

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,
21st June, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

To 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. 1628/45), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Oversees concerned.

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

*A T**J. H. G. J. J.**C.B.**2
awards*

ADMIRALTY FLEET ORDERS

No. Subject.

21st June, 1945.

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*(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.

3282.—Message of Congratulations to H.M. the King

(M. 1777/45.—21 Jun 1945.)

The following message was sent to H.M. the King on 14th June, 1945:—

“On the occasion of Your Majesty’s birthday, the Board of Admiralty and the officers and men of the Royal Navy and Royal Marines, with humble duty and an assurance of their devoted loyalty, offer to Your Majesty their sincere congratulations.”

The following reply from His Majesty was received:—

“Please express my sincere thanks to the Board of Admiralty, officers and men of the Royal Navy and Royal Marines for their kind and loyal congratulations on the celebration of my birthday.—GEORGE R.I.”

3283.—Message Sent on the Occasion of the National Day of Denmark, 5th June, 1945

(M. 1164/44.—21 Jun. 1945.)

The following message was sent to the Commander-in-Chief, Royal Danish Navy:—

“On the occasion of the National Day of Denmark, the Board of Admiralty send their greetings and their congratulations upon the liberation of their country to all officers and men of the Danish Navy, and to Danish officers and men serving with the Royal Navy

It is their earnest hope that the association between the two Navies, begun during the dark days of Denmark’s struggle for freedom, will long continue hereafter in the common task of ensuring a lasting peace.”

The following reply was received:—

“The C.-in-C. Royal Danish Navy, in the name of all officers and men of the Danish Navy and of the Danish officers and men serving with the Royal British Navy, thanks the Board of Admiralty from the depth of his heart for their greetings on the occasion of the National Day of Denmark and for their congratulations upon the liberation of his country. He sincerely trusts that the association between the two Navies, begun during Denmark’s darkest days, will always continue and it is an honour for him to assure the Board of Admiralty that he will always do his best to ensure this association in the common interest of securing world peace.”

3284.—Status, Organization and Administration of the Naval Personnel in a Combined Operations Bombardment Unit (N.S.B.U.)

(M/C.O.D. 148/45.—21 Jun. 1945.)

A Combined Operations Bombardment Unit, of which the N.S.B.U. forms the Naval element, also includes officers of the Royal Artillery and certain other military ranks, but this Order is not concerned with the tactical role or military organization of this Unit.

2. The Naval wing of a Combined Operations Bombardment Unit consists of a number of Telegraphist Ratings trained in Naval bombardment W/T procedure and field craft, whose function it is to provide bombardment communications from the shore to H.Q. ships, bombarding ships and support craft.

3. Each of these Naval wings consists of one Naval Section Bombardment Unit (N.S.B.U.), which includes a small number of ratings for H.Q. duties during the absence of the Mobile Bombardment Communications Unit (M.B.C.U.).

4. A Naval officer has been appointed in command of each N.S.B.U. His duties are administrative and are not directly concerned with the operational employment of the Naval ratings, who will be required to conform to the tactical military requirements of the Army officers concerned.

The officer in command of the N.S.B.U. will have two assistants, and when the N.S.B.U. is divided into three troops on detached service these three officers will be in immediate command of their respective troops. (A.F.O. 2315/44 refers.)

All these officers will be Combined Operations Communications Officers (C.O.C.O.) who have completed a special course of Army signals at the Army School of Signalling, Catterick.

5. The Naval ratings in all C.O.B.U. are combined operations personnel within the meaning of A.F.O. 1653/44, and are borne for pay on the books of H.M.S. “Cobra”. No officer or rating may be withdrawn from or added to an N.S.B.U. except by an attachment, issued by Admiralty in C.O.A.L. or a draft Order issued by H.M.S. “Cobra” respectively.

The integrity of these units is to be preserved; they cannot be disbanded except by order of the Admiralty or of a Naval Commander-in-Chief afloat.

6. The N.S.B.U. will be numbered in accordance with Naval practice. For drafting and for purposes of administration these numbers will always be used. For tactical purposes, however, when the N.S.B.U. is divided into three troops of similar size, the troops may be designated by such special numbers or letters as conform to military practice. This in no way alters or affects the basic system of numbering the N.S.B.U. for Naval administrative purposes.

7. N.S.B.U. will be allocated either to a landing craft base or other suitable base ship or placed at the disposal of a Naval Force Commander for operations. In the latter case it will become the responsibility of the Naval Force Commander to nominate a base or ship to which the unit will be allocated. In all cases it is necessary that a N.S.B.U. is allocated (see paragraph 10) to a suitable superior Naval authority at all times, including the period when it forms part of a C.O.B.U., either for training or active operations.

8. Should it be necessary for any purpose of training or operational employment for a N.S.B.U. to be moved from the base or ship to which it has been allocated, this can be arranged by the Commanding Officer of such base or ship, provided that the Admiralty, H.M.S. “Cobra” and C.C.O. are informed in order that mails can be diverted and arrangements made for any changes in records, pay and allowances.

Should such detachment be prolonged and/or too far removed from the jurisdiction of the responsible Naval authority, then he is to request a re-allocation through the usual service channels.

9. It is most desirable that once a “Combined Operations Bombardment Unit” is formed, the Naval section should not be separated from the military, otherwise the value of their combined training will be lost. Whilst it is necessary, therefore, to maintain the organization as a combined unit this in no way absolves the Commanding Officer of the base or ship to which the Naval section has been “allocated” from his administrative responsibility, nor is that allocation to be changed without authority from the Admiralty or a Commander-in-Chief abroad (see paragraph 10). On operations the Naval Force Commander will propose such re-allocation as may be necessary when the N.S.B.U. proceeds into the assault area.

10. The term “allocated”, when used in connection with landing ship and craft organization and special C.O. units, denotes that the vessel or unit concerned is to form a part of the unit or force indicated for purposes of general administration or is to come under the general administration of the Commanding Officer of the ship or base indicated as the case may be. (C.A.F.O. 89/45 refers.)

11. This Order will come into effect as from the date of issue.

(C.A.F.O. 89/45, A.F.Os. 6308/43, 1653/44 and 2315/44.)

(A.F.O. 3920/44 is cancelled.)

3285.—9th Submarine Flotilla—Administration and Address

(M.—21 Jun. 1945.)

The 9th S/M Flotilla will continue to be based on H.M.S. "Ambrose". It will be under the command of a Commander.

2. Signals and correspondence are to be addressed to H.M.S. "Ambrose" and not to Captain S/M 9.

3. Paragraph 2 (b) of C.A.F.O. 2010/44 is cancelled.

(C.A.F.O. 2010/44.)

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

5286.—Verification of Balances in Charge of Supply Officers and Examination of Cash Accounting Procedure at an Uncertain Date—REPORTS

(D.N.A. 20923/43.—21 Jun. 1945.)

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

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

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

*" Activity "	" Lochinvar "
Bari, H.M. Naval base	" Maidstone "
" Begum "	" Manchester City "
" Benbow "	" Marseilles "
Benghazi, H.M. Naval base	" Montclare "
" Bermuda "	" Nairana "
Brindisi, H.M. Naval base	*" Napier "
" Challenger "	Naval party, 1686
" Cockfosters "	†" Oxfordshire "
" Daedalus "	" Patroller "
" Deersound "	" Pembroke I "
" Eastway "	" Phoebe "
" Empire Battleaxe "	" Premier "
" Empire Mace "	" Queen Emma "
" Fabius "	" Raneo "
" Gamanu "	" Resource "
" Geraldton "	*" Royal Ulsterman "
" Glasgow "	*" Ruler "
" Glenearn "	*" Scott "
" Glenroy "	" Scylla "
" Goshawk "	" Shah "
" Invieta "	" Shrike "
" Iron Duke "	*" Slinger "
" Kelantan "	" Tana "
*" Kenya "	" Tracker "
" Keren "	" Tyne "
" Lamont "	" Vasma "
" Largs "	" White Bear "
" Leander "	

* Included in A.F.O. 5266/44—reports not yet received.

† Included in A.F.Os. 5973/43, 2582/44 and 5266/44—reports not yet received.

(K.R. and A.I. Art. 1105a.)

(A.F.Os. 5973/43, 2582/44 and 5266/44.)

3287.—Training Devices Committee

(C.E./N.T. 65/45.—21 Jun. 1945.)

A considerable number of mechanical and other "artificial" training devices are already in use in the Service, and it is probable that the need for other devices of this kind, often called "Synthetic Training Devices," will arise.

2. In order that work in connection with these devices may be co-ordinated, approval has been given to the institution of a Training Devices Committee (to which reference is made in A.F.O. 2667/45, paragraph 4).

3. The Terms of Reference of the Committee are as follows :—

- To collect information about special equipment used for training personnel in Naval training establishments and ships, and about training devices used in the other Services, and those of our Allies.
- To circulate this information to divisions and departments interested.
- To examine new ideas for training devices and advise where necessary.
- To review the suitability of existing training devices and propose changes in type, or modifications to existing types, when either the Committee or user consider reasonable prospects of improvement exist.
- To assist in placing development in the hands of suitably qualified personnel.
- To obtain advice upon production through the appropriate Controller's Department.

4. The composition of the Committee will be as follows :—

Chairman Director of Naval Training.†

Members Representatives of—

- Admiralty Divisions and Departments concerned with training.
- Director of Scientific Research.†
- Director of Education.†
- Senior Psychologist.†

Secretary An officer of D.N.Ts. staff.†

(† Standing Part of the Committee.)

5. Sub-Committees.—(a) As the full Committee will be too large a body to meet frequently, particular work will be undertaken by a *Devices Sub-Committee* consisting of the Standing Parts of the full Committee (paragraph 4), a representative of the appropriate division or department acting as Chairman in place of D.N.T., unless large matters of general application are under consideration, when D.N.T. will take the chair. This Sub-Committee will, at the discretion of the Chairman, co-opt other officers as necessary.

(b) As the film is one of the most effective training aids, there will also be a parallel *Film Sub-Committee*. It will consist of a representative of the division or department concerned with the particular subject, who will be Chairman, together with a representative of D.N.Ts. Film Section, the Film Secretary, and representative of D.E.D. and Senior Psychologist, who will attend when they consider it desirable. This Sub-Committee will also co-opt other officers as requisite.

Note.—When a film is an auxiliary part of a *synthetic* training device, as opposed to an instructional film by itself, the *Devices Sub-Committee* will handle it, co-opting any necessary help for the film work.

6. School Committees.—To include representation of the views of the main training establishments, each of the main schools should set up its own local committee to suit its particular needs and requirements. The interests represented on these School Committees should be generally similar to those on the full Committee or the Sub-Committees as set out above. Each School Committee should be directly linked to the representative of the appropriate division or department in the Admiralty, and where necessary should be co-opted in whole or in part, to attend meetings of the *Devices Sub-Committee* or *Film Sub-Committee*. Where there is a shortage of suitably qualified officers to form full Local Committees, expert advisers may be provided from the Central Sub-Committees.

(A.F.O. 2667/45.)

***3288.—Advancement to Acting Leading Seaman (N.Q.)—Discontinuation**

(N. 16576/45.—21 Jun. 1945.)

No further advancements to Acting Leading Seaman (N.Q.) are to be made, either in shore bases and establishments or in seagoing ships. Men who do not qualify under the normal regulations for Leading Seaman are to be reverted to Able Seaman not later than six months after the date of this Order. Acting Leading Seamen (N.Q.) may be afforded the opportunity of special advancement classes, should they so desire.

(A.F.O. 2116/43 and Art. 54 and Appendix I, No. 7, B.R.1066, are cancelled.)

3289.—Naval Air Intelligence Officers—Training, Duties, etc.

(C.W./A.W.D. 858/45.—21 Jun. 1945.)

Operational experience has shown that there is an urgent requirement for officers to handle Air Intelligence in all its aspects both ashore and afloat.

A new organization is being formed to ensure that all sources of Air Intelligence will be tapped and that sifted and collated material will be promulgated promptly to all concerned.

This organization will be the subject of a later Order.

The immediate requirement is for trained Air Intelligence Officers for duty afloat. These officers will be required to undertake arduous duties, entailing the shouldering of great responsibility, an outline of such duties and of the type of officer required is given in this Order.

2. *General.*—The following officers are eligible to volunteer as Naval Air Intelligence Officers:—

- (a) Lieutenants, R.N., who are non-specialists. (P) or (O) specialists are eligible.
- (b) R.M. officers of equivalent seniority.
- (c) Air Branch officers R.N. and R.N.V.R.
- (d) R.N.R. Executive officers.
- (e) R.N.V.R. officers of the Executive and Special Branches, except those who have qualified in Radar, Fighter Direction, H/F D/F or (C) duties.

3. Volunteers should be preferably more than 25 years of age and must normally be Sub-Lieutenants or Lieutenants, but Acting Sub-Lieutenants will be considered if specially recommended.

4. *Qualifications.*—The duties of Naval Air Intelligence Officer require a personality with enthusiasm, initiative and the capacity to gain the confidence of the aircrews whom they may be required to brief and interrogate. It is essential that they should have a keenness and aptitude for the work with ability to lecture and display intelligence attractively.

Flying experience is an advantage but not essential.

5. *Medical.*—A qualification "Fit for service afloat" is required.

6. *Volunteers (Recommendations).*—On receipt of this Order the names of volunteers who have not already been reported should be communicated to the Admiralty by letter from ships and establishments at home, and by signal from abroad. Thereafter, in order to provide for future requirements, monthly returns of volunteers are to be forwarded; "Nil" returns are not required.

7. S.206 or S.206E should be forwarded in every case except where a report has been rendered within the last three months.

8. *Duties.*—The Naval Air Intelligence Officer afloat will carry out the following duties:—

- (i) Briefing of aircrews in Intelligence subjects, i.e., the Geography, Topography, etc., of the route to be flown and the target area. Routes for escape and evasion. Preparation of other enemy intelligence, i.e., defences, forces that may be encountered, etc., for use by appropriate briefing officers. For this duty he should have a knowledge of the capability of own and enemy weapons.
- (ii) Interrogation of aircrews after an operation. Drafting narratives, combat reports and records of damage inflicted on the enemy. Keeping the

air operations diary. Recording tactics employed by enemy and own forces, and any general intelligence gained from the sortie. He will also assist the operations officer and Wing Leaders in the preparation of reports on lessons learnt in operations.

(iii) Compiling and filing information on:—

Enemy tactics—air tactics in offence and defence, defensive tactics of ships and land forces; tactical employment of ship and shore based aircraft.

Potential targets—Provision of maps, photographs, models, etc., in conjunction with the Photographic Interpretation Officer, ship-borne. War value of targets and their vulnerability to air attack.

Enemy Air Order of Battle.

Details of enemy A.A. defences.

(iv) Liaison with other Intelligence services. Before a carrier sails the Air Intelligence Officer should visit the Operational Authority to obtain last minute information.

(v) The organization and general charge of the Air Intelligence War Room.

(vi) The training of aircrews in:

Security.

Escape and evasion.

Self-preservation and survival.

(vii) The instruction of aircrews in:

Ship and aircraft recognition, performance, vulnerability, armament, etc.

9. The Naval Air Intelligence Officer will be responsible to the Operations Officer. He will also work in close touch with the following officers:—

(a) The S.O.(I) at the Operational Headquarters ashore.

(b) The ship's Intelligence Officer—particularly on geographical and general intelligence, confidential books, security.

(c) The Photographic Officer—e.g., for requirements for operational photographs and models.

(d) The Photographic Interpretation Officer.

(e) Army Liaison Section where borne—provision of material required by aircrews in assault operations. The duties of N.A.I.O. and C.B.A.L.O. are complementary.

10. *Training.* All volunteers will undergo a course of twelve weeks duration. This will consist of four parts:—

Part I. General Naval Air Intelligence ... at R.N.C., Greenwich	<i>Duration</i> 6 weeks
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Training in the general duties of Naval Air Intelligence Officers, including, *inter alia*, Organization of Air Intelligence; Naval, R.A.F., U.S. and Japanese Air Forces' organization; Air-borne Forces, use and effectiveness of Allied and enemy weapons. Practical briefing and interrogation of aircrews; forms used in reporting. Photographic Interpretation. Flak Intelligence; Technical Intelligence, Geographical and Intelligence Surveys of the Eastern Theatre.

Part II. Ship recognition and Air Navigation ... R.N.A.S. Arbroath	10 days
Lectures in ship recognition and elementary air navigation. The duties of operations officers and observers.	

Part III. Aircraft recognition and Fighter ... R.N.A.S. Yeovilton	1 week
Direction.	

Part IV. Practical Experience at Air Station ... R.N.A.S. St. Merryn	2 weeks
(Practical briefing and technical lectures).	(School of Naval Air Warfare).

In addition the course will visit a carrier as arranged by C.C.T. in order to gain experience in Carrier Air Operations and also carry out the Inter-Service Course in Escape and Evasion at R.A.F. Station, Highgate—Duration 5 days.

11. Naval Air Intelligence Officers will be appointed to Flag Officers' Staffs, Fleet and Light Fleet Carriers and Naval Air Stations, and subsequently to Escort Carriers. A considerable time will elapse before sufficient officers are trained to fill all appointments. Applications for N.A.I.Os. should not therefore be made on the basis of this Admiralty Fleet Order.

(C.A.F.O. 2128/44 is cancelled.)

3290.—Allotments—Q.A.R.N.N.S. and Q.A.R.N.N.S. (R) and Commandants and Assistant Commandants of V.A.Ds.

(C.W. 34206/45.—21 Jun. 1945.)

With effect from 3rd May, 1945, the use of the Naval allotment system may be extended to members of the Q.A.R.N.N.S. and Q.A.R.N.N.S. (R), and Commandants and Assistant Commandants of Voluntary Aid Detachments serving at home, under the conditions applicable to Naval officers.

3291.—Greenwich Hospital—Living of Falstone, Hexham

(C.W./G.H. 310/45.—21 Jun. 1945.)

The Greenwich Hospital Living of Falstone, Hexham, in the gift of the Admiralty, is now vacant. Any Naval Chaplain either on the Active or Retired List, R.N. or R.N.V.R., who would desire to have his name considered for presentation to this Living, should communicate with the Chaplain of the Fleet.

2. An officer on the Active List who is appointed to a Greenwich Hospital Living is required to retire, if eligible for retirement, or to withdraw with a gratuity. If not eligible for retirement or withdrawal with a gratuity, he must resign his commission.

3. Officers on the retired list or who retire in order to accept the living may draw retired pay while holding the living.

4. The future net endowment income of the living of Falstone, Hexham, is approximately £290 per annum (gross) with a house.

3292.—Coastal Forces—Advancement of Ratings

(N. 16579/45.—21 Jun. 1945.)

As from 1st July, 1945, C.A.F.O. 187/42 is to be regarded as cancelled and from that date, no further advancements to Acting Leading Seaman (Ty) or Acting Petty Officer (Ty), whilst serving in coastal forces, are to be made.

2. Article 156, B.R. 1066, will be amended.

(B.R. 1066, Art. 156.)

(C.A.F.O. 187/42 is cancelled.)

3293.—Seaman Cooks in Coastal Forces—Training

(N. 25306/44.—21 Jun. 1945.)

Arrangements have now been made for the regular training of Seaman Cooks for Coastal Craft, to be carried out in H.M.S. "Hornet".

2. Men trained as in paragraph 1 should be paid the allowances for Acting Cook of 3d. or 6d. a day according to the numbers victualled, under the arrangements specified in K.R. & A.I., Appendix XVII, Part 3, No. 9, and their service certificates should bear the notation "trained C.F. Cook".

3. The rubber or rope-soled shoes issued to C.F. personnel on personal loan for wear on board should suffice for wear in the galleys of C.F. craft and the provision of other types of footwear for use in the galleys is considered unnecessary. Cook's boots will, however, be provided on loan to ratings undergoing cookery training in H.M.S. "Hornet". With regard to the supply of Cooks' aprons, as the men will continue to belong, and may revert to the Seaman branch, the addition of aprons

to their personal kit is not considered appropriate. Men definitely allocated to cooking duties, however, may be provided with two cooks' aprons on personal loan, the articles to be withdrawn if the men cease to be employed on cooking duties. Further consideration will be given to the provision of additional working duck suits for all Cook ratings (General Forces and C.F. Cooks). B.R.5 cookery book will be supplied.

(K.R. & A.I., App. XVII, Part 3, No. 9.)

***3294.—Combined Operations Ratings—Advancement and Re-Advancement**

(N/C.O.P. 5689/45.—21 Jun. 1945.)

Applications for examination for Temporary Acting Petty Officer (C.O.) and Temporary Acting Leading Seaman (C.O.), made prior to the dates of discontinuance of advancement to those rates (1st May, 1945, for Temporary Acting Petty Officer (C.O.) and 1st January, 1945, for Temporary Acting Leading Seaman (C.O.))—A.F.O. 2402/45, are to be regarded as applications for the examinations for Petty Officer (G.S.) and Leading Seaman (G.S.) respectively. The actual examinations, however, must be in accordance with the General Service syllabus and not the Combined Operations syllabus.

2. Men disgraced or reverted for unsuitability from Temporary Acting Petty Officer (C.O.) or Temporary Acting Leading Seaman (C.O.) may not be re-advanced to Temporary Acting Combined Operations rating; they can regain higher rating only by qualifying for general service rating and obtaining advancement under general service rules.

(A.F.O. 2402/45.)

***3295.—Qualifying Course for Signal Boatswain**

(C.W. 30367/45.—21 Jun. 1945.)

The following ratings have been selected to undergo the qualifying course for Signal Boatswain at H.M. Signal School, Portsmouth, commencing on 3rd September, 1945:—

A. E. Argent, Y/S, C/JX.134271, H.M.S. "Woolwich."
 F. W. Denny, C.Y.S., P/JX.131184, H.M.S. "Illustrious."
 B. A. W. Evans, C.Y.S., C/JX.135990, H.M.S. "Princess Astrid."
 H. E. Hales, C.Y.S., P/JX.138112, H.M.S. "Vega."
 W. A. Hardy, Y/S., C/JX.137609, H.M.S. "Sussex."
 G. F. C. Hollis, C.Y.S., C/JX.133158, H.M.I.S. "Talwar."
 C. S. Randall, Y/S., D/JX.135405, H.M.S. "Drake."
 R. G. N. Phillips, C.Y.S., P/JX.130394, H.M.S. "Collingwood."
 H. R. Sears, C.Y.S., C/JX.136975, H.M.S. "Pembroke."

2. The above-named ratings should join H.M. Signal School p.m. Sunday, 2nd September, 1945.

3296.—Compensation for Losses of or from Registered Postal Packets

(N.L/M. 405/45.—21 Jun. 1945.)

By arrangement with the Postmaster General, the G.P.O. has undertaken to deal with all claims for compensation in respect of losses of or from registered postal packets posted in the United Kingdom addressed to H.M. Ships and Naval establishments, or posted on board H.M. Ships, and assistance is to be afforded them in making any necessary enquiries in this direction.

2. Any claim in respect of a loss of or from a registered postal packet should be made by the sender to the post office of origin. In the event of claims being made in respect of such packets posted in H.M. Ships, they should be forwarded to the Admiralty, for transmission to the General Post Office, with a report of the known circumstances.

3. Claims in respect of packets originating outside the United Kingdom addressed to H.M. Ships should be submitted by the sender to the office of origin. Should the postal administration of the country of origin disclaim liability on the ground that receipt into Naval custody is acknowledged, Commanders-in-Chief and Flag Officers are authorized to meet the claim from Naval funds. Compensation is to accord with the amount of liability under the regulations of the postal administration of origin, who should be consulted in the matter, and in no case

is the compensation paid to exceed £10 without Admiralty prior approval. In all such instances of payment of compensation, a report of the circumstances, together with a statement as to any preventive and disciplinary action taken, is to be forwarded to the Admiralty.

4. The G.P.O. will draw attention to any case in which their enquiries reveal a weakness in procedure or negligence or suspected theft on the part of Naval personnel. In such circumstances suitable preventive or disciplinary action is to be taken.

5. *Loss of or damage to an unregistered or uninsured parcel or its contents.*—A procedure similar to that in paragraph 2 and 3 above should be followed except that claims in regard to parcels originating outside the United Kingdom should not be accepted unless such claims are normally accepted by the postal authority concerned.

3297.—Complement Amendments—H.M. Minesweepers

(N. 12146/45.—21 Jun. 1945.)

The following amendment is to be made to schemes of complement:—

H.M. Minesweepers of "Algerine" class, as private ships (Admiralty Letter N/P.M. 8594/40 of 28th May, 1941).

H.M. Minesweepers of "Halcyon", "Hebe" and "Bramble" classes, as private ships (both complements) (Admiralty Letter N/G.O. 800/41 of 7th July, 1941).

H.M. Minesweepers of "B.A.M.100" class, as private ships (Admiralty Letter N.12921/42 of 10th February, 1943).

Add 1 Lieutenant or Sub-Lieutenant.

3298.—General Service Radio Mechanics—Revised Complements for Ships

(N/R.E. 90/45.—21 Jun. 1945.)

Consequent on the reclassification of Radio Mechanics into (R), (WR) and (W/T) in accordance with A.F.O. 1550/45, the following revised complements for ships have been approved.

2. The special complements allowed for certain Fleet Train and S.E.A.C. repair, maintenance and depot ships and for maintenance vessels attached to Amphibious Forces are not included in this Order.

3. The provision of the necessary additional Radio Mechanics required to complete to the new complements in paragraph 4 will take some time and is being carried out in accordance with a priority list to be decided by the Admiralty. The probable drafting priority is shown in A.F.O.3303/45. *Commanding Officers are not to demand any additional Radio Mechanics on account of this Admiralty Fleet Order.*

4. In all cases at home where the complement of Radio Mechanics shown below is borne in a shore base, 50 per cent. are to be W.R.N.S. Radio Mechanics (WM) or (RR).

5. *Revised Complements:—*

Line	Type of Ship	Radio Mechanic (R)	Radio Mechanic (W/T)	Radio Mechanic (WR)
(a)	Battleships. Fleet Carriers.	One Chief Two P.O. Two P.O./Ldg.	One Chief Two P.O. Two P.O./Ldg.	
(b)	Light Fleet Carriers. Cruisers (8,000 tons and above). Fighter direction ships, large.	One Chief One P.O. Two P.O./Ldg.	One Chief One P.O. Two P.O. Ldg.	

Line	Type of Ship	Radio Mechanic (R)	Radio Mechanic (W/T)	Radio Mechanic (WR)
(c)	Cruisers (below 8,000 tons except C, D and E classes).	One Chief One P.O. One P.O./Ldg.	One Chief One P.O. One P.O./Ldg.	
(d)	Escort carriers employed on assault, replenishment or escort duties.	One P.O. One P.O./Ldg.	One P.O. Two P.O./Ldg.	
Note.—In "Vindex", "Nairana" and "Campania", when so employed, add One P.O./Ldg. (R).				
(e)	Destroyer and submarine depot ships.	One P.O. One P.O./Ldg.	One P.O. One P.O./Ldg. If used as base W/T ship add:— One Chief One P.O.	
Note.—In destroyer depot ships add one P.O. (R) and one P.O. (W/T) for every flotilla attached in excess of one. In submarine depot ships add one P.O./Ldg. (WR) for every eight submarines attached in excess of eight.				
(f)	Escort carriers employed on ferry and deck landing training duties. A.A. cruisers, monitors, Fleet destroyers. A.A. sloops, fighter direction ships, small.	One P.O. One P.O./Ldg.	One P.O./Ldg.	
Note.—In Leaders of Fleet Destroyer Flotillas, add one Chief (R) for flotilla duties to be accommodated in another vessel of the Flotilla.				
(g)	Large and fast minelayers. Destroyers other than Fleets. C, D and E class Cruisers.	One P.O./Ldg.	One P.O./Ldg.	
(h)	Frigates, corvettes, sloops, minelayers, minesweepers, danlayers attached to Fleet M/S Flotillas. Submarines. Other ships of comparable size, or with comparable equipment.			One P.O./Ldg. Note.—In the case of submarines, only those specified by Admiralty. For remainder, see line (e).
(i)	Coastal Force craft.		One P.O./Ldg. per 8 craft.	One P.O./Ldg. per 8 craft in which Radar is fitted or— One P.O./Ldg. per 4 craft if fitted with four or more Radar and W/T sets.

Line	Type of Ship	Radio Mechanic (R)	Radio Mechanic (W/T)	Radio Mechanic (WR)
(j)	Trawlers. Other ships of comparable size or with comparable equipment.			One P.O./Ldg. per eight ships borne in base or depot ships
(k)	L.S.F.	One Chief Three P.O. Two P.O./Ldg.	One Chief Two P.O. One Ldg.	
(l)	F.D.T. (L.S.F., small).	One P.O. One Ldg.	One P.O. One Ldg.	
(m)	L.S.H. (L)	One P.O. One P.O./Ldg.	One Chief Two P.O. Two P.O./Ldg.	
(n)	L.S.H. (S) or L.S.L. fitted for S.O.A.G.	One P.O.	One Chief *One P.O. *One P.O./Ldg. (* Allowed only when S.O.A.G. is borne.)	
(o)	L.S.I. L.S.T. (1) L.C.H.			One P.O./Ldg.
(p)	L.S.T. (2) L.S.T. (3)			Two P.O./Ldg. per flotilla of 12.
(q)	L.C.I. (L) L.C.G. (L) L.C.G. (M)			One P.O./Ldg. per flotilla of 12.
(r)	L.C.T. (R) L.C.S. (R)	One P.O. per two craft.	One P.O. per six craft.	
(s)	L.C.T.			One P.O./Ldg. per squadron of 36.
(t)	L.C.N.			One P.O./Ldg. per flotilla of 6. <i>Note.</i> —Add one P.O./Ldg. for every flotilla of minor landing craft to which an L.C.N. is attached.

(A.F.Os. 1550/45 and 3303/45.)

(A.F.O. 883/45 is cancelled.)

3299.—Basic Radar Courses for Non-Technical Officers

(D. of N. 08013/45.—21 Jun. 1945.)

The importance of Radar to the Fleet makes it necessary that officers generally should have a good knowledge of Radar, and that specialist officers in particular should possess an all-round knowledge of Radar in addition to the specialist application taught at their own schools.

2. Accordingly, a five-day course in Basic Radar is run weekly at R.N. Barracks, Portsmouth, and caters for the following categories of officer:—

General Service Officers.*
Destroyer Gunnery Officers.
Air Gunnery Officers.
Specialist Officers qualifying.
Sub-Lieutenants qualifying for Lieutenant.
R.M. Subalterns.
Instructional Gunnery.
Warrant Officers qualifying for Lieutenant.

* Also includes such non-executive officers whose duties at sea (e.g., plotting) demand a general knowledge of radar.

Note.—For all officers mentioned above, except General Service officers, this Radar course is arranged as part of their qualifying courses and no action need be taken by individual officers.

3. The course commences at 0930 every Monday, and finishes at 1630 on Friday.

4. Officers taking the course can be victualled in the R.N. Barracks, Portsmouth. Service accommodation cannot always, however, be provided. Advice as to accommodation available in the town can be obtained from the Hall Porter Wardroom Mess, R.N. Barracks.

5. The course is designed to give an all-round, non-technical picture of radar, its uses, and applications. Executive officers doing a series of courses should endeavour as far as possible to do this course at the beginning. Wherever possible, officers taking tactical or staff courses at Greenwich should also endeavour to do the Basic Radar course first.

6. For officers of Lieutenant-Commander's rank or above and Lieutenants in Command, the syllabus includes, if required, a one-day course in Action Information Organization at H.M.S. "Dryad" on the Friday (C.A.F.O. 385/45, paragraph 5 (a) refers).

7. The Captain, H.M.S. "Collingwood", organizes this course, and applications for individual officers to undergo it should be made direct to him, quoting this Order. No reply will be made unless the officer concerned cannot be accepted.

8. When it is impracticable for officers to travel to Portsmouth, a shortened course can be given at H.M. Radar School, Sherbrooke House, Pollokshields, Glasgow. Application should be made to the Officer-in-Charge.

(C.A.F.O. 2238/44 and A.F.O. 5987/44 are cancelled.)

(C.A.F.O. 385/45.)

3300.—Damage Control Training Units

(N/DNE. 10109/45.—21 Jun. 1945.)

Damage control training units for the practice of shoring and leak stopping will shortly be completed at Portsmouth, Chatham and Devonport.

2. Each unit consists of a reproduction of a small section of ship housed in a Romney hut. The hut is large enough to contain the necessary equipment and a small lecture room for the display of drawings, diagrams, etc. Exercises can be witnessed from the floor of the hut through the open front of the ship structure.

3. Shoring and the following types of repair can be practised:—

- 6-in. shrapnel hole in deck.
- Distorted W.T. hatch cover.
- 2-ft. hole in ships' side.
- Group of small splinter holes.
- Damage scuttle.
- Split in transverse bulkhead.
- Leaking gland to rod gearing.

(h) Leaking ventilation valve.

(i) Damaged 3½-in. fire main.

To introduce realism and to test the efficiency of the repairs, water can be applied through a system of tanks.

4. Stores and equipment are kept at the unit.

5. The unit is primarily for the use and training of damage control parties from ships in port.

6. Ships wishing to use the unit should apply by signal in accordance with the port orders to Commodores of R.N. barracks.

3301.—Dental Officers—Specialist Allowance

(C.W. 57034/44.—21 Jun. 1945.)

As a wartime measure, it has been decided that, with effect from 28th December, 1944, specialist allowance at the rate of 5s. a day is payable to Naval Dental Officers while actually appointed for duty to certain specialist posts in which they are required to act in a consultative capacity and to undertake treatment of difficult cases of maxillo-facial injury and minor oral surgery, under the conditions under which medical specialist allowances are payable to Naval medical specialists.

2. Dental officers who are entitled to the allowance under paragraph 1 will be appointed "and for specialist duties"

3302.—Summary Punishment—Enforcement of Sentences Suspended after Committal

(N.L. 2049/45.—21 Jun. 1945.)

Where a sentence of detention is suspended in accordance with either K.R. & A.I., Article 559, clause 3, or C.A.F.O. 769/45 after a committal order has been issued and the man is subsequently re-committed to Naval Detention Quarters to serve the residue of his sentence by reason of having committed a further offence, the residue is to be reckoned as the period of the original sentence less the number of days actually served, no account being taken of any remission which might have been earned on the portion already served. For example, a man whose sentence of 90 days' detention is suspended after having served 40 days and who is sentenced to a further 90 days' detention for an offence committed during the period of suspension, should be committed for 140 days, assuming it is decided that the sentences are to run consecutively, and he would then be eligible to earn remission on this period.

2. Naval offenders re-committed to Military Detention Barracks are, irrespective of whether they were first committed to Naval Detention Quarters or Military Detention Barracks, eligible to reckon any marks towards remission earned before suspension when the remission earned in respect of the whole sentence is being assessed, in accordance with the Rules for Military Detention Barracks.

3. In order that Naval offenders should, as far as possible, receive uniformity of treatment, it is desirable, therefore, that they should be sent to Naval Detention Quarters wherever practicable when re-committed on suspended sentences.

(K.R. & A.I., Article 559.)

(C.A.F.O. 769/45.)

(A.F.O. 1507/44 is cancelled.)

3303.—Radio Mechanics for H.M. Ships—Priority for Drafting

(N. 8648/45.—21 Jun. 1945.)

Owing to the shortage of radio mechanics the following rules are to be observed in drafting them to H.M. ships.

2. *Radio Mechanics (WR)*.—Every endeavour is to be made to draft radio mechanics (WR) to all ships allowed such ratings by A.F.O. 3298/45 or other authority. If no radio mechanics (WR) are available one radio mechanic (R) should be drafted temporarily in lieu. Radio mechanics (W/T) are not to be drafted in such cases.

3. *Radio Mechanics (R)*.—The full complement of radio mechanics (R) authorized by A.F.O. 3298/45 is to be drafted to battleships of "King George V" class, fighter direction ships large, and such other ships as have been specially approved by the Admiralty. Destroyers fitted with Type 275 or 262 are to have their former complement of one radio mechanic (WR) increased by one radio mechanic (R).

4. Except in the above cases, radio mechanics (R) required to augment complements authorized previous to the issue of A.F.O. 3298/45 are not to be drafted by drafting officers at home or abroad until specific authority is issued from the Admiralty. The order of priority will probably be:—

(a) One additional radio mechanic (R) to:—

(i) A.A. Sloops.

(ii) Fleet destroyers with types 276, 277 or 293/M.

(iii) Other ships fitting types 262/3, 274 or 275, except aircraft carriers.

(iv) Other ships not mentioned in (i) to (iii) above.

(b) Second additional radio mechanic (R) to:—

(i) Fleet destroyers.

(ii) A.A. sloops.

(iii) Other ships concerned.

5. *Radio Mechanics (W/T)*.—Radio mechanics (W/T) are not to be drafted by drafting officers at home or abroad to complete ships to the new complements promulgated in A.F.O. 3298/45 except for the following:—

(i) Base W/T ships—2 each—in addition.

(ii) Escort carriers—2 each—replacing existing (WR) (ex W).

(iii) L.S.H.(S) and L.S.I. fitted for S.O.A.G.—2 each (one only for L.S.I. when S.O.A.G. not borne)—replacing existing (WR) (ex W).

6. Specific authority will be issued by the Admiralty for the remainder probably in the following order:—

(i) Cruisers—2 each (where applicable).

(ii) Depot ships (other than Base W/T ships)—2 each (where applicable).

(iii) Destroyers—1 each.

(iv) Fleet carriers—2 each.

(v) L.S.H.(L)—2 each.

(vi) Light Fleet carriers—2 each.

(vii) Fighter direction ships—2 each.

(viii) Battleships—2 each.

(ix) A.A. sloops—1 each.

(x) Monitors—1 each.

In all these cases any radio mechanics (WR) (ex W) borne are then to be withdrawn. After completing the above, ships allowed more than 2 radio mechanics (W/T) will be brought up to full complement.

7. In all cases priority is to be given to implementing the above in the case of ships belonging to or expected to join the East Indies or British Pacific Fleets.

8. The Admiralty authority for implementing the various stages of the above will take the form of "A" messages which will be issued as the ratings become available.

(A.F.O. 3298/45.)

(A.F.O. 886/45 and Admiralty General Messages 453A and 897A are cancelled.)

3304.—Radio Mechanics—Drafting to Shore Establishments

(N./R.E. 03273/45.—21 Jun. 1945.)

Consequent on the reclassification of radio mechanics detailed in A.F.O. 1550/45, drafting authorities may be in doubt as to the correct categories of radio mechanics to be drafted to shore establishments for which the authorized complements were issued prior to the date of the above Admiralty Fleet Order.

2. Until such time as complements may be amended, radio mechanics are to be drafted by categories to shore establishments as follows:—

- (a) For Radar work (e.g., staffs of Port Radar officers)—category (R).
 (b) For W/T work (e.g., staffs of Port W/T officers, W/T and "Y" stations)—category (W/T).
 (c) Radio mechanics (WR) may be employed ashore:—
 (i) in lieu of radio mechanics (R)
 (ii) in lieu of radio mechanics (W/T), if the work concerns small ships' W/T equipment (or its equivalent).

Paragraph (c) is applicable only:—

- (1) when radio mechanics of the (R) or (W/T) category, are not available, or
 (2) to shore establishments where the work, involving both Radar and W/T, only justifies a total of one radio mechanic.

3. Commanding officers of establishments concerned are to forward to the drafting authority (if at home, Commodore, R.N. Barracks, Portsmouth: if abroad, the appropriate local drafting authority) such information as may be necessary to enable them to provide the correct category of radio mechanics when those now borne become due for relief.

4. This order does not authorize any increase in the total number of radio mechanics borne; nor is it intended to imply that those now borne shall be relieved before they are otherwise due.

5. Where approved, W.R.N.S. radio mechanics (RR) and (LM) may be drafted in lieu of radio mechanics (R) and (W/T) respectively.

6. Complements of ships are given in A.F.O.3298/45.
 (A.F.Os. 1550/45 and 3298/45.)

3305.—Adult Education—Provision for Lecture Tours in Overseas Commands (C.E. 935/45.—21 Jun. 1945.)

A part-time lecturer employed by the Central Advisory Council and undertaking a tour overseas on behalf of the Admiralty will be entitled to claim an honorarium of 10 guineas per week for the time he spends outside the United Kingdom. The Central Advisory Council is empowered to advance up to 50 per cent. of the estimated honorarium for a tour, if the lecturer so desires.

Full-time lecturers employed by the Council will continue to receive their salaries from this body and will not receive any additional honorarium.

2. *Travelling Expenses and Subsistence Allowance.*—(a) *In the United Kingdom.*—Travelling expenses and subsistence allowance incurred by the lecturer between home and airport are payable by the Admiralty at the rates laid down in A.F.O. 1652/45, Appendix II, paragraphs 8 and 9. First class rail travel will be allowed.

(b) *Overseas.*—(i) Arrangements for accommodation and transport between H.M. ships and establishments will be made by Commanders-in-Chief. Cash advances may be made to the lecturer by Supply Officers or Cashiers as follows:—

Honorarium: not exceeding five guineas per week.

Subsistence: not exceeding the appropriate entitlement.

A record of such advances should be made on Form S.542 which will accompany the lecturer throughout his tour and such advances are also to be reported to D.N.A. forthwith. Facilities should be given for the lecturer to use an account in the Post Office Savings Bank, if desired. The subsistence rate is that laid down for Class A in A.F.O. 4846/44, paragraphs 16 and 17, but final claims for travelling expenses and subsistence allowance will be submitted to the Admiralty through the Central Advisory Council by the lecturer, on his return. In order to facilitate the settlement of claims by the Admiralty, the Command Education Officer concerned will forward to Admiralty (for D.E.D.) three copies of the programme actually fulfilled, including particulars of accommodation provided.

(ii) If either accommodation or food is provided, the rate will be reduced by one-third, and if both accommodation and food are provided, one-third only of the rate will be paid, subject to a maximum of 5s. per night. The lecturer must state

on his claim whether accommodation and/or food were supplied and return form S.542 giving particulars of cash advances received overseas.

(c) The Central Advisory Council will submit the claim for payment of honorarium and all expenses to the Admiralty, after the lecturer has returned.

3. *Travel and Travel Risks.*—(i) Air transport overseas will be arranged by the Admiralty whenever possible, and all expenses thereby incurred will be borne by the Admiralty.

(ii) The Admiralty will in approved cases bear the cost of extra premiums which a lecturer has to pay on *existing* life assurance policies to cover air travel and foreign service. Lecturers are advised to consult their insurance companies in good time before departure and claims for refund of additional premiums should be forwarded to C.E.II Branch, Bath.

(iii) In the event of a lecturer falling ill while overseas, arrangements will be made for him to receive treatment from a medical officer in the Navy or at a Naval hospital. If admitted to hospital, the lecturer will be responsible for meeting the normal hospital charges.

4. *Lectures to Members of other Forces.*—Full costs of any tour arranged on behalf of an Overseas Command of the Royal Navy will be borne by the Admiralty, but the services of lecturers may be utilized by other services and by Dominion and Allied Forces under local arrangements made between the appropriate officers.

(A.F.Os. 4846/44 and 1652/45.)

(A.F.O. 1536/45 is cancelled.)

* 3306.—Correspondence Course in Flour-Milling Science and Technology

(N. 16281/45.—21 Jun. 1945.)

Those who have been employed in the flour-milling industry may, whilst serving in H.M. Forces, continue to study flour-milling technology and science by means of a correspondence course arranged by the National Joint Industrial Council for the Flour-Milling Industry. Such students are eligible to enter for the Intermediate and Final Examinations of the City and Guilds of London Institute.

2. The course will begin at the end of September, 1945. All applicants will be required to pay an enrolment fee of 10s., and this fee, together with the application, should be forwarded to Captain L. H. Green, 6, The Hermitage, Richmond, Surrey, to whom any enquiries in regard to this course should be addressed.

The full fee is 35s., but payment of all or part of the balance may be waived in accordance with the individual circumstances of the applicant, which should be disclosed in confidence to Captain Green when the application is made.

3. Arrangements can be made for candidates who are serving with the Naval Forces to take the examinations for which they are eligible in H.M. ships and establishments.

(A.F.O. 1652/45, Appendix VIII.)

(A.F.O. 4237/44 is cancelled.)

3307.—Instructional Film—"Low Angle Firing with Eyeshooting Sights"

(G.D. 0227/45.—21 Jun. 1945.)

An instructional film in technicolor, entitled "Low Angle Firing with Eyeshooting Sights" (serial number A.169), has been produced under the technical direction of H.M.S. "Excellent", and copies will be distributed, without demand, in accordance with paragraph 6 below.

2. This film has been primarily produced to meet the requirements of coastal force gunnery, but it is equally important that all close range gunnery ratings manning weapons fitted with eyeshooting sights should fully understand the subject.

It is to be assumed that the audience of this film is fully conversant with A.A. eyeshooting and use of eyeshooting sights, as the terms used in the eyeshooting problems are referred to from time to time.

3. The film is divided into the following parts:—

Part 1. Introduction and Direction of Aim-Off.

In 2 reels with total running time of approximately 15 minutes.

- Part 2. Amount of Aim-off.
In 3 reels with total running time of approximately 30 minutes.
- Part 3. Point of Aim and Aim-off Estimation Exercises.
In 2 reels with total running time of approximately 20 minutes.
- Part 4. Laying—Firing Technique and Spotting.
In 3 reels with total running time of approximately 25 minutes.
- Part 5. Night Action.
In 1 reel with total running time of approximately 8 minutes.

4. Instructional Technique principles have been used in the production of this film in that it provides breaks for questioning, note-taking and discussion at convenient stages during the showing. The film must not be allowed to run past these breaks.

5. An instructional pamphlet for use with the film is in the course of preparation.

6. Copies of the film will be distributed without demand as follows:—

	No. of Copies.	
	35 mm.	16 mm.
(a) Copies for re-issue on temporary loan:—		
Lyness Library	2	2
Rosyth Library	1	1
Greenock Library	1	1
Liverpool Library	2	2
Chatham Library	1	2
Portsmouth Library	2	2
Devonport Library	1	2
London Library	1	—
Londonderry Library	—	2
Colombo Library	2	2
Trincomalee Library	2	2
Malta Library	3	3
Alexandria Library	2	2
Gibraltar Library	2	2
Sydney Library	4	4
Bombay Library	2	2
(b) Copies on permanent loan:—		
H.M.S. "Excellent"	2	1
R.N. Gunnery School, Chatham	2	—
H.M. Gunnery School, Devonport	2	—
R.M. Gunnery School, Chatham	—	1
R.M. Gunnery School, Eastney	1	—
R.M. Gunnery School, Plymouth	1	—
H.M.S. "Queen Charlotte"	1	1
A.A. Range, Eastney	1	—
A.A. Range, Barton's Point	1	—
A.A. Range, Breakwater Fort	—	1
A.A. Range, Malta	1	1
Combined Schools Manoel Island,	1	1
A.A. Range, Trincomalee	1	—
A.A. Range, Colombo	1	—
A.A. Range, Alexandria	1	—
A.A. Range, Sydney	1	1
H.M.S. "Hornet"	1	—
H.M.S. "Attack"	1	—
H.M.S. "Beehive"	—	1
H.M.S. "Wildfire III"	—	1
C.C.F., Mediterranean	2	2
C.C.F., Eastern Theatre	4	6
H.M.S. "Cape Wrath"	1	—
H.M.S. "Mull of OA"	1	—
H.M.S. "Mull of Galloway"	1	—
H.M.S. "Derby Haven"	—	1
H.M.S. "Woodbridge Haven"	—	1
F.O.C.R.I.N.	2	2
N.S.H.Q., Ottawa	2	2
B.A.D., Washington	1	1

(A.F.O. 5377/44)

3308.—Instructional Film—Radar Spotting

(G.D. 0125/45.—21 Jun. 1945.)

A series of instructional films on "Radar Spotting" is being made by the Royal Naval Film Section, in collaboration with H.M.S. "Excellent". It is intended that these films should supersede Part 6 of the Royal Naval Instructional Film "Radiolocation—(A. 74*)" which is now out of date and will subsequently be withdrawn.

2. The production of the following films is now in hand:—

Series A. 16 mm. silent film entitled "Radar Spotting".

- Part I Type 274, Spotting Tube, how to spot for range.
Part II Type 274, Spotting Tube, how to spot for line.
Part III Type 275, Ranging Tube, how to spot for range.
Part IV Type 284, Spotting Tube, how to spot for range.
Part V Type 273, with Panel L.17 or L.18, how to spot for range.

Series B. 16 mm. silent film entitled "Radar Fall of Shot—Practice films" for use with Cinema Radar Fall of Shot Teacher

- Part I Type 274, Spotting for range.
Part II Type 274, Spotting for line.
Part III Type 275, Spotting for range.
Part IV Type 284, Spotting for range.
Part V Type 273, Spotting for range.

Series C. 35 mm. Sound Instructional Film entitled "Radar Spotting"

3. *Details of Films.*—Series A shows a series of single and multi-gun salvos fired at moored practice target, carrying Radar reflectors whose Radar response effectively simulates a surface target.

These films have been made with the object of enabling detailed instruction to be given to spotting operators in range and line spotting. They have been made without sound track to expedite completion and distribution, but edited so that each film is a complete record of one particular series of firings as seen on one type of Radar set display. The fall of shot has been recorded by the visual camera simultaneously with a photographic record of the displays on the 274, 275, 284 and 273 Radar sets.

They are capable of projection upon any 16 mm. sound film or silent film projector.

The general sequence for the five parts of this series is to show each salvo first, as the visual spotting officer saw it, then as the spotting operator saw it on his display (and how he measured the M.P.I. of the salvo), then the actual fall of the salvo as recorded by a Rake Marking camera. Thus the spotting operator, in addition to seeing the fall of the shot on his Radar display, obtains a visual picture of the fall of the shot in correct relationship to the target for range and line, which should enable him to conceive a better appreciation of his problem under the more realistic conditions of firing at an enemy ship.

4. *Series B. Radar Fall of Shot—Practice Films.*—These films provide a number of photographed practice runs of the Radar displays of the 274, 275, 284 and 273 Radar sets, which, when projected on to the screen face of the teacher, the construction of which is described below, give a realistic impression of salvos fired at a ship target.

It should be noted that these films are for practice purposes only and should be shown after the spotting operator has received preliminary instruction from the "Radar Spotting" films, Parts I to V.

The display shows exactly the echo of the salvo and the target as seen on a real tube, and the spotting operator, by calling out to the instructor his appreciation of the M.P.I. of the salvo, should obtain good practice in accurate spotting both for lines and range on the 274 set, and for range in the 275, 284 and 273 sets. The correct position of the M.P.I. for each salvo will be issued in the form of a "Crib" for the use of the instructors.

5. *Series C 35 mm. Instructional Film "Radar Spotting".*—This film is to be a comprehensive instructional sound film dealing with all aspects of spotting fall of shot by means of the various Radar sets. It will deal with the principles involved advantages and limitations of Radar spotting and show the drill and procedure to be used for all equipments.

6. *Description of "Radar Cinema Fall of Shot Teacher"*.—This teacher has been designed with the object of instructing Radar Control ratings in the art of Radar spotting.

It consists of a 16 mm. projector and screen. In order to give realism to the Radar fall of shot practice films referred to in paragraph 2, series B, the screen on which they are projected has been designed to represent the face of a cathode ray tube.

The teacher has been designed for simplicity in order that it can be quickly and conveniently erected on board. For this reason the standard 16 mm. projector supplied to ships, *vide* C.A.F.O. 1863/44, is the principle component of the teacher.

These films can also be used with the 16 mm. sound projector, but when using a sound projector it is important to note that the switch of the projector should be set to "silent speed" (*i.e.* 16 frames per second instead of 24 frames per second).

7. *Construction of Teacher*.—The screen holder should be manufactured from wood to dimensions shown in A.F.O. Diagram 227/45. The screen itself should be made of "Celestoid" tracing paper, or tracing cloth attached to the holder by means of drawing pins. A green filter also made of "Celestoid" and inserted between the screen and the screen frame will give a realistic impression of the face of a cathode ray tube.

The height marked "X" in the diagram, from the base of the projector to the optical axis of the lens varies according to the make of the projector, and should be measured before construction of the screen. In order that the trace is shown at approximately natural size, the distance marked "Y" on the diagram, from the face of the projector lens to the screen, should be so adjusted that the projected image of the outside diameter of the cathode ray tube as shown in the film coincides with the aperture of the screen.

Note.—Sheets of "Celestoid" in green and white (each size 6-in. by 6-in.) for making of screen and filter can be obtained through storing yards. Supply of one sheet of green and one sheet of white "Celestoid," size 6-in. by 6-in. (consumable naval stores) to each capital ship, aircraft-carrier, cruiser and fleet destroyer under construction should be arranged by warrant yards and supplying yards or depots in the usual manner.

8. Two thousand No. "Celestoid" sheets 6-in. by 6-in. by 10/10,000-in. (1,000 No. green and 1,000 No. white) have been requisitioned for purchase for delivery to yards and depots detailed below:—

	Green	White
Chatham	100 sheets	100 sheets
Sheerness	50 sheets	50 sheets
Portsmouth	100 sheets	100 sheets
Devonport	100 sheets	100 sheets
Rosyth	100 sheets	100 sheets
Mersey area	200 sheets	200 sheets
Severn area	300 sheets	300 sheets
Carfin	50 sheets	50 sheets

Arrangements have been made for the undermentioned quantities to be supplied to overseas bases:—

	Green	White
<i>From Severn area</i> —Simonstown ...	20 sheets	20 sheets
Durban	50 sheets	50 sheets
Colombo	80 sheets	80 sheets
Brisbane	20 sheets	20 sheets
Sydney	80 sheets	80 sheets
<i>From Mersey area</i> —Gibraltar ...	50 sheets	50 sheets
Malta	50 sheets	50 sheets
Alexandria	50 sheets	50 sheets

Requirements should be demanded from storing yards under subhead E.2(e)

9. *Completion and Distribution of Films*.—Parts I, II and III of Series A and B have been completed and will be issued without demand to ships now fitted and being fitted with Type 274 and 275.

The remainder of the films of series A and B will, as they are completed, be issued to ships fitted with the relevant Radar sets.

The sound film "Radar Spotting" will, on completion, be issued and distributed according to the provisions of paragraphs 107 and 108 of A.F.O. 5377/44.

In addition, two copies of all the films listed in paragraph 2 of this order will be distributed without demand as follows:—

H.M.S. "Excellent"	H.M.S. "Queen Charlotte"
H.M.S. "Excellent"	H.M.S. "Valkyrie"
(for H.M.S. "Blazer")	H.M.C.S. "St. Hyacinth"
H.M. Gunnery School, Devonport	N.O.I.C. Flinders Naval Depot,
R.N. Gunnery School, Chatham	Australia
H.M.C.S. "Cornwallis"	H.M.I.S. "Himalaya"
The Captain, Radar Training	H.M.I.S. "Chamak" (Royal Indian
	Naval Radar School) Karachi

10. The sea store establishments concerned will be amended.

(C.A.F.O. 1863/44 and A.F.O. 5377/44.)

3309.—Instructional Film "The Fighting Lady"

(Serial Number G.652)

(N.T. 5252/45.—21 Jun. 1945.)

The film "The Fighting Lady" is now available in 35-mm. size only and copies will be issued without demand in accordance with paragraph 3 below.

2. The running time of the film is 60 minutes and it depicts the achievements of a U.S. Navy aircraft carrier during the Marshalls, Truk and Marianas campaigns.

3. Distribution will be as follows:—

	No. of copies
Lyness library	2
Rosyth library	2
Greenock library	2
Londonderry library	1
Liverpool library	2
Chatham library	2
Portsmouth library	2
Devonport library	2
London library	1
Gibraltar library	1
Malta library	3
Alexandria library	1
Bombay library	2
Colombo library	2
Trincomalee library	1
Sydney library	4
Commodore, Durban	1
F.O.C. West Africa	1

4. Application for copies on temporary loan is to be made to Film Libraries, but copies should only be retained for a minimum period, so that circulation to all units of the Fleet can be completed as soon as possible.

5. Sixteen millimetre copies are not yet available and a further Admiralty Fleet Order will be published when distribution is made.

(A.F.O. 5377/44.)

3310.—Food Rationing—Allowances for Casual Meals

(V. 11/4222/45.—21 Jun. 1945.)

The following allowances are to be substituted for those shown for these foodstuffs in A.F.O. 4984/44, Section D, paragraph 2:—

Bacon and Ham—

Breakfast— $1\frac{1}{2}$ -oz. for every seven meals served.

Main meals— $\frac{3}{4}$ -oz. for every seven meals served.

Subsidiary meals— $\frac{3}{4}$ -oz. for every fourteen meals served.

Butter, Margarine and Fats—

$\frac{3}{8}$ oz. per person per meal served. Of the amount so calculated, not more than one seventh may be taken in the form of cooking fats and not more than two-sevenths in the form of butter.

Points Foods—

$\frac{1}{2}$ point per main meal, $\frac{1}{2}$ point per breakfast, per subsidiary meal and per tea served per eight weekly period.

(A.F.O. 4984/44.)

3311.—Food Rationing—Ration Cards for Personnel Granted Regular Night Leave

(V.11/3774/45.—21 Jun. 1945.)

Naval, R.M. and W.R.N.S. personnel whether married or single who are serving and victualled in shore establishments or seagoing ships undergoing prolonged refit, and are granted regular night leave to visit their families who are permanently or temporarily living in the locality, may be provided with a 72-hour ration card (RB 8A) once every two weeks.

2. As this concession is intended to prevent hardship to the families of personnel who take meals regularly with them, steps are to be taken to ensure that these ration cards are issued only to individuals who are strictly entitled to them. They are not to be issued to personnel who are normally victualled by the use of service ration cards; who during night leave take their meals in civilian catering establishments or service hostels; or to anyone to cover a period for which ordinary leave is granted and a ration card is supplied under existing arrangements.

(A.F.O. 4984/44.)

(A.F.O. 1820/45 is cancelled.)

3312.—H.M.S. "Vervain" and I.F.T.C. Retreat—Canteen Funds—Disposal

(N/E.F.O. 128/45.—21 Jun. 1945.)

(Included in Notice Boards Issue only.)

3313.—Native Personnel Invalided at Stations Abroad—Documentation

(M.D.G. 28936/45.—21 Jun. 1945.)

Attention is directed to K.R. & A.I., Article 1587.

When invaliding survey report Form D.145 is submitted to Admiralty in respect of native personnel, who are being discharged medically unfit, it is essential that a copy of the Service Certificate of the individual should be appended to the Form D.145; in lieu of the original document which is required to be appended by the instructions on that form.

2. Further, the date of actual cessation of naval pay is to be reported. This will be inserted plainly at top right corner of front page of Form D.145.

3. Service records of locally enlisted personnel are not available at Admiralty and the above information is essential for assessment of gratuities or compensation which may be payable.

(K.R. & A.I. Article 1587.)

(A.G.M.769A is cancelled.)

***3314.—Services Central Book Depot—Books Obtainable at Reduced Rates**

(N/D.P.S. 732/45/W/45.—21 Jun. 1945.)

The following is a further list of authors' titles and prices of books which are available:—

Author	Title	Price	
		(including carriage)	
		s.	d.
Charteris, L. ...	The Saint in Miami ...	5	8
Conrad, J. ...	Almayer's Folly ...	5	0
Llewellyn, R. ...	None but the Lonely Heart ...	7	0
Loekley, R. M. ...	Inland Farm ...	6	8
Meredith, G. ...	The Ordeal of Richard Neverel ...	2	0
Shaw, G. B. ...	Everybody's Political What's What ...	6	8

(A.F.O. 2990/45.)

***3315.—Man-power—Re-allocation—Release in Class A**

(C.W.36607/45.—21 Jun. 1945.)

The release in Class A of male ratings and other ranks, Royal Marines in Age and Service group No. 1, and of married W.R.N.S. ratings claiming high priority under A.F.O. 892/45, is to commence on 18th June in accordance with the instructions in A.F.O. 2835/45.

(A.F.Os. 892/45 and 2835/45.)

(Admiralty General Message Home and Abroad 892A is cancelled.)

3316.—Manpower—Re-allocation—Return to U.K. of Ratings in Certain Age and Service Groups

(C.W. 35321/45.—21 Jun. 1945.)

All ratings and other ranks R.M., including W.R.N.S., who are in Age and Service Groups 9 to 16 inclusive and who are serving in ships and establishments abroad, but excluding N.W. Europe, are to be returned to depots at home, after relief if necessary, in accordance with A.F.O. 2835/45 (re-issued in B.R. 1281 (1)). Endeavour is to be made to arrange for these ratings to reach U.K. between 13th August and 10th September.

2. Any reliefs who are not available on the station are to be asked for in the next periodical requirement signal.

3. All ratings and other ranks R.M., including W.R.N.S., who are in Age and Service Groups 3 to 8 inclusive, who are serving ashore in N.W. Europe outside the U.K., are to be returned to depots at home, reliefs being demanded only where absolutely essential. Endeavour is to be made for these ratings to reach U.K. by 16th July if practicable and not later than 13th August.

4. The above orders do not apply to volunteers for further service under A.F.O. 2835/45 (re-issued in B.R. 1281 (1)), paragraphs 15 and 35 to 48 or to ratings entered locally abroad. Other exceptions are referred to in paragraphs 20, 85, 86 and 82 of which the first line is being amended to include officers and ratings who are domiciled abroad. Forms in Appendices A and B are to be completed as necessary.

5. No action is required as regards officers as their appointments will be dealt with by the Admiralty.

6. It is important that Service Certificates and other official documents should accompany the ratings sent home. See also A.G.M. 842A.

(B.R. 1281 (1).)

(A.F.O. 2835/45.)

(Admiralty General Message Home and Abroad 925A is cancelled)

3317.—Manpower—Re-Allocation—Revised Form S.161R—Issue

(C.W. 37009/45.—21 Jun. 1945.)

A revised Form S.161R, designed to cater for the varied type of release, etc., under the re-allocation plan, will be issued shortly. On receipt of the revised form, the following consequential amendments are to be made to the "Instructions for Release and Dispersal":—

A.F.O. 2835/45. Paragraph 22—

Delete and substitute "22. Form S.161R is to be rendered in the case of a married W.R.N.S. rating who elects to be released in her age and service group."

Paragraph 73—

At end delete all after "ratings."

A.F.O. 1808/45. Paragraph 154. Last sentence—

Delete and substitute "Releases under paragraph 152 are also to be reported on Form S.161R."

Paragraph 164—

Delete second sentence.

Delete last three lines (i.e., all after "Form S.161R in line 5)."

A.F.O. 2545/45. Paragraph 231—

Delete last sub-paragraph.

A.F.O. 2652/45. Paragraph 297. Last sentence—

Delete "the form being endorsed 'Repatriate'".

(A.F.Os. 1808/45, 2545/45, 2652/45 and 2835/45.)

(A.F.O. 2976/45 is cancelled.)

***†3318.—Man-power Re-allocation—Tentative Release Time-table**

(C.W. 36488/45.—21 Jun. 1945.)

As already announced the dispersal of officers and ratings, including Royal Marines, in Age and Service group No. 1, and all high priority married W.R.N.S. officers and ratings, commences on 18th June. Owing to the very large numbers in these groups, the period of dispersal will extend over some weeks.

2. As has already been explained in the White Paper setting out the re-allocation plan and in Admiralty messages and printed orders on the subject of release, it will not be possible in the Navy for an equivalent number of Age and Service groups to be released at the same time in all the various branches of the Service.

3. A balanced Navy is essential and the Age and Service groups are not equally distributed amongst the different branches, ranks and ratings. Although it is hoped to commence the dispersal of some men and women in the different Age and Service groups by the dates quoted below, it must be fully understood that this will not apply equally to all branches.

4. It is expected that the dispersal of officers in Age and Service group No. 1 will be completed during October, with the exception of engineer officers, medical officers and some classes of warrant officers whose dispersal will take longer. It is hoped that officers in Age and Service groups 3 to 7, with the same exceptions, will be dispersed before the end of 1945. In the case of W.R.N.S. officers, dispersal of married women of low priority is expected to begin during August and will be followed soon after by the commencement of the dispersal of W.R.N.S. officers in Age and Service groups 1 to 10.

5. Provided sufficient progress is made with the dispersal of the ratings referred to in paragraph 1, it is hoped that the dispersal of the following Age and Service groups can be commenced by about the dates shown below:—

- (a) Male ratings and other ranks R.M. in Age and Service groups 3 to 8 inclusive, after the middle of July.
- (b) Male ratings and other ranks R.M. in Age and Service groups 9 to 16 inclusive, after the middle of August.
- (c) Married W.R.N.S. ratings of low priority, in the later part of August.
- (d) W.R.N.S. ratings in Age and Service groups 1 to 16 inclusive, towards the end of September.

6. The release of certain officer categories and rating groups (*see* A.F.Os. 2838/45 and 505/45) will inevitably lag behind. It is not possible to specify exactly which these are, as they will vary from time to time, depending on the requirements for the war against Japan and the rate at which the various branches can be freed from the many duties now being carried out in Europe and in Home Waters. Those in each officer category and rating group will be released in the order of their Age and Service groups, but inevitably the release of some officer categories and rating groups will proceed faster than others.

7. Our naval forces in the East are being built up as rapidly as possible from the later Age and Service groups. Meanwhile there are many commitments outstanding in Europe and in Home Waters and although these are being terminated as quickly as possible, it cannot yet be forecast how long this closing-down process will take, and therefore it is impossible to say how many men and women will become available for release at a given time.

8. Class B releases will not start before July. The names of those nominated for release will be communicated.

9. Further forecasts will be issued as soon as reasonably firm dates can be determined.

(A.F.Os. 505/45 and 2838/45.)

(Admiralty General Message Home and Abroad No. 894A is cancelled.)

3319.—Honours and Awards—Royal Hellenic Navy

(H. & A. 670/43.—21 Jun. 1945.)

The King has been graciously pleased to approve the following Honorary appointment to the Most Excellent Order of the British Empire for distinguished service to the Allied cause:

Hon. C.B.E.

Captain Alex Levidis, Royal Hellenic Navy

2. This appointment will not be gazetted.

3320.—Honours and Awards—United States Navy and Naval Medical Corps

(H. & A. 163/45; H. & A. 110/45.—21 Jun. 1945.)

The King has been graciously pleased to approve the following Honorary Appointments to the Most Excellent Order of the British Empire:

Hon. C.B.E.

Rear-Admiral Howard Adams Flanigan, U.S.N.,

for distinguished service to the Allied cause from 1941 to 1945.

Captain Frederick C. Greaves, U.S. Medical Corps,

for services to many British Naval and Military casualties in the operations leading to the occupation of Southern France.

2. These appointments will not be gazetted.

3321.—Honours and Awards—United States Navy and Naval Reserve

(H. & A. 113/45.—21 Jun. 1945.)

The King has been graciously pleased to give orders for the following honorary appointments and to approve the following awards for distinguished service in operations leading to the successful invasion of Southern France:

To be an Honorary Companion of the Most Honourable Order of the Bath:

Rear-Admiral Bertram J. Rodgers, U.S.N.

To be an Honorary Commander of the Most Excellent Order of the British Empire:

Rear-Admiral Calvin T. Durgin, U.S.N.

Bar to the Distinguished Service Order:

Rear-Admiral Carleton F. Bryant, D.S.O., U.S.N.

Rear-Admiral Morton L. Deyo, D.S.O., U.S.N.

To be an Honorary Companion of the Distinguished Service Order:

Rear-Admiral Theodore E. Chandler, U.S.N.

To be an Honorary Officer of the Military Division of the Most Excellent Order of the British Empire:

Commander Robert Raymond Helen, U.S.N.R.

Mention in Despatches:

Rear-Admiral Lyal A. Davidson, C.B., U.S.N.

Rear-Admiral Spencer S. Lewis, C.B., U.S.N.

Rear-Admiral Frank Jacob Lowry, C.B., U.S.N.

Commodore Campbell D. Edgar, U.S.N.

Captain Watson O. Bailey, U.S.N.

Captain Ross A. Dierdorff, U.S.N.

2. These appointments and awards will not be gazetted.

***3322.—Honours and Awards—The 1939-45 Star, the Africa Star, the Atlantic Star, the Air Crew Europe Star, the Italy Star, the France and Germany Star, the Pacific Star, the Burma Star and the Defence Medal.**

(H. & A. 90/45.—21 Jun. 1945.)

The following amendments are to be made to A.F.O. 3115/45:—

Section II

Paragraph 7. Add "He will not, however, be awarded the 1939-45 Star".

Section III

- Paragraph 2 (A). For "in paragraphs (E), (F) and (G)"
read "in paragraph 1 (A), (B) and (C)"
- Paragraph 4 (A). For "paragraphs (A)-(G) or (in the case of air crews) two months' service"
read "paragraph 1 (A) and paragraph 2 (A), or (in the case of air crews) two months' service as defined in paragraph 2 (B)".
- Paragraph 4 (E). For "the Atlantic and France and Germany Star"
read "the Atlantic and France and Germany Stars".
- Paragraph 7 (B). For "on and after 6th June, 1944"
read "between 6th June, 1944, and 8th May, 1945".
(A.F.O. 3115/45.)

3323.—Permanent List of Medical Officers, R.N.—Transfer to

(C.W./M.D.G. 23300/45.—21 Jun. 1945.)

Their Lordships are now prepared to consider applications for transfer to the Permanent List of Medical Officers of the Royal Navy (instead of after the war as originally contemplated) from recommended applicants on the following lists of medical officers:—

- (1) Short Service List, R.N.
- (2) Emergency List, R.N.
- (3) Permanent and Temporary Lists, R.N.V.R.

2. Each application is to be accompanied by a report on Form S.206 and should reach the Admiralty by 30th September, 1945. Applications may be made by signal with summarized recommendations where the written application appears likely to arrive after the date given.

Provisional applications already received have been recorded but fresh recommendations will now be required, and medical officers who have not previously applied may now do so.

3. As regards R.N. officers, the usual conditions will apply (Navy List Appendix, June, 1944, pages 198-200), but Emergency List officers so transferred will be required to pay income tax on the £1,000 gratuity already received.

4. The transfer of medical officers, R.N.V.R. (permanent and temporary) will be governed by the following conditions:—

- (1) The number of officers selected will be at Admiralty discretion, having regard to the number of higher appointments available for officers on the permanent list, and with a view to ensuring reasonable prospects of a career for those selected.
- (2) Seniority on transfer will be given as follows, and will reckon for purposes of full, unemployed and half-pay:—
 - (a) Full pay mobilized service will count in full.
 - (b) In addition to (a) above, officers who held appointments as resident medical or surgical officers in recognized civil hospitals prior to appointment will be granted, at Admiralty discretion, an antedate of seniority in respect of the time spent in civil hospital appointment, subject to a maximum of 12 months.
- (3) On transfer to the permanent list officers will forfeit all their rights and privileges as reserve or temporary reserve officers and, except as provided below, will be eligible for the rates of pay, retired pay and conditions of service of permanent R.N. medical officers, full details of which are given in the appropriate sections of the Appendix to the Navy List. This will include the gratuity of £1,000 provided under normal regulations for officers transferred from short service to the Permanent List, but in the case of transferees under this scheme, the qualifying period will be a minimum of five years' full pay service, including

three years served after the "official" date for the end of hostilities. Civil hospital time will not count for this purpose. The gratuity is subject to income tax.

- (4) Transferees will be required to serve for not less than 10 years from the date of transfer to the permanent list before being eligible for a withdrawal gratuity on voluntary retirement, but former service referred to in paragraph (2) (a), and civil hospital time, which counts for gratuity as in the case of permanent officers entered on or after 1st July, 1926, will be allowed to count for the purpose of assessing the total amount of the gratuity. Officers invalidated for disabilities not attributable to the service with five years' service or less (including service referred to in paragraph (2) (a)) will be eligible for gratuities on the scale laid down for Surgeon Lieutenants (short service) invalidated in similar circumstances.
- (5) Surgeon Lieutenants who have been transferred to the permanent list under these arrangements will receive, after the war, an additional uniform allowance to bring the total uniform allowance paid up to £50.
- (6) The regulations regarding promotion to higher ranks are shown in K.R. & A.I., Chapter VI, Section IV.

(A.F.O. 5259/44 is cancelled.)

3324.—Permanent List of Medical Officers, R.N.—Officers Selected for Transfer to

(C.W./M.D.G.23300/45.—21 Jun. 1945.)

The Medical Officers named below have been selected for transfer to the Permanent List of Medical Officers, R.N.

2. This prior information is circulated for the information of the officers concerned; the seniority of each officer on transfer will be promulgated in the Daily Return of Appointments as soon as the necessary calculations as to mobilized service, etc., have been made.

3. The question of ante-date of seniority on account of civil hospital time will arise in a number of cases. In this connection it is necessary for evidence to be produced as to:—

- (i) The exact period actually served in the resident hospital appointment.
- (ii) The number of beds in the hospital.
- (iii) The conduct of, and ability shown, by the officer when so serving.

In order to facilitate the adjustment of seniority of such officers, they should forward the necessary evidence to the Medical Director General of the Navy as soon as possible. If an officer is abroad and is, therefore, unable to do so without undue delay, he should report the necessary details to enable enquiries to be made direct to the civil hospital named.

4. It is anticipated that volunteers who have not been selected on this occasion will be given a further opportunity to apply at a later date.

Transfers from Short Service List, R.N.

Surgn.-Lt. C. L. T. McClintock, L.R.C.P. & S.

Transfers from Emergency List, R.N.

Surgn. Lt.-Cdr. P. S. Edgecombe, M.R.C.S., L.R.C.P.
Surgn. Lt.-Cdr. E. James, M.D., Ch.B., M.R.C.P.
Surgn. Lt.-Cdr. P. Jones, M.B., Ch.B., M.D., M.R.C.P.
Surgn. Lt.-Cdr. T. F. Miles, M.R.C.S., L.R.C.P., D.A.
Surgn. Lt.-Cdr. W. B. Teasey, M.B., B.Ch.
Surgn. Lt.-Cdr. M. Urie, M.B., Ch.B., L.R.C.P. & S.

Transfers from Permanent List, R.N.V.R.

Surgn. Lt.-Cdr. C. A. St. C. Hiley, M.R.C.S., L.R.C.P.
Surgn. Lt.-Cdr. P. G. C. Martin, M.B., B.Ch., F.R.C.S., L.R.C.P.

Transfers from Temporary List, R.N.V.R.

Tempy. Actg. Surgn. Lt.-Cdr. L. B. Arden, M.R.C.S., L.R.C.P.
Tempy. Surgn. Lt. H. M. Darlow, M.R.C.S., L.R.C.P.
Tempy. Surgn. Lt. A. J. Gaskell, M.R.C.S., L.R.C.P.

Tempy. Actg. Surgn. Lt. Cdr. W. A. Hutton, M.R.C.S., L.R.C.P.
 Tempy. Surgn. Lt. J. A. N. Lock, M.B., B.Ch., M.R.C.S., L.R.C.P.
 Tempy. Surgn. Lt. A. T. Marshall, M.B., Ch.B.
 Tempy. Actg. Surgn. Lt.-Cdr. D. M. Morrissey, M.B., B.Ch., F.R.C.S.
 Tempy. Surgn. Lt. G. J. Potts, M.R.C.S., L.R.C.P.
 Tempy. Actg. Surgn. Lt.-Cdr. H. P. Watson, M.B., Ch.B.

(A.F.O. 1406/45 is cancelled.)

3325.—Short Service R.N. (A) and Reserve Officers—Transfer to Permanent Commissions in the Royal Navy—Retired Pay Conditions

(P.M. 2368/44.—21 Jun 1945.)

With reference to paragraph 16 of A.F.O. 2304/44 and paragraph 15 of A.F.O. 23/45, the following is a summary of the main retired pay, etc., conditions which have now been approved for officers transferred to permanent commissions under the terms of those orders:—

Commanders and above.—As for officers entered as cadets, subject to the special modification in paragraph 2 below of the age and service scale for officers whose reckonable service commenced after the age of 27:—

Lieutenant-Commanders and below—

A.—Over 40 years of age on retirement

- | | | |
|---|--|---|
| (i) Retired for age, Compulsorily retired. Invalidated for a non-attributable disability. | After not less than 15 years' service. | Retired pay on the general age and service scale for cadet entries, subject to the special modification in paragraph 2 below of the age and service scale for officers whose reckonable service commenced after the age of 27. |
| (ii) Permitted to retire voluntarily. | After not less than 20 years' service. | Retired pay on the general age and service scale for cadet entries, subject to the special modification in paragraph 2 below of the age and service scale for officers whose reckonable service commenced after the age of 27. |
| (iii) Retired for age in the rank of Lieutenant-Commander. | With less than 15 years' service. | Retired pay at the rate of £250 a year, less deductions of £12 for each year short of 15 years' service. |
| (iv) Invalidated for a non-attributable disability or permitted to retire voluntarily. | With less than 15 years' service. | As provided under B below for officers similarly retired when under the age of 40. |
| (v) Invalidated on account of attributable disability. | | Retired pay as (i) above if qualified therefor, with additional retired pay on the scale laid down in clause 1 of Schedule I of the Disability Retired Pay Regulations (page 69 of appendix to Navy List, December, 1944). If not so qualified, as B (iii) below. |

B.—Under 40 years of age on retirement

- | | | |
|---|---|---|
| (i) Permitted to retire voluntarily. | After not less than 10 years' service from the date of transfer to permanent commission. | Gratuity on the scale laid down for Executive Lieutenant-Commanders (Section D, page 54 of Navy List Appendix, December, 1944). |
| (ii) Invalidated on account of non-attributable disability. | (a) Sub-Lieutenant. Acting Lieutenant.
(b) Lieutenant. Lieutenant-Commander. | Gratuity on the scale provided for cadet entry officers.
Retired pay of £91 a year, with an addition of £9 for each complete year of service in the ranks of Lieutenant and Lieutenant Commander. |
| (iii) Invalidated on account of attributable disability. | (a) Sub-Lieutenant or Acting Lieutenant.
(b) Lieutenant (confirmed) or Lieutenant-Commander. | Disability retired pay on the scale laid down in clause 3 (b) of Schedule I of the Disability Retired Pay Regulations (as an alternative to the War Pensions scale for temporary officers) (pages 70 and 242 of appendix to Navy List, December, 1944).
Retired pay as (ii) (b) above with additional retired pay on the scale laid down in clause 1 of Schedule I of the Disability Retired Pay Regulations (as an alternative to the War Pensions scale for temporary officers) (pages 69 and 242 of appendix to Navy List, December, 1944). |
| (iv) Retired compulsorily under Order in Council of 21st April, 1922, or otherwise. | (a) Sub-Lieutenant or Acting Lieutenant.
(b) Lieutenant (confirmed) or Lieutenant-Commander. | Gratuities at Admiralty discretion not exceeding non-attributable invalidating awards.
Retired pay on the scale laid down in paragraph 3A (iii) and 3B (iii) of the Retired Pay Regulations (appendix to Navy List, December, 1944, pages 52 and 53). |

Age and Service Scale—Modifications for Late Entrants

2. For officers whose reckonable service commenced after the age of 27, it is necessary to make the following modifications in the normal age and service retired pay scale:—

- (a) The deductions for service short of the specified periods will not be limited to five.
 (b) Further deductions will be made of £20 for each full year between the date of their 27th birthday and the commencement of their reckonable service.

Officers whose reckonable service commenced after their 35th birthday will not be eligible for retired pay on the above terms: if any case arises it will be considered specially.

The following examples illustrate the working of the above modifications of the scale for late entrants:—

- (i) An officer who was 30 years of age at the date of commencement of his reckonable service will, if retired at the age of 45 after completion of 15 years' service, receive retired pay as at (b) below.

- (a) Retired pay rate on normal "Age and Service" scale for officer aged 45 with 15 years' reckonable service = £440 10s., less £54 = £386 10s.
- (b) Retired pay rate on modified "Age and Service" scale = £386 10s., less three deductions on £20 = £326 10s.
- (ii) An officer who was 33 years of age at the date of commencement of his reckonable service will, if retired at the age of 48, after completion of 15 years' service, receive retired pay as at (d) below:—
- (c) Retired pay rate on normal "Age and Service" scale for officer aged 48 with 15 years' reckonable service = £543, less £67 10s. = £475 10s.
- (d) Retired pay rate on modified "Age and Service" scale = £475 10s., less £13 10s. and six deductions of £20 = £342.

3. *Officers on Short Service (Gratuity-bearing) Engagement.*—These officers are required to forego their gratuity benefits, or to refund any gratuity paid, as a condition of counting former service for retired pay purposes.

4. *"Ordinary" Widows' Pensions.*—"Ordinary" pensions for widows and compassionate allowances for children to be at the same rates and under the same conditions as those for officers promoted from cadets.

5. *Reckonable Service.*—Reckonable service is full pay mobilized service in the confirmed rank of Sub-Lieutenant or above. (In the case of short service R.N.(A) officers pre-war gratuity-bearing service may be allowed to count.)

6. Officers who have deferred their acceptance of a permanent commission pending the promulgation of the retired pay conditions should now forward reports to the Admiralty (C.W. Branch) stating whether they are prepared to give final acceptance of transfer on the above conditions.

(A.F.Os. 2304/44 and 23/45.)

*3326.—Long Service Pensions—Option for Quarterly Payment

(D.N.A. 3810/45.—21 Jun. 1945.)

The attention of Supply Officers is drawn to the provisions of clause 6 (II) of Section 1 of General Regulations for Pensions to R.N. ratings and Royal Marines in the appendix to the Navy List wherein it is laid down that the option for quarterly payment of long service pension should be extended only to Naval ratings and Royal Marine ranks whose re-engagement to complete time for pension dated from a date not later than the 30th September, 1935, or to R.M. ranks who, not later than that date, declared their intention to re-engage on the prescribed certificate, to complete time for pension as soon as re-engagement became open to them. Reference to this is contained in the instructions in current issues of Forms S.409 (application for pension).

3327.—Ratings—Particulars to be Quoted in Correspondence

(N. 154/45.—21 Jun. 1945.)

Considerable time is wasted in depots in tracing men whose particulars are insufficiently given.

2. With the large numbers now borne, there are many men of the same surname and first initial. If only the first initial is quoted, the records of all these ratings must be examined until the appropriate official number is found.

3. In future, *full* initials are invariably to be quoted in all signals and correspondence and Commanding Officers should use their discretion as to including the full Christian name where there is only one and the surname is a common one.

4. K.R. & A.I., Article 879 (s) will be amended in due course.

*3328.—Special Repair Ratings (D)—Advancement to Chief Rate for Artisans and to First Class Rate for Mechanics

(N. 26114/45.—21 Jun. 1945.)

With reference to B.R. 1066 (Advancement Regulations), Article 52, paragraph 3, it has now been decided that, in order to provide a supervisory rate in these classes, advancement to chief rate in the Special Repair Ratings (D) scheme is to be extended to artisans (plumbers, painters and joiners).

2. It has similarly been decided to provide a supervisory rate for the mechanic branches, but as there is no rating of Chief Mechanic in existence and it is not desired to create one specially at the present time, the requirement will be met by

special advancement of suitable men to the rating of Mechanic 1st Class (C.P.O. status).

3. All special advancement artificers, artisans and mechanics are to be limited to approximately 10 per cent. of the number of each grade borne, and the overriding limit for all special advancements is to be 10 per cent. of the total numbers of all grades borne, e.g., an establishment with 800 S.R.R.(D) may have a maximum total of 80 specially advanced men to take charge; if such an establishment has:—
400 artificers (in accordance with the provisions of B.R. 1066, Article 52, paragraph 3).
30 artisans.
70 mechanics.
300 others,

the number of specially advanced men would be:—

40 chief artificers
3 chief artisans
7 1st class mechanics,

leaving 30 special advancements to be distributed if this was found necessary and specially applied for.

4. B.R. 1066 will be amended in due course.

(B.R. 1066, Article 52.)

*3329.—Transfers to the South African Naval Forces

(N. 12439/45.—21 Jun. 1945.)

In continuation of A.F.O. 124/45, the undermentioned block numbers have been allocated to further personnel transferred to the South African Naval Forces. In the case of ratings these numbers supersede their present R.N. Port Division numbers; in the case of officers the block numbers are allocated for accounting and record purposes only.

Name	Rank	S.A.N.F. Block No.
Bailes, J. L.	Temp. Lt. (Sp.), R.N.V.R.	330740
Beavitt, R. A.	Temp. Sub-Lt., R.N.R.	330743
Connock, T. A.	Temp. Sub-Lt., R.N.R.	330737
Foster, C. W.	Lt.-Cdr., R.N.R.	330741
Garde, J. F.	Temp. Lt. (S), R.N.V.R.	330738
Hillstead, W. R. S.	Lt., R.N.R.	330734
Leith, W. F.	Temp. Surg. Lt., R.N.V.R.	330735
McNaughton, J. A. D.	Temp. Sub-Lt., R.N.R.	330748
Scragg, F. R.	Temp. Act. Lt., R.N.V.R.	330736
Steele, J. F. A.	Temp. Sub-Lt., R.N.R.	330742
Barker, R. H. V.	Lt., R.N.V.R.	330753
Bennett, M. C. H.	Temp. Surg. Lt., R.N.V.R.	330757
Clausen, H. T.	Temp. Act. Elect. Lt. Cdr., R.N.V.R.	330765
Davies-Webb, G. O. C.	Temp. Act. Surg. Lt. Cdr., R.N.V.R.	330762
Digby, J. E.	Temp. Sub-Lt. (A), R.N.V.R.	330763
Fraser-Jones, I. J.	Temp. Sub-Lt. (A), R.N.V.R.	330749
Garlick, I. R.	Temp. Lt. (E), R.N.	330756
Hamilton, D. A.	Temp. Surg. Lt., R.N.V.R.	330761
Kroon, C. A.	Lt., R.N.R.	330754
Phelan, J. A.	Lt., R.N.R.	330760
Whatmore, J. P.	Temp. Lt. (A), R.N.V.R.	330755
Wright, R.	Lt. Cdr. R.N.R. (Ret.)	330758
Candy, J. L....	Lt., R.N.R.	330768
Gordon, H. D. (D.S.C.)	Lt. R.N.R.	330766
Hall, J. G.	Temp. Lt., R.N.V.R.	330771
Hogg, W. D.	Lt., R.N.R.	330767
McIntosh, E. G.	Temp. Surg. Lt., R.N.V.R.	330769
Rogers, A. H.	Temp. Lt., R.N.V.R.	330774
Wilson, H.R.B.	Temp. Lt., R.M.	330770

2. The transfer of the undermentioned ratings to the South African Naval Forces has been approved. They are being discharged from the Royal Navy as from the dates shown, and will be deemed (a) to have been attested in the South African Naval Forces, Active Citizen Force; (b) to have been lent for service with the Royal Navy, both as from the same date:—

Name	Rank	Official No.	Discharged from R.N. and transferred to S.A.N.F. (V) from	Where serving at date shown
Alcock, K. F. ...	Act. P.O.R.M. (A.R.).	FX.588176 ...	22 Dec. 1944 (S.A.N.F. Block No. 330772).	Naval Air Squadron 810. 20 Feb. 1945.
Brymer, J. D. ...	Lg. Air Mech. (L).	FX.81860 ...	22 Dec. 1944 (S.A.N.F. Block No. 330747.)	—
Collier, E. J. ...	A.B....	C/SS.11062	8 Dec. 1944 (S.A.N.F. Block No. 330746.)	—
Dingwall, J. D.	Seaman	LT/JX.437104	24 Jan. 1945 (S.A.N.F. Block No. 330773.)	H.M.S. "Hertfordshire" 24 Jan. 1945.
Gray, R. M. ...	S.P.O.	D/KX.82514	28 Nov. 1944 (S.A.N.F. Block No. 330775.)	H.M.S. "Octavia." 21 Feb. 1945.
Halloran, W. E.	P.O. Tel.	D/J.111307	8 Nov. 1944 (S.A.N.F. Block No. 330750.)	H.M.S. "Assegai." 22 Feb. 1945.
Harrison, W. ...	Sto. I	P/KX.100859	1 Dec. 1944 (S.A.N.F. Block No. 330745.)	—
Johnson, R. J.	E.R.M.5	C/MX.692700	24 Oct. 44 (S.A.N.F. Block No. 330752.)	H.M.S. "Phoenicia." 19 Dec. 1944.
Levy, A. M. ...	A.B.	D/JX.366474	21 Sept. 1944 (S.A.N.F. Block No. 330764.)	H.M.S. "Ariadne." 7 Jan. 1945.
Makings, G. E.	Act. S.P.O.	D/KX.81771	31 Aug. 1944 (S.A.N.F. Block No. 330739.)	—
Rasmussen, J. ...	Engineman	LT/X.10404S	8 Sept. 1944 (S.A.N.F. Block No. 330744.)	H.M.S. "Europa."
Tittley, W. H. ...	L. Tel.	P/J.89967 ...	3 Jan. 1945 (S.A.N.F. Block No. 330759.)	H.M.S. "Afrikander." 13 Feb. 1945.
Webb, G. A. W.	A.B....	C/JX.268786	27 Aug. 1943 (S.A.N.F. Block No. 330751.)	H.M.S. "Nigeria." 23 Nov. 1944.
Wilding, C. R. ...	N.A.2	FX.705696 ...	7 Feb. 1945 (S.A.N.F. Block No. 330776.)	H.M.S. "Royal Arthur." 15 Feb. 1945.

3. Duplicate service certificates should be forwarded by Commanding Officers of ships in which these ratings are borne to the Commander-in-Chief, South Atlantic (see paragraphs 52-55 of A.F.O. 3022/43). The last known ship or establishment in which these ratings were serving is shown where this information is available though the information may be out-of-date very considerably. The respective ships

must, however, be responsible for effecting action or informing the ship to which a rating has been discharged so that the necessary action can be taken.

4. In this connection, the Commander-in-Chief, South Atlantic, reported in January last that from receipt of pay documents in H.M.S. "Afrikander," it is apparent that there is still a number of naval ratings who were transferred to the South African Naval Forces under A.F.O. 1922/44 for whom the necessary adjustment of pay and allowances have not yet been made and that such delay involves a degree of hardship to the men concerned. The information given in the column "Where last serving so far as known" is based on information now very much out-of-date and is thus probably confusing; moreover, many of the personnel named therein have since been advanced to higher rating and some granted commissions. With reference to paragraph 2 of A.F.O. 1922/44, only 50 per cent. of the duplicate service certificates concerned had reached Commander-in-Chief, South Atlantic, by January, 1945.

5. The personnel concerned should be transferred to the South African Naval Forces and thus to South African rates of pay as from the date given in column 4. A.F.O. 3022/43, as amended by A.F.O. 3913/43, and later A.F.Os. refer.

(A.F.Os. 3022/43, 3913/43, 1922/44 and 124/45.)

3330.—Deputy Directors of Stores in Eastern Theatre—Appointments

(C.E. 10350/45.—21 Jun. 1945.)

The following Officers have been appointed to the Eastern Theatre for co-ordination and supervision of the work of the Naval Store Department.

Note.—The Senior Deputy Director of Stores co-ordinates Naval store policy and supervises Naval store work in the East Indies and South Atlantic Stations and in the Pacific.

Post	Present Holder	Postal Address	Address for Signals
<i>Eastern Theatre</i>			
Senior Deputy Director of Stores, Eastern Theatre.	Captain (Sp) F. Montgomery, R.N.V.R.	Naval Office III, Galle Buck, Colombo. (Headquarters).	Administrative Authority concerned "for SDDS ET".
<i>East Indies</i>			
Deputy Director of Stores, East Indies.	Captain (Sp) R. E. V. Jelliffe, R.N.V.R.	Naval Office III, Galle Buck, Colombo.	C.S. Ceylon for D.D.S.E.I.
<i>Pacific</i>			
Deputy Director of Stores, Pacific.	Captain (Sp) M. G. Gill, R.N.V.R.	c/o Vice-Admiral (Q), R. N. Headquarters, Melbourne.	V.A. (Q) B.P.F. for D.D.S.P.

(A.F.Os. 6366/42, 4562/43 and 271/45 are cancelled.)

3331.—Dartmouth and Special Entry Cadets—Training in H.M.S. "Frobisher"

(C.W./N.T. 19/45.—21 Jun. 1945.)

In view of the altered conditions in home waters, Their Lordships have decided to reintroduce a modified form of sea-training for R.N. Cadets in a training cruiser as a temporary measure until circumstances allow of the return to full peace-time training. H.M.S. "Frobisher" has been commissioned for this purpose under the administration of the Commander-in-Chief, Rosyth, and training commenced on 2nd May, 1945.

2. At the completion of the eleven terms at the R.N. College, Eaton Hall, Cadets of the Dartmouth Entry will now carry out training for an additional term in the training cruiser before being rated Midshipmen and appointed to the Fleet.

3. Special and Direct Entry Cadets will carry out the following training:—

Executive Cadets	... ..	1 term at R.N. College, Eaton Hall, 1 term in H.M.S. "Frobisher".
Supply Cadets	... ..	1 term at R.N. College, Eaton Hall, 1 term in H.M.S. "Frobisher".
Engineering Cadets	... ..	{ ½ term in R.N. College, Eaton Hall, ½ term in H.M.S. "Frobisher".

4. In addition to the above temporary Midshipmen (E) R.N.V.R. (ex Ministry of Labour Cadet entry) will undergo six months' training in Marine Engineering in H.M.S. "Frobisher" prior to taking up their first appointments.

3332.—Examination for Sub-Lieutenant (S), R.N.—January, 1945—Results

(C.W. 84149/45.—21 Jun. 1945.)

The following table shows the results of the examination for the rank of Sub-Lieutenant (S), R.N., held in January, 1945:—

EXAMINATIONS FOR SUB-LIEUTENANT (S), JANUARY, 1945

Part I and Part II

Successful Candidates

Name	Part I					Part II				Class
	Paper A Secretariat and General Work	Paper B N.D.A and Court Marital Procedure	Paper C Typewriting	Paper D Cyphering and Com- munication Security Regulations	Paper E Pay and Cash Duties	Paper F Victualling, Clothing and Mess Traps	Paper G Naval and Air Stores	Total		
Maximum marks ...	200	200	50	100	150	150	150	1,000	1-850	
Qualifying marks ...	130	130	32.5	65	82.5	82.5	82.5	600	2-700 3-600	
Jacks, A. R. ...	156	158	43	79	103	110	103	752	Second	
Graesser, N. R. ...	140	160	43	72	106	117	93	731	Second	
Denly, O. A. ...	138	145	37	72	83	113	112	700	Second	
Vincent, P. M. C. ...	148	153	38	80	96	99	86	700	Second	
Barnish, J. G. ...	137	147	33	81	88	105	101	692	Third	
Warren, F. E., J. ...	144	142	34	65	85	83	83	636	Third	

3333.—Far Eastern Operations Allowance—Payment to Personnel Serving on T.124 Agreement and Variants, including Commissioned Cable Ship Agreement

(C.W. 25193/45.—21 Jun. 1945.)

This Order does not apply to Lascars, Asiatics or personnel signed on Agreement T.124 abroad at local or dominion rates of pay.

2. Their Lordships have approved that the National Maritime Board's decision regarding the payment of a Far Eastern Operations Allowance shall be applied to officers and ratings serving on Admiralty Agreements T.124, T.124X, T.124T and C.S.P.IX, to take effect from the 7th March, 1945.

3. The allowance shall be 15 per cent. of the basic rate of pay, including speed allowance where admissible. The 15 per cent. allowance shall not be payable in respect of—

- Consolidated overtime pay;
- Seafarers' war risk money;
- Any allowance which does not form an element of basic pay.

4. The allowance shall apply to all officers and ratings signed on Admiralty Agreements T.124, T.124X, T.124T and C.S.P.IX while serving in sea-going vessels detained or expected to be detained for at least two months within the Indian and Pacific Oceans and Persian Gulf, subject to the following boundaries:—

Eastward 145 degrees West longitude.

Northward the coastline of Asia and North America.

Westward the straits of Bab-el-Mandeb in the North Indian Ocean and longitude 35 degrees East in the South Indian Ocean.

Southward—no limit.

It does not apply to vessels passing in and out of that area.

5. It will not be payable to officers and ratings unless and until they are actually serving in the vessels covered by the terms of this Order, and will, therefore, not be payable when such officers and ratings are—

- on passage;
- accommodated on shore in Pools awaiting appointment or draft;
- in hospital.

6. Officers and ratings accommodated on shore or in non sea going ships (e.g. in rescue tug pools) who are not eligible for the Far Eastern Operations allowance will receive a grant of spending money at the rate of 3 rupees per day for officers and 2 rupees per day for ratings, or the sterling equivalent at 1s. 6d. the rupee.

7. Officers and ratings in receipt of spending money as in paragraph 6 will not be entitled concurrently to Colonial Allowance/Far East Allowance or the preferential rate of exchange known as the rupee concession.

3334.—W.R.N.S. Linguist Category—Introduction

(N/N.I.D. 01319/45.—21 Jun. 1945.)

As from the date of this order, W.R.N.S. ratings employed solely as interpreters or translators in any language are to form a new category to be known as the linguist category. Personnel will be recruited from (a) members of the existing Special Duties (Linguist) category, who will be transferred to the new category as and when they can be released from the operational duties on which they are at present employed; (b) transferees from other categories and (c) new entries.

2. The Superintendent, W.R.N.S., The Nore, will be responsible for maintaining the records of W.R.N.S. linguist ratings and, in conjunction with the Director of Naval Intelligence, for their drafting.

3. *New Entries.*—Ratings with the requisite qualifications will be entered as Wrens (General Duties) on the lower unspecialized rate of pay and will continue on that rate during training at the W.R.N.S. Central Training Depot and the R.N. Training Establishment, Southmead, or other training establishments as may be necessary. They will be eligible for the award of the lower specialized rate of pay on satisfactory completion of training, and, if recommended, for progression to the higher specialized rate after 3 months' service on the lower rate.

4. *Transfers.*—(a) Ratings who are transferred to the new category from the Special Duties (Linguist) category on completion of their operational duties will be allowed to retain their existing rate and seniority. The Officer-in-Charge, R.N. Training Establishment, Southmead, is to inform the Superintendent, W.R.N.S., The Nore, when ratings become available for transfer and is to furnish her with their Service documents and records when the transfers are effected.

(b) Applications from ratings with the requisite qualifications to transfer from other categories are to be forwarded to the Admiralty through the usual channels and the conditions applicable to such transfers, if approved, will be considered on their merits.

5. *Advancement.*—(a) *To Leading Wren.*—Wrens will be eligible for advancement to Leading Wren Linguist after six months' service from the date of award of the lower specialized rate of pay, subject to fulfilment of the normal V.G. conduct qualification and recommendation by the Commanding Officer.

(b) *To Petty Officer Wren.*—Leading Wrens Linguist will be eligible for advancement to P.O. Wren Linguist after six months' service as Leading Wren Linguist, subject to fulfilment of the normal V.G. conduct qualification and recommendation by the Commanding Officer.

Note.—Advancements under (a) and (b) are to be authorized by the Commanding Officer and reported to the Superintendent, W.R.N.S., The Nore.

(c) *To Chief Wren.*—A limited number of advancements to Chief Wren will be made from time to time by selection from Petty Officer Wrens who have completed at least one year as P.O. Wren Linguist and who are recommended as being outstandingly suitable for advancement to Chief Wren on account of their powers of leadership, etc., in addition to their linguistic ability.

Petty Officer Wrens of the required seniority who are regarded as possessing these qualities may be recommended by Commanding Officers, through the Superintendent, W.R.N.S., The Nore, to the Admiralty where the actual selection will be made by the Director of Naval Intelligence.

A rating recommended for advancement to Chief Wren but not so advanced may be again recommended after a period of not less than six months from the date of the previous recommendation.

3335.—W.R.N.S.—Employment of W.R.N.S. Officers in the Air Engineering Department at Naval Air Stations

(C.W. 31453/45.—21 Jun. 1945.)

It has been decided that W.R.N.S. Officers shall be employed in the air engineering department at Naval Air Stations as Air Engineer Officers' Assistants and Storage Assistants.

2. *Air Engineer Officers' Assistants.*—W.R.N.S. Officers are required to take charge of the Air Engineer Officer's office at Naval Air Stations and should be selected from the following categories:—

- Wren Writers in the Air Engineer Officer's department.
- Wrens with Naval Air Branch secretarial experience.
- Wren Air Mechanics (A), (E) and (L) suitable for secretarial appointments.

3. *Storage Assistants.*—W.R.N.S. Officers are required for duties in connection with the equipment and maintenance of aircraft in storage and should be selected from Wren Air Mechanics (A), (E) and (L).

4. To be eligible for promotion to Officer rank Wren Air Mechanics (A), (E) or (L) must have served at least four months as such excluding time under training, and must be qualified to sign Form 700.

5. Commanding Officers are, in the first instance, to forward recommendations on Form S.1530 to Admiral (Air) via Superintendent, W.R.N.S. of the Command concerned.

6. Admiral (Air) will arrange for candidates to undergo a preliminary professional examination at the School of Aircraft Maintenance, R.N. Air Station, Worthy Down. Forms S.1530 and Service documents for successful candidates will be forwarded to the Director, W.R.N.S., by Admiral (Air).

7. Those considered suitable will appear before a W.R.N.S. Officers' Selection Board, and, if successful, will undergo the Officers' Training Course. Candidates

referred to in paragraph 6 above, will, on passing their preliminary examination, be retained at Worthy Down until called to the Officers' Selection Board and return afterwards until called to the Officers' Training Course.

8. Storage Assistants will be considered as being under training for the first month of their initial appointment, after which they will be available to fill certain Junior Air Engineer Officers' appointments in the Storage Sections.

9. A number of vacancies exist at the present time for those Officers and recommendations for suitable candidates should be forwarded as soon as possible.

(A.F.O. 2127/45 is cancelled.)

*3336.—Qualifying Course for Warrant Telegraphist

(C.W. 30366/45.—21 Jun. 1945.)

The following ratings have been selected to undergo the qualifying course for the rank of Warrant Telegraphist at H.M. Signal School, Portsmouth, commencing on 3rd September, 1945:—

R. J. Attridge, P.O. Tel., P/JX.139311, H.M.S. "Quantock".
 T. A. Boulton, C.P.O. Tel., P/JX.135101, H.M.S. "Forth".
 W. S. Bourn, C.P.O. Tel., C/JX.137952, H.M.S. "Essington".
 W. H. Clark, P.O. Tel., P/JX.146160, H.M.S. "Tuscan".
 E. E. Colegate, P.O. Tel., D/JX.144822, H.M.S. "Valiant".
 F. W. Cooper, P.O. Tel., D/JX.135657, H.M.S. "Drake".
 J. Evans, C.P.O. Tel., P/JX.152085, H.M.S. "Fabius".
 R. H. Foxlee, P.O. Tel., P/JX.134477, H.M.S. "Valiant".
 J. E. Griffin, P.O. Tel., D/JX.134967, H.M.S. "Drake".
 L. C. Hill, C.P.O. Tel., D/JX.132776, H.M.S. "Forth".
 E. E. Sims, C.P.O. Tel., D/JX.134142, H.M.S. "Drake".
 T. Teece, C.P.O. Tel., D/JX.133500, H.M.S. "Caesar".
 S. G. Woods, P.O. Tel., P/JX.136753, H.M.S. "Lanka".

2. The above-named ratings should join H.M. Signal School p.m. Sunday 2nd September, 1945.

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

3337.—Aircraft—Bombs—M.C., S.A.P. and G.P.—Fitted with Tail Pistols

(A.S. 01503/45.—21 Jun. 1945.)

Bombs M.C., S.A.P. and G.P., are normally supplied for Naval Service plugged nose and tail, whilst bombs for R.A.F. use are normally supplied plugged at the nose but with tail pistol fitted in lieu of plug, the pistol number being stencilled on the bomb body.

2. A proportion of M.C. bombs may in future be supplied for Naval Service with tail pistols fitted while others will have tail plugs No. 27 fitted as heretofore.

To avoid confusion, M.C. bombs which are stencilled with the pistol number should be examined on receipt to verify the presence of pistol or plug. If fitted with tail plug, the stencilling should be painted out. Where tail pistols are fitted these should be retained to act as tail plugs while in storage.

3. If for any purpose it is necessary to remove pistols from bombs (other than for operational reasons) tail plugs No. 27 must be fitted to avoid exposure of the tail fuze pocket over lengthy periods. Plugs removed from expended bombs may be used for this purpose, or if none are available from this source, they may be demanded from an Armament Depot.

4. Bombs fitted with tail pistols are or no account to be moved or transported without the transit bases in place.

5. S.A.P. and G.P. bombs will continue to be supplied with tail plugs fitted and any markings on the bomb body denoting number of pistol should be painted out or ignored.

(C.A.F.O. 1080/43 is cancelled.)

3338.—Ammunition—Primers, No. 26, Mark II R.L., Manufacture Lot 86—Withdrawal

(A.S. 1780/45/B.89.—21 Jun. 1945.)

All primers, percussion, No. 26, Mark II, Lot 86 of R.L. manufacture, are to be withdrawn from the service. These primers may be found in Q.F., 12-pdr., or Q.F., 4·7-in., Mark V, gun cartridges. Commanding officers of H.M. ships concerned are to arrange for ammunition on board to be examined at the first opportunity, and for cartridges containing these primers, with any loose ones on board, to be landed at the nearest Naval armament depot and replacements demanded.

2. These primers are regarded as coming under (b) C.A.F.O. 991/42—not dangerous, but may have a percentage of failures to function.

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

4. R.N.A. depots at home and abroad should scrutinize stocks as soon as possible and arrange for any cartridges containing primers of this description to be re-primed and the displaced primers, together with loose primers in store and any landed by H.M. ships to be brought to produce.

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

3339.—Ammunition—General—Demands for Ammunition, Packages and other Naval Armament Stores for Testing and Fitting Purposes

Gun Mounting and Principal (Ship) Overseers

(A.S. 5905/45/B.89.—21 Jun. 1945.)

Demands for representative or dummy ammunition, packages and other naval armament stores required for fitting purposes, testing hoists, testing gun mechanisms and gun mountings, testing fuze-setting machines, etc., in H.M. ships, and at contractors' works, should be forwarded direct to Director of Armament Supply, Admiralty, Bath.

2. So far as possible, these demands should be despatched so as to reach D.A.S. at least one month before the stores are required.

3. Attention is drawn to A.F.O. 579/44 regarding the prompt return of such stores after completion of the trials or tests.

4. O.U. 5332/37, Art. 23, paragraph 5, should be amplified as follows: (d) Stores for fitting purposes should be demanded from D.A.S., Bath.

(A.F.O. 579/44.)

3340.—Ammunition Supply—Naval Armament Depots—Supply Test and Returns of Ammunition to

(A.S. 7005/45.—21 Jun. 1945.)

A sample of each of the undermentioned lots and sub-lots is to be landed for test at the nearest Naval Armament depot as opportunity offers from each H.M. ship having these lots and sub-lots on board:—

Lot No.	Size	Cartridges into which filled
M.A.192 ...	N.H.033 ...	Q.F., 6-pdr. gun.
M.A.255 ...	N.H.055 ...	Q.F., 4·5-in. gun.
M.A.442 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.443 ...	N.H.033 ...	Q.F., 12-pdr., 12-cwt. gun.
M.A.455 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.458 ...	N.H.033 ...	Q.F., 3-in., 20-cwt. gun.
M.A.461 ...	N.H.050 ...	Q.F., 4-in. gun.

M.A.464 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.468 ...	N.H.050 ...	Q.F., 4·7-in. gun.
M.A.470 ...	N.H.055 ...	Q.F., 4·5-in. gun.
M.A.471 ...	N.H.055 ...	Q.F., 4·5-in. gun.
M.A.473 ...	N.H.050 ...	Q.F., 4·7-in. gun.
M.A.474 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.475 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.476 ...	N.H.055 ...	Q.F., 4·5-in. gun.
M.A.479 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.480 ...	N.H.050 ...	Q.F., 4·7-in. gun.
M.A.481 ...	N.H.055 ...	Q.F., 4·5-in. gun.
M.A.482 ...	N.H.050 ...	Q.F., 4·7-in. gun.
M.A.496 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.497 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.499 ...	N.H.050 ...	Q.F., 4-in. gun.
M.A.501 ...	N.H.050 ...	Q.F., 4·7-in. gun.
M.A.509 ...	N.H.050 ...	Q.F., 4·7-in. gun.
R.N.C.4 ...	S.C.044 ...	Q.F., 3-in., 20-cwt., and 4-in. gun.
R.N.C.6R ...	S.C.280 ...	B.L., 15-in. gun.
R.N.C.12R ...	S.C.280 ...	B.L., 15-in. gun.
R.N.C.23R ...	S.C.027 ...	Q.F., 3-pdr. gun.
R.N.C.26R ...	S.C.027 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.27 ...	S.C.027 ...	Q.F., 3-pdr. gun.
R.N.C.39 ...	S.C.109 ...	Q.F., 4·7-in. gun.
R.N.C.83 ...	S.C.100 ...	B.L., 4·7-in. gun.
R.N.C.84 ...	S.C.100 ...	B.L., 4·7-in. gun.
R.N.C.85 ...	S.C.061 ...	Q.F., 4-in., V-V* gun.
R.N.C.86 ...	S.C.100 ...	Q.F., 4-in., V-V* gun.
R.N.C.87 ...	S.C.100 ...	Q.F., 4-in., V-V* gun.
R.N.C.89 ...	S.C.061 ...	Q.F., 4-in., V-V* gun.
R.N.C.90 ...	S.C.270 ...	B.L., 13·5-in. gun.
R.N.C.91 ...	S.C.205 ...	B.L., 8-in. gun.
R.N.C.92 ...	S.C.061 ...	B.L., 6-in. gun.
R.N.C.94 ...	S.C.270 ...	B.L., 13·5-in. gun.
R.N.C.122RXA ...	S.C.044 ...	Q.F., 4-in., Q.F., 3-in., 20-cwt. gun.
R.N.C.149XA ...	S.C.103 ...	Q.F., 4-in. gun.
R.N.C.210XB ...	S.C.061 ...	B.L., 4·7-in., Q.F., 4-in., Q.F., 3-in., 20-cwt. gun.
R.N.C.211XB ...	S.C.109 ...	Q.F., 4·7-in. gun.
R.N.C.231XC ...	S.C.061 ...	Q.F., 4-in., B.L., 6-in. gun.
R.N.C.440 ...	H.S.C.T.124-058 ...	Q.F., 6-pdr. gun.
R.N.C.480 ...	H.S.C.T.124-058 ...	Q.F., 2-pdr. gun.
R.N.C.518 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.519 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3 pdr. gun.
R.N.C.543R ...	S.C.T. and S.C. ...	Charges, catapult, A/C.
R.N.C.595 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.598 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.599 ...	H.S.C.T.124-058 ...	Q.F., 2-pdr. gun.
R.N.C.655 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.656 ...	H.S.C.T.124-058 ...	Q.F., 6 and 3-pdr. gun.
R.N.C.657 ...	H.S.C.T.124-058 ...	Q.F., 2-pdr. gun.
R.N.C.663 ...	H.S.C.T.124-058 ...	Q.F., 2-pdr. gun., M.L., 9·5-in. D.C.T.
R.N.C.664 ...	H.S.C.T.124-058 ...	Q.F., 2-pdr. gun.
R.N.C.769R ...	S.C.T. and S.C. ...	Charges, catapult, A/C.
R.N.C.776R ...	S.C.T. and S.C. ...	Charges, catapult, A/C.
R.N.C.1004R ...	S.C.T. and S.C. ...	Charges, catapult, A/C.
R.C.1013 ...	N.H.050 ...	Q.F., 4·7-in., IX-IX* gun.
R.C.1019 ...	N.H.033 ...	Q.F., 4-in., V-V* gun.
R.C.1033 ...	N.H.050 ...	Q.F., 4-in., XVI* gun.
R.C.1037 ...	N.H.050 ...	Q.F., 4-in., XVI* gun.
R.C.1038 ...	N.H.050 ...	Q.F., 4·7-in., IX-IX* gun.

2. Officers in Charge of Naval Armament depots are to arrange for a sample from each lot and sub-lot held in store to be tested forthwith and the results reported to Director of Armament Supply, Branch B, Bath, as soon as known.

3. Similar immediate action is to be taken with samples landed from ships.

3341.—Ammunition—0.50-in. Browning—Withdrawal of Defective Lots

(A.S. 01168/45.—21 Jun. 1945.)

The following lots of 0.50-in. Browning A.P. ammunition are declared unserviceable on account of liability to season cracking.

R.A.5563	L.C.12544
R.E.M.5568	L.C.12559
R.E.M.5569	L.C.12561
F.A.756	L.C.12575
L.C.12339	L.C.12576
L.C.12392	L.C.12649
L.C.12409	S.L.8148
L.C.12500	

2. Any 0.50-in. Browning A.P. ammunition of these lots which may be on board is to be returned to the nearest R.N. Armament Depot at the earliest opportunity and other demanded in lieu.

3. All quantities held or landed at R.N. Armament depots are to be dealt with in accordance with existing instructions governing disposal of unserviceable S.A.A.

3342.—Binoculars—"P" Sight (A.P. G363, 364, 365 and 366)—Improved Rubber Eyeguard

G. 01218/44.—21 Jun. 1945.)

A.F.O. 1682/44 gives instructions for the modification of existing red rubber eyeguards (A.P. 2550) supplied with "P" sight binoculars. These eyeguards do not position the eyes correctly, and as a result, the performance of these binoculars at night is seriously impaired.

2. An improved rubber eyeguard has now been designed which incorporates the modifications in shape previously recommended. A continuous film of synthetic rubber has been applied to the surface of the eyeguard which is next to the skin, and it is considered that this will remove all the objections to rubber face-pieces which have been raised in the past. The film is particularly resistive to perspiration and body greases, and will not, therefore, perish or deteriorate with constant use.

3. Admiralty Pattern No. 2550A (Subhead E2 of Rate Book for Naval Stores) has been assigned to the new eyeguards, and it is intended that they shall replace entirely the existing eyeguards (A.P. 2550) at present fitted to "P" sight binoculars, Pattern Nos. G363, 364, 365 and 366. Arrangements for supply without demand will be made as soon as stocks become available as indicated in paragraph 5 below. In addition to eyeguards for existing binoculars, including spares, fitted in ships and in use at gunnery schools, *spare eyeguards* will be supplied upon the basis of two to each capital ship and one to each cruiser or destroyer.

4. Binoculars now being manufactured for new construction ships will be supplied with the new eyeguards already fitted, but supply of *spare eyeguards*, Pattern 2550A (Consumable Naval Stores), is to be arranged by warrant yards and supplying yards and depots on the basis given in paragraph 3 above.

5. It is expected that supplies of the modified eyeguard, Pattern 2550A, will be available shortly. Distribution without demand should be arranged by the Naval Store Officer, Preston, as follows:—

Name of Ship	Number to be supplied
"King George V"	} 8 per ship (includes 2 as spare)
"Howe"	
"Duke of York"	
"Anson"	
"Liverpool"	
"Bermuda"	} 5 per ship (includes 1 as spare)
"Gambia"	
"Jamaica"	
"Kenya"	
"Mauritius"	
"Nigeria"	
"Uganda"	
"Ceylon"	
"Newfoundland"	

"Swiftsure"
 "Argonaut"
 "Bellona"
 "Black Prince"
 "Cleopatra"
 "Diadem"
 "Dido"
 "Euryalus"
 "Phoebe"
 "Royalist"
 "Scylla"
 "Sirius"
 "Lookout"
 "Loyal"
 "Marne"
 "Matchless"
 "Meteor"
 "Milne"
 "Musketeer"
 Gunnery School, Chatham
 Gunnery School, Devonport
 H.M.S. "Excellent"
 H.M.S. "Assegai"

} 5 per ship (includes 1 as spare)

} 2 to each

6. The Sea Store Establishments and Lists of Particulars concerned will be amended.

(A.F.O. 1682/44.)

3343.—Guns, 0.303-in., Fitting on Mountings—Distortion of Gun Casing

(G. 3426/45.—21 Jun. 1945.)

Recent gun trial reports show an increasing number of failures of 0.303-in. machine guns due to the distortion of the gun casing preventing the free movement of the internal mechanism of the gun.

2. These failures suggest that the necessity for free fitting of machine guns on their mountings is not fully appreciated. As the mounting is usually a much more rigid structure than the machine gun, it is the gun casing and not the mounting that will give if force is used. Very little distortion of the casing will cause binding or jamming of the internal mechanism, more particularly in new guns.

3. If distortion is to be avoided, it is essential in mountings employing rigid front and rear fixing points, that the mounting pins or bolts should enter the gun lugs and mounting lugs with complete freedom. No force greater than can be exerted by the finger and thumb should be required to enter the pins and if bolts are used the nuts should not be pulled up much more than "finger tight" on the gun lugs.

4. This means that the mounting pin holes on the mounting must be parallel to each other in both the horizontal and vertical planes and be correctly spaced.

3344.—Guns—Q.F., 40-mm.—Lubricants and Buffer Oil for H.M. Ships

(A.S./C.I.N.O. 8983/42.—21 Jun. 1945.)

The following table shows the types of buffer oil and types of lubricants which are to be used with all Q.F., 40-mm. guns and the quantities to be carried on board ships mounting these guns:—

Oil or Lubricant.	Use.	Quantity per Gun.	
		First Outfit.	Minimum Stock.
S.M.L.O. oil	General lubrication	Supplies already available on board.	
White lubricant, special (Specification CS.1122)	Auto-loader and breech mechanism.	7 lb.	4 lb.
Oil, D.T.D.44D	Filling recoil buffer (in all temperatures).	4 galls.	2 galls.

2. Stocks of S.M.L.O. and oil, D.T.D.44D, are already held at yards and depots at home and abroad.

3. *White Lubricant*.—(a) The following quantities have been requisitioned from the War Office in 14-lb. containers for delivery as shewn:—

Chatham ...	2,800 lb.	Mersey Area ...	15,400 lb.
Sheerness ...	2,800 lb.	Severn Area ...	28,000 lb.
Portsmouth ...	2,800 lb.	West Riding ...	2,800 lb.
Devonport ...	2,800 lb.	Carfin ...	2,800 lb.
Rosyth ...	2,800 lb.		

(b) Arrangements should be made for the shipment of the undermentioned quantities from Mersey and Severn Areas to the yards detailed below:—

<i>From Mersey Area—</i>		<i>From Severn Area—</i>	
Gibraltar ...	4,200 lb.	Bermuda... ..	4,200 lb.
Malta ...	4,200 lb.	Simonstown ...	4,200 lb.
Alexandria ...	4,200 lb.	Durban ...	4,200 lb.
		Ceylon ...	4,200 lb.
		Sydney ...	4,200 lb.
		Brisbane ...	4,200 lb.

4. Ships concerned in commission should forward demands as necessary to their storing yards or depots. Supply to ships concerned of new construction should be arranged by warrant and storing yards in the normal manner.

5. The Sea Store Establishments concerned will be amended.

3345.—Guns—U.S. and Canadian Q.F. 40 mm.—Fitting of Stop for Fire and Safe Lever

(A.S./G.470/45.—21 Jun. 1945.)

The following modification is approved:—

<i>Guns</i>	Q.F. 40 mm. U.S., Mark I, Mark I Mod. I, Mark 2, Mark 2 Mod. I and M-I and Canadian C, Mark I.
<i>Part affected</i>	Breech casing.
<i>Purpose</i>	To prevent fire and safe lever being moved below "stop fire" position.
<i>Nature of modification</i>	Drill and tap hole for stop screw in breech casing. Fit stop screw.
<i>Drawing</i>	A.F.O. Diagram 232/45.
<i>New parts required</i>	One stop screw $\frac{1}{4}$ in. \times $\frac{1}{2}$ in., to be made locally from $\frac{1}{4}$ -in. Whitworth steel bolts.
<i>By whom to be done</i>	Staffs of H.M. ships, bases and R.N. armament depots.
<i>Degree of urgency</i>	As convenient.

3346.—Guns—Q.F., 40 mm.—U.S. Watercooled and All Aircooled—Fitting of Missfire Stops

(A.S./G.014420/43.—21 Jun. 1945.)

A.F.O. 2899/45 is to be amended as follows:—

Delete footnote "A.F.O. 1436/45 is cancelled".

Insert footnote "A.F.O. 1293/45 is cancelled".

(A.F.O. 2899/45.)

3347.—Guns—Q.F., 4-in., Marks V-V***, VC and "A", Marks V-V*, Breech Blocks, Mark II—Modification

(A.S.O. O. 0666/45.—21 Jun. 1945.)

To ease manufacture, certain Mark II breech blocks for Q.F., 4-in., Marks V-V***, VC and "A", Marks V-V* guns were made with a hole above and in line with the cocking lever axis pin of the firing case.

2. It is found that the axis pin is liable to work out of position into this hole with result that the gun will not function or may fire prematurely. The hole is therefore to be plugged. The work will be done by R.N. armament depots in accordance with Instructional Print N.O.D. 2146/149.

3. All component and spare Mark II breech blocks in service are to be examined by ships' staff, and where found to be of the pattern described, modification or exchange is to be arranged at the first opportunity.

4. Component and spare breech blocks in store are to be similarly examined and modified where necessary before issue to service.

3348.—Guns—Q.F., 4-in. Mark XXII—Levers, Breech Mechanism Marks I* and II and Cocking Sleeve of Striker Case—Modification

(A.S./G.07647/45.—21 Jun. 1945.)

The following modification is approved:—

<i>Gun</i>	Q.F., 4-in. Mark XXII.
<i>Part affected</i>	1. Lever, breech mechanism Marks I* and II. 2. Case, striker Mark I.
<i>Purpose</i>	To make dismantling arrows easily discernible.
<i>Nature of modification</i>	1. Existing arrows on under side of lever, b.m. to be barred out and re-engraved on the upper side. 2. Existing letters and arrow on under side of cocking sleeve for striker case to be barred out and re-engraved on the upper side.
<i>Drawing</i>	I.P. N.O.D. 3154/18.
<i>By whom to be done</i>	R.N. armament depots.
<i>Degree of urgency</i>	As convenient.

3349.—Guns—B.L. 4.7-in., All Marks—Cordite N/FQ—Errors in Charge Weights

(G. 015560/44.—21 Jun. 1945.)

Check firings of the following lots of cordite N/FQ for O.B.L. 4.7-in., Mark I guns have shown that the charge weights used for filling were too great. Ships to which charges of these lots have been issued should make due allowances for the excessive ballistics indicated below:—

(a) Lots	RNC 3540	}	+ 10 f.s.
	RNC 3528		
	RNP 532R		
	RNP 601		
(b) Lots	RNC 3541	}	+ 20 f.s.
	RNP 519		
	RNP 645		
	RNP 733		
	RNP 1102		
	RNP 1471		

3350.—Remote Power Control—R.P. 10 Systems—Temperature Control Tanks, Marks II and III

Ships concerned

(G. 4713/45.—21 Jun. 1945.)

Several cases of overheating of temperature control tanks, Mark III, in remote power control (R.P. 10 systems) have been reported from sea and it is considered that this overheating may be caused by the thermostat failing to switch off the heaters due to the fact that the uninsulated leads from the thermostat become short circuited.

2. This may be prevented by covering the thermostat leads with "systoflex" or similar insulating tubing and fitting a clip round the tube carrying the thermostat as shown in A.F.O. Diagram 234/45.

3. Ships officers in ships fitted with Marks II and III temperature control tanks should arrange for the modification shown in A.F.O. Diagram 234/45 to be carried out by ships' staffs at the earliest convenient opportunity, care being taken not to damage the oil seals in the temperature control tank during the process.

3351.—Bofors, Mark IV and Mark IV* Mountings—Fitting of Improved Quick-Release Cap for Dimmer Switch Controlling Dial Lamps

H.M. Ships and Establishments concerned

(G. 05710/45.—21 Jun. 1945.)

The existing push-on cover over the dimmer switch controlling the dial lamps is unsatisfactory. One improved, quick-release cap and two pins per mounting will be forwarded without demand to ships concerned, to be fitted in place of the existing "push on" cover.

2. The existing switch body will be drilled and tapped in accordance with A.F.O. Diagram 225/45 and the two pins fitted at 180° for holding the quick release cap in position.

3. The dimension 5.5 mm. shown on A.F.O. Diagram 225/45 must be adhered to in order that the rubber ring in the quick-release cap will seat snug against the front face of the switch body and form a watertight joint.

3352.—Aircraft Radio and Electrics—Provision of Special Electrical Power Supplies for Testing Purposes—As. and As.

H.M. Ships and Naval Air Establishments

(D/N.A.R. 200/45.—21 Jun. 1945.)

Special electrical power requirements for the testing of aircraft radio and electrical equipment will in future be met by the issue of aircraft ground electric supply units (short title A.G.E.S. units) and aircraft starting rectifiers. A.G.E.S. units will also be provided to afford permanent power supplies to Type 961 Radar installations. The cost of the units and rectifiers will be chargeable to Vote 8.III.

2. The provision of A.G.E.S. units and aircraft starting rectifiers will be arranged by the Admiralty without demand on the part of the ships, squadrons and establishments concerned. Details of the various A.G.E.S. units which have been and are being supplied are shown in Appendix 1. The scale of provision of A.G.E.S. units and rectifiers is shown in Appendices 2 and 3.

3. It is clear from experience already gained that requirements will continue to arise for power supplies of a type and magnitude for which no specific provision has been made. It should be possible to meet the majority of difficulties under this head by requisitioning alternative types of generator and fitting them to the A.G.E.S. units in lieu of the standard generators provided. In this connection general information as to permissible overloads of A.G.E.S. unit driving motors alternative generators, etc., are given in Appendix 4. Additional generators, etc., required should be requisitioned through the usual channels quoting this A.F.O. as authority. In the meantime arrangements are in hand to modify A.G.E.S. units before issue to meet the latest known power requirements.

4. The Air Radio Officer will be responsible for ensuring that routine maintenance is carried out on all A.G.E.S. units and rotary convertors used solely for the purpose of testing aircraft radio equipment. This maintenance is to be in accordance with instructions issued with the units and is to include the following:—Examination and adjustment of brush gear; examination replacement and bedding of brushes; adjustment of belt drives; adjustment of voltage regulators and control panels (where applicable); periodic checks of lubrication of all bearings, journals, etc.; periodic change of lubricating oil in I.C. engines associated with A.G.E.S. units.

5. A.G.E.S. units should not be returned to R.A.F. establishments for repair or disposal if no longer required. Repair should as far as possible be carried out by ship's or station staff. Replacement items bearing an Air Ministry pattern number should be obtained under the usual procedure for such equipment. Repairs beyond the capacity of ship's or station staff should be referred to the appropriate Dockyard or Electrical Repair Overseer. If A.G.E.S. units held by a ship or establishment are no longer required disposal instructions should be requested from the Director of Dockyards, Admiralty, quoting the serial number of the unit.

6. The installation of A.G.E.S. units in workshops, etc., at shore establishments will be covered by instructions issued direct to the authorities concerned, and this work will, in general, be the responsibility of the appropriate dockyard.

7. The installation of A.G.E.S. units in workshops and test rooms on Fleet and Light Fleet carriers will be as follows:—

- (a) One A.G.E.S. unit, Mark 4, adjacent to aircraft special T.B.R. Radar workshop and test room.
- (b) One A.G.E.S. unit, Mark 4, adjacent to the aircraft special N.F. Radar workshop and test room.
- (c) One A.G.E.S. unit, Mark 4, adjacent to the aircraft Radar workshop and test room.
- (d) One A.G.E.S. unit, Mark 11 (eleven) adjacent to the aircraft W/T workshop and test room.

Drawings of the Mark 11 unit and the Mark 4 unit with method of installation have already been issued to Emergency Repair Overseers, Warship Electrical Superintendents and Admiral Superintendents of Dockyards, with Admiralty letters dated 24th October, 1944, and 10th January, 1945, D.022888/44.

8. The installation of A.G.E.S. units in workshops, etc., on escort carriers and M.A.C. ships will be as follows:—

- (a) One A.G.E.S. unit, Mark 4, adjacent to the aircraft Radar workshop and test room.
- (b) One A.G.E.S. unit, Mark 11 (eleven), adjacent to the aircraft W/T workshop and test room.

9. The installation of A.G.E.S. units inside workshops and test rooms is to be avoided if possible, as the hum of the units is unpleasant for personnel working in a confined space.

10. Commanding officers of ships concerned are to forward an item, Classification A*, for the installation of A.G.E.S. units as necessary, quoting this Admiralty Fleet Order as the authority.

11. Attention is drawn to A.F.O. 4337/44 concerning the provision of sockets, electrical, 3-phase, 4-pin.

APPENDIX 1

Types of Aircraft Ground Electric Supply Unit

General

(1) A.G.E.S. units consist of various combinations of aircraft generators (D.C. and A.C.) driven by either mains operated electric motors or petrol engines. Units provided for shore use are normally suitable for a 400-volt, 3-phase, 50-cycle mains electricity supply. The supplies afforded by the various units are:—

- (a) 14 volts D.C.
- (b) 28 volts D.C.
- (c) 80 volts, 1,600 cycles A.C.

(2) A.G.E.S. units are complete with voltage regulators and suppressors for the D.C. generators but the A.C. generators require to be operated in conjunction with the appropriate type of control panel to be provided externally to the A.G.E.S. unit.

(3) The A.G.E.S. units equipped with petrol engine drive are intended for use only where suitable electricity supplies are not readily available. The A.G.E.S. unit Mark 3 (electrically driven) will give the same outputs as the units Marks 6 and 7. The A.G.E.S. unit Mark 11A (electrically driven) will give the same output as the unit Mark 12.

(4) Marks 8 and 9 units operate in pairs, each two units having a common switchboard. Unless it is desired to make special arrangements the use of single units should not be specified.

The various types of A.G.E.S. unit which have been and are being produced are detailed below:—

Mark No.	H.P. of driving motor	No. of generators driven at one time	Generators supplied with each unit													Fixed or Mobile	Approximate Output	Where used	Remarks
			24V R	12V R	RLX	UKX	KX	O	RH	U	H	L	LX	UO					
1	1	1	1	1	—	—	—	—	—	—	—	—	—	—	—	Mobile	500-watt, 80 volts A.C. with D.C. field supply from batteries.	Squadron use, ship and shore.	For testing aircraft Radar installations. No longer in production and superseded by Marks 3 and 4. Formerly termed motor alternator test set, Mark I.
2	4	2	—	1	—	—	—	—	—	—	1	1	1	—	—	Both	500-watt or 1,200 watt, 80 volts A.C.	Squadron use, ship and shore.	For testing aircraft Radar installations. No longer in production and superseded by Marks 3 and 4. Formerly termed motor alternator test set, Mark II.
3	4	2	1	1	1	1	—	—	1	—	—	—	—	—	—	Mobile	500-watt or 1,200-watt, 80 volts, A.C. Also D.C. outputs up to 90 amps., 28 volts when modified.	Squadron use, ship and shore.	For testing all aircraft Radar and W/T installations. Later issues may be without R.H. generators, but modified to give D.C. outputs. Formerly termed motor alternator test set, Mark III.
3A	4	2	—	1	1	—	—	—	—	—	—	—	—	—	—	Fixed			For permanent power supplies to Type 961 Radar installations.
4	4	3	1	2	1	1	—	—	—	—	—	—	—	—	—	Fixed	500-watt or 1,200-watt, 80 volts A.C. Also D.C. outputs up to 90 amps., 28 volts when modified.	Radar workshops, ship and shore.	Fixed version of Mark 3 unit plus an additional generator drive. For testing all aircraft Radar installations in workshops. Each unit when supplied is complete with :— (a) A plug board for installation over the working bench. (b) All cables and plugs, etc., for connecting the A.G.E.S. unit to the plug board.

5	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Fixed		Mobile air radio workshops.	} Special units.
5A	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Fixed		Mobile air radio workshops.	
6	Petrol engine	2	—	1	1	—	—	—	—	—	—	—	—	—	—	Mobile		Squadron use where electricity supply not available.	For servicing Swordfish aircraft Radar equipment. Modified Air Ministry set 42Y/1000.
7	Petrol engine	1	—	—	—	1	—	—	—	—	—	—	—	—	—	Mobile		Squadron use where electricity supply not available.	For servicing Radar equipment in aircraft fitted with U.K.X. generator. Modified Air Ministry set 42Y/1000. Later units will be provided with O generators additional to give heavy D.C. supplies.
8	5	2	—	—	—	—	—	—	1	—	—	—	—	—	—	Fixed	Approximately 60 amps., 28 volts, per unit or 37 amps., 14 volts, per unit.	W/T test house and radio maintenance block at R.N. Air Stations.	Mark 8 units are issued in complete workshop installations as follows :— (The terminal box arrangements with the Mark 8 units provide for a 3-wire distribution system. Care should therefore be taken not to connect to the same A.G.E.S. unit at one time radio sets with different poles of the supply earthed in the sets.) (a) 2 Mark 8 units. (b) 1 switchboard. (c) 6 terminal blocks for installation over the working bench. These units provide 12 and 24-volt supplies for testing radio equipment.

Mark No.	H.P. of driving motor	No. of generators driven at one time	Generators supplied with each unit													Fixed or Mobile	Approximate Output	Where used	Remarks
			24V R	12V R	RLX	UKX	KX	O	RH	U	H	L	LX	UO					
9	7	1	—	—	—	—	—	—	1	—	—	—	—	—	—	Fixed	Approximately 100 amps., 28 volts per unit.	W/T maintenance block at aircraft repair or maintenance yard.	Mark 9 units are issued in complete workshop installations as follows:— (a) 2 Mark 9 units. (b) 1 switchboard. (c) 8 terminal blocks for installation over the working bench. These units provide 24 volts D.C. for testing radio equipment.
10	4	2	—	—	—	—	—	—	—	—	—	—	—	—	2	Fixed	Approximately 100 amps., 14 volts per unit.	W/T maintenance blocks at aircraft repair or maintenance yard.	Mark 10 units are issued in complete workshop installations as follows:— (a) 1 Mark 10 unit. (b) 1 switchboard. (c) 4 terminal blocks for installation over the working bench. These units provide 12 volts D.C. for testing radio equipment.
11	4	2	—	—	—	—	—	1	—	—	—	—	—	—	1	Fixed	40-amps, 28-volts, D.C., and, at the same time, 25-amps., 14-volts D.C.	W/T workshop and test room on H.M. ships	To give 12 and 24-volts D.C. supplies for testing radio equipment on board ship. Each unit is complete with a terminal block for installation over the working bench. The unit differs from normal A.G.E.S. units as no belt drive is used but the generators are directly driven from a 3,500-r.p.m. motor.

11A	2	1	—	—	—	—	—	1	—	—	—	—	—	—	1	Mobile	40-amps., 28-volts D.C., or 25-amps., 14-volts D.C.	Squadron use, shore only.	To give 12 and 24-volts D.C., supplies to aircraft for testing radio installations.
11B	2, later	2	—	—	—	—	—	—	—	—	—	—	—	—	2	Mobile	Full-time rating approximately 40-amps., 28-volts D.C., or 25-amps., 14-volts, D.C. Short-time rating will give current for aircraft starting or testing Avenger turrets.	Squadron use, ship only.	Shipboard equivalent of the shore-used aircraft starting rectifier. Comprises mains-operated motor, driving two 12-volt generators with 40 A.H. batteries in parallel. The two 12-volt generators may be connected in series or parallel to give 12- or 24-volts supplies. For electrical and radio testing. Later Mark 11B units will utilize a 4-h.p. 3,500-r.p.m. motor with direct drive as for the Mark 11 unit.
12	Petrol engine	1	—	—	—	—	—	1	—	—	—	—	—	—	1	Mobile	40-amps., 28-volts D.C. or 25-amps., 14-volts D.C.	Squadron use where electricity supply not available.	To give 12- and 24-volts D.C. supplies to aircraft for testing radio installations. Modified Air Ministry set 42Y/800.
13	10	1	—	—	—	—	1	—	—	—	—	—	—	—	1	Mobile	1,200-watts, 80-volts A.C., or 115-volts A.C., 100-amps., 28-volts D.C.	Squadron use, shore only.	To give 80 volts A.C., 115-volts A.C., and 24-volts D.C., supplies to aircraft for testing radio installations. Arranged with alternative mounting and drive so that American-type generators may be fitted in lieu of British-type generators if required. 115-volts, A.C., supplies are given from an Eclipse type 800-1-D, motor generator fitted to the unit.

APPENDIX 2.
Scale of Provision of Aircraft Ground Electric Supply Units for Radio Testing.
(A.G.E.S. Units.)

Establishment or Ship	Mark 3	Mark 4	Mark 5	Mark 5A	Mark 6	Mark 7	Mark 8	Mark 9	Mark 10	Mark 11	Mark 11A	Mark 11B	Mark 12	Mark 13
														A.R. A.R.
R.N. air stations, Classes "A" and "B"	2	4					4	2	1		2			
R.N. aircraft repair yards and maintenance yards	3	5									2			
Fleet carriers	4	3								1		2		
Light fleet carriers	4	3								1		2		
Escort carriers	3	1								1		1		
M.A.C. ships	1				A.R.	A.R.							A.R.	
Squadrons														
Aircraft repair ships (component)		3								4				
Aircraft repair ships (engine)										1				
Maintenance ships	2	3												
Mobile Naval air base (Air Radio Section)	2			7*										

Note 1.—"A.R." indicates units will be issued as required to meet specific services.

Note 2.—Issue of Mark 1 units whilst they were in production and before they were superseded by the Mark 3 was made on the following basis:—

R.N. Air Stations	R.N. Aircraft Repair Yards	Fleet Carriers	Light Fleet Carriers	Escort Carriers	M.A.C. Ships
2	2 mobile 1 fixed	2	2	2	1

* The Mark 5A A.G.E.S. units are normally installed in road-rail containers. Where road-rail containers are not provided the MONAB will be equipped with Mark 4 and Mark 8 units (7 total) in lieu of Mark 5A units.

APPENDIX 3

SCALE OF PROVISION OF A.G.E.S. UNITS AND AIRCRAFT STARTING RECTIFIERS FOR ELECTRICAL TESTING

(These units may also be used for radio testing as convenient.)

Establishment or Ship	Aircraft Starting Rectifier	A.G.E.S. Unit. Mark 11B
R.N. air stations. Class A and B	4... ..	—
R.N. aircraft repair yards ...	4 for general use 1 for use with starter test rig. 1 for each aero engine test bench (Admiralty), i.e., two per test house.	—
R.N. aircraft maintenance yards	4 for general use 1 for use with starter test rig.	—
Fleet, light fleet and escort carriers	—	1
H.M.S. " Unicorn " ...	—	2
Aircraft maintenance ships ...	—	2
Mobile Naval air base (each M.R. and M.S.M.) component.	2	—

Note.—The aircraft starting rectifier is a mobile metal rectifier device suitable for operation from a 15-amp., 400-volt, 3-phase, 50-cycle socket point and giving 12 or 24-volt supplies as required. Two types are supplied, one type manufactured by Messrs. Westinghouse Brake and Signal Co. and a second type by Messrs. Standard Telephones and Cables Ltd. The characteristics and details of the two types are as follows:—

1. *Westinghouse Type*.—Continuous rating, 100 amps. at 24 volts. Intermittent ratings to meet all normal aircraft starting requirements with 5-minute intervals between successive starts.
Voltage characteristics, 27 volts at no load dropping to 19 volts at 500 amps.
2. *Standard Telephone Type*.—Continuous rating, 84 amps. at 24 volts. Intermittent ratings to meet all normal aircraft starting requirements with 5-minute intervals between successive starts.
Voltage characteristics, 27 volts at no-load to 15 volts at 500 amps.

The following cables are provided with each rectifier:—

- (a) Input 25 yards, 4-core T.R.S., cable A.M. Ref. 5E/2055.
- (b) Output 12 yards, Ducomflex 83 A.M. Ref. 5E/2301 (current rating 83 amps) terminating in plug, Type B.T.H. EP.1A A.M. Ref. 5c/856.

The output cables listed in Appendix 4, paragraph 3, are also suitable. When supplying heavy current the output leads should be kept as short as possible, the leads supplied being shortened as convenient.

APPENDIX 4

ALTERNATIVE ARRANGEMENTS OF A.G.E.S. UNITS TO MEET NEW POWER SUPPLY REQUIREMENTS

1. *D.C. Supplies, Continuous Ratings*.—A.G.E.S. units, Mark 3, were originally designed to give mainly 80-volt A.C. supplies, with D.C. supplies for field excitation and other very minor services only. All Mark 3 units now being issued are

modified to give 60 amps. 28 volts D.C., providing a blower is fitted to the UKX generator. Arrangements have also been made for the issue of modification outfits to all authorities holding unmodified A.G.E.S. units, Mark 3, and this issue should now be complete.

The Mark 4 unit may be modified in a similar way to give 60 amps. 28 volts D.C. output.

The Mark 7 unit (42Y/1000 petrol set mounting a UKX generator) will give 60 amps. 28 volts D.C. continuously. This D.C. output should be taken directly from the D.C. terminals on the UKX, a W-type suppressor (5c/1614) being included in series with the output lead if found necessary.

2. *D.C. Supplies, Intermittent Ratings.*—The Mark 3, 4, 5A and 7 A.G.E.S. units may be fitted with Type O generators (5U/2848) in lieu of UKX generators. They will then give outputs of 90 amps. 28 volts D.C. for short periods, roughly corresponding to 1 hour load followed by 1 hour cooling.

The Mark 8 unit will also carry out these duties without modification.

The Type O generator is normally used with Type H voltage regulator (5U/215). The Type J regulator already mounted on the above A.G.E.S. units may, however, be used to regulate the O generator, providing the series coil of the regulator is not connected, i.e. the D.C. output should be taken directly from the generator terminals.

When operating electrically driven A.G.E.S. units on the permitted intermittent ratings, it is important that the mains voltage should not be below 95 per cent. of its nominal value.

3. *D.C. Supplies, General.*—When supplying heavy currents of the order of 40 amps. and above, the length of cables connecting the A.G.E.S. unit to the radio equipment should be kept down to the absolute minimum. The following output cables may be used:—

- (1) Dumet 37 (screened) A.M., Ref. 5E/1350 current carrying capacity 37 amps.
- (2) Duallvin 37 (screened) A.M., Ref. 5E/2727, current carrying capacity 37 amps.
- (3) Duallvin 83 (screened) A.M., Ref. 5E/2631, current carrying capacity 83 amps.

The following 3-core cables are normally used for connection between D.C. generators, suppressors and voltage regulators, but the 2-main cores may also be used for carrying D.C. outputs:—

- (1) Trigenmet 1 (screened) A.M., Ref. 5E/2013, current carrying capacity of main cores 25 amps.
- (2) Trigenmet 2 (screened) A.M., Ref. 5E/2014, current carrying capacity of main cores 50 amps.
- (3) Trigenmet 3 (screened) A.M., Ref. 5E/2159, current carrying capacity of main cores 95 amps.

If the UKX generator is required to give A.C. supplies at the same time as the D.C. load on the generator is varying, then fluctuations may occur in the A.C. voltage, causing difficulties in setting up apparatus. This has occurred in operating AN/APS/6A equipment from a UKX generator and may be overcome by floating an accumulator across the D.C. output from the generator.

4. *115-volt A.C. Supplies.*—115-volt A.C. supplies may be provided in the following ways:—

- (a) Generation of 80-volt supply from a UKX generator in conjunction with Type 6 voltage control panel (or a U generator with a Type 5 V.C.P.) and stepping up to 115 volts by means of a transformer (A.M., Ref. 10 K.B./1450).
- (b) Generation of 28-volt D.C. supply from a UKX or O generator and changing to 115 volts A.C. by means of a motor generator (Eclipse Type 800-1-D).
- (c) Mounting of American Type 115-volt A.C. generators on A.G.E.S. units and generating 115 volts A.C. direct.

Method (a) is to be preferred as being reasonably efficient and utilising equipment readily available. The efficiency of the step-up transformer is approximately

80 per cent. Motor generators for method (b) are available in the United Kingdom in limited quantities only and are approximately 50 per cent. efficient.

Method (c) would be advantageous but no American type generators are available in the United Kingdom for fitting to A.G.E.S. units. American generators may become available overseas but, as the mounting and drive is different from that of British type generators, it would not be practicable to fit them to standard A.G.E.S. units without certain modifications to the A.G.E.S. unit drive. The modification of existing standard units to meet this requirement is under consideration and further information will be promulgated. Later units issued will be modified for mounting and driving American and British type generators.

5. *Use of UO Generators.*—F.A.A. aircraft may be fitted with UO generators operating in conjunction with Type 5 control panels. Power supplies for the ground testing of such aircraft for the time being will be given by a Mark 3 or Mark 4 unit mounting a U generator and a UKX generator. The UKX generator will in these circumstances be used to give 24-volt D.C. supply only.

(C.A.F.O. 1271/43 and A.F.O. 4337/44.)

(A.F.O. 931/45 is cancelled.)

3353.—Emergency Electrical Supply Arrangements

British-built Major War Vessels (except Submarines)

(T. 424/45.—21 Jun. 1945.)

General Principles

War experience has shown that it is often necessary to replace damaged portions of the permanent electrical supply system in ships after damage has been sustained. To enable this to be done as quickly as possible and without affecting the watertight integrity of the ship, a system of through bulkhead and other terminals and short lengths of permanent cable, where necessary, is provided on which can be built up, with flexible cables, the circuits necessary to replace the damaged parts of the permanent system.

2. The emergency arrangements are intended for use when both the normal and alternative supplies are lost. As much of the permanent system as possible should always be used. Certainty of supply is the primary consideration and to achieve this, flexible cables should not be run until required, as directed in B.R. 268 (6) and (36). For the same reason any permanent lengths of cable forming part of the emergency system should be kept as short as possible.

3. The system is arranged to fulfil the following functions:—

- (a) To enable a supply to be taken from any dynamo, or convenient point on the main supply system to terminals on an accessible deck and to be distributed by flexible cables, terminals and permanent risers to any important service in the ship.
- (b) To provide a supply for important services direct from sources on the main supply system when this is more convenient than the route referred to in (a).
- (c) To enable emergency diesels to be connected to the main supply system.

4. Ships to be fitted with emergency supply systems can be classified under three headings depending on their main supply systems as follows:—

- (a) Ring main ships.
- (b) Non-ring main ships (except (c) below).
- (c) Flotilla leaders, destroyers (including "Hunt" class) and fast minelayers.

The arrangements required in each to fulfil the functions set out in paragraph 3 are outlined below. Details and allowances of equipment for emergency supply purposes are contained in the Appendix.

Ring Main Ships

5. *Fixed Arrangements.*—(a) *Emergency runs of through bulkhead terminals.*—Two separate and complete runs are provided—a lower emergency run on the same deck as and following the same route as the ring main, and an upper emergency run on each side of the ship on the deck on which repair parties have the easiest fore and aft movement.

The latter run is known as the main emergency run and the deck on which it is situated should normally be the deck immediately below the weather deck. In

those ships which have a communication deck under armour, this deck should be used. This will put the main emergency run on two levels in most ships. Short permanent verticals should be provided where the main emergency run passes from one deck to the other. In aircraft carriers it should be the highest deck giving protection from the weather. The run should extend as far fore and aft as is necessary to provide a supply to any compartment containing important electrical services.

In addition to the two emergency runs, through bulkhead terminals should be fitted between any compartment containing either a dynamo, or emergency terminals in the main supply system, and any adjacent compartment containing important services which may need an emergency supply.

(b) *Permanent cables and supply fittings.*—(i) For dynamos of 200 kW. and above, two pairs of permanent cables with bracket mounted terminals at each end, should be fitted between each dynamo compartment and the main emergency run. The two pairs must terminate on the same deck as the main emergency run and should normally be sited on the route of the main emergency run and in compartments separated by a main transverse watertight bulkhead.

For supplying these leads, two pairs of 400-amp., H.R.C. fuses should be fitted adjacent to the main supply switchgear and permanently connected to its emergency switch. The 500-amp. emergency fuses in the main supply system should be replaced by 800-amp. links, except in ships with Type IV, M.S.S. or later.

These two supplies should not normally be paralleled at the upper end as this would reduce the chances of discrimination between the fuses and the supply breaker. It will be necessary to parallel these supplies, however, when it is desired to take advantage of the full capacity of the 800-amps. emergency run referred to in paragraph 7 (b).

For dynamos of less than 200 kW., only one pair of permanent cables should be fitted.

(ii) Two pairs of permanent cables with bracket mounted terminals each end should be fitted between each emergency dynamo and the main emergency run, one pair to each side of the ship. If the emergency diesel is separated either by a deck or by more than one watertight bulkhead from the main supply system, two additional permanent runs should be provided from the vicinity of the dynamo fuse board to the vicinity of suitable connection points on each side of the main supply system. These cables being alternatives should be run well separated.

(iii) Terminal boxes with links should be fitted in the shore supply cables on the main emergency run deck. Where suitable these cables may take the place of one of the runs referred to in (i).

(iv) A double pole switch and fuse box with emergency terminals in a non-watertight case should be included in one breaker group on each service tapping to provide additional sources of supply.

(v) A pair of permanent cables with bracket terminals at each end should be fitted between each breaker room and the main emergency run.

(vi) Compartments below the main emergency run containing important services should have a pair of permanent cables fitted between them and the main emergency run.

6. *Flexible cables.*—(a) A complete set of flexible cables should be provided for the main emergency run. This set should also be utilized for the lower emergency run when required. Additional cables may have to be supplied for one run or the other where subdivision at the two levels differs, but a full set of cables will not be provided for both runs.

(b) Where bulkhead terminals for both sides of the main emergency run are in the same compartment, flexible cables should be long enough to connect the port forward terminals and the starboard after, or the port after to the starboard forward without being lifted off the deck.

(c) In cruisers under 6,000 tons a special length of flexible cable is to be provided to enable steering motors to be fed direct from any dynamo via the upper deck and deck tubes. Supply should be taken from the upper end of the dynamo permanent vertical or from the shore connection box where fitted. It should be stowed on a reel adjacent to the steering motors.

(d) Flexible leads should be provided at each emergency supply point on the main supply system to enable it to be connected to the lower end of its permanent vertical to the main emergency run or to the furthest bulkhead terminals in the compartment, whichever is the further.

(e) Flexible cables should be provided at the upper end of each permanent vertical long enough to enable it to be connected to the furthest bulkhead terminals in the compartment.

(f) Individual important services are to be provided with a pair of flexible cables long enough to reach to the furthest emergency supply point in their own compartment. A list of important services is included in the Appendix.

7. *Capacity of cables.*—The capacity of cable runs, both flexible and permanent and their associated terminals, is to be as follows:—

(a) *From dynamo to main emergency run.*—To be capable of carrying the full capacity of the emergency fuses provided

(b) *Main emergency run and leads to breaker rooms.*—Ships with 350 kW. dynamos and larger, 800 amps. Ships with dynamos smaller than 350 kW., 500 amps.

(c) All other cables to be capable of carrying continuously the sum of the rated full load currents of the services they may have to supply, but in no case should this exceed the capacity of the main run.

(d) *Cables from emergency diesel dynamo.*—To be capable of carrying the full output of the machine.

Non ring main ships (Except those in paragraph 4 (c)).

8. *Fixed arrangements.* (a) *Emergency runs of through bulkhead terminals.*—An emergency run of through bulkhead terminals should be fitted on the deck below the weather deck to as far forward and aft as necessary to provide a supply to any compartment containing important electrical services. In ships other than those with flush decks the run will be on two levels. It should follow the main gangways on the deck below the weather deck as far aft as possible within the superstructure and then on the deck below, as near the centre line of the ship and as high as possible consistent with accessibility. Through bulkhead terminals should also be fitted between any compartment containing either a dynamo, or emergency terminals in the main supply system, and any adjacent compartment containing important services which may need emergency supply.

(b) *Permanent cables and supply fittings.*—(i) A permanent vertical lead with bracket terminals at each end should be fitted between each dynamo and the main emergency run.

(ii) Where the switchboard is not in the same compartment as the dynamo, fuse and link boxes should be fitted in the dynamo leads close to the dynamo for supplying the permanent verticals.

(iii) A double pole knife switch of suitable capacity is to be fitted at each switchboard and connected to the existing emergency terminals by lengths of emergency cable.

(iv) Permanent verticals with bracket terminals at each end should be fitted between the main emergency run and compartments below it containing important electrical equipment.

9. *Flexible cables.*—(a) A complete set of flexible cables should be provided for the main emergency run. Cables should be long enough to connect the bulkhead terminals which are furthest apart without the cables being lifted off the deck.

(b) Flexible leads should be provided at each emergency supply point on the main supply system to enable it to be connected to the lower end of its permanent vertical to the main emergency run, or to the furthest bulkhead terminals in the compartment, whichever is the further.

(c) Flexible cables should be provided at the upper end of each permanent vertical long enough to enable it to be connected to the furthest bulkhead terminals in the compartment.

(d) Individual important services are to be provided with a pair of flexible cables long enough to reach to the furthest emergency supply point in their own compartment. A list of important services is included in the Appendix.

10. *Capacity of Cables.* (a) *From dynamos or switchboards to emergency run.*—Ships with 100 kW. dynamos and larger 500 amps.

Ships with dynamos less than 100 kW. Capable of carrying continuously the full rated output current of the dynamo or in the case of switchboards of the largest dynamo connected.

(b) Emergency Run—

Ships with 100 kW. dynamos and larger 500 amps.

Ships with dynamos of less than 100 kW. Capable of carrying continuously the full rated output current of the largest dynamo fitted.

Flotilla Leaders, Destroyers (including "Hunts") and fast Minelayers

11. *Fixed arrangements.*—(a) *Emergency runs of through bulkhead terminals.*—An emergency run of through bulkhead terminals should be fitted on the upper deck to as far forward as the after bulkhead of the forward crew space and on the lower deck in each watertight bulkhead between the forward switchboard and the steering motors. These terminals should be fitted as near the centre line of the ship and as high up as possible consistent with accessibility.

(b) *Permanent cables and supply fittings.*—(i) A pair of permanent cables with bracket terminals at each end should be fitted between the forward switchboard and the main emergency run.

(ii) Combined fuse and link boxes should be fitted in an accessible position adjacent to each dynamo in the leads between the dynamo and supply breaker.

(iii) A 500 amp. double pole knife switch is to be fitted at each switchboard in all destroyers of "Tribal" class and later. These switches are to be permanently connected to the existing emergency terminals on the switchboard by lengths of emergency cable.

(iv) A pair of permanent cables with bracket terminals at each end should be fitted between the vicinity of the combined fuse and link box (see (ii) above) of dynamos sited in the boiler rooms and an accessible weatherproof position on the upper deck.

(v) Pairs of bracket terminals or terminal bars should be fitted in sheltered positions near the engine room and gearing room access lobbies. In fast minelayers bulkhead terminals should be fitted in lieu, between these compartments and the mining deck.

12. *Flexible cables.*—(a) A complete set of flexible cables should be provided for the main emergency run. Cables should be long enough to connect the bulkhead terminals which are furthest apart without the cables being lifted off the deck.

(b) Flexible leads should be provided at each emergency supply point on the main supply system to enable it to be connected to the lower end of its permanent vertical to the main emergency run, or to the furthest bulkhead terminals in the compartment, whichever is the further.

(c) Flexible cables should be provided at the upper end of each permanent vertical long enough to enable it to be connected to the furthest bulkhead terminals in the compartment.

(d) Individual important services are to be provided with a pair of flexible cables long enough to reach to the furthest emergency supply point in their own compartment. A list of important services is included in the Appendix.

(e) A length of flexible cable long enough to reach from the forward switchboard to the steering motors along the upper deck should be provided. This should also be used if an emergency connection between the two switchboards is required. It should be stowed on a reel on the upper deck level in the vicinity of the foremost switchboard.

(f) Terminal bars in the after superstructure should be fed by flexible cables from the after switchboard via a deck tube.

(g) A length of flexible cable long enough to reach from the steering motors to the terminal bars in the after superstructure should be provided. It should be stowed adjacent to the steering motors.

(h) Flexible cables should be provided for connection to the dynamo fuse and link boxes in the engine room and gearing room long enough to reach through the access hatch to the bracket terminals or terminal bars in the access lobby above, or to the bulkhead terminals to the mining deck in fast minelayers.

13. *Capacity of cables (a) From dynamos or switchboards to emergency run :—*

Ships with 100 kW. dynamos and larger ... 500 amps.

Ships with dynamos less than 100 kW. ... Capable of carrying continuously the full rated output current of the dynamo or in the case of switchboards of the largest dynamo connected.

(b) Emergency run :—

Ships with 100 kW. dynamos and larger ... 500 amps.

Ships with dynamos less than 100 kW. ... Capable of carrying continuously the full rated output current of the largest dynamo fitted.

All ships

14. *Miscellaneous fittings. (a) Terminal bars.*—These should be fitted in compartments on the level of the main emergency run where there are more permanent verticals or individual services than can be connected to the through bulkhead terminals. The terminal bars should be adjacent to the bulkhead terminals and connected to them by permanent cables. Terminal bars should also be fitted in compartments above the main emergency run where a number of services have to be supplied, and instead of bracket terminals at the lower ends of permanent verticals where the number of services in the compartment makes this necessary.

(b) *Portable fuse boards.*—Portable fuse boards should be fitted in compartments where a number of small services may require to be fed. They are intended for use in any part of the ship and are in no sense substitutes for permanent fittings such as terminal bars.

Each board should have its own supply leads attached and a coil of light cable by it for miscellaneous services. Facilities should be provided to enable the board in its stowage position to be connected to the main emergency run. The stowage must be arranged so that the board is easily removable.

(c) *Link boxes.*—A link box is to be provided in the supply leads to important services such as engine rooms fans or steering motors where the emergency connections in the starter cannot be made easily accessible. The link box should be fitted as near the starter as possible consistent with accessibility.

(d) *Emergency lighting circuits.*—A number of lengths of flexible cable fitted with lamp holders should be provided for emergency lighting when permanent fittings are out of action.

(e) *Deck tubes.*—Deck tubes are to be fitted where necessary to enable a supply to be taken by flexible cables to services on decks above the main emergency run and where specially authorized for upper deck runs. The number of deck tubes fitted should be kept to a minimum.

General Instructions for Fitting Emergency Systems

15. *Through bulkhead terminals.*—These should be fitted to a definite scheme throughout the ship as follows :—

(a) In athwartships bulkheads, the left hand terminal of a horizontal pair looking forward should be positive.

(b) In longitudinal bulkheads the after terminal of a horizontal pair should be positive.

(c) Where a pair is mounted vertically, the lower one should be positive.

(d) They should be spaced two feet apart.

16. *Permanent vertical cables.*—(a) The lower ends of permanent verticals must never terminate in a through bulkhead terminal since in this case flooding of the adjacent compartment would put the vertical out of action.

(b) The upper ends of permanent verticals must never be used as connections in the main emergency run or flooding of the lower end would put a fault on the system.

(c) Compartments below the waterline containing important electrical equipment must each have their own part of permanent verticals. If one pair is used for two or more compartments, flooding of one prevents a supply being taken to the others.

17. *Stowage of flexible cables.*—Bracket stowages of approved type should normally be used for flexible cables, but reels should be provided for individual long lengths of cable. Not more than one length of cable should be stowed on any one reel.

Where reels are fitted and have proved unsatisfactory, an item is to be inserted in the defect list to replace them by bracket stowages.

18. *Positioning of terminals.*—Through bulkhead terminals, bracket terminals and terminal bars should be fitted as high as possible consistent with their being within reach of a man of average height. If it is necessary to site them higher than 6 ft. from the deck, suitable footholds should be fitted where no existing structure will serve the purpose.

Terminal bars should be mounted vertically for preference.

19. *Marking of terminals and flexible cables.*—Bulkhead terminals, bracket terminals and terminal bars should be painted red or blue to indicate polarity. They should be tallied in accordance with the approved scheme.

Both ends of all flexible cables should be coloured red or blue for a length of 6-in. to indicate polarity.

20. *Deck tubes.*—These should meet the following requirements:—

- Large enough to take two hook ends, Pattern 5492.
- The upper end to be 1 ft. above the upper surface of the deck.
- The lower end to be clear of obstruction.
- A watertight cap and screwed stowage to be fitted at both ends.
- To facilitate identification, the deck tubes and caps should be painted white, the caps having a green cross painted on the white background.

21. *General.*—(a) Those parts of the emergency run which pass through compartments not normally accessible should consist of permanent cables connected to bracket terminals at each end mounted outside the compartments.

(b) The main emergency run should not be taken through damp compartments such as bathrooms where this can possibly be avoided.

(c) All switches used in connection with the emergency system should be connected so that the switch blades are dead when in the "Off" position.

(d) All permanent lengths of cable in the emergency system should be kept as short as possible.

Action Required by Ships

22. Action is applicable to all ships in full commission, but is to be implemented only by vessels fitting out for, or employed in, the Far East.

- (a) Ships whose emergency supply arrangements fall short of the requirements described above should insert the following item in their lists of As. and As.—

"To modernize emergency supply arrangements in accordance with A.F.O. 3353/45, Classification 'A'."

- (b) Ships already fitted with a main emergency run on a deck other than that described in this order or whose emergency run is of lower capacity than that now authorized are to insert an additional item as follows:—

"To modify the main emergency run in accordance with A.F.O. 3353/45, Classification 'B'."

- (c) When a new important electrical service (e.g. R.P.C. gun mounting) is installed, the necessary emergency supply arrangements should be provided concurrently, this A.F.O. being quoted as authority.

- (d) Equipment in the Appendix should be demanded as necessary, quoting this A.F.O. as authority.

- (e) Where existing stowage arrangements for flexible cables are unsatisfactory, an item should be inserted in the defect list to fit bracket stowages of an approved type (A.F.O. 2147/45, A.F.O. Diagram 137/45).

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

APPENDIX

DETAILS OF EQUIPMENT ALLOWED FOR EMERGENCY SUPPLY SYSTEMS

1. Terminals and connections:—

Description	Pattern No.	Details	Remarks
Through bulkhead terminal.	4573A	Fitted with $\frac{3}{8}$ -in. B.S.F. hexagonal nut but no terminal nut.	Terminal nuts, Pattern 5040 or 5040A are to be fitted as requisite.
Through bulkhead terminal.	4573B	Fitted with $\frac{3}{8}$ -in. B.S.F. hexagonal nut and terminal nut.	
Through bulkhead terminal.	4573C	Fitted with wing nut, Pattern 6409 and terminal nut, Pattern 5040A.	
Terminal nut ...	5040	Fitted with $\frac{3}{8}$ -in. B.S.F. hexagonal nut.	All future supplies will be of this type.
Terminal nut ...	5040A	Fitted with wing nut, Pattern 6422.	
Terminal nut ...	5496	Fitted with $\frac{3}{8}$ -in. B.S.F. hexagonal nut.	To enable a small supply (up to 100 amps.) to be tapped off a through bulkhead terminal.
Terminal nut ...	5496A	Fitted with wing nut, Pattern 6409.	
Terminal bar ...	5495	Fitted with 4 $\frac{3}{8}$ -in. B.S.F. hexagonal nuts.	To enable two additional full supplies to be tapped off a through bulkhead terminal, or to provide a connection to a terminal bar.
Terminal bar ...	5495A	Fitted with 4 wing nuts, Pattern 6409.	
Wing nuts ...	6409	To replace $\frac{3}{8}$ -in. B.S.F. hexagonal nuts.	Connected to a through bulkhead terminal by flexible lead and terminal nut, Pattern 5496 or 5496A or to a permanent vertical, when more than two full supplies are required.
Wing nuts ...	6422	To replace $\frac{3}{8}$ -in. B.S.F. hexagonal nuts.	
Bracket mounted terminal.	To Drawing D.E.E. 5899	Fitted with $\frac{3}{8}$ -in. B.S.F. hexagonal nuts.	Ships are allowed these on a basis of 50 per cent. of $\frac{3}{8}$ -in. B.S.F. hexagonal nuts fitted. Fitted in new construction only.
Bracket mounted terminal.	12959	Fitted with wing nuts, Pattern 6409.	

2. *Flexible cables.* (a) *Capacities.*—The emergency ratings for types of flexible cables most frequently used as emergency cables are given below. These figures represent the maximum steady current that can be carried continuously without undue temperature rise and they should not be exceeded except for short periods without proper regard to the risk of fire caused thereby:—

Flexible cable, Pattern 1888 or 13868—up to 30 amps.

Flexible cable, Pattern 4593A or D—30-100 amps.

Flexible cable, Pattern 1889 or 13869—101-200 amps.

Flexible cable, Pattern 1887 or 13867—201-250 amps.

Flexible cable, Pattern 1890 or 13870—251-400 amps.

Flexible cable, Pattern 1887 or 13867 (two in parallel)—401-500 amps.

Flexible cable, Pattern 1890 or 13870 (two in parallel)—501-800 amps.

(b) *Fitting of hook ends.*—The following hook ends are available :—

(i) For connecting to through bulkhead terminals, terminal bars and bracket mounted terminals :—

Hook end pattern	For use with cable pattern
5492	1889 and 13869 1887 and 13867
5493	1890 and 13870

(ii) For connecting to individual services :—

Hook end pattern	Capacity	For use with cable pattern
5638	30 amps. ...	1888 and 13868
5637	250 amps. ...	4593A and D 1889 and 13869 1887 and 13867
5636	400 amps. ...	1890 and 13870

If the entry into the enclosure of the service is too small for these hook ends, the service end of the cable should be left bare.

3. *Important Services to be provided with individual flexible leads.* (a) (i) Motors driving the following :—

Machinery compartment fans.
D/G generators.
S/A alternators.
Steering gear.
Fixed salvage pumps.
Engine and boiler-room auxiliaries.
Gun machinery and turret pumps.
Low-power generators.
W/T, Wa/T and Radar alternators.
Capstan gear.

(ii) Junction boxes supplying the following :—

One police light circuit in every main compartment.
Gyro compass alternator.
Driving motors of gunnery tables.
Navigation lights.

(iii) Each portable fuze board as follows :—

Fuze board, Pattern 12962—Pattern 13867 cable.
Fuze board, Pattern 12963—Pattern 4593D cable.

(b) Cables in (i) and (ii) to be of suitable capacity and long enough to reach the furthest emergency supply point in their own compartment.

Cables in (iii) should be long enough to reach the main emergency run from their stowage position but not less than 50 feet.

4. *Temporary lighting circuits—Allowances.*—Ships should carry emergency lighting circuits as stated below :—

Capital ships and aircraft carriers	15	} 1 pair of flexible cables, Pattern 1888, with seven lampholders, Pattern 6302, spaced 8 ft. apart.
Cruisers, depot and repair ships	15	
Monitors, destroyers and fast minelayers	5	
Sloops, corvettes, frigates, "Algerine", "Hebe" and "Bangor" class minesweepers	3	

5. *Portable fuze boards.*—(a) *Details.*—Two types of portable fuzeboard are provided :—

Pattern	Details
12962	6 pairs of 60 amp. fuzes.
12963	4 pairs of 10 amp. fuzes (the fuzeholders will take fuzes up to 30 amps. capacity but the maximum capacity of the fuzeboard is 40 amps.).

(b) *Securing arrangements.*—Studs with butterfly nuts should normally be provided for securing the boards in their stowage position, to permit of easy removal when required.

(c) *Allowances*—

Ship or ships	Allowance per vessel	
	Pattern 12962	Pattern 12963
<i>Capital ships</i> —		
"Vanguard"	30	16
"King George V" class	30	10
"Nelson" class	30	10
"Queen Elizabeth" class (except "Malaya")	30	10
"Renown"	30	10
<i>Monitors</i> —		
"Abercrombie" and "Roberts"	9	3
"Erebus"	6	2
<i>Aircraft carriers</i> —		
"Fleet" type (except "Furious")	20	7
Light Fleet	18	6
<i>Escort Aircraft Carriers</i> —		
American built	7	3
British built	9	3
<i>Cruisers</i> —		
"C" class	9	3
"D" class	12	4
Remainder	18	6
H.M. Ships "Protector" and "Guardian"	1	2
Auxiliary A.A. escort vessels	6	3
Landing ships tank (class 1)	2	2
<i>Flotilla leaders and destroyers</i> —		
"Tribals" and later class, except "Hunts"	3	3**
Classes previous to "Tribal"	1	2**
"Hunt" class	1	2**
<i>Fast minelayers</i> —		
All vessels	3	3**
<i>Sloops</i> —		
All vessels	1	2**
<i>Minesweepers</i> —		
"Halcyon" and later classes (except Diesel-driven "Bangors")	—	2**
"Bangor" (Diesel-driven)	2	2**
<i>Depot and repair ships</i> —		
"Unicorn" (F.A.A. repair ship)	20	7
H.M.S. "Adventure"	12	4
Base and Fleet repair ships and large depot ships	10	3
Small depot ships (except "Alecto" and "Talbot")	6	3
"Alecto" and "Talbot"	5	3
<i>Corvettes and frigates</i> —		
All ships	—	2
Ships concerned not covered by the above allowances	Full details of requirements should be forwarded to Admiralty through Administrative Authority.	

Note.—** Figures marked thus indicate that certain vessels should be in possession of two 6-way 10 amp. fuze boards which are to be considered as Pattern 12963 when completing to the revised allowances.

(A.F.O. 2147/45, A.F.O. Diagram 137/45.)

(A.F.Os. 799/40, 2695/40, 1307/41, 1340/41, 1805/41, 5540/41, 5559/41, 3652/42, 4400/42, 5179/42, 299/43, 3178/43, 5742/43, 3414/44 and 3417/44 and C.A.F.Os. 307/40, 904/42, 1273/43, and 1894/43 are cancelled.)

3354.—Low Frequency Suppressor A.P. 19447-F2B—Introduction

(N.S. 21974/44.—21 Jun. 1945.)

It is necessary for the power supplies to Asdic sets, Type 134 C/D/E, to be suppressed in order to prevent the transmission of low frequency disturbances into the Asdic amplifiers. This suppressor is in addition to any required for radio interference.

2. The suppressor has been added to the Authorized List of Naval Stores under Subhead F2B, Schedule C.750, as follows:—

Pattern No.	Description
19447	Low frequency suppressor. 220 volt 10 amps.

3. The use of these items is to be limited to purposes for which specific authority is given. Demands for ships in home waters should be forwarded to Superintending Naval Store Officer, Severn Area, for compliance, and should be endorsed with the appropriate authority, e.g., C.A.F.O. 2228/42, A.F.O. 955/43, etc. Ships in foreign waters should forward demands to the appropriate storing yard.

4. Superintending Naval Store Officer, Severn Area, is requested to arrange the following shipments:—

Bombay	Ceylon	Malta
200	100	100

(C.A.F.O. 2228/42 and A.F.O. 955/43.)

(A.F.O. 5792/44 is cancelled.)

3355.—Naval Stores for Torpedo Purposes—Revised Allowances

Capital Ships, Cruisers, Aircraft Carriers, Depot Ships, Flotilla Leaders and Destroyers

(N.S. 020293/43.—21 Jun. 1945.)

The allowances of telescopes, Pattern 3341, and adaptors, Pattern 1810A, for torpedo purposes, have been reduced, as shown in the Appendix to this order.

2. Telescopes, Pattern 3341 are no longer required for use with torpedo deflection sights and are to be allowed in future only for use with gyro adjusting tables on the basis now shown. The Rate Book description of these telescopes will be in future "telescope Pattern 3341 for use with gyro adjusting tables".

3. Any of these items held in excess of the revised allowances are to be returned to the nearest dockyard except Portsmouth, Chatham and Devonport. In this connection, it is possible that certain older destroyers may still have some telescopes Pattern 3341 on board, for which a service does not now exist. If so they should be returned similarly.

4. The Rate Book and the sea store establishments concerned will be amended.

Appendix.

Allowances of adaptors Pattern 1810A for Valves (3,500 lb.).

Class of Ship	Existing Allowance	Revised Allowance
Cruisers:—		
"Fiji" Class ...	2	Nil
"Uganda" Class ...		
"Dido" Class... ..		
Aircraft Carriers:—		
"Illustrious" and later Fleet Carriers		
Depot Ships:—		
"Adamant" and later ...		

Allowances of Telescopes Pattern 3341.

Capital Ships and Cruisers ...	1 for each torpedo deflection sight supplied.	1 per ship if fitted with gyro adjusting facilities
Aircraft Carriers and Depot Ships ...	Allowance unchanged.	

(Capt. H.M.S. "Vernon" (W)—8 Dec. 1943—No. W.8186/25/43.)

(A.F.O. 3691/44 is cancelled.)

3356.—Torpedo Stores—Revised Allowances for Submarines

(A.S. 5781/45.—21 Jun. 1945.)

It has been approved for the following alterations to be made to the allowances of torpedo stores for submarines armed with 21-in., Mark VIII type torpedoes, viz. :—

Items	Present Allowance	Revised Allowance
Adaptors for blowing through oil hole in engine crank, St. No. T.14.	1	Nil.
Balances, spring, for testing pull-off of water tripper, blowing heads, St. No. T.99.	1	Nil.
Levers, removing, crown wheel from propeller shaft, St. No. T.103.	1	2

2. In addition, "Spanners, box parting reducer, etc., St. No. 196A," will be added to the contents of "Chests, tools and spare gear, 21-in., VIII-VIII**" in the proportion of one per chest.

3. Submarines concerned are to—

- Return Adaptors, St. No. T.14, and Balances, St. No. T.99 to the nearest torpedo depot.
- Demand Levers, St. No. T.103, and Spanners 196A required from the nearest torpedo depot.

4. Torpedo store accounts and labels of chests are to be amended as necessary.

3357.—Torpedo Stores—Spanners, St. No. 1151—Defective—Replacement Arrangements

(A.S. 13454/44.—21 Jun. 1945.)

Spanners, ring propeller nuts forward, St. No. 1151, marked "J.H. & S. Ltd.," have been welded unsatisfactorily where the handle joins the ring. Such spanners are suspect.

2. All spanners, St. No. 1151, carried by ships and vessels in the under-mentioned chests are to be examined and any marked "J.H. and S. Ltd." are to be exchanged by arrangement with the nearest torpedo depot, viz. :—

Chests, tools, 21-in. II-IV*.
Chests, tools, 21-in. V.
Chests, tools, 21-in. VIII-VIII**.
Chests, tools, 21-in. IX-IX**.
Chests, tools, supplementary, 21-in. II-V.
Chests, tools and spare gear.
21-in. II-IV*
21-in. VIII-VIII**.
21-in. IX-IX**.

3358.—U.S.A. Torpedoes, 22.4-in., Mark 13 Type—Defects in Air Flasks and Tails

(T. 08688/45.—21 Jun. 1945.)

The following possible defects in 22.4-in., Mark 13, torpedoes and the method overcoming them have been reported:—

- In the welded air flask the nipple at the forward end supplying air to the blow valve has been found to develop leaks after repeated sweating. This trouble has largely been eliminated by increasing the length of the threads on the nipple thus allowing it to be screwed further in until its inner end bears hard against the seat at the bottom end of the screwed socket. This work should therefore be carried out in the case of any such leaky nipples as follows:—

- Blow the air flask down or check that it is uncharged.

- (ii) Disconnect and remove the air pipe between the nipple and the blow valve.
- (iii) Unsweat and unscrew the nipple.
- (iv) Increase the length of the threads on the nipple by such an amount, that when screwed into its mating socket the inner end of the nipple will bring up on the seat at the bottom of the socket. (*Note.*—When cutting the extra length of threads, it must be remembered that American threads are of 60° V. section instead of 55° as in British practice. Care must be taken to ensure that the existing and the new threads are not made a slack fit, i.e. no metal should be removed from the existing threads during the operation.)
- (v) If necessary remove metal from the inner end of the nipple (the smallest amount possible should be removed) until the nipple when screwed hard in, so that the inner end brings up on the seating at the bottom of its mating socket, will be at the correct angle to line up with the existing air pipe to the blow valve.
- (vi) Refit the nipple by screwing and sweating into its socket, care being taken to ensure that the inner end of the nipple and the seat at the bottom of the socket are tightly in contact. For satisfactory sweating the threads of the nipple and socket must be properly tinned and care must be taken not to close the vent hole with solder. After the nipple is finally fitted, a small fillet of solder should be run around the projecting portion of the threads and the adjacent surfaces should be touched up as necessary with air drying Heresite, red lead paint or R.D.1176 (if Heresite is required it can be obtained from the depots).
- (vii) Refit the air pipe between the nipple and the blow valve.

(b) After recovery of torpedoes subsequent to exercise shots, it has been found that the propellers could not be turned due to the seizing of the forward propeller sleeve and the tail bearing. Upon disassembling the tails in such cases, it has been found that the tail bearing has "picked up" metal from the forward propeller sleeve. This defect has been corrected by ensuring a clearance of 0.01 to 0.012 between the tail bearing and the forward propeller sleeve, and this correction is therefore to be carried out in any future cases where similar defects occur. The clearance referred to may be obtained by the removal of metal either from the bearing or the sleeve as convenient.

2. In the case of torpedoes already in service where such defects are known or suspected, the work is to be carried out as opportunity offers by staffs of H.M. ships, etc., which have the necessary facilities.

(A.F.O. 2014/45 is cancelled.)

3359.—L.C.G. (M) 1 and 1*—After Fairlead

(D.C.O.M. 5090/44.—21 Jun. 1945.)

In order to facilitate the hardening up of the kedge anchor on its agreed stowage, it has been decided that the after fairlead and support should be modified in accordance with the arrangement shown on A.F.O. Diagram 226/45 (D.N.C. 26/AB/500). In cases where the fairlead is at present fitted on a stool above the deck, the fore and aft position of the fairlead should be checked and modified if necessary. The existing Blake stopper should be replaced by a screw stopper for 1-in. cable to facilitate taking slack out of the anchor chain.

2. Commanding Officers of craft in which the fairlead requires modification or the screw stopper has not been fitted should insert an Item, Classification "A", in the next list of As. and As. to cover the work involved.

3360.—Magnetic Compasses—Safe Distances

(C.D. 286/45.—21 Jun. 1945.)

The following additions should be made to the safe distances given in C.D. Pamphlets 11A and 11A (1):—

Description	Minimum Distance from Compass. Feet
Asdic apparatus :—	
Control training unit A/S 3, Pattern 9960	3
*Control training unit mounted on bracket, Pattern A.2614	4
*Recorder A/S 393, Pattern A.2335	4
Indicator, range, A/S 414, Pattern A.2249	2
Indicator, depth, A/S 403, Pattern A.2304... ..	2
Gunners communication system, Type 470 :—	
*Buzzer, Pattern 19114—See Buzzer.	
Control unit, Pattern 13260	1
Headset, Pattern 12550—See Telephone.	
Radio interference suppressor :—	
*Pattern 19433B	4
*Pattern 19440	4
*Pattern 19441A	4
*Pattern 19443	4
Receiver R.G. :—	
Pattern W.6815	2
Pattern W.5766	2
Telephone :—	
Mark XIX, Pattern 13343	5
*Switch and lamp box, Pattern 12529	4
W/T and Radar apparatus :—	
Equipment model DAS.2 :—	
*Box spares	10
Equipment, Type 274 :—	
*Transmitter 9.U, Pattern W.9004 (when mounted in D.C.Ts.)	15
Equipment, Type 931 :—	
R/F head, Type 3 (when mounted in D.C.Ts.)	19

* Denotes steel fittings or instruments in steel boxes.

3361.—Distant Reading R.A.F. Compass, Mark I—Spares

Coastal Force and Landing Craft concerned

(N.S. 013830/45.—21 Jun. 1945.)

The allowance of spares to landing craft and coastal force craft fitted with Distant Reading R.A.F. Compass, Mark I, and the allowance to Coastal Force bases, is to be as shown in the appendix.

2. Craft and bases concerned should adjust their stocks accordingly, and bases should forward demands for spares required to complete to these allowances to Naval Store Officer, Admiralty Compass Observatory, Slough.

3. No allowance of flotilla spares for landing craft is being issued as the number of craft so fitted is small. Requirements for landing craft in Eastern waters should be obtained from the Superintending Naval Store Officer, Ceylon, to whom a "B" allowance of base spares is being issued by Naval Store Officer, Slough, or, on arrival, from landing craft maintenance ships.

4. Although initial requirements of all stores are to be obtained from Slough in accordance with paragraph 2 of this Order, subsequent replenishments of stores other than those under F3B can be demanded from normal storing yards.

5. The Rate Book and Sea Store Establishments concerned will be amended.

Pattern or Reference No.	Description	Denom.	Allowances			
			Per Craft	Per Coastal Force Base. See Note *		
<i>Permanent</i>						
6A/741	Master unit, Mark I or IA ...	No.	—	A	B	C
6A/742	Pilot's repeater (non-watertight) ...	"	—	1	2	3
A.P. 8031	Steering repeater (watertight) ...	"	—	1	2	3
6A/1056	Variation setting corrector ...	"	—	2	3	4
6P/29	Rotary convertor ...	"	—	3	5	7
6P/33	Frame motor ...	"	—	1	2	3
6A/1057	Motor, "M" type ...	"	—	1	2	3
6AA/919	Rotating frame gear-box assembly ...	"	—	3	5	7
6AA/2598	Atmite pack (complete) ...	"	—	2	3	4
A.P. 18912	Dimmer (Subhead F2B)...	"	—	3	6	8
		"	—	1	2	3
<i>Consumable</i>						
5C/463	Fuse ...	"	3	18	36	60
A.P.8096 R.M.	Lamp, filament, 24 volt, for repeater, Pattern 8031 (Subhead F2A).	"	2	18	30	48
1181	Oil, D.T.D.56 (Subhead E9) ...	10 oz. bottles	1	9	15	21
6P/25	Grease, No. 0 (E8) ...	Tin	—	1	2	3
6P/26	Brushes, rotary convertor, and frame motor D.C.	No.	4	18	30	48
	Brushes, rotary convertor, A.C....	"	3	12	24	36

* A—for bases from which up to 12 craft are operating.

* B—for bases from which 13 to 24 craft are operating.

* C—for bases from which 25 to 48 craft are operating.

3362.—B.A.Ms.—Magnetic Compass

(C.D. 259/45.—21 Jun. 1945.)

It has been ascertained that in certain B.A.Ms. a movable steel seat is fitted in the neighbourhood of the standard compass for the use of the Officer of the Watch. The movement of this seat has been found to cause changes in the deviation of the standard compass of nearly 20°.

2. Commanding Officers of vessels concerned should place no reliance on the deviation table for the standard compass while this seat is in position, and should, at the earliest opportunity, arrange for the seat to be removed by ship's or base staff. Immediately after the removal of the seat the compass should be readjusted.

3363.—Arrester Gear Sheaves

Escort Carriers

(D. 11378/45.—21 Jun. 1945.)

Immediately prior to the flying trials carried out recently in an escort carrier it was found that a number of the arrester gear deck sheaves had seized solid, and several others were only just moveable.

2. The landing of aircraft with the sheaves in this condition would have led to excessive wear of the main reeving wire.

3. To prevent such an occurrence ships should arrange for all horizontal deck sheaves and the associated vertical sheaves to be carefully inspected. Where necessary, additional grease gutters should be cut in the sheave half-bushings as shown in A.F.O. Diagram 231/45.

4. Attention is drawn to NAVAER 19-82, chapter 6, which lays down that these sheaves should be lubricated daily. The grease used for this purpose should be graphite grease Federal Stock No. 14-G-920, or British grease C.S.1653A (graphited) *vide* Admiralty letter D/P.06477/44 dated 3rd January, 1945.

3364.—Boilers—U.S. Navy System of Feed-Water Treatment—Extension of Use B.A.Ms.

(D. 8973/45.—21 Jun. 1945.)

The U.S. Navy system of feed water treatment is to be applied to the auxiliary Sentinel boilers fitted in B.A.Ms.

2. Commanding Officers of these ships ordered to join the British Pacific and East Indies Fleets are to adopt this system of feed-water treatment and are to demand supplies of U.S. Navy boiler compound, boiler water testing sets and necessary chemical testing reagents before leaving the United Kingdom.

(A.F.Os. 53/45, 1310/45 and 2459/45.)

3365.—Cylinders for Oxygen Gas—Allocation of Admiralty Numbers

(N.S. 21877/45.—21 Jun. 1945.)

The series allocated to various yards for the numbering of oxygen cylinders have been revised as follows:—

Oxygen Cylinders 100 cu. ft.

Portsmouth ...	...	...	...	...	...	{ P.1-10,000 PX.1-20,000 D.10,001-20,000 D.60,001-100,000 C.20,001-30,000 M.30,001-40,000 R.50,001-120,000
Devonport ...	...	...	...	...	...
Chatham ...	...	...	...	...	...
Malta ...	...	...	...	...	...
Rosyth ...	...	...	...	...	...

Oxygen Cylinders 200 cu. ft.

Chatham ...	...	...	...	...	...	C.C.1-2,000
Portsmouth ...	...	...	...	...	...	P.P.1-2,000
Devonport ...	...	...	...	...	...	D.D.1-2,000
Rosyth ...	...	...	...	...	...	R.R.1-2,000

2. Admiralty oxygen cylinders manufactured in U.S.A. and Australia have the number prefixed with the letters USA and AUS respectively.

(A.F.Os. 2741/45 and 2827/45 are cancelled.)

3366.—Propeller and Underwater Fittings—Form D.488—Recording Additional Clearances

H.M. Ships

(D. 12304/45.—21 Jun. 1945.)

In future, when occasion arises for the lining of the "A" bracket or stern tube bushes fitted in H.M. ships to be renewed, this fact should be stated on Form D.488. The shaft clearances and measurements of lignum-vitae or white metal to wear both before and after renewal are to be recorded on the form.

2. Form D.488 will be amended as necessary at the next reprint.

(A.F.O. 3846/44 is cancelled.)

3367.—Radar—Ranging Outfit R.T.E. and Indicator Outfit J.J.I.—Sector Selector Unit, Pattern W.9083—Modification

(R.E. 143/45.—21 Jun. 1945.)

Early models of Pattern W.9083 Sector selector unit are fitted with dimming potentiometers in which the wiper arm is connected to the potentiometer spindle. This may result in the 22-volt L.P. supply being earthed where the extension spindle of the potentiometer passes through a small hole in the front of the unit.

2. Ships fitted with Pattern W.9083 sector selector units are to check whether the dimmer potentiometer wiper arm is connected electrically to the extension spindle. If it is so connected the metal cylindrical coupling between the potentiometer shaft and the extension shaft is to be replaced by a similar coupling made from any suitable insulating material.

3. Future production of Pattern W.9083 sector selector unit will not suffer from this defect.

3368.—Radar—Type 253/P—Power Supplies—As. and As.

Ships Concerned

(R.E. 01829/45.—21 Jun. 1945.)

Rectifier unit, Pattern W9823A, has been introduced in lieu of battery outfit BBh for fitting in certain ships. The rectifier requires a supply of 300 watts at 180 volt, 500 cycles, which should be taken from the power board of a Radar set which is normally continuously manned. The rectifier which is 16½ in. wide, by 21 in. high, by 15 in. front to back, will replace all the units of BBh, batteries, charging board and resistances. The rectifier will not be suitable for ships without a 180 volt, 500 cycle supply or for coastal craft for which special arrangements are made.

2. The power supply for all Types 253/P will therefore be as follows:—

(a) Ships with suitable 180 volt, 500 cycle, supply—Rectifier, Pattern W9823A. (Pattern 56584, which is identical in size and power requirements, may be supplied in lieu.)

(b) Ships without a suitable 180 volt, 500 cycle, supply but with a 110 volt or 220 volt D.C. supply—Battery Outfit BBh or BBm.

(c) Ships without a 110 volt or 220 volt D.C. supply for charging—Battery Outfit BBj.

3. Ships referred to in paragraph 2 (a) which are at present fitted with batteries, should replace these with rectifiers at the earliest opportunity, the work being carried out as an A. and A. by ships' staff with dockyard assistance as necessary.

4. Rectifiers should be demanded, quoting this order as authority, as follows:—

(a) Ships in home waters from S.N.S.O., Haslemere.

(b) Ships in the East Indies Station from S.N.S.O., Ceylon.

(c) Ships in the Mediterranean Fleet from (S).N.S.O., Gibraltar, Malta or Alexandria.

(d) Ships with the British Pacific Fleet from D.D.S. (R.N.), Sydney.

(A.F.O. 6438/44 is cancelled.)

3369.—Disposal of Radio from Ships Reducing to Reserve

(N.S. 23070/45.—21 Jun. 1945.)

All American W/T and Radar equipment removed from ships paying off into Reserve, irrespective of condition, should be forwarded to Dex Garage, Newcastle.

2. All R.C.M. equipment, irrespective of condition, should be forwarded to Messrs. Chapman, Lowry and Puttick, Ltd., Shottermill Works, Haslemere, Surrey, and invoiced to the Superintending Naval Store Officer, Haslemere.

3. A.F.O. 2758/45 should be amended accordingly.

(A.F.O. 2758/45.)

3370.—General Information for Fitting W/T Transmitting and Receiving Aerials

(R.E. 11049/45.—21 Jun. 1945.)

A.S.E. Installation Specification No. B.608 has been prepared to give general information for W/T Transmitting and Receiving Aerials. The scope of this specification is limited to details of a general nature and the specification is primarily intended for use in the drawing offices of shipbuilders where rig drawings, based on A.S.E. guidance drawings, have to be prepared.

2. Copies of the specification have been forwarded to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Kilindini and Rosyth; the Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness and Simons-town; the Captains Superintendent, Alexandria, Durban and Ceylon; the Deputy Superintendent, Pembroke; the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Northern Ireland, Scottish and North Eastern Areas.

3. Principal (Ship) Overseers and Emergency Repair Overseers are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification, No. B.608.

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

3371.—Radar and W/T Cable—Distribution of A.S.E. Catalogue A, Volume 1

(R.E. 10820/45.—21 Jun. 1945.)

A.S.E. Catalogue A, Vol. 1 has been compiled to give physical and technical characteristics of Radio Frequency, Polythene and Pyrotenax Cables normally used in W/T and Radar installations.

2. Copies of this catalogue have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies, and Western Approaches; V.A.(Q), Melbourne; R.A.D., British Pacific Fleet; Rear Admiral Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth, Kilindini; Flag Officers-in-Charge, West Africa, East Africa, Ceylon, Tunisia, Milford Haven, Aden (for Radar Officers); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commodore (D), Londonderry; Commanding Officers, H.M. Ships "Artifex" and "Resource"; Commanding Officer, H.M.I.S. "Chamak"; Commanding Officers, H.M. Ships "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor," "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain GS1; Flag Officer, Unallocated Landing Ships; Commanding Officers, H.M. Ships "Midge," "Mantis," "Beehive," "Aggressive," "Hornet," "Attack," "Bee," "Fervent," "Blackbat," "Cicala," "Mosquito," "Gregale"; Captains Superintendent, Alexandria, Durban, Ceylon; Deputy Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Dunstaffnage and Corpach; B.A.D. Washington.

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

Principal (Ship) Overseers and Emergency Repair Overseers requiring a copy of this catalogue, should apply to the Warship Production Superintendent of their areas.

3372. Gear Box, Pattern A.1993, for Recorders—Modified Design

E/S Apparatus

(N.S. 022548/43.—21 Jun. 1945.)

An improved and more robust design of gear box, Pattern No. A.1993, has been produced and designated pattern A.1993B (F1 (a), Part 2).

2. The old type gear box is convertible to the new design, and with a view to reducing to a minimum the purchase of Pattern A.1993B, all defective gear boxes, Pattern A.1993, in yards and depots at home and abroad are to be returned as soon as practicable to the Superintending Naval Store Officer, R.N. Store Depot, Walcot Street, Bath, for modification to the new design.

(A.F.O. 2924/45 is cancelled.)

3373.—Aircraft Radio—Modifications—Policy

(N.A.R. 224/44.—21 Jun. 1945.)

To ensure consistency in the introduction of internal modifications to aircraft radio equipment, an Inter-service Radio Modifications Committee has been set up, composed of representatives of the Admiralty, Air Ministry and Ministry of Aircraft Production. The Committee has been constituted for the purpose of examining the need for all proposed modifications to British and American aircraft radio equipment in use in the service and to authorize the incorporation of approved modifications with relevant priorities.

2. The Radio Modifications Committee (R.M.C.) is the sole authority for the approval and classifications of modifications. It is essential, therefore, that all proposals for the application and introduction of modifications developed originating henceforth by the Service shall be submitted to the Admiralty (Director of Naval

Air Radio) through the appropriate channels. Submissions must state the reason for the proposal, i.e. operational requirements or improvement in performance, and be accompanied by any relevant correspondence. Submissions for the remedy of defective equipment are not required, since current Admiralty Fleet Orders already provide for such submissions.

3. If, and when, submissions are approved by the Committee, instructions to incorporate the modification will be issued to all concerned. In cases of urgency, initial instructions will be given by the most rapid means practicable. In all cases a modification leaflet will be issued which will, where urgent instructions have been issued, confirm those instructions.

4. Modification instructions will continue to be promulgated in their present forms but they will include, in addition, the classifications awarded to the modification. Details of the classification system for radio modifications are given in the Appendices to this order.

5. *Modification Labels.*—(a) The majority of aircraft radio equipments now in Service should be fitted with a standard type of modification label. In the case of equipment in Service and not bearing a modification label, paper labels of convenient size are to be secured to the equipment in an accessible position by suitable adhesive as required.

(b) The undermentioned types of equipment are affected by this order :—

Transmitters, receivers, transmitter-receivers, amplifiers, indicating units, modulator units, power units, and all other main assemblies.

(c) Units are to record on the labels in indelible marking, the modification number of all modifications embodied. Modifications authorized by the Radio Modification Committee will invariably bear a two-figure cypher, i.e. 55/1, the first group of figures indicating the serial number of the modification generally, the second group indicating the serial number of the modification in respect of a particular equipment.

(d) Modification labels are to be inscribed only with modification numbers authorized by the Radio Modifications Committee. All such numbers are to be recorded on the appropriate labels as soon as the modifications have been incorporated.

APPENDIX I

The Incorporation of Modifications in Aircraft Radio Equipment—Classification System

This Order details the system of classification of radio modifications and the methods of application.

1. *Class 1 modification.*—(i) Type of modification.—A modification which, if not incorporated, would impose a grave limitation on the use of the equipment or prejudice the safety of aircraft.

(ii) Embodiment in radio systems in service use is compulsory.

(iii) Embodiment by pre-issue test and radio repair centres is essential in all radio equipments before issue for service use.

(iv) The assistance of working parties, etc., will be arranged by Admiralty when necessary on the recommendation of the Radio Modifications Committee.

(v) The S.D., C.D. or A.P. leaflet or other instructions is mandatory. Action will frequently proceed under authority from Admiralty in advance of the leaflet, which will serve as confirmation.

(vi) Authority for classification will be C. of C./C.C.E. (Controller of Communications, Air Ministry/Controller of Communications Equipment, M.A.P.).

2. *Class 2 Modification.*—(i) Type of modification.—A modification of operational character and of such importance that its absence places limitations on the operational use of the radio system to an extent which justifies its early introduction into radio items in Service use. Certain modifications of a safety, servicing, or maintenance character, but not of Class 1 importance, may limit operational value and thus justify inclusion in Class 2.

(ii) Embodiment in radio systems in service use is compulsory. Priority of embodiment as between different squadrons or units will be decided by Admiralty.

(iii) Embodiment by pre-issue test and radio repair centres is essential in all radio equipments before issue for Service use.

(iv) The assistance of working parties, etc., will be arranged by Admiralty when necessary on the recommendation of the Radio Modifications Committee.

(v) The S.D., C.D. or A.P. leaflet or other instruction is to be cast in mandatory terms on the basis of (ii), (iii), and (iv) above.

(vi) Authority for classification will be C. of C./C.C.E.

3. *Class 3 Modification.*—Two types of modification (sub-classes 3A and 3B) are included in this class. They have the common characteristics that they are essentially capable of embodiment by service units and that the work is justified by the advantage accruing. In each instance the modification leaflet or other instruction is to give the reason for embodiment. Details of the two types of modification are :—

(i) *Sub-Class 3A.*—(a) Type of modification.—A modification which is desirable but not essential and which is capable of application by Service units.

(b) Embodiment by pre-issue test and radio repair centres will be effected as early as possible.

(c) Assistance by working party, etc., will *not* be arranged.

(d) The S.D., C.D. or A.P. leaflet or other instruction is to be cast in discretionary terms on the basis of (b) and (c), above and is to indicate the reasons.

(e) The authority for classification will be the Radio Modifications Committee.

(ii) *Sub-Class 3B.*—(a) Type of modification.—A modification of simple nature which can be carried out by service units without involving the supply of parts.

(b) Embodiment by pre-issue test and radio repair centres will be effected as early as convenient.

(c) Assistance by working party, etc., will *not* be arranged.

(d) The S.D., C.D. or A.P. leaflet or other instruction is to be cast in discretionary terms on the basis of (b) and (c) above and is to indicate the reasons.

(e) The authority for classification will be the Radio Modifications Committee.

4. *Class 4 modification.*—Two types of modifications (sub-classes 4A and 4B) are included in this class, which covers all modifications not allotted to higher classes. Details of these classes are as follows :—

(i) *Sub-Class 4A.*—(a) Type of modification.—A non-retrospective modification which materially affects interchangeability of parts. Modifications in Class 4A will only be applicable when it is required that a radio equipment shall be converted to a new series. Such conversions involve the embodiment of any outstanding modifications in Class 2 and those in Class 4A modifications which constitute the change of series.

(b) Embodiment by pre-issue test and radio repair centres—as determined in specific instances by the Radio Modifications Committee.

(c) The authority for classification will be the Radio Modifications Committee.

(d) Class 4A modification will be notified to the Service by an abbreviated S.D., C.D. or A.P. leaflet or equivalent instruction, bearing the class. The leaflet is to make clear that action is required only by those units so notified by Admiralty.

(ii) *Sub-Class 4B.*—(a) Type of modification.—A non-retrospective modification for the improvement of design or facilitation of production which does not materially affect operational qualities and/or interchangeability of parts.

(b) Embodiment by pre-issue test and radio repair centres—as determined in specific instances by the Radio Modifications Committee.

(c) The authority for classification will be the Radio Modifications Committee.

(d) Class 4B modifications will be notified to the Service by a leaflet or equivalent instruction only.

5. *Consequential modifications.*—Airframe, engine or other accessory modifications may occasionally involve modifications to items of radio equipment. In such cases the consequential radio modifications will usually bear a similar classification to that given to the airframe, engine or accessory modification.

Such modifications are to be referred to the Radio Modifications Committee for consideration and classification, with full details of the consequential modification.

When it is proposed to introduce a radio modification which will involve a variation of other equipment or a consequential modification to airframe, engine or other item the Radio Modifications Committee will obtain agreement from the appropriate authority on these items before agreeing to the radio modification.

6. *Introduction of new marks or series.*—In the event of a modification being so extensive that the conversion warrants the introduction of a new mark series to the equipment, the new mark or series will require to be sanctioned by the Radio Modifications Committee.

APPENDIX II.—Radio Modifications Classifications

Class	Type of change	Embodiment		Assistance of working parties	S.D., C.D. or A.P. Leaflet or other instruction
		By pre-issue test and radio repair centres	By service personnel		
1	Essential for safety.	Compulsory before issue for Service use, even though delay is involved.	Compulsory and immediate.	Arranged by Admiralty on the recommendation of the Radio Modifications Committee.	Mandatory giving reasons for urgency and man-hours required for embodiment.
2	Essential operational or important safety requirement. Absence of modification places serious limitation on use of radio equipment.	Compulsory before issue for Service use even though delay is involved provided parts are available.	Compulsory when parts are available.	Arranged by Admiralty on the recommendation of the Radio Modifications Committee.	Mandatory, giving reasons for urgency and man-hours required for embodiment.
3A	Modification to improve the design, and capable of quick service embodiment.	As early as possible.	In accordance with instructions by Admiralty Fleet Order, etc.	Working party aid will not be arranged.	To be in discretionary terms giving reasons and man-hours required for embodiment.
3B	Modification of a simple nature capable of service embodiment without supply of parts.	As early as possible.	—	Nil	—
4A	Non-retrospective modification affecting operational value or interchangeability of parts.	If required to convert to later series.	—	—	Draft instructions to be provided. Will be issued as required.
4B	Non-retrospective modification not affecting operational value or interchangeability of parts. Design improved or production facilitated.	Only applicable if it is more convenient to use existing modified parts than wait for unmodified parts.	—	—	—

3374.—Aircraft Radio—S.C.R.522 (TR.5043) in Firefly—Manual Receiver Muting
(N.A.R. 250/44.—21 Jun. 1945.)

When transmitter-receivers, type TR.5043, are modified in the manner described in this Order, the above facility will be made available. Since "contactor" operation is not used, relay item 131 in the transmitter unit is to be employed to provide manual receiver muting. When the modification has been made, a muting switch is to be connected across the contactor socket of the junction box. This muting switch is introduced into Firefly aircraft by Firefly Modification No. 376, and the airframe and radio modification should be carried out concurrently. If the set is in the transmit condition when the receiver muting switch is made, a warning note of approximately 1000 c/s will be transmitted and heard in the telephones.

2. The undermentioned items of equipment are required and are to be demanded as necessary from appropriate store depot:—

Item	Stores Ref.	Nomenclature	Qty.
1	5E/1780	Wire, copper, tinned, No. 20 S.W.G. ...	As required
2	5F/1910	Tubing insulating, Grade E ...	As required
3	5E/2001	Cable, electric, uniflexmet, 2.5 ...	As required
4	5F/1297	Tubing, insulating, $\frac{3}{8}$ -in. dia. ...	As required
5	5F/451	Tape, insulating, adhesive, $\frac{1}{2}$ -in. ...	As required
6	10C/11125	Condenser, Type 3361 (0.05 Mfd. tubular ...	1
7	10W/577	Resistance, Type 824 (470K., $\frac{1}{2}$ watt) ...	1
8	10H/1766	Socket, Type 315 (2-pole) ...	1
9	10H/1917	Plug, Type 384 (2-pole) ...	1
10	28S/2122	Screws, csk., 6 BA \times $\frac{3}{8}$ -in. long ...	2
11	28S/2092	Screws, ch. hd., 6 BA \times $\frac{1}{4}$ -in. long ...	1
12	28M/5903	Nuts, Simmonds, 6 BA ...	1
13	28W/3526	Washers, plain, 6 BA ...	1
14	10H/7274	Plug, Type 34 ...	1

3. The sequence of operations is as follows:—

Item references are as in T.O. No. 08-10-105—Instruction Book for Operation and Maintenance of Radio Set SCR.522A, etc.

Note.—Ensure that the transmitter-receiver, Type TR.5043, has not been modified for the reduction of inherent noise. This modification provides a two-pole plug and socket connection for sidetone between receiver and transmitter. The modification described here is not applicable to such sets.

A. Transmitter Unit, Type T.5017. (i) Solder one end of 2½-in. of covered wire to the metal braiding at one end of a 3-in. length of uniflexmet 2.5 cable. Cover the uniflexmet with insulating tubing.

(ii) Remove the two valves VT.134 and identify the relay, Item 131, one of the contactor operation relays, with two spring sets of change-over contacts and one "break" spring set.

(iii) Identify on the relay, Item 131, the one contact of the eight which is not wired. This will be the contact in the centre set of change-over contacts which is made when the relay is operated. Solder to this contact that end of the uniflexmet mentioned in (i) which is distant from the attached piece of uncovered wire.

(iv) Solder the other end of the uniflexmet to the negative pin (Pin 1) of a plug, Type 384 (2-pole).

(v) Refer to A.F.O., Diagram 229/45.

(vi) Drill two holes 0.116-in. diameter (No. 32 drill) in the top of the chassis as shown. Construct a single angle bracket in accordance with dimensions given in the diagram, using No. 16 S.W.G. metal. The lock bushes may be omitted and 6 BA clearance holes substituted.

(vii) Mount the plug, Type 384, mentioned in (iv) with the 3-in. uniflexmet attached on the bracket by means of a 6 BA cheeseheaded screw $\frac{3}{8}$ -in. long, nut and washer with the nut and washer at the bracket end. Secure the whole assembly under the transmitter top panel as shown. It may be necessary to ease the condenser, Item 102-115 to one side to accommodate the plug.

(viii) Solder the free end of the 2½-in. length of covered wire mentioned in (i) to pin 7 on tagboard TB.4, passing the wire round the back of the plug and between the plug and tagboard TB.4.

N.B.—The operations described in the three following paragraphs are to be omitted if relay Item 130 has been deleted.

(ix) Identify the slow release relay; Item 130. Remove the lead connecting the centre contact of the relay to the earth tag on the relay frame.

(x) Identify on this relay the contact, connected to pole 4 of the adjacent Jones plug, Item 123-1. Transfer lead from the relay contact to the earth tag on the relay frame mentioned in (ix). Relay, Item 130 will now have two contacts blank and one contact wired.

(xi) Identify the lead, connecting one of the two coil connection tags of relay, Item 130 to a contact on relay, Item 131. Either remove this lead, or disconnect both ends and tape up.

(xii) By means of a short length of wire, short circuit the two contacts of the "break" spring-set on relay No. 131. (These are the two rear contacts of the assembly.)

(xiii) Connect a resistance type 824 (470,000 ohms ½-watt insulated) between the two front contacts of relay No. 131. (These are the contacts to which the leads from the vertical screening tube are connected). The insulated resistance should be bound to the leads from the screening tube and the resistance leads insulated.

xiv) Anchor a 0.05 Mfd. condenser, Type 3361, to the screening tube fixing bracket (located between transformers 158 and 159 on the under-side of the transmitter-unit chassis) by looping a length of insulated 20 SWG. wire round the condenser and the fixing bracket, the ends of the wire being twisted together and soldered to secure. If the outer foil connection of the condenser is indicated by a coloured band, the condenser should be positioned so that this end is facing the VT.134 valve holder.

(xv) Cover the lead at the end of the condenser facing the adjacent VT.134 valve holder with insulating tubing and connect it to socket No. 2 (heater socket) on the VT.134 valve holder.

(xvi) The lead at the other end of the condenser is to be soldered to a length of 20 SWG. wire to enable a connection to be made to the coil connection tag of relay No. 131 to which one lead is already connected; the lead should pass through the hole in the chassis above the relay No. 131 contact clearance hole. Bind the lead to the cable-form on both the top and under-sides of the chassis to avoid risk of fouling the relay contacts. The lead should be covered with insulating tubing, care being taken to ensure that the tubing passes over the junction in the lead.

(xvii) The leads from the condenser should be kept as short as possible.

(xviii) Identify the 1 meg. resistance, Item 138-3 situated on the component mounting board under the chassis at the modulator end. Transfer the end of this resistance that is common with an end of the 5K resistance, Item 154-2, to the end of the adjacent 500K resistance Item 140-3.

(xix) Remove the short wire linking the common end of resistances Items 140-3 and 138-3 with an end of the resistance Item 154-2. The existing lead from terminal No. 2 of the transformer Item 160 must remain connected to the 5K resistance Item 154-2 only.

(xx) Connect a 9-in. length of insulated wire from the junction of the 1 meg. resistance (138-3) and the 500K resistance (140-3) to terminal No. 1 of the choke Item 126.

(xxi) Disconnect two of the existing three leads from terminal No. 2 of the transformer Item 160, leaving only the lead from the 5K resistance Item 154-2 connected to that terminal.

(xxii) Join together the two leads disconnected in (xxi) and wrap the joint with insulating tape.

(xxiii) Connect a 10-in. length of insulated wire from terminal No. 2 of transformer Item 160 through the chassis and up to pole No. 4 of the Jones plug Item 123-2.

B. Receiver Unit Type R.5019.—(xxiv) Solder one end of a 1½-in. length of covered wire to the metal braiding at one end of a 4-in. length of uniflexmet 2.5 cable. Carefully cover the uniflexmet with insulating tubing.

(xxv) Locate the component mounting board on the underside of the unit, and situated between the Jones plug, Item 231, and the corner of the chassis. Identify on this board the two resistors, Item 272, 120K ohms, and Item 273, which are the fourth and third resistors on this board from the end nearer the Jones plug. In some models, the resistor, Item 273, is not fitted, and instead the third pair pins are connected together by a piece of wire. To the junction of these two resistors, solder that end of the uniflexmet mentioned in (xxiv) which has the 1½-in. piece of covered wire attached to the metal braiding.

(xxvi) Earth the metal braiding of the uniflexmet by soldering the free end of the 1½-in. covered wire to the earth tag adjacent to the Jones plug, Item 231.

(xxvii) Solder the free end of the uniflexmet to the negative pin of a socket type 315 (2-pole).

C. Assembly.—(xxviii) Replace the two VT.134 valves in the transmitter. Engage the plug type 384 mentioned in (vii), and the socket, type 315, mentioned in (xxvii). Place the transmitter and receiver side by side, and engage the Jones plugs with the Jones sockets in the mounting rack. Replace the eight mounting screws.

D. A label, inscribed with the words "Rx muting incorporated, Concealed Plug and Socket—Transmitter and Receiver must be removed from Rack together," is to be pasted on top of the rack between the two "W" plugs.

If it is not required to use the muting facility, a modified transmitter-receiver can be used in an aircraft without alteration to the installation.

3375.—Test Pipes for Use in Barracuda Oleos

(N.S.—21 Jun. 1945.)

In accordance with Special Technical Instruction No. 27 arrangements are being made for the supply of test pipes, Ref. 26BT/7920, Part No. GQ/5975, for use in checking that the correct quantity of oil is not exceeded in the filling and topping up of the main oleo legs.

2. These test pipes are for issue to the scale of 1 per station and ship holding Barracuda aircraft. Arrangements have been made for the initial twelve produced to be supplied without demand to the following stations:—

1. Crail	7. Dunino
2. Easthaven	8. Fearn
3. Arbroath	9. Machrihanish
4. Crimond	10. Burscough
5. Ronaldsway	11. Hal Far
6. Stretton	12. Takali

3. Home stations and ships in home waters not included in paragraph 2, entitled to hold test pipes should demand on the Superintending Naval Store Officer, R.N. Store Depot, Perth; overseas services on the nearest Naval Store Depot.

3376.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/CC for Firefly NF, Mark I and Firefly FR, Mark I

(A.E. 6195/44.—21 Jun. 1945.)

Forms A.44/CC for Firefly NF, Mark I, and FR, Mark I, will be issued in the form given hereunder. Pending the issue of printed forms, ships and stations holding these aircraft should duplicate the necessary forms locally.

A.44/CC Ship's Reg'd No.....
ISSUE/RECEIPT Voucher for Appendix "A", Equipment for Firefly NF, Mark I and Firefly FR, Mark I, Aircraft on transfer.

A. The items of equipment shown in column 5 below were fitted in Firefly NF/FR, Mark I, Aircraft, Serial No..... on leaving..... for transfer to.....

Signature..... Signature.....
(Consignor Unit) (Ferrying Pilot)
Date.....

B.

Appx. "A" No. 15890 Item No.	Ref. No.	Description	Quantity on A/c when		Remarks	
			Des- patched	Received		
1	2	3	4	5	6	7
—		Engine, Griffon II No.	No.	1		Serial No.
†1A	7G/601	Guns, Hispano, 20-mm., No. 10, Mark II* No.	No.	4		
	or					
	7G/786	Guns, Hispano, 20-mm., No. 2, Mark V No.	No.			
65A	7B/982	Signal Pistol, No. 4, Mark I* ...	No.	2		
88B	5A/2334	Signalling Lamp, Type B ...	No.	1		
†53C	6A/1595	Clock, Mark IIC, Fluor. ...	No.	1		
	or					
†54C	6A/1072	Clock, Mark IIC, Lum. ...	No.			
	or					
†55C	6A/1104	Clock, Mark IIC, Lum. ...	No.			
†56C	6A/1700	Clock, Mark IIB, Fluor. ...	No.	1		
	or					
†57C	6A/1595	Clock, Mark IIC, Fluor. ...	No.			
†89C	6A/892	Compass, Type O.2A No.	No.	1		
	or					
†90C	6A/893	Compass, Type O.2B No.	No.			
91C	6A/1671	Compass, Type P.10 No.	No.	1		
	or					
92C	6A/745	Compass, Type P.4A No.	No.	3		
—	—	Cards, Compass Correction ...	No.	3		
—	—	Cards, Compass Deviation ...	No.	3		
135C	14A/1380	Camera, G.45B, 24v., Mark III, Complete No.	No.	1		
136C	14A/1393	Magazines for G.45B Camera ...	No.	2		
3D	27D/2062	Cover, Pilot's Cockpit ...	No.	1		
4D	27D/2061	Cover, Rear Cockpit ...	No.	1		
5D	27D/2063	Cover, Engine ...	No.	1		
6D	27D/2104	Cover, Pressure Head ...	No.	1		
7D	27D/	Cover, Propeller, VP Mech ...	No.	1		
18D	27N/12	Fire Extinguishers, Hand Type, No. 5 No.	No.	2		
23D	6F/169	Safety Harness, Type D ...	No.	2		
24D	6F/198	Safety Harness, Type Q ...	No.	1		
32D	26BZ/	Control Locking Device ...	No.	1		
37D	26BE/2171	Rear View Mirror, Desme ...	No.	1		
38D	26BZ/	Spanner, Tank Filler Caps ...	No.	1		
42D	6F/163	Speaking Tubes, complete ...	Sets	2		
43D,						
45D	27F/1870	Pump, Windscreen de-icing ...	No.	1		
3F	36DD/	Engine Data Card No.	No.	1		
	or					
5F	36HH/260	Engine Data Plate No.	No.	1		
†		Communication Radio—				
		*..... No.	No.	1		
		*..... No.	No.*			
		*..... No.	No.*			
†		Beacon Receiver—				
		*..... No.	No.	1		

Appx. "A" No. 15890 Item No.	Ref. No.	Description	Quantity on A/c when		Remarks	
			Des- patched	Received		
1	2	3	4	5	6	7
†		L.F.F.*.....	No.	1		
		Radar *.....	No.	1		
		*.....	No.			
		*.....	No.			
†		Radio Altimeter—				
		*.....	No.	1		
†		Intercommunication—				
		*.....	No.	1		
†		Any other Radio—				
		*.....	No.	1		
		*.....	No.			
		*.....	No.			
†		Crystals, Ref.*.....	No.*			
		Ref.*.....	No.*			
		Ref.*.....	No.*			
		Ref.*.....	No.*			
		Ref.*.....	No.*			
		Ref.*.....	No.*			

C. The following items are also to be checked when the aircraft is transferred between accounting units other than by air. In the case of flight delivery they are all covered by functional test.

†18A	8B/2522	Gyro Gunsight, Mark IID, complete No.	No.	1		
†30A	8B/2483	Sight, M.G. Reflector Type Mark III No.	No.	1		
53A	5D/1197	Bomb Distributor, 2-way, 24v. Accumulators, Alkaline, 2.4 v., 3 Amp. Hr. No.	No.	1		
1B	5J/1961	Accumulators, Lead-Acid, 12 v., Type D No.	No.	2		
2B	5J/2294	Accumulators, Lead-Acid, 12 v., Type D No.	No.	2		
16F	5U/421	Generator, Engine Driven, AC/ DC, Type UKX No.	No.	1		

Notes.—*Details of radio installed are to be inserted in manuscript.

‡Only to be filled in when quantity differs from Col. 5.

†These items are included in the "M" List.

D.

The quantities shown in column 5 above (as modified by entries in column 6) have been received at..... and explanations of any discrepancies inserted.

Signature..... Signature.....
(Consignee Unit) (Ferrying Pilot)

Date.....

3377.—Sand Trap Sea Chest—Increase in Height of Access Hatch and Strainers—As. and As.

L.C.I.(L)

(D.017453/44.—21 Jun. 1945.)

In order to facilitate the cleaning of the sand tanks from which the sea suction is taken in the above-mentioned craft, it has been approved to increase the height of the coaming of the access hatch, as shown in A.F.O. Diagram 228/45. To render the strainer plate effective when the hatch coaming has been raised, it will be necessary to fit a portable extension piece to the top of the existing strainer plate as shown in the diagram.

2. Commanding Officers should insert an item in the next list of As. and As. to cover the work involved in raising the coaming and fitting the strainer plate extension, or the work involved in fitting the strainer plate extension only in cases where the coaming has already been raised.

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

(A.F.O. 6084/44 is cancelled.)

3378.—Small Arms Ammunition—Stowage of

L.C.T. (3), L.C.T. (4) and L.C.T. (5)

(D.C.O.M. 4941/45.—21 Jun. 1945.)

Consequent upon the increase in the allowance of small arms ammunition to L.C.T. (3), (4) and (5) being prepared for tropical service, it has been approved to supply a Pattern 7135A small arms ammunition locker to each craft affected.

2. The lockers should be demanded from the nearest Naval Store Depot and the work of fitting on board, if not carried out during tropical service refits, should be done by Base Staffs.

3. The lockers should be sited in the following positions :—

L.C.T. (3).

On the deck extension at the after end of the Bridge Deck abreast the Oerlikon magazine locker, which should be moved athwartships, as necessary, to provide sufficient space.

L.C.T. (4).

In the starboard compartment under the ramp between poop and wing decks.

L.C.T. (5).

On the Hold Deck aft abreast the Vegetable Locker.

(A.F.O. 1887/45 is cancelled.)

3379.—Plugs, Sparking—Supply

L.C.M.(3), L.C.M.(7), L.C.V., L.C.V.(P), L.C.P.(L) and L.C.N.

Fitted with Hudson Invader and Hall Scott Screened Engines

(N.S./D.C.O.M. 327/45.—21 Jun. 1945.)

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Sparking plugs, Type KLG.RM.60/1, hitherto fitted to screened Hudson Invader and screened Hall Scott engines in L.C.M.(3), L.C.M.(7), L.C.V.(P), L.C.V., L.C.P.(L) and L.C.N. have been found to be unsuitable. Craft fitted with either of these makes of engines should be supplied with plugs, sparking, K.L.G., Type RC/H.S. in lieu.

2. Supply to craft concerned of spare plugs, Types K.L.G. RC/HS should be arranged by bases or ships to which the craft are allocated, in accordance with existing allowances for the superseded type.

3. Additional orders should be placed under the standing contract with Messrs. K.L.G. plugs for the following quantities of plugs :—

<i>S.N.S.O., West Riding Area</i>		<i>N.S.O., Carfin</i>
Type RC/HS	... .. 12000	2,000

5. The following shipments should be arranged to Superintending Naval Store Officer, Ceylon, by Superintending Naval Store Officer, West Riding Area :—

Type RC/HS 5,000
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6. The Establishments of Stores will be amended.

3380.—Preparation of Minor Landing Craft for Shipment Overseas

(D.C.O.M. 405/45.—21 Jun. 1945.)

The following refers to the shipment of craft (minor landing craft) not forming part of Unit Equipment of flotillas, and which by definition will therefore be Pooled Reserve craft. It applies whether shipment is by merchant vessel, or in one of H.M. ships for passage. It does not refer to Unit Equipment craft embarked with all or part of their flotilla in, for example, a L.S.I.

For convenience, the shipping of craft as herein may be referred to as "freight shipment", in contradistinction from embarkation and voyage by a flotilla including its craft.

2. Instances have occurred in which the machinery and fittings of minor landing craft shipped overseas have suffered damage and deterioration whilst in transit owing to failure to put them into a proper state of preservation prior to shipment.

In future, the local Naval Authority at the port of loading will be responsible, under the Commander-in-Chief concerned, that the measures outlined in paragraphs 4 to 9 below have been properly carried out before embarkation for shipment is permitted.

3. The authority immediately responsible for actually carrying out the preparation for freight shipment is the C.O. of the L.C. Base or Officer-in-Charge of the Storage Section holding the craft at the time it is selected for shipment, unless otherwise ordered. If this duty is beyond the unaided capacity or resources of the particular base or Storage Section concerned, the latter's administrative authority is to issue the necessary orders for assistance to be rendered by, or for the responsibility to be transferred to another authority possessing the requisite staff and facilities.

Note.—It is one of the objects of the Minor Landing Craft Receipt and Despatch Staffs, defined in C.A.F.O. 2283/44, to render the necessary technical assistance in the above connection, and this organization is to be developed and employed accordingly. In the same way, the provision of ferry crews for conveyance of craft en route to freight shipment is to be made from the sources described in C.A.F.O. 2283/44, paragraphs 13 to 18, or from any further Ferry Units since or yet to be formed additional to those in the paragraphs quoted.

4. All portable fittings (including engine starting batteries—see paragraph 9 (c) below—bulkhead light fittings, radio interference suppressors, condensers and adaptors) are to be shipped with craft, but, apart from the above and the instructions in paragraph 10 below, no items forming part of the minimum or operational allowances of stores are to be sent in the craft.

5. In order that the condition of the craft and engines can be readily assessed, and the maintenance routines carried out in accordance with A.F.O. 6010/43 when they become due, the Craft Log Books (S.1508) are to be made up to date and are to accompany the craft. They are to be placed in the steel box provided for the purpose on the engine room bulkhead or in the engine casing. Where no steel box is fitted, the log is to be placed in a canvas bag, labelled to show the contents, and secured in a conspicuous place in the engine room or engine casing.

6. Form S.1597 is to be completed and submitted in accordance with A.F.O. 2822/45.

7. Craft are to be clearly labelled with at least one label fixed in a prominent position, the label to state "Craft prepared for freight in accordance with A.F.O. 3380/45."

8. Craft which have been prepared for freight or that are received at loading ports by road, must not be put in the water again before being embarked. Craft arriving at loading ports by water are to be lifted and allowed to dry out before being prepared for freight.

9. The following measures are to be taken before loading :—

(A) *General*

(i) All bilges to be cleaned and dried out.

(ii) Bottoms to be scrubbed on hoisting, if at all dirty, and paintwork of hull externally made good.

(iii) Ramps of L.C.A., L.C.M., L.C.P.(R) and similar craft are not to be secured in the seagoing position, but four to five inches clearance should be left at the top to prevent rubber seating adhering to metal face.

Ramp doors should be securely lashed in this position and ramp hoisting wires slacked off.

(iv) All external bright fittings, other than aluminium fittings, liable to rust or corrode to be protected with Compound Rust Preventive C.S.1033A, or with the corresponding American Compound "Tectyl" Grade 506. Bright aluminium fittings to be protected with lanolised paint D.T.D. 279B (see A.F.O. 3701/44). In the absence of these materials heavy mineral oil or grease should be used.

(v) Ramp winches to be well oiled and greased and covered with canvas.

(vi) Ramp lifting wires, sheaves, hinges and all steering gear to be well oiled and greased.

(vii) In craft fitted with steel propeller shafts the tail shaft coupling is to be broken, shaft drawn aft as far as possible and grease worked into "A" bracket and stern tube bearings. Couplings then to be rejoined. This action is not to be taken in craft fitted with bronze shafts and cutlass bearings.

(viii) One set of derrick slings which is supplied initially with each L.C.M.(1), L.C.M.(3), L.C.P.(L), L.C.V., L.C.V.(P) and L.C.P.(R) is to be put on board. Cradles for L.C.P. and L.C.V. types should be demanded from Director of Combined Operations Material, Admiralty, as required.

(ix) Craft to be stowed fairly with all bearers taking an equal load to avoid possibility of distortion of craft.

(x) Fuel and lubricating oil tanks to be emptied and all petrol tanks protected by C.O₂, as described in A.F.O. 865/44.

(B) Minor landing craft engines

(i) Engines should be run for a few minutes until they are warm and then thoroughly drained of all lubricating oil and cooling water, care being taken that the oil is drained from oil filters, etc., and that pockets of water do not remain in manifolds and water pumps, etc.

(ii) Engines are to be treated internally and externally in accordance with A.F.O. 3701/44.

(iii) Air inlets and all open-ended pipes on exhaust, fuel and lubricating oil systems are to be blanked and protected to preclude the entry of water and dirt.

(iv) Silica gel plugs are to be fitted to all landing craft petrol engines. Supplies of plugs of 14-mm. and 18-mm. sizes should be obtained from L.C.M.S.O., Staines, to meet these requirements.

(C) The following instructions are issued for guidance when using the silica gel plugs:—

(i) All sparking plugs to be removed and replaced by the same number of silica gel plugs (plug washers to be retained where these are used).

(ii) The silica gel plugs should be screwed down spanner tight in the same way as sparking plugs.

(iii) Blank off inlet and exhaust manifolds and all other orifices to give an airtight seal.

The base of the silica gel plug has a cover which should be removed just before use, otherwise the action of the plugs will be ineffective.

(D) Electrical Equipment

(i) Covers of fuseboard, sockets, etc., are to be examined for water tightness, and firmly tightened where necessary.

(ii) *Starter Motors and Dynamos.*—All are to be removed from the engine, and fan motors from the hull. All motors and dynamos are to be stripped down and armatures withdrawn. Internal surfaces, field coils and armatures are to be cleaned, dried and varnished. Bearings and shafts are to be cleaned and greased as necessary. Commutators are to be cleaned, turned up and undercut where necessary. They are then to be protected with line tape on which a little pure mineral oil has been smeared. Brushes are to be renewed if necessary. After re-assembly bright exposed ferrous parts should be coated with preservative, Pattern 1178.

Packing

Machines are to be completely enclosed in an envelope of ordnance wrap. The joints of the wrap are to be double lapped and sealed with adhesive tape. The wrapped machine is to be placed in a steel box as supplied. Two motors or dynamos may be put in each box if there is sufficient space. Only boxes with airtight covers should be used.

A container of silica gel, A.P. 182, should be secured in each case at the rate of ½-lb. per cubic foot of unoccupied space. A statement of the contents of each case is to be stencilled on the lid with waterproof paint.

(iii) *Distributors, coils, starter and solenoid switches and regulators, etc., but excluding A.P. watertight switches, boxes, and fuse boards.*—Each item is to be completely enclosed in an envelope of waxed paper, sealed with adhesive tape and placed in a carton. The carton is to be wrapped in ordnance wrap and sealed with adhesive tape. The cartons are then to be packed in steel boxes provided. A statement of the contents of each box is to be stencilled on the lid with waterproof paint. Regulators fitted in watertight metal fuseboards or boxes need not be removed.

(iv) *General Notes.*—Identification labels are to be attached to items at each stage of packing, labels are to be waterproofed by varnishing, or by the use of waterproof transparent tape. Sealing of packages and cartons is to be superseded by wax dipping as soon as facilities are available. After setting and before final packing, dip-coated packages are to be wrapped with kraft or similar paper to prevent adherence of packages to each other, when subject to tropical temperature.

If it is found that some motors or dynamos will not fit in the steel boxes, the bendix may be taken off and packed separately, or alternatively wooden boxes may be substituted. They are to be made to the following specification:—To be of seasoned timber, i.e., not more than 18 per cent. moisture content, of minimum thickness one inch, which has been sprayed or brushed with copper naphthenate solution and lined with a waterproof liner bag. The case is to be fitted with chocks, which have been similarly treated. The case is to be accurately fitted and secured by cement coated nails. The lid is to be secured by counter sunk brass screws. Silica gel should be included as detailed in (ii) above.

(v) *Securing of Cases.*—The cases are to be secured in the engine room of the craft concerned, care being taken to see they are clear of the deck, to prevent their being in contact with any water.

(vi) *Cables.*—Cables which have been disconnected are to have the insulant at the ends sealed with black adhesive tape.

(vii) *Covers.*—Covers are to be made and fitted to blank off positions from which motors, starters have been removed.

(viii) *Batteries.*—All existing batteries are to be removed, put into a state of preservation, in accordance with B.R. 268 (9) and amendments, and returned to a naval store depot or dockyard. A.P. batteries are to be replaced by new batteries of a similar pattern, and American Willard and Exide batteries are to be replaced by A.P. 14068. Batteries should be demanded from a Naval store depot or dockyard and shipped as drawn, i.e., dry and not charged.

(E) Gunnery—General

Small arms and ammunition outfits are to be returned to the nearest Naval armament depot together with necessary covering notes, etc., stating reason for return (e.g. craft to be shipped overseas, etc.).

On no account are small arms or ammunition to be left aboard minor craft about to be embarked for ocean passage.

On arrival at port of destination, small arms and ammunition should be demanded from the nearest Naval armament depot, in accordance with the provisions of C.A.F.O. 490/44.

(F) Fixed armament

(a) L.C.A.(H.R.)

(i) *Ammunition.*—As for small arms ammunition.

(ii) *Hedgerow equipment.*—To be reduced to care and maintenance, batteries disconnected and treated as in (D) above and mounting and spigots painted and greased as necessary and covered with suitable canvas covers.

- (iii) *2-in. M.L. ranging mortars.*—To be dismantled, preserved with grease and packed separately for stowage below deck.
- (iv) *Electrical firing equipment.*—Apply a few drops of oil to the plunger and to the spring of the safety switch, taking care to ensure that oil does not reach the rubber gland of the main spindle.

Grease the bearing of the ripple firing switch handle through the channel on the inside of the handle and apply a few drops of oil to the spindle of the selector switch.

(b) *L.C.S.(M)*

- (i) *Ammunition.*—As for small arms ammunition.
- (ii) *4-in. Mortars and power-operated 0.5-in. turrets.*—Guns and mortars to be dismantled (0.5-in. water jackets to be drained), preserved with grease, D.T.D. 143C, and packed separately for stowage below deck. Mountings to be painted and greased as necessary (0.5-in. turret to be topped up with Hydraulic Fluid, D.T.D. 44D) and covered with suitable canvas covers.
- (c) *Marking.*—All packages should be clearly marked in waterproof materials with nature of contents and the number of the craft from which the armament has been removed (e.g. 0.5-in. Vickers M/G ex L.C.S.(M) (3) No. 123) in addition to the necessary freight markings.

- (d) *Applications for assistance,* if required, should be made through the local Naval Authority to the nearest Armament Depot, or to the local F.O.G.O. or F.O.G.M.O.

(G) *L.C.N. (E/S and H/P equipment)*

(a) *Radar equipment*—

- (i) All radar apparatus should be left *in situ*, valves should not be removed.
- (ii) The S.O.13 mast should be securely lashed in the stowage position.
- (iii) All canvas covers to be lashed securely in place.

(b) *W/T equipment*

The T.C.S. and Q.H. whip aerials should be removed and stowed in a convenient position on board the craft. The rest of the equipment should remain installed.

(c) *E/S equipment*

Type 762

- (i) Remove all dry (G.B.) batteries from recorder.
- (ii) Provide and fit painted canvas covers for recorder and amplifier.
- (iii) Pack and tally spares and dry (G.B.) batteries.

Type 715c

(i) Remove dry (H.T.) battery and 2-volt (L.T.) cell from amplifier. Fully charge latter then wash out with distilled water and leave empty.

(ii) Unship amplifier.

(iii) Unship training shaft/oscillator assembly and stow where convenient on board, leaving lifting cap fitted to protect connector. Great care is necessary in arranging stowage to ensure that rubber-covered face of oscillator is adequately protected from damage.

(iv) Pack and tally amplifier (wrapped in damp-proof paper), spares, dry (H.T.) battery and 2-volt (L.T.) cell. Battery and cell must not be packed in amplifier.

(v) *Note.*—All dry batteries have a very limited "shelf life" and they may be found useless when sets are again required. If so, new ones will have to be obtained locally.

10. *Voyage and offloading.*—Craft which have been prepared in accordance with the foregoing instructions should not require any routine maintenance during voyage, and no provision for such maintenance is being made. After offloading, the engines should not be run and the craft should be kept as dry as possible, en route to the L.C. Base or Storage Section where it is to be held (in reserve).

Any minor craft (other than L.C.M.(1), L.C.M.(3) and L.C.M.(7)) which are transported in an exposed position on deck, are to be covered with tarpaulins as a protection against sun and weather.

11. No special internal treatment for engines which have been inhibited with C.S. 1746A, will be necessary before they are run, since the preservative will not affect the recommended lubricating oils.

12. *Naval stores.*—Minimum outfits of Naval stores, other than items listed at paragraph 4, are to be despatched without delay to H.M.S. "Monck" by the Landing Craft Base or Storage Section holding the craft at the time it is selected for shipment. They are to be securely cased, and the cases are to be given appropriate markings, which should be communicated to H.M.S. "Monck" for identification purposes. A certificate should be forwarded to H.M.S. "Monck", with the relevant Naval store accounts, confirming that the Naval store items listed at paragraph 4 are in place in the craft.

13. *Despatch of Naval and armament stores and spare gear.*—Admiralty will notify the receiving authority of arrangements made for the despatch of:—

Minimum outfits of Naval stores.

Operational outfits of Naval stores (including group store allowance).

Naval stores for maintenance and/or after-action repair.

Armament (other than fixed armament, *vide* paragraph 8 (D)).

Small arms.

Ammunition.

Spare gear.

(C.A.F.Os. 490/44, 2283/44 and 89/45.)

(A.F.Os. 6010/43, 865/44 and 3701/44.)

(A.F.Os. 6315/44, 715/45 and 2621/45 are cancelled.)

3381.—Magnetic Compasses, Pattern 0183, and Binnacles, Pattern 1830V—Withdrawal of Allowances

L.S.T.(3) and Principal (Ship) Overseers

(N.S. 014901/45.—21 Jun. 1945.)

On account of the electrical equipment and magnetic material in the vicinity, a compass is not now to be fitted in the steering gear flat in L.S.T.(3).

2. L.S.T.(3) in commission are therefore to return compass, Pattern 0183, and Binnacle, Pattern 1830V (together with its binnacle lamp, and 9 No. Magnets, Pattern 65, and 4 No. Pattern 60) to the nearest dockyard or Naval store depot. Similar arrangements should be made by Principal (Ship) Overseers of vessels under construction for the return of any compasses, binnacles and magnets delivered to shipbuilders' works.

3. The Establishment of Naval Stores will be amended.

3382.—Fore End—Additional Stiffening—As. and As.

H.M. Destroyers—Fleet "Qs," to "Cs," and "Chequers", "Cossack" and "Crescent" Classes

(D. 6934/45.—21 Jun. 1945.)

Additional stiffening is to be fitted to the fore end in all ships of the above-mentioned classes in accordance with drawing Plan No. S.H.491 and fly drawing 16B/214.

2. The Commanding Officers of any ships not so fitted before completion are to include an item, classification A*, in their lists of As. and As., to cover the work involved.

3. Copies of the drawings quoted have been supplied to refitting authorities. Further copies may be obtained on application to the Admiralty.

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

(A.F.O. 183/45 is cancelled.)

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

3383.—Carbon Brushes for Electrical Machinery—Introduction of New Patterns

(N.S. 20978/41.—21 Jun. 1945.)

The undermentioned stores have been added to the Authorized List of Naval Stores under Subhead F.2A—Schedule C.713 :—

Brushes, Carbon Electro Graphite—Grade Link E.C.12

Pattern	Description
14021 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × 1-in. marked APAU
14022 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{4}$ -in. marked APAV
14023 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{5}{8}$ -in. marked APAW
14024 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{1}{2}$ -in. marked APAX
14025 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{5}{8}$ -in. marked APAY
14026 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{1}{2}$ -in. marked APAZ
14027 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{3}{8}$ -in. marked APBA
14028 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{5}{8}$ -in. × $\frac{1}{8}$ -in. marked APBB(A)
14029 ...	Size 1-in. ... × $\frac{3}{8}$ -in. × $\frac{1}{2}$ -in. marked APBC
14030 ...	Size 1 $\frac{3}{8}$ -in. × $\frac{3}{8}$ -in. × $\frac{1}{4}$ -in. marked APBD(C)
14052 ...	Size 1 $\frac{1}{8}$ -in. × $\frac{3}{8}$ -in. × $\frac{1}{8}$ -in. marked APBY(A)
14053 ...	Size 1 $\frac{1}{8}$ -in. × $\frac{3}{8}$ -in. × $\frac{1}{8}$ -in. marked APBZ(B)
14031 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × 1-in. marked APBE (D)
14032 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{4}$ -in. marked APBF(D)
14033 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{8}$ -in. marked APBG(D)
14034 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{8}$ -in. marked APBH(D)
4348 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{8}$ -in. marked APBI(D)

Brushes, Morganite Grade Link C.M.6

14042 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × 1-in. marked APBJ
14043 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{3}{4}$ -in. marked APBK
14044 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{5}{8}$ -in. marked APBL
14045 ...	Size 1 $\frac{3}{4}$ -in. × 1 $\frac{1}{4}$ -in. × $\frac{1}{2}$ -in. marked APBM
14046 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{5}{8}$ -in. marked APBN
14047 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{1}{2}$ -in. marked APBO
14048 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{3}{8}$ -in. marked APBP
14049 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{1}{8}$ -in. marked APBQ(A)
14050 ...	Size 1 $\frac{3}{4}$ -in. × $\frac{7}{8}$ -in. × $\frac{1}{8}$ -in. marked APBR(A)
14051 ...	Size 1 $\frac{5}{8}$ -in. × $\frac{7}{8}$ -in. × $\frac{1}{8}$ -in. marked APBS(B)

(A) = flexible covered with insulating sleeve.

(B) = having a spigot top $\frac{3}{8}$ -in. diameter and $\frac{3}{8}$ -in. in length. The length of the brush as shown, includes the length of the spigot.

(C) = fitted with spring and brass ferrule.

(D) = having a top bevel of 15 degrees and a bottom bevel of 10 degrees.

2. Replenishment demands should be forwarded in the usual manner to the nearest (S) Naval Store Officer.

3384.—Fire Fighting Equipment—Allowances

"Envoy" Class Rescue Tugs

(N.S. 21754/45.—21 Jun. 1945.)

To meet the requirement outlined in item 2 of the approved list of As. and As., viz., to fit arrangements for admitting foam to engine and boiler rooms, the following naval stores are to be allowed to "Envoy" Class rescue tugs :—

Pattern No.	Description	Denom.	Quantity
—	<i>B.S.</i> F.B.2 (L.P.) foam branchpipes fitted with instantaneous connections.	No.	2
—	Knapsack tank, 4 gallon, complete with short length of hose.	"	1

2. Vessels concerned, in commission, should forward their demands to their storing yards or depots accordingly.

3. The Sea Store Establishment concerned (B.R. 362) will be amended.

(A.F.O. 3217/45.)

3385.—Fire-fighting in H.M. Ships—Foam Compound Units—As. and As.

(D. 12917/45.—21 Jun. 1945.)

Experiments carried out at the Fire Testing Ground, Haslar, have shown that if foam compound units are kept charged, the liability of working parts to "seize up" is small, and it is of greater importance to avoid the delay involved in having to charge the units before foam can be directed on to a fire. Further, with the introduction of non-sludge foam compound and recent improvements in the design of the units, the risk of failure to operate in emergency is eliminated.

2. In future, therefore, all foam compound units should be kept charged ready for use but are to be drained, cleaned and refilled at intervals not exceeding three months.

3. Where the units have remained empty for long periods, they should be examined carefully both internally and externally for corrosion and the presence of foreign matter. Before charging they should be flushed through with water, care being taken that the non-return valves are free and that the water meter is functioning correctly.

4. Care should be taken to fill the unit through a strainer when originally charging. Purchase of metal strainers is being arranged for supply to ships having foam compound units to which strainers are not already fitted in the hoppers, and ships concerned should demand from their storing yards.

5. The improvements in the design of foam units referred to in paragraph 1 of this Order have been incorporated in the latest Patterns, Mark V and Mark VI, and it is intended that these units shall eventually replace all units of earlier pattern which have been issued. In this connection, priority will be given to aircraft carriers and the following arrangements should be made :—

(a) Aircraft carriers building—Mark V or Mark VI units only are to be fitted and units of earlier pattern should not be supplied, subject to no delay in completion. Demands on the storing yard should be worded accordingly.

(b) Ships building other than aircraft carriers—Mark V or Mark VI units should be supplied as stocks permit.

(c) Ships concerned in commission—as opportunity affords, foam units of earlier pattern than Mark V should be replaced by Mark V or Mark VI, priority being given to aircraft carriers.

Demands should be forwarded to the appropriate storing yard or depot accordingly but demands should not be hastened, as some time will elapse before sufficient of the new units become available.

On receipt of the new units, the old ones should be returned to the storing yard to be forwarded to the makers for reconditioning and bringing up to date.

6. Commanding officers of ships concerned are to forward an item of As. and As., classification "A", to cover the work involved in removing the existing foam units and replacing them with the new type, the work to be carried out by ship's staff.

7. The essential differences in the various patterns of foam units are as follows :—

Mark I.—A separate movement is required to operate the air-cocks when filling, operating and draining the unit. Filling and draining are arranged by means of internal mechanism operated by levers in the front of the unit. Non-return valves are fitted in the foam compound delivery pipes to the venturi.

Mark II.—The air-cocks are operated automatically, either by link mechanism from the "fill" and "drain" levers or by cam mechanism from the water control cock. Filling and draining are arranged as for Mark I. Non-return valves are fitted in the foam compound delivery pipes.

Mark III.—The air-cocks are operated by cam mechanism from the water control cock and the filling and draining of the unit by means of external hand and foot levers, the "fill" and "drain" valve springs being fitted inside the tank. Non-return valves are fitted in the foam compound delivery pipes.

Mark IV.—As Mark III except that the "fill" and "drain" valve springs are fitted externally

Mark V.—As Mark IV except that the non-return valves have been omitted from the foam compound delivery pipes.

Mark VI.—As Mark V except that much of the external piping has been dispensed with; the air valves have been incorporated in a single 5-port water control cock, thus eliminating the cam mechanism.

(A.F.O. 5060/42 is cancelled.)

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

3386.—Missing CO₂ Cylinders—REPORT

(N.S. 31663/44.—21 Jun. 1945.)

It is desired to trace the present whereabouts of CO₂ cylinders, Nos. 4127, 5092 and 7653, which were originally supplied on loan to H.M.S. "Capetown" in October, 1942, by the Bahrain Petroleum Co., Ltd., who had rented them from the Sirdar Carbonic Gas Co., Ltd., Bombay.

2. H.M. ships and establishments having any knowledge of, or holding all or either of the cylinders mentioned above, should report particulars to the Director of Stores (4A), Admiralty.

3387.—Electric Lamps—Supply of

(N.S. 19831/44.—21 Jun. 1945.)

Certain electric lamps now in the Authorized List of Naval Stores are no longer required for general use in ships, and alternative general lighting service lamps have since been introduced for use in shore establishments.

2. These new general lighting service type lamps may be demanded, however for any special service in ships if no "S" type lamp is available, e.g. shore type lamps Patterns 16169 and 16182 (shown in the list below) should be demanded in lieu of Patterns 9796C and 9891B respectively for W/T Services where the latter pattern lamps have hitherto been used.

Existing Pattern	Description	Alternative Pattern
9857C	100v. 15w.	16151
9872C	110v. 15w.	16156
9877B	115v. 15w.	16179
9878B	115v. 25w.	16180
9879B	220v. 15w.	16181
9891B	230v. 15w.	16182
9795B	240v. 15w.	16178
9796C	240v. 25w.	16169
8089C	240v. 40w.	16170
8091C	240v. 60w.	16171
6655C	240v. 100w.	16172

3. Future demands should quote the alternative patterns, but the existing patterns, now to be regarded as obsolete, will be supplied until stocks are exhausted.

(A.F.O.'s 4047/42 and 2419/44.)

3388.—Aircraft—Identifier Rude Star (Stores Ref. No. 106B/55)

(N.S. Air. 13275/44.—21 Jun. 1945.)

The undermentioned stores item—which gives the position of stars both in the American and British Air Almanacs, and which may be used with either for identifying or spotting stars—has been introduced in lieu of the following items

which are being deleted from B.R. 377 and B.R. 378 and the M.O.N.A.B. Schedule of stores.

Ref. No. 6B/153 Planisphere, Mark IA.

Ref. No. 6B/178 Planisphere, Mark IB.

Ref. No. 6B/189 Planisphere, Mark IC.

Allowances of identifier, rude star (Stores Ref. No. 106B/55) to ships and services will be in accordance with the following scales:—

Ref. No.	Description	B.R. 378 Articles in Use Carriers	B.R. 377 R.N. Air Stations Class "A" Main Store	M.O.N.A.B.S.
55	Section 106B Identifier, rude star.	(K) (K)=1 per squadron.	(A) (A)=Allowances:— 4 to Piarco for No. 1 Observers Training School. 6 to A. broath for No. 2 Observers Training School.	2

Supply of 4 in number will be made without demand from R.N. Store Depot, Llangennech, to R.N. Air Station, Piarco, for No. 1 Observer's Training School.

3. The planispheres at present held by Services are not to be withdrawn, but no further issue of these items should be made. Future service requirements will be met by the issue of identifier, rude star.

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

5. Aircraft Stores Establishments will be amended in due course, meanwhile Establishments held by H.M. Dockyards, R.N. Air Stations, Stores Depots, etc., should be amended in manuscript.

3389.—Optical Instruments—Anti-Rain Compound A.R. 54 for Use on—REPORTS

(N.S. 014869/45.—21 Jun. 1945.)

Small quantities of the water-repellant or anti-rain compound, known as SIRA. A.R. 54 (Admiralty Pattern 4292) are to be supplied to destroyers and certain smaller vessels. Arrangements have already been made for its supply to coastal forces craft and submarines. Reports from sea upon its value in larger vessels are inconclusive, however, and general supply of the compound will not be made, therefore, until its value has been firmly established.

2. The compound prevents the accumulation of rain, mist or spray upon the external glass surfaces of binoculars, telescopes and other optical instruments. It is not an anti-mistant or anti-dimming compound, and should not be applied to the eye-pieces of instruments.

3. It should be applied as described below, to the object glasses or exposed glass surfaces of all optical instruments.

Application.

- (i) Clean the surface to be treated by washing with soap solution. Spirits can be used if convenient.
- (ii) Polish dry with a clean cloth.
- (iii) Smear a coating of the grease over the surface; this can be done most easily and quickly by means of a piece of cloth dipped in the grease.
- (iv) Allow to stand for 10 minutes until the grease hardens.
- (v) Polish clear with a clean soft cloth.

Renewal of Film.

Re-clean the surface as in (i) and repeat procedure. Instructions for application are also given on the lid of each tin in which the compound is supplied.

4. Ships of the classes mentioned below in commission should demand initial supplies from their storing yards and depots on the following basis:—

Destroyers (all classes), sloops and "Bay" class frigates six 2-oz. tins each
Frigates (other than "Bay" class) four 2-oz. tins each
Corvettes and fleet minesweepers two 2-oz. tins each

Supply to new construction should be arranged in the normal manner.

5. When sufficient experience with this compound has been gained the Commanding Officers should forward reports, through their administrative authorities, upon—

- (i) Its suitability as a water-repellant for service use.
- (ii) Whether a more general supply is recommended.
- (iii) Whether the present scale of supply is satisfactory.

6. Purchase of 9,800 No. 2-oz. tins has been made under Contract C.P. 3C/3442/45/E7, dated 23rd February, 1945, for delivery as follows:—

Chatham	Sheerness	Devonport	Portsmouth	Rosyth	Mersey Area	Severn Area	West Riding	Carlisle	Greenock	Londonderry	Belfast	Scapa
500	400	500	500	500	2,000	2,200	500	500	400	1,000	400	400

7. Shipments should be made as follows:—

From Mersey Area.

Gibraltar	100	Bombay	350
Alexandria	200	Sydney	200
Malta	200	Fremantle	200
Taranto	100	Brisbane	200

From Severn Area.

Durban	50
Ceylon	1,500
Simonstown	50

8. The Sea Store Establishments concerned will be amended.

(A.F.Os. 4536/44 and 1896/45)

3390.—Counterdrum Instruments (Barr and Stroud's Manufacture)—Replacement by Graham Type Instruments

(N.S. 019083/45.—21 Jun. 1945.)

Existing stocks of Barr and Stroud type counterdrums and elements are practically exhausted. In view of the difficulty of re-starting production of these instruments and in the interests of standardization it has been decided that no further purchases of Barr and Stroud counterdrums will be made and that defective instruments are to be replaced by Graham type.

2. In the majority of cases, Barr and Stroud instruments can be replaced by equivalent Graham type instruments having the same scope and step value but differing in mechanical construction. These equivalents are shown in the Appendix to this order. When a Barr and Stroud instrument becomes defective demands should be forwarded for the equivalent Graham type instrument. In some ships, Barr and Stroud instruments may be fitted for which no equivalent is available, but the numbers of such instruments in service should be small. Where replacement of a Barr and Stroud instrument not listed in the Appendix is required, a demand quoting the pattern number, scope and step value, or in the case of order instruments a list of orders and repeat orders of the defective instrument should be forwarded to the Director of Stores (6D) Admiralty, London. In such cases the type of instrument to be supplied replacement will be decided by Admiralty and purchase arranged.

3. Barr and Stroud and Graham type elements for any particular service are not interchangeable and in cases where replacement of an element would normally suffice to effect repair of a Barr and Stroud instrument, the whole instrument must be replaced complete by the Graham equivalent. In such case any useful parts of the old transmitter or receiver should be retained on board for repair of any remaining Barr and Stroud instruments.

4. The instruments and elements concerned will be marked "O" in the Rate Book.

Pat. No. of Barr and Stroud Instrument	Description	Pat. No. of Equivalent Graham Type Instrument
9300	Transmitter, range	5550
9300A	Transmitter, range	5550
9695	Transmitter, range	5550
9301	Receiver, range, without "Cut" lamp	5551
9301A	Receiver, range, without "Cut" lamp	5551
9696	Receiver, range, without "Cut" lamp	5551
9302	Receiver, range, with "Cut" lamp	5552
9302A	Receiver, range, with "Cut" lamp	5552
9700	Receiver, range, with "Cut" lamp	5552
9711	Receiver, range and deflection. Range element—0 to 59,975 in 25-yard steps. No stops. Cycle indefinitely repeated. Deflection element—119½ right, through 0 to 119½ left, in ½-unit steps. Single zero. Stops fitted at extreme readings.	5556A
9312	Receiver, range rate } 3,975 yards "opening" through 0 to	5557
9697	Receiver, range rate } 3,975 yards "closing" in 25-yard steps. Single zero. Stops fitted at extreme readings.	5557
9303	Transmitter, height or range (with shutter and shutter switch). 0 to 29,900 in steps of 100. No stops. Cycle indefinitely repeated. Shutter switch, 2 position—"Height", "Range". Shutter indicating "Height in feet" "Range in yards".	6576
9304	Receiver, height or range (with shutter and "cut" lamp). 0 to 29,900 in steps of 100. No stops. Cycle indefinitely repeated. Shutter indicating "Height in feet", "Range in yards".	6577
9310	Transmitter, deflection	5560
9310A	Transmitter, deflection	5560
9687	Transmitter, deflection	5560
9311	Receiver, deflection	5561
9311A	Receiver, deflection	5561
9685	Receiver, deflection	5561
9333	Transmitter, inclination	5565A
9692	Transmitter, inclination	5565A
9525	Receiver, inclination	5566A
9525A	Receiver, inclination	5566A
9315	Receiver, inclination and speed	5829
9690	Receiver, inclination and speed	5829
9309	Receiver, speed	6556
9691	Receiver, speed	6556
9316	Receiver, compass bearing	5570
9316A	Receiver, compass bearing	5570
9684	Receiver, compass bearing	5570
9319	Transmitter, compass bearing	9454
9318	Receiver, compass course	5966
9318A	Receiver, compass course	5966
9682	Receiver, compass course	5966
9321	Receiver-transmitter, orders (fire control) not arranged for	See note
9694	cross-connecting. 16 orders.	See note
9326	Transmitter-receiver, dynamo orders. 10 orders.	See note
9709	Transmitter-receiver, dynamo orders. 10 orders.	See note

<i>Patt. No. of Barr and Stroud Instrument</i>	<i>Description</i>	<i>Patt. No. of Equivalent Graham Type Instrument</i>
9327	Receiver-transmitter, dynamo orders. 10 orders. ...	... See note
9710	Receiver-transmitter, dynamo orders. 10 orders. ...	... See note
9716	Transmitter, oil fuel order indicator ...	... See note
9717	Receiver, oil fuel order indicator ...	... See note

Note.—Provision of replacement order instruments will be arranged by completing a blank Graham type instrument taken from stock.

Demands for these instruments should state the pattern number of the defective Barr and Stroud instrument (and a list of orders and repeat orders) and the appropriate Graham type instrument will then be supplied.

3391.—Mineral Sperm Oil—Stowage on board H.M. Ships

(N.S. 21898/45.—21 Jun. 1945.)

When mineral sperm oil is stowed on board H.M. ships in 5-gallon drums, the drums to be used for this purpose are Pattern 4713 (Sub-head B.10) and not Pattern 4743 (Sub-head K), which are intended for *highly* inflammable liquids.

2. Warrant yards should ensure that any necessary adjustments are made to first outfit supplies to new construction ships.

(S.N.S.O., Portsmouth's 4B/6414x—20 Apr. 1945.)

3392.—Maintenance—Lubrication—Streamline Filters for Use with Fire Control Power Oil Systems—Revised Allowances

Ships concerned

(N.S. 34971/44.—21 Jun. 1945.)

In consequence of the increasing use of oil-pressure systems in fire-control equipments necessitating scrupulously clean oil, the allowances of streamline oil-filtering equipments have been extended as shown in paragraphs 2 and 3 below. The allowances to cruisers and above have hitherto been shown in the Establishment of Naval Stores for Electrical and Torpedo Purposes, B.R. 359. In view of the comparatively small quantities of light oil used by the Torpedo Department, the revised allowances will be transferred to the Gunnery Department and the allowances shown in the Establishments of Naval Stores for Gunnery Purposes. The equipment is to be regarded as available for the Torpedo Department if and when required.

2. The equipment will be allowed to all ships fitted with A.F.C. Tables, Marks V, VI, VI*, VIM, VII, IX or X, A.F.C. Clocks, Mark VI, H.A.C.S. Tables, Marks III, IV or IV*, transit major or transit minor.

3. (a) Two complete outfits will be allowed to the following :—

<i>Capital ships</i> ...	"King George V" and later, "Queen Elizabeth" Classes (except "Warspite" and "Malaya") and "Renown".
<i>Cruisers</i> ...	"Fiji", "Uganda", "Swiftsure" and later, "Dido" (except "Scylla"), and "Southampton" Classes. "Arethusa", "Aurora" and "Ajax".
<i>Fleet carriers</i> ...	"Illustrious", "Indomitable" and "Indefatigable" Classes.

(b) The following ships will be allowed one outfit only :—

<i>Capital ships</i> ...	"Nelson" and "Rodney".
<i>Cruisers</i> ...	"Leander", "Devonshire", "Norfolk", "Australia" and remaining 8-in. cruisers when fitted with H.A.C.S.III Tables, "Hobart".
<i>A.A. cruisers</i> ...	"Scylla" and "Heemskerk".
<i>Destroyers</i> ...	Weapons (1943 programme only), "Cayuga" and "Athabaskan".
<i>Miscellaneous</i> ...	"Abercrombie", "Maidstone", "Forth" and "Woolwich".

4. Each outfit ("permanent" Naval stores dealt with under Subhead F.1B of Rate Book for Naval Stores) will consist of the following :—

(a) One "Streamline" filter, Pattern No. 10458, Type "00", consisting of pressure vessel taking one gallon of dirty oil, filter pack, electric heater of 120-watts, suitable for 220-volts D.C., thermostat, thermometer, pressure gauge, the usual cocks, valves, pipe connections, terminal box with gland for flexible cable, etc. With each filter will be packed a supply of paper rings, one spare joint ring of each type for cover, filter head and pressure vessel cap and a leaflet of instructions.

(b) Two filtered oil drums, Pattern No. 10459, each of capacity one gallon with fittings and carrying handle fixed to the top of each drum, and a stowage pocket for the pouring spout.

(c) One hand air pump, Pattern No. 10460, for charging the pressure vessel

5. The filter packs have now been introduced as "consumable" naval stores and allocated Pattern No. 10997 under Subhead F.1B of the Rate Book for Naval Stores.

6. Purchase for delivery to dockyards and R.N. store depots has been arranged as follows :—

	<i>Filters Pattern No. 10458</i>	<i>Drums Pattern No. 10459</i>	<i>Filter Packs Pattern No. 10997</i>	<i>Pumps Pattern No. 10460</i>
Portsmouth ...	10	20	50	10
Devonport ...	10	20	50	10
Chatham ...	10	20	50	10
Stroud ...	10	20	50	10
Preston ...	10	20	50	10
Rosyth ...	—	—	70	10
Leeds ...	—	—	100	—
Cardin ...	—	—	80	—

Shipment to S.N.S.O., Colombo and D.D.S. (R.N.), Sydney, will be arranged by S.N.S.O., Leeds, as follows :—

	<i>Filters Pattern No. 10458</i>	<i>Drums Pattern No. 10459</i>	<i>Pumps Pattern No. 10460</i>	<i>Filter Packs Pattern No. 10997</i>
Colombo ...	15	30	15	30
Sydney ...	15	30	15	30

7. Ships concerned in full commission should demand filter outfits to complete to the allowance given in paragraph 3 above from their storing yards or depots. The majority of the ships referred to should already have one outfit on board. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards or depots in accordance with the revised allowances. Two spare filter packs should be demanded or supplied concurrently for each filter outfit allowed. *Priority of supply is to be given to capital ships, cruisers and fleet carriers operating in or proceeding to the East Indies or Pacific Fleets.*

8. The following instructions additional to those contained in the manufacturer's leaflet should be carried out :—

(a) Only oil which has been filtered should be poured into the main supply tanks or servo oil pumps of A.F.C. or H.A.C.S. Tables and R.P.C. systems, whether filling initially or topping up.

(b) Filtered oil drums should be sealed by means of their screw caps immediately after filtration and kept sealed until required for use.

(c) The knurled air vent screw (carrying the dip stick) should be slightly slackened when filtering and pouring, and closed again immediately afterwards.

(d) After shipping the pouring spout to a filtered oil drum, the spout should be flushed out to remove any internal dirt by pouring a quantity of oil, say, into a stock tin, for refiltration.

(e) When the type of oil is changed, the filter must be stripped and cleaned.

9. A convenient place for the installation should be selected by ship's officers.

10. Arrangements should be made to fit the electric heaters with a Pattern No. 6057 3-core cable from a switch socket fed from the 220-volt supply. Care should be taken, when installing, to "earth" the filter unit by means of the third core of the flexible cable.

11. The Sea Store Establishments concerned will be amended.

(A.F.O. 1205/41 is cancelled.)

3393.—Paunch Mats, Pattern 400—Revised Allowances

Flotilla Leaders and Destroyers (including "Hunt" Class)

(N.S. 014865/45.—21 Jun. 1945.)

The allowance of paunch mats, Pattern 400, to flotilla leaders and destroyers have been revised and are now to be as follows:—

"Battle", "Daring", "Gallant",	2 for each 4.5-in. and 4-in. mounting.
L. and M. classes.	
"Hunt" class	... .. 2 for each 4-in. gun.
All other classes	... .. 2 for each 4-in., 4.5-in. or 4.7-in. gun.
	2 in addition for use at tops of shell hoists in ships fitted with whip and bollard hoists.

2. Ships concerned in commission are to adjust the numbers of paunch mats now held on board and return any in excess of these allowances to the nearest dockyard or naval store depot. Supply to new construction vessels should be adjusted by Warrant and supplying yards and depots.

3. The Establishments of Naval Stores concerned—B.Rs. 373 and 332A—will be amended.

(A.F.O. 6869/44 is cancelled.)

3394.—Vice, Bench, 3-in., Parallel—Allowance

"Loch" and "Bay" class Frigates

(N.S. 25150/45.—21 Jun. 1945.)

A 3-in. parallel bench vice, D.H.T. No. 2953 (Admiralty Pattern 4349), is to be allowed to each "Loch" and "Bay" class frigate for use in the electrical store and workshop.

2. Ships concerned in commission should demand the vice from their storing yards or depots. Supply to ships under construction will be arranged in the usual manner.

3. The establishments of Naval stores concerned will be amended.

3395.—D.S.E.A.—Spanner Box, Double Ended, for

(N.S. 21458/45.—21 Jun. 1945.)

D.S.E.A. sets of recent manufacture have been fitted with outlet valves, Pattern 1469, of slightly different dimensions from those previously fitted and, as a result, it has been found that the single-ended box spanner, Pattern 1474, hitherto supplied, will not fit the lock nut securing the outlet valve to the breathing bag.

2. A double-ended box spanner, Pattern 1474A, to fit either the new or the old lock nut is being substituted for the present single-ended spanner and added to the Rate Book for Naval Stores under Subhead E, Item 5.

3. Purchase of one hundred spanners, Pattern 1474A, is being arranged for delivery to Portsmouth, and the following quantities should be despatched from Portsmouth to the yards abroad indicated soon after receipt:—

Gibraltar	...	...	...	...	5
Malta	...	...	...	...	10
Alexandria	...	...	...	...	5
Durban	...	...	...	...	5
Ceylon	...	...	...	...	10
Sydney	...	...	...	...	10
Brisbane	...	...	...	...	5

4. Ships and authorities in home waters requiring the new spanner should forward demands to Superintendent Naval Store Officer, Portsmouth. Ships and authorities abroad should demand on their storing yard.

5. B.R.363—Establishment of Naval Stores for Submarines of "Oberon" and other classes—will be amended.

(Admiral (S/M) No. S.M.563/723, 25 Apr. 1945.)

3396.—Rudder Glands—Increased Clearance—As. and As.

H.M. Submarines

(D. 027234/44.—21 Jun. 1945.)

Item Nos. "T" class 621, "S" class 619, "U" class 575, Minelayer class 562. Classification "A".

2. Reports of breakages of rudder gland studs have been received from a number of submarines and investigations indicate that this is probably due to inadequate clearance between the rudder stock and gland.

3. Approved drawings quote a clearance of 0.012-in., but experience has shown that there is a tendency for the gland to "stick" when this clearance is worked to and the studs of the rudder gland assembly become fractured when the rudder lifts.

4. The rudder gland assemblies of "S", "T" and "U" class submarines are similar and arrangements should be made to increase the clearance between rudder stock and gland from 0.012-in. to 0.030-in. in these vessels at the first convenient opportunity. The larger clearance has proved entirely satisfactory in new construction 1940 "S" class submarines. It is emphasized that the clearance at the rudder bearing is to remain as indicated on approved drawings.

5. Separate instructions are being issued by the Admiralty for vessels under construction.

(Admiral (S/M), 8 Dec., 1944, No. 2364/S.M. 479.)

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

3397.—Vent Valves, Main Tank, Telemotor Operated—Modification of Stop Valve Spindles of Control Valves—As. and As.

Submarines

(D/P. 05136/45.—21 Jun. 1945.)

Item numbers 'S' class 596	}	Classification A
Item numbers 'T' class 601		
Item numbers 'A' class 5		

2. In order to reduce noise when operating main tank vent valves in 1940 'S', 'T' and 'A' class submarines, the existing stop valve spindles of the telemotor operated control valves are to be replaced by spindles made as shown on A.F.O. Diagram 230/45. The new spindles are to be made either of manganese bronze or aluminium bronze.

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

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

(A.F.O. 2508/45 is cancelled.)

3398.—"Lead-on" Roller Fairlead—Fitting to Forward Winch—As. and As.

"Tree", "Shakespearian" and "Isles" Class Danlayers

(D. 7894/45.—21 Jun. 1945.)

Danlayers of the "Tree", "Shakespearian" and "Isles" classes are to be fitted with "lead-on" roller fairleads to the forward winch, where not already so fitted, in accordance with drawing D.N.C. 17/T/73.

2. Copies of drawing D.N.C. 17/T/73, sheets 1 and 2, showing the details and arrangement of the roller fairleads can be obtained on application to the Director of Naval Construction, Warminster Road Hutments, Bath, Somerset.

3. The Commanding Officer, H.M.S. "Marshal Soult", is to insert an item, classification "A", in the class list of As. and As. to cover the work involved.

(S.E.O., Fleet Minesweepers, 9 Apr., 1945, No. Y/21.)

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

3399.—Ventilation Valves—Stocks for use in Repairs, etc., to H.M. Ships in the Far East

(N.S. 020793/44.—21 Jun. 1945.)

In order to expedite repairs and replacements in the Indian Ocean, Australia, New Zealand and Western Canada, the following Ventilation Valves (Subhead B, Item 8) are being provided in these areas and should be demanded from the appropriate base :—

Size	Qty.	A.	B.	C.	D.	E.
4-in.	No.	12	12	12	6	6
6-in.	"	12	12	12	6	6
7-in.	"	12	12	12	6	6
8-in.	"	12	12	12	6	6
9-in.	"	12	12	12	6	6
10-in.	"	6	6	6	3	3
11-in.	"	6	6	6	3	3
12-in.	"	6	6	6	3	3
14-in.	"	6	6	6	3	3
16-in.	"	6	6	6	3	3
18-in.	"	6	6	6	3	3
6-in. × 6-in.	"	12	12	12	6	6
8-in. × 6-in.	"	12	12	12	6	6
10-in. × 8-in.	"	6	6	6	3	3
10-in. × 10-in.	"	12	12	12	6	6
11-in. × 6-in.	"	6	6	6	3	3
12-in. × 8-in.	"	6	6	6	3	3
12-in. × 11-in.	"	12	12	12	6	6
13-in. × 13-in.	"	6	6	6	3	3
15-in. × 15-in.	"	6	6	6	3	3
17-in. × 17-in.	"	12	12	12	6	6
18-in. × 10-in.	"	6	6	6	3	3

A.—Superintending Naval Store Officer, Ceylon.

B.—Superintending Naval Store Officer, Durban.

C.—Superintending Naval Store Officer (R.N.), Sydney.

D.—Naval Store Officer, Auckland, N.Z.

E.—Naval Officer-in-Charge, H.M. Canadian Dockyard, Esquimalt.

3400.—C.W.S. System—Fitting of Single Pole Contactors

(R.E./S.D. 698/42.—21 Jun. 1945.)

H.M.S. Ships "Cleopatra", "Scylla", "Adamant", "Unicorn", "Gambia", "Jamaica", "Argonaut", "Royalist", "Uganda", "Ceylon", "Diadem", "Bellona", "Black Prince", "Bermuda", "Newfoundland", "Howe", "Implacable", "Indefatigable", "Swiftsure" and "Montclare"

Reports have been received of trouble experienced in service in connection with C.W.S. motor-alternator equipments fitted with voltage control board A.P.W. 1215, since upon stopping the set and during the running down period the board will continue to function until such time as the low voltage relay operates. During this period, which may last for several seconds, the current taken by the

board may become excessive and blow the fuses in the A.C. control panel and damage the relay contacts. To prevent this it has been decided to fit a 5-amp S.P. contactor in the supply to the board from the control panel, the contactor being automatically controlled from the starter.

2. The necessary contactors and spares have been ordered from Messrs. Laurence Scott and Electromotors, Ltd., Norwich, on contract C.P.4E/52507/45, and will be issued without demand.

3. The contactors are to be mounted in proximity to the A.C. control panel and A.F.O. Diagram 233/45 shows the modifications necessary to the wiring. The work involved in the fitting of the contactors is to be carried out by ship's staff.

4. Pending receipt of the S.P. contactors, a S.P. 5-amp tumbler switch, A.P.4224A, should be connected in the A.C. supply to A.P. W.1215 board as an interim measure. This switch is effective only when the motor alternators are operated locally and a suitable label should be affixed near the switch giving instructions for it to be closed before starting and opened before stopping the motor-alternator.

5. An item to cover the work involved is to be inserted in the next list of Alterations and Additions, quoting this Order as the necessary authority.

6. Separate instructions are being issued in connection with ships building.

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

Section 4 OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

3401.—Shoes for Aircraft Handling Parties on Aircraft Carriers

(V. 8/2203/45.—21 Jun. 1945.)

Rope soled shoes may be issued on loan to Aircraft Handling Parties employed on the Flight Deck of Aircraft Carriers as an alternative to the gymnastic shoes (Manual of Victualling, Chapter X, Section 16).

2. The maximum allowances of rope soled shoes and/or gymnasium shoes to be carried for this purpose are :—

Fleet Carriers and Light Fleet Carriers	... ..	270 pairs
Escort Carriers	... ..	150 pairs

3. In bad weather, when additional protection is required, rubber sea boots should be issued to Flight Deck Parties, requirements being met from the quantities carried for general loan issue.

(B.R. 93 Manual of Victualling, Chapter X, Section 16.)

(C.A.F.Os. 2851/43 and 463/44 and A.F.O. 2357/45.)

(C.A.F.O. 2803/43 is cancelled.)

3402.—Cooks' Tubs, 40 gallons, Pattern 28d

(V. 5/5907/44.—21 Jun. 1945.)

The specification of Cooks' tubs, Pattern 28d, has been amended to provide for a more robust bottom of a new design, and future supplies will be to this specification. Extended trials have shown the new type tub to be satisfactory in all respects.

2. In the meantime, the life of serviceable tubs now in use will be considerably lengthened if the base be reinforced by fitting four hard wood quadrants between the cross pieces, together with a circular mild steel plate, 20 in. diameter by $\frac{1}{8}$ in. thick, screwed on at the bottom under the wooden runners and filling pieces. A tub modified in this way has been tested for several months and has proved most satisfactory, all denting and holing being obviated. This modification should be effected wherever practicable.

3. For tubs which are about to become unserviceable, new bottoms of a heavier gauge material can be obtained from H.M. victualling yards and depots for fitting by ships or establishments. It is considered that tubs repaired in this way will last for some years in constant use.

4. Three methods of fitting the new bottoms are set out below. Methods (1) and (2) provide for the bottom being fitted outside or inside the tub walls after cutting off the old bottom; the two methods are necessary owing to minor differences in the diameter of the tubs. If skilled labour is not available for carrying out either of these methods, and if the extra weight is no objection, the new bottom may be fitted inside the tub without cutting out the old bottom by method (3).

Method (1)

The flange of the new bottom is fitted *between* the side and the hoop of the old tub, after cutting off the old bottom:—

- If necessary remove the bottom timbers by removing the attaching screws.
- Remove the rim of the tub by punching out the rivets.
- Cut off the old bottom below the rivet holes.
- Fit new bottom, with flange of this fitting *outside*, to sides of body.
- Mark and punch rivet holes.
- Replace rim.
- Rivet securely through rim, flange on new bottom, and side of tub.
- Solder internally, using tinman's solder (50 per cent. tin and 50 per cent. lead). (*Plumbers' solder should not be used.*)
- Replace old, or if required, new timbers to the bottom.

Method (2)

The flange of the new bottom is fitted *inside* the side of the old tub after cutting off the old bottom:—

- If necessary, remove the bottom timbers by removing the attaching screws.
- Remove the rim of the tub by punching out the rivets.
- Cut off the old bottom below the rivet holes.
- Fit new bottom with flange of this fitting *inside* side of body.
- If necessary, cut off side of tub standing *below* new bottom after fitting down as far as possible inside.
- Mark and punch rivet holes.
- Replace rim.
- Rivet securely through rim, flange on new bottom, and side of tub.
- Solder internally, using tinman's solder (50 per cent. tin, 50 per cent. lead) (*Plumbers' solder should not be used.*)
- Replace old, or if required, new timbers to the bottom.

Method (3)

Without cutting off the old bottom:—

- Fit new bottoms inside existing tub, without removing any part of the old tub, and tap down new bottom hard on to the existing bottom.
- Sweat in new bottom and solder to side of tub, using tinman's solder (50 per cent. tin, 50 per cent. lead). (*Plumbers' solder should not be used.*)

3403.—Oiling at Sea—Instantaneous Coupling Adaptors

R.F.A. and Commercial Tankers, Capital Ships, Cruisers and Aircraft Carriers

(N.S. Fuel 13627/44.—21 Jun. 1945.)

In order that fuelling hoses may be slipped in an emergency during oiling at sea operations, instantaneous coupling adaptors to join the 5-in. rubber hose to the vessel receiving fuel have been introduced under Subhead K.

2. The adaptors have an instantaneous coupling one end and a 5-in. Admiralty screw connection the other. Pattern numbers have been allocated as follows:—

Pattern No. 5972	...	...	...	...	Male
Pattern No. 5973	...	...	...	...	Female
Pattern No. 5974	...	...	...	...	Washers

3. An order has been placed with Messrs. Merryweather & Sons, Ltd., for 800 sets adaptors and 3,000 spare washers for delivery to Greenock. Supply will be made on the following basis:—

R.F.A. tankers—10 sets	...	...	...	...	4 for abeam method. 4 for astern method. 2 for spare.
Commercial tankers—2 sets	...	...	...	...	1 for astern method. 1 spare.
H.M. ships—2 sets	...	...	...	...	1 for astern or abeam method. 1 spare.

(Cruisers and above fitted for fuelling other vessels at sea.)

(Note.—1 set comprises 1 male and 1 female adaptor and 3 spare washers.)

Demands from H.M. ships and tankers in home waters should be sent to the Naval Store Officer, Greenock. Vessels abroad should demand from their nearest storing yard or depot. Supply to H.M. ships concerned under construction will be arranged by the warrant yards by whom demands should be forwarded to Naval Store Officer, Greenock.

4. Arrangements should be made by Naval Store Officer, Greenock, for the following quantities to be shipped abroad:—

	Sets
Malta	50
Gibraltar	10
Bermuda	10
Ceylon	120
Sydney	250

5. Telegraphic demands should be forwarded to Admiralty for any additional quantities required.

6. The complete instantaneous coupling will be screwed into the outer end of the hose supplied by the oiler, with the male thread covered by a cap. Pattern No. 5954. Coupling up will be carried out onboard the warship in the usual manner by engagement of screw threads.

The instantaneous coupling is intended to be used solely for emergency release of the hose, when half of the coupling will be left behind in the warship.

7. B.R. 358.—Establishment of Naval Stores for Executive Purposes—will be amended.

(A.F.O. 470/45 is cancelled.)

3404.—Insecticide Powder (A.L.63, Mark III), Transfer from Vote 3 to Vote 8/II—REPORTS

(N.S. 37349/44.—21 Jun. 1945.)

Insecticide powder A.L. 63, Mark III, which has previously been dealt with as a medical store will, in future, be dealt with as a Naval store item under subhead E.13, and has been allocated Pattern No. 1752. Stocks at present held in all medical depots should be transferred to the nearest dockyard or naval store depot and the Admiralty (Director of Stores) informed of the quantity actually transferred. A.L.63 powder (as distinct from A.L.63, Mark III) will, however, still be retained as a medical store item and stocks should *not* be transferred to (Superintending) Naval Store Officers.

2. Future supplies, which will be obtained from the War Office, will be made in 6-oz. containers for individual use and in 10-lb. tins for general use. This powder is very effective against cockroaches, mosquitoes, flies and pediculi, but its use against bugs is limited by the difficulty of getting contact. Where contact can be made, however, rapid eradication is effected and clothing and bedding powdered with Pattern 1752 will remain free from infestation for a considerable period. Even where the "hideout" cannot be reached, thorough sprinkling of bedding, crevices, etc., will ensure control of the infestation and may eventually give complete eradication. Medical officers of ships and establishments where bugs or cockroaches are present are to take immediate steps to control the infestation. Pattern 1752 insecticide powder whose only active principle is D.D.T., will give a kill only after several hours.

3. Pattern 1752 insecticide powder will eventually supersede Pattern 20 insecticide powder, but the latter powder should be issued until existing stocks are exhausted. Pattern 21 insecticide powder will be retained for use in bakeries and for use in close proximity to food.

4. SUPPLY ARRANGEMENTS.—Yards and depots in the Mediterranean should obtain requirements from the local Army authorities under the description "Anti-Louse Powder". Requirements in Australia will be met by local manufacture arranged by Deputy Director of Stores (Pacific). Other depots should demand requirements in the normal manner.

5. Reports which may be of value in assessing the efficacy of this insecticide should be forwarded to the Admiralty (Medical Director-General) in due course.

6. The Rate Book for Naval Stores and Sea Store Establishments concerned will be amended.

(A.F.O. 5697/44.)

3405.—Supply of Bacon, Cheese, Dried and Tinned Fruits, Frozen Meats and Offals as Service Provisions—REPORTS

(V2/1125/43.—21 Jun. 1945.)

The requirements for Naval messing purposes of bacon, cheese, tinned and dried fruits, as well as frozen meats (including pork, veal, lamb, and offals) are to be met by supply from Service stocks, in the same way as other staple messing items, the requisite quantities being drawn from victualling yards or victualling store issuing ships or under Admiralty contracts instead of from N.A.A.F.I. This arrangement is already in force on the East Indies Station and in the Pacific Fleet, and also, so far as frozen meats and offals are concerned, on certain other foreign stations and at home. From the 1st August next, it will be extended to all stations at home and abroad.

2. Special arrangements for the supply of bacon and cheese at home under the new scheme are set out in Appendices A and B to this Order. Dried and tinned fruits required at home should be demanded from the victualling yards; only limited quantities are available at the present time and demands will be met as stocks permit. Abroad supplies of all the items should be demanded from the victualling yard or victualling store issuing ship following the usual procedure for Service provisions.

3. Steps are to be taken to ensure that adequate facilities for the storage and issue of the new items, including facilities for slicing bacon for issue to small vessels, are available at Fleet bases.

4. Bacon will normally be supplied in whole sides. Cut pieces will be supplied where necessary by the victualling yards and middles will be supplied on certain foreign stations. Cutting in rashers will normally be carried out in H.M. ships and Naval establishments. Slicing machines are already provided in general mess ships and establishments and arrangements have been made with N.A.A.F.I. under which bacon slicing machines fitted in canteens in other ships may be taken over by the Admiralty provided they are removed from the canteens. The new position for them should be determined by Commanding Officers. Base Supply Officers should arrange for bacon to be cut in rashers for issue to small vessels (trawlers, etc.)

which have hitherto drawn bacon in rashers from ration stores at Naval bases. Any additional requirements of bacon slicing machines at Naval bases should be notified to the Admiralty (Director of Victualling) as soon as possible.

5. Arrangements have been made with N.A.A.F.I. under which stocks of the items referred to in paragraph 1 held by the Corporation for Naval messing purposes ashore or afloat, on the 1st August, are to be taken over as victualling stores. Subsequent deliveries to N.A.A.F.I. depots abroad for Naval messing purposes under existing commitments are also to be taken over. Receipts should be given to the N.A.A.F.I. representative at the time of taking over the stores, and settlement of N.A.A.F.I. claims for stocks and for bacon slicing machines (see paragraph 4) will be arranged at the Admiralty. Claims by N.A.A.F.I. in respect of contracts taken over will also be settled at the Admiralty and particulars of any such arrangements should, therefore, be reported.

6. The issuing prices of pork, veal, lamb and offals shown in A.F.O. 2833/45, Appendix E, which are at present applicable only to supplies obtained in the United Kingdom, are to have world-wide application as from the 1st August, 1945.

The issuing prices of the remaining items affected will be as follows:—

Bacon (including bone)	1s. 6d. per lb.
Cheese	1s. 0d. per lb.
Fruits, tinned, 30 oz. tins (size 2½)	1s. 3d. per tin
Fruits, tinned, 20 oz. tins (size 2)	10d. per tin
Fruits, dried:—	
Apple rings, dates, figs and prunes	7½d. per lb.
Apricots, peaches and pears	10d. per lb.

Where special cuts or joints of meat and offals other than those specified in A.F.O. 2833/45 are supplied through victualling yards and depots abroad, they are to be issued at prices determined and promulgated locally.

7. As there is only one issuing price for bacon, the different cuts should be issued to the messes in rotation as far as practicable.

8. Small tins of fruit and fancy cheese will continue to be provided by N.A.A.F.I. for sale in canteens to meet individual requirements, and tinned hams will be provided by N.A.A.F.I. as hitherto.

Appendix A

Arrangements for Supply of Bacon in the United Kingdom

- (1) The detailed arrangements for issue are as follows:—
 - (a) At ports where there is a victualling yard or depot or victualling store issuing ship.—(i) Destroyers, corvettes and larger ships should demand from the victualling yard or depot or V.S.I.S.
 - (ii) Smaller vessels, e.g., submarines, trawlers, should demand from the Supply Officer of their parent ship or establishment or the Base Supply Officer.
 - (iii) Shore establishments (except those in paragraph (a) (iv)) should demand their requirements weekly under the Admiralty contract with N.A.A.F.I. (see paragraph 2).
 - (iv) Small establishments (e.g., W.R.N.S. quarters) requiring less than one side (approximately 56 lb.) of bacon at a time and which cannot conveniently be supplied from the victualling yard will obtain their supplies from a local Admiralty contractor.
- (b) At ports where there is a Base Supply Officer, but no victualling yard.—
 - (i) The Base Supply Officer will demand supplies weekly in bulk under the Admiralty contract with N.A.A.F.I.
 - (ii) Seagoing ships will demand supplies from the Base Supply Officer. Ten days' notice should be given of any large requirements.
 - (iii) Shore establishments, except those requiring less than one side (approximately 56 lb.) of bacon at a time will demand their requirements weekly under the Admiralty contract.
 - (iv) Small establishments will demand their requirements from the Base Supply Officer who will supply either from his own stocks or through a local contractor.

(c) *Ports where there is neither a victualling yard nor a Base Supply Officer.*—Should ships require supplies at such ports application should be made to the local Food Executive Officer who will arrange for supply from local tradesmen's stock. Where there is a Naval Officer-in-Charge or Resident Naval Officer, the arrangements with Food Executive Officers should be made by him. Bacon so obtained should be paid for by the ship and taken on charge in the ship's account. Only small day-to-day requirements can be provided for under this arrangement; bulk requirements should be obtained by arrangement with the nearest victualling yard or Fleet base.

(d) *Inland establishments.*—Large inland establishments should demand their requirements weekly under the Admiralty contract; small establishments will obtain supplies from local Admiralty contractors.

(2) *Demands on N.A.A.F.I.* should be sent to the Accountant, Supplies Accounts Branch, S.A. 10, N.A.A.F.I., Kennings Way, London, S.E.11, and a clear week should be given of requirements. Establishments should not demand more frequently than once a week. Temporary receipts should be given for deliveries and final receipts on Form S.92 should be forwarded in accordance with the usual procedure for supplies from Admiralty contractors.

(3) *Reports* should be furnished at an early date through the respective Administrative Authorities indicating establishments at which local contracts for the supply of bacon in small quantities (paragraph 1 (a) (iv), 1 (b) (iv) and 1 (d)) will be required, stating the average quantity required weekly.

Appendix B

Arrangements for Supply of Cheese in the United Kingdom

1. *Packs.*—Supplies normally will be New Zealand or Australian cheese packed two cheeses each of 80 lb., in a crate. Alternatively, Canadian or American cheese may be supplied packed in boxes of about 70 or 80 lb. each.

2. *Demands.*—(a) Bulk supplies of not less than a whole crate of cheese should normally be demanded direct from the appropriate Ministry of Food Distribution Officer as shown at the end of this Appendix. If, however, for reasons such as lack of time, this is impracticable, such demands may be lodged with the nearest victualling yard or depot or V.S.I.S.

(b) Quantities less than a whole crate should be demanded from a victualling yard or depot, V.S.I.S. or Naval base except as indicated at (c) and (d) below.

(c) Ships and establishments not in the neighbourhood of a victualling yard, depot, V.S.I.S. or Naval base and requiring at least a whole cheese should demand direct from the appropriate Ministry of Food Distribution Officer.

(d) Ships and establishments not in the neighbourhood of a victualling yard, depot, V.S.I.S. or Naval base and requiring quantities less than a whole cheese should apply to the local Food Office for a permit authorizing the purchase of cheese from a retailer nominated by the Food Office.

(e) Supplies from the Ministry of Food under (a) and (c) above will be invoiced on Form D.55 and receipts should be given on that form. For supplies under (d) arrangements should be made for local payment.

3. *Allowance for loss in weight.*—The weight of each cheese is marked on the package in the country of origin and cheese will be invoiced at these weights by the Ministry of Food. Some loss in weight, however, occurs through shrinkage, varying according to the age of the cheese. Receipts should be furnished to the Ministry of Food for the marked weights and credit taken in the victualling store accounts for the loss of weight on issue.

4. *Storage.*—Cheese should be kept in a dry cool store and in a temperature of not higher than 65–70°.

List of Ministry of Food Distribution Officers

Area Distribution Officer	Area covered
Mr. G. E. Charlton, 66, Percy Street, Newcastle-on-Tyne, 3. Tel. Newcastle 28051.	Blyth, Newcastle-on-Tyne, North Shields, Scarborough, West Hartlepool.
Mr. R. D. Parry, North British Buildings, Leeds, 1. Tel. Leeds 28559.	Hull, Harrogate, Leeds, Wetherby.

Area covered

Anthorn, Barrow-in-Furness, Birkenhead, Bootle, Burscough, Carlisle, Chester, Inskip, Lancaster, Liverpool, Malpas, Manchester, Preston, Southport, Warrington, Whitehaven.

Grimby, Immingham, Risley, Skegness.

Coventry, Hinstock, Leamington Spa, Malvern, Millmeece, Newcastle-under-Lyme.

Holyhead, Isle-of-Man, Pwllheli, Towyn.

Barry, Cardiff, Fishguard, Haverfordwest, Milford Haven, Newport, Port Talbot, Saundersfoot, Swansea.

Arundel, Bletchley, Bognor, Brightonsea, Brighton and Hove, Burnham-on-Crouch, Calmore, Canterbury, Chatham, Chelmsford, Chichester, Claydon, Culham, Deal, Dover, Dovercourt, Dorchester, Eastbourne, Eastleigh, East Meon, Fareham, Faringdon, Felixstowe, Fifehead, Magdolen, Folkestone, Gillingham (Dorset), Gravesend, Grays, Great Yarmouth, Greenhithe, Harwich and Shotley, Haslemere, Hastings, Havant, Hayling Island, Holbrook, Isle-of-Wight, Lancing, Lee-on-Solent, Leighton Buzzard, Liphook, London Area, Lowestoft, Lymington, Lympne, Minterne Magna, Newhaven, Petersfield, Poole, Portland, Portsmouth and District, Ramsgate, Rye, Sheerness, Sherborne, Shoreham, Sheringham, Stoke Poges, Southend-on-Sea, Southampton and District, Southwold, Steeple, Wargrave, Warsash, Watford, Wavenden, Weymouth, Winchester, Windsor, Woburn Abbey, Woodford Green, Worthy Down.

The whole of Scotland.

The whole of Northern Ireland.

Area Distribution Officer

Mr. S. Roberts,
139, Corn Exchange,
Hanging Ditch,
Manchester, 4.
Tel. Deansgate 3901/2/3.

Mr. A. Sample,
3, Clare Valley,
The Park, Nottingham.
Tel. Nottingham 43048/9.

Mr. W. M. Clark,
8, Waterloo Street,
Birmingham, 2.
Tel. Midland 6491.

Mr. J. P. Morgan,
Office No. 19,
Produce Exchange Building,
8, Victoria Street,
Liverpool, 2.
Tel. Liverpool Central 2311/2.

Mr. E. P. Jupp,
59, Cathedral Road,
Cardiff.
Tel. Cardiff 8012/5.

Mr. G. Woodcock,
24, Buckingham Gate,
London, S.W.1.
Tel. Victoria 3243.

Mr. C. S. Kingdon,
5, Upper Belgrave Road,
Bristol, 8.
Tel. Bristol 36838/9.

Mr. Jas. Clement,
127, Candleriggs,
Glasgow, C.1.
Tel. Glasgow Bell 0844/5/6.

Mr. A. M. H. Simons,
Government of Northern Ireland,
Ministry of Agriculture,
Hampton House,
Balmoral Avenue,
Belfast.

3406.—Small Vessels Berthing at Glasson Dock, Fleetwood—Store Documents

(V./3/2950/45.—21 Jun. 1945.)

All supply and receipt notes for victualling stores, including loan clothing and naval store inventories, should be forwarded to the Base Supply Officer at Liverpool for all M.F.Vs. and other vessels ordered to proceed to Glasson Dock, Fleetwood, for berthing preparatory to shipment abroad or for care and maintenance pending further duties or return to owners.

(A.F.O. 642/45.)

3407.—Fresh Tomatoes—Supply Arrangements 1945

(V.14/4271/45.—21 Jun. 1945.)

The arrangements made last year, whereby supplies of fresh tomatoes from the home-grown crop were made available for H.M. ships and establishments at home through the Admiralty vegetable contractors purchasing from Tomato Distributing Associations, are being repeated on the same general lines this year. Copies of the relevant amendments to existing contracts will be distributed to all Naval Authorities concerned.

2. Supplies will become available generally on the 1st July, 1945, and will continue until mid-October, 1945. It is anticipated that the quantities available will permit a total issue to naval personnel over the whole period of approximately 5 lbs. per head, but owing to transport restrictions and local conditions, this quantity may not be obtainable in full at all places.

3. Contact should be made as soon as possible with the Tomato Distributing Association in the area where the ship or naval establishment is situated (particulars of the Association concerned can be obtained from the Vegetable Contractor). Enquiry should be made weekly from the T.D.A. as to the current rate of distribution to civilians, expressed in chips per 1,000 people, and as to the number of the current allocation. The requirements of the ship or naval establishment at the same rate as the current rate of distribution to civilians should then be calculated and a firm demand on Form S.549 for the quantity required should be forwarded in duplicate to the contractor. The need for knowing the number of the current allocation is to avoid more than one demand being made against an allocation in respect of the same naval personnel.

As the season progresses and heavier supplies come on to the markets, more than one allocation may be distributed in a week and it is therefore essential that fairly close contact should be maintained with the local Tomato Distribution Association to ensure that full advantage is taken of the available supplies.

4. Supplies of fresh tomatoes are not to be obtained from private firms other than Admiralty contractors. At places at which there is no Admiralty Vegetable Contract, application for supplies should be made to the local Tomato Distribution Association. H.M. ships and establishments which have in the past obtained fresh tomatoes from N.A.A.F.I. may continue to do so.

5. Victualling yards and depots normally handling fresh provisions will carry day-to-day requirements only of fresh tomatoes.

6. The issuing price will be 1s. per lb.

(A.F.O. 3208/44 is cancelled.)

3408.—W.R.N.S.—Tropical Stockings

(V/1/3169/44.—21 Jun. 1945.)

A new pattern lisle stocking, flesh coloured, has been approved for wear by W.R.N.S. personnel with tropical uniform in lieu of the present pattern white lisle stocking. It will be known as "Stocking, lisle, tropical, W.R.N.S."

2. Stockings of the new pattern are to be issued in future in lieu of white stockings in the tropical outfits for W.R.N.S. ratings on being drafted abroad and will also be available for issue on repayment to W.R.N.S. officers and ratings abroad or about to proceed abroad.

3. W.R.N.S. officers and ratings in possession of white stockings may continue to wear them until worn out.

4. Demands for supplies required by Naval and W.R.N.S. Establishments at home should be forwarded to the Director, W.R.N.S. Initial supplies are being despatched to the principal victualling yards abroad and particulars are being communicated to the (Superintending) Victualling Store Officers concerned. Any additional supplies required should be demanded from the Director, W.R.N.S.

5. Reports should be forwarded to the Director, W.R.N.S., showing the quantities of white stockings remaining on receipt of supplies of the new pattern, and to what extent these are likely to be required for issue on repayment to Nursing Sisters, Q.A.R.N.N.S., and V.A.D. Nursing Members.

6. A.F.O. 3165/42 is to be amended as follows:—

Paragraph 1.

Delete "2 prs. stockings, white".

Insert "2 prs. stockings, lisle, tropical".

Footnote.

Substitute "tropical stockings" for "white stockings".

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

Section I.

Delete "† Stockings, lisle, white 1s. 9d. pair".

Insert "† Stockings, lisle, tropical 1s. 9d. pair".

Section II.

Delete "† Stockings, lisle, white 2s. 1d. pair".

Insert "† Stockings, lisle, tropical 2s. 1d. pair".

(A.F.Os. 3165/42, 1049/44 and 2793/45.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE**3409.—R.N. Air Station, Crimond, Renamed R.N. Air Station, Rattray**

(A. 66/45.—21 Jun. 1945.)

In view of postal difficulties caused by the use of the present name and address of R.N. Air Station, Crimond, this station is to be renamed R.N. Air Station, Rattray, on 1st July, 1945.

2. The new postal address will be :—

R.N. Air Station,
Ratray,
Peterhead,
Aberdeenshire.

The telegraphic address Conas Ratray is being registered.

(C.A.F.O. 2507/44.)

(C.A.F.O. 362/43 is cancelled.)

3410.—Amendments to Books

(E.F.O.—21 Jun. 1945.)

The undermentioned amendments (A.F.Os. P.481-497/45) 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.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore. Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth. Book Office, R.N. Port Library, Devonport.

Portsmouth. Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O. P.481/45.—O.P. 629A (U.S. Publication)—Description, Adjustment Care and Operation of U.S. Navy Torpedoes, Mark 13—R.N. Amendment No. 17.

***P.482/45.**—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 14.

***P.483/45.**—B.R. 378—(General) A.S.E.—Amendment No. 72.

†**P.484/45.**—A.P. (N) 1—Amendment No. 3.

***P.485/45.**—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 24.

P.486/45.—B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments—Amendment No. 4.

P.487/45.—B.R. 184/1936—Royal Naval Handbook of Lewis and Machine Guns—1936—Amendment No. 7.

P.488/45.—B.R. 291—Tables Showing Particulars in Regard to Naval Ordnance—1942—Amendment No. 29.

P.489/45.—B.R. 912 (16)—Director Handbook—Cross Levelling Gear for Low Angle Fire—1940—Amendment No. 1.

P.490/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum—Amendments.

P.491/45.—B.R. 995—Pamphlet on the Mark XXV Mine—Amendment No. 6.

P.492/45.—O.U. 8260—Handbook of Mark XVI Mine Unit—Amendment No. 15.

P.493/45.—O.U. 6395—Handbook of Mark XIV, XV, XVII and XXII* Mines and Mark XV, XVII and XVII* Sinkers—Amendment No. 21.

P.494/45.—B.R. 849—Handbook for the 15-in., B.L., Mark I Gun on Twin, Marks I and I/N Mountings, 1943—Amendment No. 4.

P.495/45.—B.R. 1042A—Instructions for Analysing Low Angle Gunnery Practices, Vol. 1—Analysis of Main Armament Practices of Battleships and Cruisers—Amendment No. 1.

P.496/45.—B.R. 1042B—Instructions for Analysing Low Angle Gunnery Practices, Vol. 2—Analysis of Practices for Armaments using A.F.C.C., F.C.B. or Simple Instruments—Amendment No. 1.

P.497/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 1.

* Exceptionally A.F.Os. P.482, 483 and 485 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., and † A.F.O. P.484 by the Naval Store Officer, R.N. Store Depot, (Publications), 6, Murray Street, Belfast, respectively, who hold the stocks of the parent books.

(A.F.O. 3253/45.)

3411.—B.R. and O.U. Publications—Distribution during May, 1945

(N.S. 312/45.—21 Jun. 1945.)

B.R. 125.—Lloyds Register of Shipping. Amendments No. 14, 15, 16, 17.

B.R. 150.—Aircraft Recognition Manual. Amendment List No. 11.

B.R. 268 (42).—Electrical Manual Vol. II, Pamphlet No. 2.

B.R. 359.—Establishment of Naval Stores, etc. Errata No. 14 and Form D.128D. Errata No. 14.

B.R. 386.—Establishment of Naval Stores for Photographic Purposes.

B.R. 493A.—Handbook on Yugoslavia, Vol. II.

B.R. 512A.—Handbook on French West Africa.

B.R. 516A.—Handbook on Greece.

B.R. 549.—Handbook on Holland.

B.R. 640 (24).—C.O. Pamphlet. Cliff Assault.

B.R. 640 (6C).—C.O. Pamphlet. Naval Communications in Combined Operations.

B.R. 640 (7B).—C.O. Pamphlet. S.P. Artillery in an Assault Landing.

B.R. 640 (26).—C.O. Pamphlet. Commandos in the Field.

B.R. 751.—Army List, Parts 1 and 2, January, 1945.

B.R. 811 (2C).—Aircraft Torpedo Manual, Part III.

B.R. 959/44.—Handbook for 8-in. Marks VIII, VIII* and VIII** Guns.

B.R. 980 (B).—Range Table No. 608, for 4.7-in. Guns.

Range Table No. 609, for 4.7-in. Guns.

B.R. 980 (N).—Range Table No. 600, for Q.F. 6-pdr. Hotchkiss Gun.

B.R. 980 (Q).1—Revised Page, 24 to O.P. 551.

Revised Page, 25 to O.P. 551.

B.R. 980 (W).—Revised Page 1 to Range Table No. 206.

B.R. 980 (X).—Range Table No. 610, for Q.F. 4.5-in. Guns, Marks I, III, IV and V.

B.R. 1042A.—Instructions for Analysing Lower Angle Gunnery Practices, Vol. I.

B.R. 1042B.—Instructions for Analysing Lower Angle Gunnery Practices, Vol. II.

B.R. 1062.—Defence Against Gas (Navy).

B.R. 1072.—Hints to Instructors.

B.R. 1224A.—Handbook for Mark XXXVII Director System, Vol. I, General.

B.R. 1226.—Pamphlet on Fire Control.

B.R. 1234.—Surf Landing.

B.R. 1260.—This War Against Japan.

Ocean Front.

O.U. 5365A.—Priced Vocabulary of N.A. Stores, Part I. Errata No. 18.

O.U. 5365B.—Priced Vocabulary of N.A. Stores, Part II. Errata No. 33.

Corrections to O.U. and B.R. Publications.

A.F.O. "P" 316-318—see A.F.O. 2195/45.

A.F.O. "P" 320-329—see A.F.O. 2195/45.

A.F.O. "P" 356-380—see A.F.O. 2517/45.

A.F.O. "P" 381-386—see A.F.O. 2803/45.

A.F.O. "P" 394-396—see A.F.O. 2803/45.

Corrections to Signal Publications. O.U. and B.R. Series.

A.F.O. S.C. 21/45 Correction No. 4 to B.R. 1035—see A.F.O. "S" 183/45.

A.F.O. S.C. 22/45 Correction No. 10 to B.R. 299—see A.F.O. "S" 193/45.

Miscellaneous.

A.P. 1480A.—Silhouettes of Aircraft, Amendment List No. 119.

Silhouettes of Aircraft, Amendment List No. 120.

A.P. 1480I.—Silhouettes of Aircraft, Amendment List No. 28.

A.P. 1938.—Radio Handbook "Project Knobbly".

O.P. 972.—Mouse Trap and Hedgehog Handbooks.

O.P.

N.A.V. 39-402 } Manual of the Naval Transportation Service.

D.N.C. 3A and 5.—Corrections ALCOM 139, 149, 152, 154, 155, 156 and 157.

Change No. 8.

D.N.C. 11B N.R.P.M. 228-239.

Inter Services Aircraft Recognition Journal, Vol. III, No. 9.

Flight Deck, April, /45.

Warship Recognition Sheet, No. 10.

Naval Aviation News, 15/3/44.
 Large Wall Silhouettes. "Jack II", "Mustang IV", "Invader II", "Superfortress", "King Cobra", "Sentinel", "Anson", "Seahawk" (Reconce), "Liz II", "Seahawk" (Scout), "Mavis 22", "Sunderland III", "Topsy I", "Harpoon", "Pete II", "Thunderbolt".

Epidiascope Cards. Pack "A", 4th Supplement Set.
 C.S.C. Memoranda 1-17.
 C.S.C. Specimen Pages, 7 Classes.
 Naval Teleprinter, Lines Diagram.
 Naval Telephone, Lines Diagram.

(A.F.O. 2804/45.)

3412.—B.R.1281 (1) and (2) "Instructions for Release From the Naval Service"—Parts I and II—Issue

(C.W./D.P.S. 610/45/M—21 Jun. 1945.)

B.R.1281 (1) and (2) "Instructions for Release from the Naval Service", Parts I and II, will be issued shortly without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, to ships and establishments at home and abroad.

2. On the receipt of this B.R. the following A.F.Os. are to be cancelled:—

5514/44.	2652/45.
1808/45.	2661/45.
2223/45.	2663/45.
2246/45.	2835/45.
2545/45.	2836/45.
	2837/45.

**3413—Commodore Superintendent, Ceylon :
 Captain Superintendent, Trincomalee—Correspondence**

(M. 1805/45.—21 Jun. 1945.)

The Headquarters of Commodore Superintendent, Ceylon, are at Colombo, to which place correspondence should be addressed.

2. There is no such appointment as Commodore Superintendent, Trincomalee; the administration of R.N. Yard, Trincomalee is discharged at present by Captain Superintendent, Trincomalee, to whom all correspondence and signals on dockyard matters should be addressed.

3. The Headquarters of Professional Officers in Ceylon are also at Colombo and correspondence for these officers should be addressed accordingly.

**3414.—Information about the Far East and the War against Japan—
 Distribution of Literature**

(D.P.S./S.C./45.—21 Jun. 1945.)

Copies of "A Pocket Guide to Burma", containing information about places of interest, peoples, customs, languages, etc., are being distributed with this issue of A.F.Os.

2. Distribution is based on a sliding scale depending on the number of copies of "The Dittybox" supplied to ships and establishments and will include major landing craft but not trawlers, M.T.Bs. or M.G.Bs.

3. Further copies required should be demanded from the Editor of Fleet Orders, c/o H.M. Stationery Office Press, Wealdstone, Middlesex, or from the appropriate distributing authority.

(A.F.O. 2640/45, paragraph 9.)

3415.—Ammunition Label N.940—Introduction of

(A.S. 6096/45.—21 Jun. 1945.)

Serial No.	Description	Where Used	Page in Form O.6	A.S. No.
N.940	Instructional label for setting three position Ejector, Contents, No. 8 in Head, Rocket, Flare, 2-in. No. 3.	Inside lid of box.	27	6096/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

3416.—Native Personnel Invalidated at Stations Abroad—Documentation

(M.D.G. 28936/45.—21 Jun. 1945.)

Attention is drawn to A.F.O. 3313/45 under Section 2 of this issue.

3417.—Libraries, Officers' Reference—Annual Publications

(V.5/3310/45.—21 Jun. 1945.)

Copies of Whitaker's Almanack, 1945 edition, are being supplied from H.M. Naval Victualling Depots, Midland and Yorkshire Areas, to ships entitled to a large or reduced officers' reference library.

2. On receipt of the new edition ships concerned should return the 1944 edition to the nearest victualling yard or depot.

3. Destroyers and other vessels with a small officers' reference library not including the current edition should demand the 1944 edition from the local Victualling Store Officer, and on receipt should return to the nearest victualling yard or depot concerned any earlier editions on board.

4. *Victualling yards and depots.*—Copies of the 1944 edition received under paragraph 2 of this Order should be re-issued, so far as they are available, to destroyers and other vessels in compliance with demands received under paragraph 3. Any surplus copies should be returned to the Victualling Store Officer, H.M. Naval Victualling Depots, Midland or Yorkshire Area; and any demands which cannot be complied with should be forwarded to the Admiralty (Director of Victualling) for supply from another source if available. Before forwarding any such demands, the Victualling Store Officers at yards or depots abroad should ensure that superseded editions have been received from all ships on the stations entitled to new editions or that an explanation has been furnished for the non-return of the book.

(A.F.O. 2412/44 is cancelled.)

3418.—A.M.D.Is.

(E.F.O.—21 Jun. 1945.)

Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) Nos. 28-30/45 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3267/45.)

3419.—Air Publications Distributed during the Week Ending 26th May, 1945

(N.S. Air. 810/45.—21 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

2. The general distribution of all publications marked with an asterisk * will be made by the Naval Store Officer, R.N. Store Depot, 6, Murray Street, Belfast.

A.P. No.	Description.	Distribution.
(i) <i>Airframe and Aero-Engine Publications</i>		
A.P. 1515A and B, Vol. III, Part I (2nd Edition, November, 1944).	Walrus, Mark I, and A.S.R., Mark I and II Aircraft.	Initial General.
A.P. 1565A, B and E, Vol. II, Part 2 (Issue No. 5, September, 1944).	Merlin III, XII, 45, 46, 50, 50A, 45M, 50M, 55M, Engines.	Initial General.
A.P. 2044C, Vol. II, Part I.	Double Wasp R.2800 Series Engines	Initial General.
A.N. 02-35HC-4 (dated 5th January, 1945).	Parts Catalogue for R.2600-20 and -52 Engines.	Initial General.
(ii) <i>Other Technical Publications</i>		
*AN. 05-5-11 (dated 15th January, 1945).	Handbook of Installation, Operation, Service and Overhaul Instructions, with Parts Catalogue for Electric Tachometer Generators and Indicators and Electric Synchroscopes.	Restricted (advance copies).

(iii) <i>Air Diagrams</i>		
A.D. 2791, Sheets 1 and 2.	Merlin Aero-Engine—General Information.	Restricted (advance copies).
AD. 3207B	Mosquito (21, 23, 25 Merlin) Oil System	Initial General.
A.D. 4109, Sheet 1 (August, 1944).	Griffon 65 "Perspective"	Initial General.

3420.—Air Publications Distributed During the Week Ending 26th May, 1945

(N.S. Air 810/45.—21 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

GENERAL PUBLICATIONS		
A.P. No.	Description.	Distribution.
A.P. 1182A, Vol. I ...	Parachutes and Parachute Harness ...	Initial General.
A.P. 1275B, Vol. II, Part 1.	Instrument Manual—Navigational Instruments.	Initial General.
A.P. 1355B, Vol. I ...	Photographic Equipment Manual ...	Initial General.
A.P. 2710B, Vols. I and II Part 3 (combined).	Gyro Gun Sight, Mark IID	Initial General.
T.O. 03-1-5 (dated 1st November, 1944).	Parts Catalogue and Interchangeable Parts List for Eclipse Aircraft Accessory Equipment.	Initial General.

3421.—General Air Publications Enumerated in A.P.(N) 1—Supply Position

(N.S. Air 7023/45.—21 Jun. 1945.)

The supply position at 20th May, 1945, of General Publications enumerated in A.P.(N) 1, but not at present available for full distribution, is indicated in the following lists.

2. It is intended to promulgate the information monthly.

3. Services not holding allowances shown in A.P.(N) 1 for publications which are *not* included in the under-mentioned lists, should ascertain despatch details from the R.N. store depot concerned.

4. The key to the notations in the "Remarks" column is as follows:—

BR	Being Reprinted.
NYP	Not Yet Published.
NYS	Bulk supplies not yet in sight from U.S.A.

LIST "A"

Publications Dealt with at the R.N. Store Depot, Shepherds Bush, but not available.

Publication	Remarks
Technical Air Intelligence Centre Summaries ...	NYS
How to Survive on Land and Sea	NYS
R.N. Air Diagram A/62	NYP
R.N. Air Diagram A/73	NYP

LIST "B"

Publications Dealt with at the R.N. Store Depot, Shepherds Bush, but issued on a Rationed Basis.

Publication	Remarks
P.A.P. No. 124—G.G.S. Mark IA and IB ...	BR
P.A.P. No. 127—Gridded Oblique Photography	BR

LIST "C"

Publications dealt with at the R.N. Store Depot, Belfast, but not available.

A.P. No.	Remarks	A.P. No.	Remarks
129	BR	1766Z	NYP
837	BR	18C3A, Volume I	NYP
880	BR	1803B to P, Volumes I and II	
957	BR	Part 1, II Part 2, II Part 3 ...	NYP
1081	BR	2034B, Volume I	NYP
1086, Part 3A	BR	2162A	NYP
1086, Part 5A	BR	2239A	NYP
1095A, Volume II, Part 3 ...	NYP	2240, Volume I	BR
1095H, Volume II, Part 3 ...	NYP	2305B	BR
1181, Volume III, Part 1C, Section 2/8	BR	2306C, Volume I	NYP
1182C, Volume I	BR	2306D, Volume I	NYP
1186, Volume I	BR	2306E, Volume I	NYP
1275C, Volume I	NYP	2306H, Volume I	NYP
1275F, Volume II, Part 1 ...	NYP	2311	BR
1275F, Volume II, Part 4 ...	NYP	2317A, Volume I, Part 2, Section 1	BR
1355A to N, Volume III ...	NYP	2330A	BR
1374, Volume II, Part 3 ...	BR	2486B, Volume II, Part 3 ...	NYP
1374, Volume III, Part 1C ...	BR	2486C, Volume II, Part 3 ...	NYP
1374, Volume III, Part 1N ...	BR	2486D, Volume II, Part 3 ...	NYP
1388B, Volume I	BR	2486E, Volume I	NYP
1464A, Volume I	NYP	2486E, Volume II, Part 3 ...	NYP
1480X	BR	2486F, Volume I	NYP
1492A, Volume I	NYP	2486F, Volume II, Part 3 ...	NYP
1492A, Volume II, Part 3 ...	NYP	2486G, Volume I	NYP
1529	BR	2486G, Volume II, Part 3 ...	NYP
1538A, Volume I	NYP	2518A, Volume I	NYP
1538H, Volume II, Part 2 ...	NYP	2538E, Volume I	NYP
1538H, Volume II, Part 3 ...	NYP	2538G, Volume I	NYP
1641A, Volume I	NYP	2538H, Volume I	NYP
1641E, Volume II, Part 1 ...	NYP	2546B, Volume I	NYP
1654	NYP	2552A	NYP
1659F, Volume I	BR	2554A	BR
1661H, Volume I	NYP	2563B	NYP
1680	NYP	2563U	NYP
1730B, Volume I	BR	2708A	NYP
1732A, Volume I	BR	2802B, Volume II, Part 3 ...	NYP
1732B, Volume I	BR	2817A, Volume I	NYP
1766Q	BR	2850A	NYP
1766X	NYP	2876A, Volume I	NYP

Technical Order	Remarks	Technical Order	Remarks
T.O. 00-25+13 ...	... NYS	Nav. Aer. 03-10BQ-763 ...	... NYS
T.O. 00-55-2 ...	... NYS	Nav. Aer. 03-10BQ-765 ...	... NYS
Nav. Aer. 00-80Q-6 ...	... NYS	Nav. Aer. 03-10DC-5 ...	... NYS
Nav. Aer. 00-80Q-9 ...	... NYS	T.O. 03-10ED-1 ...	... NYS
Nav. Aer. 00-80Q-10 ...	... NYS	T.O. 03-10GB-1 ...	... NYS
Nav. Aer. 00-80Q-11 ...	... NYS	T.O. 03-15-9 ...	... NYS
Nav. Aer. 00-80Q-12 ...	... NYS	T.O. 03-20B-32 ...	... NYS
Nav. Aer. 00-80Q-13 ...	... NYS	A.N. 03-20BA-2 ...	... NYS
Nav. Aer. 00-80Q-14 ...	... NYS	A.N. 03-20BK-1 ...	... NYS
Nav. Aer. 00-80Q-15 ...	... NYS	T.O. 03-20CB-2 ...	... NYS
Nav. Aer. 00-80Q-16 ...	... NYS	T.O. 03-20CC-11 ...	... NYS
Nav. Aer. 00-80Q-17 ...	... NYS	Nav. Aer. 03-20E-502 ...	... NYS
Nav. Aer. 00-80Q-19 ...	... NYS	A.N. 03-25B-9 ...	... NYS
Nav. Aer. 00-80Q-22 ...	... NYS	A.N. 03-25B-10 ...	... NYS
Nav. Aer. 00-80V-60 ...	... NYS	Nav. Aer. 03-30-524 ...	... NYS
T.O. 03-1-2 ...	... NYS	T.O. 03-30CH-1 ...	... NYS
Nav. Aer. 03-1-6QG ...	... NYS	Nav. Aer. 03-35B-501 ...	... NYS
(Chapter 58, Part A.)		T.O. 03-50-3 ...	... NYS
Nav. Aer. 03-1-6QH ...	... NYS	T.O. 04-1-8 ...	... NYS
Nav. Aer. 03-1-6QJ ...	... NYS	Nav. Aer. 04-10-503 ...	... NYS
(Chapter 66, Part A.)		T.O. 05-1-21 ...	... NYS
Nav. Aer. 03-1-6QL ...	... NYS	Nav. Aer. 05-1-508 ...	... NYS
(Chapter 3, Part A.)		Nav. Aer. 05-1-571 ...	... NYS
Nav. Aer. 03-1-6QM ...	... NYS	Nav. Aer. 05-1-573 ...	... NYS
(Chapter 3, Part F.)		T.O. 05-3AA-1 ...	... NYS
Nav. Aer. 03-1-6QN ...	... NYS	T.O. 05-5-9 ...	... NYS
(Chapter 3, Part C.)		A.N. 05-5C-2 ...	... NYS
T.O. 03-5-9 ...	... NYS	Nav. Aer. 05-10-510 ...	... NYS
T.O. 03-5-26 ...	... NYS	Nav. Aer. 05-10-544 ...	... NYS
T.O. 03-5-58 ...	... NYS	T.O. 05-15-4 ...	... NYS
T.O. 03-5AA-1 ...	... NYS	Nav. Aer. 05-15-504 ...	... NYS
Nav. Aer. 03-5AA-515 ...	... NYS	Nav. Aer. 05-15-542 ...	... NYS
Nav. Aer. 03-5AA-519 ...	... NYS	T.O. 05-20A-4 ...	... NYS
Nav. Aer. 03-5AA-525 ...	... NYS	Nav. Aer. 05-20QR-751 ...	... NYS
T.O. 03-5AB-4 ...	... NYS	Nav. Aer. 05-20QR-752 ...	... NYS
Nav. Aer. 03-5AD-519 ...	... NYS	Nav. Aer. 05-20R-31 ...	... NYS
A.N. 03-5AH-2 ...	... NYS	T.O. 05-40-3 ...	... NYS
Nav. Aer. 03-5C-505 ...	... NYS	Nav. Aer. 05-40-518 ...	... NYS
Nav. Aer. 03-5CA-517 ...	... NYS	Nav. Aer. 05-40-551 ...	... NYS
A.N. 03-5CC-6 ...	... NYS	A.N. 05-40B-6 ...	... NYS
T.O. 03-5DA-2 ...	... NYS	A.N. 05-40B-12 ...	... NYS
T.O. 03-5DA-3 ...	... NYS	A.N. 05-40D-7 ...	... NYS
T.O. 03-5DA-7 ...	... NYS	A.N. 05-45BA-4 ...	... NYS
Nav. Aer. 03-5DA-583 ...	... NYS	A.N. 05-45E-1 ...	... NYS
T.O. 03-5DC-9 ...	... NYS	A.N. 05-55A-1 ...	... NYS
Nav. Aer. 03-5DC-541 ...	... NYS	T.O. 05-70C-5 ...	... NYS
Nav. Aer. 03-5H-507 ...	... NYS	Nav. Aer. 05-70D-516 ...	... NYS
Nav. Aer. 03-10-511 ...	... NYS	T.O. 08-10-108 ...	... NYS
T.O. 03-10B-1 ...	... NYS	T.O. 08-25-15 ...	... NYS
T.O. 03-10B-2 ...	... NYS	A.N. 08-25-16 ...	... NYS
T.O. 03-10B-3 ...	... NYS	T.O. 10-10A-11 ...	... NYS
A.N. 03-10BC-3 ...	... NYS	A.N. 10-10AC-25 ...	... NYS
Nav. Aer. 03-10BQ-62 ...	... NYS	Nav. Aer. 11-1-506 ...	... NYS
Nav. Aer. 03-10BQ-64 ...	... NYS	T.O. 11-20-19 ...	... NYS
Nav. Aer. 03-10BQ-65 ...	... NYS	T.O. 11-35-21 ...	... NYS
Nav. Aer. 03-10BQ-68 ...	... NYS	Nav. Aer. 19-1-520 ...	... NYS
Nav. Aer. 10BQ-69 ...	... NYS	Technical Note 46-44 ...	... NYS

List "D"

Publications dealt with at the R.N. Store Depot, Belfast, but issued on a rationed basis.

A.P. No.	Remarks	A.P. No.	Remarks
113 ...	... BR	1538C, Volume II, Part 3 ...	... BR
1086, Part 4B ...	... BR	1538D, Volume II, Part 3 ...	... BR
1086, Part 11 ...	... BR	1641B, Volume II, Part 3 ...	... BR
1086, Part 13 ...	... BR	1661B, Volume I ...	... BR
1086, Part 13B ...	... BR	1661C, Volume I ...	... BR
1186D, Volume I ...	... BR	1661G, Volume I ...	... BR
1269 ...	... BR	1664, Volume I ...	... BR
1374, Volume II, Part 2 ...	... BR	1980 ...	... BR
1374, Volume III, Part IU ...	... BR	2122, Volume I ...	... BR
1480F ...	... BR		

(A.F.O. 2646/45 is cancelled.)

3422.—Poster S. 272—Revision

(N.L. 6502/45.—21 Jun. 1945.)

A revised edition of Poster S. 272—"Representations about conditions of service and complaints of unfair treatment"—has now been distributed.

2. The new edition is to be posted up immediately on receipt. All copies of previous editions are to be destroyed.

3423.—"Careers for Men and Women" and Other Pamphlets—Distribution of

(E.F.O/D.P.S. 674/45 S.C.—21 Jun. 1945.)

The three categories of Career "pamphlets" will not be distributed as laid down in paragraph 11 of A.F.O. 1639/45 by the Superintending Naval Store Officer, Park Royal, N.W.10. They will be distributed from Admiralty (Editor of Fleet Orders) without demand to Education and Resettlement Information Officers as supplies become available.

2. Non-receipt of these pamphlets should be reported to Admiralty, Editor of Fleet Orders, c/o H.M.S.O. Press, Wealdstone, Middlesex.

(Paragraph 11 of A.F.O. 1639/45 is cancelled.)

Section 6.—SHORE ESTABLISHMENTS

3424.—Mass Radiography for the Detection of Tuberculosis—Sick Leave and Establishment

(C.E.53162/45.—21 Jun. 1945.)

Sick absence as a result of examination by mass radiography will be treated according to the ordinary sick-leave rules.

2. Cases where unestablished officers due for consideration for establishment have been on sick leave covered by a medical certificate as a result of examination by mass radiography should be submitted to the Civil Service Commissioners in the usual way. With the submission should be included a copy of the sick record, relative medical reports and a note stating which of the following categories covers the case:—

(i) Cases of doubt, where sick leave has been recommended merely as a precautionary measure.

(ii) "Non-clinical" cases (with negative sputum), and

(iii) "Clinical" cases (with positive sputum).

Information as to the category in which a particular case falls can be obtained from the Treasury Medical Adviser, Treasury Chambers, Great George Street, London, S.W.1, in whose department records of all such cases are kept.

3. It will be for the Civil Service Commissioners to decide what action should be taken; but it may be necessary, in respect of cases in category (ii) above, to postpone establishment or extend probation until a period of not more than four years, with a satisfactory sick record, has elapsed; and in respect of cases in category (iii) until a period of not more than ten years, with a satisfactory record, has elapsed.

(A.F.O. 5960/44.)

3425.—Civilian Non-Industrial Staff—Claims for N.H.I. Benefit for Periods of Absence Without Medical Certificate

(C.E. 5523/45.—21 Jun. 1945.)

Under present rules, deductions from sick pay in respect of sickness benefit under the National Health Insurance Acts may be waived for temporary and unestablished staff for any period of sick absence (not exceeding four consecutive days) provided that an officer absent on uncertificated paid sick-leave for more than a single day states in writing that he does not intend to claim sickness benefit from his Approved Society. (A.F.O. 5953/44, paragraph 3 (iii)).

2. Where, however, a medical certificate is furnished on the fourth or fifth day of absence the whole period of continuous absence should normally be regarded as *certificated* sick leave in respect of which N.H.I. deductions must be made under the normal rules subject to waiver, where appropriate, in respect of the "first three days" of sickness.

3. An insured person should, however, note that even though he does not propose to claim benefit, it is normally in his own interest to inform his Approved Society of any period of sickness, though without medical certificate, in order that benefit may be paid, if due, from the first day of any later period of sickness. In this connection it is understood that an insured person who has given "notice of illness" within the first three days of incapacity is not precluded from receiving the appropriate benefit merely because he did not submit a medical certificate at the time when such notice was given.

4. In actual practice, however, it is understood that there are certain Approved Societies who do not issue benefit except on the production of a medical certificate and do not recognise absences preceding the date of the medical certificate as sick absences.

Such societies might, however, be prepared to modify their procedure if the officer concerned were able to produce a certificate from his establishment indicating either (a) that the whole period of absence (dates to be given) has been officially recorded as certificated sick leave (i.e. where a medical certificate is furnished not later than the fifth day of absence), or (b) that the period of absence (dates to be given) has been officially recorded as sick absence (i.e. where no medical certificate is furnished and the absence does not exceed four days).

5. There can be no obligation on the part of establishments to furnish certificates in all cases, but where an officer is of opinion that such a certificate would assist in his dealings with his society, establishments are authorized to give the certificate upon application by the officer concerned.

It is emphasized that the initiative in this matter rests entirely with the officer and that no account can be taken of any loss of benefit which might be due to the failure of an individual to comply with the rules and regulations of his Approved Society relating to claims for benefit.

(A.F.O. 5953/44.)

3426.—Cylinders for Oxygen Gas—Allocation of Admiralty Numbers

(N.S. 21877/45.—21 Jun. 1945.)

Attention is drawn to A.F.O. 3365/45 in section 3 of this issue.

3427.—Gun Mountings—Transferable—Values for Financial Year 1945

(G. 3011/45.—21 Jun. 1945.)

The values assigned to transferable gun mountings promulgated by A.F.O. 2695/44 are to remain in force for the year 1945. The items underlined or side-ruled are additional to those already published.

In addition the estimated value of certain mountings manufactured in Canada has been included.

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
7.5-in. C.P.V. 30° mounting with power elevating and training gear and H.C.P. gear, but less sight, shield, and director operating gear.	4,478	10	0	4,918	5	0
Do. Sight	69	10	0			
Do. Shield	268	5	0			
Do. Director operating gear	102	0	0			
6-in. P.III 15° mounting, less sight and shield	560	0	0	633	15	0
Do. Sight	39	0	0			
Do. Shield (spray)	34	15	0			
6-in. P.III 20° mounting, less sight and shield	604	15	0	768	10	0
Do. Sight	41	5	0			
Do. Shield (spray)	43	5	0			
Do. Director operating gear	79	5	0			
6-in. P.IV 15° mounting, less sight	571	0	0	609	5	0
Do. Sight	38	5	0			
6-in. P.IV 20° mounting, less sight	604	15	0	745	15	0
Do. Sight	41	5	0			
Do. Director operating gear	99	15	0			
6-in. P.V 13° mounting, less sight	519	0	0	598	10	0
Do. Sight	79	10	0			
6-in. P.V 20° mounting, less sight	555	15	0	646	5	0
Do. Sight	90	10	0			
6-in. P.V* 13° mounting, less sight and shield	512	5	0	652	10	0
Do. Sight	88	10	0			
Do. Shield	51	15	0			
6-in. P.VI 15° mounting, less sight, shield and director operating gear.	498	0	0	824	5	0
Do. With power worked gear	574	0	0			
Do. Sight	59	5	0	900	5	0
Do. Shield	207	10	0			
Do. Director operating gear	59	10	0			
6-in. P.VI 20° mounting, less sight	572	0	0	646	5	0
Do. Sight	74	5	0			
6-in. P.VII 15° mounting, less sight, shield and director operating gear.	562	10	0	868	15	0
Do. Sight	78	0	0			
Do. Shield (armoured)	172	10	0			
Do. Director operating gear	55	15	0			
6-in. P.VII 20° mounting, less sight, shield and director operating gear.	683	10	0	1,070	0	0
Do. Sight	107	0	0			
Do. Shield (armoured)	172	10	0			
Do. Director operating gear	107	0	0			
6-in. P.VII* 15° mounting, less sight, shield and director operating gear.	702	0	0	841	0	0
Do. Sight	66	0	0			
Do. Shield (spray)	17	5	0			
Do. Director operating gear	55	15	0			

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
6-in. P.VII* 20° mounting, less sight, shield and director operating gear.	794	15	0	943	5	0
Do. Sight	75	10	0			
Do. Shield (spray)	17	5	0			
Do. Director operating gear	55	15	0			
6-in. P.VIII 14° mounting, less sight, shield and director operating gear.	484	15	0	725	15	0
Do. Sight	7½	15	0			
Do. Shield	77	5	0			
Do. Director operating gear	89	0	0			
6-in. P.IX 14° and 17½° mounting, less sight, shield and director operating gear.	566	10	0	832	10	0
Do. Sight	87	5	0			
Do. Shield (circular armoured)	77	5	0			
Do. Director operating gear	102	10	0			
Do. Shield (spray)	33	15	0			
6-in. P.X 15° mounting, less sight and director operating gear.	530	0	0	652	0	0
Do. Sight	61	0	0			
Do. Director operating gear	61	0	0			
6-in. P.XI 15° mounting, less sight	530	0	0	591	0	0
Do. Sight	61	0	0			
6-in. P.XII 15° mounting, less sight, shield and director operating gear.	629	10	0	917	0	0
Do. Sight	87	0	0			
Do. Shield (circular armoured)	125	0	0			
Do. Director operating gear	75	10	0			
6-in. P.XII* 20° mounting, less sight, shield and director operating gear.	1,178	0	0	1,500	0	0
Do. Sight	92	0	0			
Do. Shield (armoured)	138	15	0			
Do. Director operating gear	91	5	0			
6-in. P.XIII* 30° mounting, less sight, shield and director operating gear.	678	0	0	889	0	0
Do. Sight	96	15	0			
Do. Shield	52	15	0			
Do. Director operating gear	61	10	0			
6-in. P.XIII** 30° mounting, less sight, shield and director operating gear.	850	10	0	1,054	0	0
Do. Sight	89	5	0			
Do. Shield	52	15	0			
Do. Director operating gear	61	10	0			
6-in. C.P.XIV 30° mounting, less sight, shield and director operating gear.	969	0	0	1,137	0	0
Do. Sight	43	15	0			
Do. Shield	59	5	0			
Do. Director operating gear	65	0	0			
6-in. B.L. travelling carriage, complete	127	15	0	127	15	0
5·5-in. P.I 15° mounting, less sight shield and director operating gear.	411	15	0	568	5	0
Do. Sight	33	10	0			
Do. Shield	52	10	0			
Do. Director operating gear	70	10	0			
5·5-in. P.I* 25° mounting, less sight and director operating gear.	612	5	0	747	0	0
Do. Sight	64	5	0			
Do. Director operating gear	70	10	0			

Nature of Mounting or Part	Detailed value			Total value		
	£	s.	d.	£	s.	d.
5·5-in. P.I** 25° mounting, less sight	411	15	0	445	5	0
Do. Sight	33	10	0			
5·5-in. C.P.II 30° mounting, less sight, shield and director operating gear.	638	15	0	869	0	0
Do. Sight	113	10	0			
Do. Shield	51	15	0			
Do. Director operating gear	65	0	0			
4·7-in. P.V 20° mounting, less sight	506	10	0	561	10	0
Do. Sight	55	0	0			
4·7-in. C.P.VI 30° mounting, less sight, shield and director operating gear.	496	10	0	645	0	0
Do. Sight	64	10	0			
Do. Shield (spray)	41	15	0			
Do. Director operating gear	42	5	0			
4·7-in. C.P.VI* 30° mounting, less sight, shield and director operating gear.	498	5	0	646	15	0
Do. Sight	64	10	0			
Do. Shield (spray)	41	15	0			
Do. Director operating gear	42	5	0			
4·7-in. C.P.VI** 30° mounting, less sight, shield and director operating gear.	641	0	0	849	5	0
Do. Sight	77	15	0			
Do. Shield (spray)	65	5	0			
Do. Director operating gear	65	5	0			
4·7-in. P.X 20° mounting, less sight	506	10	0	561	5	0
Do. Sight	54	15	0			
4·7-in. H.A.XI mounting, less sight	1,533	0	0	1,788	15	0
Do. Sight	255	15	0			
4·7-in. H.A.XII mounting, less sight and director operating gear.	3,226	15	0	4,295	10	0
Do. Sight	941	5	0			
Do. Director operating gear	127	10	0			
4·7-in. C.P.XIV 30° mounting, including shield, director operating gear and electrical gear (cables, circuits and switches).	1,803	0	0	2,034	5	0
Do. Sight	231	5	0			
4·7-in. C.P.XIV 30° mounting (lightened type), including shield, director operating gear and electrical gear (cables, circuits and switches).	1,589	15	0	1,761	0	0
Do. Sight	171	5	0			
4·7-in. C.P. (S) XVI mounting, less revolving platform, breakwater, canopy and sight.	2,867	0	0	3,945	10	0
Do. Revolving platform and breakwater ...	406	5	0			
Do. Canopy	281	15	0			
Do. Sight	390	10	0			
4·7-in. C.P.XVII 40° mounting, including shield, director operating gear and electrical gear (cables, circuits and switches).	1,887	10	0	2,046	10	0
Do. Sight	159	0	0			
4·7-in. C.P.XVIII 40° mounting, including shield, director operating gear and electrical gear (cables, circuits and switches).	2,293	0	0	2,521	0	0
Do. Sight	228	0	0			
4·7-in., Mark XXII (with shield and simple sight)	5,400	0	0	5,400	0	0
4·5-in., Mark V (with shield and simple sight) ...	5,475	0	0	5,475	0	0
4-in. P.II 15° mounting, less sight	207	0	0	276	0	0
Do. Sight	69	0	0			

Nature of Mounting or Part	Detailed value		Total value
	£	s. d.	
4-in. P.II* 15° mounting, less sight	207	0 0	276 0 0
Do. Sight	69	0 0	
4-in. P.III 20° mounting, less sight and shield ...	199	5 0	281 0 0
Do. Sight	67	15 0	
Do. Shield (spray)	14	0 0	
4-in. P.III* 20° mounting, less sight and shield ...	199	5 0	281 0 0
Do. Sight	67	15 0	
Do. Shield (spray)	14	0 0	
4-in. P.III** 20° mounting, less sight and shield ...	199	5 0	281 0 0
Do. Sight	67	15 0	
Do. Shield (spray)	14	0 0	
4-in. P.IV* 15° mounting, less sight and shield ...	207	0 0	276 0 0
Do. Sight	69	0 0	
4-in. P.IV** 15° mounting, less sight	207	0 0	276 0 0
Do. Sight	69	0 0	
4-in. P.V 20° mounting, less sight and shield ...	199	5 0	281 0 0
Do. Sight	67	15 0	
Do. Shield (spray)	14	0 0	
4-in. P.VI 15° mounting, less sight and shield ...	207	0 0	276 0 0
Do. Sight	69	0 0	
4-in. P.VII 20° mounting, less sight and shield ...	199	5 0	281 0 0
Do. Sight	67	15 0	
Do. Shield (spray)	14	0 0	
4-in. P.VIII 15° mounting, less sight and shield ...	207	0 0	276 0 0
Do. Sight	69	0 0	
4-in. P.IX 20° mounting, less sight, shield and director operating gear.	259	5 0	396 15 0
Do. Sight	72	5 0	
Do. Shield (spray)	10	0 0	
Do. Director operating gear	55	5 0	
4-in. P.XIII mounting, less sight and shield ...	205	0 0	283 15 0
Do. Sight	46	15 0	
Do. Shield	32	0 0	
4-in. Triple, Mark I 30° mounting, less sight, shield and director operating gear.	657	0 0	912 10 0
Do. Sight, L.H. cradle	23	0 0	
Do. Do. centre cradle	23	0 0	
Do. Do. R.H. cradle... ..	37	0 0	
Do. Shield (spray)	102	0 0	
Do. Director operating gear	70	10 0	
4-in. S.I 20° mounting, less sight and revolving platform.	279	5 0	488 5 0
Do. Sight	63	15 0	
Do. Revolving platform	145	5 0	
4-in. C.P.I 30° mounting, less sight and shield ...	349	10 0	397 5 0
Do. Sight	26	5 0	
Do. Shield (spray)	21	10 0	
4-in. C.P.II 30° mounting, less sight, shield and director operating gear.	388	15 0	508 10 0
Do. Sight	50	5 0	
Do. Shield (spray)	14	5 0	
Do. Director operating gear	55	5 0	
4-in. C.P.III 30° mounting, less sight, shield and director operating gear.	336	5 0	445 0 0
Do. Sight	39	5 0	
Do. Shield (spray)	14	5 0	
Do. Director operating gear	55	5 0	

Nature of Mounting or Part	Detailed value		Total value
	£	s. d.	
4-in. C.P.IIIc 30° mounting, less sight, shield and director operating gear.	336	5 0	445 0 0
Do. Sight	39	5 0	
Do. Shield (spray)	14	5 0	
Do. Director operating gear	55	5 0	
4-in. H.A.III mounting, less sight and director operating gear.	914	15 0	1,135 15 0
Do. Sight	137	0 0	
Do. Director operating gear	84	0 0	
4-in. H.A.III* mounting, less sight and director operating gear.	974	0 0	1,195 0 0
Do. Sight	137	0 0	
Do. Director operating gear	84	0 0	
4-in. H.A.III** mounting, less sight and shield ...	2,300	0 0	2,875 0 0
Do. Sight	300	0 0	
Do. Shield	275	0 0	
4-in. H.A.IV mounting, less sight and director operating gear.	1,016	10 0	1,284 0 0
Do. Sight	180	10 0	
Do. Director operating gear	87	0 0	
4-in. U.D. twin H.A.XIX mountings, less sight ...	5,400	0 0	5,800 0 0
Do. Sight	400	0 0	
4-in. H.A.XX mounting, less sight	5,000	0 0	5,758 0 0
Do. Sight	758	0 0	
4-in. H.A.XXIII mounting, less sight and shield ...	840	0 0	1,025 0 0
Do. Sight	105	0 0	
Do. Shield	80	0 0	
4-in. B.L. field carriage, complete	234	10 0	234 10 0
4-in. Q.F. field carriage, complete	198	5 0	198 5 0
4-in., Mark I/N, mortar	75	0 0	75 0 0
3-7-in. howitzer travelling carriage, without equipment and spares.	727	15 0	727 15 0
3-7-in. howitzer mounting (pedestal type), Mark II, without spares.	1,408	10 0	1,408 10 0
3-7-in. howitzer mounting (pedestal type), Mark III, without spares.	1,435	5 0	1,435 5 0
3-7-in. howitzer mounting (pedestal type), Mark IV, without spares.	1,475	5 0	1,475 5 0
3-in. H.A.II and IIA mounting, less sight and director operating gear.	535	15 0	743 5 0
Do. Sight	130	15 0	
Do. Director operating gear	76	15 0	
3-in. H.A.III mounting, less sight and director operating gear.	637	5 0	772 15 0
Do. Sight	58	15 0	
Do. Director operating gear	76	15 0	
3-in. H.A.IV and IVA mounting, less sight and director operating gear.	489	10 0	697 0 0
Do. Sight	130	15 0	
Do. Director operating gear	76	15 0	
3-in. C.P.V mounting, less sight	1,526	5 0	1,782 15 0
Do. Sight	256	10 0	
12-pdr. P.I mounting, less sight	46	5 0	64 0 0
Do. Sight	17	15 0	
12-pdr. P.I* mounting, less sight	123	0 0	150 5 0
Do. Sight	27	5 0	
12-pdr. S.II mounting, less sight	31	15 0	45 15 0
Do. Sight	14	0 0	
12-pdr. H.A.VIII mounting, less sight	241	10 0	295 10 0
Do. Sight	54	0 0	

Nature of Mounting or Part	Detailed value		Total value	
	£	s. d.	£	s. d.
12-pdr. H.A.VIII* mounting, less sight ...	346	7 0	402	12 0
Do. Sight ...	56	5 0		
12-pdr. H.A./L.A.IX mounting, less sight ...	430	0 0	462	0 0
Do. Sight ...	32	0 0		
12-pdr. 8-cwt. field carriage ...	11	0 0	22	0 0
Do. Limber ...	11	0 0		
6-pdr., Mark I, recoil mounting ...	10	10 0	10	10 0
6-pdr., Mark I*, recoil mounting ...	17	5 0	17	5 0
6-pdr., Mark I**, recoil mounting, less sight ...	70	0 0	95	5 0
Do. Sight ...	25	5 0		
6-pdr. non-recoil ...	130	0 0	130	0 0
			108	10 0
			with simple sight.	
6-pdr. H.A.IV mounting, less sight ...	86	0 0	114	10 0
Do. Simple sight ...	22	10 0		
Do. H.A. sight ...	28	10 0	with H.A. sight.	
[6-pdr., Mark VII (powered) ...	625	0 0	800	0 0
Local drive unit ...	175	0 0		
3-pdr., Mark I, recoil mounting ...	16	10 0	16	10 0
3-pdr., Mark I*, recoil mounting, less sight ...	24	15 0	33	5 0
Do. Sight ...	8	10 0		
			105	0 0
			with simple sight.	
3-pdr. H.A.IV mounting, less sight ...	82	15 0	111	5 0
Do. Simple sight ...	22	5 0		
Do. H.A. sight ...	28	10 0	with H.A. sight.	
[3-pdr. Marks I or I*, converted to 50° elevation ...	110	0 0	110	0 0
3-pdr., Mark V, and shield ...	550	0 0	550	0 0
			112	15 0
			with Mk. II sight.	
2-pdr., Mark II, pom-pom, less sight ...	83	5 0	128	5 0
Do. Scotchman ...	4	5 0	with Mk. II* sight.	
Do. Pedal operated firing gear ...	6	15 0	162	0 0
Do. Sight, Mark II ...	25	5 0	with Mk. II** sight and pedal operated firing gear.	
Do. Sight, Mark II* ...	40	15 0		
Do. Sight, Mark II** ...	67	15 0		
2-pdr. H.A., Mark II*C ...	192	0 0	192	0 0
2-pdr., "M", Mark V mounting, less sight and director operating gear ...	6,424	0 0	6,779	10 0
Do. Sight ...	300	15 0		
Do. Director operating gear ...	54	15 0		
2-pdr., "M", Mark VI mounting, with director operating gear, but less sight ...	8,108	15 0	8,403	15 0
Do. Sight ...	295	0 0		
2-pdr., "M", Mark VII mounting, with director operating gear, but less sight ...	4,880	0 0	5,175	0 0
Do. Sight ...	295	0 0		
2-pdr., Mark VIII, mounting ...	660	0 0	695	0 0
Do. Shield ...	35	0 0		
2-pdr., sub-calibre, Mark IX, with torque tube ...	107	0 0	107	0 0
2-pdr., sub-calibre, Mark IX, without torque tube ...	102	0 0	102	0 0
2-pdr., Mark XVI (ex-boat equipment) ...	950	0 0	950	0 0
2-pdr., Mark XVI, local drive unit ...	160	0 0	160	0 0

Nature of Mounting or Part	Detailed value		Total value	
	£	s. d.	£	s. d.
0.5-in. "M", Mark I mounting, less sight ...	912	10 0	983	0 0
Do. Sight ...	70	10 0		
0.5-in., "M", Mark I* mounting, less sight ...	929	0 0	999	10 0
Do. Sight ...	70	10 0		
0.5-in. "M", Mark II mounting, less sight ...	891	0 0	956	5 0
Do. Sight ...	65	5 0		
0.5-in. "M", Mark III mounting, less sight ...	870	0 0	940	0 0
Do. Sight ...	70	0 0		
0.5, Mark IV ...	617	0 0	648	0 0
Do. Shield ...	31	0 0		
0.5-in., Mark V twin (ex boat equipment) ...	760	0 0	760	0 0
Do. Local drive unit ...	160	0 0	160	0 0
0.5-in., Mark V twin armoured (ex boat equipment) ...	1,050	0 0	1,050	0 0
Do. Local drive unit ...	160	0 0	160	0 0
20 mm. Oerlikon S., H.A., Mark I ...	385	0 0	385	0 0
20 mm. Oerlikon S., H.A., Mark IIA ...	385	0 0	385	0 0
20 mm. Oerlikon, Mark IA (hydraulic) ...	790	0 0	790	0 0
20 mm. Oerlikon, Mark IIA ...	140	0 0	140	0 0
20 mm. Oerlikon, Mark IIIA ...	125	0 0	125	0 0
20 mm. Oerlikon twin, Mark V (ex boat equipment) ...	950	0 0	950	0 0
Do. Local drive unit ...	160	0 0	160	0 0
20 mm. Oerlikon, Mark VIIA ...	110	0 0	110	0 0
20 mm. Oerlikon, Mark VIIA*, S.M. ...	87	0 0	87	0 0
20 mm. Oerlikon, Mark VIIIA ...	60	0 0	60	0 0
0.303-in. twin Browning and shield ...	47	0 0	47	0 0
0.303-in. single Browning and shield ...	18	0 0	18	0 0
Ring mounting for Lewis guns ...	129	5 0	129	5 0
Maxim field stand ...	7	10 0	7	10 0
Maxim tripod, Mark II ...	11	15 0	11	15 0
Maxim tripod, Mark IV ...	11	0 0	11	0 0
Maxim tripod, Mark IVB, less dial direction and pointer ...	11	15 0	11	15 0
Maxim tripod, Mark IVB, with dial direction and pointer ...	13	10 0	13	10 0
Portable Maxim stands ...	1	15 0	1	15 0
Mountings, tripod, A.A. Lewis or Hotchkiss 0.303-in. M.G., Mark I, complete with holder ...	4	0 0	4	0 0
11-in. howitzer mounting, complete ...	422	10 0	422	10 0
7.5-in. howitzer mounting, complete ...	65	10 0	65	10 0
200-lb. bomb thrower, complete ...	84	10 0	84	10 0

LEWIS GUN MOUNTINGS

Description of Component Parts	Distinguishing letter	Value	
		£	s. d.
Clamping ring ...	"A"	0	7 6
Clamping ring ...	"B"	1	6 0
Socket pin ...	"C"	0	10 0
Socket pin ...	"D"	0	16 6
Base socket ...	"G"	1	0 0
Bulkhead socket ...	"H"	1	0 0
Socket ...	"K"	1	0 0
Combined clamping ring and shield carrier ...	"L"	0	7 6
Pillar ...	"M"	1	8 6
Bracket ...	"N"	2	0 0
Long pedestal and adjustable pillar ...	"R"	2	7 0
Short pedestal ...	"S"	0	15 0
Double clamping ring ...	"T"	1	16 6
Muzzle clip ...	"U"	0	6 6
Clamping ring ...	"W"	5	0 0

ESTIMATED VALUE OF MOUNTINGS MANUFACTURED IN CANADA

Nature of Mounting	Value	
	£	s. d.
4-in. twin, Mark XIX	6,835	0 0
4-in. twin, Mark XIX, sights	1,009	0 0
4-in. H.A., Mark III**	2,373	0 0
4-in. H.A., Mark III**, sights	500	0 0
4-in., Mark XXIII	2,205	0 0
4-in., Mark XXIII, sights	215	0 0
12-pdr., Mark IX	892	0 0
40 mm., Mark III, Bofors	640	0 0
20 mm., Mark V(c), twin Oerlikon (powered)	1,712	0 0
2-pdr., Mark VII	12,380	0 0
2-pdr., Mark VII*P	9,482	0 0
2-pdr., Mark VIII	1,020	0 0
Twin Lewis	35	0 0
Single Lewis	33	0 0

TRAINING AND ELEVATION RECEIVERS

Nature of Part	Detailed value		Total value	
	£	s. d.	£	s. d.
Elevation receivers (less motors), Patterns F.C.3, F.C.6.	18	0 0	18	0 0
Elevation receivers (less motors), Patterns V.E.1, V.E.3, V.E.4, V.E.6.	44	10 0	44	10 0
Elevation receivers (less motors), Patterns V.E.5, V.E.7.	54	5 0	54	5 0
Training receivers (less motors), 5, 6, 14, 16, 17, 18, 19, 20, 21, 22, 23, 26, 27.	23	10 0	23	10 0
Training repeat receivers (less motors)	22	5 0	22	5 0
Elevation receivers, less motors :—				
Type "C", Marks I, I* and I**	34	15 0	34	15 0
Type "C", Marks II and II*	37	0 0	37	0 0
Type "C", Marks III and III*	53	10 0	53	10 0
Type "C", Mark IV	40	0 0	40	0 0
Type "D", Mark I	232	15 0	232	15 0
Type "D", Mark II	364	10 0	364	10 0
Type "D", Marks III and III*	209	15 0	209	15 0
Type "E", Mark I	275	0 0	275	0 0
Training receivers, less motors :—				
Type "C", Marks I, I* and I**	34	15 0	34	15 0
Type "C", Marks II and II*	37	0 0	37	0 0
Type "C", Marks III and III*	53	10 0	53	10 0
Type "C", Mark IV	40	0 0	40	0 0
Type "D", Mark I	214	0 0	214	0 0
Type "D", Mark I*	194	15 0	194	15 0
Type "D", Mark II	338	5 0	338	5 0
Type "D", Mark IV	196	10 0	196	10 0
Motors, Vickers' "Step by Step" type, for above receiver, other than types "C" and "D".	2	17 6	2	17 6
Motors, "M" type, Mark III, for receivers, types "C" and "D".	Price as shown in current Rate Book for Naval Stores, O.U. 5409.			

(A.F.O. 2695/44 is cancelled.)

3428.—Volunteer Car Pools—Use of Cars

(C.E. 7096/45.—21 Jun. 1945.)

The arrangements for the use of Volunteer Car Pools on official business by the Admiralty staff will cease on the 30th June, 1945.

2. Paragraphs 186 to 195 of A.F.O. 4846/44 are accordingly cancelled.

(A.F.O. 4846/44.)

(A.F.O. 2828/45 is cancelled.)

3429.—National Health and Unemployment Insurance—Yard Craft Employees and Skippers and Crews of Boom Defence Vessels

(C.E.17189/44.—21 Jun. 1945.)

With effect from 2nd July, 1945, Foreign Service or Colonial Allowance and the value of quarters on shore, should be excluded in calculating the value of remuneration for insurance purposes of yard craft employees (including ratings, e.g. stokers, etc.) and skippers and crews of boom defence vessels (i.e. excluding leading riggers and riggers) while serving abroad under agreement. In addition overtime earnings should also be excluded unless payment of overtime is a condition of employment.

2. Paragraph 4 of Article 264A of Cash Duties Instructions—B.R.669—will accordingly be amended as follows :—

" In calculating the value of remuneration for insurance purposes, account should be taken of all emoluments received in addition to wages, if any, in respect of services rendered. Cash payments such as bonus and regular payments in respect of allowances, etc., should be treated as remuneration if the expectation of such payments is reasonably assured. Foreign Service or Colonial Allowance should not be regarded as remuneration for insurance purposes, neither should overtime unless the payment thereof is made as a condition of employment."

(C.D.I. A.F.O. P255/44—Article 264A.)

3430.—Timber—Very Short Supply

(P. 5379/45.—21 Jun. 1945.)

The timber supply position is worse now than at any other time since the outbreak of war, and there is no possibility of improvement for some months, notwithstanding the cessation of hostilities in Europe.

2. Softwoods remain in exceedingly short supply, and the supply of plywood has now become equally difficult. Consequently the substitution of plywood for softwood authorized in A.F.O. 4052/44 no longer assists the general timber supply position, and should be discontinued. Shortages of certain varieties of imported hardwoods are also expected.

3. A determined effort must be made to further reduce consumption especially of softwoods and plywoods. Standards of inspection should, wherever possible, be relaxed and contractors persuaded to utilize existing stocks, where practicable, and to reduce stocks to a hand-to-mouth level before making application for "new" timber.

4. The Admiralty timber agents, Messrs. Denny, Mott & Dickson, Ltd., have been instructed not to issue a Certificate to Purchase for any specification of timber to a contractor until he has shown that his stocks of such a specification are extremely low, and that he possesses no suitable alternative.

5. Officers are requested to do all they can to the end that available timber supplies are husbanded with care and economy.

6. All important Admiralty contractors are being asked to co-operate.

(A.F.O. 4052/44 is cancelled.)

3431.—London to Paris Sea Rail Service—Arrangements for Civilian Passengers

(C.E. 54537/45.—21 Jun. 1945.)

A London to Paris (Sea-Rail) service has now been in operation for several months and the following are the revised regulations for travel on this route.

2. Applications for passages, in respect of Admiralty civilian officers or representatives of Admiralty contractors proceeding on duty, should be made to Civil Establishments, Branch I, London. In order to ensure ready identification, travellers should be correctly documented as follows:—

Civilian personnel directly employed under the Crown.—Should carry an Allied Expeditionary Force Permit, which should be obtained in accordance with the procedure laid down in C.A.F.O. 817/45 and are now required where possible to obtain a passport in addition, application for which should be made through D.N.I. In the event of urgent journeys where there is no time to obtain a passport, persons directly employed under the Crown should carry a Green National Registration Card with photograph or a D.R. Form 12 in addition to the Allied Expeditionary Force Permit.

Civilian travellers NOT in the service of the Crown must obtain a passport and exit permit to enable them to leave the country. In addition they must, of course, carry an Allied Expeditionary Force Permit obtainable in accordance with C.A.F.O. 817/45. In cases of extreme urgency, if there is no time to obtain a passport and exit permit, D.N.I. (Permit Section telephone Abbey 1200, ext. 216 or 217) should be consulted. Each application which should be made well in advance of the proposed date of visit, must be in the following form:—

- (1) Full name of passenger.
- (2) Nationality.
- (3) Present private address and telephone number (if any).
- (4) Official or business status.
- (5) Date on which passage is desired.
- (6) Ultimate destination.
- (7) Approximate date of return to United Kingdom.
- (8) Purpose of journey. In this connection it is essential that complete information should be furnished in order that the passenger's relative priority may be assessed.

3. Return passages from Paris cannot be allocated in this country and passengers should contact the Offices of British Ministry of War Transport, 11, Avenue de Friedland, Paris 8.

4. The international free baggage allowance of 66 lbs. per adult passenger (44 lbs. for a child) will apply on this route. Excess baggage over and above this free allowance will be charged at the rate of 5s. 4d. per 22 lbs. covering the conveyance to Paris. The total amount of baggage that may be registered will be limited to 200 lbs. In addition a registration fee of 1s. 0d. per package will be chargeable. Although the baggage will be registered throughout to destination, it will be necessary for passengers to clear the baggage through the Customs at both Newhaven and Dieppe. In addition to the free allowance of 66 lbs. no charge will be raised on baggage which can conveniently be placed on the luggage rack or under the seat in compartments. Similar arrangements in respect of the luggage rack of civilian passengers travelling in the Paris-London direction are now in operation.

5. These arrangements do not affect the existing procedure in regard to passages for Naval Personnel.

(C.A.F.O. 817/45.)

(A.F.O. 1133/45 is cancelled.)

3432.—Ship Repair Allowance to Certain Agreement Workmen Serving at Dockyards Abroad

(L. 15033/44.—21 Jun. 1945.)

It has been decided to extend the scope of payment of the ship repair allowance referred to in A.F.O. 5374/44, to cover agreement workmen employed at dockyards

abroad in one or other of the four professional (Vote 8) departments specified in the order, irrespective of the department to which they may have belonged before transfer.

2. After return to the United Kingdom, these agreement workmen will be eligible for payment of the ship repair allowance only if they then belong to one of the four professional departments.

3. The decision is effective as from 18th May, 1945.

(A.F.O. 5374/44.)

3433.—Scheduling of Admiralty Establishments under Essential Work Order—Necessity for following Correct Procedure

(L. 4953/45.—21 Jun. 1945)

A case occurred recently in which considerable embarrassment was caused at headquarters as the result of the officer in charge of an industrial establishment having applied *directly* to a local official of the Labour Exchange to have his establishment scheduled under the Essential Work (General Provisions) Order.

2. Attention is drawn to the procedure in A.F.O. 771/44, which must be followed when it is proposed that an establishment be scheduled under the Essential Work Order.

(A.F.O. 771/44.)

