

HEAD OF "P" BRANCH

(See A.F.O. Diagram Issue No. 26/44)

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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

22nd 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,

J. V. Markham

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

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

HEAD OF *lot 8/9*
 "P" BRANCH
 P1 *for H. for T. for H. for H.*
 P2 *for H.*
 P3 *for H.*
 P4

} Please pass EARLY

HEAD OF "P" BRANCH

ADMIRALTY FLEET ORDERS

No. Subject.

3248-3249. *Honours and Awards—Birthday Honours List, 1944—"London Gazette" Supplement of 8th June, 1944.
Issued separately on 20th June, 1944.

22nd June, 1944.

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3305. Torpedoes—U.S., 22.4-in., Mark 13 Type, Torpedoes Fitted with Water Trip Delay Valve—Mark 6, Mod. 2—Igniter Failures.

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3311. Wood Naptha—Use of in Cable Jointing.

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3312. Radar—Type 253—Replacement of Resistance.

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3318. Light-Weight Headphones—Admiralty Pattern No. M.481—Introduction as an Alternative to Existing Headphones.

3319. "R.N. Shore Wireless Stations—Receiver Outfit CDH"—Coil, Range "J", A.P. 56256—Supply.

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3320. Aero-Engines—"Abbreviated Defect Report Procedure".

3321. Aircraft Equipment—Accounting and Checking Procedure.

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3323. Flying Clothing and Ancillary Equipment.

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- 3329. Air Conditioning and L.P. Blowing Arrangements—As. and As.
- 3330. "B" Type M.Ls.—Third Officers Cupboard Fire Risk.
- 3331. Switches, Pattern 4224A—Introduction.
- 3332. Officers Bedding—Landing Barges.
- 3333. U.S. Type Aldis Lanterns—Replacement of Battery.
- 3334. Naval Store Accounting Procedure.
- 3335. Aircraft—Ethylene—Glycol—Recovery for Re-distribution.
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- 3337. Naval Stores—Supply and Accounting.
- 3338. Butane and Calor Gas for Calor Equipments.
- 3339. Gumption—Use of by W.R.N.S. in lieu of Pattern 1000 Cleansing Powder.
- 3340. Royal Marines—Tropical Dress.
- 3341. Armlets for Personnel Engaged in Medical Services in War.
- 3342. Oily Cotton Waste Disposal.
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- 3349. B.R. 155B/1944—Instructions for Use and Maintenance of the Admiralty Shallow Water Diving Dress (Addendum to B.R. 155/43 and B.R. 155A/43)—Issue.
- 3350. B.R. 980 (B)—Revised Pages 1 and 1A and Additional Page 9 dated April, 1944, to Range Table No. 313 for B.L., 4·7-in., Gun, Mark I—Issue.
- 3351. B.R. 980 (B)—Range Tables Nos. 573, 574 for Q.F., 4·7-in., Guns, Mark XI, and 575 for Q.F., 4·7-in., Guns, Marks IX and XII, dated February, 1944—Issue.
- 3352. B.R. 1046—Landing Craft Technical Memoranda.
- 3353. Form O.414g—History Sheet for Torpedo or Paravane—Request Form—Introduction.
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- 3356. Drafting of Fleet Air Arm Ratings—Inclusion of Combrax, Lee, in address.
- 3357. H.M.S. "Lizard"—Confusion with H.M.S. "Wizard".
- 3358. H.M.S. "Valkyrie II"—Postal Address.

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- 3359. Admiralty Industrial Establishments—Means of Escape from Fire—Factories Act, 1937, Section 34—REPORT.
- 3360. Admiralty Regional Officers.
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- 3363. Advances for Travelling and Subsistence made to Civilian Officers and Workmen Detained en route to and from Establishments Abroad.
- 3364. Civilian Personnel Proceeding Abroad—Clearance by Ministry of Labour and National Service in Connection with the Issue of Passports.
- 3365. Motor Transport Fuel.
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- 3367. Film Libraries—Regulations for the Storage of 35-mm. Film in Shore Establishments in Excess of 200 Reels.

(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.

3250.—Aircraft Carriers—Standard Nomenclature for Staff, Departments, Compartments, etc.

(A. 0674/43.—22 Jun. 1944.)

The following nomenclature is to be standardized in future for the various personnel, compartments, and equipment connected with aircraft in aircraft carriers. Requisite name tallies are to be made to comply. The term Fleet Air Arm (F.A.A.) is to be dropped from all such tallies:—

	<i>Remarks.</i>
(1) Commander (Flying) ...	The pilot in charge of flying. Short title "Commander (F)."
(2) Staff Officer (Air) ...	In flagships. Short title "S.O.(Air)." (A.F.O. 1420/43.)
(3) Operations Officer ...	The observer appointed in charge of air operations. Short title "Commander (Ops.)." (Previously termed "Air Staff Officer" or "Commander (S.A.)".)
(4) Lieutenant Commander (Flying)	Commander (Flying)'s assistant and senior Flight Deck Officer. Short title "Lt. Cdr.(F)."
(5) Air Signal Officer ...	The officer appointed for air signal duties. Short title "A.S.O."
(6) Deck Landing Control Officer	Short title "D.L.C.O."
(7) Fighter Direction Officer	Short title "F.D.O." The officer in charge of the Aircraft Direction Room. Previously termed "Fighter Directing Officer."
(8) Air Engineer Officer ...	Previously termed "Air Technical Officer." Short title "Air E.O."
(9) Air Electrical Officer ...	Short title "Air El.O." (A.F.O. 1293/43.)
(10) Air Radio Officer ...	Short title "A.R.O." (A.F.O. 2010/43.)
(11) Air Gunnery Officer ...	Short title "A.G.O."
(12) Hangar Control Officer	In charge of aircraft, damage and petrol control in hangars. (C.A.F.O. 748/43.)
(13) Commander (F)'s position	} The positions from which flying control is carried out by the respective officers.
(14) D.L.C.O.'s Position	
(15) Hangar Control Position	A centralized control position for the Hangar Control Officer situated high in each hangar.
(16) Flight Deck Control Room	The compartment containing night flying lighting equipment in ships without an Aircraft Control Room.
(17) Aircraft Control Room	A compartment introduced in large carriers, in which the organization for movement of aircraft in the ship is co-ordinated. It will in new carriers incorporate Item (16)—the Flight Deck Control Room, but must not be confused with Item (18)—the Flying Control Room. (C.A.F.O. 683/44.)
(18) Flying Control Room ...	A compartment to be introduced at the after end of the island of new large carriers for the control of aircraft flying close to the ship and/or using radio aids during the approach to land.

- (19) Air Maintenance Control Office A large office to be introduced close to a hanger access lobby in large carriers, in which routine maintenance and repair of aircraft will be organized. An Air Engineer's Office will also be available (see item (48)).
- (20) Air Department ... Ship's complement borne for duties with aircraft.
- (21) Air Division ... } Divisions of the Air Department.
 (22) Air Repair Division }
 (23) Aircraft Handling Party In lieu of the term "Flight Deck Party."
 (24) Air Maintenance Division To be used when Centralized Maintenance is adopted in lieu of item (22).
 (25) Gunner (A)'s Party ... A term to describe the A.G.O.'s technical and armament supply staff.
- (26) Fighter Wing Squadron } Grouping of Fighter aircraft and T.B.R. aircraft under command of Wing Leaders and Squadron Commanders.
 (27) Parachute Packing Room }
 (28) Parachute Hanging Room } In lieu of the term "Parachute Drying Room."
 (29) Fighter Ready Room } In lieu of the term "Pilots' and Observers' Rest or Waiting Room."
 (30) T.B.R. Ready Room }
 (31) Pilots' and Observers' Ready Room } As above, to represent any general ready room shared by Fighter and T.B.R. Crews.
 (32) Telegraphist Air Gunners' Ready Room } Short title "T.A.G.s' Ready Room."
 (33) Rating Pilots' and Observers' Ready Room }
 (34) Deck Officers' Ready Room } For use by Flight Deck Officers and D.L.C.Os. and for stowage of their gear.
 (35) Aircraft Handling Party Ready Room }
 (36) Flying Clothing Locker Room } In lieu of the term "Flying Kit Locker Room."
 (37) Accelerator ... } In lieu of the term "A.T.O.G." or "booster."
 (38) Arrestor gear ... }
 (39) Safety Barrier ... } In lieu of the term "Crash Barrier."
 (40) Safety nets ... } Escape nets round flight deck.
 (41) Walkway ... } Safety nets when used as a gangway.
 (42) Balloon Filling Station }
 (43) Aircraft Securing Gear (Cables) } In lieu of the term "lashing" gear or "holding down" gear.
 (44) Deck Link Plates ... } On the flight deck and in hangars, for attachment of aircraft securing cables.
 (45) Aircraft Transporter Rails and Trolleys } Side tracking and transporter arrangements in hangars.
- Offices, etc.* *Remarks.*
- (46) Air Office ... } In lieu of the term "F.A.A. Office."
 (47) Commander (Flying)'s Office } An office separate from the Air Office is not always provided for this purpose except as part of Commander (F)'s sea cabin.
 (48) Air Engineer's Office ... } Near the Air Office and in addition to item (19) (Air Maintenance Control Office).
 (49) Air Gunnery Office ... } Compartment situated next to the Air Maintenance Control Office, in new carriers.
 (50) Fighter Wing Office } For use by Wing Leaders.
 (51) T.B.R. Wing Office }
 (52) Fighter Squadron Office } Compartments numbered No. 1, No. 2, etc.
 (53) T.B.R. Squadron Office }
 (52) Air Chart Room ... } In lieu of the term "Observers Office" or "Air Staff Office."
 (53) Air Intelligence Office... } An office introduced in large carriers for certain synthetic training and to facilitate promulgation of air intelligence to air crews. To communicate with the Air Chart Room in new ships. (C.A.F.O. 461/44.)

- (54) Operations Room ... } In lieu of the term "Air Operations Room."
 (55) Briefing Room... } The compartment in which air crews are briefed.
 (56) Aircraft Direction Room } In lieu of the term "Fighter Direction Office."
 (57) Fighter Squadron Ready Use Store } R.U. Stores for use of squadrons.
 (58) T.B.R. Squadron Ready Use Store } Numbered as for Squadron Offices.
 (59) Hangar Equipment Store } For stowage of mobile ground equipment.
 (60) Gunner (A)'s Store ... } In lieu of the term "Aircraft or F.A.A. Armament Store."
 (61) Air Workshop Store ... } The Ready Use Store and office attached to aircraft workshops.
 (62) Aircraft Mainplane Store } In lieu of term "Fabric Store."
 (63) Aircraft Engine Store... } For stowage of spare engines.
 (64) Air Store ... } The nomenclature for all remaining store rooms containing air stores. To be numbered in accordance with A.F.O. 5642/43.

*Workshops, etc.**Name when combined as in smaller carriers.*

- (65) Engine Stripping and Cleaning Shop } Engine Repair Shop.
 (66) Engine Assembly Shop }
 (67) Aircraft Metal Workers' Shop } Aircraft Metal Workers' Shop.
 (68) Aircraft Machine Shop }
 (69) Aircraft Electrical Repair Shop } Aircraft Electrical Repair Shop.
 (70) Aircraft Instrument Repair Shop }

Remarks.

- (71) Aircraft W/T Workshop and Test Room } In some carriers "Aircraft Special Radar Workshops and Test Rooms" are provided in addition.
 (72) Aircraft Radar Workshop and Test Room }
 (73) Sparking Plug Servicing Space.
 (74) Aircraft Armament Workshop.
 (75) Belt Filling Room.
 (76) Aircraft Battery Charging Room.
 (77) Oxygen Charging Room.

2. Note.—C.A.F.O. 2744/43 gives fuller details of nomenclature for Action Information Organization.

(A.F.Os. 1293/43, 1420/43, 2010/43, 5642/43 and C.A.F.Os. 748/43, 2744/43, 461/44, 683/44.)

(A.F.Os. 1589/39 paragraph C, 1878/42, 2473/42, 2105/43 and 3524/43 are cancelled.)

3251.—United States Hospital Ships

(M. 531/43.—22 Jun. 1944.)

The Navy Department has designated the undermentioned ships as hospital ships. Particulars of the vessels are as follows:—

	Length in		Number of	
	feet	G.R.T.	Funnels	Masts
U.S.S. "Hope"	418	6700	1	2
U.S.S. "Mercy"	418	6700	1	2

2. Each ship will bear the following marks of identification: hull and superstructures painted white with a horizontal green band running the entire length of ship on each side, red crosses painted in the middle of starboard and port sides and on the deck. The red cross on the deck will be illuminated at night.

(A.F.Os. 784/44, 1164/44, 1307/44, 1464/44, 1763/44, 2298/44, 2708/44, 2967/44 and 2968/44.) ...

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

*3252.—Honours and Awards—"London Gazette" Supplement of 13th June, 1944

(H. and A.—22 Jun. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1.
13th June, 1944.

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

Petty Officer Rigger John Robert Banks, R/JX.189295 (Orkney).
Acting Rigger's Mate William Black, R/JX.214114 (Renfrew).

For leadership and determination in salvage operations which led to the re-opening of the Ports of Salerno and Naples.

Leading Seaman Charles Glinka, P/SSX.27025.

For bravery in putting out a fire in an ammunition truck.

Cook Hutton Robertson, P/MX.106082 (Coupar, Perthshire).

For bravery in a gallant attempt to save life when H.M.S. "Janus" was lost.

Able Seaman James Johnston, D/JX.416582.

Ordinary Seaman Robert James Muir Hamilton, D/JX.421713.

For gallantry in rescuing survivors from the water when H.M.S. "Hardy" was lost.

Able Seaman Andrew Bell Pettigrew Greene, D/JX.350178.

For gallantry in swimming to the rescue of a drowning merchant seaman in Arctic waters.

Air Mechanic First Class George William Jupp Gamon, FAA/FX.101820 (Banstead).

For great courage in rescuing the pilot of a crashed aircraft.

ADMIRALTY,
Whitehall,
13th June, 1944.

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

For outstanding leadership, skill and determination in H.M. Ships "Starling", "Wild Goose", "Kite", "Woodpecker" and "Magpie" in the destruction of six U-boats in the course of operations covering the passage of convoys in the North Atlantic:

Third Bar to the Distinguished Service Order

Captain Frederick John Walker, C.B., D.S.O., R.N. (Torquay).

To be a Companion of the Distinguished Service Order

Lieutenant-Commander David Edward Gillespie Wemyss, D.S.C., R.N.

Second Bar to the Distinguished Service Cross

Lieutenant-Commander William Francis Roderick Segrave, D.S.C., R.N. (London).

Temporary Lieutenant Leslie Charles Humphrey Porter, D.S.C. (Worthing).

Bar to the Distinguished Service Cross

Lieutenant John Seymour Filleul, D.S.C., R.N. (Bournemouth).

The Distinguished Service Cross

Commander Henry Leslie Pryse, R.N.R.

Lieutenant-Commander Rider Stewart Abram, R.N.

Lieutenant Stephen Aubone Hammick, R.N. (Sarisbury Green).

Temporary Sub-Lieutenant Alan Vincent Atkins, R.A.N.V.R. (Subiaco, Western Australia).

Mr. Alfred John William Clegg, Warrant Mechanician, R.N.

Third Bar to the Distinguished Service Medal

Temporary Petty Officer William Harry Kelly, D.S.M., D/SSX.23507 (Manchester).

Second Bar to the Distinguished Service Medal

Temporary Acting Petty Officer William Kelly, D.S.M., D/MD/X.2454 (Liverpool).

Bar to the Distinguished Service Medal

Acting Leading Seaman George Albert Francis Wilkinson, D.S.M., C/LD/X.5152.

Able Seaman William Alfred Oldfield, D.S.M., C/JX.162153 (London).

The Distinguished Service Medal

Chief Engine Room Artificer Edwin John Freestone, D/MX.55478 (St. Dominic, Cornwall).

Chief Stoker Fred Smith, P/K.62756 (Stockton-on-Tees).

Petty Officer William George Barnshaw, D/JX.131637 (Callington, Cornwall).

Petty Officer George Trythall, D/J.111974 (Camborne, Cornwall).

Petty Officer Robert Charles Vaughan, D/JX.134112 (Wolverhampton).

Temporary Petty Officer Norman George Thomas Evans, D/JX.147534 (Plymouth).

Temporary Acting Petty Officer Thomas Blenkin Turnbull, D/JX.167238 (Carlisle).

Temporary Acting Petty Officer Charles William John Vincent, D/SSX.25985 (Plymouth).

Yeoman of Signals William Joseph Henry Farr, D/J.98275 (Plymouth).

Temporary Petty Officer Telegraphist Eric Green, D/JX.137335 (Liverpool).

Leading Seaman William David Miller, D/MD/X.2814 (Leeds).

Temporary Leading Seaman Peter William Tucker, C/JX.162600 (Ashford, Kent).

Temporary Leading Stoker Thomas John Walter Heard, D/KX.93519 (Redruth, Cornwall).

Able Seaman Robert James Brownsell, C/JX.354762 (Rickmansworth).

Able Seaman James Duncan Hunt, C/JX.276546 (High Wycombe).

Able Seaman Harry Mitchell, D/JX.362564 (Stockport).

Able Seaman William Smith, P/JX.176492 (York).

Able Seaman James Gerard Wall, C/JX.377589 (Liverpool).

Able Seaman Ivan Warburton, D/JX.362248.

Stoker First Class Leonard John Bartram, C/KX.154251 (Greenwich).

Stoker First Class Wilfred Mockridge, D/KX.120530 (Ashton-under-Lyme).

Officers' Steward William Howard Green, C/LX.30671 (Parkstone, Dorset).

Mention in Despatches

Temporary Lieutenant Arthur Cecil Ayers, R.N.V.R. (Ruislip, Middlesex).

Temporary Lieutenant Alan Clive Burn, R.N.V.R. (London).

Temporary Lieutenant James Oliver Pearson, R.N.R.

Temporary Lieutenant Erle Howe Pitt, D.S.C., R.N.V.R.

Lieutenant William Pennock Chipman, R.C.N.V.R. (Ottawa).

Sub-Lieutenant John Crichton Masters, R.N. (Birmingham).

Sub-Lieutenant Derek Ashfield Woods, R.N. (Churt, Surrey).

Temporary Sub-Lieutenant David Milne, R.N.V.R. (Tarland, Aberdeenshire).

Acting Temporary Sub-Lieutenant Brian Haskell-Thomas, R.N.V.R. (Southend-on-Sea).

Mr. Claude Arthur Nundy, Temporary Gunner, R.N. (Rochester).

Mr. John Robert Hinton, Temporary Acting Gunner, R.N. (Walderslade, Kent).

Mr. Henry Earp, Warrant Engineer, R.N. (Liverpool).

Mr. Richard Bramble, Temporary Warrant Mechanician, R.N. (Gravesend).

Chief Petty Officer William George Standing, C/J.102225 (Dover).

Chief Petty Officer Henry Unsworth, D.S.M., D/J.102468 (Liverpool).

Acting Chief Petty Officer John McGarvey, C/JX.157271 (Pendlebury, Lancashire).

Chief Petty Officer Telegraphist Thomas Teece, D.S.M., D/JX.133500 (Wilmslow).

Chief Stoker William George Salter, D/K.56386 (Plymouth).

Engine Room Artificer Third Class Harold Openshaw, D/MX.64105 (Manchester).

Engine Room Artificer Third Class Charles Parkinson, C/MX.56808 (Liverpool).

Engine Room Artificer Fourth Class Thomas Herbert Vernon Hughes, D/MX.74346 (Ardenshaw, Lancs.).

Petty Officer Reginald Sedgebear, D/JX.125120 (Bristol).

Acting Temporary Petty Officer Richard William Burfield, D/JX.131428 (Eastbourne).

Acting Temporary Petty Officer William James Morris, D.S.M., P/JX.126097.

Yeoman of Signals Roland Gwynn Keyworth, D.S.M., D/JX.135478 (Bridgnorth).

Yeoman of Signals William Lawrence John Miller, C/J.51438 (Raynes Park).
 Petty Officer Telegraphist Charles Arthur Erith, D/JX.165834 (Birmingham).
 Stoker Petty Officer Cyril Percy Marchant, C/KX.85131.
 Temporary Supply Petty Officer Henry Thompson, P/MX.81692 (Newcastle-on-Tyne).
 Temporary Acting Leading Seaman Robert Malone, C/SSX.24621 (Port William).
 Acting Leading Stoker Lewis Dixon, D/K.67219 (Newbiggin-by-Sea).
 Able Seaman George McNeil, P/JX.212175 (Kilbarchen).
 Stoker First Class George Gould, D/KX.151754 (Minehead).
 Ordinary Seaman Ronald William Gates, C/JX.547987 (Liverpool).

For great courage, skill and determination in a most hazardous enterprise:

To be a Companion of the Distinguished Service Order.

Temporary Lieutenant Maxwell Henry Shean, R.A.N.V.R. (South Perth, Western Australia).

The Distinguished Service Cross

Sub-Lieutenant Joe Brooks, R.N.

The Distinguished Service Medal

Engine Room Artificer Fourth Class Vernon Coles, P/MX.98451.

Mention in Despatches

Temporary Sub-Lieutenant John Britnell, R.N.V.R.
 Temporary Sub-Lieutenant Frank Ogden, R.N.V.R.
 Temporary Leading Seaman Bruce Walter George Element, C/JX.159787.

For courage and skill in H.M. Ships "Anthony" and "Exmoor" in actions with U-boats.

The Distinguished Service Cross

Commander John Jefferis, R.N.

Mr. Eric Clarence Goffe, Temporary Acting Gunner (T), R.N. (Portsmouth).

Mention in Despatches

Lieutenant-Commander John Henry Wallace, D.S.C., R.N. (Hove).
 Temporary Sub-Lieutenant Ernle Dugate Selby Bradford, R.N.V.R.
 Chief Stoker Herbert Eli Marshallsay, P/K.61424.
 Able Seaman Frank Buchanan, C/JX.213186.
 Seaman Donald Angus MacClellan, P/X.20827A (Uist).

For skill and daring in Light Coastal Craft in a successful action with superior enemy forces:

The Distinguished Service Cross

Temporary Lieutenant Llewelyn Edmond Thompson, R.N.V.R. (London).
 Temporary Sub-Lieutenant Leslie Norman Benthall, R.N.V.R. (London).

The Distinguished Service Medal

Able Seaman John Dougan Wilson, C/JX.352161 (Glasgow).

Mention in Despatches

Able Seaman William Harold Latimer Marchant, P/JX.326753 (London).
 Stoker First Class Victor Tom Boddington, P/KX.524315 (Northampton).

For courage, coolness and devotion to duty in the face of the enemy

Mention in Despatches

Temporary Lieutenant Denis John Tribe, R.N.V.R.
 Temporary Sub-Lieutenant John Philip Ellis, R.N.V.R. (Ipswich).
 Temporary Acting Leading Seaman Albert Brown, P/JX.275547 (Grimsby).
 Temporary Acting Leading Seaman Ronald George Fletcher, C/JX.278795 (Nuneaton).
 Stoker First Class Henry Albert King, D/KX.130173 (Dover).

For leadership and devotion to duty in minesweeping:

Mention in Despatches

Temporary Lieutenant Ellis Gunn Selby, R.N.V.R. (Nottingham).
 Second Hand John Robert Evans, LT/JX.167103 (Hull).
 Signalman William Turner, LT/JX.250147 (Morecambe).

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

A.F.O. 1908/44

The Distinguished Service Medal

Able Seaman Norman Carr, D/JX.202947.

A.F.O. 2709/44

Mention in Despatches

Able Seaman Norman Joseph Berrenge Brink, S.A.586911.

Sub-Lieutenant Samuel Ethelwald Agatos Ellman, S.A.N.F. (V).

3253.—Honours and Awards—United States Naval Reserves

(H. & A. 217/44.—22 Jun. 1944.)

The King has been graciously pleased to approve the following award:—

The Distinguished Service Cross

Ensign Howard Alexander Reed, I-V(S), U.S.N.R.,

for outstanding courage and resource shown in the Operations in the Aegean.

2. This Award will not be gazetted.

3254.—Honours and Awards—Royal Netherlands Navy

(H. & A. 458/44.—22 Jun. 1944.)

The King has been graciously pleased to approve the following awards for good services on shore bombardments in support of the Army in Sicily and Italy:—

Mention in Despatches:

Lieutenant-Commander H. H. L. Tröpper, R.Neth.N., H.Neth.M.S. "Soemba".
 Lieutenant-Commander J. Bax, R.Neth.N., H.Neth.M.S. "Flores".

2. These Awards will not be gazetted.

3255.—Honours and Awards—Royal Norwegian Navy

(H. & A. 696/43.—22 Jun. 1944.)

The King has been graciously pleased to approve the following Honorary Appointment:—

To be a Knight Commander of the Military Division of the Most Honourable Order of the Bath:

Rear Admiral Elias Corneliussen, C.B.

2. This Appointment will not be gazetted.

3256.—Clasp to the 1939-43 Star

(H. & A. 427/44.—22 Jun. 1944.)

With reference to A.F.O. 2972/44, paragraph 2 (ii) any emblems which have been issued in respect of service in the ships found not to qualify for the Clasp to the 1939-43 Star should be returned to The Director of Naval Accounts 3A. Admiralty, with a nominal list of the officers and men from whom they have been withdrawn.

2. The following additional amendments are to be made to A.F.O. 661/44, paragraph 4:—

Delete H.M.S. "Unicorn", add H.M.S. "Bideford".

For H.M.S. "Barwin" read H.M.S. "Barwind".

(A.F.Os. 661/44 and 2972/44.)

†3257.—Beaufort and Wharton Testimonials—Award for 1943

(C.W. 27900/44.—22 Jun. 1944.)

The Beaufort and Wharton Testimonials for the year 1943 have been awarded to Sub-Lieutenant C. S. Moseley, R.N., H.M.S. "Caprice."

3258.—Training Establishments—Visits by Training Officers of Ships

(N.T. 18/44.—22 Jun. 1944.)

Owing to the continued demand for higher ratings and the short time that can be allowed for new entry training, it is essential that as much training should be carried out in the Fleet as conditions will allow.

2. With the dilution of the Fleet, it is difficult for Commanding Officers of ships to select as the Officer-in-Charge of Training, one who has had any previous training experience. Arrangements have, therefore, been made with the Commanding Officer, H.M.S. "Excalibur" (address: Alsagar, Stoke-on-Trent; nearest railway station, Alsagar: change at Crewe), for training officers, or any others Commanding Officers may wish to send, to be accommodated for a period of about a week in H.M.S. "Excalibur," where C.W. candidates are trained as Leading Seamen passed through Petty Officers' course. Accommodation is available for up to ten officers at a time. During this period, they would be given an insight into the training and selection methods there, and an opportunity to familiarize themselves with the regulations for advancement and syllabuses of examinations. It is hoped, later, to make similar arrangements at other training establishments.

3. Commanding Officers of ships before commissioning or while refitting if leave arrangements allow, should, if possible, arrange for the officer responsible for training to spend a few days in "Excalibur," details being fixed with the Commanding Officer direct.

3259.—Qualifying Courses for Pilot, Observer, and Telegraphist Air Gunner—Reports on Training

(C.W. 24741/44.—22 Jun. 1944.)

A.F.O. 2103/43 is to be amended as follows:—

Paragraph 3 (d). *Cancel.*

Paragraph 3 (c). *Re-number as paragraph 3 (d).*

Insert new paragraph 3 (c) as follows:—

"In the case of ratings whose commissions, on the successful completion of service flying training, are withheld by decision of the Interview Board in H.M.S. 'Macaw,' the confidential history sheet is to be retained in the service documents of these ratings and is to be continued at each subsequent stage of flying training and in each ship to which they are drafted as rating pilots. If, at some later stage in their flying career they are recommended for a commission (vide A.F.O. 120/43, paragraph 3), the recommendation is to be in manuscript and forwarded to Admiralty, copy to the Administrative Authority, together with the relevant F.O.N.A.S. Form 75. The report made in accordance with paragraph 11 (ii) (a) or (b) of this Admiralty Fleet Order is also to be noted on the F.O.N.A.S. Form 75."

(A.F.Os. 120/43 and 2103/43.)

*3260.—Air Fitters—Advancement

(N.5918/44.—22 Jun. 1944.)

In future, competence to sign Form 700 will be a requirement for advancement to Leading Air Fitter except for men employed in Special Repair Parties.

2. In order to enable Air Fitters who are serving in workshops to obtain this qualification, temporary transfers from workshops to squadrons should be arranged.

3. Any special cases should be reported to the Administrative Authority for consideration. The Administrative Authority may waive the requirement of "Q.S." if he is satisfied that lack of opportunity arising from exceptional conditions of employment alone has prevented the man from obtaining this qualification.

(F.O.N.A.S. 1767/121/23, 7 Mar. 1944.)

(A.F.O. 1660/43 is cancelled.)

3261.—Complements of H.M. Ships and Establishments—Temporary Manning Standard (Ratings)

(N. 11853/44.—22 Jun. 1944.)

The following amendment is to be made to A.F.O. 2815/44 on the above subject:—

In paragraph 3 (g), 5th line. *For "8 A.A.1" read "6 A.A.1".*

(A.F.O. 2815/44.)

3262.—Provision of Higher Substantive and Non-Substantive Ratings Required for Manning the Fleet—Arrangements for Recommending and Drafting

(N. 11853/44.—22 Jun. 1944.)

The following amendments are to be made to A.F.O. 2816/44:—

In paragraph 11, third line—

Delete the "comma" after "ratings".

After "scheme of complement" insert "(as amended by the provisions of A.F.O. 2815/44, paragraph 3 and the Orders quoted therein)".

In paragraph 11, against the "A.A.1" in column (1)—

For "1 for every 2 A.A.2s. allowed" read "1 for every 3 A.A.2s. allowed".

(A.F.Os. 2815/44 and 2816/44.)

*3263.—Increases of Substantive Pay for certain R.N. Ratings and R.M. Ranks

(N. 13356/44.—22 Jun. 1944.)

The following increases of substantive pay have been approved with effect from 29th April, 1944:—

- (a) Able Seamen and certain equivalent ratings, and Marines on completion of training 3d. a day.
- (b) Leading Seamen and certain equivalent ratings, and Corporals R.M. 3d. a day.
- (c) First progressive pay, i.e. after three years' man's service, for A.B. grade and Marine, increased from 4d. to 6d.
N.B.—The second progressive pay, i.e. after six years' man's service, for A.B. grade and Marine, remains at 4d., and there is no change in the progressive pay for Leading rates and Corporals, R.M.
- (d) Wrens and Leading Wrens, specialized and unspecialized, mobile and immobile, of all categories 2d. a day.
- (e) Wrens first progressive pay increased from 3d. to 4d.

2. These increases are not applicable to Able or Leading ratings of the following branches (but see para. 1 (d) as regards the W.R.N.S.):—

- Artificers of all classes.
- Shipwrights.
- Blacksmiths and artisans.
- Air fitters.
- Radio mechanics.
- Motor mechanics.
- Telegraphist air gunners.
- Engineer, electrical, ordnance and ship mechanics.
- R.M. tradesmen.
- R.M. engineers.

3. The increases are also not applicable to:—

- (i) Men on pre-1925 scales of pay.
- (ii) Personnel on T.124 and variant agreements.
- (iii) Riggers in Yacht Service.
- (iv) Ratings entered temporarily on special rates of pay.
- (v) Native ratings paid at special rates.

4. The branches affected and the effect of the increases are shown below.

Substantive Pay Rates (including 1s. war increase)

	Old Scale	New Scale
	s. d.	s. d.
<i>Seaman Branch</i>		
Able Seaman	4 0	4 3
After 3 years man's service	4 4	4 9
After 6 years man's service	4 8	5 1
Leading Seaman	5 4	5 7
After one year, if passed for Petty Officer	5 6	5 9
After 3 years in any case	5 8	5 11
<i>Sailmaker Branch</i>		
Sailmaker's Mate	5 10	6 1
After 3 years as such	6 2	6 5
<i>Signal, Telegraphist and Coder Branches</i>		
Signalman, Telegraphist or Coder	4 3	4 6
After 3 years man's service	4 7	5 0
After 6 years man's service	4 11	5 4
Leading Signalman }	5 10	6 1
Leading Telegraphist }	5 10	6 1
Leading Coder }	5 10	6 1
After one year, if qualified	6 0	6 3
After 3 years in any case	6 2	6 5
<i>Wireman Branch</i>		
Wireman	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 2	5 7
Leading Wireman	5 10	6 1
After 3 years as such	6 2	6 5
<i>Photographic Branch</i>		
Photographer	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 2	5 7
Leading Photographer	6 1	6 4
After 3 years as such	6 5	6 8
<i>Cinema Branch</i>		
Cinema Operator	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 2	5 7
Leading Cinema Operator	6 1	6 4
After 3 years as such	6 5	6 8
<i>Stoker Branch</i>		
Stoker, 1st class	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 2	5 7
Leading Stoker	5 10	6 1
After 3 years as such	6 2	6 5
<i>Sick Berth Branch</i>		
S.B. Attendant	4 3	4 6
After 3 years if passed finally for Leading S.B.A.	4 7	5 0
After 6 years if passed finally for Leading S.B.A.	4 11	5 4
Leading S.B. Attendant	5 10	6 1
After 3 years if passed finally for S.B. Petty Officer	6 2	6 5
<i>Writer and Supply Branches</i>		
Supply Assistant and Writer	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 2	5 7
Leading Supply Assistant }	6 1	6 4
Leading Writer }	6 1	6 4
After 3 years if passed for Petty Officer Writer or Supply P.O.	6 5	6 8

	s. d.	s. d.
<i>Cooks and Stewards</i>		
Cook or Steward	4 3	4 6
After 3 years man's service	4 7	5 0
After 6 years man's service	4 11	5 4
Leading Cook or Leading Steward	5 10	6 1
After 3 years as such	6 2	6 5
<i>Boom Defence Service</i>		
Rigger's Mate	5 10	6 1
After 3 years as such	6 2	6 5
<i>Naval Airman Branch</i>		
Naval Airman, 1st class	4 3	4 6
After 3 years man's service	4 7	5 0
After 6 years man's service	4 11	5 4
Leading Airman	5 10	6 1
After 1 year if passed for P.O.	6 0	6 3
After 3 years in any case	6 2	6 5
<i>Air Mechanic Branch</i>		
Air Mechanic, 1st class	4 6	4 9
After 3 years man's service	4 10	5 3
After 6 years man's service	5 3	5 8
Leading Air Mechanic	5 10	6 1
After 3 years as such	6 2	6 5
After 6 years as such	6 6	6 9
<i>Royal Marines ...</i>		
Marine on completion of training, ready for embarkation, or of 9 months' service, whichever is the later.	4 0	4 3
After 3 years man's service	4 4	4 9
After 6 years man's service	4 8	5 1
Corporal, R.M....	5 7	5 10
After 3 years as such	5 11	6 2
<i>Specially enlisted Tailors :—</i>		
After one year's service	3 9	4 0
After three years service	4 4	4 9
After six years service	4 8	5 1

W.R.N.S. (including 8d. war increase)

Specialized Section

	Old Scale		New Scale	
	Mobile.	Immobile	Mobile	Immobile
	s. d.	s. d.	s. d.	s. d.
Wren (lower specialized)	2 4	2 0	2 4	2 0
Wren (higher specialized)	3 0	2 8	3 2	2 10
After 3 years service	3 3	2 11	3 6	3 2
After 6 years service	3 6	3 2	3 9	3 5
Leading Wren	4 0	3 6	4 2	3 8
After 3 years as such in the category.	4 3	3 9	4 5	3 11
Unspecialized Section				
Wren (lower unspecialized)	2 0	1 8	2 0	1 8
Wren (higher unspecialized)	2 8	2 4	2 10	2 6
After 3 years service	2 11	2 7	3 2	2 10
After 6 years service	3 2	2 10	3 5	3 1
Leading Wren	3 7	3 1	3 9	3 3
After 3 years as such in the category.	3 10	3 4	4 0	3 6

5. The Appendix to A.F.O. 5838/43 is modified accordingly.

(A.F.O. 5838/43.)

(A.G. Messages 291540, April and 192258, May are cancelled.)

3264.—Personnel Engaged in Medical Services in War—Protection Under 1929 Geneva Convention

(N.L./M.D.G. 27474/44.—22 Jun. 1944.)

Attention is drawn to the fact that Dental Officers, Dental Sick Berth Attendants and Dental Mechanics are intended to be covered by the provisions of A.F.O. 2446/44. Dental Officers and Sick Berth ratings are covered by paragraph 1 of the A.F.O. and Dental Mechanics serving in a civilian capacity by paragraph 4 thereof.

(A.F.O. 2446/44.)

3265.—Fumigation of Ships by Hydrogen Cyanide Process

(M.D.G. 31458/44.—22 Jun. 1944.)

Arrangements now exist for the fumigation of ships by the hydrogen cyanide process at various bases in the Mediterranean area.

2. The Novita oxygen apparatus is being supplied to each of these bases.

3. The attention of Medical Officers is drawn to the existence of such fumigating plants and the necessity of being prepared to deal with accidents attendant on their use.

4. Persons slightly affected by hydrogen cyanide can be relieved by the inhalation of amyl nitrate. Those more seriously affected require the injection of a substance such as nikethamide (nicamide, coramine). While fumigation is proceeding Medical Officers should be prepared to give the necessary treatment.

***3266.—Anti-Gas Respirators—Carrying of**

(N. 13300/44.—22 Jun. 1944.)

Experience shows that large numbers of ratings are joining Instructional Establishments from the Fleet for short courses without their anti-gas respirators.

2. Special attention is drawn to the necessity of all officers and men to take their respirators with them when away from their Ship or Establishment for one or more nights.

(A.F.O. 3981/42.)

3267.—Officiating Ministers of Religion

(C.E.—22 Jun. 1944.)

The following appointments have been approved :—

Church of England—

R.N. Auxiliary Hospital, Rev. W. V. Walmsley, M.A., St. Paul's Southport. Vicarage, Southport, Lancs.

H.M.S. "Robertson" ... Rev. M. M. Vischer, M.A. Appointment ceased.

Roman Catholic—

R.N. Air Station, Castletown Rev. S. Park, St. Mary's, Bowling Green Road, Castletown, I. of Man.

S.T.E., Garelock Head ... Rev. John Daniel, St. Ninian's, Royal St. Gourock.

Largs, Scotland ...

R.N. personnel, H.M.S. "Warren" } Rev. C. McGowan, St. Mary's, School Street,

R.N.A. personnel (V.A.C. Aircraft Carriers.) } Largs, Ayr.

3268.—Fleet Air Arm—Conditions of Acceptance of Volunteers for Air Crew Duties after 1st June, 1944

(N.15714/43.—22 Jun. 1944.)

As from 1st June, 1944, it is a condition of the acceptance of volunteers for air crew duties (Naval Airmen, 2nd class for Pilot, Observer or Telegraphist Air Gunner) that if at any time they are found to be unsuitable for air crew duties, they shall be liable to be transferred to any other branch of the Royal Navy for which they may be considered suitable. (N.B.—This condition will not, of course, apply to men specially released from reserved occupations to volunteer for air crew duties only.)

2. The present methods of disposal of ratings withdrawn from flying training will continue for men already serving, but men accepted on or after 1st June, 1944, under the "Y" scheme or other form of deferred engagement, whether for training as Pilot, Observer or Telegraphist Air Gunner, will be dealt with as follows :—

(a) Failed air crew candidates, including those drawn from reserved occupations, who wish to transfer to the Royal Air Force for air crew duties, are to be permitted to do so under existing arrangements if the Royal Air Force authorities are prepared to accept them after interview. (Admiralty letters N.17884/43 of 31st July, 1943, and N.19212/43 of 14th October, 1943.)

(b) Men drawn from reserved occupations who are rejected by the Royal Air Force under (a) above, and also men similarly recruited who do not wish to be considered for the Royal Air Force, will be discharged as "unsuitable for flying duties". Men not drawn from reserved occupations who are rejected by the Royal Air Force under (a) above are to be retained in the Royal Navy and transferred to any other branch for which they may be suitable.

(c) All other men not drawn from reserved occupations who do not wish to transfer to the Royal Air Force for air crew duties are to be retained in the Royal Navy and transferred to any other branch for which they may be suitable.

(d) In very exceptional cases, applications for disposal other than as at (a), (b) and (c) above, may be submitted to the Admiralty for special consideration, but the grounds for such applications must be most exceptional.

3. The men retained in the Royal Navy under paragraph 2 (b) and (c) above are to be sent to H.M.S. "Royal Arthur" for re-selection and transfer, unless they are suitable for some special duty in the Fleet Air Arm, e.g., runway control, in which case the recommendation should be submitted to the Admiralty.

4. The question of the disposal of individual men drawn from reserved occupations, but not specifically released from their civil employment, to volunteer for air crew duties only, who are rejected by, or unwilling to transfer to, the Royal Air Force, will be specially considered. Their cases are to be submitted to the Admiralty with the following details :—

- (1) Name in full.
- (2) Rating.
- (3) Official number.
- (4) National Service Registration number.
- (5) Ministry of Labour Office at which registered.
- (6) Date of entry in Royal Navy.
- (7) Details of civilian occupation and periods of employment.
- (8) T.2. test scores.

3269.—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.—22 Jun. 1944.)

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

For "S. 630 to accompany request . . ." read "S. 63D to accompany request . . ."

(A.F.O. 3121a/44 is cancelled.)

3270.—Ships Reducing to Reserve—Transfer of Accounts

(M. 1174/44.—22 Jun. 1944.)

Accountant Officers at the bases where vessels are to remain in reserve are unable to accept accounts before vessels have reduced in complement, without an increase of accountant staff.

2. Accounts of such vessels are, therefore, to be retained by the previous base, where this is a home one, until the date when the ship is accepted into reserve. They should then be transferred to the laying-up base. The date will be reported by Senior Officers, Reserve Fleet, to the two Accountant Officers concerned.

3. Accounts of vessels from abroad should be transferred to the respective manning depots on arrival and then transferred to the laying-up base when the ship reduces in complement.

4. This procedure does not apply to vessels carrying their own accounts. Accountant Officers of such vessels should make arrangements direct with the Accountant Officer of the reducing port.

3271.—R.N. Air Station, Hinstock—Transfer of Accounts

(A. 0868/43.—22 Jun. 1944.)

The accounts of R.N. Air Station, Hinstock (H.M.S. "Godwit"), were transferred from H.M.S. "Blackcap" to H.M.S. "Godwit" on 1st Apr. 1944.

3272.—Aircraft Handling Party Course—Notation

(N. 12240/44.—22 Jun. 1944.)

In future, when a rating successfully completes the Aircraft Handling Party Course (S.M.A.C. 20), a notation to this effect is to be inserted on page 3 of his Service Certificate.

2. To enable this to be done, a Certificate of Passing will be sent to the ratings ship after he has completed the Course. This certificate need not be retained but the notation on the Service Certificate should be such as to give some indication of the man's ability, e.g., "Passed A.H.P. Course—V.G." and the date.

3273.—Landing Craft Personnel—Allowances.

(N. 11426/44.—22 Jun. 1944.)

Paragraph 13 of A.F.O. 6308/43 is to be amended as follows:

Add:—

(d) To R.M. Drivers (L.C.) allocated for duty 6d. a day Payable from as drivers in minor landing barges whose engines exceed 100 h.p. 1st January, 1944.

Note.—Where necessary to employ Stokers 2nd class and R.M. drivers still in their training period on this duty, payment of the allowance will be admissible.

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

***3274.—Loss of Effects—War Risks Insurance—Revised Premiums**

(N.L. 15506/43.—22 Jun. 1944.)

As from 11 a.m. on Monday, 12th June, 1944, the current schedule of rates for the insurance of cargoes to or from the United Kingdom was withdrawn and the rates indicated below substituted.

United Kingdom, to or from:—

Per cent.

1. Canada (Atlantic) and/or United States (Atlantic) not South of Cape Hatteras	15s.
2. United States (Atlantic) South of Cape Hatteras and/or United States Gulf	20s.
3. West Indies (including British and Dutch Guiana, Venezuela, North Coast of Colombia, Central America (Atlantic) and Mexico (Atlantic)	20s.

Per cent.

4. Azores—direct	20s.
5. Canada and/or United States and/or Central America (Pacific) ...	25s.
6. South America, Atlantic or Pacific	45s.
7. Portugal and Spain (Atlantic) and Gibraltar	30s.
8. Spanish Mediterranean Ports	50s.
9. Africa, West Coast not south of River Congo	40s.
10. Africa, West Coast, south of River Congo and ports in South Africa not north of Delagoa Bay	45s.
11. Africa, East Coast (south of Red Sea and north of Delagoa Bay) including Madagascar and Mauritius	60s.
12. North African Mediterranean ports in Morocco, Algeria and Tunisia, including Malta	50s.
13. Other North African Mediterranean ports and ports in Egypt and Palestine	60s.
14. Cyprus, Syria and Turkey (ex Black Sea), including transshipment at a Mediterranean port, if incurred	80s.
15. Red Sea Ports	60s.
16. Aden	60s.
17. Australia (Newcastle/Fremantle Range), New Zealand and Tasmania	50s.
18. Ports in the East, east of Aden, but not east of India	80s.
19. U.K. to U.K. and/or Eire	} 10s.
20. West coast U.K. to West Coast U.K. and/or Eire	
21. Iceland (C)	20s.
22. Faroe Islands	20s.

Shipments to or from the following for which no rates are indicated above, if protected by Open Cover, are held covered at rates of premium to be agreed; if not protected by Open Cover rates will be quoted on application:—

Ports in Sweden not east of Malmo;

Black Sea;

White Sea and Murmansk;

Ports in Australasia and the East—so far as not included in the above Schedule.

3275.—Instructional Film—"Corvettes"—(Serial Number D.504)

(N.T./5070/44.—22 Jun. 1944.)

With reference to A.F.O. 4251/43, the instructional film entitled "Corvettes" (serial number D.504) 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. 4251/43 (appendix I) is to be amended accordingly.

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

3276.—W.R.N.S.—Boat Drivers and Boat's Crews—Conditions of Service

(N. 12203/44.—22 Jun. 1944.)

The W.R.N.S. Boat Driver category is specialized.

2. Pay.—Recruits are entered on the lower unspecialized rate of pay and continue on that rate during specialized training after enrolment. The award of the lower specialized rate of pay will be dependent upon the successful completion of a 3 weeks' motor boat driver's course at the Mechanical Training Establishment. The higher specialized rate of pay may be granted after 3 months' satisfactory service on the lower specialized rate.

3. Advancement.—The qualifications required are—
(A) *Leading Wren*.

(1) Six months' service as Wren Boat Driver, i.e., from the date of award of the lower specialized rate of pay.

- (2) Passing of the following tests before an Engineer Officer :—
- Practical demonstration of ability to operate any one type of motor boat's engines not exceeding a total of 100 B.H.P.
 - Oral examination on the daily routine maintenance of either a petrol engined motor boat or a diesel engined motor boat.
- (3) Must be familiar with the precautions for preventing fire in a motor boat and display ability to use the fire appliances as fitted in motor boats.

(B) *P.O. Wren.*

- (1) Twelve months' service as Leading Wren Boat Driver.
- (2) Passing of the following tests and examinations before an Engineer Officer :—
- Practical demonstration of ability to take charge when under weigh of the engine room of any type of motor boat not exceeding a total of 250 B.H.P.
 - A short written examination covering—
 - theory of operation of both petrol and diesel engines.
 - routine maintenance of both petrol and diesel engines.
 - the common cause of failure of, and simple casualties occurring to, petrol or diesel engines and the first aid remedial measures to be adopted.
- (3) As for Leading Wren Boat Driver.

(Note.—Suitable opportunity is to be given to Leading Wren Boat Drivers to gain experience in more than one type of boat in order that they may qualify for advancement to P.O. Wren Boat Driver).

4. The W.R.N.S. Boat's Crew category is unspecialized.

5. *Pay.*—Recruits are entered on the lower unspecialized rate of pay and will be eligible for the award of the higher unspecialized rate after from 9–12 months' satisfactory service from the date of entry into the W.R.N.S. (*see* A.F.O. 5838/43, paragraph 7).

6. *Advancement.*—As indicated in paragraph 7 below, advancement in this category is to fill specific billets as Coxswain, either as Leading Wren Boat's Crew or P.O. Wren Boat's Crew. The normal service qualifications will be required for advancement to the leading and P.O. rates, i.e., six months in previous rating in each case, and recommendation. The professional standard required to pass for Coxswain will be equivalent to that of A.B. passing for Leading Seaman, and candidates are to be examined in the following subjects :

Section 1. Power of Command.

- Elementary squad drill—giving of orders.
- Taking charge of a boat's crew ; boat drill.

Section 2. General Ability.

- Boatwork* ... Boat handling—coming alongside ; turning in a limited area ; picking up a lifebuoy ; use of fenders, springs and boat ropes ; towing, anchoring ; securing to a buoy ; grounding ; relevant bends and hitches ; hand lead ; heaving line ; effect of wind and tide ; capacities of boats ; salutes in boat ; boat etiquette.
- Steering. Signals* ... To read and use a boat's compass ; relative bearings ; to read a chart ; care of steering gear ; read and transmit morse and semaphore (4 w.p.m.) ; to read and use the Boat's Signal Book.
- Rule of the Road* ... Working knowledge of regulations for preventing collisions at sea. Good knowledge of local harbour, signals, buoys and Port Orders.

- (iv) *General and First Aid.* To be able to swim ; to resuscitate the apparently drowned ; Elementary First Aid ; fire fighting in boats.

Marking.—100 marks to be awarded in Section 1. A total of 60 marks is required to pass.

200 marks to be awarded in Section 2. 30 marks (60 per cent.) in each subject is required to pass.

7. *Complements.*—The composition of crews of boats manned by W.R.N.S. Boat Drivers and Boat's Crews will be as follows :—

Crew of 5 or more	...	...	...	1 P.O. Wren	...	Coxswain.
				1 P.O. Wren	...	Engines.
				3 or more Wrens		
Crew of 3 or 4	...	...	...	1 Ldg. Wren.	...	Coxswain.
				1 Ldg. Wren	.....	Engines.
				1 or 2 Wrens	...	
Crew of 2	...	...	...	1 Ldg. Wren	...	Coxswain.
				1 Wren	...	Engines.
Crew of 1	...	...	...	1 Ldg. Wren	...	Coxswain.

(The Leading Wren allowed for a crew of 1 may be either a Leading Wren (Boat's Crew) with experience of the type of engine fitted or a Leading Wren (Boat Driver) capable of carrying out Coxswain's duties).

8. The following is to be added to the Specialized Section of the Appendix to A.F.O. 1901/43 :—

Column 1	...	...	...	Boat Driver.
2	...	...	...	Either.
3	...	...	...	No.
4	...	...	...	3 weeks.
5	...	...	...	Home Commands.

(A.F.Os. 1901/43 and 5838/43.)

3277.—W.R.N.S.—Calculation of Time

(N. 11716/44.—22 Jun. 1944.)

In future the definitions of the terms "month", "year", etc., in K.R. & A.I. (Explanation of Terms) are to be applied to calculations affecting pay, advancement, seniority, etc., of W.R.N.S. personnel in the same way as they are applied for such purposes to R.N. personnel.

2. No adjustments of pay or seniority need be made in respect of individual instances in which other methods of calculation have been applied in the past.

(F.O.N.A.S. 3361/131/3.—10 May 1944.)

3278.—W.R.N.S.—Radio Mechanics—Conditions of Service

(N. 21294/43.—22 Jun. 1944.)

A.F.O. 2058/44 is to be amended as follows :—

Delete the abbreviation "R.M.", denoting General Service Radio Mechanic, wherever it occurs, and substitute "R.R."

(A.F.Os. 798/44 and 2058/44.)

3279.—W.R.N.S.—Hospitals Available for Treatment of Gynaecological Cases

(MDG. 13320/43.—22 Jun. 1944.)

The following hospitals are now available for treatment of Gynaecological cases and should be added to the list shown in A.F.O. 2021/43 :—

- Sunderland Municipal Hospital, Chester Road, Sunderland.
- Cherry Knowle Emergency Hospital, Ryhope, Sunderland.

(A.F.O. 2021/43.)

3280.—W.R.N.S.—Allotments

(N. 14549/44.—22 Jun. 1944.)

Mobile personnel of the W.R.N.S. may declare allotments from their Service pay, including allotments to the Post Office Savings Bank or for the purchase of National Savings Certificates, subject to the conditions laid down in K.R. & A.I.

2. Immobile personnel may use the allotment procedure only to make deposits in the Post Office Savings Bank or to purchase National Savings Certificates.

(A.F.Os. 644/41 and 1293/41 are cancelled.)

***3281.—W.R.N.S.—Literary Competition**

(N. 12377/44.—22 Jun. 1944.)

The Royal Society of Arts have kindly consented to judge entries submitted for a literary competition which is open to officers and ratings, W.R.N.S., at home and overseas.

Subjects

2. *Class I.*—Not more than 2,000 words on one of the following:—

- (a) The responsibilities of victory.
- (b) A bundle of books is sent to you for a first review—"The Tempest," by William Shakespeare; "Persuasion," by Jane Austen; "The Ancient Mariner," by S. T. Coleridge.
- (c) Nelson and Pepys in Valhalla discuss the W.R.N.S.
- (d) Choosing a house from the advertisements.
- (e) Bazaars.

Class II

- (a) A modern sea-shanty in the traditional style.
- (b) A sonnet.
- (c) A ballad.

Class III

A short story introducing the sea.

(Not more than 2,000 words.)

3. *General Conditions.*—Pseudonyms are permissible, but in all cases full name, rank or rating and official number and ship must be given. Competitors may enter for more than one class. The right is reserved to publish any entry in the press. The results of the competition will be made known in the public press at the beginning of 1945.

4. *Closing dates.*—Entries must reach the Secretary, Royal Society of Arts, John Adam Street, Adelphi, London, W.C.2, not later than September 15th, 1944, in the case of *home* competitors, and not later than December 31st, 1944, in the case of *overseas* competitors. Envelopes must be marked "W.R.N.S. Literary Competition" in the top left-hand corner.

5. *Prizes.*—Book tokens to the value of—

1st Prize ...	... £5	5s.	0d.
2nd Prize ...	... £2	2s.	0d.
3rd Prize ...	... £1	1s.	0d.

will be awarded in each class.

6. No correspondence can be entered into by the Royal Society of Arts regarding the competition, but enquiries will be answered by education officers, or by Education Department, W.R.N.S., Headquarters. Entries will be returned, after the publication of the results, to competitors who enclose stamped addressed envelopes.

†3282.—Q.A.R.N.N.S.—Appointment of Matron-in-Chief

(C.E. 7857/44.—22 Jun. 1944.)

Miss M. Goodrich, R.R.C., Acting Principal Matron, has been appointed Matron-in-Chief, Queen Alexandra's R.N. Nursing Service to date 14th July, 1944, on the retirement of Dame Doris W. Beale, D.B.E., R.R.C.

3283.—Plain Clothes Gratuity and Civilian Clothing on Discharge

(V/1/4310/44.—22 Jun. 1944.)

The Plain Clothes Gratuity payable under K.R. & A.I., Article 1602, to Naval ratings on discharge is £2 14s. 7d. for men not dressed as seamen and £2 19s. 4d. for men dressed as seamen. Two blue and (except as indicated in the next paragraph) two white uniform suits which form part of the standard war kit are to be withdrawn from ratings who under previous regulations would have been allowed to retain their uniforms on discharge. This Order does not apply to ratings serving on T.124 agreements and variants or to the Commissioned Cable Ship personnel.

2. Men who on discharge are unable to return two blue and two white suits are to be charged half the value of the articles deficient except that men who have not been supplied with white uniform suits, e.g. Patrol Service ratings who have not served abroad, are not to be required to return them or pay for them.

3. Men not in possession of civilian clothes at the time of discharge may be allowed to proceed to their homes wearing one of the uniform suits which they are required to surrender. The suit is to be charged for as set out in the preceding paragraph but the men are to be informed that, if the suit is returned to the Accountant Officer (S) of their depot within 30 days, the charge will be refunded by that officer. In order to facilitate the return of uniform to the Accountant Officer (S) ratings are to be directed to return the suit by *letter** post to the establishment from which they were discharged. Such ratings are to be provided for this purpose with a yellow "Official Paid" label, Form S.518B, on which the address of the depot or establishment and the words "Letter post" have been inserted. The man's name, rating and official number should also be inserted on the bottom left-hand corner of the label before it is handed to him, and he should be instructed to attach it to the parcel containing the clothing. The parcel should be handed in at the nearest post office.

* *Note.*—With reference to the printed note at the foot of Form S.518B, it is explained that although the package will be in the form of a parcel it will be accepted and despatched by the G.P.O. as a "letter".

4. In future, instead of receiving the gratuity, men entitled thereto may, if they wish, be supplied with a civilian suit (coat, waistcoat and trousers) in kind and be given a cash payment of 1s. 9d. towards providing themselves with a civilian cap or hat. Men dressed as seamen who elect to take the suit are to be given in addition one white soft shirt, one white soft collar and one black tie (second quality) from Service stocks. Small stocks of these items may be kept at R.N. hospitals for the purpose. *The option of receiving either civilian clothing or plain clothes gratuity should be explained to all ratings concerned and they are to be called upon to state their preference.*

5. A contract (C.P.6E/86336/42) for the supply of civilian suits has been made with Messrs. Montague Burton, Ltd., on the lines of the port contracts for uniform suits, except that the civilian suits will be supplied ready-made. Copies of the contract will be forwarded by the Director of Navy Contracts to the depots at the three home ports and at Lee-on-Solent, and to the R.N. Patrol Service Central Depot at Lowestoft. Other ships and establishments requiring copies should apply for them to the Director of Navy Contracts, Admiralty. Similar arrangements in regard to payment and accounting for the suits apply as under the port contracts.

6. The suits will be available in a range of patterns, and men who elect to take the suit should be given a formal order on the contractor by the Accountant Officer of the ship or establishment, or by the hospital authorities in the case of men invalided, in the form shewn in paragraph 8. Whenever possible, the men should present the order personally at the branch of the contractor shewn on the form in order that they may select a pattern and be fitted. If it is impracticable for a man to attend personally a self-measurement form should be sent to the contractor with the order, on which the address to which the suit should be sent should be stated. The colour of suit preferred should be indicated in general terms (e.g. light or dark blue, grey, drab, etc.), and the contractor will supply a suit conforming as nearly as practicable with what is asked for.

7. Receipts for the suits will be obtained on the order form by the contractor from the men to whom they are supplied and the contractor will forward these receipts with the invoices on the standard Form D.55 to the Accountant Officer (S) shewn on the order.

8. Orders should be made out in the following form :—

To Messrs. Montague Burton, Ltd.

.....
(Address)

Please supply.....
(Name, rating and official number)

with one civilian suit to Board of Trade Utility Pattern No. 208, in accordance with Admiralty Contract C.P.6E/86336/42.

.....
(Date)

.....
(Signature and Rank of Officer issuing this order)

Received the above-mentioned suit

.....
(Signature of rating)

The following have been supplied in kind to the above-named rating :—

- 1 soft white shirt.
- 1 soft white collar.
- 1 black tie.

.....
(Signature of issuing Officer)

NOTE.—This document is to be forwarded by the contractor, together with invoices on Form D.55, to :—

The Accountant Officer (S),
.....

9. Arrangements should be made by Naval hospitals for the withdrawals from ratings invalidated of the two blue and two white uniform suits before the ratings are sent to their homes. The man's accounting base and the Accountant Officer (S) of his depot are to be informed when this has been done, and the suits withdrawn are to be sent to the Accountant Officer (S) of the depot who will take them on charge in his clothing account. The Accountant Officer (S) of the depot is also to be informed when men have been allowed to go home wearing a uniform suit under the arrangement set out in paragraph 3. In the case of boys received from H.M.S. "St. George" the suits withdrawn should be sent to the Accountant Officer of that establishment, who should be informed when boys received from that establishment are allowed to go home wearing uniform which should be returned.

10. Ratings invalidated who elect to receive the gratuity should be paid the appropriate amount by the hospital, with the advance authorized by A.F.O. 3670/43, before they are sent to their homes, except as provided in paragraph 12.

11. Payment of plain clothes gratuity, or the issue of civilian clothing in lieu, is not to be withheld pending settlement of questions arising out of the withdrawal of uniform, and in this connection attention is drawn to K.R. & A.I., Article 1602, Clause 5, which states that plain clothes gratuity is not to be applied towards the liquidation of debts to the Crown (i.e. ratings who fail to produce their suits for return are to be charged half the value in accordance with paragraph 2, but such charge is to be made against pay and not against P.C.G. : thus, if a man has insufficient credit balance on the ledger he is nevertheless to receive P.C.G. in full). A note of the payment of plain clothes gratuity or of the supply of civilian clothes and payment of cap gratuity, is to be made on the man's service certificate (K.R. & A.I., Article 1602, Clause 7). *Payment of P.C.G. is always to be made prior to discharge.*

12. Ratings in R.N. hospitals who, prior to discharge, are sent on leave pending the satisfactory fitment of an artificial limb, are to be paid the plain clothes gratuity, or supplied with civilian clothing in lieu under the conditions detailed above, when they are sent on such leave.

(K.R. & A.I., Article 1602.)

(A.F.O. 3670/43.)

(A.F.Os. 4803/43, 6093/43 and 1327/44 are cancelled.)

3284.—Domestic Staffs (Naval, W.R.N.S. and Civilian)—Scales

Naval Shore Establishments

(N. 4662/44.—22 Jun. 1944.)

A.F.O. 678/44 as amended by A.F.O. 2852/44 is to be further amended as follows :—

Paragraph F.—Add new sub-paragraphs :—

" This scale does not apply to male Stewards employed as W.R.As. but the following higher rates are allowed when six or more male W.R.As. are allowed by scale.

- (i) Where British Stewards are borne, a P.O. or Leading Steward especially selected for disciplinary aptitude is allowed in addition to the scale for charge of W.R.As.
- (ii) Where Maltese or Native Stewards are borne, one of the ratings allowed by this scale is to be a Leading Steward also for charge of W.R.A.s.

No higher ratings are allowed for any male ratings employed as Messmen.

(A.F.Os. 678/44 and 2852/44.)

3285.—Advances of Salary and Wages to Civilian Officers and Workmen proceeding to or Returning from Establishments Abroad

(D.N.A. 26226/44.—22 Jun. 1944.)

Under present instructions, advances of salary and wages made to civilian officers and workmen proceeding to or returning from establishments abroad, are reported individually to the Director of Navy Accounts Branch 5, as soon as they are made.

2. The following revised instructions are to be brought into force by all paying officers at home and abroad :—

- (1) The establishment to which the officer or workman is proceeding is to be notified immediately of the advance. Where a person is detained at a port awaiting passage and several advances are made, the individual advances should be clearly distinguished to obviate any possibility of duplication of recovery.
- (2) The amount of the advance, and date when made, are to be entered on the Duplicate Form D 135 in accordance with Paragraph 4 of A.F.O. 115/44.
- (3) Reports as shown hereunder are to be rendered to the Director of Navy Accounts, Branch 5, of all advances of salary and wages made and recovered. The returns are to be in the following forms :—

(a) Report of advances of salary and wages made at during the month ended 194 .

Name	Rank	Date	Amount in Sterling £ s. d.	Establishment to which proceeding

(b) Report of advances of salary and wages recovered at quarter ended 194 . . . during the

Name	Rank	Where Advance Made	Amount recovered			Amount then remaining to be Recovered*
			£.	s.	d.	

*Notes.—In the event of a person being transferred to another establishment before full recovery has been effected, the date of transfer and the name of the new establishment should be stated.

Both returns are to be arranged in alphabetical order.

Nil returns are to be rendered.

With regard to return (b), where recoveries in respect of more than one advance are made in the same quarter the amounts should be shown separately.

3. The returns should be forwarded by Air Mail or Microgram Service where available.

4. Advances of salary or wages made at an establishment which will be recoverable at that establishment should neither be brought to account in the Cash Account nor included in the monthly reports. They should be regarded as "local" advances, the receipts being considered as equivalent to cash and kept in the chest (see Article 368, Instructions for the Conduct of Cash Duties).

5. It will not be necessary for the individual advances of salary and wages to be entered in the Cash Account Abstract and the bulk monthly totals only need be entered in the abstract as follows:—

Payments

Total of salary and wages advances made during the month of.....as reported to D.N.A.5, vide Cashier's report No..... dated.....£ : :

Receipts

Total recoveries of advances of salary and wages effected during the quarter ended..... as reported to D.N.A.5, vide Cashier's report No..... dated..... £ : :

6. The practice of making one advance to cover both salary and subsistence is to be discontinued and advances are to be in respect of either salary and wages or subsistence and travelling expenses.

(A.F.O. 115/44.)

3286.—Advances for Travelling and Subsistence made to Civilian Officers and Workmen Detained en route to and from Establishments Abroad—REPORTS.

(D.N.A. 26226/44.—22 Jun. 1944.)

Under present instructions, advances for travelling and subsistence expenses to civilian officers and workmen detained en route to and from establishments abroad, are reported individually to the Director of Navy Accounts, Branch 2, as soon as they are made.

2. In future, Paying Officers are to report only the total amount of the advances when the officer or workman leaves the establishment. Reports are to be made in the following form addressed to the Director of Navy Accounts, Branch 2 (Misc.):—

Advances made to civilian officers or workmen temporarily detained en route to and from Establishments abroad.

Name	Rank	Total amount advanced	Establishment

The total amount advanced to (name) for Travelling and Subsistence expenses during the period, from..... to he was detained at this establishment en route to is shown above.

3. Advances of salary or wages are not to be included in the report rendered under paragraph 2 above.

4. Reports should be forwarded by Air Mail or Microgram Service where available.

*3287.—Periodical—"The Ditty Box"

(N./C.E. 52623/44.—22 Jun. 1944.)

To help meet the needs of personnel of the Royal Navy, Royal Marines and W.R.N.S., both afloat and ashore, who may have difficulty in obtaining reading matter of a recreational and informative nature, it has been decided to institute a Naval magazine.

2. This periodical will be called "The Ditty Box" and will be issued monthly on an approximate scale of distribution of one copy to eight officers and men. The issue will be free, and after copies have been finished with on board there will be no objection to officers and men sending them through the post to friends or relatives.

3. "The Ditty Box" will be freely illustrated and will contain short stories, humour, a review of the progress of the war at sea and articles on current affairs, post-war problems, sport and Naval history.

4. Distribution will be arranged by the Editor of Fleet Orders. It is hoped that the first number will appear during July and every month thereafter.

5. Any ship or establishment which does not receive an adequate supply of "The Ditty Box" should communicate with the Fleet Information Section, Room 230, Queen Anne's Mansions, St. James's Park, London, S.W.1, stating numbers borne.

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

3288.—Guns—Q.F. 5·25-in. Mark I—Blocks, Electric, Firing Needle—Allowance (A.S./C.I.N.O. 3554/44.—22 Jun. 1944.)

Blocks, electric, firing needle, Q.F. 5·25-in. Mark I guns are, in future, to be allowed spare in the proportion of 1 per two guns.

2. H.M. Ships should demand blocks as necessary from R.N. Armament Depots.

3. Naval Proportion Book will be amended.

3289.—Guns—Q.F., 4 in., Mark XIX, Firing Bar—Modification

(A.S./G. 0486/44.—22 Jun. 1944.)

The following modification is approved. :—

Gun	Q.F., 4 in., Mark XIX.
Part affected	Bar, firing, Mark II.
Purpose	To prevent incorrect assembly.
Nature of modification	Fitting a sleeve over the firing bar.
Drawing	I.P., N.O.D.3121/19.
New parts required	Sleeve and rivet which should be made locally.
By whom to be done	R.N. Armament depots.
Degree of urgency	In service—as soon as possible. In store—before issue if possible.

3290.—Guns—Q.F., 12-pdr., 12-cwt., Marks IA and IIA—Modification when fitted in H.A., Mark IX* Mountings

(A.S. 14860/43.—22 Jun. 1944.)

Extension plates which are required to be fitted to Q.F., 12-pdr., 12 cwt., Marks IA and IIA guns in H.A., Mark IX* mountings, *vide* A.F.O. 5083/43, do not interfere with palm firing when gun layers firing is not fitted. Plates should therefore be fitted to all guns as opportunity offers, irrespective of whether gun is for Mark IX* mounting or not. Intermediate demands for the extension plates and fixing screws should be forwarded to D.A.S.

2. When the G.M.Os. fit the layers firing gear, if the extension plate is already fitted to the gun, the plate in the G.M.O's. set of modification parts will be surplus and should be taken into store by R.N.A. Depots and used for advance modification of further guns.

(A.F.O. 5083/43.)

3291.—Guns—Q.F. 2-pdr. Mark VIII—Feed Box—Mal-Assembly

(A.S. 6456/44.—22 Jun. 1944.)

In Q.F. 2-pdr. Mark VIII guns which have been modified by the drilling of lightening holes in the feed plates and feed slides of feed boxes (A.F.O. 3932/43) mal-assembly is possible by engaging the stud on the top feed-lever in one of the lightening holes of the feed plate, instead of in the slot in the end of the feed plate.

2. Staffs of H.M. Ships, Bases and R.N.A. Depots are to examine all Q.F. 2-pdr. Mark VIII guns so modified, to ensure correct assembly of feed plates and feed levers, and particular care is to be taken that these items are assembled correctly on every occasion of replacement.

3. To prevent such mal-assembly A.F.O. diagram 250/43 and N.O.D. 2191/162 are to be amended under date 12 May, 1944, to show dimension of two inches governing centre of lightening hole in feed plates altered to 1.7-in.

4. Feed plates drilled to old dimension are serviceable for issue.

(A.F.O. 3932/43.)

("A" Message 25 A.B.I. is cancelled.)

3292.—Guns—American—Bofors Q.F. 40 mm. Drill Action in Event of Missfires

(G. 06475/44.—22 Jun. 1944.)

No missfire stop is fitted to Bofors 40 mm. guns of American manufacture. A white line is to be painted on all guns of this manufacture to represent the position of the rear edge of the hand operating lever as it would be when pulled back against the missfire stop on a gun of British manufacture.

2. The line is to be located by pulling back the hand operating lever until the breech block has dropped $\frac{3}{8}$ -in. to $\frac{1}{4}$ -in. (6 mm.). The line should be drawn against the rear edge of the lever when in this position.

3. In carrying out missfire drill the hand operating lever must not be pulled back further than this painted line, in re-cocking the gun.

3293.—Guns—20 mm. Oerlikon—Marks II and IV—Breech Cover

(G. 2008/44.—22 Jun. 1944.)

Experience has shown that the rear cover for the 20 mm. Oerlikon machine gun breech as designed in A.F.O. Diagram 79/44 does not allow the magazine catch to pass over it, and covers are therefore to be made to the design shown in A.F.O. Diagram 187/44.

(A.F.O. 1350/44.)

(A.F.O. Diagram 79/44 is cancelled.)

3294.—Gun Mountings—20-mm. Twin Mark V and Mark VC—Removal of Casings fitted around Pump Units*Ships concerned, H.M. Dockyards, W.P.Ss., P.S.Os., G.M.Os., F.O.G.M.Os., E.R.Os.*

(G. 06664/44.—22 Jun. 1944.)

It is understood that a practice is being made of fitting weather proof and/or splinter proof covers around the pump units of 20-mm. twin Mark V and Mark VC mountings fitted in certain ships.

2. The electric motor of the pump unit used with the above type of mounting is weather proof, and weather protection is not a firm requirement for the other components of the unit.

3. Splinter proof covers prevent easy access to the unit and represent additional weight, labour and material, which it is urgently necessary to conserve.

4. Commanding Officers of ships concerned are to arrange for weather proof covers and unnecessary splinter proof covers to be landed accordingly.

5. In some cases it may be found necessary to fit a guard around the pump unit when it is situated near a main gangway, to afford a means of protection from blows from heavy objects being transported past the unit. No objection is seen to this fitting providing the need for easy access to the components of the unit is carefully considered.

3295.—Ammunition—0.5-in. Browning—Season Cracking

(G. 011424/43.—22 Jun. 1944.)

In view of the supply position it is not possible to withdraw all 0.5-in. Browning A.P.M.2 ammunition of the lots enumerated in paragraph 2 (c) of A.F.O. 826/44. A.P. ammunition of these lots is to be relegated for use in deck guns and all boxes are to be stencilled "Not to be fired from aircraft guns". Naval armament depots concerned are to arrange accordingly and to transfer the ammunition from "Repairable" to "Serviceable" charge, if otherwise in a serviceable condition. This ammunition is not however to be issued for deck guns if unrestricted ammunition is available.

2. All stocks of incendiary M.1 and tracer M.2 ammunition of the lots listed in paragraph 2 (a) and (b) of A.F.O. 826/44 are to be dumped.

3. Incendiary M.1 and tracer M.2 ammunition still on board of the lots referred to in paragraph 2 (a) and (b) of A.F.O. 826/44 is to be landed forthwith. A.P.M.2 ammunition of the lots referred to in paragraph 2 (c) of A.F.O. 826/44 is to be landed if held for aircraft guns but retained on board if held as outfit for deck guns.

(A.F.O. 826/44.)

3296.—Ammunition—Fuzes Nos. 206, 207 and 211 with Black Nose Steel or Plastic Caps—Precautions to be taken in handling, etc.

(G. 010262/44.—22 Jun. 1944.)

Some fuzes, Nos. 206, 207 and 211, are fitted with nose caps having a black finish. The No. 206 fuzes have steel caps which are Parkerised to rust-proof them and the No. 207's and No. 211's black caps are made from plastic material.

2. Care should be taken that these fuzes with black caps are not confused with the equivalent drill fuzes, which are painted black all over except for the graduation ring. The drill fuzes have the word "drill" stamped on them in red letters.

3. Instances have been reported in which misuse during handling has caused the plastic caps of fuzes No. 207 to fracture. Attention is therefore drawn to the necessity for care to be exercised when handling such rounds.

4. Trials have shown that if the plastic cap is fractured the accuracy of time to burst will be impaired but such fracture is not liable to cause a premature.

5. Manufacture of plastic caps for fuzes Nos. 207 and 211 will be discontinued but a large number of fuzes with these caps will remain in supply.

(A.F.Os. 1766/42 and 1569/43 are cancelled.)

3297.—Ammunition—Cases, Cartridge, Q.F., 3-in., 20-cwt. Guns—Withdrawal of Cases, Mark III and Earlier Marks—Reports

(A.S./G.O. 1088/44.—22 Jun. 1944.)

To obviate the risk of separations, cartridge cases, Q.F., 3-in., 20-cwt. guns, Mark III and earlier marks, are to be withdrawn from naval service.

2. Ammunition assembled with these cases must not be issued to submarines or steam gun boats unless unavoidable. If such ammunition is at present carried on board these vessels, arrangements should be made to exchange for unrestricted ammunition at the first convenient opportunity. Similar action need not be taken by vessels other than submarines and steam gun boats, as elimination of the restricted cases will be carried out (*vide* paragraph 3 below) when ammunition is landed in the normal manner.

3. R.N. armament depots are to arrange for all stocks and subsequent receipts of 3-in., 20-cwt. cases of Mark III and earlier marks to be brought to produce. Ammunition assembled with these cases is to be remade with Mark IV (with a mouth thickness not less than 0.04-in., and mouth hardness of 60 to 80 V.P.N.) or later cases on passing through laboratories for examination or repair.

4. Quarterly reports, commencing quarter ending 30th June, 1944, of the number of cases brought to produce, are to be forwarded to D.A.S., Bath (B. 109). Nil reports are not required.

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

3298.—Ammunition Supply—Naval Armament Depots, Supply, Tests and Returns of Ammunition—REPORTS

(A.S. 7001/44.—22 Jun. 1944.)

All ammunition containing N.C. propellant of the following indexes is to be landed at the nearest Naval Armament Depot as early as practicable, viz. :—

Index	Cartridges into which filled.
S.P.D.1467	Q.F., 3 in., 23 calibre
S.P.D.1576	Q.F., 4 in., 50 calibre
S.P.D.X.1777	Q.F., 4 in., 50 calibre
S.P.D.2205	Q.F., 3 in., 50 calibre
S.P.D.2219	Q.F., 3 in., 23 calibre
S.P.D.2235	Q.F., 3 in., 23 calibre
S.P.D.2398	Q.F., 4 in., 50 calibre
S.P.D.2399	Q.F., 4 in., 50 calibre
S.P.D.2415	Q.F., 1 pdr.
S.P.D.2425	Q.F., 4 in., 50 calibre

On receipt of the ammunition at Naval Armament Depots the following action is to be taken :—

- All cartridges are to be opened up and a 100 per cent. examination carried out of the charges, an 8-oz. sample from the serviceable propellant of each index being forwarded to Deputy Inspector of Naval Ordnance, Holton Heath, any of the charges containing corroded grains being destroyed.
- Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.
- Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

3. Similar action is to be taken in regard to any ammunition of the above indexes held in store.

4. On completion of the examination a report is to be forwarded to D.A.S. (Branch B), Bath, giving the quantities of cartridges found serviceable and unserviceable.

3299.—Aircraft—General—Firefly Aircraft Armament Instructions

(G. 08469/44.—22 Jun. 1944.)

Front mounting units.—Only No. 3, Mark II, front mounting units are to be used with 20-mm. guns in this aircraft. No gun recoil adjustment is necessary and the muzzle thread protector is to be screwed up fully. Recoil washers types "A" or "B" are not to be used.

2. *Recoil measurements.*—Owing to heating during firing gun expansion takes place and the gap between the magazine carrier and the rear of the gas piston guide closes approximately 2 mm. The result of this expansion is to give a recoil reading of 29–29½ mms. which is 2 mm. larger than actually occurs.

3. *Rear spar.*—Damage has occurred to the rear spar by dropping the gun on to it when removing the gun from the aircraft, particularly when the wings of the aircraft are folded. On all occasions when lowering guns on to the rear spar the gun is to be lowered *gently*. A.F.O. 4824/43, paragraph 4 (iii) and (vii) refers.

4. *Front mounting eccentric lock nuts.*—The lock nuts of the front mounting eccentric are to be checked daily for tightness, and the alignment of the eccentric checked during re-arms when time permits. The threads of the lock nuts are to be frequently examined for stripping, and where necessary, the nuts are to be exchanged.

(A.F.O. 4824/43 and C.A.F.O. 180/44.)

3300.—Aircraft—General—Firefly Aircraft—Loading Drum Stand—Modification

(G. 01881/44.—22 Jun. 1944.)

To facilitate quick attachment and release of the loading drum stand when re-arming 20-mm. Hispano guns in Firefly aircraft, the loading drum stand is to be modified as follows :—

Part affected	... .. Loading drum stand rear positioning.
Nature of modification	(i) Remove one of the two positioning studs at the rear of the stand by unscrewing the nut securing at the top of the stud.
	(ii) Make a spring loaded pin as shown on Sheet 2 of A.F.O. Diagram 191/44.
	(iii) Detach the spring pin securing the positioning stud referred to in (i), and replace it with spring loaded pin referred to in (ii).
	(iv) Modify the remaining positioning stud as shown on Sheet 1 of A.F.O. Diagram 191/44.
	(v) Ease the holes for the quick release (spring loaded) pin, positioning stud, to facilitate easy attachment and release of the loading drum.
	(vi) Protecting felt washers which are glued on should be reglued and secured with adhesive tape as necessary.

Drawings (A.F.O. Diagram 191/44).

By whom to be done Squadron personnel.

Degree of urgency At first opportunity.

3301.—Aircraft—Ammunition—Pyrotechnics—Cartridges, Signal, 1½-in., Yellow, Mark IIIT, Filled I.C.I., Lot 138—Withdrawal

(A.S./G. 1809/44.—22 Jun. 1944.)

All Cartridges, Signal 1½-in. Yellow, Mark IIIT, filled I.C.I., of lot 138, are to be withdrawn from service and disposed of.

2. Replacements should be demanded as necessary.

3302.—Gunnery Control Communications in Coastal Force Craft

M.T.Bs., M.G.Bs., S.G.Bs., M.A./S.Bs., M.Ls., and R.M.Ls. except 72-ft. H.D.M.L.

(C.F.M. 5035/43.—22 Jun. 1944.)

The requirements for gunnery control communications in Coastal Force Craft are as follows:—

- (a) Two-way verbal communication between bridge and each gun and to Holman projector.
- (b) Audible check-fire system from the bridge to each gun and to Holman projector.
- (c) Audible call-up from each gun and Holman projector to the bridge.

2. In M.T.Bs. "over 100 ft." and in M.T.Bs. "under 100 ft." fitted with four torpedo tubes, additional telephones are required to be fitted to each tube and connected to the gunnery circuit. (Check-fire and call-up circuits as stated in paragraphs 1 (b) and (c) are not required to be fitted to the tube positions.)

3. When an illuminant projector, other than Holman, is fitted, communications additional to those outlined in paragraph 1, are not required to be fitted, except for special rocket flare cease fire lamps, details of which have been promulgated separately.

4. To meet the requirements of 1 (a) above under all conditions of service, an amplified sound powered telephone system, Type 470 (ex 624), has been developed. This system will supersede the "Loudaphone" amplified system previously approved for fitting in craft "under 100 ft." and also the normal sound powered system fitted in craft "over 100 ft." S.G.Bs. will, in addition to the arrangements for craft "over 100 ft.", be fitted with a loud-speaker at the 3-in. gun position.

5. In craft "under 100 ft.", Type 470 (ex 624) will be interconnected with the R/T set (Type H.T.11 or T.C.S.) where fitted. This will enable the Commanding Officer, by means of a 3-position control switch, to carry out the following operations using one head set only:—

- (a) R/T transmit.
- (b) R/T receive.
- (c) R/T receive and gun communication.

6. The requirements for the various type of craft and gun mountings are shown in A.F.O. Diagrams 189/44 (1-3), D.E.E. 11278 R/1, 11280 R/1, 11282 R/2. Instructions for fitting the loud-speaker on S.G.Bs. will be issued separately.

7. The priority for fitting Type 470 (ex. 624) in the various types of craft will be issued separately by C.F.T.M. Until equipment is available for fitting, the "Loudaphone" amplified system and the normal sound-powered telephone system are to be retained in craft so fitted. After fitting Type 470 (ex. 624) redundant "Loudaphone" equipment is to be returned to S.N.S.O., Portsmouth.

8. The supply of Type 470 (ex. 624) for craft in commission is to be made by demands from Coastal Force Bases on S.N.S.O., Portsmouth. The priority to be accorded to specific craft will be given in conjunction with D.C.F.M., Admiralty, and supply of equipment will be made accordingly.

9. Powered mountings are now being supplied with slip rings and pad pieces provided and fitted by the gun mounting contractor. A junction box, together with the cabling between the slip rings and the junction box, will also be supplied and fitted by the gun mounting contractor. All other items will be supplied by the electrical contractor. Arrangements have been made for slip rings to be fitted to powered mountings in boats in commission.

10. Where slip rings are not yet fitted to powered mountings having all round training, care is to be taken that the mounting is not turned too many times in one direction, thus avoiding unnecessary twisting of the cable leading to the revolving structure. In addition, this cable should be examined and tested before each operation, and renewed if necessary. The removal of turns from the cable should be incorporated in existing drill at the mountings.

11. The bridge equipment is to be fitted at the following safe distances from the compasses:—

Headset, Pattern 12550, for Type 470 (ex. 624)	1½ ft.
Buzzer, Pattern 19114	3 ft.
Other buzzers	2 ft.

Any reduction in these distances will result in inaccuracy of the compasses. This is of particular importance in the case of the telephone headset.

12. D.C.F.M. Admiralty, will raise an A. and A. item, Classification "A," in the next list of As. and As. for each type of craft for fitting gunnery communications in accordance with this Order. Separate instructions will be issued regarding boats building.

13. This order does not authorize any of the armament detailed in A.F.O. Diagram 189/44 (3) (D.E.E. 11282R/2) to be fitted on any particular craft, unless specifically authorized.

(A.F.O. 940/43 and A.F.O. Diagram 60/43 (1-5) are cancelled.)

3303.—Gunnery and Depth Charge Material at Commercial Ports and at Coastal Force and Trawler Bases—Care and Maintenance

(G. 02895/44.—22 Jun. 1944.)

From recent instances that have come to notice, it appears that there is some doubt as to the Authority to whom reference should be made or requisitions passed, when advice or assistance on care and maintenance of gunnery material in ships and vessels is required by the Commanding Officer or Master. The following guiding instructions are therefore promulgated.

2. *Local Authorities Concerned.*—The local authorities concerned, available to collaborate in this work are:—

<i>Authority.</i>	<i>Short Title.</i>
(a) Flag Officers and Naval Officers-in-Charge who are generally responsible for the work of base maintenance staffs and local co-ordination of the officers mentioned below.	"F.O. i/c" and "N.O. i/c"
(b) Defensively Equipped Merchant Ships, Staff Officer (Representing the Director of Trade Division).	"D.E.M.S.S.O."
(c) Fitting-out Gunnery Officer, (Representing the Director of Naval Ordnance).	"F.O.G.O."
(d) Fitting-out Gun Mounting Overseer, (Representing the Chief Inspector of Gun Mountings, for D.N.O.).	"F.O.G.M.O."
(e) Inspector of Naval Ordnance (of Area) (Representing the Chief Inspector of Naval Ordnance, for D.N.O.).	"N.O.I.O."
(f) Auxiliary Vessels Gunnery Officer (Responsible to the F.O.I.C. or N.O.I.C.).	"A.V.G.O."
(g) Officer-in-Charge of Armament Supply (Representing the Director of Armament Supply).	"O.C.A.S."
(h) Emergency Repair Overseer (Representing the Director of Dockyards).	"E.R.O."
(i)*Naval Store Officer (Representing Director of Stores)	"N.S.O."

*Note**—Responsible for Naval Stores and for fittings not supplied through F.O.G.M.O. or O.C.A.S.

3. Base maintenance staffs work under the officers administering the Escort Forces, Coastal Forces, Auxiliary Vessels, Landing Craft or Coastal Craft, locally, for the maintenance of these vessels. Their scope and duties as regards gunnery equipment and depth charges are as follows:—

- (a) *Guns*.—General upkeep beyond the capacity of ships' personnel. (Small stock of spares to be held for this purpose.) Requisition on O.C.A.S. for inspection when due or required under the regulations (B.R. 291 Table F)—and for modifications and repair beyond the capacity of the base staff. Machine guns should receive special attention.
- (b) *Gun Mountings and Ahead-throwing A/S Weapons*.—General upkeep and examinations beyond the capacity of ships' personnel. Work beyond the capacity of the base maintenance staff should be referred to F.O.G.M.O.
- (c) *Ammunition*.—Supervision of the outfits of ammunition and fireworks carried on board vessels attached to the base, including general check for serviceability, withdrawal of doubtful or restricted ammunition items, examination of packages opened on board and of their contents. Selection of samples of explosive stores, both from base reserves and from outfits of attached vessels, for periodical inspection and return to the nearest O.C.A.S. or Naval Armament Depot, also preparation of appropriate Forms S. 1429, etc.
- (d) *Depth Charges and Depth Charge Stores*.—Custody of, accounting for, preparation for issue and maintenance of depth charges and related stores held at the base as a pool reserve, as well as attention to outfits on board vessels attached to the base. These responsibilities include maintenance of depth charge pistols, as laid down in C.B. 4257. (Note.—The quantities of depth charges to be maintained as pool reserves at bases are as detailed in Appendix III, C.B. 04132, and in reserve lists as issued from time to time.)
- (e) *Failure of Gun Armament Material*.—Rendering of Forms S. 1148 (h), etc., to N.O.I.O. and O.C.A.S.
- (f) *General*.—Custody, maintenance and accounting for all naval armament stores held as base stores (other than those in the hands of O.C.A.S.). Rendering of demands on nearest Naval Armament Depot or on O.C.A.S. for necessary quantities of ammunition and depth charges to complete ship's outfits to approved allowances, or to replenish base reserves to the authorized standard.
- (g) N.O.I.O. should be called on to inspect guns, breech mechanisms and ammunition as necessary.

4. Procedure to be adopted for the care and maintenance of gunnery material in the various classes of ships concerned:—

General

The responsibility for the care and maintenance of the gun mountings, ammunition and armament rests primarily with the Commanding Officer or Master of each vessel.

Where doubt exists as to the serviceability of either ordnance or ammunition, reference should be made to the O.C.A.S. or nearest Naval Armament Depot, who will request N.O.I.O. to inspect as necessary.

(a) H.M. Ships (other than auxiliary vessels, coastal craft and landing craft).

Maintenance beyond the capacity of ship's staff and defects of (a) gun mountings and ahead-throwing A/S weapons, and (b) armament and ammunition will be dealt with in the normal manner under the supervision of the E.R.O. and O.C.A.S. respectively. The E.R.O., if requiring technical assistance regarding gun mounting defects, should co-operate with the Gun Mounting Overseer of the district (not F.O.G.M.O.) and the O.C.A.S. will co-operate with the N.O.I.O. in the usual manner as regards ordnance and ammunition.

(b) Coastal Forces and Auxiliary Vessels wearing the White Ensign.

(i) The F.O's- or N.O's-in-Charge are responsible for the maintenance arrangements within their command, and that the duties described in paragraph 4 are carried out by the base maintenance staffs.

(ii) The A.V.G.O's should arrange with the base maintenance staffs for any work to be done which, in the course of their duties, they may find necessary.

(iii) When alterations or additions affecting armament are made the work should be arranged by F.O.G.O. and F.O.G.M.O. as in the case when vessels are fitting-out.

(iv) Doubt has arisen in some cases as to the definition of an auxiliary vessel. Trawlers of all kinds (whether new or converted), boom defence vessels, landing craft, yachts, converted, and motor minesweepers, all smaller and local defence vessels, and other ships classed as minor war vessels are auxiliary vessels for the purpose of this order.

On the other hand, sloops, corvettes, cutters, Fleet minesweepers and all larger vessels are not auxiliary vessels.

(c) Royal Fleet Auxiliaries, Defensively Equipped Merchant Ships, Small Coasting and Fishing Vessels.

(i) The responsibility for the care and maintenance of the ammunition and armament rests primarily with the Commanding Officer or Master.

(ii) D.E.M.S. Staff Officers should board all armed ships visiting their ports and arrange with F.O.G.O., F.O.G.M.O. and O.C.A.S. for any necessary maintenance or repair work to be carried out. Base maintenance staffs for D.E.M.S. work under F.O.G.O. and F.O.G.M.O.

(iii) At ports where no D.E.M.S. Staff Officers are established F.O's- and N.O's-in-Charge should arrange for advice or assistance to be rendered by Naval Base staffs on application by the Master.

(iv) At isolated ports or anchorages where no D.E.M.S. or Naval Base staffs exists, Masters are instructed to apply for any advice or assistance required to the Commanding Officer of any H.M. ship which may be present.

5. Attention is drawn to C.A.F.O's. 539/44 and 860/44—Naval Armament Stores—supply at commercial ports—Organisation: C.A.F.O. 415A/44—Ordnance Inspection Staffs available at Commercial Ports in Great Britain and Northern Ireland; and to C.A.F.O. 979/44—Ahead—throwing A/S weapons, Installation and Repair—Responsibility for Overseeing.

(C.A.F.O's 415A/44, 539/44, 860/44 and 979/44.)

(C.A.F.O's 993/42, 1166/42 and 2056/42 are cancelled.)

3304.—Gunnery Inspection and Trials

Coastal Force Craft

(G. 06735/44.—22 Jun. 1944.)

In order to expedite the action taken as the result of gunnery trials in Coastal Force Craft and to co-ordinate proposals to the Admiralty, the following procedure is to be brought into force forthwith.

First of Class

2. The trials included in this heading are:—

- (i) For the prototype boat of a new class.
- (ii) For the first boat of a class for major re-armament.
- (iii) For the first boat fitting any new equipment other than gunnery material which affects the gun armament arrangement.
- (iv) For the first boat to fit any new type of gunnery equipment.

3. A signal will be made by the Admiralty (D.C.F.M.) to all concerned as to which boats are to be included in the above categories, as the occasion arises, and as to the date and place of the trial. The Captain, H.M.S. "Excellent", will inform all concerned of the time of the trial.

4. In order that, as far as possible, decisions may be given on completion of the trials, they will be attended by representatives of Admiralty Departments and of the Captain, H.M.S. "Excellent", who will carry out the trials.

5. The first trial of any series in a boat will normally be the Gunnery Equipment Trial and it is essential that the boat be fully completed in the following respects:—

- (i) All the ammunition stowage, including ready-use and supply arrangements complete.
- (ii) Power on mountings, and all mountings clear for working during the trials

- (iii) Depression control gear and safety stops to be fitted. Cams for depression control gear are to be on board but not on the mounting, and decision as to arcs will be given at this trial.
- (iv) Consideration will be given to blast screens or restrictions at this trial, but confirmation may be necessary at gun trials.

6. Decisions which can be made as the result of the trials will be circulated immediately by Admiralty departments, with amended drawings as necessary.
All other Coastal Force Craft

7. In order to standardize reports and recommendations from all trials' officers, it has been decided that the Captain, H.M.S. "Excellent" is to be the co-ordinating authority outside the Admiralty, and that all gunnery trial reports are to be passed through the Captain, H.M.S. "Excellent", in triplicate, one copy being for retention in H.M.S. "Excellent".

Distribution instructions on the back of Forms S.1134 should therefore be amended as follows:—

- (i) For "D.C.F.M. Admiralty—2 copies" read "Captain, H.M.S. 'Excellent'—3 copies".

8. It is important that all craft should be completed strictly in accordance with the approved arrangements, and it is therefore essential that all trials' officers maintain the closest contact with Admiralty Overseers (W.P.S., W.E.S. or P.E.R.O.'s. representatives) who will be in possession of the latest approved drawings.

9. Any question of detail which is not covered by the drawing to the satisfaction of the trials' officers or on which advice is required is to be referred in the first place to the Captain, H.M.S. "Excellent", before any departure is made from the approved arrangements.

General

10. The trials' officers referred to herein, are those given in A.F.O. 1100/44.

11. In order to expedite decisions and to ensure standardization, it is essential that all trials' officers maintain the closest possible direct contact with the Captain, H.M.S. "Excellent" (Portsmouth Dockyard, Extension 5218, 5219 or 5220), who will forward as necessary, recommendations to the Admiralty with his covering remarks.

(A.F.O. 1100/44.)

3305.—Torpedoes—U.S., 22.4-in., Mark 13 Type Torpedoes, Fitted with Water Trip Delay Valve—Mark 6, Mod. 2, Igniter Failures

(T. 08857/44.—22 Jun. 1944.)

A.F.O. 2876/44 is to be amended as follows:—

Heading: For "Mark 26" read "Mark 6".

Paragraph 1, Line 2: For "Mark 26" read "Mark 6".

(A.F.O. 2876/44.)

3306.—Pressure Gauges for Torpedo Purposes—Allowances

"Fiji," "Uganda," "Minotaur" and "Dido" Class Cruisers, and H.M. Ships "Sandhurst," "Adamant" and "Forth"

(N.S. 011435/44.—22 Jun. 1944.)

The following amendment is to be made to the allowance to the above classes of ships of pressure gauges for torpedo purposes:—

Pattern Number.	Description.	Existing Allowance per Ship.		Revised Allowance per Ship.	
		Cruisers.	H.M. Ships "Sandhurst," "Adamant" and "Forth."	Cruisers.	H.M. Ships "Sandhurst," "Adamant" and "Forth."
2520A	Gauges, hydraulic, and H.P. air service, 4,000 lb. per sq. in.	1	2	Nil	Nil
2526	Gauges, hydraulic, and H.P. air service, 6,500 lb. per sq. in.	Nil	Nil	1	2

2. Ships concerned in commission should adjust stocks on board as necessary. Supply to cruisers of new construction should be in accordance with the revised allowance.

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

3307.—Boards for Recording Torpedo Data

Submarines

(N.S. 19518/44.—22 Jun. 1944.)

The boards for recording torpedo data in submarines, mentioned in A.F.O. 1108/44, will be dealt with as "permanent" naval stores and added to the Rate Book under subhead E, item 12. The allowances will be as stated in paragraph 3 of the A.F.O. quoted.

2. Arrangements have been made for the undermentioned boards to be supplied to Portsmouth, Rosyth, Stroud, Oldham, Malta and Trincomalee, and demands from submarine depot ships and bases should be forwarded to the nearest of these dockyards or depots in accordance with the allowances. Supply to submarines of new construction should be made by warrant and storing yards and depots in the usual manner.

	Pattern 3739	Pattern 3740
Portsmouth	18	25
Rosyth	18	25
Stroud	18	25
Oldham	18	25
Malta (to be forwarded from Oldham)	8	8
Trincomalee (to be forwarded from Stroud)	15	15

3. The Rate Book and the Sea Store Establishment concerned will be amended.
(A.F.O. 1108/44.)

3308.—Explosive Grapnel Sweep, Mark I

(T. 903/44.—22 Jun. 1944.)

An explosive sweep, known as explosive Grapnel Sweep, Mark I, has been introduced for destroying submarine cables and other sea bottom obstructions (A.F.O. Diagram 190/44(i)). It is not intended to include this sweep in ships' outfit.

2. Stocks will be held by (Suptg.) N.S.Os. at Portsmouth, Chatham, Devonport, Sheerness and Rosyth Dockyards, and may be demanded when required for any special operations. (A.L., 3rd January, 1944, and 16th March, 1944, N.S. 020574/43 to dockyards refer.)

3. The grapnel consists of a frame composed of five equally-spaced steel bars to the ends of which is attached the 5-pronged grapnel plate by five nuts and washers. The frame is designed to enclose a 25-lb. charge, amatol, demolition, Mark II (A.F.O. Diagram 190/44(2)).

The dimensions of the grapnel are:—

- Length over all 38 inches.
- Width across prongs, 19½ in.
- Weight (unfitted) approximately 40 lbs.

4. The following items of Vote 8 Naval Stores are supplied for each complete grapnel sweep:—

Grapnel, explosive, Mark I	3
Ropes, towing, F.S.W. 1½ in., length, 45 fathoms each	2
One with thimble, Pattern 5084, spliced in each end, and the other with a thimble, Pattern 5084, in one end only.	
Pendant, grapnel, F.S.W. rope, 1½ in., length, 2 fathoms, with soft eye fitted at each end ...	3
Swivel piece, ½ in., Pattern 8716	1
Shackles, ½ in. straight, Pattern 5443	6
Cable, electric twin core, Pattern 6055	180 yards.

Note.—The former of these towing ropes will not be available in all cases until the end of September. In this case, an additional length of tow will have to be improvised if a greater length than 45 fathoms is required.

5. The following items of Vote 9, Naval Armament Explosive Stores, are required for use with each grapnel:—

Charge, Amatol, demolition 25 lb., Mark II.

Charge, priming, 1½ lb. T.N.T., fitted with—

(a) Primer C.E., Mark I

Detonator, electric, No. 21, Mark VII, or

(b) Primer, C.E., Mark III.

Detonator, electric, Briska No. 6.

and should be demanded from nearest R.N. Armament Depot.

6. To fit the grapnel sweep for service.—(i) Unscreen the five grapnel plate holding nuts and withdraw grapnel plate.

(ii) Pass one end of electric cable, Pattern 6055, between two bars of the grapnel frame and connect to charge, amatol, demolition 25 lb. (Charge should be fitted and primed for electric firing in accordance with C.B.(R) 3125, Section X.)

(iii) Replace grapnel plate and tighten up on all five nuts.

(iv) Shackle one end of the 2-fathom 1½-in. F.S.W. pendant to eye of grapnel and the other end to the swivel piece.

(v) Shackle outboard end of towing rope to the other end of swivel piece, Pattern 8716, which should tow just clear of towing vessels' stern by 2 fathoms pendant 1½ in. F.S.W.

(vi) Stop the firing electric cable to grapnel shank and at intervals of 5 ft. along towing rope, allowing 6 ft. of firing cable for every 5 ft. of towing rope.

(vii) The spare portion of firing cable should be made up into a coil and the ends of the conductors bared for connecting up to the firing battery or dynamo exploder.

7. The length of the towing rope should be adjusted to four times the *maximum* depth of water in which the grapnel sweep is to be used, with a maximum length of 45 fathoms.

8. The vessel should sweep with the tide or current, so that when the grapnel comes fast on the submarine cable or obstruction to be destroyed, the vessel will be in the position for riding to the towing rope.

9. The speed of the vessel through the water must be controlled so that the speed of the grapnel over the ground does not exceed 3 knots.

10. After firing, the vessels' propeller must not be moved until the 2 fathoms' pendant, swivel piece and remaining length of towing rope and firing cable are brought inboard.

11. Arrangements will be made for the provision of towing ropes "fitted with thimble at each end" (see paragraph 4), but these will not be available for some time and supply should not be hastened.

3309.—Electric lamps and lighting fittings—Protection from damage under shock—Subhead F.2B.—As. and As.

(N.S. 23593/44.—22 Jun 1944.)

Shock-resisting adaptors, Patterns 17054 and 17055, are available as an immediate measure to protect electric lamps and lighting fittings from damage under shock.

2. A spring mounting, Pattern 17095, has subsequently been introduced and will be fitted to all suitable lighting fittings in new construction.

3. Spring mounting, Pattern 17095, is suitable for all lighting fittings mounted on looping-in-bases with the exception of the following:—

Bulkhead fittings, Pattern 5788/9 and 17015, and long pendants when length of conduit exceeds 9 in.

4. The general arrangement of a lighting fitting supported on spring mounting, Pattern 17095, is shown in A.F.O. Diagram 188/44. The mounting is fitted between the looping-in-base and the ship's fixed structure.

5. Alternative fixing centres of 3 in. and 3½ in. are provided on the mountings to suit either the latest looping-in-base, Pattern 4483, or the earlier Pattern 9021.

6. In instances where experience has shown that lamps or lighting fittings are liable to failure under shock and in which the shock resisting adaptors, Patterns 17054 or 17055 have not proved satisfactory, ships' officers are to arrange for the installation of spring mountings, Pattern 17095.

7. The following precautions are to be observed in fitting:—

(a) The fixing studs must be cut off flush with the securing nuts as shown in A.F.O. Diagram 188/44.

(b) A loop is to be provided in the cable between the fixed structure and the looping-in-base to minimise the possibility of damage to the cable under vibration.

8. Ships' officers are to demand sufficient mountings, Pattern 17095, to meet the requirements of paragraph 6 above. Where the work is beyond the scope of ships' staffs, an item, classification "A" is to be inserted in the next list of Alterations and Additions.

9. Demands should be forwarded to storing yards in the usual manner.

3310.—44-in. Searchlight Projector, Mark VIIB (Pattern 12157)—Introduction

(N.S. 30733/43.—22 Jun. 1944.)

A 44-in. projector, which will be known as "Pattern 12157, 44-in. Projector, Mark VIIB, for all-round Training and Power Control by Mark V (A.R.L.) System," has recently been introduced into service. This projector will be fitted in all new construction ships where 44-in. power controlled searchlights are specified until such time as a new design of 20-in. lightweight power-operated searchlight, now on order, becomes available.

2. The purpose of the new projector, as the name implies, is to permit of unrestricted training. This makes possible the alignment of the searchlight beam with the sights by the shortest route when switching on, or when changing from one sided sight to the other. Valuable time may be saved thereby.

3. The following, in brief, are the changes in the projector and control gear as compared with the previous standard equipment:—

Projector:—

(i) A slip-ring unit, Pattern 12151, is fitted in the base of the support arms. This enables the gland plates, cable spreader and cable trunk, to be dispensed with, and permits the incoming cables to the projector to be led direct into the pedestal.

(ii) Training stops are not fitted.

(iii) The maximum depression of the barrel is reduced to 28 degs. (To ensure clearance between the cover of the slip-ring unit and the barrel.)

Control Gear.

(iv) The gearing at the sight between the sight and the transmitter box is altered to give a training ratio of 1 to 1 instead of 1 to 0.45.

(v) The mag-slip, Pattern 1372, in the training oil unit at the projector is replaced by Pattern 6547, which is provided with slip rings.

(vi) The gear ratio between the worm and worm-wheel driving the mag-slip resetter is changed to give a ratio of 72 to 1 instead of 160 to 1 as formerly.

(vii) The cut-off cams in the oil unit are omitted, as they are no longer required.

4. *Maintenance of Slip-ring Unit, Pattern 12151.*—In order that the slip-ring unit shall remain satisfactory whilst in service, the following procedure should be followed monthly, or at shorter intervals if found necessary:—

(i) Remove cover of unit.

(ii) Wipe over the slip rings and brush gear with a soft clean cloth to remove all traces of moisture and dust.

(iii) Remove any moisture and dirt from inside the box and cover.

(iv) Check the cable glands for watertightness.

(v) Ensure that the ball race (in the base of the unit) is adequately lubricated. Surplus grease extruded should be cleaned away.

(vi) Replace the cover, screwing the securing knobs well home by hand. No wrench, or other tool, should be used for tightening the knobs.

5. *Spares*.—The list of spares authorized for the Mark VIIA projector, Pattern 12156, applies also to the Mark VIIB projector, Pattern 12157. In addition, spares on the following scale should be demanded from storing yards by ships concerned in commission. For ships concerned of new construction, arrangements for supply will be made by warrant yards in the usual manner.

Pattern No.	Description	Ships with one projector	Ships with two or three projectors	Ships with four or more projectors
12151	Slip-ring unit complete	—	1	1
12158	Main brush	4	8	16
12159	Auxiliary brush	20	40	80
12163	Main brush holder complete	—	—	4
12164	Auxiliary brush holder complete	—	—	8
12165	Main slip-ring	—	—	4
12166	Auxiliary Slip-ring	—	—	4
12167	Slip-ring spacer	—	—	6
12168	Main brush spring	8	16	32
12169	Auxiliary brush spring	20	40	80
12170	Brush holder spacer	—	—	4
12198	Brush holder insulating block	—	—	8
12199	Insulation washer	—	—	2
12200	Cover gasket	1	3	4
12201	Felt washer	4	12	16
12202	Base plate and ball race complete	—	—	1

6. The sea store establishments and the lists of particulars concerned will be amended.

(C.A.F.O. 2588/42 and A.F.O. 6136/43.)

3311.—Wood Naphtha—Use of in Cable Jointing

(N.S. 23225/44.—22 Jun. 1944.)

A report has been received which indicates that a cable ship has used mineral naphtha in the jointing lamp for making gutta percha core joints for A/S cables.

2. Mineral naphtha is most injurious to gutta percha and should never be used in the lamp for making gutta percha joints. If used, a sooty deposit will be left on the joints (or tools) causing bad adhesion, resulting in faulty joints. Moreover, mineral naphtha is a solvent of the resinous constituent of gutta percha and will cause its decomposition.

3. Wood naphtha only is to be used for the above service and should be demanded by vessels concerned as necessary from their storing yards.

4. Dockyards and R.N. store depots should obtain supplies as required by local purchase from Messrs. Submarine Cables, Ltd., 22, Old Broad Street, London, E.C.2.

5. In an emergency when wood naphtha is not available, methylated spirit should be used in preference to mineral naphtha.

3312.—Radar—Type 253—Replacement of Resistance

(R.E. 01988/44.—22 Jun. 1944.)

Cases have occurred of Resistance 500 ohms, 1 watt (R36 of diagram 4 in C.B. 4229) decreasing in value due to overheating and causing the set to squitter.

2. This trouble has not been experienced frequently enough to warrant replacement in all sets. Should R36 become defective, however, it should be replaced by Pattern W2716A, 510 ohms, 2 watt, resistor.

3. Resistances, Pattern W2716A, will be supplied on demand, by the Superintending Naval Store Officer, Haslemere.

3313.—Radar Sets, Type 271Q/273Q/276/277/293—Modification to Amplifiers M.59 and M.70

(R.E. 02081/44.—22 Jun. 1944.)

A.F.O. 2764/44 is to be amended as follows:—

Title.

Line 1. Delete "276/277/293".

Line 2. Delete "M.70".

Paragraph 2, line 2. Delete "M.70".

Paragraph 4, line 4. Delete "and on . . . H.546A".

(A.F.O. 2764/44.)

3314.—Doors in way of Radar and W/T Offices—Damage from Gun Blast

Capital Ships, Monitors and Cruisers

(R.E. 01154/44.—22 Jun. 1944.)

It has been reported that damage to Radar installations from heavy gun blast has occurred in a capital ship, due to screen doors being blown open and to light steel doors of Radar offices, inside the screen doors, also opening under blast or concussion.

2. The attention of ships' officers in capital ships, monitors and cruisers, is drawn to this possibility. Screen doors which have been found difficult to keep clipped under gun blast should, if standard watertight doors, be fitted with strongbacks. If non-watertight or not of standard pattern the clips may be too few or too weak, and additional or stronger clips may suffice. An item for the work involved should be included in the list of As. and As, classification "A".

3. Light steel doors to Radar and W/T offices which are defective or have been found to come open during gun fire should be stiffened and the clips strengthened and refitted as necessary, the work being treated as a defect.

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

3315.—D/F Outfit FH4—Replacement Condensers

(R.E. 11366/44.—22 Jun. 1944.)

Reports from sea indicate that the Pattern W.1346 condensers used in D/F outfit FH4 are unreliable.

2. This pattern of condenser is used in Pattern W.6142 and W.6142A receiver units FHB and in Pattern W.6143 power unit FHB.

3. In certain instances it is only practicable to replace a defective condenser by one of the same type, whereas in others, an improved condenser can be used.

4. Details are as follows:—

(a) *Receiver Unit FHB* (Patterns W.6142 and W.6142A).

The following condensers should be replaced by Pattern W.1346 condensers (vide Circuit Diagram on Fig. 9 of Handbook C.B. 4333):—
C.3F and P, C.4F and P, C.5F/A and P/A, C.5F/B and P/B, C.6F and P, C.12F and P, C.13F and P, C.27F and P, C.33F and P.

The following Pattern W.1346 condensers, when defective, should be replaced by paper tubular condenser, Pattern 50004 0.02 microfarad:—

C.18, C.57, C.58, C.60, C.70, C.71.

(b) *Power Unit FHB* (Pattern W.6143).

One condenser, Pattern W.1346 is used in this unit and this should be replaced, when defective, by Pattern 50004.

5. Ships concerned should demand a quantity of 10 in number, Pattern W.1346 condensers and 5 in number, Pattern 50004 condensers from S.N.S.O., Haslemere, quoting this Order as authority and these should be held on board as spares for use in the outfit as described above.

6. Base staffs are to render any necessary assistance in effecting replacements.

3316.—Type 55M—Fitting—As. and As.

(R.E. 10542/44.—22 Jun. 1944.)

A.F.O. 2633/44 is to be amended by deleting H.M. Submarine "Tribune" from the heading and from paragraph 2 and substituting H.M. Submarine "Taku".

(A.F.O. 2633/44.)

3317.—Lamps, Pattern 16000, for Use with Lanterns, Boats, Signalling, Pattern W. 1020—Defects and Replacements

(R.E. 11243/44.—22 Jun. 1944.)

It has been found that a certain number of lamps, Pattern 16000, for use with lanterns, boats, signalling, Pattern W.1020, are of defective manufacture. The defects cause the beam to fall either above or below the horizontal.

2. Ships supplied with these lamps should carry out the following test in a darkened space :—

- The lanterns, Pattern W. 1020, should be placed on a firm and level support.
- A white card on which is drawn a circle of 31-in. diameter, with a cross in the centre, should be fixed 15 ft. away from the lantern, with the centre of the circle at the same height as the centre of the lens.
- The lanterns should be trained so that the cross on the card is in the centre of the sight and the light exposed.
- The beam should now fall within the circle.

3. If the beam falls outside the circle, either above or below, to right or left, the lamp is unsuitable and replacements should be demanded.

4. It is not anticipated that all lamps supplied will completely fill the circle, but lamps which do not do so should not be rejected so long as the beam falls within the circle.

(A.F.O. 855/43.)

3318.—Light-Weight Headphones—Admiralty Pattern No. M.481—Introduction as an Alternative to Existing Headphones*R.N. Shore Wireless Stations*

(N.S. 22669/44.—22 Jun. 1944.)

Reports indicate that the existing Pattern W.621 receivers, telephone, Pattern 4966, headgear and Pattern 7151, Plug with lead, introduced for general use are unnecessary in receiving rooms on shore.

2. Light-weight headphones (Pattern M.481, headphones, L.R. with 6-ft. lead and plug, P.O. type 316) are therefore being introduced for use in R.N. shore wireless stations.

3. Demands for light-weight headphones should not be made in respect of outfits CNY1 or type 608, in which Pattern M.481 is already incorporated.

4. Where the light-weight headphone is desired in preference to the heavier standard type, demands should be made for Pattern M.481, the appropriate quantity of the standard type being returned to stores when the new type have been received.

5. Light-weight headphones are not to be demanded for mobile naval wireless stations, etc., as they are not suitable for service in exposed positions.

6. The undermentioned quantities will be issued without demand to bases indicated but it is not expected that stocks will become available generally for some months :—

Base	Quantity
Aden	100 sets
Alexandria	400 sets
Bombay	300 sets
Colombo	800 sets
Durban	300 sets
Freetown	200 sets
Kilindini	200 sets
Malta	500 sets
Gibraltar	200 sets

3319.—R.N. Shore Wireless Stations—Receiver Outfit CDH—Coil, Range "J", A.P. 56256—Supply*R.N. Shore Wireless Stations, Naval Air Station, etc., fitted with Receiver Outfit CDH or Receiver B34*

(N.S. 24231/44.—22 Jun. 1944.)

A.P. 56256, coil, plug-in, range "J", 40-90 Kc/s. is now available.

2. Stations not holding this Coil are to render demands through the normal channels on the basis of one for each receiver B.34 fitted which is deficient of this coil.

3. Attention is drawn to the fact that, although these coils are correctly set up by the manufacturers prior to delivery, small adjustments may be necessary to suit individual receivers.

4. The procedure for correct adjustment should be carried out in the same manner as described in the Handbook for Range "F", except that the alignment points are as follows :—

Maximum Frequency	Align at	Track at
90 Kc/s.	80 Kc/s.	40 Kc/s. (Minimum frequency)

5. Normally, a calibrated signal source such as a signal generator should be used for this purpose, but in the event of such apparatus not being available a signal of known frequency as close as possible to each of those given in paragraph 4 above should be used.

6. There is space provided in Pattern W.4991 box for stowage of this coil.

3320.—Aero Engines—"Abbreviated Defect Report Procedure"

(A.M.R. 2598/42.—22 Jun. 1944.)

An amended comprehensive list of engine defects not requiring Form A.21 action, is promulgated for information, and cancels A.F.O. 5930/42 and subsequent amendments to it.

2. All defects occurring in the following engines are to be treated as monthly defect items, except when the defect is of a type unknown to the originator and considered to be of such importance as to justify Form A.21 action, in which case, in spite of the obsolescence of the engine, a Form A.21 is to be raised :—

Merlin III, VIII, XX, 30, 45, 45M and 46.

Kestrel 30.

Perseus XII.

Mercury VIII, IX and XII.

Taurus II and XII.

Tiger VI, VIII and IX.

Gipsy I, II and III.

Gipsy Six II.

3. Items submitted in monthly defect lists are to be grouped by their "Engine Types" and the following information is to be given :—

(a) Item No.

(b) Engine type.

(c) Component or part defective.

(d) Nature of defect.

(e) Number of defects for the month.

(f) Modification state of the component or part defective.

4. Monthly defect lists are to be forwarded direct to Admiralty (D.A.M.R.), two copies, and to the Administrating Authority, one copy on the 7th of each month.

Specimen Copy as below

Item No.	Engine Type.	Component or Part.	Nature and Cause of Defect.	No. per Month.	Mod. State of Component or Part Defective.
1	Merlin XX ...	Coolant pump ...	Leaking gland.	4 { 3 1	447 not embodied 447 embodied
2	Merlin III ...	Crankcase/cylinder block joint face	Distorted	2 { 1 1	271 not embodied 271 embodied
3	Merlin 45M...	Three and four main bearings	Failed due to over-boosting	1	480 embodied
1	Taurus XII...	Rear main roller bearing	Collapsed	2 { 1 1	1673 not embodied 1673 embodied
2	Taurus XII...	Cylinder holding down studs	Fractured	2	1259 not embodied
1	Mercury XII	Etc.			

5. List of specific defects requiring monthly defect report procedure which may occur in engines other than those in paragraph 2.

Serial No.	Engine Type.	Component.	Defect.
1	Merlin 32 ...	Supercharger rotor ball bearing.	Failures prior to Mod. 430.
2	Merlin 32 ...	Camshaft drive shaft, upper level bearing housing holding down studs.	Failure prior to Mod. 623.
3	Merlin 32 ...	Supercharger case/wheelcase, two centre nuts at top.	Slacking back prior to Mod. 698.
1	Pegasus III, VI and 30.	Rocker anchor bracket	Fracture of bracket, prior to Mod. E.1397.
2		Exhaust valve ...	Fracture and sticking of, prior to Mod. Bristol E.1362 and 1535. (Note.—Mod. E.1535 introduced the soft stemmed valves, Part No. F.B.118031.)
3		Valve guide, exhaust...	Excessive wear, prior to Mods. E.1535 or E.1362.
4		Bolts, tie-rod, fulcrum	Fracture, prior to Mod. E.1418.
5		Reduction gear ...	Loss of, prior to Mod. E.1357.
6		As affected ...	High oil consumption.
7		Pistons and piston rings	Failures, prior to Mod. E.1512
8		As affected ...	Oil in the induction system.
9		Vacuum pump driving gears.	Excessive wear, prior to Mod. E.1735 (Pegasus III and 30 only).
10		Oil pump ...	Scoring of oil pump driven gears, prior to Mod. E.1725.
11		Adaptor, sparking plug	Adaptor loose in cylinder.

Serial No.	Engine Type.	Component.	Defect.
1	Mercury XV, XX, 25 and 30.	Cylinders and pistons	Excessive wear due to sandy conditions, except where air cleaners are fitted.
2		Adaptors, sparking plugs.	Adaptor loose in cylinder head.
3		Rocker anchor bracket	Fracture of bracket, prior to Mod. E.1397.
4		Exhaust valve ...	Fracture or sticking of, prior to Mods. E.1362 and E.1535. (Note.—Mod. E.1535 introduced soft stemmed valves. (F.B. 118031).)
5		Exhaust valve guide...	Excessive wear, prior to Mods. E.1535 or E.1362.
6		Bolts fulcrum, tie-rod	Fracture of, prior to Mod. E.1418.
7		Reduction gear ...	Loss of, prior to Mod. E.1357.
8		As affected ...	High oil consumption.
9		Piston or piston rings	Failure of, prior to Mod. E.1512.
10		As affected ...	Oil in the induction system.
1	Hercules, all series	Sleeve or sleeve drive	Seizure or failure of drive, prior to Mods. E.1230 and E.1460.
2		Impellor, supercharger	Damage due to entry of foreign bodies.
3		Supercharger ...	Slipping attributable to oil sludge.
4		Oil retainer, big end fixed.	Failure of, prior to Mod. E.1513.
5		Roller bearing, crankshaft, rear.	Failure of, prior to Mod. E.1456.
6		Sparking plug adaptors, cast-in.	Looseness, prior to Mod. E.1130.
7		Centre main bearings	Failure of, prior to Mod. E.1836.
8		Oil pump driving dogs	Failure of, prior to Mod. E.1789.
9		Front cylinder baffles	Cracking of, prior to Mod. R.E.112.
10		Priming pipes ...	Fracture of, prior to Mod. E.1219.
1	Cheetah IX ...	Oil pipe from heater box to vacuum pump.	Fracture of, prior to Mod. Anson 447.
2		Pipe primer distributor, half port.	Chafing of pipe against oil scavenge pipe.
1	Cheetah X ...	Cylinders and pistons	Excessive wear due to sandy conditions, except where air cleaners are fitted.
2		Air intake (aluminium)	Elongation of rivet holes, prior to Mod. 459 and cracking of plates.
3		Carburettor float ...	Fuel logging, prior to Hobson amendment No. 139, which provides for varnish to cover harness as well as float.

Serial No.	Engine Type.	Component.	Defect.
1	Cheetah IX and X	Cylinder group ...	Fracture of barrel between cooling fins, prior to Mod. E.716 (fractures elsewhere to be reported on Form A.21).
2		Cylinder group ...	Fracture of head. Fractures of modified type, Part No. S.R.57084, to be reported on Form A.21.
3		Cylinder barrel adaptor	Fracture of, prior to increase in radius and thickness. New adaptor has Part No. S.R.12409/2.
4		Rocker bracket ...	Fracture of or stripping of threads, prior to Mod. E.675.
5		Shaft, driven, for oil pump.	Fracture, prior to Mod. E.486.
6		Pump, oil, auxiliary, Rotherham.	Failure of pump or drive, prior to Mod. E.637.
7		Valve exhaust, guide exhaust, guide inlet.	Burning of exhaust valves and wear of guides, prior to Mods. E.485, 480, 543, 476 and 729 (Mod. E.729 Cheetah IX only).
8		Venturi plug ...	Fracture of hexagonal head.
9		A.V.70M Carburettor, chamber boost control.	Stripping of thread in chamber to take drain plugs, prior to Hobson Mod. 78.
10		Wrist pins, plain or grooved.	Fracture of wrist pin.
11		Crankshaft splines ...	Cracked due to loose propeller bosses or shock loading.
12		Gudgeon pin ...	Cirelip failure.
13		Cylinder ...	Flange studs in cylinder head stripping.
14		Valve seat inlet ...	Loosening in cylinder head.
15		Master rod ...	Fracture of bearing shell horns of shell anchor pin.
16		Valve springs, inner and outer.	Fracture of.
17		Piston ...	Fracture of skirt, prior to Amendment 729. Part No. of amended type is S.R. 36826/9 and onwards.
18		Valve inlet ...	Displacement of cotters, prior to Mod. E.736.
1	Gipsy Major ...	Exhaust valve ...	Cracking of face, prior to Mod. 959.
2		Bolts securing valve rocker bracket to cylinder head.	Fracture of bolts, prior to Mod. 1051. (Note.—Mod. 1051 introduces bolt, Part No. 1902-27).
3		Piston, piston rings ...	Seizure of piston and rings prior to Mods. 913 and 955.
4		Crankcase ...	Cranks in crankcase, prior to Mod. 1049.
5		Induction manifold ...	Cracking of, except where a re-designed steady bracket is fitted.

Serial No.	Engine Type.	Component.	Defect.
6	Gipsy Major	Camsshafts ...	Seizure, prior to Mods. 936, 942 and 946.
7		Engine ...	Rough running (prior to Mod. 1026), ascribed to carburation.
8		Airscoops ...	Fracture of, prior to Mod. 1080.
9		Flame trap ...	Failure of flame trap element, prior to Mod. 1073.
10		Flange (Vernier), for control lever.	Taper pin becoming loose (prior to Mod. 1090).
11		R.P.M., indicator shaft	Shearing of, prior to Mod. 1009.
1	Gipsy Major (Magister).	Manifold exhaust ...	Cracking of, prior to Magister Mod. 1/135.

6. All defects other than listed above are to be reported in accordance with usual Form A.21 procedure.

(A.F.Os. 5930/42, 1833/43 and 4460/43 are cancelled.)

3321.—Aircraft Equipment—Accounting and Checking Procedure

(A.E. 4347/44.—22 Jun. 1944.)

The following amendments are to be made to A.F.O. 1859/44 :—

Paragraph 7 (i) (a). Amend to read :—

(a) One copy to be signed by the pilot, who is personally to check the aircraft by this copy, which is to be passed by the Ferrying Pilot to the Air Supply Officer.

Paragraph 7 (last sub-paragraph). Amend to read :—

“ . . . in the Air Supply and Engineering Departments.”

(A.F.O. 1859/44.)

3322.—Aircraft Radio—Indicating Unit Type 96—Instability of Time Base

(A.C.R.D. 624/44.—22 Jun. 1944.)

A number of defect reports have been received concerning indicating unit type 96. The defects refer to instability of time base sometimes causing the unit to be useless.

2. Investigations are being carried out to ascertain the causes of this trouble and an interim remedy which has been found satisfactory on a number of units is given in the appendix to this Order.

3. If defective indicating units type 96 giving symptoms described above are encountered the interim modification is to be incorporated if the parts referred to can be obtained. Components may be demanded on R.N. Stores if required but it is not possible at this stage to ensure that a complete supply of these components will be available in the R.N. Store Depots.

4. As each unit is modified a careful test is to be made to confirm that the unit is operating satisfactorily.

5. If the modification parts cannot be obtained or if the modification does not cure the trouble, indicator units type 6B are to be demanded and used in lieu of indicating units type 96.

APPENDIX

As a result of the investigations into the instability of the time base in indicating unit type 96, it appears that the most serious of these troubles is due to R.F. pick up in the time base circuits which is caused by :—

- (i) R.F. leakage along the synchronization lead.
- (ii) Random radiation.

The modifications described below are designed to prevent R.F. pick up in the time base circuits due to these causes.

2. The following components are required for the modification :—

Stores Ref.	Nomenclature	Quantity
10C/4271	Condenser Type 2215 (100 $\mu\mu$ F)	1
10W/690	Resistance Type 874 (470-ohms $\frac{1}{2}$ -watt 10 per cent.) ...	5
or 10W/6911	Resistance Type 6911 (1.8-K., $\frac{1}{2}$ -watt, 10 per cent.) ...	2
10W/300	Resistance, Type 726 (33-K., $\frac{1}{2}$ -watt, 10 per cent.) ...	1
10A/14800	Caps, valve, Type 64	4
10W/1799	Resistance, 33-K., $\frac{1}{2}$ -watt	1

(Required only for units below Serial No. 200.)

3. The procedure for carrying out the modifications is as follows :—

(i) *Transmitter, Type T.3040E.* (See A.P. 2544A, section 2, chapter 1, Fig. 1)

(a) To prevent R.F. leakage along the synchronization lead proceed as follows :— (The unmodified circuit is shown in Fig. 1 and the modified circuit in Fig. 2, of A.F.O. Diagram 186/44.)

Disconnect the inner of the white Pye plug from the non-earthly ends of resistance R7 (100-ohms) and from the meter. Connect a 1.8-K. resistor (Stores Ref. 10W/6911) between the inner of the plug and the junction of R7 and the meter. Connect a 100-micro-microfarad condenser between the inner of the white Pye plug and earth. Keep all leads as short as possible.

(b) It is important that the p.r.f. of the transmitter should be set at approximately 400-c/s by means of test set, Type 28.

(ii) *Indicating unit, Type 96.* (See A.P. 2544A, Vol. 1, Section 3, chapter 4, Fig. 1.)

(a) To prevent random R.F. pick up proceed as follows :— (The unmodified circuit of VI is shown in Fig. 3 and the modified circuit in Fig. 4, of A.F.O. Diagram 186/44.)

Identify valves V1, V2, V3 and V4 and connect a 470-ohm resistor directly on to the control grid of each valve, using the special type of cap (Stores Ref. 10A/14800) so that the resistor is directly in contact with the grid. Connect a 1.8-K. resistor (Stores Ref. 10W/6911) directly in series with the suppressor grid of V1 and 470-ohms (Stores Ref. 10W/690) or a 560-ohm. (Stores Ref. 10W/689) resistor in series with the suppressor grid of V2. Keep all leads as short as possible.

(b) It may be found that on some indicators one or more of the above modifications have been carried out, e.g., the 470-ohm resistor on the grid circuit of V3 was introduced in later models on the production line.

(c) A further modification was introduced in later models (approximately from Serial No. 200 onwards) to change the value of R.65 from 47,000 Ω to 33,000 Ω . Units of lower serial number than 200 are to be examined and where necessary a 33,000-ohms resistance (Stores Ref. 10W/1799) is to be substituted for the 47,000-ohms resistance as R.65.

(C.A.F.O. 453/44.)

3323.—Flying Clothing and Ancillary Equipment

(A.E./V. 2079/44.—22 Jun. 1944.)

A.F.O. 2103/44 is to be amended as follows :—
Paragraphs 15 and 17.

Delete Ref. No. 10A/15902, Adaptors, Type 89.

(A.F.O. 2103/44 and 2646/44.)

3324.—Transfer of Aircraft to Contractors for Repair, Overhaul, Modification, etc.

(A.E./N.S. Air 7752/44.—22 Jun. 1944.)

Pending the introduction of the new checking procedure outlined in A.F.O. 1859/44 and the re-issue of B.R. 4, Part II, the following procedure is to be followed when aircraft are transferred to contractors for repair, overhaul, modification, etc. A reference to this A.F.O. is to be placed in the margin opposite paragraph 17 of B.R.4, Part II.

2. All items distinguished by the symbol "M" in the Standard Checking List are to be removed and dealt with in accordance with A.F.Os. 5086/43 and 1397/44, and the aircraft is then to be checked to the Standard Checking List and vouched on R.A.F. Form 603 as "Complete to column 7 of Appendix 'A', Serial No. Less." items removed being enumerated by their Appendix "A" serial numbers. Thereafter, the contractor's check is to be accepted and any discrepancies reported by him are to be accepted unless the despatching unit is in a position to prove that items stated to be deficient were, in fact, installed in the aircraft.

(A.F.Os. 5086/43, 1397/44, 1730/44 and 1859/44.)

3325.—Anchor Equipment—Landing Barges

L.B.E., L.B.F., L.B.O., L.B.V. (2), L.B.W.

(N.S. 36237/43.—22 Jun. 1944.)

Each landing barge of the above types is to carry two 25-fathom lengths of rope, F.S.W., 2 $\frac{1}{2}$ -in., fitted with thimble at each end, in lieu of 1 $\frac{1}{2}$ -in. F.S.W. rope at present allowed.

2. Bases concerned should forward demands to storing yards as necessary.

3. The equipment list will be amended.

(A.F.O. 851/44.)

3326.—Coupled Bridge Voice Pipe Cocks.—As. and As.

"S," "T" and "U" class Submarines

(D. 010195/44.—22 Jun 1944.)

Item Nos. :—"S" class 516, "T" class 517, "U" class 515, classification A.

2. Combined operating handles are to be fitted to the two voice pipe cocks on each side of the bridge to enable one man to shut the cocks with ease, as indicated on A.F.O. Diagram 185/44.

3. The work is to be undertaken by Depot Ships' staff for submarines in commission.

4. Separate action is being taken by the Admiralty for vessels under construction.

(Admiral (S), 21 Apr., 1944, No. 685/SM.476.)

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

3327.—Oerlikon Ready Use Lockers—Modification—As. and As.

L.C.T.

(D. 013589/44.—22 Jun. 1944.)

The following alteration and addition item has been approved, classification "A", for L.C.T. fitted with Oerlikon mountings, Mark IIIA and 7 ft. 9 in. diameter zarebas :—

"To remove front securing clips of ready use lockers, and transfer padlock hasp and staple to the sides of the lockers."

(Capt., M.L.C., 16 Mar. 1944, No. M.592/32.)

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

3328.—Forward Hydroplane Gear—Housing Cylinder Joint Rings—As. and As.*"T" Class Submarines*

(D./P. 06100/44.—22 Jun. 1944.)

Item No. "T" Class 523, Classification "A".

2. Arrangements are to be made for the steel joint rings, item G, Vickers Armstrongs Drawing No. 811/1045, fitted to the housing cylinders of "T" class submarines equipped with "Oleo" systems of oil and glycerine with water, to be replaced with joint rings of manganese bronze.

3. The joint rings should be made from a cast quill of ample dimensions the end portions of which should be discarded to ensure that the finished ring is of sound material and free from porosity.

4. The work is to be carried out by the depot ship staff if convenient or at next refit. The list of special stores is to be amended accordingly.

5. Separate instructions will be issued by the Admiralty for vessels under construction.

*(Admiral (S), 16 Mar. 1944, No. S.M. 479/630.)**(This order is to be retained until complied with.)***3329.—Air Conditioning and L.P. Blowing Arrangements—As. and As.***"T" Class Submarines*

(D./P. 5324/44.—22 Jun. 1944.)

Item No. "T" class 522. Classification "A*".

2. Freon air conditioning plants are to be fitted in place of dehumidifiers in "T" class submarines, as follows:—

(i) "Truant," "Taku," "Thrasher," "Trusty," "Templar," "Tally-Ho," "Tantalus," "Tantivy," "Thule," "Tudor," "Tradewind," "Tren, chant," "Telemachus," "Zwaardvisch," "Terrapin," "Thorough." To be fitted with two Freon air conditioning plants, the dehumidifiers removed and a L.P. blower fitted aft.

(ii) "Trident". To be fitted as (i) except that the forward dehumidifier is to be retained until next refit, when the second Freon air conditioning plant will be fitted in lieu and a L.P. blower fitted aft.

(iii) "Trespasser," "Taurus," "Tactician," "Truculent." To be fitted with two Freon air conditioning plants and the dehumidifier retained aft.

3. The modifications under paragraph 2 (i), (ii) and (iii) which are necessary to the ship ventilation and include the fitting of condensate recovery tanks, etc., are to be in accordance with drawings supplied on application to the Admiralty.

4. Separate instructions have been issued by the Admiralty for vessels under construction.

5. The instructions contained in paragraph (a) 1 (a) of Admiralty letter dated 26th September, 1942, P.14644/42 are cancelled.

*(Admiral (S), 29 Mar. 1944, No. 540/S.M.514.)**(This order is to be retained until complied with.)***3330.—"B" Type M.Ls.—Third Officers Cupboard Fire Risk**

(C.F.M./N.L. 5501/44.—22 Jun. 1944.)

In several M.Ls. the wardroom stove pipe passes through the after bulkhead of the ward room, through the third officers cupboard and up through the deck head of the officers wash place, to clear the Oerlikon bandstand.

2. In one vessel, a serious fire occurred, caused by clothing in the cupboard becoming ignited.

3. Both the fitting of the third officers cupboard and the replacement of ward room Bogey stoves by Courtier stoves are authorized by A.F.O. 4658/42, but the run of the stove pipe described in paragraph 1 is not in accordance with the approved arrangements. These are shown on Fairmile Drawing No. B.359, the pipe running outboard and through the deck head to clear the Oerlikon bandstand, but not passing through the ward room bulkhead.

4. It should be noted that the fitting of lagging around a stove pipe is no guarantee against the possibility of fire, should the lagging be in contact with combustible material contained in a small enclosed space through which the stove-pipe passes, as in this case the heat cannot be dissipated readily. Good air circulation is essential in addition to the lagging.

5. Inspection should be carried out in all M.Ls to ascertain whether the stove pipe run is correct, and where not in accordance with the approved drawing, the necessary alterations should be made at the first opportunity.

6. In vessels incorrectly fitted, the third officers cupboard is to be left empty pending the alterations.

7. Any alterations required should be treated as defects.

*(A.F.O. 4658/42.)***3331.—Switches, Pattern 4224A—Introduction**

(N.S. 35722/43.—22 Jun. 1944.)

Switches, Pattern 4224, as supplied by Messrs. General Electric Co. Ltd., have hitherto been provided with terminals above the centre line, whereas in those from other contractors the terminals are below the centre line.

2. To facilitate wiring it is essential that all switches supplied for installation in ships should be identical. Arrangements have accordingly been made for future supplies from Messrs. G.E.C. for ship use to be provided with terminals below the centre line, but in view of the work involved the switches supplied by this firm for shore establishments will continue to have terminals above the centre line.

3. In order to discriminate between the two types of switch Pattern 4224A has been assigned to the switches with terminals below the centre line and in future this pattern only should be employed for ship use. Switches with terminals above the centre line will continue to be designated Pattern 4224 and should be used solely in shore establishments.

3332.—Officers' Bedding—Landing Barges

(N.S. 20901/44.—22 Jun. 1944.)

The bedding detailed in the appendix hereto is to be carried in all landing barges in which an officer is permanently accommodated.

2. Where a cabin or berth is not provided, a steel-framed camp bed may be supplied.

3. The equipment list will be amended.

Appendix

Subhead E.10 (Permanent Stores)

Pattern No. 1	Description	Quantity
T.373	Mattress, hair, 6 ft. × 2 ft. 2 in....	1 No.
19A	Cover for mattress	1 No.
T.362	Blanket, white, 69 in. × 62 in.	3 No.
—	Underblanket 72 in. × 30-in.	1 No.
T.334	Pillow, feather	1 No.
37	Pillow, hair	1 No.
37A	Cover for pillows	4 No.

*(Captain Landing Barges letter L.B.78, 15 Apr. 1944.)***3333.—U.S. Type Aldis Lanterns—Replacement of Battery**

(N.S./R.E. 10444/44.—22 Jun. 1944.)

Ships supplied with U.S. type Aldis lanterns may demand the following stores to replace the U.S. type dry battery when the latter becomes unserviceable:—

Pattern	Description	Quantity allowed for each lantern
3361	Cells	12 (includes 6 spare)
3364	Connections	10 (includes 5 spare)
5344	Battery boxes	2 (includes 1 spare)
1842	Plugs	2 (includes 1 spare)

3334.—Naval Store Accounting Procedure

Frigates and Corvettes

(N.S. 13848/44.—22 Jun. 1944.)

The following is a re-issue of A.F.O. 5516/43 as amended by A.F.O. 1249/44, and embodies details of a modification of the Naval store accounting procedure which it is hoped will assist Storekeeping Officers and Supply Ratings to control their stock and frame their demands for replenishment.

2. Owing to the shortage of experienced Supply Ratings a modified Naval store accounting system has been instituted for frigates ("River" and later classes) and corvettes ("Flower" and later classes) (except as stated in paragraph 3). The procedure to be followed is contained in the Appendix to this order. Naval Store Accounts—S.1099D and F.A.23 (or F.A.23X)—are provided accordingly as directed in A.F.O. 3069/44. One Leading Supply Assistant is included in the scheme of complement for both victualling and Naval storekeeping duties. In "Captain" class and maritime commission frigates, however, a Supply Assistant is allowed as well, on account of the larger numbers borne.

3. The following vessels, however, follow the normal B.R.4. accounting procedure and use the ordinary Naval storekeeping ledgers; two Supply ratings have been included in their schemes of complement for victualling and Naval storekeeping duties, and K.R. & A.I., Article 1464 (paragraph 7) will apply:—

"Deveron," "Ithen," "Kale," "Moyola," "Nith," "Spey," "Tay,"
"Trent," "Exe," "Jed," "Lagan," "Ness," "Rother," "Swale," "Test,"
"Teviot," "Waveney," "Wear."

4. The Engineer Officer will normally be the Naval Storekeeping Officer of each vessel. If, however, an Engineer Officer is not borne, the Commanding Officer should delegate these duties to another officer.

APPENDIX

H.M. frigates and corvettes (except vessels mentioned in paragraph 3 of this Order—instructions as to the supply accounting, etc., for Naval Stores)

Permanent Stores.—Permanent stores are to be accounted for on Forms S.1099D (inside) enclosed in covers S.1099D (outside). Separate accounts for each department of the ship will be prepared (in triplicate) by the dockyard of store depot allocated, and the three copies will be distributed as follows:—

- (i) Original—standard copy for the Naval Storekeeping Officer.
- (ii) Duplicate—to be retained by the dockyard or store depot as a record of the "First Outfit" supplied.
- (iii) Triplicate—copy for the use of the Departmental Officer concerned.

2. The triplicate copies supplied for the use of the Departmental Officers, as well as the original copies held by the Naval Storekeeping Officer, are to be completed in the "Remarks" column by the ship's staffs, with details of the permanent stores supplied to Departmental Officers on "permanent" loan. The signatures of the officers concerned should be obtained for these stores similarly to that required of the Naval Storekeeping Officer, on the inside of the cover S.1099D (outside) on assuming custody, and on change of Departmental Officer.

3. Replacements of permanent stores of the same pattern number which involve no change in the number on board are not required to be posted in the S.1099D account, and the quantity will remain unaltered. The only changes in the quantities shown in the S.1099D account, therefore, will be when an article is supplied in addition to those already on charge or when an article is returned or lost and is not replaced. Such changes are to be posted in the account as directed on the Form S.1099D (inside). (Note.—If the quantity on loan to the Departmental Officer is also changed, the amended details are to be initialled by the officer concerned in the original and triplicate copies of the S.1099D account.)

4. **Consumable Stores.**—Consumable stores are to be accounted for in an account F.A.23X. This is F.A.23 modified by pasting new headings over the headings as printed, thus:—

← Left →				← Right →					
Account of Receipt and Expenditure of Consumable Stores									
Where Stowed	First Supply	Stores Received (entries to be made in ink)	Middle of Page Slip Divides Here	Total Receipts (entries in pencil)	Stores Issued (entries to be made in ink)	Total Issues (entries in pencil)	Remains (entries in pencil)		
4	5	6		7	8	9	10		

Notes.—(a) All frigates and corvettes commissioning in future will be supplied with F.A.23X modified as described above. Vessels already in commission will be supplied with a stock of the new headings to be pasted into existing F.A.23s; but, if preferred will, on application to D. of S. (N.S.4B), be supplied with a new blank F.A.23X.

(b) Columns 1, 2 and 3 will remain as originally printed in F.A.23.

5. Only one copy of the F.A.23X will be prepared by the dockyard or store depot allocated and will be supplied to and kept by the Naval Storekeeping Officer for the whole ship, who will be also responsible for demanding all consumable stores required to replenish stocks on board.

6. Particulars of quantities of stores received from the storing yard or depot are to be entered in ink in the left hand (receipt) columns of F.A.23X.

All supply notes (triplicate copies of Forms S.134D) for consumable stores should be filed in chronological order and in the order of subhead and item, and retained with the account.

7. All issues of stores are to be recorded as they are made, using Counter Book S.149A for this purpose and signed by the officer or rating drawing the stores. On or about the 15th of each month the issues are to be summarized from the counter book by the Supply Rating and he is to post the expenditure of stores in ink in the right-hand (expenditure) columns of F.A.23X.

8. For purposes of stocktaking and preparing demands for replenishment of stock, the totals to date of the receipt columns and of the expenditure columns are to be entered in pencil in the total receipt and total issues columns, and by subtracting the latter from the former, the figure for remains is found and is to be entered in pencil in the column provided.

9. On completion of stocktaking and preparation of demands the pencil figures, having fulfilled their purpose, are to be erased.

10. On change of the Naval Storekeeping Officer, the certificates "A" and "B" inside the cover of the account F.A.23X are to be completed.

11. Arisings, e.g. worn cordage, scrap metal of all kinds arising from work on board, old indiarubber, electric cable, copper wire, miscellaneous small tools and metal articles, etc., are to be collected and taken on charge under suitable headings in the Consumable Account F.A.23X, and returned to the nearest dockyard or base as opportunity offers.

12. Consumable stores should be kept by the Naval Storekeeping Officer in the stowage provided and issued to departments as required. They should not be issued in bulk to departmental officers on receipt from the storing yard or depot.

13. The instructions contained in the Naval Storekeeping Manual (B.R.4) except where modified by the foregoing instructions, are to be followed.

(A.F.O. 3069/44.)

(A.F.Os. 5516/43 and 1249/44 are cancelled.)

3335.—Aircraft—Ethylene-Glycol—Recovery for Re-Distribution

(N.S. Air 9007/44.—22 Jun. 1944.)

In view of the importance of conserving stocks of ethylene-glycol as much as possible, all used ethylene-glycol recovered from aircraft or from motor transport should be accumulated at R.N. Air Stations, etc., and despatched periodically for re-distillation to:—

M.S./C.D. Factory No. 1,
Astmoor Sidings,
Warrington L.M.S.,
via Acton Grange M.S.C.

in consignments of 1-2 tons (i.e. 4-8 fifty-gallon drums).

2. Any ethylene-glycol recovered by aircraft carriers in home waters should, if convenient, be returned to the nearest dockyard or store depot for despatch to the above address.

3. When forwarding defective or contaminated coolant an advice note should be furnished to the contractors showing whether the glycol is approximately 90 per cent. material, i.e., glycol which has been used undiluted and has merely picked up some contamination, or whether it is a solution in water, i.e., derived from anti-freeze used in motor vehicles or on certain types of aircraft engines.

4. The advice note should also show the weight and number of drums returned, and a copy should be sent to the Assistant Director of Chemical Defence (2), Ministry of Supply, Adelphi, London, W.C.2.

5. The drums to be used should be those in which new glycol has been supplied and which are the property of the Ministry of Supply.

6. No financial adjustment or question of repayment arises as the salvaged material after recovery, becomes the property of the Ministry of Supply. Any suitable forms to relieve ledger charge may therefore be used.

(A.F.O. 172/42 is cancelled.)

3336.—Aircraft—Stores for Removal of Hoar Frost

(N.S. Air 1743/44.—22 Jun. 1944.)

The undermentioned items will be allowed to shore establishments and services in accordance with the following scales for the removal of hoar frost from aircraft:—

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

Ref.	Description	Denom.	R.N. Aircraft Repair Yards		S.S.Us
			Class A	Class B	
<i>Section 4C</i>					
1930	Plant, spraying, defrosting fluid...	No.	1	1	1
1932	Tubes, 20-ft.	„	1	1	1
<i>Section 33C</i>					
776	Fluid, defrosting, Kilfrost, F.9 ...	Galls.	30	30	5
881	Fluid, defrosting, Kilfrost, P.11 (tp)	„	5	5	5

(tp) For transparent panels only.

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

R.N. Air Section, Dartmouth, Nova Scotia.
R.N.T.A.G. School, R.C.A.F., Yarmouth, Nova Scotia.

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 of Section 4 items are expected in June, 1944, and Section 33C items from R.A.F. sources are expected shortly, after which supplies to services will be made.

5. Arrangements will be 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 (S) Naval Store Officers concerned.

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES
MEDICAL STORES, CONTRACTS****3337.—Naval Stores—Supply and Accounting***Salvage Vessels and Lifting Craft*

(N.S. 22836/44.—22 Jun. 1944.)

All new construction salvage vessels and lifting craft are, on completion, allocated to commercial firms for management on behalf of the Admiralty. The following are the arrangements in regard to the accounting and supply of naval stores to these vessels.

2. *Accounting.*—The managers are responsible for the accounting for all naval stores on board the vessels when in service.

3. Lists (in triplicate) showing details of the "First Outfit" stores supplied to each vessel are to be prepared by:—

- The Superintending Naval Store Officer, Haslemere, for stores under subheads F1A, F4A, F4B and F4C.
- The Superintending Naval Store Officer of the dockyard allocated as the warrant yard, for stores under all other subheads.

4. The lists are to show separately both permanent and consumable stores and are to be enclosed in covers S.1099, which should be forwarded to the Managers with a request that each of the three copies may be receipted by their representative, the Master and the Admiralty representative, at the time the vessel is handed over. The receipted triplicate copy should be returned to the Director of Stores (4A), Admiralty, and the original and duplicate copies retained by the Managers.

5. A list showing any stores not available at the time, but which will be supplied later, to complete the "First Outfit" is also to be enclosed in each S.1099 cover.

6. *Supply of Naval Stores.*—The Admiralty is responsible for the supply of the first outfit of naval stores to new construction vessels. For all commercially managed salvage vessels and lifting craft in service, the managers are responsible for the supply of all naval stores required for maintenance. These stores should be obtained from dockyards or Naval Store Depots, if practicable, but where this is not possible, requirements may be met from commercial sources. Supplies made from Admiralty stocks are chargeable to Navy Votes.

3338.—Butane and Calor Gas for Calor Equipments

(N.S. 17955/44.—22 Jun. 1944.)

Owing to the shortage of cylinders, Messrs. I.C.I. Ltd. are unable to meet the demands at present being made upon them for the supply of Butane liquid gas under the standing contract C.P. 40372/41, dated 19th July, 1941. It has, therefore, been decided that orders under the contract are to be limited to the following:—

Superintendent, R.N. Cordite Factory, Holton Heath.
Superintending Naval Store Officers, Chatham, Portsmouth, Devonport and Rosyth.
Naval Store Officers, Dover and Londonderry.
Base Accountant Officer, Ramsgate.

2. In other areas, Calor gas is to be purchased from the nearest Calor gas dealer at the spot prices ruling on the date of purchase and under the conditions of sale published by the Calor Gas (Distributing) Co. Ltd.—empty cylinders being tendered in exchange for full—at the time of purchase. The list of dealers approved by the company is given in the Appendix to this Order and arrangements have been made for the dealers to be stocked with Calor gas cylinders to meet naval requirements in the areas stated. In the event of any shortage of Calor gas in these areas the Director of Stores, Admiralty, should be informed in order that appropriate action may be taken.

3. It is important that empty cylinders should be returned to contractors promptly.

4. Attention is drawn to A.F.O. 4993/43 regarding economy in the use of Butane and Calor gases.

APPENDIX

District	Dealers	Telephone No.
Cardiff	William Lewis (Agricultural House), Castle Street, Cardiff.	Cardiff 2907/8
Southampton	Lankester & Son Ltd., Holy Rood Place, High Street, Southampton.	Southampton 76383
Isle of Wight	Tyler & Organ, 95 High Street, Newport.	Newport 2503
Fowey	J. Bennett & Sons, Fowey.	Fowey 69
Great Yarmouth	Cooper Ltd., 32/33, Market Place, Great Yarmouth.	Yarmouth 2204
Portsmouth	J. P. Ryan, 9/10, Highbury Buildings, Portsmouth Road, Cosham.	Portsmouth 76783
Greenock	Calor Gas (Scotland) Ltd., 1a, Blythswood Square, Glasgow, C.2.	Douglas 7137/8

(A.F.Os. 807/42 and 4993/43.)
(A.F.O. 90/44 is cancelled.)

3339.—Gumtion—Use of by W.R.N.S. in lieu of Pattern 1000 Cleansing Powder
(N.S. 35489/43.—22 Jun. 1944.)

In view of complaints that Pattern 1000 cleansing powder has given rise to instances of dermatitis amongst W.R.N.S. stewards using this material, it has been approved for Gumtion to be supplied in lieu for this service for use of W.R.N.S. in future.

2. Gumtion is already a Rate Book Article (Subhead E.8) and requirements should be demanded from storing yards.

(A.O. H.M.S. "Gosling" Communication, 29 Apr. 1944.)

3340.—Royal Marines—Tropical Dress
(V.1/988/44.—22 Jun. 1944.)

It has been decided to re-introduce shoes, black, leather, and stockings, khaki, as part of tropical dress for Royal Marines, for wear *on board*. The scale of issue will be 2 pairs stockings and 1 pair shoes per man. Owing to the limited stock of shoes, black, leather, and the fact that stockings, khaki, will not be available until October, 1944, it will not be possible, at present, to make a general issue. Issues will therefore be confined to H.M. Ships on foreign stations.

2. When khaki drill uniform is not worn. R.M. tropical dress will now be as follows :—

When landed for exercises and operations on shore—

Tropical or steel helmet, or blue beret, as ordered.
Boots, shore service.
Shorts, khaki.
Anklets, web.
Hose-tops, drab (worn with ordinary socks).
Shirt, tropical, khaki.
Waistbelt, blue.

When on board—

Tropical helmet, or blue beret, as ordered.
Shirt, tropical, khaki.
Shorts, khaki.
Stockings, khaki.
Shoes, black, leather.
Waistbelt, blue.

3. Issue abroad of shoes, black, leather, is to be made from Accountant Officers' stocks of naval clothing. Pending supply of stockings, khaki, from United Kingdom, *Commanders-in-Chief on foreign stations* are authorized to purchase immediate requirements locally.

4. Officers in charge R.M. Clothing Depots and Victualling Store Officers, abroad, who carry stocks of R.M. clothing, are to forward demands for stockings, khaki, to their appropriate "parent" R.M. Division.

(C.-in-C., Home Fleet, No. 107/H.F. 165/127. 24 Jan. 1944.)

(C.-in-C., Eastern Fleet, No. 798/H.F. 798/E.F. 522/1, 15 Apr. 1944.)

(A.F.O. 939/42 is cancelled.)

3341.—Armllets for Personnel Engaged in Medical Services in War
(V. 13/4454/44.—22 Jun. 1944.)

No further purchases of armllets made of white drill are being made. Khaki armllets, with the red cross on a small white background for the personnel referred to in paragraph 1 of A.F.O. 2446/44, and lettered "S.B." in red for the stretcher bearers referred to in paragraph 3 of that order, will be issued to Shore Establishments and Royal Marines.

2. White drill armllets will continue to be supplied to H.M. ships until stocks are exhausted when the khaki armllets will be issued in lieu.

(A.F.O. 2446/44.)

3342.—Oily Cotton Waste Disposal
(W.P.O. 1163/44.—22 Jun. 1944.)

With reference to the collection and disposal of oily cotton waste, the Directorate of Surplus Equipment and Stores, Ministry of Supply, gives notice that, as it has been found to be uneconomic to process this material, authority has been given for the destruction at source of all future accumulations.

2. No further supplies of oily cotton waste should therefore be sent to the firm of Thomas Witter & Co., Ltd., mentioned in A.F.O. 2011/44.

(A.F.Os. 4451/42, 4126/43, 226/44 and 2011/44.)

3343.—Mess Gear—Combined Operations Landing Craft
(V. 5/4169/44.—22 Jun. 1944.)

A.F.O. 1488/43 is to be amended as follows :—

(b) Landing Craft, Tank (Marks I to V).
Landing Craft, Infantry (Small and Large).
Landing Craft, Support (Large) (Mark II).
Implements and Mess Utensils.

Add :—

Pattern No.	Article	No.
89	Board paste	1

(A.F.Os. 1488/43, 1856/43, 2069/43, 5138/43, 2005/44 and 2394/44.)

3344.—New Potatoes—1944 Crop

(V. 14/4676/44.—22 Jun. 1944.)

It is probable that new potatoes will not be generally available this year as early as 1st July, the date when supplies are due to begin under Admiralty vegetable contracts.

2. The supply of old potatoes after 1st July, in some areas, particularly in the North, is therefore to be expected.

3345.—Rates of Customs Duty

(V. 2/3360/44.—22 Jun. 1944.)

In connection with the arrangements laid down in Chapter III, Section G, of B.R.93, Manual of Victualling, for the recovery and payment of duty on dutiable stores issued on repayment at duty paid prices from Admiralty stocks in the U.K. to services which are not entitled to duty free supplies, the following revised table shows the items on which duty is now payable and the rates of duty at present in force:—

	Gross Quantities			Small Quantities		
	£	s.	d.	£	s.	d.
Chocolate	13	3	per cwt.	1½		per lb.
Coffee		2	per lb.	2		per lb.
Golden Syrup	15	9	per cwt.	1½		per lb.
Jams, marmalade		1½	per lb.	1½		per lb.
Lime juice	1	3	11 per gallon	1	3	11 per gallon
Pickles, sweetened		4	0 per cwt.	0½		per nominal 1 lb. bottle.
Rum (at proof strength)	7	19	4 per gallon	7	19	4 per gallon
Rum (at issuing strength)	7	12	2 per gallon	7	12	2 per gallon
Sugar		15	4½ per cwt.			1½ per lb.
Tea			6 per lb.			6 per lb.
Tobacco, leaf or strip	1	15	6½ per lb.	1	15	6½ per lb.
Tobacco, manufactured	1	18	0 per lb.	1	18	0 per lb.

2. Unless otherwise authorized by the Admiralty, duty at the above rates is to be paid to the Customs locally on all supplies of dutiable items of provisions from Admiralty stocks to non-naval services including Army and R.A.F. personnel or units.

3. When non-naval personnel are victualled (i.e. provided with cooked meals) in naval establishments payment of customs duty is made at the Admiralty as necessary, and no action is required locally.

(A.F.O. 2428/43 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**3346.—A.M.S.Is.**

(E.F.O.—22 Jun. 1944.)

Admiralty Merchant Shipping Instructions Nos. 36—37/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3215/44.)

3347.—Amendments to Books

(E.F.O.—22 Jun. 1944.)

The undermentioned amendments (A.F.Os. P. 382—406/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

A.F.O. *P.382/44.—B.R. 378(E)—Albacore A.S.E.—Amendment No. 25.***P.383/44.**—B.R. 378(C)—Firefly—A.S.E.—Amendment No. 9.**P.384/44.**—B.R. 962—Handbook for 6-in. B.L. Mark XXIII Guns on Triple Mark XXIII Mounting, 1939—Amendment No. 8.**P.385/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 409 for 5·25-in. Guns—Amendments.**P.386/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 426 for 5·25-in. Guns—Amendment.**P.387/44.**—B.R. 980(G)—R.T. No. 555 for 5·25-in. Guns—Amendment No. 1.**P.388/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 556 for 5·25-in. Guns—Amendment.**P.389/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 557 for 5·25-in. Guns—Amendment.**P.390/44.**—O.U. 5378/40—Instructions for the Inspection of Naval Armament Stores—Amendment No. 13.**P.391/44.**—O.U. 5378/40—Instructions for the Inspection of Naval Armament Stores—Amendment No. 14.**P.392/44.**—B.R. 200—Handbook for the 4·7-in. Q.F. Mark V* Gun on P.V. and P.X. Mountings, 1927—Amendment No. 2.**P.393/44.**—B.R. 274/43—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings—Amendment No. 7.**P.394/44.**—B.R. 786—The Fishing Fleets of Western Europe—Amendment No. 1.**P.395/44.**—B.R. 833—Handbook for the 4-in. Q.F. "A", Marks V, V*, 4-in. Q.F., Marks V**, V*** and V.C. Guns on High Angle, Marks III, III*, III** and IV Mountings, 1943—Amendment No. 3.**P.396/44.**—B.R. 863—Royal Naval Air Station. Magazine and Explosives Regulations, 1943—Amendment No. 2.**P.397/44.**—B.R. 865/43—M.A.C. Ships—Precautions to be observed in the stowage and handling of aircraft petrol—Amendment No. 1.**P.398/44.**—B.R. 905/37—Handbook of the Admiralty Fire Control Table, Mark V—Amendment No. 7.**P.399/44.**—B.R. 906—Handbook for Admiralty Fire Control Tables, Marks VI and VI* and Admiralty Fire Control Clock, Mark VI, 1940—Amendment No. 6.**P.400/44.**—B.R. 913(7)—Handbook of the Fuzekeeping Clock and Associated Equipment—The Rangefinder Director, Marks IV*, V*, V**, 1943—Amendment No. 1.**P.401/44.**—B.R. 913(11)—Handbook of the Fuzekeeping Clock and Associated Equipment—The Fire Control Box, Mark VI*, 1943—Amendment No. 1.**P.402/44.**—B.R. 916—Handbook for 4·7-in. Mark XI, Gun on the Twin Mark XX Mounting, 1942—Amendment No. 7.**P.403/44.**—B.R. 917—Handbook for 4·5-in. Q.F., Mark I(N), III(N) Guns on the Twin Mark II B.D. and Mark III U.D. Mountings—1940—Amendment No. 11.**P.404/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 418 for 5·25-in. Guns—Amendment.**P.405/44.**—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 418A for 5·25-in. Guns—Amendment.**P.406/44.**—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 3.

** Exceptionally A.F.Os. P.382 and P.383 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.*

(A.F.O. 3214/44.)

3348.—A.F.O. and C.A.F.O. Diagrams—Scale of Supply to Fleet Carriers

(E.F.O. 129/44.—22 Jun. 1944.)

The scale of supply of Admiralty Fleet Order Diagrams and Confidential Admiralty Fleet Order Diagrams to Fleet Carriers, will be increased to five copies of each Series, commencing with the issue dated 1st June, 1944.

(V.A. 2nd B.S., 197/543.—7 Jun. 1944.)

3349.—B.R. 155B/1944—Instructions for Use and Maintenance of the Admiralty Shallow water Diving Dress (Addendum to B.R. 155/43 and B.R. 155A/43)—Issue

(G. 1136/44.—22 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, to holders of B.R. 155/43 and B.R. 155A/43.

2. The establishment for these books is given in A.F.O. 6051/43, as amended by A.F.O. 6288/43.

(A.F.Os. 6051/43 and 6288/43.)

3350.—B.R. 980 (B)—Revised pages 1 and 1A and additional page 9, dated April, 1944, to Range Table No. 313 for B.L. 4.7-in. Gun, Mark I—Issue.

(G. 1845/44.—22 Jun. 1944.)

Revised pages 1 and 1A and additional page 9, dated April, 1944, to Range Table No. 313, are now in the press and copies will be issued to all holders of the main table by the Superintending Naval Store Officer, Park Royal, when supplies become available.

2. The revised pages 1 and 1A supersede the existing pages 1 and 1A dated March, 1940, together with A.F.O.P. amendments Nos. 505/40, 809/41 and 907/41 all copies of which should be disposed of in accordance with the instructions in Form B.R. 1, Books of Reference and I.D. Catalogue, when the revised pages are received.

3351.—B.R.980(B)—Range Tables Nos. 573, 574 for Q.F., 4.7-in. Guns, Mark XI, and 575 for Q.F., 4.7-in. Guns, Marks IX and XII—dated February, 1944—Issue.

(G. 721/44.—22 Jun. 1944.)

The above mentioned Range Tables are now in the press and copies will be issued to all concerned by the Superintending Naval Store Officer, R.N. Store Depot, 307 Elveden Road, Park Royal, N.W.10, when supplies become available.

3352.—B.R. 1046—Landing Craft Technical Memoranda

(D.C.O.M. 408/43.—22 Jun. 1944.)

The above mentioned book is now in print and an initial distribution has been made to C.O. Bases and authorities concerned.

2. Each engineer and electrical officer engaged in the maintenance and repair of Landing Craft should have a personal copy. Any officer who has not received a copy in the initial distribution, should demand one from :—

The Superintending Naval Store Officer,

R.N. Store Depot,

Elveden Road, Park Royal, London, N.W.10.

3353.—Form O.414g.—History Sheet for Torpedo or Paravane—Request Form—Introduction

(A.S./Sta./14333/44.—22 Jun. 1944.)

A new form is being introduced for use when requesting Torpedo or Paravane History Sheets.

2. The Form has been numbered O.414g and should be added to Form O.1 as follows :—

O.414g—History Sheet for Torpedo or Paravane—Request Form.

3. An initial distribution of 300 copies to Torpedo Depots at home and 200 to Torpedo Depots abroad will be made without demand. Future requirements should be demanded from R.N. Store Depot, Park Royal, N.W.10 in the usual manner.

3354.—Routeing of Messages Overseas by Outport Establishments—New Government Telegram Form

(M. 014173/43.—22 Jun. 1944.)

Any Admiralty establishments in the U.K. requiring to send telegrams overseas should route these, wherever possible, through the naval system. Establishments which may have been in the habit of sending non-confidential messages overseas via the G.P.O. should observe that the new Government overseas telegram form bears the heading "Not Priority," and that this heading may not be deleted unless specific Admiralty authority has been issued to a responsible officer.

3355.—Ships Reducing to Reserve—Outstanding Correspondence and Records

(M. 1238/44.—22 Jun. 1944.)

Outstanding correspondence and ships records, particularly engineering records, of ships reducing to reserve, should be forwarded to Flag Officer Commanding Reserve Fleet.

(C.A.F.O. 406/44.)

3356.—Drafting of Fleet Air Arm Ratings—Inclusion of Combrax, Lee, in address

(A. 150/44.—22 Jun. 1944.)

Ships and authorities are reminded that in all cases of signals or correspondence in which the drafting or movements of Fleet Air Arm ratings are concerned, the address of the signal must include the Commodore, R.N. Barracks, Lee-on-Solent (short title, Combrax, Lee).

2. Care should always be taken when addressing signals to differentiate between the three Fleet Air Arm authorities at Lee-on-Solent, namely, The Flag Officer, Naval Air Stations (F.O.N.A.S.), The Commodore, R.N. Barracks, Lee-on-Solent (Combrax, Lee), and the Officer-in-Charge, R.N. Air Station, Lee-on-Solent (N.A.S., Lee).

(C.A.F.O. 2021/41.)

3357.—H.M.S. "Lizard"—Confusion with H.M.S. "Wizard"

(M. 1001/44.—22 Jun. 1944.)

Considerable inconvenience is being caused owing to correspondence intended for H.M.S. "Lizard" being incorrectly addressed to H.M.S. "Wizard", and vice versa. Special care is to be taken when addressing correspondence, stores, etc. to either of these two ships.

Cancelled 3358.—H.M.S. "Valkyrie II"—Postal Address.

by AFO 6530A/46 (M./P. 06047/44.—22 Jun. 1944.)

Considerable delay is being caused to correspondence for H.M.S. "Valkyrie II" owing to the use of incorrect forms of address.

2. The correct postal address of H.M.S. "Valkyrie II" is :—

H.M.S. "Valkyrie II,"
Central Camp,
Douglas,
Isle of Man.

(C.A.F.O. 2357/43.)

Section 6.—SHORE ESTABLISHMENTS

3359.—Admiralty Industrial Establishments—Means of Escape from Fire—Factories Act, 1937, Section 34—REPORT

(L. 13124/43.—22 Jun. 1944.)

Heads of Admiralty industrial establishments to which the Factories Act, 1937, applies, are responsible for ensuring that the establishment is provided with such means of escape in case of fire for the persons employed therein, as may reasonably be required in the circumstances of each case. The majority of such establishments will no doubt have already been provided with adequate means of escape from fire, but where doubt is felt as to the adequacy of such means of escape, the District Inspector of Factories should be consulted.

2. The Fire Officers in the various Commands, on visiting requisitioned premises, are to make recommendations with regard to means of escape in case of fire for the persons employed, where it appears that existing provision is less than can reasonably be required in the circumstances of each case, but the District Inspector of Factories should be informed of such recommendations in order to ensure that they do not conflict with the terms of any certificate for the premises that may have been issued by the Local Authority in pursuance of Section 34 of the Factories Act.

3. Fire Officers may be also consulted and make recommendations in the case of Admiralty-owned premises where the Head of the Establishment is doubtful as to the adequacy of the means of escape, and also in establishments used for purposes to which the Factories Act does not apply. (Where there is doubt as to the application of the Factories Act to particular premises the opinion of the District Inspector should be sought.)

4. Any works' requirements arising from recommendations of the Fire Officers, or the Inspectors of Factories, in regard to means of escape in case of fire, should be reported for approval in the usual manner.

(A.L. L.619/38, 27 Jun. 1938 and Home Dockyard Regulations, Art. 20.)

(A.F.O. 775/44 is cancelled.)

3360.—Admiralty Regional Officers

(P. 9668/44.—22 Jun. 1944.)

The following revised list of Admiralty Regional Officers and their postal and telegraphic addresses and telephone numbers is issued for information. The boundaries of the various regions are detailed in A.F.O. 3889/41.

Region	Admiralty Regional Officer	Postal Address	Telephone Number	Telegraphic Address
Northern	Engr. Rear-Admiral R. W. B. Andrews, C.B.	Clarendon House, Clayton St. West, Newcastle-on-Tyne.	Newcastle-on-Tyne 27550	"Navypro" Newcastle.
East and West Ridings	Engr. Rear-Admiral L. M. Hobbs.	Fargate House, Sheffield, 1.	Sheffield 26461	"Navypro" Sheffield.
North Midland	Engr. Rear-Admiral J. B. Pulliblack, D.S.O., O.B.E.	Government Buildings, Clifton Boulevard, Lenton, Nottingham.	Nottingham 77722	"Navypro" Nottingham.
Eastern	Engr. Rear-Admiral H. E. Dowling, O.B.E.	New Court, Trinity College, Cambridge.	Cambridge 55664, Ext. 7	"Navypro" Cambridge.
London & South Eastern	Engr. Rear-Admiral T. Gurnell, C.B.	Brettenham House, Lancaster Place, London, W.C.2.	Temple Bar 9591, Ext. 20	"Navypro Rand" London.
Southern	Engr. Rear-Admiral W. J. Deans, C.B.	King Edward Building, 1, Station Road, Reading.	Reading 4835, Ext. 6	"Navypro" Reading.
South Western	Engr. Rear-Admiral H. E. Hoare.	Elmdale Hotel, Elmdale Road, Clifton, Bristol, 8.	Bristol 26061	"Navypro" Bristol.
Wales	Engr. Rear-Admiral E. E. Bartlett.	G.E.C. Building, Kingsway, Cardiff.	Cardiff 9320, Ext. 52-55	"Navypro" Cardiff.
Midland	A. Denison-Ross, Esq.	C.M.L. Building, Gt. Charles Street, Birmingham, 3.	Birmingham Central 8231 Ext. 1 (Private line Central 1650)	"Navypro" Birmingham.
North Western	Engr. Rear-Admiral L. Robins, O.B.E.	Britannia House, Fountain Street, Manchester, 2.	Deansgate 4343	"Navypro" Manchester.
Scotland	Engr. Rear-Admiral J. P. Foster.	21, Glassford Street, Glasgow, C.1.	Glasgow Bell 3588	"Navypro" Glasgow.

The Admiralty Regional Controller,
Law Courts Buildings,
Chichester Street,
Belfast.

(A.F.O. 3889/41)

(A.F.O. 1507/43 is cancelled)

3361.—Subordinate Officers—Payment for Extra Attendance

(C.E. 4928/44.—22 Jun. 1944.)

It has been decided that, as a purely temporary war-time measure, the Subordinate Officer grades who have hitherto been entitled to gratuities for extra attendance under the provisions of A.F.O. 3952/40 and A.F.O. 4455/40 are to be

paid at the following rates per hour for all extra attendance in excess of 49 hours a week (including hours worked on Sundays), excluding meal times.

Officers whose maximum (basic) salary exceeds £305 but does not exceed £375 per annum 4s. 6d. an hour

Officers whose maximum (basic) salary does not exceed £305 per annum 3s. 9d. an hour.

2. These arrangements are to apply to extra attendance rendered from the 26th March, 1944, inclusive.

3. At establishments abroad the above rates will be increased by the appropriate local percentage increase authorized for ordinary overtime payments to staff sent out from the United Kingdom.

4. These arrangements do not apply to locally entered staffs abroad.

5. Payment may be made locally under the authority of the Superintendent, provided that he is satisfied that the extra hours worked have been essential in the interests of the Service.

6. Actual payments for extra attendance on the foregoing basis should be arranged in accordance with the instructions in A.F.O. 1328/44 for payment of overtime to non-industrial employees generally.

(A.F.O. 1328/44.)

(A.F.Os. 3952/40 and 4455/40 are cancelled.)

3362.—Advances of Salary and Wages to Civilian Officers and Workmen Proceeding to and Returning from Establishments Abroad.

(D.N.A. 26226/44.—22 Jun. 1944.)

Attention is drawn to A.F.O. 3285/44 in Section 2 of this issue.

3363.—Advances for Travelling and Subsistence made to Civilian Officers and Workmen Detained en route to and from Establishments Abroad

(D.N.A. 26226/44.—22 Jun. 1944.)

Attention is drawn to A.F.O. 3286/44 in Section 2 of this issue.

3364.—Civilian Personnel proceeding Abroad—Clearance by Ministry of Labour and National Service in Connection with the Issue of Passports

(C.E. 54532/44.—22 Jun. 1944.)

In recent months the issue of a large number of passports has been held up owing to the fact that form D.211 has not been sent to the Ministry of Labour and National Service in time for the required clearance.

2. The attention of departments is drawn to the instructions laid down in A.F.Os. 1768/43, 2434/43 and 4382/43, and in particular to the requirement that form D.211 be completed and despatched as soon as a person has been selected for appointment abroad.

3. Attention is also drawn to the fact that Admiralty civilian personnel of military age serving abroad, who make official visits to the U.K., have to be cleared again by the Ministry of Labour and National Service before leaving this country, if their stay exceeds 7 days.

(A.F.Os. 1768/43, 2434/43 and 4382/43.)

3365.—Motor Transport Fuel

(N.S.M.T. 1058/44.—22 Jun. 1944.)

The following is a revised list of addresses of Petroleum Pool Board depots and agents at which supplies of motor fuels should be obtained on presentation of form D. 77/S121, Admiralty Orders for Motor Fuel, and cancels the list shown in Appendix IV of A.F.O. 5050/43.

PETROLEUM BOARD

List of Servicing Agents and Filling Depots available for supplies of Spirit and/or Derv into the vehicle tanks of H.M. Forces

(Subject to alteration without notice)

Depot	Address	Tel. No.
D only *Aberdeen ...	Robertson's Garage (Aberdeen) Ltd., North Esplanade West, Aberdeen.	Aberdeen 1454
D	Pointlaw, Aberdeen	Aberdeen 8766
D	Mansfield Road, Torry, Aberdeen	Aberdeen 2469/70
D	G.W.R. Goods Yard, Abergavenny	Abergavenny 172
D	Aberystwyth	Aberystwyth 432
D	Airdrie	Airdrie 2300
D	Aldershot	Farnborough(Hants) 1083/4
D only	Alrewas	Alrewas 204
D	Alnwick	Alnwick 22
D	Andover	Andover 2585
D	*Appleby	Appleby 19
D	*Arclid	Smallwood 56
D	Ardnadam	Sandbank 211
D	Ardrihaig	Ardrihaig 13
D	Ardrossan	Ardrossan/Saltcoats 16.
D	Ashbourne	Ashbourne 127
D	Ashford	Ashford 274
D	*Avonmouth	Avonmouth 224
D	Axminster	Axminster 2270 and 2214.
D	Aylesbury	Aylesbury 199
D	Aylesford	Aylesford 7225
D only	"	Thos. Tilling, Ltd., Larkfield, Kent
D	Ayr	West Malling 2328
D	"	Tams Brig, Newtownhead Lye, Ayr
D	"	Ayr 3445
D	Ballinluig	Ballinluig 238
D	Banbury	Banbury 2048
D	Barnsley	Barnsley 2296
D	Barnstaple	Barnstaple 2009 and 2898
D only *Barton ...	D. W. Stephenson, Willow Bridge F/Stn., Gt. North Road, Barton, Yorkshire.	Barton (Yorks) 204
D only *Basingstoke	H. Hounsom, Kempshott Hill Garage, Basingstoke, Hants.	Dummer 52
D	"	Lower Brook Street, Basingstoke
D	Bath	Basingstoke 224
D	Bedford	Bath 4592/3 and 4053.
D	"	Amphill Road, Bedford
D only	"	Bedford 5093 and 4167.
D	"	W. P. John, 115, London Road, Sandy, Beds.
D	Berwick	Sandy 59
D	Birkenhead	North Road, Berwick-on-Tweed
D	"	Berwick 314
D	Birmingham	Green Lane, New Chester Road, Birkenhead.
D	"	Birkenhead 1367
D	"	Rae Street, Cheapside, Birmingham
D	"	Midland 0866
D	"	Hayhall Road, Tyseley
D	"	Acocks Green 1235 and 1257
D	"	E. S. Goodings, Ltd., Shire Oak Garage, Chester Road, Brownhills, Staffs.
D	"	Brownhills 3231
D only	"	Station Road, Langley Green
D only	"	Broadwell 1066
D	Bishop Auckland... ..	Station Road, Rowley Regis
D	"	Blackheath 1414
D	"	L. & N.E.R. (N.E. Coal Depot), Tenters St., Bishop Auckland.
D	"	Bishop Auckland 22
D	Bishops Stortford	Twyford Road, Bishops Stortford
D	"	Bishops Stortford 297
D only	"	Stort S/Stn. (Maynard & Lewis, Ltd.), South Street, Bishops Stortford.
D	"	Bishops Stortford 14
D	Blackpool	Devonshire Road, Blackpool
D	"	Blackpool 986
D	Bodmin	Cardell Road, Bodmin
D	"	Bodmin 8 and 51

"D"—Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot.	Address.	Tel. No.
D only ..	Henwood & Blewitt, Cornish Garage, Bodmin.	Bodmin 70
D Bolton	Bridgeman Street, Bolton	Bolton 3782/3 and 1948.
D Boroughbridge ...	W. & J. Kelly, Imperial F/Strn., Borough-bridge.	Boroughbridge 64
	(Daily Service, 6 a.m. to 10 p.m.)	
D Boston	Rowell Row, Skirbeck Quarter, Boston ...	Boston 2271
D only ..	Edward White, Bargate End, Boston ...	Boston 2134
D Bowling	Dunglass, Bowling	Bowling 190
D Bradford	Canal Road, Manningham, Bradford ...	Bradford 8172-3
D Braintree	Station Road, Braintree, Essex ...	Braintree 118
D Brechin	Commerce Street, Brechin	Brechin 178
D Brecon	G.W. Railway Goods Yard, Brecon ...	Brecon 66
D Bridgend	G.W. Railway Coity Sidings, Bridgend ...	Bridgend 688
D Bridgnorth	Station Yard, G.W.R.	Bridgnorth 2135
D Bridgwater	Goods Yard, Bridgwater	Bridgwater 2334 and 2107
D Bridlington	L. & N.E. Railway Goods Yard, Bridlington	Bridlington 3337
D Bridport	G.W. Railway Goods Yard, Bridport ...	Bridport 123 and 141
D Brigg	Bridge Street, Brigg	Brigg 2166 and 3176
D Bristol	Albert Road, St. Phillips, Bristol	Bristol 77013
* ..	Bristol Motor Co. Ltd., Ashton Gate, Bristol, 3.	Bristol 64013
D *Brownhills	E. S. Goodings, Ltd., Shire Oak Garage, Chester Road, Brownhills, Staffs.	Brownhills 3231
D Brynmawr	Nantyglo Road, Brynmawr	Brynmawr 214
D Buckingham	L.M. & S. Railway Goods Yard, Buckingham	Buckingham 2114
D Buckden	L.M. & S. Railway Approach, Buckden, Hunts.	Buckden 210
D Burnley	Burnley Road, Hapton, Burnley	Burnley 3129
D Burton	Bond End Wharf, Branstone Road, Burton-on-Trent.	Burton 3315
D Bury St. Edmunds	L.N.E. Railway Goods Yard, Tayfen Lane, Bury St. Edmunds.	Bury St. Edmunds 181
D Buxton	Dale Road, Buxton	Buxton 245
D Caernarvon	Victoria Dock, Caernarvon	Caernarvon 517
D Cambridge	Cambridge Road, Impington, nr. Cambridge	Histon 331
D only ..	Ditton Walk, Newmarket Road, Cambridge	Teversham 205/6
D only ..	King & Harper, Ltd., Milton Road, Cambridge.	Cambridge 55088
D only Canterbury	H. Geen, Speedwell S/Strn., Sturry Road, Canterbury, Kent.	Canterbury 2816
D only ..	Broad Oak Road, Canterbury	Canterbury 3041
D *Cardiff	Alfa Forge & Eng. Co., Cowbridge Road, Ely, Cardiff.	Llandaff 1056
D ..	Victoria Wharf, Ferry Road, Grangetown, Cardiff.	Cardiff 5189
D ..	Ferry Road, Grangetown, Cardiff	Cardiff 3236/7 and 8940, Ext. 50
D Cardigan	G.W. Railway Goods Yard, Cardigan ...	Cardigan 55
D *Carlisle	Border Oil Co., Lowther Street, Carlisle ...	Carlisle 925
D ..	London Road, Harraby, Carlisle	Carlisle 11
D Carmarthen	G.W. Railway Goods Yard, Carmarthen ...	Carmarthen 607
D Castle Douglas	Oakwell Road, Castle Douglas	Castle Douglas 142
D Catterick	Catterick Bridge Station, Brompton-on-Swale, Richmond, Yorks.	Old Catterick 47
D Chatteris	Honeysope Road, Chatteris, Cambs. ...	Chatteris 102
D Chelmsford	Wood Street, Chelmsford	Chelmsford 2875
D only Cheltenham	Bristol Tramways & Carriage Co., Ltd., Spa Road Depot, Montpellier, Cheltenham.	Cheltenham 2021
(7 a.m. to 12 p.m.)	T. R. Powell, Parkwall Garage, Crick, Monmouth.	Caldicot 238
D Chester	29, Hoole Lane, Chester	Chester 1093
D Chesterfield	Wharf Lane Sidings, Chesterfield	Chesterfield 2510

"D"—Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot	Address	Tel. No.
D Chichester...	Kingsham Road, Chichester	Chichester 2356
D Chippenham	Station Road, Chippenham	Chippenham 2003 and 2115
D Cirencester	26, Sheep Street, Cirencester	Cirencester 38
D Clackmannan	Clackmannan Motor Spares, Kennet, Kincardine.	Kincardine 61
D Cokermouth	Old Tweed Mill, Victoria Road, Cokermouth	Cokermouth 56/7
D Colchester	Greenstead Road, Colchester	Colchester 4246
D only ..	Hythe Quay, Colchester	Colchester 3141
D only *Colsterworth	Geeson Bros., Fox Inn Garage, Colsterworth, Nr. Stamford.	Colchester 2600
D Colwick	Colwick Estates, Netherfield, Notts ...	Thistleton 26
D *Coseley	Fellows Bros., Birmingham New Road, Coseley, near Wolverhampton.	Carlton 58235 and 58241
D Cosham	Southampton Road, Paulsgrove, Cosham	Sedgley 3150
D *Coventry	Sumner Bros., Ltd., London Road, Wil-lenhall.	Cosham 76444
D ..	Kingsfield Road, Foleshill	Coventry 2902
D Crewe	Gresty Road, Crewe	Coventry 3017
D Crieff	L.M. & S. Railway Goods Yard, Crieff ...	Crewe 2563
D Croydon	Commerce Way, Purley Way, Croydon ...	Crieff 198
D Cupar	Pitscottie Road, Cupar	Croydon 5135
D Darley Dale	Old Road, Darley Dale	Cupar 2182
D *Derby	Albert Road, Darlington	Darley Dale 43
D ..	Gibson's Garage, Lower Kilburn, near Derby	Darlington 2090
D ..	Mansfield Road, Derby	Horsley 57
D Devizes	G.W. Railway Goods Yard, Devizes ...	Derby 44504
D Didcot	Richs' Sidings, G.W. Railway, Didcot ...	Devizes 92 and 144
D Dereham	Station Road, East Dereham, Norfolk ...	Didcot 49
D only ..	E. V. Wilson, Motor Engineer, Norwich Road, East Dereham, Norfolk.	Dereham 47
D Dingwall	Strathpeffer Road, Dingwall	Dereham 93
D Diss	Victoria Road, Diss, Norfolk	Dingwall 2177
D Dolgelly	G.W. Railway Goods Yard, Dolgelly ...	Diss 44
D Doncaster	Hexthorpe, Doncaster	Dolgelly 59
D *	Moore's Garage (Doncaster), Ltd., York Road, Doncaster.	Doncaster 53194
D Dorchester	London Road, Dorchester	Doncaster 3580
D only *	W. March, Exhibition Garage, London Road, Dorchester.	Dorchester 165
D Douglas	South Quay, Douglas	Dorchester 360
D Dumfries	L.M.S. Railway Goods Yard, Dumfries ...	Douglas 193
D Dundee	Riverside Drive, Esplanade, Dundee ...	Dumfries 379
D Dunfermline	Colton Siding, Whitemyre Junction, Dunfermline.	Dundee 3037
D Durham	Neville's Cross, Durham	Dunfermline 674
D Dysart	Normand Road, Dysart	Durham 73
D East Dereham	Station Road, East Dereham, Norfolk ...	Dysart 5294
D only ..	E. V. Wilson, Motor Engineer, Norwich Road, East Dereham, Norfolk.	Dereham 47
D East Grinstead	London Road, East Grinstead, Sussex ...	Dereham 93
D *Eccles	Silk Street, Eccles, Manchester	East Grinstead 317
D Edinburgh	L.M.S. Railway, Morrison Street, Edinburgh	Eccles 1774
D only *	Belwatt Motors, 11/15, Assembly Street, Leith, Edinburgh, 6.	Edinburgh 31513
D Elgin	Ward Road, Elgin	Edinburgh 35579
D Ely	Station Road, Ely, Cambridge	Elgin 2529
D Epping	Thornwood, near Epping	Ely 101
D only ..	Epping S/Strn., Ltd., High Street, Epping, Essex.	Epping 2692
D *Exeter	Haven Road, Exeter	Epping 2201
D *	Regent Wharf, Haven Docks, Exeter ...	Exeter 4146/7
		Exeter 54208/9

"D"—Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot.	Address.	Tel. No.
D Fakenham ...	Norwich Road, Fakenham ...	Fakenham 2169
Falmouth ...	c/o Falmouth Docks Engineering Co., Falmouth	Falmouth 507
D Faversham ...	Standard Quay, Abbey Road, Faversham	Faversham 2291
D " ...	Abbey Road, Faversham ...	Faversham 216
D only *Flamstead ...	Watling Street Filling Station (Markyate), Ltd., Flamstead, near St. Albans.	Markyate 240
D Forfar ...	Fife Street, Forfar ...	Forfar 308
D Fortwilliam ...	North Road, Fort William ...	Fort William 94
D Gainsborough ...	Bowling Green Road, Gainsborough ...	Gainsborough 70
D only *Gateshead ...	Andrew Turnbull, Rapid Service Station, Harlow Green, Low Fell, Gateshead.	Low Fell 76534
Gillingham ...	Pottery Railway Sidings, S.R., Gillingham, Dorset.	Gillingham 68
D Girvan ...	Daily Road, Bridge Mill, Girvan ...	Girvan 2185
D *Glasgow (South) ...	107, Mauchline Street, Port Eglinton, Glasgow, C.5.	Glasgow South 2755/8/7
D *Glasgow (North) ...	60, Canal Street, Glasgow, C.4 ...	Douglas 5701
D Glasgow ...	60 Hunter Street, Glasgow ...	Bell 1007
D " ...	Road Transports Co. (Glasgow), Ltd., Broomielaw, Glasgow, C.1.	Central 8461
D *Gloucester ...	Monk Meadow Dock, Gloucester ...	Gloucester 3061/4
D " ...	Westgate Motor House Co. (Gloucester), Ltd., 211, Westgate Street, Gloucester.	Gloucester 2194/5
D Goole ...	Bridge Street, Goole ...	Goole 89
D Grangemouth ...	Powdrake Road, Grangemouth ...	Grangemouth 390/1
D Grantham ...	Dysart Road, Grantham ...	Grantham 225
D only * " ...	Geeson Bros., Fox Inn Garage, Colsterworth, Nr. Stamford.	Thistleton 26
Granton ...	Shore Road, Leith, Edinburgh, S. ...	Granton 83269
Grantown-on-Spey ...	L.M.S. Goods Yard, Grantown-on-Spey ...	Grantown-on-Spey 73
D only *Graveley ...	Ralph Pickett, Jack's Hill F/Strn., Graveley, Herts.	Stevenage 284
D Gravesend ...	Terrace Pier Wharf, Gravesend ...	Gravesend 367
D only Grays ...	D. Enifer, Grays F/Strn., Tilbury By-Pass, North Stifford, Grays.	Tilbury 891
D Gt. Yarmouth ...	L.N.E. Railway Goods Yard, Vauxhall Station, Great Yarmouth.	Gt. Yarmouth 2798
Greenford ...	West Green Garages Ltd., Western Avenue, Greenford, Middlesex.	Waxlow 1071
D Greenock ...	Carwood Street, Greenock ...	Greenock 1277
D Grimsby ...	Garth Lane, Grimsby ...	Grimsby 3249
D Guildford ...	S.R. Goods Yard, Shalford, Guildford ...	Shalford 18
D only " ...	Haslemere Motor Co., Ltd., Guildford By-Pass, Guildford.	Guildford 62877
D Guinness ...	Guinness Wharf, Scunthorpe, Lincolnshire	Guinness 14
D Haddington ...	Hospital Road, Haddington ...	Haddington 114
D Halifax ...	Railway Goods Yard, Shay Lane, Holmfield	Halifax 64205/6
D Hanley ...	Etruria Road, Hanley, Stoke-on-Trent ...	Stoke-on-Trent 2176/7.
D Harrogate ...	Dragon Road, Harrogate ...	Harrogate 2544
D Haslemere ...	S.R. Goods Yard, Haslemere ...	Haslemere 187
D Haverfordwest ...	G.W.R. Goods Yard, Station Road, Haverfordwest.	Haverfordwest 64
Haverhill ...	L.N.E. Railway Goods Yard, Haverhill ...	Haverhill 44
D Hawick ...	Mansfield Crescent, Hawick ...	Hawick 2619
D Hawkhurst ...	Cranbrook Road, Hawkhurst, Kent ...	Hawkhurst 95
D Hayle ...	Harveys Quarry, Hayle ...	Hayle 3285
D Hereford ...	St. Martin Street, Hereford ...	Hereford 2217
D Hertford ...	Mead Lane, Hertford ...	Hertford 2386
D Hexham ...	L.N.E. Railway (N.E. Section) Goods Yard, Hexham.	Hexham 98
D High Wycombe ...	Queens Road, High Wycombe ...	High Wycombe 1940

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*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot	Address	Tel. No.
Holsworthy ...	Railway Goods Yard, Holsworthy ...	Holsworthy 15 and 32
D Horsham ...	Foundry Lane, Horsham, Sussex ...	Horsham 218
D only " ...	Jackson Bros. (Motor Works), London Road, Horsham, Sussex.	Horsham 1111
D only Hove ...	Caffyns Ltd., Kingsway, Hove, 3, Sussex ...	Portslade 8681
D Huddersfield ...	Willow Lane, Huddersfield ...	Huddersfield 2959
D *Hull (Saltend) ...	Hedon, Hull ...	Hedon 41191/3
D only " ...	West Dock Street, Hull ...	Hull 37723
D Huntly ...	Upper Pirries Mill, Huntly Aberdeenshire	Huntly 84
D *Inverness ...	Citadel Quay, Inverness ...	Inverness 68 and 438
D *Ipswich ...	Cliff Quay, Ipswich ...	Ipswich 3705
D only " ...	W. G. Gosling & Sons (Ipswich), Ltd., Ipswich S/Strn., London Road, Ipswich.	Ipswich 2338
Jarrow ...	Jarrow-on-Tyne ...	Jarrow 67131
D Kendal ...	Shap Road, Kendal ...	Kendal 558
D Kettering ...	The Crescent, Kettering ...	Kettering 2398
Kidlington (Oxon.) ...	P. A. Dunn, Zoo Filling Station, Kidlington, Oxon.	Kidlington 205
D Kilmarnock ...	London Road, Hurlford, Kilmarnock ...	Kilmarnock 758
D Kingsbridge ...	Ibert Road, Kingsbridge ...	Kingsbridge 2110
D *King's Lynn ...	Estuary Road, King's Lynn ...	King's Lynn 2617
D only " ...	Eastern Counties Omnibus Co., Ltd., South Gates, King's Lynn.	King's Lynn 2343
D Kirkwall ...	Shore Street, Kirkwall ...	Kirkwall 106
D Lairg ...	L.M.S. Railway Goods Yard, Lairg Station	Lairg 12
D Lampeter ...	G.W. Railway Goods Yard, Lampeter ...	Lampeter 43
D Lanark ...	Loch Road, Lanark ...	Lanark 189
D Lancaster ...	Ashton Road, Lancaster ...	Lancaster 715
D only Langley Green ...	Station Road, Langley Green, Nr. Birmingham.	Broadwell 1066
D only Larkfield ...	Thomas Tilling, Ltd., Larkfield ...	West Malling 2328
D Launceston ...	G.W. Railway Goods Yard, Launceston ...	Launceston 68
D *Leeds (Central) ...	Goodman Street, Hunslet, Leeds ...	Hunslet 75474/5 and 75241/4
D Leeds ...	Corner of Hunslet Lane and Meadow Lane Rowland Winn, Ltd., County Garage, Woodhouse Lane, Leeds.	Leeds 22400
D " ...	Woodhouse Lane, Leeds.	Leeds 20761
D Leicester ...	L.N.E. Railway Goods Yard, Catherine Street, Leicester.	Leicester 58218
D " ...	Parker Drive, Blackbird Road, Leicester ...	Leicester 20792
D only *Leith ...	Belwatt Motors, 11/15, Assembly Street, Leith, Edinburgh, 6.	Edinburgh 35579
D only Letchworth ...	Ralph Pickett, Jack's Hill F/Strn., Graveley, Herts.	Stevenage 284
D " ...	Norton Way, Letchworth, Herts. ...	Letchworth 394
D Lerwick ...	Northness, Commercial Road, Lerwick, Shetland.	Lerwick 5
D Lichfield ...	Apex S/Strn., Birmingham Road, Lichfield ...	Lichfield 3243
D " ...	L.M.S. Railway Goods Yard, Lichfield ...	Lichfield 3160
D only Lincoln ...	West's (Lincoln), Ltd., 116, High Street, Lincoln.	Lincoln 762
D " ...	The Ropewalk, Lincoln ...	Lincoln 600
D Liverpool ...	Scotland Road, Liverpool ...	North 0055
D " ...	Dingle Installation, Dingle Bark, Liverpool	Lark Lane 1901
D " ...	Hatton Garden S/Strn., Liverpool ...	Central 4460
D Llandarey ...	Skewen, Glamorgan ...	Skewen 197
L Llandilo ...	Llandilo Saw Mills Siding, G.W. Railway, Station Road, Llandilo.	Neath 210 and 789
Llandilo ...	Llandilo Saw Mills Siding, G.W. Railway, Station Road, Llandilo.	Llandilo 3148
D Llandrindod ...	L.M.S. Railway Goods Yard, Llandrindod	L'dod Wells 2047
D Llandudno Junction ...	Conway Road, Llandudno Junction ...	Llan. Junction 81202
D Llanfair P.G. ...	Main Road, Llanfair P.G., Anglesey ...	Llanfair P.G. 22

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APPENDIX IV—contd.

London District

Depot.	Address.	Tel. No.
Acton ...	Lawrences Garage, Western Avenue, Acton, W.3.	Acorn 3758
D Angel ...	400, City Road, E.C.1	Terminus 1770
Battersea ...	Battersea Park Road, Adjoining G.W. Railway Goods Yard.	Macaulay 3174
*Bermondsey ...	Jamaica Garage, Ltd., 12a, Jamaica Road, Bermondsey, S.E.16.	Bermondsey 2412
D * ..	Tower Bridge Garage (Petty & Co.), 178a, Tower Bridge Road, S.E.1.	Hop 3228
Bishopsgate ...	231, Bishopsgate, E.C.2	Bishopsgate 8253
Bow Road ...	227, Bow Road, E.3	Advance 3867
D Brixton ...	Effra Road, Corner Rushcroft Road ...	Brixton 2410
*Clapham ...	Lawrences Garage (A. F. Lawrence), 336, Clapham Road, S.W.9.	Macaulay 5432
Fulham ...	168-188, Fulham Palace Road, S.W.6 ...	Fulham 1660
..	Stevenage Road, Fulham, S.W.6	Fulham 5555
Golders Green	Henlys Ltd., Henlys Corner, North Circular Road, Golders Green, N.W.11.	Finchley 0081
Greenford ...	West Green Garages Ltd., Western Avenue, Greenford, Middlesex.	Waxlow 1071
D Greenwich ...	Horn Lane, Greenwich, S.E.10	Greenwich 3391
D Gunnersbury ...	1, Great West Road, W.4	Chiswick 1119
Hackney ...	271, Mare Street, E.8	Amherst 1409
D Harlesden ...	205, High Street, Harlesden, N.W.10 ...	Willesden 1963
Harrow Road ...	121, Harrow Road, W.2	Paddington 6566
D Limehouse ...	767, Commercial Road, E.14	East 3516
Long Lane ...	34 Long Lane, S.E.1... ..	Hop 1135
Mornington Crescent	Hampstead Road (opposite Mornington Crescent Tube Station).	Euston 2945
D New Cross ...	New Cross Road (adjoining New Cross Railway Station).	New Cross 2346
Newington Butts...	60, Newington Butts, S.E.11	Reliance 1039
Old Kent Road ...	546-554, Old Kent Road, S.E.	Bermondsey 1808
Olympia ...	388, High Street, Kensington, W.14 ...	Western 7019
D Paddington ...	121, Harrow Road, W.2	Paddington 6566
D Putney ...	Bridge Gate, Fulham, S.W.6	Putney 3020
D Shepherds Bush ...	Shepherds Bush Road, W.6	Shepherds Bush 1520
Silvertown...	Bradfield Road, Silvertown, E.16	Albert Dock 1334 and 2471
D *Southall ...	Iron Bridge Service Depot, Ltd., Uxbridge Road, Southall, Middlesex.	Southall 2606
Stonebridge Park	Ace Service Station (London), Ltd., North Circular Road, Stonebridge Park, N.W.10	Willesden 6652
*Surbiton ...	Fox & Nicholl, Ltd., Kingston By-Pass Road, Tolworth, Surbiton.	Derwent 1122
D Tower Bridge ...	135, Tower Bridge Road, S.E.1	Hop 3255
D Vauxhall ...	Bridgefoot, S.E.11	Reliance 1566
*Victoria ...	Samuelsons New Transport Co., Ltd., 3, Eccleston Place, S.W.1.	Sloane 9102/3
D Waterloo ...	Lawrences Garage, 79, Westminster Bridge Road, S.E.1.	Waterloo 4341
Westminster ...	201-213, Westminster Bridge Road, S.E.1	Waterloo 6053
D *Long Bennington	Ford's Service Station, Gt. North Road, Long Bennington, near Newark.	Long Bennington 227
D Loughborough ...	Beeches Road, Loughborough	Loughborough 2049
D Louth ...	Kedington Road, Louth	Louth 202
D only *Low Fell ...	Andrew Turnbull, Rapid Service Station, Harlow Green, Low Fell, near Gateshead	Low Fell 76534
Lumphanan ...	Main Road, Lumphanan	Lumphanan 29
D Luton ...	Leagrave Road, Luton, Bedford	Luton 3440/1
D only ..	Wm. Ellis (Luton), Ltd., Empire Garages, Dunstable Road, Luton.	Luton 596
Lydney ...	Hams Road, Lydney	Lydney 112

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APPENDIX IV

Depot	Address	Tel. No.
D Macclesfield ...	Station Street, Hibel Road, Macclesfield ...	Macclesfield 2310
D Malton ...	L.N.E. Railway Goods Yard, Malton ...	Malton 224
D *Manchester ...	Silk Street, Eccles, Manchester	Eccles 1774
D Manchester ...	Ardwick Green, Manchester	Ardwick 3273
D Mansfield ...	Sutton Road, Mansfield	Mansfield 144
D only *Markyate ...	Watling Street Filling Station (Markyate), Ltd., Flamstead, near St. Albans.	Markyate 240
D only * ..	Neal's Garage (Markyate), Ltd., High Street, Markyate.	Markyate 233
Maryport ...	Senhouse Dock, Maryport	Maryport 70
D only Melksham ...	Road Deliveries & Storage, Ltd., Spa Road, Melksham, Wilts.	Melksham 141
D Melton Mowbray	North Street, Melton Mowbray	Melton 226 and 279
D Middlesbrough ...	Ferry Road, Middlesbrough	Middlesbrough 3946
D Minehead ...	Mart Road, Minehead	Minehead 189
D Mintlaw ...	Mintlaw, Aberdeenshire	Mintlaw 227
D Mold ...	Chester Road, Mold	Mold 130
D Monmouth ...	Cinderhill (Troy Station), Monmouth ...	Monmouth 126
D Morpeth ...	Coopies' Lane, Morpeth	Morpeth 129
D Newark ...	Farndon Road, Farndon Fields, Newark ...	Newark 130 and 261
D Newbury ...	G.W.R. Goods Yard, Newbury	Newbury 318
Newcastle East ...	Shields Road, Walkergate, Newcastle-on-Tyne.	Wallsend 63301
D *Newcastle Elswick	Skinnerburn Road, Newcastle-on-Tyne, 4...	Newcastle-on-Tyne 34284
D Newport (Mon.) ...	G.W. Railway Goods Yard, Dock Parade, Pill, Newport.	Newport 4271/2
D Newport (I. of W.)	Fairlee Road, Newport (I. of W.)	Newport 2186
D Newton Abbot ...	G.W. Railway Goods Yard, Forde Road, Newton Abbot.	Newton Abbot 143 and 45
D Newton Stewart ...	Station Road, Newton Stewart	Newton Stewart 56
D Newtown ...	G.W. Railway Goods Yard, Llanidloes Road, Newtown.	Newtown 286
D Northampton ...	Old Towcester Road, Northampton ...	Northampton 1660
D only North Stifford ...	D. Enifer, Grays Filling Station, Tilbury By-Pass North Stifford, Grays.	Tilbury 891
North Walsham ...	M. & G.N. Railway Goods Yard, North Walsham.	North Walsham 46
D Northwich ...	Hayhurst Street, Northwich	Northwich 2209
D Norwich ...	Whittingham Lane, Trowse, Norwich ...	Norwich 20428/9
D only ..	Norwich Motor Co., Ltd., 118, Prince of Wales Road, Norwich.	Norwich 24216
D only ..	Mahoney & Edwards, Ltd., 1a, Thorpe Road, Norwich.	Norwich 25380
D only Nottingham ...	Mr. Husk, Market Garage, Parliament Street, Nottingham.	Nottingham 42232
D ..	Filling Station, Carrington Street, Nottingham.	Nottingham 41798
D .. (Col-wick).	Colwick Estates, Netherfield, Nottinghamshire.	Carlton 58235 and 58241
D Nuneaton ...	Jodrell Street, Nuneaton	Nuneaton 201
D Oban ...	Lochavullin Road, Oban	Oban 2191
D Okehampton ...	Station Road, Okehampton	Okehampton 103
D *Oldham (Standedge)	Floating Light, Ltd., Standedge, nr. Oldham	Delph 275
D Oswestry ...	Gobowen Road, Oswestry	Oswestry 275
D Oulton Broad ...	Harbour Road, Oulton Broad, Suffolk ...	Oulton Broad 241/2
D Oxford ...	L.M.S. Railway Goods Yard, Oxford ...	Oxford 47421 and 48011
D only ..	North Oxford Garage, Oxford	Oxford 5322
Paisley ...	Hawkhead Road, Paisley	Paisley 3127/8
Peebles ...	Dovecot Road, Peebles	Peebles 162
D Pembroke ...	Station Approach, Pembroke	Pembroke 285
D Penrhyndeudraeth	Castle Street, Penrhyndeudraeth	Pen'ræth 324
D Penrith ...	Turnpike Road, Penrith	Penrith 136

"D"—Denotes also "Pool" Derv Refuelling Service.

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APPENDIX IV—contd.

Depot	Address	Tel. No.
D Perth ...	Feus Road, Perth ...	Perth 408/9
D Peterborough ...	Midland Road, Peterborough ...	Peterboro' 2723
D only Peterborough (Stilton) ...	Stilton Garage, Ltd., Gt. North Road, Stilton, nr. Peterborough.	Yaxley 212
Petersfield ...	Rear of "Volunteer Arms", Station Road, Petersfield.	Petersfield (Hants) 134
D *Plymouth ...	Oakfield Terrace Road, Cattedown ...	Plymouth 5012/3
D only Plymouth ...	M. Thomas, Embankment Road, Plymouth	Plymouth 2583
D Pontypridd ...	G.W. Railway Goods Yard, Glynstaff Sidings.	Pontypridd 2661
D *Poole ...	West Shore Wharf, Poole ...	Poole 971/2/3
Portree ...	The Pier, Portree ...	Portree 77
D *Portslade ...	Aldington Basin, Shoreham Road, Portslade, Sussex.	Portslade 8666
D Portsmouth ...	Rudmore Road, Portsmouth ...	Portsmouth 74107
D only ,, ...	James Bryant & Son (Portsmouth), Ltd., National Garage, Twyford Avenue, Portsmouth. (Supplies can be drawn during night if urgently required.)	Portsmouth 718811
D Preston ...	Ashton Marsh, Preston ...	Preston 6287
D * ,, (Broughton) ...	Kinder's Garage, Garstang Road, Broughton, North of Preston.	Broughton 91
D Pumpherton ...	Drumshoreland Road, Pumpherton ...	Mid Calder 25
D Pwllheli ...	G.W. Railway Goods Yard, Pwllheli ...	Pwllheli 11
D only Reading ...	Reading Petrol Service Station, 856, Oxford Road, Reading.	Tilchurst 67577
D Reading ...	Coley, Reading ...	Reading 4201 and 2134
D ,, ...	Wokingham Road, Earley, Reading ...	Reading 61482
D Redhill ...	Brook Road, Redhill, Surrey ...	Redhill 730
D only Redhill ...	Clearview Filling Station, Horley Road, Earlswood, Nr. Redhill, Surrey.	Redhill 902
D Retford ...	Gt. North Road, Retford ...	Retford 213
D Rhyl ...	L.M.S. Goods Yard, Rhyl ...	Rhyl 122
D Rochdale ...	Rugby Road, Rochdale ...	Rochdale 4275/6
D Rochester ...	Furrells Wharf Road, Rochester, Kent ...	Chatham 2804
D Romford ...	London Road, Romford, Essex ...	Romford 2575
D Rothesay ...	Church Lane, Rothesay ...	Rothesay 588
D only Rowley Regis ...	Station Road, Rowley Regis ...	Blackheath 1414
D Rugby ...	Wood Street, Rugby ...	Rugby 3157
St. Albans ...	Hedley Road, St. Albans, Hertfordshire ...	St. Albans 2108
St. Austell ...	Bojea Sidings, St. Austell ...	St. Austell 250
D only * ,, ...	C. B. Roberts, The Bye Pass Garage, St. Austell.	St. Austell 473
D St. Boswells ...	Earlston Road, Newtown, St. Boswells ...	St. Boswells 2163
St. Germans ...	Quay Road, St. Germans ...	St. Germans 242 and 235
D Salisbury ...	Waterloo Road, Salisbury ...	Salisbury 3296
D only ,, ...	Turner's Garage, Winchester Street, Salisbury.	Salisbury 2598
D only Sandy ...	W. P. John, 115, London Road, Sandy ...	Sandy 59
D Saxmundham ...	Mill Road, Saxmundham ...	Saxmundham 60
D Scarborough ...	Seamer Road, Scarborough ...	Scarborough 551
D only Scunthorpe ...	Marshall's Garage, High Street, Scunthorpe	Scunthorpe 2205
D Sevenoaks... ..	S.R. Goods Yard, Tubbs Hill, Sevenoaks ...	Sevenoaks 260
D Sheffield ...	Brightside Lane, Attercliffe... ..	Attercliffe 41579
D ,, ...	Jessell Street, Sheffield ...	Attercliffe 41225/6
D ,, ...	Lumley Street, Sheffield ...	Sheffield 22347
D Shrewsbury ...	Abbey Foregate, Shrewsbury ...	Shrewsbury 2593
D Skipton ...	L.M.S. Goods Yard, Skipton ...	Skipton 312
D Slough ...	Slough Trading Estate, Farnham Road, Slough.	Slough 20244/5
D *Southampton ...	Millbank Street, Southampton ...	Southampton 3001
D only ,, ...	South Western Garage (Southampton), Ltd., Marsh Lane, Central Bridge, Southampton.	Southampton 2313/4

"D"—Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot	Address	Tel. No.
D Southend ...	Chase Road, Southend. ...	Marine 6616
D South Mimms ...	Beacon (Mimms), Ltd., St. Albans Road, South Mimms, Middlesex.	South Mimms 2167
D Southport ...	Duke Street, Southport ...	Southport 4916
D Spalding ...	Pinchbeck Road, Spalding ...	Spalding 10
D Spilsby ...	Boston Road, Spilsby ...	Spilsby 2115
D Stafford ...	Friars Terrace, Stafford ...	Stafford 344
D only *Stamford ...	Geeson Bros., Fox Inn Garage, Colsterworth, nr. Stamford.	Thistleton 26
D ,, ...	Uffington Road, Stamford ...	Stamford 3155
D only *Stannington ...	A. J. Dixon, Gt. North Road, Stannington, nr. Morpeth.	Stannington 220
D only Stanway ...	Harry K. Place, Evergreen S/Stn., London Road, Stanway, nr. Colchester.	Colchester 2600
D only Stilton ...	Stilton Garage, Ltd., Gt. North Road, Stilton, Huntingdonshire.	Yaxley 212
D Stirling ...	16, Abbey Road, Stirling ...	Stirling 462
D Stockport ...	Higher Bury Street, St. George's Road, Stockport.	Stockport 4471/2
D *Stony Stratford ...	London Road Garage, Watling Works, Stony Stratford, Buckinghamshire.	Stony Stratford 2114
Stornoway ...	James Street, Stornoway ...	Stornoway 184
Stow-on-Wold ...	G.W. Railway Goods Yard, Stow-on-Wold	Stow-on-Wold 8
Stranraer ...	Edinburgh Road, Stranraer ...	Stranraer 122
D Stratford-on-Avon ...	Birmingham Road, Stratford-on-Avon ...	Stratford-on-Avon 2085
Sunderland ...	Robinson Terrace, Sunderland ...	Sunderland 2803/4
*Surbiton ...	Fox & Nicholl, Ltd., Kingston By-Pass Road, Tolworth, Surbiton, Surrey.	Derwent 1122
Swansea ...	G.W. Railway Goods Yard, Burrows Lodge, Burrows Place, Swansea.	Swansea 4363
D ,, ...	Neath Road, Hafod, Swansea ...	Swansea 2880
D Swindon ...	Transfer Buildings, County Road, Swindon	Swindon 2020
D only * ,, ...	Swindon Transport Co., Drove Road, Swindon.	Swindon 2346
D *Talke (near Hanley) ...	D. Pace & Sons (Talke), Ltd., Service Station, Talke, Stoke-on-Trent.	Kidsgrove 15
D * ,, ...	Mrs Mark Smith & Sons, Talke Garage, Stoke-on-Trent.	Kidsgrove 99
D *Tamworth ...	Wilnecote Service Station, Wilnecote, Nr. Tamworth	Tamworth 481
D Taunton ...	G.W. Railway Goods Yard, Taunton ...	Taunton 2696
D only Thatcham (Berks) ...	T.R.T.S., Ltd., Bath Road, Thatcham ...	Thatcham 2244
Thetford ...	Station Road, Thetford ...	Thetford 3285
Thurso ...	Railway Goods Yard, Thurso ...	Thurso 68
D Tiverton ...	G.W. Railway Goods Yard, Tiverton ...	Tiverton 128 and 130
Truro ...	Regent Wharf, Malpas ...	Truro 2791
D *Tunbridge Wells ...	Newham Sidings ...	Truro 2300
D only Tunbridge Wells ...	North Farm Road, High Brooms, Southborough, Tunbridge Wells.	Southborough 675/6
D only Tunbridge Wells ...	Spa Hotel Garage Co., Tunbridge Wells ...	Tunbridge Wells 505
Turriff ...	L.N.E. Railway Goods Yard, Turriff, Aberdeenshire.	Turriff 106
*Tuxford ...	G. H. Clarke & Co., North Road Garage, Tuxford, Lincs.	Tuxford 30
D Tyseley (Birmingham) ...	Hayhall Road, Tyseley ...	Acocks Green 1235 and 1257
D only Ullapool ...	Knox's Garage, Ullapool, Ross-shire ...	Ullapool 177
D Ulverston ...	L.M.S. Goods Yard, Ulverston ...	Ulverston 177
D Wakefield ...	Calder Vale Road, Wakefield ...	Wakefield 3494
D Warrington ...	Crosfield Street, Warrington ...	Warrington 618
D Watford ...	St. Albans Road, Watford, Hertfordshire...	Garston (Watford) 2288

"D"—Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

APPENDIX IV—contd.

Depot	Address	Tel. No.
Wellingborough ...	Union Lane, Wellingborough ...	Wellingborough 2135
D Wellington ...	Bridge Road, Wellington, Salop ...	Wellington 238
D Wells ...	G.W. Railway Goods Yard, Wells ...	Wells 19
D Westbury ...	Station Road, Westbury ...	Westbury 57
D Weston-super-Mare ...	Station Road, Weston-super-Mare ...	Weston-super-Mare 366
D Whitechurch ...	Black Park Road, Whitechurch, Salop ...	Whitechurch 24
D Wick ...	L.M.S. Railway Goods Yard, Wick ...	Wick 71
D Wigan ...	Pottery Road, Wigan ...	Wigan 3497
D *Wilnecote ...	Wilnecote Service Station, Wilnecote, near Tamworth.	Tamworth 481
Wishaw ...	L.M.S. Goods Yard, Wishaw South Station.	Wishaw 530/1
D Wolverhampton ...	Bilston Road, Priestfield, Wolverhampton	Bilston 41029
D *Wolverhampton (Coseley) ...	Fellows Bros., Birmingham New Road, Coseley.	Sedgley 3150
D Woofferton ...	G.W. Railway Goods Yard, Woofferton, near Ludlow.	Brimfield 209
D *Worcester (Kempsey) ...	Kempsey Cafe & Filling Station, Kempsey, near Worcester.	Kempsey 28
D Worcester ...	The Motor House, Bath Road, Worcester...	Worcester 3386
D Wrexham ...	Regent Street, Wrexham ...	Wrexham 2613
D Yarmouth... ..	L.N.E. Railway Goods Yard, Vauxhall Station, Great Yarmouth.	Gt. Yarmouth 2798
D Yeovil ...	Horsey Lane, Yeovil (<i>open till midnight</i>) ...	Yeovil 194
D York ...	Laythorpe, York ...	York 3607

"D" Denotes also "Pool" Derv Refuelling Service.

*—Denotes Day and Night Service.

(A.F.O. 5050/43, Appendix IV, is cancelled.)

3366.—Care and Maintenance of Pneumatic Tools and Acetylene Welding and Cutting Equipment

(D. 6452/44.—22 Jun. 1944.)

In view of the number of additional repair bases which have been set up, the undermentioned general recommendations have been prepared—based on the procedure now in operation in the large dockyards—for the information and guidance of the officers concerned at these bases with the care and maintenance of pneumatic tools and acetylene welding and cutting equipment:—

Air Line.—Essential to have a well drained system and to ensure clean and dry air.

Pneumatic Machines—General Hints

Ensure air pipes are clean and joints tight and machines properly lubricated.

Drilling machines should *not* be run light for any length of time.

M.T. shanks should be kept free from burrs and never used in a distorted condition.

Machines, after use, should be lubricated and stored in a place free from dirt and dust.

Drilling machines should not be overloaded, i.e. sockets or special shank drills should not be issued to operators to enable them to use drills larger than machines capacity.

Maintain a good stock of spare parts.

Maintenance and Repair of Reciprocating Type Drilling Machines

Live air handles and valve parts frequently get corroded and require cleaning and adjusting for wear.

Strip down machine for examination of all working parts—crank shaft and bearings, toggles, pistons and connecting rods, eccentrics, etc., and adjust or renew as necessary from spares. It is essential that all parts including the body of machine and casings are thoroughly clean before re-assembly. Feed screw should be removed and extractor pin tested to ensure extraction of drill without undue strain.

Rotary Type machine

Remove covers and examine governors and governor springs, and gears; renew worn rotor blades and ensure all parts are thoroughly cleaned.

Clean and adjust live air handle, examine and check feed screw as for reciprocating machines.

On all types of rotary machines the bearings and gears should be kept well lubricated with light grease through the nipples fitted to the machines and a small quantity of light lubricating oil poured into live handle before test.

Riveting, Chipping and Caulking Hammers

To strip down, remove locking device securing handle to barrel, remove handle, examine trigger, trigger pin, valve, valve seating, valve spring, and strainer. Remove main valve, strip, examine and thoroughly clean and adjust. Clean all parts in barrel, examine tool sleeve for wear, and remove any burrs. Renew any worn parts, re-assemble and test.

Acetylene Welding and Cutting Torches

No oil or grease of any description to come in contact with any of fittings or with cylinders containing oxygen, acetylene or propogas.

Before connecting regulator and torch to oxygen and gas bottles, it is of great importance to open valves and let a little oxygen and gas escape to through valves to ensure that no dirt or grit of any description should pass into torch. This also applies to pipes before connecting up, thus reducing to a minimum the risk of back fires, which sometimes become highly dangerous.

A test of torches, regulators and pipes is recommended at least once a fortnight, providing they are constantly in use.

The main valve pressure screw in regulator should be eased off while not in use. This extends life of diaphragm rubber valve and shock pressure on gauges.

It is also found from practical experience that it is advisable to open both valves, acetylene and oxygen, rather slowly to save shock pressure on gauges which tends to strain quadrant inside gauge and affect accurate reading.

It is also recommended, that torches which have failed to operate should not be tampered with until they have been taken apart and inner tube and mixing chamber have been thoroughly examined to see that no cracked or split tubes are involved, which if neglected become most dangerous.

The chief defects which arise in regulators, both acetylene and oxygen are with bull nose nipples, diaphragms, rubber valves, safety valve and seating, main valve seating and housing, outlet valves and gauges.

Torches, as stated above, should be kept clean and free from grease, oil, etc., cutting and preheating valves ground in, also base plate properly secured to body of torch to avoid leakage of any description. Should these not be tight and fitting properly the torch will not do its work and will continually back fire. All nozzles, both inner and outer, to be clean and fitted so that no leakage occurs, otherwise no suction is obtained for pre-heating gases, etc.

3367.—Film Libraries—Regulations for the Storage of 35 mm. Film in Shore Establishments in Excess of 200 Reels

(N.L. 6876/44.—22 Jun. 1944.)

With reference to paragraph 3 of A.F.O. 2672/44, where film vaults have floors already covered with corticene, this covering may remain provided that no adhesive substance has been employed in laying it. Corticene is not to be laid on the floors of film vaults after the date of this order.

(A.F.O. 2672/44.)

Remove covers and examine gas lines and gas valves:

Remove covers and examine gas lines and gas valves and examine all parts thoroughly.

Check and adjust live air handle, examine and check lead screw on...

In all types of water heaters, the burner and gas valve will be kept well lubricated with light grease through the holes fitted to the burner...

Remove covers and examine gas lines and gas valves and examine all parts thoroughly.

To keep doors from opening for long time, a locking handle to be used... Examine burner, gas valve, water control valve, gas control valve and...

Remove covers and examine gas lines and gas valves and examine all parts thoroughly.

No oil or grease of any description to be used in contact with any of the...

Before connecting regulator and lead to gas pipe and gas valve to be kept open to open valves and at a little pressure and gas valve to be kept open...

A test of burner, regulator and gas valve is recommended as soon as...

The main valve pressure valve, emergency shut-off valve and shut-off...

It is also found from practical experience that it is advisable to open both water, gas and oxygen valves slowly to save about pressure on...

It is also recommended that the valves which have failed to operate should not be repaired with nuts but with a new valve which has failed to operate...

The most delicate work done in adjustment of valves, gas valves and oxygen valves will not be made without the use of a valve...

Teachers should be kept clear and not touch valves, gas valves and oxygen valves, and gas valves and oxygen valves...

When the gas valve and oxygen valve are open, the gas valve and oxygen valve should be kept closed to avoid leakage of gas and oxygen...

When the gas valve and oxygen valve are open, the gas valve and oxygen valve should be kept closed to avoid leakage of gas and oxygen...

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