers.

(c) Private Engagements accepted whilst on a Public Engagement

(i) Private engagements may be accepted additionally whilst a band is engaged on a public engagement at the discretion of the Admiralty representative with the band or, where no such representative is present, the officer in charge of the band, providing they do not interfere with the programme arranged for the public engagement.

(ii) Fees received for private engagements accepted under this subparagraph will, after any expenses incurred have been defrayed, be apportioned as follows :—

25 per cent.—Public Funds.

75 per cent.—Performers.

2. Amendments made to the original programme for a public engagement entailing additional performances will be classified under paragraph 1, subparagraphs (a) or (c) by the authority, or its representative on the spot, responsible for the arrangements of the visit. A full report of any additional engagements accepted, stating the proposed fee, will be forwarded to the Secretary of the Admiralty. In no instance, however, are fees to be accepted without reference to the Admiralty.

3123.—Cypher Training Section, H.M. Signal School

(C.W. 27062/44.—15 Jun. 1944.)

With reference to paragraph 2 of A.F.O. 5850/43, officers requiring short courses will, in general, be accommodated in Alton and should therefore proceed to Alton Station, not Petersfield.

2. Ratings should continue to be directed to Petersfield Station.

(A.F.O. 5850/43.)

3124.—R.A.F. and Allied Air Force Personnel Spending Leave in H.M. Ships

(M. 012727/43.—15 Jun. 1944.)

It has been agreed that all officers of the Royal Air Force, officers of an Allied Air Force serving in or with the Royal Air Force and also such Warrant Officers and non-commissioned officers of those forces as are members of Air crews, may spend periods of leave in H.M. ships.

2. The following procedure should be followed in each case :—
Officers.

Officers spending leave at sea under the foregoing arrangements will be regarded as attached to the Royal Navy for the period concerned and the attachments are to be promulgated in Unit Personnel Occurrence Reports.

(a) Arrangements for attachments will as a general rule be made direct between individual officers of the two services.

(b) Where arrangements cannot be made between individual officers, they should be made direct between the Headquarters of Air Force group concerned and the nearest Flag Officer of the Royal Navy in command.

Warrant Officers and Non-Commissioned Officers.

Arrangements for the leave attachments of Warrant and Non-commissioned Officers are to be negotiated through the Headquarters of the R.A.F. group concerned and the nearest Flag Officer of the Royal Navy in command.

Personnel spending leave at sea under these arrangements will be regarded as attached to the Royal Navy for the period concerned and the attachments will be promulgated in Unit Personnel Occurrence

Reports. Owing to difficulties regarding messing accommodation, the attachments under this section will be limited to the larger war vessels and will not be allowed on destroyers or small craft.

3. Messing arrangements will be governed by Article 1818, K.R. & A.I. Officers will therefore be expected to pay the normal mess-subscription whilst no charge will be payable for warrant or non-commissioned officers.

4. In cases of doubt as to the Naval Command to which application should be made, the Naval Liaison Officer at the appropriate Air Force Command Headquarters should be consulted by telephone. When an application is received for attachments to a ship or station outside the Command of the local Commander-in-Chief, the application is to be forwarded to the Commander-in-Chief concerned for decision.

5. While these attachments are regarded favourably as tending to foster inter-service co-operation, it will only be possible to arrange a limited number of them subject entirely to the convenience of the local Naval authorities concerned.

(A.F.O. 18/43 is cancelled.)

3125.—Royal Canadian Naval Forces—Dependents' Allowance

(N. 13697/44.—15 Jun. 1944.)

A.F.O. 2054/44 is to be amended as follows:—

Delete "(A.F.Os. 2998/35 and 4097/42)" and "(A.F.O. 5455/43 is cancelled)" and substitute "(A.F.Os. 2998/35, 4097/42 and 5455/43)" at the foot of the A.F.O.

(A.F.O. 2054/44.)

3126.—W.R.N.S.—Character and Efficiency Assessments

(N.L. 19723/43.—15 Jun. 1944.)

The character and efficiency of ratings, W.R.N.S., are to be assessed and recorded on Certificates of Service on the occasions laid down in K.R. & A.I., Article 605, Clauses 4 and 4a. A note is to be inserted on page 2 of all such certificates as follows: "Assessments on promotion (except to officer) and transfer were abolished on 18.6.42".

2. The responsibility for the assessments will rest with the Commanding Officer, but before making the assessments he is invariably to consult the W.R.N.S. Officer-in-Charge and the head of the department to which the rating belongs.

3. Character assessments are to be recorded as:—

"V.G."
"Good"
"Fair"

and efficiency assessments as:—

"Above average"
"Average"
"Below average"

With the exception of "V.G." no abbreviations are to be used.

4. In awarding character assessments the Commanding Officer is always to exercise his discretion except that:—

(a) A higher character assessment than "Good" is not to be awarded to a Wren who, during the period for which her character is being assessed, has been punished in any of the following ways—

- (i) disgraced for misconduct;
- (ii) deprived of one or more good conduct badges;
- (iii) by deductions of pay for improper absence on more than two occasions or amounting to more than 14 days' pay in the aggregate (see note).

(b) A higher character assessment than "Fair" is not to be awarded to a Wren who, during the period for which her character is being assessed, has been punished—

- (i) by dismissal;
- (ii) on two or more occasions by either of the punishments (a) (i) or (ii) above (e.g. disgracing after deprivation of a badge on a previous occasion);
- (iii) by one of punishments (a) (i) or (ii) above, in addition to (a) (iii), unless on the same occasion;
- (iv) by deductions of pay for improper absence on more than three occasions or amounting to more than 34 days' pay in the aggregate (see note).

Note.—At the discretion of the Commanding Officer, absences of 3 hours or less may be ignored for the purpose of character assessments.

When an assessment below the maximum permissible is awarded, the Commanding Officer is to underline it in order to indicate that the lower award has been given advisedly.

5. A higher character assessment than "Good" is not ordinarily to be awarded to any rating W.R.N.S. who is discharged "Deserted" or "Services no longer required".

6. A higher character assessment than "Good" is not to be awarded to a rating W.R.N.S. who has been convicted by the Civil Power, provided this penalty has been approved by the Commander-in-Chief or other Flag Officer on Form S.273.

7. Character assessments of ratings W.R.N.S. lower than "Very Good" which were awarded prior to the issue of specific instructions on 18th June, 1942 (A.F.O. 2849/42), and which it is clear from the conduct sheet were not given advisedly, may now be re-assessed by the Commanding Officer under authority of this A.F.O. Such re-assessments should be reported to the Director, W.R.N.S., in order that records may be adjusted. Doubtful cases are to be submitted to the Admiralty.

8. In making assessments of efficiency the Commanding Officer is to be guided by the general rules laid down for Naval personnel in K.R. & A.I., Article 607. The terms for the W.R.N.S. are intended to correspond with the first three indicated in that Article; the fourth is omitted, as any Wren who warrants this marking should be put forward for discharge under A.F.O. 5646/42.

(K.R. & A.I., Articles 605(4) and 607.)

(A.F.Os. 2849/42, 5646/42 and 5840/43.)

(A.F.O. 2605/43 is cancelled.)

3127.—W.R.N.S.—Special Duties (Linguist)—Ante-dating of Advancement

(N. 9933/44.—15 Jun. 1944.)

With reference to A.F.O. 2602/43, it has been found impracticable to arrange refresher courses for Wrens Special Duties (Linguist) until some time after ratings have completed six months in the category, and advancement to Leading Wren has in consequence been delayed. Accordingly it has been decided that eight months is to be the maximum period covered by the term "approximately six months" in paragraph 4 of A.F.O. 2602/43, and in order to avoid hardship by the loss of seniority and pay, those Wrens who pass the refresher course and are recommended, are to have their advancements to Leading Wren ante-dated to eight months after completion of training at the Royal Naval Training Establishment, Southmead. These conditions will remain in force until the refresher courses have become adjusted to the beginners courses and can be held at the correct intervals.

2. This order may be regarded as retrospective to the extent of its applying to those ratings who, on 23rd March, 1944, completed eight months' service after the completion of their initial training course at the R.N. Training Establishment, Southmead.

(A.F.O. 2602/43.)

3128.—Schemes of Complement—Amendments

(N. 1988/44.—15 Jun. 1944.)

The following amendments are to be made to schemes of complement:—

H.M. Coastal Craft (manned on a General Service basis), issued with A.L. N/D.P.S. 157/42/M of 8 Mar. 1943 and amended by A.L. N. 11907/43 of 22 May, 1943.

Column headed "Rank or Rating"

Delete "S.D."

Substitute "Submarine Detector C.F."

Note (h)

Amend to read:—

(h) In boats fitted with Asdics, add 1 A.B. (Submarine Detector C.F.)—"B" Type M.Ls. employed on the Mediterranean and South Atlantic Stations are allowed 2 further Submarine Detectors C.F. (without substantive increase).

H.M.S. "Vienna" (A.L. N.15252/41 of 20 Oct. 1941).

H.M.S. "Vulcan" (A.L. P.M./A/S.W. 986/40 of 7 Oct. 1943)
(both amended by A.L. N/D.P.S. 157/42/M of 8 Mar. 1943).

H.M.S. "Hornet" (A.L. N/D.P.S. 33/44/M of 8 Feb. 1944).

Coastal Force Maintenance Staffs

Column headed "Ratings"

Delete "P.O., L.S. or A.B. (H.S.D.)."

Substitute "P.O., L.S. or A.B. (Higher Submarine Detector C.F.)."

Note (c)

Amend to read:—

(c) If fitted with Asdics, add 1 P.O., L.S. or A.B. (Higher Submarine Detector C.F.).

H.M.S. "Aggressive" (C.F. Base, Newhaven) (A.L. N.22996/42 of 11 May, 1943).

Section 6—A/S Staff

Reduce "1 Ldg. Smn. ... H.S.D. Maintenance of Asdic and Echo Sounding Equipment."

Add: "1 Ldg. Smn. ... H.S.D. (C.F.) Maintenance of Asdic and Echo Sounding Equipment."

C.F. Base, Port Royal, Jamaica (A.L. N.21715/43 of 1 Feb. 1944)

Reduce: "1 Ldg. Smn. ... H.S.D."

Add: "1 Ldg. Smn. ... H.S.D. (C.F)."

H.M.S. "Skirmisher II" (Milford Haven) (A.L. N.28575/42 of 28 Oct. 1943)

Reduce: "1 A.B. or Ord. Smn. H.S.D. Boat Maintenance duties."

Add: "1 A.B. or Ord. Smn. H. S. D. (C.F.) Boat Maintenance duties."

H.M.S. "Mantis" (A.L. N.24467/43 of 11 Apr. 1944)

Reduce: "1 Ldg. Smn. ... H.S.D.

1 A.B. ... S.D."

Add: "1 Ldg. Smn. ... H.S.D. (C.F.).

1 A.B. ... S.D. (C.F)."

3129.—Admiralty Surgeons and Agents

(C.E. 7323/44.—15 Jun. 1944.)

The undermentioned appointments as Admiralty Surgeons and Agents have been approved.

Place.	Name.	Address.	Remarks.
Middlesbrough	Mr. C. Rudd, L.R.C.P. & S.	Brynbenlog, Princes Road, Middlesbrough.	Temporarily during absence of Mr. J. R. McCurdie.
Salford	Mr. M. Morgan-Daley, M.B., B.Ch.	33, Trafford Road, Salford. (Telephone:— Trafford Park 0741.)	Vice Mr. I. D. Clein, Amended Appoint- ment.

3130.—Officiating Ministers of Religion

(C.E. 54294/44, C.E. 54530/44 and C.E. 59205/44.—15 Jun. 1944.)

The following appointments have been approved:—

Church of England

Capetown, South Africa Rev. T. P. Kerfoot,
Seamen's Mission,
Alfred Street, Capetown.Dumbarton Rev. J. Deighton,
St. Augustine's Vicarage,
Dumbarton.
(Appointment ceased.)

Church of Scotland and Free Churches

Durban Area (except Wentworth) ... Rev. G. P. Philips, M.A.,
525, Musgrave Road,
Durban, South Africa.Wentworth Rev. J. McDowell,
3, Rhodes Avenue,
Durban.

Roman Catholic

H.M.S. "Bee" Rev. P. Collins,
St. Mary's Presbytery,
Holyhead.

Church of Scotland and the Free Churches

Holy Loch Rev. W. N. G. Edgar,
The Manse,
Sandbank, Argyll.

2. The usual facilities are to be afforded.

3131.—Badges—Combined Operations Badge

See AFO1905/45 (V. 8/2627/44.—15 Jun. 1944.)

The following instructions on the use of the C.O. badge supersede those laid down in A.F.O. 4366/42.

2. Badges, Pattern 292A (Red) and 292B (Blue).—These are for wear on Naval uniform by ratings entitled to them. They are to be worn in the same way as the Good Shooting Badge, i.e., 1½ in. above the point of the right cuff of the jumper and 1½ in. from the end of the right sleeve of the jacket and with the muzzle of the tommy gun in the badge pointing to the rear. Two badges, Pattern 292A or two badges, Pattern 292B, are to be issued gratuitously to each rating when drafted to the C.O. organization. The issuing price for issues on repayment is 1d. each.

3. Badges, Pattern 291A.—These are similar to Pattern 292A but made in pairs. They are to be worn by those Naval personnel attached to the C.O. organization who are authorized to wear battledress, by Royal Marines, Army and by R.A.F. personnel as shown in paragraph 4 below. The badges are to be worn on the upper part of both arms immediately below the woven shoulder titles on battle-dress and 1 in. below the point of the shoulder on blue serge tunic of R.M.L.C. personnel. Royal Marines who cannot wear the badge on both arms (e.g., King's Badgemen, Instructors, etc.) will wear it on one arm. The badges should be worn with the muzzle of the tommy gun pointing to the front. The authorized gratuitous issues of these badges with C.O. kits are shown in A.F.O. 488/44 (Appendices) and A.F.O. 1139/44. The issuing price for issues on repayment is 2d. a pair.

4. The following are the general directions governing entitlement to wear the C.O. badge:—

R.N.—C.O. personnel as defined in A.F.O. 1653/44.

Royal Marines.—Trained R.M.L.C. personnel as defined in A.F.O. 1653/44 and all ranks of units in the R.M. Special Service Group on completion of training.

Army.—As a formation sign by all personnel serving in the C.O. Command.

R.A.F.—As prescribed in Air Ministry Order A.1186/42.

American and Allied Personnel.—In general conformity with the above in accordance with orders issued by their own authorities.

5. Supplies of badges, Patterns 292A and B may be demanded from any victualling yard. Supplies of Pattern 291A are held only at H.M. Victualling Depot, Jamestown. Requirements for Army and R.A.F. will be demanded from C.C.O., who will authorize supply from C.O. Stores Depot.

6. The wearing of gold C.O. badges is not authorized.

(A.F.Os. 488/44, 1139/44 and 1653/44.)

(A.F.O. 4366/42 is cancelled.)

3132.—Allied Naval Forces—Issue of Rum or Payment of Grog Money In Lieu

(V.2/893/44.—15 Jun. 1944.)

Attention is drawn to A.F.O. 3204/44 in Section 4 of this issue.

3133.—Invaliding Benefits—Ratings who Die during Invaliding Leave

(D.N.A. 6807/44.—15 Jun. 1944.)

With reference to K.R. & A.I., Article 1588, C1.3, as modified by A.F.O. 267/44, it is notified that if a rating dies after having been surveyed but before his or her invaliding leave was expired, the credit of pay, allowances and post-war credit of wages for the full period of the invaliding extension is, nevertheless, to stand, except that as regards leave allowance an abatement should be made, in accordance with the usual practice, for any days on which the rating was victualled at the public expense.

2. A statement of account and Form S. 46 (showing dates of survey, death and ceasing pay), should be rendered in the normal manner.

(K.R. & A.I., Art. 1588.)

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

3134.—Protection of Personnel from Burns—Anti-flash Clothing

(E.F.O. V.8/2513/44.—15 Jun. 1944.)

Attention is drawn to A.F.O. 3213/44 published in Section 4 of this issue.

(A.F.O. 3213/44.)

3135.—Cameras—Care, Maintenance and Repair

(N. 22253/43.—15 Jun. 1944.)

With reference to A.F.O. 1730/43, paragraph 3, it has been decided that Electrical Artificers and Air Fitters (L) are no longer to be responsible for fitting and removal of camera guns and cine-camera gun magazines and titling of their films. These duties, in future, are to be the responsibility of Air Mechanics (L).

2. A.F.O. 1730/43, paragraph 3, is to be amended accordingly.

(A.F.O. 1730/43.)

3136.—State Insurance—Naval Canteen Ratings

(P.M. 1174/44.—15 Jun. 1944.)

Forms S.1034 and U.I.3.XS for Naval Canteen ratings will be forwarded in future to the Ministry of Health and the Ministry of Labour and National Service respectively, by the N.A.A.F.I. Headquarters, Ruxley Towers, Claygate, Esher, Surrey, who are responsible for settling the final pay account of this class of personnel.

2. The Director of Navy Accounts (Branch 3A) will communicate the cease pay date and "E" code number to the N.A.A.F.I. Headquarters, who will then follow the procedure laid down in A.F.O. 959/44 for the return of the above-named forms.

3. Form M.168 for Naval canteen ratings will in future be forwarded direct to the Ministry of Health by the Director of Navy Accounts (Branch 3A). A.F.Os. 959/44, 1659/44 and 2334/44 are amended accordingly.

(A.F.Os. 959/44, 1659/44 and 2334/44.)

3137.—Instructional Film—"Social Enemy No. 1"

(N.T./5068/44.—15 Jun. 1944.)

With reference to A.F.Os. 3004/43 and 4251/43, the film "Social Enemy No. 1" (serial number E.611) is no longer considered suitable for Naval instructional purposes and all copies are to be returned immediately to S.N.S.O., R.N. Store Depot, 54, Neasden Lane, London, N.W.10.

2. A.F.O. 3004/43 is hereby cancelled and A.F.O. 4251/43 (Appendix I) is to be amended accordingly.

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

(A.F.O. 3004/43 is cancelled.)

3138.—Goat Club—Membership

(C.W. 30530/44.—15 Jun. 1944.)

All Naval (R.N., R.N.R., and R.N.V.R.) and Royal Marine Officers are eligible to apply for membership of the Goat Club. The club (established in 1915) is situated at 179 New Bond Street, W.1, and provides sleeping accommodation, luncheons, etc., at reasonable prices.

2. The entrance fee is £1 and the annual subscription £2 2s.

3. Full particulars may be obtained from the Secretary of the club who will be pleased to welcome visitors at any time.

3139.—Poster and Illustrated Pamphlet on Night Vision

(T.S.D. 720/43.—15 Jun. 1944.)

The basic principles of night vision, and the measures to be taken in ships to provide efficient lookouts, need constantly to be remembered by all personnel.

2. To bring the problem visually to the notice of all naval personnel, two publications will be issued without demand from R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(a) A poster (single crown size, 15-in. by 20 in.)—S. 1568.

(b) A pamphlet—B.R. 1007.

3. The posters should be displayed in prominent positions. The pamphlets should be issued to the Gunnery Officer, who should make appropriate arrangements for their use, and all requisite instruction.

4. The distribution will be as follows:—

	Poster	Pamphlet
Battleships and battle cruisers	4	40
Monitors	1	10
Cruisers and fleet aircraft carriers	4	40
Light aircraft carriers and escort carriers	3	30
Seaplane carriers and fighter catapult ships	2	20
Anti-aircraft ships and auxiliary A/A ships	2	20
Flotilla leaders and destroyers	2	20
Anti-aircraft destroyers	2	20
Cutters, sloops, frigates, corvettes	1	10
A/S trawler	1	10
Destroyer depot ships and auxiliary destroyer depot ships	2	20
Submarine depot ships and bases	2	20
Repair ships	1	10
Armed merchant cruisers	2	20
Ocean boarding vessels	1	10
Base and accommodation ships	2	20
Minelayers	2	20
Net layers and auxiliary net layers	1	10
Minesweepers, twin-screw minesweepers, Australian minesweepers.	1	10
Surveying ships	1	10
Salvage vessels	1	10
Cable ships	1	10

	Poster	Pamphlet
Coastal craft depot ships	1	10
Combined operations ships and all major landing craft ...	2	20
Naval air stations (large) and observer schools	6	60
Night vision training schools	2	50
Seamen's training establishments	6	50
Loan libraries	1	10
Gunnery schools, signal schools, torpedo schools	6	60
H.M.S. "Bee"	6	60
H.M.S. "St. Christopher"	6	60
R.N. College, Eaton, R.N. College, Greenwich	1	10
R.M. School of Signalling	2	20
D.E.M.S. training centres	2	20
Admiralty mercantile marine signal schools	2	20
Flag Officers, N.O.I.Cs., N.C.S.Os. (home and abroad) ...	1	10
Naval W/T stations	1	10
War signal stations, port signal stations	1	10
Coastal craft bases	2	20

5. Additional supplies may be obtained when required from R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

See AEO 5938/40. †3140.—Sea Cadet Corps—Policy See AEO 6023/46
" " 639/46. (N. 12585/44.—15 Jun. 1944.)

From 1st February, 1942, the Admiralty, through the Admiral Commanding Reserves, assumed control of the direction of organization and training in all Sea Cadet Corps in Great Britain and Northern Ireland.

2. The following decisions upon the future policy of the Sea Cadet Corps are promulgated for information:—

(a) *Function of the Sea Cadet Corps*

The function of the Sea Cadet Corps is to give technical training to, and to instil Naval traditions in, boys who intend to serve in the Royal or Merchant Navies both in war and peace, and also to those sea-minded boys who do not intend to follow a sea career but will, given this knowledge, form a valuable reserve for the Royal Navy.

In addition to giving technical sea training, it is the aim of the Sea Cadet Corps to provide for the social and educational welfare of Cadets, and to develop Character and good Citizenship in its widest sense.

(b) *Age of Entry*

The age of recruitment for permanent service in the Royal Navy is 15½ years, and only slightly above this age for service in the Merchant Navy. Consequently, if pre-entry training is to be of any value for boys who intend to make their career at sea, they must be enrolled at or soon after the age of 14. It is intended, therefore, that the age of service in Sea Cadet Corps shall be between the ages of 14 and 17.

(c) *Organization*

In order to implement the above policy, the Admiralty intend that:—

- (i) The Sea Cadet Corps shall remain a separate entity under the control of the Admiralty, but co-operating to the fullest possible extent with the other Services' pre-entry Training Corps and Youth Organizations.
- (ii) The Admiralty shall be responsible for the organization and training of the Corps.
- (iii) The Navy League shall continue to administer the Corps on behalf of the Admiralty and be directly responsible to the Admiralty for the social and welfare side of the organization.

3. The Sea Cadet Corps provides training intended to fit Cadets for entry into the Royal Navy and Merchant Navy and to develop powers of leadership. Officers receive commissions in the R.N.V.R. Special Branch (Unpaid) and wear the appropriate uniform, with the addition of the letters "S.C.C." worn over the curl on each arm. Uniform may only be worn when actually on duty.

4. Naval authorities are asked to give every assistance in their power and to take an interest in local Sea Cadet units.

5. The help already given by Naval establishments has been much appreciated and has proved invaluable in providing the requisite pre-entry training.

6. Any matters affecting the S.C.C. should be referred to Admiral Commanding Reserves, from whom copies of the Regulations governing the formation, organization and training of the Corps can be obtained.

7. Attention is drawn to the Regulation that Sea Cadets are not to be subjected to war risk to an extent greater than that they must take in civil life, unless the consent of their parents is obtained.

(A.F.Os. 1373/42 and 1906/43 are cancelled.)

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

3141.—Guns—General—Spanners Shifting, and Pliers, Side Cutting—Commercial Pattern

(A.S./C.P. 83167/43.—15 Jun. 1944.)

Spanners, adjustable, 6-in. (D.H.T., co-ordinated, Pattern 2419), have been approved for issue in lieu of shifting spanners for Q.F., 2-pdr., II-II* C, 2-pdr., Mark VIII, and Vickers and Maxim, 0.303-in., machine guns, when stocks of shifting spanners are exhausted.

2. Pliers, side-cutting, 6-in. (D.H.T. co-ordinated, Pattern 1846), have been approved for issue in lieu of pliers, Mark I, for Q.F., 2-pdr., Marks II-II* C, and 2-pdr., Mark VIII, guns when stocks of pliers, Mark I, are exhausted.

3. Naval armament depots should demand from Director of Armament Supply as necessary.

4. Naval Proportion Book will be amplified.

3142.—Guns—American—40-mm. Q.F. Bofors—Springs, Striker, Inner and Outer

(G/A.S. 5269/44.—15 Jun. 1944.)

Guns, Q.F., U.S., 40-mm., Mark I; Mark I, Mod. 1; Mark II and Mark II, Mod. 1, are fitted with one striker spring only, corresponding to the outer spring of British Mark I and IV guns.

2. To improve the weight of blow, U.S. guns are to be fitted with an inner striker spring similar to that fitted in British guns.

3. When fitting the inner striker spring care should be taken to ensure that the inner and outer springs are wound to opposite hands, i.e., left hand inner and right hand outer or right hand inner and left hand outer.

4. The work is to be done by ship's and base staffs and Royal Naval Armament Depots. Ships and bases should demand from the nearest Royal Naval Armament Depot. Depots are to forward intermediate demands to Director of Armament Supply (Branch A).

(A.F.O. 4704/43 is cancelled.)

3143.—Guns—20-mm. Hispano—Clearance between Rack Operating Lever and Rack Roller

(G. 2629/44.—15 Jun. 1944.)

To obtain the most efficient gun functioning the clearance between the rack operating lever and the rack roller should be increased within the limits 0.060-in. minimum and 0.080-in. maximum.

2. When using the existing clearance $\frac{1}{32}$ — $\frac{1}{16}$ in. (.030—.060-in.) heat expansion of the barrel is such that this clearance is entirely taken up, thus preventing the rack roller from returning fully, resulting in loss of recuperation.

3. A notation of the increased clearance is to be entered in the note following paragraph 189, chapter 7, of A.P. 1641F, Vol. 1, quoting this A.F.O.

(A.P. 1641F, Vol. 1.)

3144.—Guns—20-mm. Oerlikon—Grids Foresight—Allowance

(A.S. 1393/42.—15 Jun. 1944.)

The allowance of spare grids foresight for all ships carrying Oerlikon guns is to be increased to 1 per two or less guns mounted in single or twin handworked mountings.

2. Ships should demand spare foresight grids to complete to this allowance from the nearest R.N. armament depot.

3. Naval Proportion Book will be amended.

(A.F.O. 2705/44.)

3145.—Gun Mountings—6-in. Twin Mark XXI, Triple Marks XXII and XXIII—Pressure Gauges and Pressure Gauge Stop Valves

Ships and Dockyards concerned

(G. 04242/44.—15 Jun. 1944.)

When present stocks of pressure gauges, Admiralty Pattern Nos. 2520, 2520A, 2521, 2526, 4668, 4669, 4670 and 4664, are exhausted, new pressure gauges with the same Admiralty pattern numbers will be supplied, with a standard shank of 0.8125-in. dia. 14 T.P.I.

2. Similarly, standard stop and relief valves, Admiralty Pattern Nos. 1804 and 1804B, have been modified to suit.

3. In instances when any pressure gauges of the Admiralty pattern numbers enumerated above are replaced by the modified pressure gauges, the adaptor shown in A.F.O. Diagram 182/44 should be manufactured and fitted as indicated in the assembly view, the work to be carried out by ships' staffs.

3146.—Gun-Mountings—5.25-in. Mark II—Trough Platform System for leading in Cables—Provision of Inspection Openings—As. and As.

"Dido" Class Cruisers (ex "Scylla"), H.M. Dockyards and Refitting Authorities concerned

(G. 014360/43.—15 Jun. 1944.)

To enable the lead in cables of 5.25-in. Mark II mountings to be more readily inspected, four inspection openings and covers in accordance with A.F.O. Diagram 181/44 (D.N.C. 7/A.933A), are to be provided in the spent cartridge platforms of these mountings. The inspection openings should be arranged on the fore and aft and athwartship lines, existing openings being modified accordingly. An item, classification "B," should be inserted in the ship's list of As. and As. to cover the work involved.

(A.F.O. 143/43 is cancelled.)

3147.—Gun Mountings—20 mm. Oerlikon, Mark IIA S/M—Cocking Bar

(H.M. Submarines, Depots and F.O.G.M.Os. concerned)

(G.05175/44.—15 Jun. 1944.)

It has been found that the existing wire lanyards, for cocking Oerlikon guns on Mark IIA S.M. mountings, deteriorate quickly under submarine conditions, and require frequent replacements.

2. The wire lanyard should therefore be replaced by the cocking bar shown on A.F.O. Diagram 180/44 (G.R.6708).

3. According to the type of existing cocking gear fitted, it may be found possible to utilise the existing bolt and washer for the cocking bar.

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

(This Order to be retained until complied with.)

3148.—Small Arms—Revolvers and Pistols—Bulged Barrels

(A.S. 3414/44.—15 Jun. 1944.)

Attention is drawn to the possibility of accidents with pistols and revolvers through a bullet lodging in the barrel and a second round being fired on to it. This would cause the barrel to bulge or possibly burst, with danger of injury to personnel, usually someone standing beside the firer.

2. The causes of a lodged bullet are either defects in ammunition, commonly due to exposure to damp, or low striker protrusion, causing weak explosion.

3. The symptoms of a lodged bullet are absence of the usual kick or jump of the weapon and of the normal loud report. Smoke may also appear from the body of a revolver.

4. When these symptoms, which are easily noticeable, are detected, the firer must stop firing, unload the pistol and examine the bore for an obstruction. If the bore is not clear, the weapon must be handed to an O.A. for examination and rectification.

On no account should a second round be fired on to the lodged bullet.

5. A "lodged bullet" is to be reported in accordance with Article 311 of N.M.E.R.

6. To minimise the possibility of firing with ammunition which might give lodged bullets, all ammunition is to be examined before use. Any which shows sign of corrosion, or discolouration of the cartridge case, is to be landed at the nearest armament depot for examination and sentence.

7. D.E.M.S. Staff Officers are to bring this Order to the notice of Masters of any vessels concerned.

3149.—Ammunition—20-mm. Oerlikon H.E. Tracer—Lot N.F.H. 2258D—Withdrawal

(AS/G. 6546/43.—15 Jun. 1944.)

20 mm. Oerlikon H.E. Tracer ammunition of Lot N.F.H. 2258D has caused misfires owing to insensitivity of the caps and is to be withdrawn from service.

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

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

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

3150.—Ammunition—0.50-in. Browning (Colt), Incendiary B, Mark IIZ—Relegation

(A.S./G. 09994/44.—15 Jun. 1944.)

Cartridges S.A., 0.50-in. Browning (Colt) Incendiary B, Mark IIZ, are liable to cause muzzle flash and to disperse particles in a 6° cone. They must not, therefore, be used from aircraft guns unless Cartridges S.A., 0.50-in. Browning (Colt) Incendiary M.1, are not available on board or cannot be obtained.

2. Ships concerned are to demand from the nearest N.A. depot sufficient M.1 ammunition to replace all B Mark IIZ ammunition on board. On receipt of the M.1 all supplies of B. IIZ are to be landed.

3. At Naval armament depots all packages containing B. IIZ ammunition in stock or landed as a result of these instructions are to be stencilled "Not to be fired from aircraft guns".

("R" Message 178R is cancelled.)

(C.A.F.O. 321/43 is cancelled.)

3151.—Ammunition—Fuzes—Time, Mechanical, No. 206, Mark II—G.B., Lots 39 to 52—Restricted Use

(A.S. 11744/43.—15 Jun. 1944.)

Fuzes, Time, Mechanical No. 206, Mark II, of G. Bray's (G.B.) manufacture, lots 39 to 52 inclusive, are only to be utilised in H.A. practice projectiles (fixed and separate loading ammunition).

2. Any of these fuzes carried on board H.M. ships should if possible be absorbed for H.A. practice. If this cannot be arranged they should be returned to the nearest R.N. armament depot and others demanded in lieu.

3. *R.N.A. Depots only.*—All packages containing fuzes of the make and lots mentioned should be stencilled "For H.A. Practice Projectiles only".

3152.—Ammunition—Cases, Cartridge Q.F. 4-in. V-VC guns (F.A.)—Withdrawal of certain lots of RL.1931, RL.1935 and K.1929 Manufacture

(G. 225/44.—15 Jun. 1944.)

As a result of failures, cartridge cases Q.F. 4-in. V-VC guns (fixed ammunition) of the following makes and lot numbers are to be withdrawn from Naval Service :—

R.L. 1931 Lot No. 203.
R.L. 1935 Lot No. 205.
K. 1929 Lot No. 23.

2. Any Q.F. 4-in. V-VC guns fixed ammunition on board H.M. ships assembled with such cases is to be exchanged for unrestricted ammunition at the nearest N.A. depot at the first opportunity.

3. These stores are to be regarded as coming under category (b) of C.A.F.O. 991/42.

4. The following action is to be taken by R.N. Armament Depots at Home and Abroad :—

(a) *Where facilities exist for breakdown and remaking*, all ammunition made up with these cases is to be broken down and restricted cases brought to produce. The propellant (other than N.H. propellant) and other components not required locally at depots abroad should be shipped to United Kingdom at the first convenient opportunity.

All N.H. propellant recovered is to be destroyed.

(b) *Where facilities are not available for breakdown and remaking at depots abroad*, all ammunition in stock or subsequently received is to be returned to United Kingdom at the first opportunity, demands being forwarded for replacements if required.

(c) All stocks and subsequent receipts of empty cartridge cases of the lots in question are to be brought to produce.

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

3153.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition to

(A.S. 6846/44.—15 Jun. 1944.)

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

Lot No.	Size	Cartridges into which filled
M.E. 783 X.J. ... 8/44 ...	16 M.C. ...	B.L. 4-in. IX gun
M.E. 783Y X.J. ... 8/44 ...	16 M.C. ...	B.L. 4-in. IX gun
R.N.C. 430C ... 9/44 ...	205 S.C. ...	B.L. 8-in. gun
R.N.C. 538C ... 9/44 ...	280 S.C. ...	B.L. 16-in. gun
R.N.C. 890C ... 9/44 ...	205 S.C. ...	B.L. 8-in. gun
R.N.C. 1272C ... 9/44 ...	280 S.C. ...	B.L. 16-in. gun
R.N.C. 1304C ... 9/44 ...	280 S.C. ...	B.L. 16-in. gun
R.N.C. 1980C ... 9/44 ...	300 S.C. ...	B.L. 14-in. gun

Lot No.	Size	Cartridges into which fitted.
R.N.C. 2080C ... 9/44 ...	061 S.C. ...	Q.F. 12-cwt. gun
R.N.C. 2081C ... 9/44 ...	061 S.C. ...	Q.F. 12-pdr. 12-cwt. gun
R.N.C. 2086C ... 9/44 ...	061 S.C. ...	Q.F. 12-pdr. 12-cwt. gun
R.N.C. 2122C ... 9/44 ...	061 S.C. ...	Q.F. 12-pdr. 12-cwt. gun
R.N.C. 2129C ... 9/44 ...	061 S.C. ...	Q.F. 12-pdr. 12-cwt. gun
R.N.C. 2476C ... 9/44 ...	061 S.C. ...	Q.F. 12-pdr. 12-cwt. gun
R.N.C. 2503C ... 9/44 ...	300 S.C. ...	B.L. 14-in. gun
R.N.C. 3185C ... 9/44 ...	300 S.C. ...	B.L. 14-in. gun

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

3. At Home Depots, any cartridges or bulk cordite of the above sub-lots required for trials, experiments or Gunnery School firings, may be retained for a further period of six months from date of withdrawal.

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

3154.—Armament, Torpedo and Mining Stores—Issues to and Returns from Allied (including Dominion, etc.) Warships

(A.S. 6256/44.—15 Jun. 1944.)

When H.M. ships, including base ships, issue Naval armament, torpedo or mining stores to, or receive them from, warships not manned by the R.N., four unpriced copies of the issue or receipt vouchers, endorsed with the number of this Fleet Order and quoting the authority for supply, are to be forwarded to Director of Armament Supply, Admiralty, Branch E, where any necessary repayment, lend lease, etc., action will be taken.

2. The original copies of issue vouchers should bear the receipt of a representative of the Service supplied.

3. The copy of the voucher retained to support the ship's account should be endorsed as follows, viz. :—

"Four copies of this voucher were forwarded to D.A.S. Br. E on"

4. Similar action is to be taken by A.S.I.Ss. on detached duty, i.e. where the necessary repayment, etc., action is not carried out by a Naval armament, etc., depot.

5. Retrospective action should be taken in any case where vouchers for supplies to or returns from allied, etc., warships have not already been forwarded under A.F.O. 4809/40.

(A.F.O. 4809/40 is cancelled.)

3155.—Naval Stores for Gunnery Purposes—Gauges, Surface, Universal—Allowances Fleet Carriers

(N.S. 16202/44.—15 Jun. 1944.)

One gauge, surface, universal, is to be allowed to each fleet carrier for gunnery purposes. The gauge comprises one each of the following items :—

D.H.T. No.	Description
1093 ...	3-in., V base-hardened, with monkey and scriber.
1094 ...	Spindle, 4-in.
1095 ...	Spindle, 7-in.

2. Ships concerned in commission should forward demands accordingly to their storing yards or depots. Supply to ships concerned under construction should be arranged by the warrant yards and supplying yards or depots in the usual manner. Supply to H.M. ships "Implacable" and "Indefatigable" has already been arranged.

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

3156.—21-in. L.C. Torpedo Tubes—Trippers—Modifications*(M.T.Bs. and S.G.Bs. concerned)**(T. 2224/43.—15 Jun. 1944.)*

Trouble has been experienced with trippers of 21-in. L.C. Torpedo Tubes due to the torpedo turning on firing, thereby bringing the top tail bearer into contact with the starboard web of the tripper.

2. Trippers marked "T.P. 6750" or "T.P. 11169" are to be modified as indicated in A.F.O. Diagram No. 179/44.

3. The work is to be carried out by the maintenance staffs at Coastal Force Bases.

3157.—Air Vessels—Fitment of Mark XV Type in 18-in., Mark XII*, Torpedoes***(A.S. 0250/44.—15 Jun. 1944.)*

A small number of 18-in., Mark XV, type air vessels are being fitted to 18-in., Mark XII*** torpedoes. When this is done, the Torpedo History Sheet will be specially marked.

2. These air vessels will be fitted with special air vessel ends and drain screws with heads approximately 0.02 in. shorter than standard.

3. On replacement of a drain screw by one of the standard type, St. No. 5378, carried in chests, care must be taken to see that the head does not stand proud of the torpedo shell; excess material should be removed by filing flush.

3158.—High Pressure Air Cylinders—Preservation when Stored in the Open*(T/G. 06805/44.—15 Jun. 1944.)*

H.P. air cylinders on delivery to the shipbuilders and contractors' works from the manufacturers should, if possible, be stored under cover. If, owing to lack of space, storage in the open for any appreciable period is unavoidable, arrangements should be made for the cylinders to be stored clear of the ground and given one coat of grey paint.

2. The work is to be carried out at the shipyards and contractors' works as directed by the overseers concerned.

3159.—Squid Leads Expendable—St. No. 6778*(A.S. 01403/44.—15 Jun. 1944.)*

Leads Expendable St. No. 6778 of early manufacture have been found to have the dimension exceeded between the end of the polyvinyl sleeve and the end of the plug.

2. Leads of current manufacture, however, are correct in this aspect, and for identification purposes have been fitted with a light red sleeve $\frac{1}{2}$ in. wide near the concentric plug end.

3. It is not desired to disturb projectiles squid, Mark I, fitted with fuzes squid, Mark I, which have lead expendable, St. No. 6778, of the original design.

4. Ships are, however, to arrange to exchange any lead, expendable, St. No. 6778, of the old design, i.e. with black sleeves which are carried as spares in the squid tools and spare gear chest, from the nearest N.A. depot as opportunity arises.

3160.—Respirator, Anti-Gas (Light Type)—Loose Containers*(T. 05718/44.—15 Jun. 1944.)*

Where Light Type respirators are supplied assembled, it cannot be assumed that the container is fully screwed into the facepiece. Should the respirator be used with the container not screwed well home, gas protection will not be assured.

2. When fitting personnel with Light Type respirators, it should be checked that the container is screwed home hand taut. This should be verified during the subsequent gas chamber fitting test and also during periodic respirator inspections.

*(C.A.F.O. 652/44.)***3161.—Magnetic Compasses—Courses for Officers in Adjustment of***(C.D. 321/44.—15 Jun. 1944.)*

With reference to A.F.O. 2224/44, the short course in the adjustment and maintenance of magnetic compasses at the Admiralty Compass Observatory between 8th August and 12th August, 1944, is cancelled.

2. A.F.O. 2224/44 should be amended accordingly.

*(A.F.O. 2224/44.)***3162.—Clutch Operating Valve—Resiting of***61½-ft. M.F.Vs.—Widdop EMX4 Engines**(D. 8275/44.—15 Jun. 1944.)*

The present position of the handle on the clutch operating valve of Widdop EMX4 engines in 61½-ft. M.F.Vs. is dangerous and likely to cause injury to persons descending the engine-room ladder.

2. When opportunity permits the valve is to be re-sited as follows:—

- Remove valve from lug on cam box casting.
- Clean out the fixing screw holes by running tap through each one.
- Remove roughness from inboard side of fixing lug by filing.
- Fix valve to inboard side of lug and bend copper pipes to suit.

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

*(This Order is to be retained until complied with.)***3163.—Paxman T.P.M. 12 Engines Fitted in L.C.T.—Big-End Bearings***(D./D.C.O.M. 3190/44.—15 Jun. 1944.)*

In order to improve the performance of the big-end bearings fitted in the above-mentioned engines a modified type of bearing having a copper lead lining on both inner and outer bearing surfaces has recently been introduced in replacement of the original type of bearing which had a copper lead inner lining and a whitemetal outer lining.

2. The technical difficulties experienced in the large scale production of the new type of bearing have proved greater than was originally anticipated and a number of bearings which have been put into service have defective areas in the outer surface caused by gas bubbles having been entrapped during the lining process. Extensive running tests which have been carried out show that in spite of these defects the new pattern bearings having the inner and outer copper lead linings will give considerably improved service as compared with the original pattern bearings with whitemetal outer lining. The fact that such defects are present need, therefore, cause no concern provided they do not exceed the limits laid down by the specification given in paragraph 3 below.

3. Steps are being taken to improve the manufacturing technique with a view to the complete elimination of the defects referred to on a production basis, but during the interim period the following specification is being applied:—

- The total width of effective lining surface when measured across the bearing in a line parallel to the axis of the bore of the bearing is to be at least 1½-in. in the loaded area and $\frac{3}{4}$ -in. in the unloaded area.

N.B.—The loaded area is defined as extending from 1-in. from the joint on the bottom half to 2½-in. from the joint on the top half when measured on the periphery. This area is located on the un-numbered side of the bearing, or—in other words—on the side where the nuts are fitted at the bottom.

- The size of any hole in a direction parallel to the axis of the bore shall not exceed $\frac{1}{4}$ -in. in the loaded area and $\frac{3}{8}$ -in. in the unloaded area. The maximum size in any other direction, i.e., at right angles to the bore axis, or in an oblique position shall be $\frac{3}{8}$ -in. in the loaded area or $\frac{1}{2}$ -in. in the unloaded area. The maximum area of any hole shall not exceed $\frac{1}{4}$ -in. \times $\frac{1}{4}$ -in. in unloaded area.

- The total area of bearing surface is not to be reduced by more than 5 per cent. in the top half or 8 per cent. in the bottom half; in any case, not more than 2 per cent. reduction is to be congregated in the loaded area of the top and bottom half.

- (iv) The lining at the edge of the hole to be tested by the point of a knife for adhesion. If it can be prised away from the shell by this means, the bearing is not acceptable.
- (v) The loaded surface should be free from porosity which on testing as per sub-paragraph (iv) would indicate spongy material.
- (vi) No slag inclusion.

All bearings supplied in future will comply with this specification, but it is possible that some of the earliest bearings of this pattern to be issued did not comply. Any existing stocks of bearing should therefore be examined by the Engineer Officers concerned and those which do not comply with the specification should be returned to L.C.M.S.O., Staines.

4. Pending further instructions, all big-end bearings having copper lead outer linings should be examined during 1,000-hour overhauls, but if they are in apparently satisfactory condition they need not be renewed. Big-end bearings having whitmetal outer linings must always be renewed at 1,000-hour overhauls irrespective of apparent condition.

3164.—Radar—Types 276/7 and 293—Follow-up Switch, Pattern W. 7844

(R.E. 01744/44.—15 Jun. 1944.)

It has been found that excessive sparking occurs in the Type 242 Aerial Control Follow-up Switch, Pattern W. 7844 in the Control Table of Types 276/7 and 293. (This follow-up switch should not be confused with a similar switch used for stabilising Type 277 aerial.)

If sparking occurs, the following work should be carried out by the ship's staff:—

- (a) The Aerial Pedestal 19W of Type 242 should be modified as described in A.F.O. 2361/44.
 - (b) The resistance fitted to the switch should be examined.
 - (c) The operation of the switch should be checked as in paragraph 4.
2. The resistances fitted to the switch in the first place are of too high a value and will be changed in later production. The values are given below:—

Original Resistance. New Resistance.

220 volt ships ...	Pattern 50056, 2400 ohms	Pattern 51460, 1200 ohms
110 volt ships ...	Pattern 50643, 600 ohms	Pattern 51533, 240 ohms

Ships fitted with the original resistances should demand the appropriate stores, from the Superintending Naval Store Officer, Haslemere, as shown below:—

220 volt ships ...	Pattern 51460 Resistance 1200 ohms tapped	<i>Quantity.</i>
	at 600, 300, 150 and 75 ohms ...	2+1 spare.
110 volt ships ...	Pattern 51533 Resistance, 240 ohms, tapped	<i>Quantity.</i>
	at 120, 60, 30 and 15 ohms. ...	2+1 spare.

The resistances should be fitted and wired as shown in A.F.O. Diagram 178/44 (1-2).

3. In 220 volt ships, if Pattern 51460 Resistance is not available, Pattern 50056 Resistance should be connected to the Follow-up switch as shown in A.F.O. Diagram 178/44(3).

4. The follow-up switch should be checked as follows:—
- (a) Check that the studs and segments are projecting from the board. If they are not, scrape away the insulation on the board.
 - (b) Check that the contact finger when in contact with two adjacent studs overlaps each by at least $\frac{1}{16}$ in. If the switch does not pass this test, replace it.
 - (c) Check the continuity of the contact by placing an AVO in series with the switch and rotating one board slowly relative to the other. The current should never drop to zero as the contact finger passes across the studs.
 - (d) Check that the boards rotate quite freely when the L.P. supply to the M Motor is switched off.

5. When these modifications have been carried out the aerial control system should operate satisfactorily. If, however, it is required to rotate the interrogator aerial in synchronism with the radar aerial, the two aeriels should be lined up first before switching on the power control. The interrogator aerial should never be switched to synchronous running when the radar aerial is rotating.

6. It is possible that if the L.P. supply is switched off while the D.C. supply is still on, the interrogator aerial may continue to rotate without any indication of it in the office. A warning lamp should, therefore, be fitted in the office. The lamp (Pattern 6990 for 220 volt, Pattern 695 for 110 volt, or suitable alternative) should be mounted in any convenient position in the office and connected across the terminals marked Interrogator Aerial Training Motor A+ and A- on the side of the control table. When the Interrogator Aerial rotates, the lamp will light and thus give warning of uncontrolled rotation. It should be noted that it is essential to line up the interrogator aerial, the aerial and gyro repeater, and the radar aerial after uncontrolled rotation has taken place.

7. The fitting out specification, E. list Planned Packing Schedule, and handbook will be amended.

(A.F.O. 2361/44.)

3165.—Radar—Types 284P(3)/P(4) and 285P(3)/P(4)/Q. Panels L.24/L.34—Modification to Cathode Ray Unit, Design "K," Pattern W.4651

(R.E. 50/44.—15 Jun. 1944.)

Experience with Cathode Ray Unit, Design "K", Pattern W.4651 fitted in Panels L.24/L.34, Patterns W.4500/W.8134, under conditions of extreme humidity has shown that there is a danger of breakdown between the cases of the condensers C.201, C.203, C.210 and C.211 (all Pattern W.1721) and earth. (Handbook H.490/A, Fig. 33.)

2. To ensure against any possible breakdown due to this fault, the mounting of the condensers in the chassis of the cathode ray unit is to be modified as shown in A.F.O. Diagram 177/44(1) (A.S.E. Drawing 35833). When this modification has been incorporated at manufacturers' works, the pattern numbers of the panels will include the suffix "A", Panel L.24 becoming Pattern W.4500A and Panel L.34, Pattern W.8134A.

3. Ships fitted or fitting any of the above-mentioned Radar sets with a Panel L.24 or L.34 that has a pattern number not including the suffix "A" are to demand a Pattern 55364 "Box of Parts for Modifying Cathode Ray Unit Design "K" Pattern W.4651" for each panel fitted, from the Superintending Naval Store Officer, Haslemere, quoting this order as authority.

4. In the case of ships abroad, some considerable time may elapse before their demands can be met and supply made. Details of how the modified parts contained in the Pattern 55364 "Box of Parts" can be made by ships' staff are given, therefore, in A.F.O. Diagram 177/44(2) (A.S.E. Drawing 35833A).

5. The modification is to be treated as a defect and carried out by ships' staff, assisted where necessary by depot ships' staff in accordance with the following instructions:—

- (i) Open the drawer containing the Cathode Ray Unit, Design "K" and secure with the handle in the open position.
- (ii) Remove all valves and C.R. tubes from the unit and stow in a safe place.
- (iii) Remove the connections from the terminal board at the rear of the chassis; extreme care is to be taken.
- (iv) Detach the cable clamp complete with cables by undoing the captive thumb screws at each end of the clamp.
- (v) Disengage the four captive screws on the underside of the drawer, securing the chassis to the drawer.
- (vi) Unlock all control knobs on the front of the panel and turn knobs so that the white spots point upward.
- (vii) Carefully withdraw the chassis from the drawer.
- (viii) Dismantle the upper portion of the support for the smaller C.R. tube and braze the right-hand upper pillar into the plate as shown in the A.F.O. Diagram 177/44(1). (A.S.E. Drawing 35833). Cut off the projecting portion of the pillar so that it is flush with the underside of the plate. (This is to provide adequate clearance for the terminal of Condenser C.203.)
- (ix) Re-assemble the support for the tube.

- (x) Remove the four condensers C.201, C.203, C.210 and C.211 complete with their insulating bases from the chassis. Discard the insulating bases if the modification is being made using the "Box of Parts" Pattern 55364.
- (xi) Re-fit the condensers to the chassis with the new composite insulating bases and nuts, bolts and lock washers supplied in the "Box of Parts" as shown in A.F.O. Diagram 177/44(1) (A.S.E. Drawing No. 35833); re-wire the condensers.
- (xii) Add letter "A" to pattern number on chassis so that it reads "W.4651A." Add letter "A" to pattern number of the panel so that it reads W.4500A for Panel L.24 and W.8134A for Panel L.34.
- (xiii) Replace the chassis in the drawer, taking care to engage the pins on the potentiometer couplings with the forks on the back of the front panel.

3166.—Radar—Types 286PU/291U—Defect in Pattern W.5768 Training Unit—Aerial Outfit ATS

(R.E. 02058/44.—15 Jun. 1944.)

A number of Pattern W.5768 Training Units for Aerial Outfit ATS have been delivered for service with the chain sprocket insecurely fixed to the spindle, a grub screw being used instead of the split-pin called for by design drawings.

2. The Training Units referred to have no serial numbers, but may be recognized by the initials "J.L.F." on the base board.

3. The following action should be taken to standardize any units found to be of this type:—

A hole should be drilled through the sprocket and the spindle at 90° to the present grub-screw fixing hole. The sprocket should then be secured to the spindle by means of a suitable tapered split pin, the ends of which should be opened out.

3167.—Radio Interference Suppression from WA/R Radar Sets—(Outfits R.I.S.(1) and R.I.S.(3))—Fitting-out Information

(R.E. 11245/44.—15 Jun. 1944.)

A.S.E. Preliminary Specification No. B344/44 has been prepared to show the method of fitting and wiring outfits R.I.S.(1) and R.I.S.(3).

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; Flag Officers-in-Charge, East Africa, West Africa; Commodore, Algiers; Commodores-Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding, R.I.N. Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with outfits R.I.S. (1) and R.I.S. (3) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B344/44 in accordance with the procedure laid down in A.F.O. 790/40.

4. Specification B344/44 supersedes B121/41 for Outfit R.I.S. (1) and B141/42 for Outfit R.I.S. (3), which should now be disposed of as confidential waste.

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

3168.—Hailing Equipment Type 431—Supply to Small M.T.Bs

(S.D. 04639/43.—15 Jun. 1944.)

It has been approved to fit Loud Hailing Equipment in small M.T.Bs. (under 100-ft.).

2. The fitting and charging arrangements should be in accordance with A.F.O. 3963/43 except as follows:—

- (i) One position only is to be selected for the loudspeaker, this being on the mast not less than 8 ft. from a magnetic compass.
- (ii) The Loudspeaker is to be supported on a bracket on the mast and rotated under control from the bridge to allow at least 300° forward training.
- (iii) The amplifier and battery should be fitted in the Chart House.

3. It is to be observed that only Type 431 Loud Hailing Equipment is applicable to this service and the necessary stores will be issued, without demand to various Commands in the following order of priority:—

1. Dover. 2. Nore. 3. Portsmouth. 4. Plymouth. 5. Mediterranean.

(A.F.O. 3963/43.)

3169.—Types TW12EH, TW12EP and CNS1—Fitting-out Information

(R.E. 11192/44.—15 Jun. 1944.)

A.S.E. Preliminary Specification No. B.118/44 has been prepared to show the method of fitting and wiring of Types TW12EH, TW12EP and CNS1 W/T installations.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; to the Flag Officers-in-Charge, East Africa, West Africa, Director of Coastal Force Material Division; Director Combined Operations Material; Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore Commanding R.I.N. Bombay; Naval H.Q. India; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; to the Commanding Officers H.M. ships "Helder", "Lizard", "Northney", "Sea Serpent", "Squid", "Tormentor" and "Vectis"; to the Commanding Officer Combined Operations Naval Unit, Calshot; to the Captain Major Landing Craft; to the Captain "GS1"; to the Flag Officer Unallocated Landing Ships; to the Commanding Officers H.M. ships "Fox", "Midge", "Mantis", "Bee Hive", "Wasp", "Aggressive", "Hornet", "Attack", "Bee", "Dartmouth II", "Mosquito" and "Gregale". To the Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Types TW12EH, EP and CNS1 are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.118/44 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that preliminary specification B.118/42 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

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

3170.—W/T Set-Type TW12 in Coastal Craft fitted with Second R/T Set— Removal of Remote Control

(R.E. 10345/44.—15 Jun. 1944.)

Consequent on the fitting of a second R/T set, remote control of type TW12 set from the bridge of wheelhouse will no longer be provided in coastal craft in which a second R/T set is fitted.

2. Craft in which the second R/T set has already been fitted are to remove the remote control fittings and wiring from the bridge at their next refit.

3. The loudspeaker at present situated on the mess deck is to be removed and installed in the W/T office, in order to allow a loudspeaker watch to be maintained when this is required.

4. Stores rendered surplus should be returned to the Naval Store Officer, Sowerby Bridge, from craft in U.K., and to the nearest Naval store depot from craft abroad.

3171.—Misuse of W/T Equipment in Small Ships and Landing Craft

(R.E. 11225/44.—15 Jun. 1944.)

It has been reported that communications wireless receiving equipment (e.g., Types CNY1, TV5, etc.) is frequently used in small ships and landing craft to provide the ship's company with recreational broadcasting.

2. This practice is detrimental to the efficient maintenance of essential communications equipment and is to cease forthwith.

3. Small ships and craft not fitted with recreational receivers should apply to the Secretary, R.N. War Amenities Fund. A.F.O. 4905/43 gives full details of this scheme.

(A.F.O. 4905/43.)

3172.—Aircraft Compasses—Deviation Caused by E.M. Microphones

(A.W.D./A.D.P. 2794/44.—15 Jun. 1944.)

The crews of aircraft should note that all electro-magnetic microphones will affect magnetic compasses to some degree.

2. The existing type of E.M. mask microphone (Type 25) causes a maximum of 2 degrees deviation at 4 in. from the nearest point of the compass in the worst case. The new miniature American microphone, Type M.C. 253, causes a maximum deviation of 1 degree at the same distance.

3173.—Aircraft Radio-Sealing H.F. Feeder Cables

(A.C.R.D. 1081/44.—15 Jun. 1944.)

Unless precautions are taken, moisture will readily enter unprotected ends of high frequency cables such as P.T.5.C, B.A.4.C, Uniradio 4, Duradio 11, etc. This moisture will creep along the length of the cable, due to the tiny interconnected interstices in both core and outer sheath. The metal rapidly becomes slightly corroded, the elements of any of the conductors thereby becoming insulated the one from the other. At the high frequencies at which this cable is used this has the effect of introducing series capacity, especially in the outer sheath, and somewhat increasing its resistance, which effects, in an advanced stage, will quite spoil the performance of the cable.

2. In effecting precautions against these phenomena, there are two classes of cable to be considered—

- (a) The waxed rubber sheathed types, recognizable from their dull black cover, which is easily torn or permanently distorted, and
- (b) The polyvinyl chloride sheathed types, recognizable by their shiny smooth black cover, which is very tough and can be rolled back along the cable rather like a cricket bat rubber.

3. Class (a) should be dealt with as follows:—

When the cable has been bared and prepared ready for introduction into its plug, socket or bollard, a warm soldering iron should be applied:—

(i) To the central conductor(s) so that the surrounding dielectric substance is melted on the end surface and runs into the conductors, filling the interstices and thus effectively sealing off the inner length of the core(s).

(ii) To the waxed rubber sheath about $\frac{1}{2}$ in. from the end of the cable, drawing it slowly round the circumference of the cable, causing the wax to melt and fill the interstices in the metal braiding. This should effectively seal the outer sheath. The soldered connections to the cable should then be made, and the soldered joints and exposed conductors should be covered with Distrene cement or Durofix, spreading it to cover the cable-end as well. In the case of Pye sockets, etc., the conductors and metal parts of the socket should be painted with Lanolin D.T.D.279 before assembly. This is a thin yellow Lanolin based paint which takes 24 hours to dry. When dry it can easily be scraped off if desired. It is available to the Service in 1-gallon (Stores Ref. 33C/584), 2-gallon (Stores Ref. 33C/576) and 5-gallon (Stores Ref. 33C/585) containers. Lanolin paint to Specification D.T.D.420 may also be used.

4. Class (b) should be dealt with as Class (a) with the important exception of process (ii). In lieu of this, the sheath should be rolled back about 1 in. after the cable has been prepared for connection, and Lanolin D.T.D.279 pushed well into the metal braid, and the cover rolled back again. The connections and final treatment are then proceeded with as in Class (a).

5. *Precautions to be observed during fitting of aircraft and handling cables in store.*—Whenever one of these H.F. cables is cut, either during the assembly processes whilst an aircraft is being fitted, or for purposes of issuing cable from stores, it is essential that the two open ends left after the operation should be adequately sealed. The ends should never be left unprotected even for a few hours.

6. The simplest method of sealing, which is very effective and applies to all classes of cable, is the application of Chatterton's Compound, e.g. Naval Pattern 2292 (Admiralty Sc.590). This should be softened in a clean, smokeless flame and "wiped" over the end of the cable, thus building up a cap. When this has set, it should be secured thoroughly by covering it with ordinary insulation tape, which should be carried for an inch or two along the cable.

7. Plastic Pernax Tape, 1-in. (Stores Ref. 33C/N.I.V.), can also be used for sealing off the free end of a cable. A 1-in. length of tape should be cut into two equal pieces and the end of the cable slightly warmed. The two lengths of tape should then be lapped crosswise to each other over the end of the cable and the whole smoothed down with a warm tool and the fingers, to provide a neat, water-tight seal.

8. The tape can be used for many applications, due to its extreme malleability under heat. A watertight joint can be ensured to the junction of a Pye plug with an H.F. cable, by cutting a 2-in. length of tape into two equal pieces, slightly warming the cable and nut, and moulding the two pieces of tape around the sides of nut and cable. The process may be completed by applying a warmed tool to the tape, using this to smooth down the edges of the joints.

9. The tape should not be stretched when being applied. This applies particularly to tropical climates.

(C.A.F.O.'s 1309/42 and 1221/43 are cancelled.)

3174.—Aircraft Radio—LM-7 Wavemeters—Calibration Books

(A.C.R.D. 1082/44.—15 Jun. 1944.)

A number of calibration books for LM-7 wavemeters have become detached from their parent equipment.

2. The books are individually calibrated for LM-7 instruments bearing the following serial numbers: 1393, 1799, 1815, 1845, 1877, 1940, 2040, 2538, 2843, 3015.

3. The serial number of the LM-7 equipment is located on the wavemeter front panel below the 'phone jack.

4. The calibration books for the above instruments are held by the Director of Airfields and Carrier Requirements, Rex House, Regent Street, London, S.W.1, to whom application should be made quoting the serial number of the instrument.

3175.—Airframes and Aero Engines Required for Instructional Purposes

(A.E. 4922/44.—15 Jun. 1944.)

Any airframe or aero engine on naval charge may be struck off charge and converted to ground instructional use by the Administrative Authority concerned, provided that Admiralty is informed of the intention and also the destination of the item. Instructional numbers will be allocated by the Admiralty to such airframes and engines, which should subsequently be accounted for in accordance with B.R. 4, Part II, Chapter 3.

2. Application for Admiralty supply or authority need only be sought when aircraft are not otherwise available, or if the requirement conflicts with other commitments.

(Paragraph 4 of A.F.O. 4362/43 is cancelled.)

3176.—American Type Aircraft—Defects in Wing Hinge Fitting and Hinge Bolts

(A/A.M.R. 20520/44.—15 Jun. 1944.)

Several instances have been brought to notice of defects in the hinge fitting and the hinge bolts of the folding wings of American type aircraft.

2. One of the main contributory causes is considered to be the taxiing of aircraft on shore with wings folded despite the instructions in N.A.M., chapter 2, section 3, article 101, which clearly states:—

“aeroplanes are *not* to be taxied ashore with wings folded.”

3. The attention of all concerned is to be drawn to the necessity of strict observance of this instruction and to the fact that it covers all aircraft whether their wings are power or manually folded.

(R. Message 179 R is cancelled.)

3177.—Fulmar II Propellers—Replacement

(A.M.R./N.S.Air 4812/43.—15 Jun. 1944.)

No further supplies of Rotol propeller, Type R5/5, are available.

2. Future demands for Type R5/5 may be met by the supply of Type RX5/7.

3. The following items, peculiar to the RX5/7 installation will be supplied with the propeller:—

SECTION 25M

			No. Off.	Remarks
14910	R.A. 273	Constant speed unit, Rotol Type G.R.8C.	1	} Alternatives
14709	R.A. 8998	Constant speed unit, Rotol type G.R.5C.	1	
14496	R.A. 1525	Constant speed unit, Rotol type G.R.F./1A	1	
15158	—	Constant speed unit, Rotol Type G.R.F./4A	1	} Alternatives
12460	R.A. 7258	Spinner, Rotol Type C.M. 2	1	
12832	R.A. 7667	Spinner, Rotol Type C.M. 6	1	
11980	R.A. 8095	Oil tube group	1	

SECTION 36DD

44633 Installation fittings required for operation of 1
Rotol external cylinder airscrew.

4. Attention is drawn to leaflet A.P. 1760/A 6-W and to A.F.O. 2850/41, concerning the necessity for embodying Mod. Fulmar/136.

5. Redundant constant speed units and spinners for R5/5 propeller should be returned to the appropriate R.N. Store Depot.

(A.F.O. 2850/41.)

3178.—Indicators, Air Speed—All Marks—Landing Speed Lubber Line

(A.M.R. 2782/43.—15 Jun. 1944.)

A.F.O. 73/44 is cancelled.

(A.F.O. 73/44 is cancelled.)

3179.—Pratt and Whitney R.2800 Engines—Prevention of Rocker Box Oil Leakage

(A.M.R. 500/44.—15 Jun. 1944.)

Pending the introduction of a new type of neoprene impregnated asbestos rocker box cover gasket, Part No. 88962, both sides of the current gasket, Part No. 20368, should be coated with sealing compound stores Ref. 33C/523 or 524.

2. Care must be taken when fitting the covers to tighten down all holding down nuts to an even tension. New gaskets should be fitted whenever an oil leak occurs, since the further tightening of holding down nuts tends to distort the rocker box covers.

3. Leaking rocker box covers should be inspected and trued to a surface plate and the following torque loading should be applied to the nuts on assembly:—

(a) With gasket No. 20368—70–80 lbs. ins.

(b) With gasket No. 88962—60–75 lbs. ins.

4. Gaskets No. 88962 are in short supply at present, but demands raised for gasket No. 20368 will automatically be met by the new type of gasket as soon as stocks become available. Demands are not to call for gasket, Part No. 88962, pending further instructions.

3180.—Waistcoats—Life-saving

(A.E. 4819/44.—15 Jun. 1944.)

Part I.—Levers, Operating, Sleeve Type—Introduction

The undermentioned item to enable the threaded portion of the gas cylinder stem to be locked in position and to prevent the stem being fractured inadvertently, is hereby introduced into Naval service:—

Stores Ref.	Nomenclature	Detail	Class of Store
22C/892	Levers, operating, sleeve type	For cylinders, gas, Type C.8 grammes content (Ref. No. 94).	A

2. The lever consists of a body with lever handle riveted to it, a sleeve embodying a hexagon, a locknut and a grub screw.

3. The method of assembly is as follows:—

(i) Screw the stem of the gas cylinder into the sleeve, taking care that the distance between the bottom of the cylinder and the top of the tapped portion of the sleeve is $\frac{1}{2}$ -in., that is, level with the upper edge of the hexagon.

(ii) Fit the locknut on that portion of the stem of the cylinder protruding through the tapped portion of the sleeve. Do not over-tighten.

(iii) Place the sleeve, with cylinder attached, in the body and fit the grub screw.

4. Levers, gas cylinder (Stores Ref. 22C/74) are hereby declared obsolescent and will be replaced by levers (Stores Ref. 22C/892) only as they become unserviceable.

Part II.—Modification by Attachment of Life-line

The undermentioned item is for retrospective fitment to all life-saving waistcoats in service :—

Stores Ref.	Nomenclature	Detail
22C/N.I.V.	Life-line	For use with life-saving waistcoat (Ref. No. 22C/447 and 448).

Future issues of life-saving waistcoats will have this life-line incorporated.

2. The under-side of the left (left side of wearer) stole container is to be stitched to the bottom edge of the waistcoat to form a pocket for accommodating the life-line. Care is to be taken that the stitching does not penetrate the upper side of the stole container.

3. The loop end of the life-line is to be securely attached to the upper body strap underneath the left stole container with not less than fifteen stitches comprised of two threads of 35/3 cord (or equivalent) linen thread twisted and well waxed. The stitches are to penetrate through the inside of the waistcoat and are to be securely finished off. The toggle end of the life-line is to be passed through the opening at the bottom rear edge of the left stole container and the looped cord is to be held in position by means of lightly sewn cotton "break" stitches.

4. Demands for levers, operating, sleeve type and life-lines should be made on victualling yards in accordance with A.F.O. 2103/44, paragraph 6.

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

3181.—Additional Stiffening Forward—Fitting of "D" Class Fairmiles

(D/C.F.M. 1943/44.—15 Jun. 1944.)

It has been found necessary to provide additional stiffening for the forward frames in all "D" class Fairmiles.

2. This stiffening is to be fitted in accordance with Fairmile Marine Co.'s Drawings D.188A, D.189A, D.23A, D.23B, D.200A and D.11 Issue A, D.31B, which can be obtained from Messrs. Fairmile Marine Co. Ltd., Cobham, Surrey, on application.

3. The work should be carried out as and when reasonable opportunity occurs, the materials required being demanded from Messrs. Fairmile Marine Co., through D.C.F.M. This order should be quoted as the authority for the work.

4. C.A.F.O. 2237/43 is to be amended as follows :—
Item 198.

Insert "A.F.O. 3181/44" as authority.

Delete "decision" and substitute "Approved. Classification 'A'".

(C.A.F.O. 2237/43.)

(A.F.O. 5760/43 is cancelled.)

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

3182.—Additional Pump Suction Pressure Gauge—As. and As. 1940 "S" Class Submarines

(D./P. 8743/44.—15 Jun. 1944.)

Item Number 517, Classification "A".

2. An additional pressure and suction gauge with stop cock, connected by a tee piece to the pressure and suction gauge on the bilge pump, is to be fitted between the hydroplane pedestals in the control room.

3. The gauge will be supplied by the Director of Naval Construction.

4. Special instructions have been issued for vessels under construction.

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

3183.—American Type Cane Fenders—REPORTS

"Captains" Class Frigates

(D. 011210/44.—15 Jun. 1944.)

A case has recently occurred of the side of a "Captains" class frigate being pierced by an American type cane fender, used for fendering purposes, when berthed alongside another vessel.

2. An inspection of the fender, which had a cane cover, showed that a circular $\frac{3}{4}$ -in. steel plate 9 in. in diameter was fitted across the bottom of the fender inside the cane cover.

3. Investigation of the type of cane fender carried in other ships of the class and in store showed that the core consists of $\frac{3}{4}$ -in. diameter steel bar but no steel plate.

4. The Commanding Officers of "Captains" class frigates are to arrange for an examination to be made of the cane fenders carried on board and if any are found to be fitted with circular steel plates a report should be forwarded to their administrative authority and arrangements made for exchange for the steel bar core type at the first opportunity.

(Comdre. (D) W.A., 1 May, 1944, No. D.W. 956, O.P.)

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

3184.—Naval Aircraft Explosives—Practice and Training Allowances

(A./A.W.D. 956/44.—15 Jun. 1944.)

These allowances are now promulgated in C.B. 4252 and, accordingly, all copies of A.L.A./N.A.D.1750/42, dated 17 Mar. 1943, promulgating instructions concerning these allowances, should now be destroyed.

3185.—Aircraft Materials Required for Refinishing Instruments and Instrument Components

(N.S. Air 3533/44.—15 Jun. 1944.)

The undermentioned materials for refinishing instruments and instrument components will be allowed to services in accordance with the following scales :—

Shore Establishments—B.R.377, Consumable

R.A.F. Ref. No.	Description.	Denomination.	R.N. Air Stations.		R.N. Aircraft Repair Yards. Classes A and B.
			Class A.	Class B.	
			Electrical and Instrument L.R.S.	—	Electrical and Instrument Section.
<i>Section 33B</i>					
NIV.	Reducer for cannoid	pints	1	1	3
NIV.	Reducer for ebonide	pints	1	1	3
NIV.	Reducer for frigalene	pints	1	1	3
<i>Section 33C</i>					
NIV.	Cannoid	pints	1	1	3
NIV.	Ebonide	pints	1	1	3
NIV.	Frigalene	pints	1	1	3

2. The following services will be supplied from R.N. Store Depot, Stafford, without demand :—

- R.N. Air Station, Piarco.
- R.N. Air Section, Dartmouth, N.S.
- R.N. T.A.G. School, R.C.A.F., Yarmouth, N.S.

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

4. Deliveries from contractors are expected in July, 1944, and supplies to services should begin as soon as stocks become available.

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

6. Aircraft Store Establishments will be amended in due course; meanwhile, all existing establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

(A.F.O. 2369/44 is cancelled.)

3186.—Basket Strainers for Home Office Type Fire Appliances

(N.S. 29435/43.—15 Jun. 1944.)

The following basket strainers for replacement in Home Office type fire appliances in use in H.M. naval shore establishments have been added to the Authorised List :—

Subhead B8E

Pattern

5906 ... Basket strainer for Home Office type fire appliances.	3 in.	} Being added to authorized list, page 284, lines 14A, B and C.
5907 ... Basket strainer for Home Office type fire appliances.	4 in.	
5908 ... Basket strainer for Home Office type fire appliances.	5½ in.	

2. Supply of these strainers has been arranged from the Ministry of Works (A.L. dated 5th April, 1944, N.S. 29435/43/B.18455), under subhead B8E, as follows :—

Pattern	Chatham	Portsmouth	Devonport	Rosyth	(A)
5906	25	25	25	25	70
5907	50	50	50	50	105
5908	25	25	25	25	70

(A) The following strainers will be shipped to yards abroad by the Superintending Naval Store Officer, Park Royal, N.W.10.

Pattern	Ceylon	Durham	Gibraltar	Freetown	Bermuda	Alexandria	Simonstown
5906	10	10	10	10	10	10	10
5907	15	15	15	15	15	15	15
5908	10	10	10	10	10	10	10

3. Yards abroad should forward telegraphic demands to Admiralty (N.S.) for any additional quantities required.

3187.—Bolts, Studs and Nuts—High Tensile Steel—B.S.F. Threads—Schedule 92A

(N.S. 37096/43.—15 Jun. 1944.)

With reference to paragraph 3 of A.F.O. 2890/44, purchase has been arranged of the undermentioned quantities of bolts, studs and nuts for delivery as follows :—

Description	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	Total
Steel bolts, high tensile,									
B.S.F.—									
5/16 in. × 3/4 in. ...	Dozen	50	20	70	50	70	150	190	600
5/16 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
5/16 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
5/16 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/4 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
1/4 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/4 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/4 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/4 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 3/4 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
3/8 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
3/4 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
3/4 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
3/4 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
3/4 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
3/4 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
7/16 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
7/16 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
7/16 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
7/16 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 3 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 3 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 3 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 1 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 1/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 2 3/4 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 3 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 3 1/2 in. ...	"	50	20	70	50	70	150	190	600
1/2 in. × 4 in. ...	"	50	20	70	50	70	150	190	600

Description	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	Total
Steel bolts, high tensile, B.S.F.— <i>contd.</i>									
Dozen									
in. × 1½ in. ...	Dozen	50	20	70	50	70	150	190	600
in. × 2 in. ...	"	50	20	70	50	70	150	190	600
in. × 2½ in. ...	"	50	20	70	50	70	150	190	600
in. × 3 in. ...	"	50	20	70	50	70	150	190	600
in. × 3½ in. ...	"	50	20	70	50	70	150	190	600
in. × 4 in. ...	"	50	20	70	50	70	150	190	600
in. × 4½ in. ...	"	50	20	70	50	70	150	190	600
in. × 5 in. ...	"	50	20	70	50	70	150	190	600
in. × 2 in. ...	"	15	6	21	15	21	45	57	180
in. × 2½ in. ...	"	15	6	21	15	21	45	57	180
in. × 3 in. ...	"	15	6	21	15	21	45	57	180
in. × 3½ in. ...	"	15	6	21	15	21	45	57	180
in. × 4 in. ...	"	15	6	21	15	21	45	57	180
in. × 4½ in. ...	"	15	6	21	15	21	45	57	180
in. × 5 in. ...	"	15	6	21	15	21	45	57	180
1 in. × 3 in. ...	"	15	6	21	15	21	45	57	180
1 in. × 3½ in. ...	"	15	6	21	15	21	45	57	180
1 in. × 4 in. ...	"	15	6	21	15	21	45	57	180
1 in. × 5 in. ...	"	15	6	21	15	21	45	57	180
1 in. × 6 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 3 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 4 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 4½ in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 5 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 6 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 3 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 4 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 5 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 6 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 5 in. ...	"	15	6	21	15	21	45	57	180
1½ in. × 6 in. ...	"	15	6	21	15	21	45	57	180
Steel studs, B.S.F.—									
¾ in. × ¾ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
1 in. × 1 in. ...	"	25	10	35	25	35	75	95	300
1 in. × 1¼ in. ...	"	25	10	35	25	35	75	95	300
1 in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
1 in. × 2 in. ...	"	25	10	35	25	35	75	95	300
1 in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
1 in. × 3 in. ...	"	25	10	35	25	35	75	95	300

Description	Denomination	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	Total
Steel studs, B.S.F.—									
<i>contd.</i>									
Dozen									
¾ in. × 2 in. ...	Dozen	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 3 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 3½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 4 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 4½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 5 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 6 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 1½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 3 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 3½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 4 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 4½ in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 5 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 6 in. ...	"	25	10	35	25	35	75	95	300
¾ in. × 2 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 2½ in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 3 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 3½ in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 4 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 4½ in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 5 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 6 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 5 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 6 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 5 in. ...	"	10	4	14	10	14	30	38	120
¾ in. × 6 in. ...	"	10	4	14	10	14	30	38	120
1 in. × 3 in. ...	"	10	4	14	10	14	30	38	120
1 in. × 3½ in. ...	"	10	4	14	10	14	30	38	120

Description	Denomi- nation	From Mersey Area							Total
		Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Mersey Area	Severn Area	
Steel studs, B.S.F.— <i>contd.</i>									
1 in. × 3½ in. ...	Dozen	10	4	14	10	14	30	38	120
1 in. × 4 in. ...	"	10	4	14	10	14	30	38	120
1 in. × 4½ in. ...	"	10	4	14	10	14	30	38	120
1 in. × 4¾ in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 3½ in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4 in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4½ in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4¾ in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 5 in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4 in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4½ in. ...	"	10	4	14	10	14	30	38	120
1½ in. × 4¾ in. ...	"	10	4	14	10	14	30	38	120
Steel nuts, B.S.F. thread—									
½ in. diameter ...	"	330	132	462	330	462	990	1,254	3,960
¾ in. diameter ...	"	440	176	616	440	616	1,320	1,672	5,280
1 in. diameter ...	"	520	210	720	520	720	1,570	1,980	6,240
1¼ in. diameter ...	"	660	264	924	660	924	1,980	2,508	7,920
1½ in. diameter ...	"	412	160	576	412	576	1,232	1,552	4,920
1¾ in. diameter ...	"	900	360	1,260	900	1,300	2,660	3,420	10,800
2 in. diameter ...	"	580	230	820	580	820	1,730	2,200	6,960
2½ in. diameter ...	"	700	300	1,200	700	1,200	2,200	2,700	9,000
3 in. diameter ...	"	1,020	410	1,420	1,020	1,420	3,070	3,880	12,240
3½ in. diameter ...	"	320	128	448	320	448	960	1,216	3,840
4 in. diameter ...	"	165	66	231	165	231	495	627	1,980
4½ in. diameter ...	"	150	60	210	150	210	450	570	1,800
5 in. diameter ...	"	100	40	140	100	140	300	380	1,200
1 in. diameter ...	"	33	13	47	33	47	98	125	396
1½ in. diameter ...	"	33	13	47	33	47	98	125	396

2. Shipment to Yards Overseas is to be made as indicated below:—

Description	Denomi- nation	From Mersey Area			From Severn Area			
		Gibral- tar	Malta	Alexan- dria	Simons- town	Dur- ban	Colom- bo	Ber- muda
Steel bolts—								
½ in. × ¾ in. ...	Dozen	20	40	40	20	50	50	20
¾ in. × 1 in. ...	"	20	40	40	20	50	50	20
1 in. × 1½ in. ...	"	20	40	40	20	50	50	20
1¼ in. × 1½ in. ...	"	20	40	40	20	50	50	20
1½ in. × 1 in. ...	"	20	40	40	20	50	50	20
1½ in. × 1¼ in. ...	"	20	40	40	20	50	50	20
1½ in. × 1½ in. ...	"	20	40	40	20	50	50	20
1½ in. × 1¾ in. ...	"	20	40	40	20	50	50	20
1½ in. × 2 in. ...	"	20	40	40	20	50	50	20
1½ in. × 2½ in. ...	"	20	40	40	20	50	50	20
1½ in. × 3 in. ...	"	20	40	40	20	50	50	20
1½ in. × 3½ in. ...	"	20	40	40	20	50	50	20
1½ in. × 4 in. ...	"	20	40	40	20	50	50	20
1½ in. × 4½ in. ...	"	20	40	40	20	50	50	20
1½ in. × 5 in. ...	"	20	40	40	20	50	50	20
1 in. × 1 in. ...	"	20	40	40	20	50	50	20
1 in. × 1¼ in. ...	"	20	40	40	20	50	50	20
1 in. × 1½ in. ...	"	20	40	40	20	50	50	20
1 in. × 1¾ in. ...	"	20	40	40	20	50	50	20
1 in. × 2 in. ...	"	20	40	40	20	50	50	20

Description	Denomi- nation	From Mersey Area			From Severn Area			
		Gibral- tar	Malta	Alexan- dria	Simons- town	Dur- ban	Colom- bo	Ber- muda
Steel bolts— <i>contd.</i>								
1 in. × 2½ in. ...	Dozen	20	40	40	20	50	50	20
1 in. × 2¾ in. ...	"	20	40	40	20	50	50	20
1 in. × 3 in. ...	"	20	40	40	20	50	50	20
1 in. × 3½ in. ...	"	20	40	40	20	50	50	20
1 in. × 4 in. ...	"	20	40	40	20	50	50	20
1 in. × 4½ in. ...	"	20	40	40	20	50	50	20
1 in. × 5 in. ...	"	20	40	40	20	50	50	20
1 in. × 5½ in. ...	"	20	40	40	20	50	50	20
1 in. × 6 in. ...	"	20	40	40	20	50	50	20
1 in. × 1 in. ...	"	20	40	40	20	50	50	20
1 in. × 1¼ in. ...	"	20	40	40	20	50	50	20
1 in. × 1½ in. ...	"	20	40	40	20	50	50	20
1 in. × 1¾ in. ...	"	20	40	40	20	50	50	20
1 in. × 2 in. ...	"	20	40	40	20	50	50	20
1 in. × 2½ in. ...	"	20	40	40	20	50	50	20
1 in. × 3 in. ...	"	20	40	40	20	50	50	20
1 in. × 3½ in. ...	"	20	40	40	20	50	50	20
1 in. × 4 in. ...	"	20	40	40	20	50	50	20
1 in. × 4½ in. ...	"	20	40	40	20	50	50	20
1 in. × 5 in. ...	"	20	40	40	20	50	50	20
1 in. × 5½ in. ...	"	20	40	40	20	50	50	20
1 in. × 6 in. ...	"	20	40	40	20	50	50	20

3. These bolts, studs and nuts are being added to the Authorised List of Naval Stores under Vote 8, Section II, Subhead B.2D.

(A.F.O. 2890/44.)

(C.-in-C.E.F. Message 230602z, Dec. 1943.)

3188.—Bow Doors—Method of Closing by Hand in Emergency

L.S.T. (2)

(D./P.D. (Q) 02594/44.—15 Jun. 1944.)

A.F.O. Diagram No. 184/44 shows a method of closing the bow doors of L.S.T. (2) by hand in emergency, when the door operating spindle has been released from the worm gear.

(A.N.C.X.F., 6 May 1944, No. 1018/X/0630/6/23.)

3189.—Cameras, Aircraft, G.45/B—Lens Tunnels—Introduction

(A.C.R.D./N.S. Air 5320/44.—15 Jun. 1944.)

The undermentioned items are hereby introduced :—

Stores Ref.	Description.
	Cameras, aircraft, G.45 and G.45B—Spares, tunnels.
14A/3373	f/3.5.
14A/3372	f/6.3.

2. The tunnels, which are interchangeable, are fitted in the aperture in front of the camera body. They decrease veiling by excluding extraneous light.

3. The alternative stops (f/3.5 or f/6.3) provide greater latitude of exposure control.

4. Demands are to be submitted to the scale of one of each type of tunnel for every G.45 or G.45B held. The fitting of lens tunnels is to be carried out in accordance with instructions to be published in A.P. 1355, Vol. II.

5. Lens tunnels will in future be fitted to, or supplied for, all G.45 or G.45B cameras.

6. Stops, lens (Stores Ref. 14A/3080) are now obsolescent.

3190.—Capstan Gear—Torpedo Embarking Winch—As. and As.

"U" Class Submarines

(D. 012284/44.—15 Jun. 1944.)

Item No. 517.

Classification "A".

2. In vessels of groups III, IV, V and VI, in order to ensure that torpedoes can be handled under all reasonable conditions of service and the running test load of 2 tons 12½ cwt. lifted, the 14½-in. diameter torpedo winch drum at present fitted is to be replaced by a 12-in. diameter drum suitable for use with a 2-in. wire rope. The 12-in. diameter drum will be supplied by Admiralty.

3. Separate instructions will be issued for vessels under construction.

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

3191.—Cox Submerged Bolt-Driving and Punching Unit—Allowances

Ships and Establishments concerned

(N.S. 17564/44.—15 Jun. 1944.)

The allowance of one Cox submerged bolt-driving and punching unit, No. 2 size, is to be extended to all capital ships, cruisers, aircraft carriers and monitors for damage control and general salvage purposes. The revised allowances of these units will, therefore, be one unit to each of the following services :—

Capital ships
Cruisers
Aircraft carriers
Monitors
Depot and repair ships
H.M.S. "Tedworth"
H.M. Gunnery Schools, Chatham, Portsmouth and Devonport.

2. The composition of the Cox submerged bolt-driving and punching unit, No. 2 size, is detailed in Appendix I. The outfit of ammunition supplied with the unit has been increased in order that the unit may be suitable for use on plate of the quality and thickness used in H.M. ships.

3. Appendix II shows an ammunition selection chart which should be used as a guide to enable operators to obtain satisfactory penetration of the particular plate being operated on.

4. Attention is drawn to the fact that there is a risk involved in the use of the Cox gun where petrol vapour or any other gas which may form an explosive or inflammable mixture with air is present. The gun should not, therefore, be employed if the presence of such a mixture is suspected. Instructions for using the gun are contained in B.R. 155/43—The Diving Manual—paragraph 504.

5. The ammunition for the Cox gun has not been manufactured under naval inspection and is, therefore, to be stowed in accordance with Article 258, paragraph 3 (ii), B.R. 862, Naval Magazine and Explosive Regulations.

6. Capital ships, cruisers, aircraft carriers and monitors in commission, if not already in possession of this equipment, should forward demands for supply of the unit to their storing yards or depots. Supply to ships concerned under construction or conversion should be arranged by the warrant yards and supplying yards and depots.

7. Priority of issue is to be (1) capital ships and depot and repair ships under conversion, (2) aircraft carriers, (3) cruisers, (4) monitors, but any of these ships proceeding abroad are to be supplied first. Supply will not be made to escort carriers equipped in U.S.A., which have been supplied with U.S. special velocity power tools and demands from these ships are to certify that this equipment is not on board.

8. Purchase is being arranged of 60 complete units for delivery as under, but production capacity is very limited and ships should not hasten supply.

Ports- Devon-		West		
Chatham	Rosyth	Severn	Mersey	Carfin
mouth <td>port <td> <td>Riding <td> </td></td></td></td>	port <td> <td>Riding <td> </td></td></td>	<td>Riding <td> </td></td>	Riding <td> </td>	
5	5	10	10	5

9. Ships and establishments already supplied with the unit should demand from their storing yards the ammunition required to complete to the allowances shown in Appendix I.

10. A reference to the allowance of this equipment to ships concerned for damage control purposes should be inserted in Part II of A.F.O. 1642/43.

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

APPENDIX I

Cox Submerged Bolt Driving and Punching Unit.

1 No. 2 size Cox submerged bolt-driving and punching gun, complete with all tools, one punch barrel and one bolt barrel.

5 extra bolt barrels.

5 extra punch barrels.

60 Cofferdam extension bolts, 12-in. long, complete with washer plates and wing nuts.

12 Cofferdam extension bolts, 18-in. long, complete with washer plates and wing nuts.

12 Cofferdam extension bolts, 24-in. long, complete with washer plates and wing nuts.

20 rounds bolt ammunition, Index No. 2.

20 rounds bolt ammunition, Index No. 3.

50 rounds bolt ammunition, Index No. 4.

50 rounds bolt ammunition, Index No. 5.

50 rounds bolt ammunition, Index No. 6.

50 rounds bolt ammunition, Index No. 7.

50 rounds bolt ammunition, Index No. 8.

10 rounds punch ammunition, Index No. 2.

10 rounds punch ammunition, Index No. 3.

25 rounds punch ammunition, Index No. 4.

25 rounds punch ammunition, Index No. 5.

25 rounds punch ammunition, Index No. 6.

25 rounds punch ammunition, Index No. 7.

25 rounds punch ammunition, Index No. 8.

APPENDIX II

Cox Bolt Gun Ammunition Selection Chart

Thickness of plating to be pierced	Index No. of ammunition for use against <i>Mild Steel</i>		Index No. of ammunition for use against <i>H.T. or D. Quality Steel</i>	
	for bolting	for punching	for bolting	for punching
10-lb. per sq. ft. = $\frac{1}{4}$ -in.	2	2	2	2
12 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{3}{8}$ -in.	2	3	2	3
15-lb. per sq. ft. = $\frac{3}{8}$ -in.	3	3	3	4
17 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{7}{16}$ -in.	3 or 4	4	4	4
20-lb. per sq. ft. = $\frac{1}{2}$ -in.	4	4	5	5
22 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{5}{16}$ -in.	4 or 5	5	5	5
25-lb. per sq. ft. = $\frac{5}{8}$ -in.	5	5	6	6
27 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{11}{16}$ -in.	5 or 6	6	6	6
30-lb. per sq. ft. = $\frac{3}{4}$ -in.	6	6	6	7
32 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{13}{16}$ -in.	6 or 7	—	7	—
35-lb. per sq. ft. = $\frac{7}{8}$ -in.	7	—	7	—
37 $\frac{1}{2}$ -lb. per sq. ft. = $\frac{15}{16}$ -in.	7 or 8	—	8	—
40-lb. per sq. ft. = 1-in.	8	—	8	—

Note.—Existing ammunition coloured RED and marked "D" is to be used by ships and establishments already supplied with the unit for H.T. work in accordance with Book of Instructions, until stock is exhausted. There will be no further supply of Red "D" ammunition, its place being taken by the type of ammunition indicated in above chart.

(A.F.O. 1642/43.)

(A.F.O. 688/42 is cancelled.)

3192.—Deck Coverings—Protection in way of Ladderways and Doorways

(D. 8592/44.—15 Jun. 1944.)

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

2. Where the decks are of M.S., D quality (up to $\frac{1}{2}$ in. thickness) or D.W. steel, the tread strips are to be welded. The welding is to be continuous in exposed positions, and intermittent elsewhere. Care must be taken in welding to D. and D.W. steel that the fillet sizes are not less than the minimum laid down for the appropriate thicknesses of D. and D.W. plate.

3. Where the deck is of D. quality steel greater than $\frac{1}{2}$ in. in thickness, or of N.C. armour, strips should be fixed by means of screws.

4. This work is to be treated as a defect in ships in commission. Separate instructions have been issued for ships building.

(A.F.O. 2119/44 is cancelled.)

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

3193.—Hoisting Equipment—Security

L.C.P. (L)

(D. 011571/44.—15 Jun. 1944.)

The report of an accident to an L.C.P. (L) when being hoisted by derrick shows that the eyeplates fitted on deck to take the derrick slings have not been adequately secured to the structure of the craft. In early craft when davit slings were fitted, the derrick slinging eyeplates were removed, but in some cases these have now been replaced.

2. Attention is drawn to the necessity for checking the fastening of these eyeplates in all L.C.P. (L) to ensure that they are securely fixed to the steel brackets under the deck, and further, to the regular inspection of all hoisting equipment to ensure that fastenings or pins, if removed for any purpose, have been correctly replaced.

(C.-in-C., Plymouth, 5 May, 1943, No. 1649/Ply. 375.)

3194.—Hydroplane Hydraulic Indicators—As. and As.

"U" and 1940 "S" Class Submarines

(D./C.P. 74892/44.—15 Jun. 1944.)

Item Numbers:—"S" Class 514; "U" Class, 513. Classification "A".

2. Hydroplane hydraulic indicator systems in later "U" and "S" class submarines have been modified and in order to bring earlier vessels up to date arrangements have been made to supply sets of additional fittings for the fifteen vessels concerned.

3. The gear will be forwarded when completed to appropriate depot ships for vessels concerned, viz.:—"P.59", "P.61", "P.62", "P.63", "P.65", "P.66", "P.67", "P.215", "P.227", "P.231", "P.232", "P.238", "P.239", "P.245", "P.246".

4. Arrangements should be made for the gear to be fitted at the earliest opportunity by depot ship's staff or by the refitting yard. Each set of fittings will be accompanied by a set of instructions to assist installation.

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

3195.—Naval Storekeeping Ledgers—Re-arrangement in Numerical Order of Pattern Numbers

(N.S. 536/43.—15 Jun. 1944.)

The Naval Store accounts of H.M. ships and establishments operating under the centralized system of Naval storekeeping are, at present, arranged with the ledger pages S.151 and S.153 for consumable and permanent stores respectively in the order that the articles appear in the Rate Book of Naval Stores (O.U. 5409).

2. It is realized that with the present large number of inexperienced supply ratings, with little knowledge of the Rate Book, considerable time is taken when posting the Naval storekeeping ledgers, in searching for the ledger page required.

3. As the result of a successful trial in one of H.M. aircraft carriers, it has been decided that in future all new Naval Store accounts are to be prepared with the ledger pages S.151 and S.153 arranged in numerical order of pattern numbers within each Subhead of the Rate Book of Naval Stores, non-pattern descriptions being alphabetically arranged at the end of each ledger relating to the pertinent subhead. The ledger pages will be numbered and certificates S.155A completed and inserted in each ledger binder by the Superintending Naval Store Officer as hitherto.

4. This system of arranging ledger pages will, therefore, be introduced forthwith in Naval Store accounts being prepared—

(a) for new construction ships that are to operate under the full centralized system of Naval storekeeping contained in B.R.4 involving the use of ledgers.

(b) for merchant ships requisitioned and converting for Naval service necessitating ledger accounts as directed in Form F.A.16a (see also Appendix of A.F.O. 3159/42).

(c) for ships whose Naval Store ledgers have been lost or damaged through enemy action necessitating reconstruction in accordance with A.F.O. 365/41.

5. If so desired, H.M. ships already in commission may re-arrange their Naval storekeeping ledgers as indicated in paragraph 3 above, and re-number the ledgers pages. A new certificate, S.155a, should be completed and inserted by the Accountant Officer, quoting this Order thereon as the authority.

6. Procedure for numbering new ledger pages raised and inserted on board.—(a) New ledger pages inserted by the ship between two original ledger pages bearing consecutive page numbers inserted by the dockyard, are to be numbered "Stroke" 1, 2, 3, etc.

Examples

New ledger pages between lampholders, Pattern 7990 (page 1851) and lampholders, Pattern 7994 (page 1852):—

Number first new page inserted by ship on 18th May, 1944, for lampholders, Pattern 7991	... ..	1851/1
Number second new page inserted by ship on 21st May, 1944, for lampholders, Pattern 7993	... ..	1851/2
Number third new page inserted by ship on 24th May, 1944, for lampholders, Pattern 7992	... ..	1851/3

New ledger pages between lampholders, Pattern 7996 (page 1853) and lampholders, Pattern 8084 (page 1854):—

Number first new page inserted by ship on 18th May, 1944, for Insulators, Pattern 8016	... ..	1853/1
Number second new page inserted by ship on 20th May, 1944, for insulators, Pattern 7996A	... ..	1853/2
Number third new page inserted by ship on 21st May, 1944, for copper wire, Pattern 8008	... ..	1853/3
Number fourth new page inserted by ship on 24th May, 1944, for copper wire, Pattern 8001	... ..	1853/4

Note.—Page numbers are assigned in the order of the date inserted. The pages will, however, be inserted in the ledger binder in numerical order of the pattern numbers.

(b) Continuation pages for the same pattern article are to be given the suffixes A, B, C, D, etc.

Examples

Number first continuation page inserted by ship for Pattern 7990	... ..	1851A
Number second continuation page inserted by ship for Pattern 7990	... ..	1851B
Number first continuation page inserted by ship for Pattern 7991	1851/1/A	
Number second continuation page inserted by ship for Pattern 7991	1851/1/B	
Number first continuation page inserted by ship for Pattern 7993	1851/2/A	
Number second continuation page inserted by ship for Pattern 7993	1851/2/B	
Number first continuation page inserted by ship for Pattern 7992	1851/3/A	
Number second continuation page inserted by ship for Pattern 7992	1851/3/B	

Note.—The original page number 1851 for Pattern 7990 is, for example purposes, assumed to have been raised by the dockyard, hence the number 1851A for the first continuation page.

The original page 1851/1 is assumed to have been raised by the ship, hence the number 1851/1/A for the first continuation page.

7. Dockyards and R.N. Store Depots only.—If the preparation of Naval store-keeping ledgers in hand for H.M. ships is in an advanced stage, no change need be made if there is a likelihood of there being any delay in completing the accounts by the required time.

(A.F.Os. 365/41 and 3159/42.)

3196.—Outboard Engines

(D.04536/44.—15 Jun. 1944.)

Arrangements are to be made in all ships carrying boats for which outboard engines are supplied to fit a small wire strop preventer secured to the outboard motor and fitted with a spring hook or shackle at the other end, which can be secured to a suitable ringbolt fitted to the boat.

2. This preventer is to be rigged before the engine is lifted over the transom, and is to remain secured as long as the engine is in use and until the engine is lifted clear inside the boat when being unshipped.

(F.O. i/c Liverpool, 12 Feb., 1944, No. 247/539, L.M.)

(A.F.O. 4766/41 is cancelled.)

3197.—Portable Ramps over Arrester Wires

Aircraft Carriers

(A.C.R.D. 753/44.—15 Jun. 1944.)

Portable steel ramps which fit over arrester wires have been found useful to facilitate the movement of loaded crash trollies, etc., on the flight deck of aircraft carriers.

2. These ramps are approximately 1 ft. 0 in. in width and are each constructed in one piece to give a slope of not more than 1 in 10 each side of the wire. With 2½-in. arrester wires the full fore and aft length of each double ramp is therefore about 1 ft. 9 in.

3. Arrangements will be made for similar ramps, six in number, to be supplied to each new construction aircraft carrier. Commanding Officers of existing carriers are to insert an item in their next list of Alterations and Additions to have the ramps made during the next refit. Item to be classified "A."

3198.—Recognition—Aircraft Training Material—Disposal of Obsolete Models and Large Wall Silhouettes

(G.D. 0397/44.—15 Jun. 1944.)

The following models and large wall silhouettes (22 in. by 16 in.) are obsolete and should no longer be used for instruction:—

<i>Models</i>	<i>Large Scale Silhouettes</i>
Beaufighter I (Straight tail)*	Beaufighter 1F, IC, VIF, VIC
Botha	Beaufighter 11
Buffalo	Bombay I
Chesapeake	Botha
Fulmar I	Buffalo I (F2A-2)
Lerwick	Bermuda I (SB2A-2, A-34)
Manchester	Fleming
Maryland	Fulmar I and II
Roc	Havard I (AT-1)
Skua	Kingfisher I (OS2U-3)
Whitley I	Manchester I (Twin tail)
Dornier Do. 17	Maryland I and II (A-22)
Heinkel He. 111*	Master I
Heinkel He. 113	Magister I
Henschel HS. 129	Master III (Clipped wing)
Junkers Ju. 88*	Roe I (L.P.)
Messerschmitt Me. 109E	Seamew I (SO3 C-2) (S.P.)
	Seamew I (SO3 C-2) (L.P.)
	Tiger Moth I and II
	Vigilant I (L-1)
	Blohm and Voss B v 14

*New models are available for the Beaufighter (with dihedral tailplane); Heinkel III, Mark V; and Junkers 88. If not already supplied they should be demanded. The old models may be retained until the new ones are received.

2. Ships holding stocks of the above models should return them to store. Obsolete silhouettes should be pulped. Stores at present hold small stocks of the above models and silhouettes, and ships demanding complete sets may find them included until present stocks are exhausted.

3199.—Use of Stronger Packing Cases

(N.S. 22468/44.—15 Jun. 1944.)

The number of complaints of stores damaged in transit due to insufficiently strong packing cases is increasing. This is considered to be due partly to the introduction in 1940 of a general reduction in the thickness of wood used in the manufacture of packing cases, crates, etc.

2. Although there is still a shortage of timber it is considered that some relaxation may now be afforded. In future, therefore, close attention should be

given to increasing the strength of packing cases required for (a) all stores of a fragile nature, (b) valuable articles, and (c) any stores liable to be influenced by changes in temperature.

3. Increased supplies of seasoned Douglas fir are being made to N.S. depots, and this imported timber should now be used in preference to home grown timber for packing the classes of stores referred to in the previous paragraph, and also for packing other stores up to the quantities of seasoned timber available.

(C.A.F.O. 718/40)

3200.—6-in. Hand Signalling Lantern Outfits—Patterns W.1060 and W.1061—Replacement of Lanterns

(N.S. 10061/44.—15 Jun. 1944.)

It should be noted that lantern, Pattern W.898 only, should be demanded to replace defective lanterns which were originally issued as components of 6-in. hand signalling lantern outfits, Pattern W.1060 or Pattern W.1061.

2. As more than one pattern plug and socket have been used with Pattern W.1060 and W.1061 outfits, replacement lanterns will not be fitted with plugs. Care should therefore be taken to remove the plugs from defective lanterns before returning them to store in order that they can be fitted to new lanterns. Cable will already be fitted.

3. Should the plug be defective a suitable plug for the socket already fitted on power should be demanded.

4. Until stocks of lanterns, Pattern W.898, are available storing yards should supply Pattern W.1060 of 110 volts, or Pattern W.1061 outfits of 220 volts.

5. If Patterns W.1060 to W.1061 outfits are supplied, ships should return the plugs, sockets and resistances.

Section 4

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

3201.—Landing Craft Recovery Units—Arrangements for Supply of and Accounting for Naval Stores and Special Equipment

(N.S. 22525/44.—15 Jun. 1944.)

A.F.O. 2267/44 is to be amended as follows:—

Paragraph 5 (b) (i). After "to be kept" add "but details of the initial outfits of consumable stores will be recorded on Form S.1099D (inside) for information only".

Paragraph 7. Delete and insert "Special Equipment and Victualling Stores. A record of receipt and disposal of special equipment and victualling stores should be kept for convenience in Form S.1099D (inside) in the same manner as permanent Naval Stores, but on separate sheets with the appropriate headings".

Paragraph 9. Amend Appendix A to read "Allowances of Permanent Naval and Victualling Stores".

Appendix A.

Amend heading to read "Landing Craft Recovery Unit. Allowances of Permanent Naval and Victualling Stores".

Subhead E.8. Increase allowance of tents bivouac to 12 per L.C.R.U.

Subhead E.12. Delete the whole.

Insert following below last entry in Appendix:—

"VICTUALLING STORES"

Pattern No.	Description	Denomination	Allowance per L.C.R.U.	Special allowance to 'Turtle'
229	Waders, seaplane	... Pairs ...	8	2

Appendix B. Subhead E.8. Insert new item. "Pattern 307. Fenders Coir, turks head. 4 No. per L.C.R.U."

Appendix C

Insert new item "Trucks, special, 'Airborne' Type I, No. per L.C.R.U., responsible authority—D. of S. Admiralty".

Lifting slings.

After "For L.C.A." add "(see note below)".

Under "For L.C.P.(R)" insert new item "For L.C.V.(P) . . . 1 set per L.C.R.U., responsible authority—L.C.M.S.O., Staines".

After "Specifications" add:—

"Note.—L.C.A. Lifting slings. The standard pattern sling is to be shortened by 18 inches in each leg and 7-ton shackles fitted in place of spring-hooks".

2. Arrangements have been made at Admiralty for supply of all additional items direct to units.

(A.F.Os. 2267/44 and 2664/44.)

3202.—Shortage of Acid Carboys

(N.S./C.P. 19244/44.—15 Jun. 1944.)

Messrs. F. W. Berk have reported that great difficulty is being experienced in maintaining supplies and issues of acids owing to the acute shortage of carboys.

2. It is essential that all available carboys be returned to store immediately they are emptied for return to the firms. Failure to do this may mean a long delay in meeting demands from user services.

3. Dockyards and depots are to ensure that empty carboys are returned to contractors without delay.

(S.N.S.O. Portsmouth, No. 2D/8569X, dated 10 May, 1944.)

A.F.O. 3203.—Royal Marines—Disposal of Uniform Effects and Issue of Plain Clothes

539/44.

(V/I/4311/44.—15 Jun. 1944.)

A.F.O. 1783/44 is to be amended as follows:—

Paragraph 1. Delete "General Order, Royal Marines No. 88/41" and substitute "General Order, Royal Marines No. 30/43".

Paragraph 6. Delete and substitute:—

"6. All ranks are to be given the option of receiving the cash allowances in lieu of civilian suit, cap, collar and tie, and men are to be called upon to state their wishes immediately their discharge is approved. Further, in order to avoid hardships and complaints, care is to be taken to ensure that issue of civilian clothing (or payment of cash in lieu) is made before the man proceeds to his home on leave before final discharge, whether he is sent to his home from a Royal Naval hospital or a Royal Marine establishment. When a man elects payment of cash allowance in lieu of civilian suit or overcoat, he is to be called upon to sign a certificate to that effect."

(K.R. & A.I., Article 1602.)

(A.F.Os. 2944/39, 738/41, 5457/43 and 1783/44.)

3204.—Allied Naval Forces—Issue of Rum or Payment of Grog Money in Lieu

(V.2/893/44.—15 Jun. 1944.)

Ships and Shore Establishments of Allied Navies

Duty-free rum from Naval stocks may be supplied on demand to ships of the Dutch, French, Norwegian, Yugoslav and Polish Navies. Supplies may also be made to the Shore establishments of these Navies in the United Kingdom, subject to compliance with the instructions concerning Customs privileges promulgated in A.F.O. 170/44.

2. Demands for such supplies are to be counter-signed by the Commanding Officers concerned.

3. Rum demanded by ships of the Dutch Navy is intended for medical purposes only, and the quantity supplied to each ship should not exceed one gallon. Demands for rum for these ships will bear a statement signed by the Commanding Officer to the effect that the rum is required for medical purposes.

4. No issues of rum are to be made to vessels manned by Greek Naval personnel.

Allied Naval Ratings borne and victualled in H.M. Ships and Establishments

5. Ratings of the Allied Naval Forces (other than French—see paragraph 7) when borne and victualled in H.M. Ships and Establishments, are entitled to receive the spirit ration or the payment of grog money in lieu under the same conditions as British Naval ratings (K.R. and A.I., Articles 1827 and 1832). Payments in respect of grog money should not be credited on the ledger but should be made through the Cash Account as a charge to Navy Votes.

6. In the case of Dutch Naval personnel serving in a detachment in charge of a Dutch Naval Officer, the Officer-in-Charge will decide whether the spirit ration or grog money shall be issued, and in the latter case he will receive payment of the grog money which will be used by him for the common benefit of the detachment. Any such payments should similarly be made through the Cash Account.

7. French ratings borne and victualled in H.M. Ships and Establishments are eligible for the spirit ration if wine (which is supplied by the French Authorities) is not available, but to meet the wishes of the French Authorities, grog money in lieu is not to be paid to these ratings.

(K.R. and A.I., Articles 1827 and 1832.)

(A.F.O. 170/44.)

3205.—Shoe Makers' Repair Materials—Introduction of

(V.9/5421/43.—15 Jun. 1944.)

In view of the present need of economy in the use of leather, it has been decided to provide from Service sources, cut soles, top pieces, etc., for boot repairs in lieu of the leather sole bends hitherto supplied for the purpose and supplies are now available at the Home Victualling Depots.

2. The descriptions of the items stocked, the sizes in which they will be provided, and the issuing prices are as follows:—

Description	Sizes	Suitable for repairing boots and shoes of sizes	Proportion in which supplies will be made unless otherwise demanded	Issuing prices per pair
			per cent.	
Soles, half (Men's), pairs	1	5 and 6	10	2s. 6d.
	2	7, 8 and 9	75	
	3	10 and upwards	15	
Soles, half (Women's), pairs	1	2, 3 and 4	25	1s. 3d.
	2	5, 6 and 7	65	
	3	8 and 9	10	
Lifts (Men's), pairs	1	5, 6 and 7	20	4d.
	2	8 and 9	65	
	3	10 and upwards	15	
Lifts (Women's), pairs	1	2, 3 and 4	20	2d.
	2	5, 6 and 7	65	
	3	8 and 9	15	
Top pieces (Men's), pairs	1	5, 6 and 7	20	10d.
	2	8 and 9	65	
	3	10 and upwards	15	
Top pieces (Women's), 2½-in. pairs	1	2, 3 and 4	25	3d.
	2	5, 6 and 7	65	
Composition rubber	2½-in.	5, 6 and 7	10	
	2¾-in.	8 and 9	10	

3. H.M. Ships and Fleet Establishments should demand their requirements from the Victualling Yards in the usual way. Victualling Establishments abroad will continue to issue leather in bends until supplies of cut soles, etc., are available, and should communicate their requirements of the new items to the Director of Victualling, by signal.

4. Each description of the new items should be accounted for separately.

5. Limited supplies of leather in bends will continue to be made available for purposes for which the cut soles, etc. are unsuitable, but in view of the urgent need of economy, requirements in bends should be kept to the minimum, and in any case should not exceed 5 per cent. of total requirements.

(A.F.Os. 654/44 and 1049/44.)

3206.—Kits—Combined Operations Personnel—Issue of Blue Woollen Knitted Cap

See AFO 1955/45.

(V/1/898/44.—15 Jun. 1944.)

A blue woollen knitted cap has been introduced for gratuitous issue to R.N. Beach Commando ratings and to ratings in Support and Reconnaissance Units and Beach Signal Sections for use when the steel helmet is not being worn, and stocks are now becoming available.

2. Officers may take up the caps on repayment and for this purpose the issuing price is 3s. 6d.

3. Demands on the basis of one cap per rating plus the estimated requirements for officers should be forwarded to the Director of Victualling.

4. A.F.O. 488/44 will be amended accordingly.

(A.F.Os. 488/44 and 1722/44.)

3207.—Fresh Milk for Ratings under 18 Years of Age

New-entry Establishments

(V.2/1343/44.—15 Jun. 1944.)

Arrangements are to be made for half a pint of fresh milk to be given daily to each rating under 18 years of age at new-entry establishments.

2. Where the additions to general messing allowances authorized by A.F.O. 5719/43, Appendix B, Notes (i) and (ii) are not applicable, the quantities of milk issued under this order are to be accounted for as extra issues.

(A.F.Os. 3072/42 Section Q, 5719/43 and 1873/44.)

3208.—Fresh Tomatoes—Supply Arrangements, 1944

(V. 14/3784/44.—15 Jun. 1944.)

The arrangements made last year, whereby supplies of fresh tomatoes from the home-grown crop were made available for H.M. Ships and Establishments at home through the Admiralty Vegetable Contractors purchasing from Tomato Distribution Associations, are being repeated on the same general lines this year. Copies of the relevant amendments to existing contracts will be distributed to all Naval Authorities concerned.

2. Supplies will become available generally on 1st July, 1944, and will continue until Mid-October, 1944. It is anticipated that the quantities available will permit a total issue to naval personnel over the whole period of not more than 5 lb. per head, but owing to transport restrictions and local conditions, this quantity may not be obtainable in full at all places.

3. Supplies last year were made on the basis of a percentage of Tomato Distribution Associations' receipts. This method will be modified this year, as follows:

Enquiry should be made as soon as possible of the Tomato Distribution Association in whose area the ship or naval establishment is situated as to what is the current rate of distribution to civilians expressed in chips per 1,000 people. (Particulars of the Association concerned can be obtained from the Vegetable Contractor.) The approximate total requirements for the whole season, calculated on this basis, should then be notified to the Vegetable Contractor. Thereafter firm demands on Form S.549 for quantities as required should be forwarded in duplicate to the Contractor as long as possible in advance of the date on which delivery is required.

4. Supplies are likely to be most plentiful from mid-July to late August. Demands should, therefore, be framed so that as large a portion of the allocation as can conveniently be used is drawn during that period and the balance spread evenly over the remainder of the season.

5. Supplies of fresh tomatoes are not to be obtained from private firms other than Admiralty contractors. At places at which there is no Admiralty vegetable contract, application for supplies should be made to the local Tomato Distribution Association. H.M. Ships and Establishments which have in the past obtained fresh tomatoes from N.A.A.F.I. may continue to do so.

6. Victualling yards and depots normally handling fresh provisions will carry day-to-day requirements only of fresh tomatoes.

7. The issuing price will be 11d. per lb.

(A.F.O. 2667/43 is cancelled.)

3209.—W.R.N.S.—Shoulder Bags

(V/1/3375/43.—15 Jun. 1944.)

A shoulder bag of approved design has been authorised for use by W.R.N.S. personnel in uniform. When sufficient supplies are available a bag will be issued free to all serving W.R.N.S. ratings and will be included in the free kit issued to W.R.N.S. ratings on entry. Officers will be permitted to take them up on repayment.

2. The bags are not yet available in sufficient quantity to enable them to be issued to all ratings now serving, but it has been decided to commence a limited issue forthwith to meet the special needs of ratings whose place of work is at a distance from their sleeping quarters, any surplus remaining thereafter being issued so far as practicable in order of seniority.

3. Demands from home establishments should be forwarded to Director, W.R.N.S., in accordance with paragraph 9 of A.F.O. 1048/44, and should be accompanied by a statement showing how the number has been arrived at. Establishments overseas should demand on the appropriate victualling yard, such demands being referred to Director, W.R.N.S., for compliance except where local purchase has been arranged.

4. The date of issue to a rating should be noted in her pay book.

5. Pending further instructions, issues may not be made to new entries in central training establishments, nor may bags be issued on repayment either to officers or ratings.

6. Officers are permitted to carry shoulder bags of navy or black cloth or leather purchased privately, provided they conform approximately in appearance to the standard pattern.

7. The bag is to be known as "Bag, utility, W.R.N.S."

8. A.F.O. 1048/44 is to be amended as follows:—

All classes A, B, C, D—under "Free issue" add "1 Bag, utility (subject to the provisions of A.F.O. 3209/44)."

9. A further order will be issued when sufficient stocks are available to extend the foregoing basis of issue.

(A.F.O. 1048/44.)

3210.—W.R.N.S.—Tropical Kit

(V/1/628/44.—15 Jun. 1944.)

The supply of sun helmets on personal loan to W.R.N.S. ratings drafted abroad is to be discontinued and A.F.O. 3165/42 is to be amended accordingly.

2. Sun helmets at present held by ratings are to be withdrawn and taken on charge by Accountant Officers. These helmets should be returned to victualling yards as opportunity offers.

(A.F.O. 3165/42.)

(A.F.O. 619/44 is cancelled.)

3211.—Rate Book for Victualling and Royal Marine Stores (O.U. 5420/42)— Vote 2 Repayment Services—Percentage Charges

(V.3/3997/44.—15 Jun. 1944.)

The following revision of pages xv, xvii and xviii of the regulations in the Rate Book for Victualling Stores (O.U. 5420/42) relating to percentage charges has been approved. The revised rates should be applied as from the date of receipt of this order except when specifically otherwise directed.

Page xv. Paragraph 2. Cancel the first sub-paragraph and table of percentages and substitute:—

"The following rates of percentage are to be added to the total value of supplies by H.M. Ships and Establishments to the Services mentioned. For stores obtained from other departments the rate of percentage chargeable is that laid down in the Rate Book of the department by which the stores were originally supplied:—

On Work done for or Supplies issued to	Labour	Stores			
		Fresh Provisions		Other Provisions (including refrigerated Provisions) and Other Stores	
		(A)	(B)	(A)	(B)
Other Naval Departments ...	Nil	Nil	Nil	Nil	Nil
Other Exchequer Departments ...	40	2½	17½	5	20
Extra Departmental customers, viz. :—					
Other Departments of the Home Government not financed from the Imperial Exchequer, Dominion, Colonial and Dependent Governments, Foreign Governments, Greenwich Hospital, private individuals, etc.	40	5	20	10	25

(A) For supplies at Home.

(B) For supplies Abroad, inclusive of freight charges—Issues abroad of stores obtained by local purchase and valued at cost price are chargeable with percentage at home rates only.

The definition of services shown on page xv as excluded from the surcharge of 5 per cent. is to be extended to cover all Crown Forces of Dominion and Colonial Governments and all Allied armed forces.

2. Page xvii. Paragraph 7. Cancel.

3. Page xviii. Paragraph 9. The agency fee is to be amended to 3 per cent. for both Other Exchequer Departments and Extra-Departmental Customers.

3212.—Form S.1252 (Abstract of Amounts Due to Messes—Amendment)

(V. 3/4426/44.—15 Jun. 1944.)

The monthly statements on Forms S.1252 forwarded by parent ships to tenders showing the messing allowances due, etc., should indicate the name of the parent ship as well as that of the tender. The date of despatch by the parent ship is also to be shown on the form.

2. Pending a reprint of Form S.1252, existing stocks should be amended as necessary in manuscript.

(Base Accountant Officer, H.M.S. "Nile," No. CA/D.320/28 of 18 May, 1944.)

3213.—Protection of Personnel from Burns—Anti-Flash Clothing

(V./8/2513/44.—15 Jun. 1944.)

All officers and men serving in sea-going ships other than those referred to in paragraph 4 should be in possession of a set of anti-flash clothing on personal loan. The set consists of helmet, mask and gloves, and in order to provide facial protection against burns it is important that the face aperture of the anti-flash helmet should be partially closed by the anti-flash mask. The anti-gas eyeshields can be worn

to cover completely the remaining part of the face aperture, but this is not recommended for hot climates, owing to the liability for the eyeshield to become misted, while the eyes are to some extent naturally protected. A combined anti-flash helmet and mask (to be known as an anti-flash "hood") will be supplied to meet demands for anti-flash gear as stocks of the present pattern helmet and mask become exhausted, but it is not the intention to withdraw serviceable helmets and masks from present holders of those articles and to issue "hoods" in lieu.

2. The lower leg should be protected by tucking the bottoms of trousers inside the socks. In tropical climates it is important that drill suits or clean overalls should be worn under action conditions instead of tropical dress which leaves large portions of the body unprotected from flash.

3. Officers and men serving in shore establishments, etc., who are not in possession of a set of anti-flash clothing and future entries into the service are to be provided with a set of anti-flash gear when appointed or drafted to a seagoing ship, except as indicated in paragraph 4. A note of the issue is invariably to be made in the individual's pay book and the clothing is to be removed from charge in the Paymaster's Store accounts on issue.

4. In small auxiliary vessels (e.g., trawlers and drifters) and in S.G.Bs., the wearing of anti-flash clothing is not considered necessary except by gun crews, and sufficient for this purpose is included in the establishment of loan clothing for these vessels. Anti-flash clothing is not required in Coastal Force craft other than S.G.Bs.

5. Arrangements should be made to verify periodically that all officers and men serving in seagoing ships other than those mentioned in the preceding paragraph, are in possession of a set of loan anti-flash clothing and a set is to be supplied to any individual not in possession of one, the value being charged against him if he has previously been provided with a set on loan and is unable satisfactorily to account for it.

6. Attention is drawn to the necessity for re-proofing anti-flash clothing immediately if it has been immersed in sea water, exposed to heavy rain, or washed, and in any case once in twelve months if it has been used. (See B.R.93—Manual of Victualling, Chapter XII, Section 5.)

7. Officers and men will be held responsible for the proper care and custody of the anti-flash clothing supplied to them and are to be charged with the value of any article lost or damaged by their neglect. In the event of their leaving the Service, this clothing is to be withdrawn and returned to store.

(B.R.93, Chapter XII, Section 5.)

(A.F.O. 4604/41.)

(A.F.Os. 2550/40, 1742/41, 4798/42, paragraph 3 of 5780/43 and C.A.F.O. 102/42 are cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3214.—Amendments to Books

(E.F.O.—15 Jun. 1944.)

The undermentioned amendments (A.F.Os. P.360-381) 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.360/44.—B.R. 380/C Firefly (F), Mark I, S.C.L.—Amendment No. 3.

*P.361/44.—B.R. 378 (General)—A.S.E.—Amendment No. 38.

*P.362/44.—B.R. 378 (General)—A.S.E.—Amendment No. 39.

*P.363/44.—B.R. 377 (General)—A.S.E.—Amendment No. 3.

*P.364/44.—B.R. 377 (General)—A.S.E.—Amendment No. 4.

*P.365/44.—B.R. 378 (Z)—Walrus A.S.E.—Amendment No. 21.

*P.366/44.—B.R. 378 (General)—A.S.E.—Amendment No. 40.

P.367/44.—B.R. 258/41—Handbook and Drill Book for the 2-pdr., Q.F., Mark VIII Gun on the single Mark VIII* Mounting—Amendment No. 10.

P.368/44.—B.R. 294—Handbook and Drill for the 0.5-in. Guns, on Twin Mark IV Mounting—1942—Amendment No. 5.

P.369/44.—B.R. 785 Handbook for 2-pdr., Q.F., Mark VIII Gun, on Marks VIA and VA Mountings—1943—Amendment No. 4.

P.370/44.—B.R. 826—Drill for the Fusekeeping Clock and Fire Control Box—Amendment No. 5.

P.371/44.—B.R. 849—Handbook for the 15-in., B.L., Mark I Gun, on Twin Marks I and I/N Mountings—1943—Amendment No. 2.

P.372/44.—B.R. 861—Drill for the Fusekeeping Clock and Fire Control Box—Amendment No. 2.

P.373/44.—B.R. 913 (5)—Handbook of the Fusekeeping Clock and Associated Equipment—The Fire Control Box, Marks II and III—1939—Amendment No. 7.

P.374/44.—B.R. 915—Handbook for 5.25-in., Q.F., Mark I Gun on HA/LA Twin, Marks I and II Mountings—1941—Amendment No. 13.

P.375/44.—B.R. 971 (1)—Addendum No. 1 to Handbook for 0.5-in. Guns, on "M" Mark I**, II* and III Mountings (Description of Eyeshooting Sights)—1941—Amendment No. 3.

P.376/44.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 438, for 4-in. Guns—Amendment.

P.377/44.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 544 for 4-in. Guns—Amendment.

P.378/44.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 545 for 4-in. Guns—Amendment.

P.379/44.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 553 for 4-in. Guns—Amendment.

P.380/44.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 562 for 4-in. Guns—Amendment No. 1.

P.381/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 2.

**Exceptionally, A.F.Os. P.360, P.361, P.362, P.363, P.364, P.365 and P.366 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 3078/44.)

3215.—A.M.S.Is.

(E.F.O.—15 Jun. 1944.)

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

(A.F.O. 3077/44.)

3216.—B.R. 640 (27)—Issue

(Sta./M. 1014/44.—15 Jun. 1944.)

Combined Operations Pamphlet No. 27, Hardening of Commando Troops for Warfare—B.R. 640 (27), is in the press, and a first issue, 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.)

3217.—B.R. 992(1)—(Addendum to B.R. 992—Land Service Handbook for 6-pdr., 10-cwt., Mark I Gun on 6-pdr., Twin, Mark I Mounting)—Handbook for 6-pdr., 10-cwt., Mark I Gun on Twin, Mark I Mounting when Mounted in the Naval Service—Issue.

(G. 6307/43.—15 Jun. 1944.)

B.R. 992(1) is now available and copies will be issued without demand to holders of B.R. 992 by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

3218.—B.R. 1030—Preliminary Pamphlet for the Q.F. 17-pdr. Mark III and Q.F. 25-pdr. Mark II Guns on the Mark I (Naval) Mounting—Issue

(G. 120/44.—5 Jun. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand (except as detailed in note * below) by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, in accordance with the following establishment, viz:—

	Copies.
C.-in-C., Home Fleet	} 1 each
C.-in-C., Portsmouth	
C.-in-C., Chatham	
C.-in-C., Devonport	
C.-in-C., Rosyth	
C.-in-C., Eastern Fleet	20
A.N.C.X.F.	8
Commodore, C.O.B., Portsmouth	1
R.A.C.O.B., Western Approaches	1
D.C.O., India	8
F.O.C.R.I.N.	6
Captain, M.L.C.	3
C.O. of each L.C.F., L.C.G.(M) or (L), L.C.S.(L)(2), L.C.T.(R) and L.C.S.(R).	1*
H.M.S. "Attack"	2
H.M.S. "Monster"	2
H.M.S. "Flora"	2
H.M.S. "Mylodon"	2
H.M.S. "Arbella"	2
H.M.S. "Newt"	2
H.M.S. "Grasshopper"	2
H.M.S. "Rosemarkie"	2
H.M.S. "Squid"	2
H.M.S. "St. Barbara"	6
H.M.S. "Stopford"	2
H.M.S. "Turtle"	6
H.M.S. "Vectis"	2
H.M.S. "Mastadon"	2
H.M.S. "Porcupine"	1
S.O. Force S	3
S.O. Force J...	3
S.O. Force G	3
S.O. Force L	3
S.O. Force U	3
S.O. Force O	3
S.O. Force B	3
S.O. Force P	3

Foreign Stations:—

	Copies
H.M.S. "Braganza"	2
H.M.S. "Hamla"	2
H.M.S. "Elissa"	2
H.M.S. "Phoenicia"	2
The Captain, H.M.S. "Excellent"	15
The Captain (G), H.M. Gunnery School, Devonport	3
The Captain (G), R.N. Gunnery School, Chatham	2
Dockyards:—	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2
R.N. College, Greenwich	1
G.E.O., R.N. Base, Lyness	1
Inspectors of Naval Ordnance	As
Armament Supply Depots and Establishments	necessary
Secretary, Navy Office, Melbourne (2 for Flinders Gunnery School).	10
Secretary, Navy Board, Wellington, New Zealand	4
Ministry of Supply, S.S.2B (for C.I.A., C.E.A.D., C.S.A.R., A.I., C.S.O.F., S.O.B., S. of E, Shoeburyness).	7
E.O. Gun Mountings, Alexandria	1
N.S.H.Q., Ottawa	10
B.A.D.	1
B.A.M.R.	1
B.A.T.M.	1
B.A.S.R.	1
Naval Staff Library, Admiralty	1
Commandant, Military College of Science, Queens Road, Penkhull, Stoke-on-Trent, Staffs.	1

* Distributing authorities of classes fitted should demand supplies through Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10 in accordance with A.F.O. 2280/44.

3219.—B.R. 1055—Bomb Supply Drill for H.M. Ships "Implacable", "Indefatigable" and "Illustrious" Class Carriers and "1942" Light Fleet Carriers with Modified Bomb Supply Arrangements—Issue.

(G. 316/44.—15 Jun. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz:—

	Copies
Flag Officers concerned	1 each
"Implacable" and "Illustrious" Class Carriers	5*
1942 Light Fleet Carriers	5*
1942 Additional Programme Light Fleet Carriers	5*
Captain, H.M.S. "Excellent"	30
Captain (G), H.M. Gunnery School, Devonport	1
Captain (G), R.N. Gunnery School, Chatham	3
Engineer Officer-in-Charge, Newcastle-under-Lyme	3

*To ships fitted only.

3220.—B.R. 1061—Drill for 4·7-in., Q.F., Mark IX**, Gun on C.P., Mark XXII, Mounting and 4·5-in., Q.F., Mark IV, Gun on C.P., Mark V, Mounting—1944—Issue

(G. 1254/44.—15 Jun. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available in accordance with the following establishment, viz. :—

	Copies
Flag Officers	1
Destroyer depot ships	2
Flotilla leaders... ..	6*
Destroyers	4*
Captain, H.M.S. "Excellent"	50
Captain (G), R.N. Gunnery School, Chatham	50
Captain (G), H.M. Gunnery School, Devonport	50
General Officer Commanding Royal Marines	3
Ministry of Supply, S.S.2B (for D. of A.A1 and S. of E., Shoeburyness.	2
R.N. College, Greenwich	1
Commandant, Military College of Science, Queen's Road, Penkhull, Stoke-on-Trent, Staffs.	1
I.N.O., Woolwich	1
Naval Staff Library, Admiralty	2
Loan Libraries	1
N.S.H.Q., Ottawa	10
Secretary, Navy Office, Wellington, New Zealand	5
Secretary, Navy Board, Melbourne (including 2 for Flinders Gunnery School).	5

* Ships fitted and to be fitted with 4·7-in., Q.F., Mark IX**, gun on C.P. Mark XXII, mounting, and 4·5-in., Q.F., Mark IV, gun on C.P., Mark V, mounting

3221.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 14998/44.—15 Jun. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.918	Generators, smoke, No. 26, Mark III.	On side of package	31	14998/44

2. Labels should be demanded as necessary from Naval Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

3222.—Books for Coastal Force Craft (Gunnery Publications)

(C.F.M. 4375/43.—15 Jun. 1944.)

The following policy is to be adopted in the carrying of gunnery publications in Coastal Force craft :—

- (a) Drill books, or handbooks containing the drill, for all types of gun armament on board are to be carried from date of commissioning, but may be handed subsequently at the discretion of the Commanding Officer of the vessel.
- (b) The current editions of :—
 - (i) Eyeshooting Pocket Book.
 - (ii) Gunnery Notes for Auxiliary War Vessels (to be superseded by Coastal Force Gunnery Pocket Book when available) are to be carried on board all Coastal Force craft at all times from date of first commissioning.
- (c) Appropriate handbooks are listed in C.B.—List of Gunnery Publications.

2. The Naval authorities responsible for the issue of handbooks of gun armament are as follows :—

- (a) Authorities responsible for supply on first commissioning :—
 - (i) Captain M.L. of the equipping port (under direction of Director of Coastal Forces Material, Admiralty—for Fairmile "D" Class M.T.Bs., Fairmile "B" Class M.Ls.
 - (ii) The Commanding Officer, H.M.S. "Hornet" (under direction of Director of Coastal Forces Material, Admiralty)—for M.T.Bs. under 100 ft. building at home.
- (b) On rearming or recommissioning—the Commanding Officer of Coastal Force Base to which vessel is allocated or similar Naval authority other than Coastal Force Base.

3. (a) One copy of each appropriate gunnery handbook should be held by the Commanding Officers of Coastal Force Bases for each flotilla of Coastal Force craft allocated.

(b) One copy of every gunnery handbook appropriate to vessels concerned should be held by Captains M.L., in order that these books may be available to the Commanding Officers of vessels for reference.

4. In addition to the books referred to in paragraph 3 above, one copy of each of the current editions of Naval Magazine and Explosives Regulations and Naval Cordite Regulations is to be held by the Commanding Officers, Coastal Force Bases, and Captains M.L.

5. The final responsibility for seeing that gunnery handbooks referred to in paragraph 1 (a) and (b) above, are on board rests with the Commanding Officers of vessels concerned, who should demand any missing books from the appropriate authority vide paragraph 2 above.

6. Books required by the authorities referred to in paragraph 2 above should be demanded as follows :—

C.Bs. from M. Branch (Books), Admiralty.
O.U.s. and B.Rs. from S.N.S.O., Park Royal.

(C.A.F.O. 126/42 is cancelled.)

3223.—O.U. and B.R. Publications—Distribution during May, 1944

(N.S. 139/44.—15 Jun. 1944.)

- B.R. 125—Supplement Nos. 19–20—Lloyds Register of Shipping, 1943/44.
B.R. 222—Notes on W/T Sets—Additional Pages AA7 and 21 to R.A. 182.
B.R. 296—Handbook for 4-in., B.L. Smoke Mortar, Mark I (N), 1942.
B.R. 374—Establishment of Naval Stores for Motor Torpedo Boats—Errata No. 3.
B.R. 376—Establishment of Naval Stores for Diesel Rescue Tugs, 1942—Errata No. 1.
B.R. 510—Handbook on Indo China, 1942.
B.R. 512—Handbook on French West Africa, 1942.
B.R. 529—Geographical Handbook—Germany, Volume I.
B.R. 637—Mersigs—French edition.
B.R. 638—Handbook for Echo Sounding Sets, 758N, P. and S., 1943.
B.R. 640—Combined Operations Pamphlets, Nos. 6A, 31 and 35A.
B.R. 695—International List of Telegraphic Offices.
B.R. 771—Handbook for Echo Sounding Sets, Type 761/P., 1943.
B.R. 1016—Prov Drill for 40 mm., U.S., Mark I Gun, on U.S. markings, with Ford, Mark II, power drive.
B.R. 1021—Naval Teleprinter Directory.
B.R. 1026—Notes for the guidance of D.G. Inspecting Officers.
B.R. 1045—Coastal Forces Signal Pamphlet.
B.R. 1065—First Fitting and Maintenance of Escort Oilers Equipment.
B.R. 1073—The use of Penicillin in Treating War Wounds—M.R.C. Memo No. 12.
O.U. 5365A—Errata No. 15—Priced Vocabulary of Naval Armament Stores, Part I.
O.U. 5365B—Errata No. 30—Priced Vocabulary of Naval Armament Stores, Part II.
O.U. 5365E—Errata No. 2—Priced Vocabulary of Naval Armament Stores, Part V.

Corrections to O.U. and B.R. Publications

A.F.O. "P" 270/44 to "P" 276/44 inclusive—see A.F.O. 2273/44.
 A.F.O. "P" 278/44 —see A.F.O. 2401/44.
 A.F.O. "P" 281/44 to "P" 282/44 inclusive—see A.F.O. 2401/44.
 A.F.O. "P" 286/44 to "P" 292/44 inclusive—see A.F.O. 2401/44.
 A.F.O. "P" 294/44 ... } see A.F.O. 2531/44.
 A.F.O. "P" 296/44 to "P" 298/44 ... }

Corrections to Signal Publications—O.U. and B.R. Series

C.A.F.O. "S.C." 15/44—Correction No. 25 to B.R. 619 —see A.F.O. "S" 167/44.
 C.A.F.O. "S.C." 16/44—Correction No. 1 to B.R. 1035 (R)—see A.F.O. "S" 182/44.
 C.A.F.O. "S.C." 17/44—Correction No. 34 to B.R. 777 —see A.F.O. "S" 182/44.
 C.A.F.O. "S.C." 18/44—Correction No. 20-23 to B.R. 637—see A.F.O. "S" 194/44.
 C.A.F.O. "S.C." 19/44—Correction No. 35 to B.R. 777 —see A.F.O. "S" 205/44.
 C.A.F.O. "S.C." 20/44—Correction No. 1 to B.R. 1045 —see A.F.O. "S" 205/44.
 C.A.F.O. "S.C." 21/44—Correction No. 1 to B.R. 1021 —see A.F.O. "S" 205/44.

Miscellaneous.

A.P. 1480A—Amendment Lists Nos. 110 and 111—Silhouettes of British Aircraft.
 A.P. 1480E—Amendment List No. 9—Silhouettes of Russian Aircraft.
 A.P. 1480F—Amendment List No. 19—Silhouettes of Japanese Aircraft.
 R.N. Medical Bulletin No. 9.
 Army Orders Nos. 32 to 57.
 Air Force List—March, 1944.
 A/C Recognition Journal, Volume II, No. 9.
 Special Army Orders, Nos. 20, 21, 22, 32 and 33.

(A.F.O. 2686/44.)

3224.—O.U. 5274—Remarks on Handling Ships—Addendum No. 2

(D. of N./H. 1587/44.—15 Jun. 1944.)

Attention is drawn to the above addendum, which describes a calculating disc (for construction on board if desired) for solving problems connected with making use of swings or zig-zags in order to drop bearing and/or distance.

2. The above addendum will be issued to all concerned without demand, in due course, from R.N. Store Depot, Deptford.

3225.—Royal Naval Medical Bulletin No. 10—Issue

(MDG. 62579/42.—15 Jun. 1944.)

Royal Naval Medical Bulletin No. 10 is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand addressed as follows:—

Ships and Establishments at home:—

R.N. Store Depot,
 Elveden Road,
 Park Royal,
 London, N.W.10.

Ships and Establishments abroad:—

The local Naval Distributing Authority.

3226.—Air Letter Ration for Naval Personnel Serving Overseas

(M. 02098/44.—15 Jun. 1944.)

In future two out of the monthly ration of six air letters for Naval personnel serving overseas may be treated as privilege letters.

2. The following amendment should be made to A.F.O. 5292/43:—

Under B—Inward, against paragraph 2, Air Letters, for "including one air letter which may be treated as privilege" read "including two air letters which may be treated as privilege".

(Admiralty General Message 75A is cancelled.)

(A.F.Os. 5292/43 and 2416/44.)

3227.—History Sheets for Safety Equipment Ratings—Establishment

(N. 6226/44.—15 Jun. 1944.)

The following new Form has been added to the established list of Ship's Forms: S.1234.—History Sheet for Safety Equipment Rating.

Stocks of this Form will be maintained at the R.N. Store Depot, Elveden Road, Park Royal, and requirements should be demanded as necessary.

The Form is to be adapted for use for any W.R.N.S. ratings employed on safety equipment work.

3228.—Duplicators—Establishment*Fleet Carriers*

(Sta. 15007/44.—15 Jun. 1944.)

The establishment of duplicators for large fleet carriers has been under consideration, and the supply of one additional machine of the Ormig or Fordigraph type is approved.

The revised establishment of duplicators for these ships is now 2 in No. Ormig or Fordigraph type and one hand rotary stencil machine.

Demands should be forwarded to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, to complete to the revised establishment.

(Ref. No. 2460/F.O.C.T. 267 dated 14 May 1944.)

3229.—Typewriters—Establishment*Light Fleet Carriers*

(Sta. 14657/44.—15 Jun. 1944.)

The establishment of typewriters allowed to light fleet carriers has been under consideration and approval has been given for the supply of one additional machine, to be allocated to the Air Engineer's office. The number of machines allowed to these vessels is thus increased to nine, and the establishment laid down in B.R.1 should be amended accordingly.

Demands should be forwarded to the Superintending Naval Store Officer, Park Royal, London, N.W.10, to complete to the revised establishment as necessary.

Any typewriters surplus to this establishment held on board light fleet carriers constructed in the U.S.A. should be surrendered to the R.N. Store Depot, Park Royal, N.W.10.

(A.F.O. 4019/43.)

3230.—Typewriters—Establishment*H.M. Ships—"King George V" Class*

(Sta. 15240/44.—15 Jun. 1944.)

Approval has been given for the establishment of typewriters laid down for battleships of the "King George V" Class to be increased from 8 to 10. Demands should be forwarded by the ships concerned to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, to complete to this revised establishment.

(C.-in-C. Home Fleet No. 812/H.F.869/56 dated 25 May 1944.)

3231.—Mail Bags—Return of Empties

(M. 2048/43.—15 Jun. 1944.)

An investigation into the wastage of mail bags shows a deficiency of 81,906 letter bags and 32,433 parcel bags in the number returned from H.M. ships and establishments abroad, during a period of six months.

2. The position is most serious owing to the war-time shortage of materials, and all mail bags surplus to immediate mail requirements should be returned to the G.P.O., London, at the earliest opportunity.

3. Mail bags are not to be used for any purpose other than for enclosing mails,

3232.—Correspondence—Captain (D), Belfast and H.M.S. "Caroline"

(M.1219/44.—15 Jun. 1944.)

Delay and inconvenience is being caused as the result of correspondence intended for Captain (D), Belfast, and establishments under his administration, being addressed to H.M.S. "Caroline".

2. Captain (D), Belfast, administers the Belfast Escort Force. All personnel on Captain (D), Belfast's staff, and in ships of the Belfast Escort Force, are borne on the books of H.M.S. "Caroline II" for disciplinary purposes, with pay accounts carried in H.M.S. "Caroline".

3. H.M.S. "Caroline" is the base ship, Belfast, and carries the accounts of all other shore based personnel in establishments at Belfast, of local small craft, and of ships building at Belfast but not yet commissioned. Correspondence for H.M.S. "Caroline" should be addressed to Commanding Officer, H.M.S. "Caroline," c/o G.P.O., London.

4. Correspondence on all matters affecting the Belfast Escort Force, except routine accountant matters, should be addressed to:—Captain (D), H.M.S. "Caroline II," c/o G.P.O., London.

5. Correspondence affecting routine accountant matters for personnel borne on books of H.M.S. "Caroline" and H.M.S. "Caroline II" should be addressed to:—The Base Accountant Officer, 49, Queen's Square, Belfast.

3233.—H.M.S. "James Cook"—Postal Address

(M. 011908/43.—15 Jun. 1944.)

The use of Box No. 400 Glasgow as a postal address for H.M.S. "James Cook" is to be discontinued and correspondence should now be addressed: H.M.S. "James Cook", Tighnabruaich, Argyllshire.

2. The entry relating to H.M.S. "James Cook" in A.F.O. 6297/43 is to be deleted.

(A.F.O. 6297/43.)

3234.—H.M.S. "St. Angelo" and U.S.I.S. "Angelo"—Addressing of Correspondence

(M. 1130/44.—15 Jun. 1944.)

Mails and stores intended for U.S.I.S. "Angelo" have been incorrectly delivered to H.M.S. "St. Angelo". Particular care should be taken in the addressing of correspondence and in consigning stores to these ships.

***3235.—Major and Minor Landing Craft—Postal Addresses**

(M. 435/44.—15 Jun. 1944.)

Considerable delay is being caused to the mails for numbered major and minor landing craft owing to the varied forms of postal address being used.

2. Personnel of numbered major landing ships and craft should use their ship address, i.e. :—

H.M.L.S.T. (or L.C.T., etc.), No.,
c/o G.P.O.,
London.

The flotilla number should not be used except by Flotilla H.Q. personnel.

3. Personnel of formed flotillas of minor landing craft and barges should use the postal address :—

L.C. (or L.B.) Flotilla No.
c/o G.P.O.,
London.

4. Landing craft personnel not in formed flotillas should use the address of the depot or establishment to which they are attached.

5. Personnel should advise their correspondents accordingly.

(A.F.O. 2417/44.)

(Admiralty General Message (Home only) 94AZ is cancelled.)

3236.—Ports in the Humber—Addressing of Stores, Correspondence, etc.

(M. 1195/44.—15 Jun. 1944.)

Delays occasionally occur in ports in the Humber by reason of stores and equipment being addressed to the wrong port.

2. Inconvenience is also caused by personnel being ordered to report at the wrong port and correspondence being incorrectly addressed.

3. Refits are carried out at Grimsby, Immingham and Hull. These places are a considerable distance apart and the re-transhipment of stores and equipment from the south side of the Humber to the north side involves a railway journey of over 100 miles. It is therefore necessary that stores, etc., should be sent to the correct port.

4. Attention is drawn to the fact that the Humber Graving Dock Company is situated at Immingham and the Humber Shipwright Company is at Hull.

5. Correspondence for the Flag Officer-in-Charge the Humber is still repeatedly addressed to Flag Officer, Hull. The correct address is :—

Flag Officer-in-Charge Humber,
Royal Naval Base,
Immingham,
Lincolnshire.

(A.F.O. 396/42 is cancelled.)

3237.—H.M. Signal School Postal Address

(M. 337/44.—15 Jun. 1944.)

The following should be substituted for A.F.O. 1147/44 :—

The correct postal address for H.M. Signal School (H.M.S. "Mercury") is now :

H.M. Signal School,
Leydene House,
East Meon,

Nr. Petersfield,
Hants.

2. All correspondence should be addressed accordingly.

(A.F.O. 1147/44 is cancelled.)

***3238.—Postal and Telegraph Facilities available for Communication to and from Naval Personnel serving Overseas**

(M. 1564/42.—15 Jun. 1944.)

The following addition is to be made to A.F.O. 5292/43 :—

Paragraph B.3 (ordinary air mail), second line.

After "ounce" insert "From Eastern Mediterranean and Malta 10d. per 10 grammes."

(A.F.O. 5292/43.)

3239.—Superintending Naval Store Officer, West Riding—Telephone No.

(N.S. 591/44.—15 Jun. 1944.)

The telephone number of the Superintending Naval Store Officer, West Riding, is now Leeds 30971.

Section 6.—SHORE ESTABLISHMENTS

3240.—Balance of Civil Pay—Increase in Service Emoluments

(C.E. 7634/44.—15 Jun. 1944.)

Certain improvements have been made in the pay and allowances of members of His Majesty's Forces and of members of the Civil Defence Services. Details of the principal changes are promulgated below for information in order that, in assessing balance of civil pay issuable to Civil Servants, appropriate reductions may be made on account of the improvements in service emoluments.

I.—Service Pay and Allowances.

2. (a) *Other Ranks and Ratings.*—(i) *Pay.*—There will be more rapid progress to the maximum pay of the rank for the non-tradesman private (which will be 5s. a day in future for the specially proficient soldier), with suitable adjustments in the other services. The new army scale will be :—

Classification— Non-tradesman private	Under 6 months	6 months	1 year	2 years	3 years
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Class IA	—	—	—	—	5 0
Class I	—	3 6	4 0	4 6	4 9
Class II	3 0	3 0	3 6	4 0	4 3

The pay of the non-Tradesman Lance-Corporal will be increased from 5s. 3d. to 5s. 6d., and the pay of the non-Tradesman Corporal from 5s. 9d. to 6s.

(ii) *Allowances to Wives of Personnel.*—Where there is a child or children in the family, there will be an increase from 25s. to 35s. in the minimum weekly payment made up of State allowance plus allotment from pay to be made to wives of ratings and other ranks.

(iii) *Allowances in Respect of Children.*—There will be flat rate allowances of 12s. 6d. a week for each child in the case of ratings and other ranks.

(b) *Officers.—Family Allowances.*—The daily allowances in future will be as follows :—

Rank	Pay	Childless wife	Wife and 1 child	Wife and 2 children	Each additional child
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Major and above	28 6	4 0	6 0	8 0	2 0
Captain	(minimum) 16 6	4 0	7 6	9 6	2 0
Subaltern	11/0 to 14/6 (according to service)	4 0	8 6	10 6	2 0

Officers will now receive the ante-natal allowance (*i.e.*, the issue of a child's allowance for three months in advance of the birth of the child) which was introduced for other ranks in 1942.

3. *Date of Application.*—The foregoing changes will take effect from the nearest pay-day to 1st May, 1944, though it may not in all cases be possible to bring the revised rates actually into issue until some time after that date. In all cases, however, any arrears due will be given in full.

II.—Civil Defence Services.

4. Increases which take effect from 1st January, 1944, have been made in the pay of whole time (paid) members of the Civil Defence General Service and Local Authority Fire Guard who are employed under Civil Defence conditions of service, and who are in receipt of Civil Defence weekly rates of pay within the limits indicated in the table below. (*See* paragraph 7.)

5. *Service which Qualifies.*—(a) All whole-time (paid) service in any of the services mentioned in paragraph 4, rendered by members after attaining their twentieth birthday, will count for the purpose of assessing the amount of service pay due. Where a member has been engaged in the capacity of an enrolled member either in different services or in different ranks the period of his service will be aggregated. The first payment of service pay will be made in respect of the completion of one year's service; increased rates are payable in respect of the completion of the second and third years of service.

(b) Absences for sickness or injury during which supplementation of National Health benefit or injury allowance has been granted in accordance with existing instructions will count towards the qualifying period.

6. *Service which does not qualify.*—The following periods do not qualify for the assessment of service pay :—

(a) Periods of absence without pay;

(b) Periods during which whole-time members are released from Civil Defence duty under the conditions of Sections (A) and (B) of Home Security Circular No. 88/1942;

(c) Periods of service prior to the twentieth birthday.

7. *Rates of Civil Defence "Service Pay".*—The weekly rates of "service pay" (*i.e.*, additional pay for length of service) are shown in the following table :—

Civil Defence Pay (i.e., Ex- clusive of Ser- vice Pay).	Men			Women				
	(1)	(2)		(3)	(4)			
	Not Exceeding	1 year	2 years	3 years	Not Exceeding	1 year	2 years	3 years
	<i>£ s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>£ s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
4 3 6	1 6	3 6	7 0	2 18 6	1 0	2 6	5 0	
4 6 0	1 6	3 0	6 0	3 0 0	1 0	2 0	4 0	
4 13 6	1 0	2 6	4 6	3 5 0	1 0	2 0	3 0	
4 18 6	1 0	2 0	3 6	3 8 0	0 6	1 6	2 6	

Notes

(a) Service pay is payable in addition to the appropriate Civil Defence rate of pay; it is also taken into account where supplementation of National Health benefit or injury allowance is granted to wholetime (paid) personnel.

(b) Columns (1) and (3) of the above table represent the total rate of pay received (other than service pay), *i.e.*, including lead rates for rank or skilled pay.

(c) The rate of service pay is related to the rate of Civil Defence pay; if a member is promoted or downgraded, the rate of service pay will be altered, as necessary, to that applicable to the rate of Civil Defence pay authorised for the new rank.

(d) Lorry drivers in receipt of a local authority's rate of pay in accordance with the terms of H.S. Circular No. 223/1940 may continue to receive either (i) that rate, or (ii) the Civil Defence basic rate plus service pay (where appropriate), whichever is the higher; in other words, service pay cannot be added to a local authority's rate of pay for drivers.

3241.—Civil Servants Serving with the Forces—Returns

(C.E. 8427/44.—15 Jun. 1944.)

Establishments are reminded that a further return, showing the position as at 1st July, 1944, is to be rendered of Civil Servants, non-industrial and industrial, who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in A.F.O. 3127/39 and is to be forwarded to the Admiralty (C.E. Branch II, Bath) *not later than 10th July, 1944.*

(A.F.Os. 1135/39, 3127/39 and 1621/44.)

3242.—Pensioner Clerks—Establishment of Members of the Pensioner Clerk Class who are affected by the Retention of Officers beyond the Age of 60

(C.E. 4248/44.—15 Jun. 1944.)

Subject to the conditions mentioned below, it has been decided to allow consideration to be given to the establishment of members of the Pensioner Clerk class who are, at present, precluded from establishment by reason of the retention in an established capacity of officers beyond the age of 60.

2. In addition to the usual requirements, the following conditions must be fulfilled:—

- (1) The possibility of creating a redundancy in Established Pensioner Clerks is safeguarded, and,
- (2) In each case the officer would have been established in the ordinary way but for the fact that another officer has been retained beyond the age of 60 in a post in the pre-war established complement from which he will retire on the conclusion of hostilities.

3. Nominations should be put forward through the usual channels.

3243.—Clothes Rationing—Provision of Protective Clothing for Domestic and Certain Other Civilian Staffs in R.N. Hospitals, Naval Sick Bays, Surgeries, etc.

See AFO 6106/46 (L/M.D.G. 33515/43.—15 Jun. 1944.)

Civilian cooks, housemaids, laundrymaids and other civilian domestic staffs, male or female, employed full-time in R.N. hospitals, Naval sick bays, surgeries, etc., are to be supplied free of charge with overalls or other necessary occupational clothing on loan. The establishment will be responsible for laundry, maintenance, etc., of the clothing.

2. To comply with Board of Trade regulations (Board of Trade Circular NUC/1 refers), occupational clothing for domestic staffs, together with any overalls or other protective clothing (*other than uniforms*) required for any other civilian staffs in the hospitals, etc., in the following grades, viz.:—

Doctors and Surgeons	Occupational Therapists
Radiologists	Theatre Orderlies
Pharmacists	Surgery Assistants
Radiographers	Dentists, Dental Mechanics, etc.
Masseuses	

if entitled to issue of such garments on loan (and not entitled to issue of uniform) is, in future, to be replaced as necessary (or issued where no previous issue has been made) from a pool of clothing to be held by each establishment.

3. Clothing for these pools is to be obtained by local purchase, coupon-free, on Form D.258. The quantity of such clothing to be purchased should be calculated according to need, but must not exceed during the current rationing period, commencing September 1st, 1943, a maximum to be calculated on the coupon value of the overalls, etc., allowing 10 coupons per head (20 per head in the case of infectious diseases hospitals) for the average number of domestic staff, and staff in the other grades listed in paragraph 2, employed during the rationing period which commenced on September 1st, 1943. (Coupon values of overalls, etc., are as follows:—Boiler suit, 4 coupons; bib and brace overall, 3 coupons; wrap-over coat overall, 3 coupons; overall long coat, 3 coupons; overall jacket or trousers, 2 coupons; apron, 2 coupons. Values for other items may be obtained from the "Clothing Quiz" issued by the Board of Trade.)

4. Staffs who are issued with clothing under these pooling arrangements will not be required to surrender any coupons in respect of such clothing, but they will not be eligible for the "Industrial Ten" supplementary issue of coupons described in A.F.O. 6192/43. If it should be necessary, however, to obtain and issue any occupational clothing to such staffs over and above the maximum indicated in paragraph 3, the full number of coupons for such extra items must be collected from the persons concerned.

5. Civilian male attendants, civilian nurses, and other members of hospital staffs (*other than domestics*) who are issued with *uniforms*, will be required to surrender coupons in accordance with A.F.O. 6299/43 (shortly to be re-issued in consolidated form), but will not be required to surrender coupons for any overalls, etc., which may be supplied in addition for the protection of uniforms.

6. Resident maids and any other domestic staff who are issued with certain occupational clothing (sometimes described as uniform) as part of their emoluments, are not required to surrender coupons in accordance with A.F.O. 6299/43, but should be dealt with under paragraphs 2-4 of the present order—i.e. replacements of the clothing issued to them should, so far as possible, be dealt with under the pooling arrangement described in paragraph 3. In so far as this may not be practicable (e.g. because the coupon value of such clothing would be in excess of 10 coupons per head and there is no surplus coupon value left for the pool after the needs of other staff have been met), coupons must be surrendered as indicated in paragraph 4.

(A.F.Os. 6192/43 and 6299/43.)

3244.—Factories (Testing of Aircraft Engines, Carburettors and other Accessories) Order, 1944—Application to Admiralty Establishments

(L. 2257/44.—15 Jun. 1944.)

The Factories (Testing of Aircraft Engines, Carburettors and other Accessories) Order, 1944, has been made by the Minister of Labour and National Service under Regulation 60 of the Defence (General) Regulations, 1939, for the protection of workpeople employed in the testing of aircraft engines, etc. Copy is attached as an appendix hereto.

2. The Order applies to all premises, including Crown premises, which are factories within the meaning of Section 151 of the Factories Act, 1937, in which the testing of aircraft engines, and/or carburettors and fuel pumps, for aircraft engines, is carried on. It therefore applies to all Admiralty establishments falling within this definition, in which civilians are employed either alone or in conjunction with service personnel, and steps should accordingly be taken by such establishments to ensure compliance with the provisions of the Order.

STATUTORY RULES AND ORDERS

1944 No. 495

EMERGENCY POWERS (DEFENCE)

Factories

THE FACTORIES (TESTING OF AIRCRAFT ENGINES, CARBURETTORS AND OTHER ACCESSORIES) ORDER, 1944, DATED APRIL 25, 1944, MADE BY THE MINISTER OF LABOUR AND NATIONAL SERVICE UNDER REGULATION 60 OF THE DEFENCE (GENERAL) REGULATIONS, 1939.

Whereas it appears to the Minister of Labour and National Service (hereinafter referred to as "the Minister") that persons employed in the testing of aircraft engines, carburettors or other accessories in factories to which this Order applies are employed in the performance of services or engaged in operations which are essential for the defence of the realm or the efficient prosecution of the war or essential to the life of the community and also are employed in circumstances which in the opinion of the Minister are or are likely to be dangerous to life or limb or injurious to health;

Now, therefore, the Minister by virtue of the powers conferred on him by Regulation 60 of the Defence (General) Regulations, 1939, hereby makes the following Order:—

Part I. Interpretation and General.

1. *Short title and commencement.*—This Order may be cited as the Factories (Testing of Aircraft Engines, Carburettors and Other Accessories) Order, 1944, and shall come into force on the 1st August, 1944.

2. *Application of Order.* (1 *Edw. 8 & 1 Geo. 6c. 67*)—Save as hereinafter provided, this Order shall apply to all factories within the meaning of Section 151 of the Factories Act, 1937, in which the testing of aircraft engines or of carburettors or fuel pumps for aircraft is carried on.

3. *Saving.*—Nothing in this Order shall be deemed to relieve the occupier of a factory or any other person of any obligation imposed by the Regulations made by the Secretary of State on the 23rd December, 1908, for the generation, transformation, distribution and use of electrical energy in factories.

4. *Interpretation.*—In this Order, unless the context otherwise requires, the following expressions have the meanings hereby assigned to them respectively, that is to say :—

“Accessory” means any carburettor or fuel pump for aircraft.

“Aircraft engine” means any aircraft engine in which petroleum-spirit is used.

“Chief Inspector” has the same meaning as in the Factories Act, 1937.

“Control room” means any room, compartment, gallery, corridor or other enclosure in which testing is controlled.

“Earthed” means connected to the general mass of earth in such manner as will ensure at all times an immediate discharge of electrical energy without danger.

“Engine room” means any room, compartment or other enclosure in which aircraft engines are placed for testing.

“Fire-resisting material” means

(a) Properly constructed brickwork not less than four and one-half inches in thickness ; or

(b) concrete not less than three inches in thickness ; or

(c) efficiently jointed breeze slabbing not less than three inches in thickness ; or

(d) oak or teak not less than one and three-quarter inches in finished thickness ; or

(e) glass not less than one-quarter of an inch in thickness in the centre of which wire mesh is embedded ; or

(f) Structural material completely and securely covered, on all sides from which there is a risk of fire, with compressed asbestos not less than three-sixteenths of an inch in thickness, or other protective covering approved in writing by the Chief Inspector for the purposes of this definition ; or

(g) other material approved in writing by the Chief Inspector for the purposes of this definition.

“Flameproof” in relation to electrical apparatus means apparatus conforming with the appropriate British Standard Specification or of a type approved in writing by the Chief Inspector for the purposes of this definition.

“Intrinsically safe” in relation to electrical apparatus means electrical apparatus of a type approved in writing by the Chief Inspector for the purposes of this definition.

“Petroleum-spirit” (18 & 19 *Geo. 5. c. 32*) means petroleum-spirit as defined in Section 23 of the Petroleum (Consolidation) Act, 1928, and any other inflammable liquid or mixture or substance which, when tested in the manner set forth in Part II of the Second Schedule to that Act, gives off an inflammable vapour at a temperature of less than seventy-three degrees Fahrenheit.

“Test room” means a control room or an engine room or any room, compartment or other enclosure in which testing is carried out.

“Testing” means the various operations and processes carried out to determine the performance or condition of aircraft engines or accessories or incidental to such determination, being operations or processes in which petroleum-spirit is used and carried out when such aircraft engines or accessories are not mounted in aircraft.

“Testing equipment” means all apparatus, appliances, pipework and other equipment used for or incidental to testing.

5. *Obligations under the Order.*—It shall be the duty of the occupier of any factory to which this Order applies to comply with the provisions of Part II of this Order, and it shall be the duty of other persons in any such factory to comply with the provisions of Part III of the Order, so, however, that if the Chief Inspector is satisfied that, by reason of exceptional circumstances in any factory to which this Order applies, or by reason of the small extent of the testing carried on therein or for any other reason, all or any of the requirements of Part II or Part III of this Order are not necessary for the protection of persons employed in the factory, he may by certificate in writing (which he may in his discretion revoke at any time) exempt such factory or any part thereof from the operation of all or any of such requirements, subject to such conditions as he may prescribe in the certificate, and where such an exemption is granted a legible copy of the certificate, showing the conditions subject to which it has been granted, shall be kept posted up in the factory in a position where it may be conveniently read by the persons employed.

Part II. Duties of Occupiers.

6. *Construction of rooms.*—Every test room and every other room or enclosure in which testing equipment is installed or used shall be constructed of fire-resisting materials. All cable or pipe trenches or other apertures between one test room and another and between test rooms and other parts of the premises shall be sealed so far as is practicable by such materials and in such manner as is set out in Part V and Appendix D of British Standard Specification No. 1043 of 1942, except in the case of apertures provided for ventilation or other air-conveying purposes between a test room and the open air or a part of the premises other than another test room. All doors of test rooms and of other rooms in which testing equipment is installed or used shall be constructed of fire-resisting materials, and closely fitting.

7. *Separation of work.*—Testing shall not be carried out in any room or other enclosure in which work other than testing is being carried out.

8. *Drainage of tanks and pipework.*—Where there is a tank or pipe from or through which petroleum-spirit can reach testing equipment by gravity, suitable means controlled if reasonably practicable from a position immediately outside the control room shall be provided to effect the rapid drainage of such tank or pipe, and arrangements shall be made to ensure that when the means of drainage are brought into operation the supply of petroleum-spirit to such tank or pipe shall be automatically cut off. Where the only such means as aforesaid are electrically controlled they shall be such as to be effective in the event of a failure of the electrical supply.

9. *Drainage where leakage is liable to occur from testing equipment.*—Where leakage or escape of petroleum-spirit is liable to occur, whether in ordinary working or through accidental damage to the equipment, from or from the vents of a float chamber, metering tube, Venturi chamber, flowmeter or other part of the testing equipment, there shall be provided adequate and suitable overflow or drainage arrangements for preventing such leakage or escape or for draining away any leaking or escaping spirit as near as is reasonably practicable to the point of leakage or escape, and an easily visible indicator in such a position as to show readily when a leakage or escape is occurring.

10. *Drainage in engine rooms and where accessories are tested.*—In every test room there shall be provided adequate drainage arrangements, in conjunction where necessary with pumping arrangements, for draining or pumping away from a point as near as is reasonably practicable to the point of leakage or escape any petroleum-spirit leaking or escaping from an aircraft engine or an accessory or from connections thereto.

11. *Drains.*—Every drain for petroleum-spirit shall lead to a closed tank which shall be fitted with a contents gauge and with a suitable trap to prevent the return of vapour and shall not be situated in or under any building. Where it is impracticable to comply with the last foregoing requirement, the drain may lead to a closed receptacle so fitted and situated in or under a building if it is installed within an adequately ventilated and readily accessible space. Arrangements shall be made for frequent inspection and frequent emptying of such a receptacle.

12. *Ventilation of test rooms.*—Exhaust ventilation, suitably arranged having regard to the part or parts of the room where leakage or escape of petroleum-spirit is liable to occur, shall be maintained by mechanical means in every test room at

all times when any aircraft engine, accessory, testing equipment or vessel in the room contains petroleum-spirit or when vapour from petroleum-spirit may be present :

Provided that, in the case of an engine room, exhaust ventilation maintained by mechanical means shall not be required if there is substantial ventilation of the room by other means and if there is installed fixed fire-extinguishing equipment suitably arranged having regard to the part or parts of the room where a fire due to leakage or escape of petroleum-spirit is liable to occur.

13. Control valves.—In the case of each control room a quick-acting valve shall be provided capable of cutting off the supply of petroleum-spirit to all the testing equipment situated in the room. Arrangements shall be made so that this valve can be operated both from within and from a position immediately outside the control room, and furthermore the valve shall be interlocked with the control of any mechanical exhaust ventilation required in the room under Article 14 of this Order in such a way that petroleum-spirit cannot be supplied to the testing equipment until the ventilation is in operation, but not so as to prevent such exhaust ventilation from being maintained when the supply of petroleum-spirit is cut off.

14. Flameproof electrical apparatus.—Electrical apparatus which is neither flameproof nor intrinsically safe shall not be installed or used in the vicinity of testing equipment used for containing or carrying petroleum-spirit, except (i) where vapour from petroleum-spirit is not liable to be present or (ii) where there is mechanical exhaust ventilation adequate to prevent an inflammable concentration of vapour from petroleum-spirit from reaching such electrical apparatus and such apparatus is placed as far as is reasonably practicable from such testing equipment.

15. Earthing of magnetos.—The metal cases of magnetos installed or used in test rooms shall be effectively earthed.

16. Earthing of aircraft engines.—The aircraft engine and any metallic stand or mounting to which it is attached for testing shall be effectively earthed.

17.—Further requirements as to earthing, tests and protective devices (1).—Where any metal testing equipment used for containing or carrying petroleum-spirit is installed in such proximity to metal sheathing of an electrical conductor as to give rise to danger from any difference of electrical potential arising between such equipment and such sheathing, the equipment and sheathing shall be effectively bonded together and earthed in such a manner and at such intervals as to prevent such danger.

(2) Tests by a competent person shall be made not less frequently than once in every three months to ascertain that the insulation resistance of any electrical circuit installed in test rooms, or in any place in dangerous proximity to testing equipment used for containing or carrying petroleum-spirit, and the conductivity to earth of any metal sheathing of any such electrical circuit, are adequate to prevent danger, and the results of such tests shall be recorded and kept available for inspection.

(3) There shall be provided for each main circuit and sub-circuit installed in test rooms or in any place in dangerous proximity to testing equipment used for containing or carrying petroleum-spirit earth-leakage protective devices which on the occurrence of an earth fault will disconnect the whole installation in such room or place or at least the defective circuit :

Provided that this requirement shall not apply where the maximum possible earth fault leakage current from the circuit is greater than that required to operate the circuit overload protective devices.

18. Portable lamps.—All portable electrical inspection lamps used in test rooms or in any place where vapour from petroleum-spirit is liable to be present shall be flameproof or intrinsically safe.

19. Use of petroleum-spirit for purposes other than testing, etc.—No petroleum-spirit shall be used in test rooms for any purpose except testing and the cleaning of accessories or of testing equipment used for containing or carrying petroleum-spirit.

20. Smoking.—No person shall be allowed to smoke in any room, department or place even in the open air where the testing of aircraft engines or accessories is done. Notices shall be kept prominently affixed, particularly in and immediately outside each test room, clearly stating that smoking is prohibited in such rooms, departments or places.

21. Naked flames.—No naked flame shall be allowed in any room, department or place even in the open air where testing of aircraft engines or accessories is done :

Provided that electric arc or other welding or any other process involving the use of naked flame may be carried out if all testing equipment used for containing or carrying petroleum-spirit and situated in such room, department or place has been so far as possible emptied by drainage and if adequate ventilation is maintained whilst such process is being carried out.

Provided further that the exhaust flame from a running engine shall not be deemed to be a naked flame for the purposes of this Article.

22. Escape from fire.—There shall be adequate means of escape in case of fire from every position in which a person is employed in a test room or in any room or other enclosure containing testing equipment used for containing or carrying petroleum-spirit, and such means of escape shall be kept free from obstruction at all times.

23. Fire extinguishing equipment.—(1) There shall be available for every test room adequate fire extinguishing equipment, fixed or portable, capable of discharging carbon dioxide gas, foam, or other suitable substance.

(2) Where there is fixed fire extinguishing equipment in a test room, means for operating it shall be arranged both within and outside the test room ; and where such equipment is provided with arrangements for its automatic operation means shall also be provided for putting such arrangements out of operation and substituting hand control, such means to be so designed as to prevent the equipment from being under both methods of control simultaneously ; and an automatic indicator shall be installed near the entrance to the room to show whether the equipment is under automatic or under hand control. The equipment shall be under hand control at all times when persons are employed within the room.

(3) The means of operating fixed equipment shall be so arranged that when operated the mechanical ventilation system of the test room is put out of action, and so far as is practicable any ventilating apertures are closed.

(4) Not more than 50 per cent. of the total discharge capacity of the portable fire extinguishing equipment for a test room shall be installed within the room ; the remainder shall be kept available for immediate use at a position as near as possible to but outside the room.

(5) Effective provision shall be made for giving warning to an appropriate fire control centre in the factory of an outbreak of fire in any room, department or place in which the testing of aircraft engines or accessories is carried out.

24. Abstract to be posted.—An Abstract of these Regulations in such form as may be approved by the Minister shall be kept posted up in legible characters in each control room and engine room in a position where it can be easily read by all persons employed in the room.

Part III. Duties of other persons.

25. Prohibition of smoking, etc.—No person shall smoke in any room, department or place even in the open air where the testing of aircraft engines or accessories is done, and no person shall strike a light or spark in or introduce a naked flame into any such room, department or place except in the circumstances in which this is provided for in Article 21 of this Order.

26. Use of petroleum-spirit for purposes other than testing, etc.—No person shall use petroleum-spirit in test rooms for any purpose except testing or the cleaning of accessories or of testing equipment used for containing or carrying petroleum-spirit.

27. Interference with appliances.—No person shall wilfully interfere with or misuse any means, appliance or other thing provided in pursuance of this Order for securing the safety of persons in the factory.

28. Reporting defects.—Every person engaged in testing shall without delay report to the occupier of the factory or other responsible person any defect which he may find in any of the appliances provided for the purposes of his work in pursuance of this Order.

Signed by Order of the Minister of Labour and National Service this 25th day of April, 1944.

T. W. Phillips,
Secretary of the Ministry of
Labour and National Service.

3245.—W.R.N.S.—Hairdressers—Equipment

(N.S. 14494/43.—15 Jun. 1944.)

With reference to A.F.O. 2803/43, production of hooded type hairdryers has now ceased and no further supplies will be available.

2. In future, establishments with more than 200 Wrens which have not yet been supplied with the hooded type dryers will be allowed one hand type dryer per hairdresser. The existing allowance of one hand type dryer for establishments bearing a hairdresser but having less than 200 Wrens remains unaltered.

3. Demands for the hand type hairdryers should continue to be forwarded to the Superintending Naval Store Officer, Severn Area. Demands for hooded hairdryers which are still outstanding will be satisfied by supply of hand type dryers, and it will be unnecessary to lodge revised demands.

(A.F.O. 2803/43.)

3246.—Daylight Signalling Lantern, Pattern 443—Packing of—Subhead F2A

(N.S. 013318/44.—15 Jun. 1944.)

Several instances have recently occurred of serious damage in transit to daylight signalling lanterns, Pattern 443, due to faulty packing.

2. To obviate any further instances of damage in transit to these valuable articles, special packing cases, designed by Messrs. Aldis Bros., are to be obtained on loan from the contractor if and when required. Two cases, comprising one inner and one outer, are required for each lantern; the inner case containing the lantern is to be packed in the larger (outer) case, floating on wood wool, which will then weigh approximately 5 cwt.

3. In view of the shortage of labour and material, all packing cases despatched from Messrs. Aldis Bros. containing lanterns, Pattern 443, to destinations in the United Kingdom are to be returned at the earliest possible date.

Cancelled. 3247.—Incandescent Lamp Caps—Credits for
by AFO 5463/46. (N.S. 32567/43.—15 Jun. 1944.)

The credit to be allowed by firms is 3d. per cap.

(A.F.O. 343/44.)