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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
28th 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 Overseers concerned.

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

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ADMIRALTY FLEET ORDERS

No. Subject.

28th June, 1945.

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3527. Radar—Operational and General—U.S. Naval Type $\frac{7}{8}$ -in. and $1\frac{1}{4}$ -in., Gas Filled Co-Axial Lines—Fitting-Out Information.
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3538. Stores—Items—Aircraft—Spanner, Box, $\frac{1}{2}$ -in. B.S.F. Pattern B.11/8087—Introduction.
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3540. Stores—Items—Ceiling Fans and Table Fans—Spare Parts—Revised Allowances.
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3546. Contracts—Meat—List of Home Ports Contracts, 1945-6.
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3553. Books of Reference—B.R. 980 (K) (Restricted)—Revised Pages 1, 1A, and 1B to Range Table 230 for B.L. 4-in. Guns, Marks IX to IX** and Q.F. 4-in. Guns, Marks V and V*, dated March 1945—Issue.

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

3554. Books of Reference—B.R. 1064—Fighter Director Vocabulary (Third Edition)—Issue and Bringing into Force. (See A.F.O. S.241/45.)
3555. Combined Operations—Minor Landing Craft—Records and Reports.
3556. Far East—Information About the Far East and the War Against Japan—Distribution of Literature.
3557. Far East—"Spotlight on the Imperial Japanese Navy"—Distribution.
3558. Mercantile Marine—Admiralty Merchant-Ship Defence Instructions.
3559. Mercantile Marine—Ships—Certificates of Registry for British Ships—Issue.
3560. Publications—Air—Distribution.
3561. Publications—Air—Distribution.
3562. Publications—Air—Distribution.
3563. Publications—Air—Distribution.
3439. Publications—Air—Supply Position of Airframe and Engine Publications—(Issued separately on 28th June, 1945, to Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships and Vessels fitted for Aircraft, Commanding Officers of R.N. Air Stations, Sections and Training Establishments, and Overseers concerned.)
3564. Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution.

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3565. Civilian Non-Industrial Staff—Leave—Sick Leave due to War Injuries or War Service Injuries—Reckonability towards Sick Pay Limits.
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3570. Civilians—Unpaid Sick Leave—Extent to which Reckonable for Increment, Pension or Gratuity if Due to Enemy Action Whilst on Duty.
3571. Fires—Non-Enemy—In Naval and Shore Establishments—Quarterly Analysis.
3572. Income Tax—Assessment of Official Residences and Quarters in Great Britain and Northern Ireland under the "Pay-as-you-Earn" System—REPORTS.
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3575. Motor Transport—Vehicles—Repairs by Ministry of Supply.
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3577. Workpeople—Compensation—Admiralty Civilian Employees in Isle of Man—Compensation for Injuries.
3578. Workpeople—Essential Work (General Provisions) Order—Scheduling of Admiralty Establishments.
3579. Workpeople—General Election—Workpeople Serving in United Kingdom Away from Homes.

(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.

3447.—Revised Organization in the Admiralty for the Conduct of Naval Air Business

(C.E. 54284/45.—28 Jun. 1945.)

As from 1st May, 1945, the title of the Fifth Sea Lord and Chief of Naval Air Equipment has been changed to Fifth Sea Lord (Air). Rear-Admiral T. H. Troubridge, C.B., D.S.O. and Bar, has been appointed to this post in succession to Vice-Admiral D. W. Boyd, C.B., C.B.E., D.S.C.

2. The Fifth Sea Lord is responsible for the general direction and co-ordination of all Naval air policy.

3. Responsibility for Naval air material and equipment has been transferred to the Controller, under whom a post of Vice-Controller (Air) and Chief of Naval Air Equipment has been instituted. This appointment is held by Rear-Admiral M. S. Slattery, who is assisted in the supervision of the Air Material Departments by a Deputy Chief of Naval Air Equipment (D.O.N.A.E.).

4. Rear-Admiral Slattery retains the post of Chief Naval Representative at the Ministry of Aircraft Production, the general responsibilities of which remain unaltered. He is assisted in the Ministry by a Deputy Chief Naval Representative, who is also styled "Director of Naval Aircraft Development and Production (D.N.D.P.)".

5. The Assistant Chief of Naval Staff (Air) continues to be responsible under the Vice-Chief of the Naval Staff for co-ordinating Naval Staff views on the operational use of Naval Air Forces; in other matters he is responsible to the Fifth Sea Lord.

(A.F.O. 440/43 is cancelled.)

3448.—Aircraft—Barracuda—Risk of Damaging own Aircraft when Firing Free Guns

(A/A/c. Accs. 1859/44.—28 Jun. 1945.)

When firing twin 0.303 Vickers G.O. guns fitted with shortened flash eliminators in the rear cockpit of Barracuda aircraft, it is possible for the gunner to shoot up a part of the tail or fuselage of his own aircraft. This is likely to occur when firing at angles fine on the quarter, although no part of the aircraft appears in the sight.

2. To avoid serious accidents such a possibility must be borne in mind by rear gunners at all times and should be emphasized at each briefing.

3449.—Naval Air Radio Installation Development and Fitting Unit, Middle Wallop

(A/N.A.R. 114/45—28 Jun. 1945.)

The R.N. Section, R.A.F. Station, Christchurch, will move to Middle Wallop shortly. The existing section will be strengthened by the addition of a Naval installation unit. The section will, in future, be known as the Naval Air Radio Installation Development and Fitting Unit, short title: N.A.R.I.U.

Address:—N.A.R.I.U.,
Naval Air Station,
Middle Wallop.

2. The object of the section will be to provide facilities for:—

- (a) Development and experimental work in connection with Service installations of radio equipment in Naval aircraft.

- (b) The preparation of modification instructions for the introduction of radio equipment in Naval aircraft where no appropriate aircraft contractor's modification exists.
- (c) The incorporation of radio modifications in limited numbers of Naval aircraft to meet special requirements.

3. Allotment of priorities and capacity will be made by the D.N.A.R., Admiralty.

4. The N.A.R.I.U. will be a separate unit under an Officer-in-Charge. It will be directly responsible for general administration to the Captain, H.M.S. "Flycatcher," and for technical administration to the D.N.A.R., Admiralty, through Admiral (Air) Lee-on-Solent. The Officer-in-Charge, N.A.R.I.U., may correspond direct with the Director of Naval Air Radio at the Admiralty on minor technical matters.

5. The N.A.R.I.U. will maintain the following sections:—

Experimental Section, Trial Installation Section, Technical Publications Section, Drawing Office, Trial Installation Workshops, Modification Section, Modification Workshops, Aircraft Stores, Transport Section, Section Flight, Aircraft Maintenance Section, Outside Fitting and Installation Parties Section.

6. *Aircraft Stores*.—Aircraft stores will be supplied direct to the unit.

7. *Technical Publications*.—Technical publications will be provided direct to the N.A.R.I.U. on the scale at present approved for N.A.S., R.A.F., Christchurch.

8. *Personnel*.—Personnel will be borne on the books of "Flycatcher."

(A.F.O. 2296/44 is cancelled.)

3450.—R.N. Air Station, Drem—Commissioning as Independent Command

(A/A.O.D. 111/45.—28 Jun. 1945.)

R.N. Air Station, Drem, commissioned as an independent command carrying its own accounts (H.M.S. "Nighthawk") on 1st June, 1945, and R.N. Air Station, Macmerry, commissioned as a tender to Drem on the same date.

(C.A.F.O. 811/45.)

3451.—Captain (Air) Mediterranean—Appointment and Duties

(A. 0870/45.—28 Jun. 1945.)

An officer of Captain's rank has been appointed as Captain (Air), Mediterranean, with headquarters at Malta. With this appointment the title "Conas" Mediterranean has lapsed.

2. The duties of Captain (Air), Mediterranean, are as follows:—

- (i) He will be responsible to the Commander-in-Chief, Mediterranean, for the allocation, movements and maintenance of aircraft reserves, disposal of unserviceable aircraft and for air returns. On these matters he may communicate direct with Admiralty, keeping the Commander-in-Chief informed.
- (ii) He will be responsible to the Commander-in-Chief for the Accident Prevention Section on the Mediterranean Station, and for this purpose he will receive a copy of all Forms A.25 raised on the station.
- (iii) He will be responsible for advising the appropriate Flag Officer on the facilities required by disembarked squadrons as directed by the Commander-in-Chief.
- (iv) He will be responsible to the Commander-in-Chief, through local Flag Officers, for the Fleet Requirements Unit organization and the flying efficiency of Royal Naval air establishments. On these matters he may communicate direct with the Commander-in-Chief, keeping local Flag Officers informed.
- (v) He will be responsible to the Commander-in-Chief for the internal drafting of Naval air ratings on the station and in this connection will communicate direct with the Commodore, Royal Naval Barracks, Lee-on-Solent, and Flag Officers and Commanding Officers on the station.

(vi) He will advise the Commander-in-Chief on the appointments of Naval Air Officers and of Officer requirements at Royal Naval Air Establishments on the Mediterranean Station.

3. Royal Naval air establishments will continue to deal direct with their Naval administrative authorities on matters concerning discipline, accommodation, Naval and air stores, pay, victualling, station maintenance and internal organization, but on technical air matters they will deal direct with Captain (Air), informing the administrative authority as required.

(Paragraph 3 of A.F.O. 5847/44 is cancelled.)

3452.—Defence Regulations—Control of Photography No. 4 (Amendment) Order, 1945

(N.L. 8650/45.—28 Jun. 1945.)

Their Lordships have issued the following order:—

CONTROL OF PHOTOGRAPHY No. 4 (AMENDMENT) ORDER, 1945.

By Command of the Lords Commissioners of the Admiralty.

In pursuance of the powers conferred upon them by Regulations 5 and 98 of the Defence (General) Regulations, 1939, The Lords Commissioners of the Admiralty hereby make the following Order:—

1. Paragraph 2 of the Control of Photography Order No. 4, 1941, is hereby cancelled.

2. This Order shall come into force forthwith and be cited as the Control of Photography No. 4 (Amendment) Order, 1945.

By Command of Their Lordships,
(Sgd.) H. V. MARKHAM.

Admiralty, S.W.1.
18 June, 1945.

(A.F.O. 2582/43.)

3453.—Medical Organization for Action

(M.D.G. 56498/44.—28 Jun. 1945.)

As the result of war experience some modification is required in the scheme of medical organization for action.

2. Experience has proved the necessity for as great a degree of de-centralization of medical and first-aid personnel, stores and equipment as possible.

3. In addition the necessity for an emergency operating station with easy access for stretchers for the treatment of wounded is essential.

4. In the past, the siting of medical distributing stations under protection has frequently led to the selection of sites which by reason of their inaccessibility have rendered them valueless.

5. The main and auxiliary distributing stations are now to be given up and replaced by one Emergency Operating Station (E.O.S.). In larger ships this station must be under protection, but in cruisers and small ships this ideal may have to be abandoned.

6. Ships vary so much in size and construction that considerable latitude must be allowed in applying the following scheme for medical organization in action.

While the arrangements are primarily for larger ships, the principles should be followed in smaller ships as far as possible.

7. The positions for medical use are to include, wherever possible—(A) (1) *An Emergency Operating Station* (E.O.S.), sited towards the end of the ship remote from the sick bay, of suitable size, having where possible 45 sq. ft. for operating space, plus 100 sq. ft. for working space.

(2) In capital ships and large aircraft carriers this space should be appropriated and fitted out as far as possible solely for medical purposes. In new construction ships of these types a space will be allocated as an E.O.S. in the ship's plans.

(3) For cruisers and smaller ships an improvised station can be used, but in these cases a nucleus of stores should be kept permanently elsewhere under protection.

(4) Adjacent to the E.O.S. space is required to contain seating for 2 per cent. and slinging for 2 per cent. of the ship's company.

(5) It is of prime importance that the E.O.S. and the adjacent space should afford adequate room for treatment, and be so sited that there is easy access for stretcher cases. Experience has shown that great harm is done to wounded men, by carrying them through a series of narrow passages and man holes, and up and down ladders to the treatment centre.

(6) Whenever possible the ladder of entrance to the E.O.S. should be placed fore and aft, rather than athwartship, as in the event of the ship assuming a list the ladder may become vertical or even slope the other way, thus making the evacuation of casualties almost impossible. Alternatively, if the hatch cover is hinged in such a way that the ladder cannot be fitted fore and aft, the ladder should be arranged so that it could be placed on either the port or starboard side of the hatch, as the situation demands.

List of Permanent Fittings for E.O.S.

- (a) Deck fittings and stowage for operating table.
- (b) Hot and cold water supply.
- (c) Hinged table for instruments, etc.
- (d) Cupboards or lockers for surgical dressings. These should be airtight and of welded not riveted construction in order to obtain cleanness of outline. Care should be taken in siting and securing lockers to avoid, as far as possible, the formation of corners and crevices which may harbour dirt.
- (e) Rods and curtains to screen cases undergoing treatment.
- (f) Fold up lavatory, steel washing cabinet or wash basin fixture.
- (g) Lighting, primary and secondary.
- (h) Overhead light fitting for operating table.
- (i) Brackets with non-slip edges for sterilizer and kettle.
- (j) Sockets for X-ray plant, sterilizer and kettle.
- (k) Telephone.
- (l) Ventilation. Ends of supply ventilators should be fitted with dust traps or filters. Exhaust ventilation should be provided near the operating table.
- (m) A scupper to be provided.
- (n) Radiators.

List of Permanent Fittings in space adjacent to E.O.S.—(i) Bench seating, fixed, or hinged (if insufficient room) for wounded.

(ii) Stretcher billets. (In some ships it may be possible to arrange tiered bunking if desired.)

(iii) Sanitary bucket, Pattern C.1032, which can be screened.

(iv) Portable chemical closet of "Elsan" or similar type.

(B) (1) *A number of First Aid Posts* (F.A.Ps.) sited principally on upper decks near to action stations. Crew space, bathrooms, recreation space, captain's quarters, gun room, sick bay, wide lobbies and positions in the island on the flight deck in aircraft carriers, should be considered.

(2) The following are the main requirements:—

Working space.

Blast and splinter-proof cover and protection from weather.

Accessibility from fighting and working parts of the ship without obstructing other traffic.

Easy passage for stretchers.

Minimum interference with the work and fighting of the ship.

Proximity to hot and cold water supply.

Good light and ventilation, including secondary lighting.

Telephonic communication in the immediate vicinity.

Presence of benches and tables adaptable for first-aid uses.

Convenience for fitting bulkhead first-aid cabinets, for dressings, splints, medical comforts, etc.

Ready-use stowage for stretchers and reserve blankets.

(3) *List of Fittings for F.A.Ps.*—(a) Table and seating (hinged).

(b) Hot and cold water supply (where possible).

(c) Ready-use stowage for Neil-Robertson and other stretchers and reserve blankets.

(d) Cabinet for dressings, etc.

(4) The number of first-aid posts must depend on the arrangements in each ship. Five to nine would be sufficient for cruisers and correspondingly more for larger vessels. In deciding upon the exact sites, the ship could usefully be divided into areas each to have its own casualty post as centre, so that the whole vessel is adequately provided for. There is a limit to the number of casualties that can be dealt with at one time, and an endeavour should be made to allow for busy parts of the ship, and to space the posts so that overcrowding may be avoided.

(5) The approaches to these centres should be conspicuously marked in a uniform manner, e.g. with the letters "F.A.P." and a Red Cross; also with an arrow pointing the way.

(6) The cabinet in a first-aid post should be placed so as to ensure the minimum of obstruction in the compartment. Allowances of Roneo type first-aid cabinets are shown in the various Establishments of Naval Stores. These allowances will be increased as soon as sufficient cabinets are available, but demands for cabinets additional to present allowances are not to be forwarded until instructions are issued by Admiralty Fleet Order.

(7) The following list is suggested as a guide only to Medical Officers, who should exercise their discretion in equipping the cabinets from the Service Afloat Stores, bearing in mind the need for de-centralization of stores in the event of damage. A typed list should be pasted on the inside of the cupboard door. The contents should be inspected, say once a week, and gradually "turned over" in order to avoid deterioration and waste.

Adhesive plaster.

Bandages, 1-in, 2-in. and 3-in.

Bandages, triangular.

Absorbent cotton wool.

Gauze.

Lint, plain.

Safety pins.

Antiseptics.

Spirits, metholated.

Morph. hypo. solution in 1-oz. rubber cap bottles.

Syringe ampoules of Omnopon or Morphine Hydrochloride.

Hypodermic syringe and needles.

Splints. Lengths of wood or malleable metal for splints.

Scissors. Dressing forceps. Artery forceps.

Scalpel.

Anti-burn jelly.

Tourniquets. Lengths of rubber tubing for spare tourniquets.

First field dressings. Shell dressings.

Sterile swabs to be replenished frequently.

Ligatures. Sutures. Needles.

Labels (identification), paper and pencil (for nominal lists).

Torch.

Medical comforts. Blankets.

Hot water bottles, goosenecks, bowls, cups, buckets.

Blood transfusion equipment.

One or more of the emergency dressing cases should also be stored at selected F.A.Ps. as a reserve store of dressings.

8. *Equipment for First Aid at Action Stations.*—In addition to the equipment in F.A.Ps., metal containers are available, and can be fitted to bulkheads in convenient places, such as gun turrets, gun houses, bridge, control positions, engine and boiler rooms, etc. A breakable seal, marked with a red cross and the words "First Aid Stores—for use in Action only" should prevent its being opened and used for any other purpose by unauthorised persons. A weekly check should be made.

First Aid haversacks may also be distributed (see K.R. & A.I., Article 1395, Clause 2(d)), but the contents of haversacks are liable to deteriorate and may more easily be lost, although these can equally well be sealed.

9. *Personnel.*—The question of how many First Aid Posts are to be established in a ship will be affected by the number of staff available to man the various posts.

The distribution of the medical personnel should be so arranged that each post has a sick berth rating, or at least a specially qualified first aid worker, together with a less skilled assistant. The medical officers should be widely distributed at the more important F.A.Ps.

It is important that the Principal Medical Officer should not be immobilized at any one point, but should be free to move about as necessary, supervising and adjusting the organization to meet changes in the situation as they arise.

10. *First Aid.*—All officers and men should receive instruction in first aid, officers and key ratings being given more advanced instruction including the technique of hypodermic injections.

Certain principles can be taught during P. & R.T., such as stretcher drill, including fitting the Neil-Robertson, artificial respiration, use of first field dressings, precautions with broken limbs, and man-handling and its limitations.

11. *Organization.*—(1) *During Action.*—(a) Casualties occurring in the immediate vicinity of F.A.Ps. are readily dealt with.

(b) Those that occur in situations beyond easy reach of F.A.Ps. are shifted to the nearest cover and receive simple first-aid rendered by personnel instructed in first-aid.

(c) If opportunity offers, sorties are made from the F.A.Ps. to render more skilled assistance and supervise moving of serious cases.

(d) As soon as possible, the wounded are taken in stretchers to F.A.Ps. where they are diagnosed and given further treatment.

(e) No attempt should be made to take personnel to the E.O.S. during action except under the instructions of a medical officer.

(2) *After Action.*—(a) The Senior Medical Officer should review the situation and decide where the final casualty and operating station shall be set up.

(b) The sick bay or E.O.S. may be available, but allowance must be made for the possibility of these being damaged.

Alternative positions will have been considered in accordance with K.R. & A.I., Article 1395, Clause 2 (e) and (f), and a list of such positions should appear in the ship's orders.

(3) *Resuscitation.*—The immediate work after action will be resuscitation, which will occupy a considerable time. Arrangements should be made for anti-shock treatment, e.g. the provision of hot cradles, fluids and transfusion of dried serum, or whole blood. The majority of severe casualties will probably be unfit for operative treatment until some hours have elapsed.

(4) *Drills.*—It is very important that adequate drills shall be carried out to ensure that everyone in the ship's company knows the positions of the E.O.S. and F.A.Ps. and his duties in the event of casualties.

Experience has shown that a large number of men may be wounded at the same time and drills must be designed to test the organization for competing with numerous casualties in one area simultaneously. The arrangements for transport of casualties to the F.A.Ps. and also in the event of abandoning ship should be an executive commitment if possible, arrangements being made between the Senior Medical Officer and the Executive Officer.

(5) *Stretchers.*—There have been numerous instances of failure to use stretchers and thereby much unnecessary injury and suffering to wounded personnel has been caused. It is a natural reaction in times of stress for a man to be taken for medical attention by the quickest as opposed to the correct method. Drills alone can impress on the ship's company that unconscious patients and those whose injuries are not evident should be man-handled only as a last resort. There are two types of stretcher:—

(i) Pattern 475—Neil-Robertson type.

(ii) War Office type.

For allowances—see pertinent Establishments of Naval Stores.

These should be distributed widely throughout the ship at F.A.Ps. and elsewhere, and should be properly secured in positions allocated for the purpose.

(6) *Identity Discs.* (A.F.O. 4978/42)—Sorting and appropriate labelling of cases is part of the organization for dealing with casualties; identity discs are of

great importance in this connection. Laxity with regard to wearing these articles has been the cause of much difficulty; there are reports of many burials of unidentified remains after action.

Discs should be worn at all times and mustered and proved regularly at Divisions. They are best carried around the neck next to the skin on a lanyard, and short enough to prevent loss in the water.

When a man's blood group is taken it should be stamped on his identity disc.

(7) *Anti-Flash Gear*.—Anti-Flash helmets, goggles, masks and gloves are provided for the whole complement. Many cases of burns have occurred on the face and arms, which could have been avoided if anti-flash gear had been worn. Protection is afforded by ensuring that no portion of the body is left exposed, the sleeves are down and the ends of the trousers tucked into the socks.

(8) *Emergency Lighting*.—A liberal issue of torches is required for medical parties when dealing with casualties. Headlamps, Pattern 16034 and floodlight Pattern 17069 provide the best and most convenient light for close work. A new floodlight is now issued (Pattern 17081). Allowances of these stores are included in the pertinent Establishments of Naval Stores.

(9) *Water*.—An ample supply of water is of supreme importance for the wounded. Hence the insistence of siting F.A.Ps. where it is rapidly obtainable. It is needed both for drinking, preparation of hot stimulants, and for surgical uses. Service water bottles could be worn by members of medical parties or placed as convenient near first aid kits. It is a desirable routine to distribute them also to a proportion of the fighting personnel. The bottles should be washed out and replenished with pure water daily.

The ship's fresh water main may be damaged and it is recommended that baths, wash basins, etc., near the medical stations should be filled for use in emergency.

(10) *Orders*.—A scheme of medical organization for action, based on the principles in this order, is to be prepared for all ships including the allocation of a space for an E.O.S. and first aid posts, together with a statement of additional fittings required.

(a) Ships under construction or reconstruction. The scheme is to be prepared by ship's officers of the first ship of the class to complete, in consultation with a representative of Medical Director General as soon as possible after the appointment of the ship's executive officer, detailed proposals being submitted.

(b) Ships in commission. The scheme is to be prepared by Commanding Officers, existing facilities being developed and additional stores demanded as necessary, provided, so far as Naval Stores are concerned, these are not in excess of the present allowances given in the Establishments of Naval Stores. Work should, as far as possible, be carried out by ship's staffs. Where dockyard work is involved an item classified "B", should be inserted in the ship's list of Alterations and Additions, but such work is to be kept to a minimum.

12. A copy of the scheme is to be forwarded to the Fleet Medical Officer.

(A.F.O. 4978/42.)

(A.F.O. 1489/42 is cancelled.)

*3454.—Cessation of Hostilities with Germany—Congratulatory Messages

(M. 1331/45.—28 Jun. 1945.)

With reference to A.F.O. 2651/45 and 2665/45, the following additional messages have been sent and received.

To the M.N. Rescue ships that have operated with the R.N. on convoy duties:—

"The Rescue Ships that supported and succoured our convoys throughout the darkest day of the Battle of the Atlantic are now returning to their normal duties, having saved over four thousand lives.

"The steadfast gallantry with which the Masters, Officers and crews of these ships carried out their duties in the face of great danger has played no small part in our victory at sea and has won the admiration, gratitude and esteem of the Royal Navy."

From the Naval Board of Canada and Officers and Men of the R.C.N.:—

"The Naval Board of Canada wishes to thank the Board of Admiralty for their message of 9th May and for the generous sentiments therein expressed, which are gratefully appreciated by all concerned.

It is from the memorable traditions of the Royal Navy and from the determination to uphold the principles of freedom as understood by all peace-loving peoples, that the Royal Canadian Navy has derived the example, the inspiration and the will to aid to the utmost in ridding the seas of a vicious enemy.

The Naval Board and the Officers and men of the Royal Canadian Navy are proud to have been associated with the Board of Admiralty and with the Officers and men of the Royal Navy and Royal Marines in the war at sea in which the Royal Navy and the Royal Marines have played such a great and heroic part, and they earnestly look forward to continued co-operation in the remaining task of defeating Japan."

From the French Navy:—

"It is a matter of great pride and satisfaction to the French Navy to be at the side of the British Navy at this time of the victorious conclusion to the European War.

Side by side with your seamen at Dunkirk, in every sea, on the coasts of Normandy, Italy and Provence, our seamen have been put to the same proof and have taken part in the same dangers and the same hopes.

The road travelled together has been long and glorious; that which lies before will be no less so. In a fraternal spirit of devotion to the cause of the united nations and with a comprehension born of our mutual esteem and our common idea, the final obstacle, Japan, will be easily overthrown.

We bow before our British comrades, officers and men, who have fallen on the field of honour. We must be worthy of their sacrifice and in homage present to them our common triumph.

From the Belgian Section of the R.N.:—

"Je recois avec la plus vive satisfaction votre lettre du 10 mai, me communiquant le texte du 'signal' par lequel les hautes Autorités de l'Amirauté expriment leur admiration pour les services rendus à la cause alliée par la Section Belge de la Royal Navy, appreciation à laquelle vous voulez bien joindre vos compliments personnels.

C'est avec un légitime sentiment de fierté que nos vaillants marins apprendront les flatteuses paroles par lesquelles l'Amirauté rend hommage à leur collaboration au sein de la Royal Navy. J'attache moi-même le plus grand prix à cet hommage si chaleureux et je suis persuadé que nos marins persévéreront dans l'effort par une collaboration de plus en plus étroite avec la Royal Navy jusqu'à la Victoire finale sur tous les fronts de mer.

Je vous serais reconnaissant le vouloir assurer les autorités de l'Amirauté que les élogieux hommages rendus par elles aux marins belges de la Royal Navy ont été accueillis par ces derniers et par leurs chefs, avec émotion et fierté."

From the C.-in-C., Royal Danish Navy:—

"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."

Congratulatory messages have also been received from:—

Clapham and District Chamber of Commerce.

Council and Borough of Hornsey.

County Council of Middlesex.

Royal Antediluvian Order of Buffaloes, Rotherham.

(A.F.Os. 2651/45 and 2665/45.)

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

3455.—United States—Hospital Ships

(M. 531/43.—28 Jun. 1945.)

The Navy Department has designated the following ships as hospital ships under the terms of the Hague Convention :—

	Length	G.R.T.	Number of Funnels	Masts
U.S.S. "Aleda E. Lutz" (ex French Flag Vessel "Colombie").	480.0	13,391	2	2
U.S.S. "Algonquin"	387.0	5,854	1	2
U.S.A.T. "Blanche F. Sigman" (ex "Stamford White").	422.8	7,176	1	2
U.S.S. "Bountiful"	484.0	7,440	1	2
U.S.S. "Benevolence"	520.0	15,000	1	2
U.S.A.T. "Charles A. Stafford" (ex "Siboney").	416.0	6,937	1	2
U.S.A.T. "Chateau Thierry" ...	437.0	7,555	1	2
U.S.S. "Comfort"	418.0	6,700	1	2
U.S.S. "Consolation"	520.0	15,000	1	2
U.S.A.T. "Dogwood" (ex "George Washington Carver").	422.8	7,176	1	2
U.S.A.T. "Emily H. W. Weder" (ex "President Buchanan").	502.0	11,000	1	Signal masts 1, kingposts 3 sets.
U.S.A.T. "Ernest Hinds"	360.0	4,858	1	2
U.S.A.T. "Ernestine Koranda" (ex "Dorothy Luckenbach").	449.0	6,369	1	2
U.S.S. "Frances Y. Slanger" (ex Italian Flag Vessel "Saturnia").	630.0	24,470	1	2
U.S.S. "Haven"	520.0	15,000	1	2
U.S.S. "Hope"	418.0	6,700	1	2
U.S.S. "Howard A. McCurdy" (ex "President Tyler").	502.0	10,533	1	Kingposts, 4 sets.
U.S.A.T. "Jarrett M. Huddleston" (ex "Samuel F. B. Morse").	422.8	7,181	1	2
U.S.A.T. "John J. Meany" (ex "Zebulon B. Vance").	422.8	7,177	1	2
U.S.A.T. "John L. Clem"	360.0	4,900	1	2
U.S.S. "Larkspur" (ex "Bridgport")	429.3	8,005	1	2
U.S.A.T. "Louis A. Milne" (ex "Lewis Luckenbach").	496.0	6,574	1	2
U.S.A.T. "Marigold" (ex "President Fillimore").	502.0	10,533	1	4
U.S.S. "Mercy"	418.0	6,700	1	2
U.S.S. "Refuge"	523.0	10,501	1	2
U.S.S. "Relief"	484.0	7,275	1	2
U.S.S. "Repose"	520.0	15,000	1	2
U.S.S. "Republic"	600.0	17,886	1	4
U.S.S. "Rescue"	403.0	6,500	1	2
U.S.A.T. "St. Mihiel"	436.7	7,555	1	2
U.S.A.T. "St. Olaf"	423.0	7,191	1	2
U.S.S. "Samaritan"	488.0	7,555	1	2
U.S.S. "Sanctuary"	520.0	15,000	1	2
U.S.A.T. "Thistle"	413.0	6,336	1	2
U.S.S. "Tranquility"	520.0	15,000	1	2
U.S.A.T. "Wisteria" (ex "William Osler").	423.0	7,191	1	2

2. Each vessel will have its hull and superstructure painted white, red crosses on each side, deck and funnel, and a horizontal green band round the hull. The red crosses will be illuminated at night. The name of each ship will be painted on the port and starboard side and on the centre line of stern. Lifeboats will be similarly painted.

(A.F.O. 2848/45 is cancelled.)

3456.—Lift Wells—Precautions

Aircraft Carriers

(N.L. 8034/45.—28 Jun. 1945.)

A rating was seriously injured recently through falling into a lift well of an aircraft carrier when the ship was darkened. It was established that guard rails, which were not in place at the time, would probably have prevented the accident.

2. Care is to be taken that guard rails are always shipped round lift wells or lift openings as appropriate when operating conditions permit.

3457.—L.S.T. (2) and L.S.T. (3)—Precautions to be Observed in the Stowage and Lashing of Vehicles

(N.L. 6282/45.—28 Jun. 1945.)

A recent accident with fatal results, in which the fracture in heavy weather of one shackle of a lashing chain caused the tanks to be cast loose in the hold of L.S.T. (2), emphasizes the need for extreme care to be taken in securing tanks or other heavy vehicles in L.S.T. (2) or L.S.T. (3).

2. The tank and vehicle lashing chains should be maintained in the best possible condition and should only be used for approved purposes. Chains should be examined frequently for signs of overloading and wear and should be carefully conserved, as they are hard to replace.

3. In securing tanks for heavy weather and rolling, chains should be led to ensure that fracture of one chain will not seriously overload others.

4. Not less than one chain per side should be fitted for every 10-tons weight of vehicle or part of 10-tons with a minimum of two chains per side per vehicle. Extra chains should be fitted where satisfactory connection between vehicle and ship can be made.

5. Timber chocks should be used athwartships between adjacent vehicles and ship's structure. Chocks should be so fitted that, if they work loose, they do not fall out of position.

6. To prevent vehicles sliding, decks should be kept free of oil and full use should be made of any projections on the deck.

7. Demands for replacements of damaged or lost chains should be forwarded by signal through administrative authorities.

3458.—Complement Amendment

H.M. Minesweepers

(N.G.D. 0770/44.—28 Jun. 1945.)

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

"H.M. Minesweepers 'Algerine' Class, as Second Senior Officer's Ship (Admiralty Letter N/P.M.8594/40 of 28 May, 1941.

H.M. Minesweepers 'Halcyon,' 'Hebe' and 'Bramble' Classes as Second Senior Officer's Ship (both Complements) (Admiralty Letter N/G.O.800/41 of 7 July, 1941—Reduce 1 Gunner's Mate (without substantive alteration) "

2. As a war-time measure, the Gunner's Mate at present allowed by complement to the Senior Officer's ship of H.M. Fleet Minesweepers of B.A.M. 100, "Algerine" "Halcyon," "Hebe" and "Bramble" classes is to be withdrawn without substantive alteration.

3459.—Damage Control School (II) for Training of Ratings

(N. 12995/45.—28 Jun. 1945.)

The attention of Commanding Officers of all ships, particularly those refitting or under construction in the United Kingdom, is drawn to the facilities for damage control instruction for key ratings offered by Damage Control School II at Stamshaw Camp, Portsmouth. It is desired that as many key ratings as possible should attend this course.

2. The object of the School is to provide a centre for the teaching of damage control to ratings similar to that given at the D.C.S., London, with a view to their becoming instructors in ships. Until the provision of realistic training facilities becomes possible, the object of the course will be to make the ratings aware of the importance of and necessity for damage control.

3. These ratings should be of Petty Officer rate or above and in addition should be "Key Ratings" of existing D.C. teams, or "Key Ratings" designate. Leading rates may be included if vacancies exist in courses.

4. Courses will commence at 0900 hours on Monday and will end at 1200 hours the following Saturday.

5. Maximum weekly number attending the courses is limited to 36.

6. The following subjects will be dealt with: Buoyancy, stability, watertight-integrity, leak-stopping, shoring, machinery and machinery damage, electrical supply, distribution, control and repair, pumping and flooding, communications, organization and training.

7. Applications for courses should be made direct to the Officer-in-Charge, Damage Control School (II), Stamshaw Camp, at least seven days before the commencement of each course. Service accommodation is available at Stamshaw Camp, and applications for the course should state whether accommodation is required or not.

8. Ratings are to report to the school fully prepared to start the course by 0830 hours on the day of commencement. Hammocks, overalls and sufficient kit for one week will be required if accommodated at Stamshaw Camp.

9. The school will be administered by the Commodore, R.N. Barracks, Portsmouth, but all matters relating to damage control and training policy are to be forwarded to the Director, Damage Control School, 46, Colet Gardens, London, W.14.

(A.F.Os. 6271/44 and 2985/45 are cancelled.)

***3460.—Desertion—Penalties**

(N.L. 3273/45.—28 Jun. 1945.)

The attention of all men is called to the following serious penalties which result from conviction on a charge of desertion:—

(a) Immediate Forfeitures—

- (i) The balance of pay ordinarily due at date of desertion.
- (ii) Any good conduct badges or medals and decorations held.
- (iii) Any salvage or prize money which may have been earned.
- (iv) All clothes and personal effects left on board.

(b) Forfeiture of Future Benefits.—Forfeiture of all time served prior to desertion and time spent in desertion towards—

- (i) War gratuity.
- (ii) War service increments of pay.
- (iii) Assessing group for release (unless desertion occurred before 1st February, 1945).
- (iv) Award of good conduct badges and medal.
- (v) Award of war medals.

2. The Admiralty may also, in special circumstances, direct that the Post War Credit accrued up to the date of desertion shall be forfeited.

(K.R. & A.I., Art. 589.)

***3461.—Dismissal and Discharge for Misconduct—Penalties**

(N.L. 3273/45.—28 Jun. 1945.)

The attention of all men is called to the penalties involved by dismissal from the Service (with or without disgrace) or discharge "services no longer required" for misconduct.

2. Men so dismissed or discharged forfeit their title to

- (a) War gratuity,
- (b) the 56 days leave granted on normal release,
- (c) any foreign service leave due,
- (d) outfit of civilian clothing,
- (e) unemployment insurance benefit for six weeks following discharge or dismissal.

3. In addition, men dismissed with disgrace forfeit all pay, salvage, prize money and allowances earned and any pensions, medals or decorations granted to them.

3462.—Drafting Policy—Home and Foreign Service

(N/D.P.S. 734/45/M.—28 Jun. 1945.)

The following amendment is to be made to paragraph 8 of A.F.O. 2103/45:—

Delete the words "S.R.R./S. (D) and".

(A.F.O. 2103/45, paragraph 8.)

3463.—Instructional Film Strips—Meteorology—REPORTS

(N.T/T.S.D. 2154/44.—28 Jun. 1945.)

A series of R.N. instructional film strips on meteorology, entitled "Weather Forecasting in Small Craft" are now available for training purposes.

2. The titles and serial numbers of these R.N. film strips are as follows:—**(a) SA. 156, Part 1—"Weather Forecasting in Small Craft"—(53 frames).**

This film strip deals with the subject of "Pressure and Temperature", the measurement of pressure, its variations and distribution, and effect of change of temperature of air masses with change of volume.

(b) SA. 156, Part 2—"Weather Forecasting in Small Craft"—(69 frames).

This strip deals with "Clouds and Air Streams", the process of convection, orographic lifting, mechanical lifting and turbulence is carefully described. Clouds are classified, and an indication given of typical forecasts based on clouds. By a series of diagrams and photographs, the typical air streams reaching the British Isles are described, together with their influence on weather forecasting.

(c) SA. 156, Part 3—"Weather Forecasting in Small Craft"—(85 frames).

This strip deals with "Depressions". The process of front formation, the occluded front, the weather preceding and following the warm front, and also the cold front, barometer changes in a depression, the winds in a depression, Buys Ballot's Law, veering and backing winds, estimation of wind direction at sea, wind force and the Beaufort scale, change of wind force at a front, the sequence of weather with the passage of a depression, forecasting depressions.

(d) SA. 156, Part 4—"Weather Forecasting in Small Craft" (78 frames).

Anti-cyclones: Fundamental nature in northern latitudes, weather near the centre, the danger of radiation, fog or dew, turbulence, the persistence of fog, anti-cyclonic gloom, land and sea breezes, weather near the edge of an anti-cyclone, fronts near the edges of anti-cyclones. A ridge of high pressure, a col, large and small anti-cyclones, forecasting anti-cyclonic weather. Is it going to be fine? Three approximate rules. Emphasis on keeping the weather eye lifted and watching the barometer.

3. Distribution will be made as follows :—

<i>Copies for re-issue</i>	<i>No. of copies</i>
Scapa Library	25
Rosyth Library	25
Glasgow Library	25
Liverpool Library	25
Chatham Library	25
Portsmouth Library (H.M.S. "Collingwood")	25
Devonport Library	25
London Library	12
Londonderry Library	12
Malta Library	25
Gibraltar Library	25
Alexandria Library	25
Colombo Library	25
Trincomalee Library	25
Sydney Library, N.S.W.	25
Bombay Library	25
F.O., East Africa	15
F.O.C., West Africa	15

Duplicating facilities—

N.S.H.Q., Ottawa.
New Zealand Government Offices.

Australian Commonwealth Navy Board—

F.O.C.R.I.N.
Instructional Films Officer, C.-in-C., East Indies Fleet.
Instructional Films Officer, Sydney, N.S.W.

4. Application for copies of these film strips should be made to the libraries and authorities referred to in paragraph 3 above in accordance with A.F.O. 5377/44 (paragraph 107).

5. There are also available for limited issue some film strips which have been produced by the U.S. Navy on the subject of aerology.

6. The titles and R.N. serial numbers of the American film strips are as follows :

(a) SG. 215—"The Air Ocean"—(70 frames).

Explains by means of straight photography and graphs the main factors governing weather conditions, and explains some of the instruments used in measuring these conditions.

(b) SG. 214—"Air Masses"—(77 frames).

The formation of lows and highs is explained in detail. Rain, the formation of ice, and the occurrence of radiation, advection and upslope fogs are also discussed.

(c) SG. 216—"Weather"—(77 frames).

Explains the development of high and low pressure areas, cold fronts, and gives the measures to be taken by the pilot as he meets them. The last 25 frames deal with the symbols to be found on American weather maps, and therefore would not be applicable to British use, where the symbols are slightly different.

(d) SG. 218, Part 2—"Aerology Navy Quiz"—(89 frames).

Explains basic cloud shapes and presents questions with four possible choices, correct answers being given at the end of each "examination paper." A total of four quizzes, each of the "multiple choice" type is given. The questions deal with the type and meaning of cloud shapes at various altitudes, and the meaning of weather symbols and other subjects related to aerology. Some of the frames, those in which American chart symbols are used, would not be applicable to British use

7. Copies of these U.S. film strips are being issued on permanent loan as follows

	<i>No. of copies</i>
R.N.A.S., Arbroath	1
R.N.A.S., Yeovilton	1
R.N.A.S., Worthy Down	1
R.N.A.S., Lee	1
R.N.C., Greenwich	1

8. These establishments are requested to report on the suitability of these film strips to D.N.T. (Film Section), Admiralty. Reports may be sent in at any time, but should be received at the latest within six months after receipt of the film strips.

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

(A.F.O. 4473/44 is cancelled.)

***†3464.—Housing—Ministry of Health Memorandum and Housing Application Form**
(P.M./D.P.S. 656/45/W/45.—28 Jun. 1945.)

The following explanatory memorandum has been issued by the Ministry of Health for officers and men serving in the Forces.

2. A form of application established by the Ministry of Health in agreement with local authorities for use by those serving in the Forces is also reproduced below.

3. The explanatory leaflet and application form should be reproduced locally as required.

Housing

"1. There is a great shortage of housing accommodation in Great Britain and Northern Ireland as a result of the war. The building of new houses is being pressed on as fast as possible, but with the best will in the world it will take a long time before there are enough houses to go round comfortably. The overriding priority must be that of need, but it is the Government's aim that serving and ex-service men with families without separate homes shall have all possible consideration in the provision of housing, that their absence from home shall not prejudice their position in the waiting list, and that special consideration shall be given to the families of those retained for service in distant theatres.

"2. You are advised, if at all possible, to join your family when you are released, even if this means that you will be sharing a house with relatives or friends, or living in lodgings. You should do all you possibly can to find accommodation for yourselves. If your family is not now living in the place where you intend to work, do not move them until you are settled in employment, and have found suitable accommodation for them.

"3. If you wish to apply for housing accommodation which your Council may be able to provide, you can obtain from your Commanding Officer a housing application form and send it to the Clerk of the Council of the place where you lived before joining up, or, if you have been offered employment elsewhere, of the place in which you will work.

"On no account should application be made to more than one Council.

"If you do not know the name and address of the Council, your wife or someone else on your behalf should be able to obtain it from the police station or post office. If, for any reason, this cannot be done, send the form to the 'Clerk of the Housing Authority' at the place and County in which you are interested. In the case of the County of London send the form to the London County Council, County Hall, S.E.1, or to the local Town Hall, but not to both.

"4. If you have already applied for housing accommodation you should note the fact in the space provided in the form of application."

H.A.F.I. (Page 1)

Housing Application Form

Surname (Block Letters)

Release Group No.

Christian names

Rank or rating and official No.

Address to which
reply to be sent

Date

Dear Sir,

I wish to be considered for housing accommodation at

(a)

(1) where I lived from (b) until joining the

(c) {
Royal Navy
Army
Royal Air Force } on (d)

and

(2) where I intend to take up employment, after release from the

(c) {
Royal Navy
Army
Royal Air Force }

I have not applied to any other Council for housing accommodation.

Yours faithfully,

(Signature)

Notes.—(1) and (2). *Delete* words which do not apply.

(a) State name of town, district or village.

(b) State date when you first lived there.

(c) *Delete* words which do not apply.

(d) State date of enlistment.

The form overleaf must be filled in.

Address after release

Page 2

Have you or your wife a separate house or flat ?	If so, give reasons for desiring to change.
Have you already applied to this Council for any form of accommodation on release ?	If so, give particulars.
How many rooms have you or your wife now ?	Occupation in civil life.

Name and address of employer
(If none, state so.)

Number in family		Length of service		years	months.
Adults		Children		Address before enlistment	
Male	Female	Age	Sex	Were you owner or tenant ?	
				Have you retained your ownership or tenancy ?	

Weekly inclusive rental you can pay

Note.—Having made this application you must not apply again unless asked to do so.**3465.—Manpower—Re-allocation—Rating Groups—Amendment No. 5 to A.F.O. 505/45**

(C.W. 37248/45 ; C.W. 34638/45.—28 Jun. 1945.)

The following *amendments* are to be made to A.F.O. 505/45 :—Page 21. Rating Group 204. *Delete* " Chief Ship Mechanic ".Page 24. Rating Group 302. *Insert*—" Welfare Workers—
Chief Wren
P.O. Wren
Leading Wren
Wren ".Page 26. Rating Group 382. *Delete* " Chief E.R.M. ".Page 27. Rating Group 389. *Delete* " Chief Ship Mechanic ".Page 27. Rating Group 395. *Insert* " D.A.S. Ratings

All D.A.S. Ratings ".

Page 29. *Delete* " 382 Chief Engine Room Mechanic (D) ".Page 30. *Delete* " 389 Chief Ship Mechanic (D)

204 Chief Ship Mechanic (L.C.) ".

Page 31. *After* " 97 Cooper 4th Class " *insert* " 395 D.A.S.(D) Ratings ".Page 41. *After* " 69 Visual Signallers " *insert* " 302 Welfare Workers ".Page 43. *After* " 69 Visual Signallers " *insert* " 302 Welfare Workers ".Page 45. *After* " 70 Visual Signallers " *insert* " 302 Welfare Workers ".Page 47. *After* " 70 Visual Signallers " *insert* " 302 Welfare Workers ".

2. Amendment No. 4 was issued in A.F.O. 2655/45.

(A.F.Os. 505/45, 2655/45 and 2886/45.)

***3466.—Manpower—Re-allocation—Volunteers for Deferment of Release for Three Months**

(C.W. 33548/45.—28 Jun. 1945.)

Many establishments and bases in the United Kingdom will be closed down during the next few months and the work of reducing these establishments and closing accounts will require the services of a number of ratings, including R.M. other ranks and W.R.N.S., for a comparatively short period. It would be uneconomical in man-power and in drafting to provide reliefs for such of these ratings as may become due for release in Class A during the period that their establishment is closing down. To avoid the compulsory retention of ratings for military needs (A.F.O. 504/45, page 4, paragraph 6) Commanding Officers of establishments and bases ordered to close down are authorized to obtain volunteers for deferment of release from ratings, including R.M. other ranks and W.R.N.S., in age and service groups 1 to 16 and from married W.R.N.S. ratings.

2. The terms to be offered to such ratings are as follows :—

(a) They are prepared to defer their release for a period not exceeding 3 months from the date on which their Rating Group and Age and Service group is ordered to start releases.

(b) They will be released before the expiration of this period of 3 months, if in the meantime their establishment has been closed down.

(c) They will not be compulsorily drafted elsewhere during this period of 3 months deferment of release.

3. Men may be in any of the medical categories given in A.F.Os. 2255/45 and 900/45.

4. Volunteers under this Admiralty Fleet Order are to sign an undertaking as follows—

" I am prepared to defer my release for a period not exceeding three months under the conditions given in A.F.O. 3466/45."

5. The Undertaking and copies are to be disposed of as directed for Appendix B in B.R. 1281(1).

6. The prior approval of Command Superintendents W.R.N.S. in respect of W.R.N.S. ratings volunteering under this Order is not required.

7. Forms S.161R are not required to be forwarded for ratings volunteering under this Order.

(A.F.Os. 504/45, 900/45 and 2255/45.)

3467.—Complements of H.M. Ships and Establishments—Temporary Manning Standards (Ratings)—Amendments

(N/D.P.S. 621/45/M.—28 Jun. 1945.)

The following amendment is to be made to A.F.O. 6795/44 :—
Paragraph 4.

Against R.P.2, in "Replacement" column,
delete "no non-sub replacement" and substitute "R.P.3."

Delete "and R.P." from second sentence of Note.

(A.F.O. 6795/44.)

***3468.—Honours and Awards—"London Gazette" Supplement of 19th June, 1945**

(H. & A.—28 Jun. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

19th June, 1945.

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

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

Acting Captain David Caldicott Ingram, O.B.E., D.S.C., R.N.

For gallantry, tenacity and undaunted devotion to duty in patrols in the Aegean area throughout one of the most dangerous periods of the war in the Mediterranean.

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

Temporary Captain (Acting Temporary Major) Maurice René Pagella, R.M.

For courage, skill and inspiring leadership in special operations following the Italian Armistice.

Temporary Lieutenant (Quartermaster) (Acting Temporary Captain (Quartermaster)) William Mark Harris, R.M.

For courage, tenacity and skill whilst serving with the Allied Armies in the Mediterranean.

The KING has been graciously pleased, on the advice of His Majesty's Australian Ministers, to give orders for the following appointment to the Most Excellent Order of the British Empire (Appointment to be dated the 14th June, 1945) :—

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

Lieutenant-Commander Charles Victor Wood, R.A.N.V.R. ✓

ADMIRALTY,
Whitehall.

19th June, 1945.

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

For gallantry, tenacity and undaunted devotion to duty in patrols in the Aegean area throughout one of the most dangerous periods of the war in the Mediterranean :—

The Distinguished Service Cross

Acting Lieutenant-Commander Charles William Taylor, R.N.R.

Lieutenant John Martin Michell, R.N. (Weymouth).

Lieutenant John Cromwell Varley, R.N. (Guildford).

Temporary Lieutenant Michael Dent Tattersall, R.N.V.R. (St. Anne's on Sea).

The Distinguished Service Medal

Acting Chief Petty Officer Michael Cavanagh, C/JX.143179 (Newcastle-on-Tyne)
Chief Engine Room Artificer Kenneth Harrison, P/MX.55714 (Blyth).

Chief Engine Room Artificer Leslie George Joseph Hayward, P/MX.50132 (Portsmouth).

Engine Room Artificer Third Class Thomas Edmonstone Forrest, P/MX.57335 (Motherwell).

Petty Officer Philip Maurice Leonard Phillips, C/JX.128040 (Catford).

Petty Officer John Seller, C/JX.127467 (Hull).

Petty Officer Telegraphist Leslie Leadbetter, P/JX.138746 (Prescott, Lancs.).

Leading Seaman Sydney Arthur James, D/SSX.32094 (Leicester).

Leading Seaman William Miller, D/JX.153162 (Liverpool).

Temporary Leading Seaman Norman George Walters, D/JX.159213 (Plymouth).

Temporary Acting Leading Seaman George Gilbert Deffley (D/SSX.17555 (Sheffield).

Able Seaman Richard Dominey-Frost, P/JX.171484 (Bournemouth).

Mention in Despatches

Lieutenant Charles Philip Holroyd Gibbon, R.N. (Wexford, Eire).

Lieutenant Donald Hay, R.N. (Vancouver, B.C.).

Lieutenant John Challoner Ogle, D.S.C., R.N.

Lieutenant Alan Flockhart Esson, R.N.R. (Aberdeen).

Temporary Lieutenant Clive Ernest Tayler, R.A.N.V.R. (Sydney, Australia). ✓

Chief Petty Officer Leonard Percy Mealyer, C/JX.128639 (Highgate).

Acting Chief Petty Officer Joseph Guinnelly, D.S.M., P/JX.142715 (Portsmouth).

Acting Chief Petty Officer Dennis Herbert Hall, D/JX.137095 (Birmingham).

Chief Engine Room Artificer Ernest Frederick Ball, D.S.M., P/MX.54367 (Portsmouth).

Chief Engine Room Artificer Sidney Hubert Williams Styles, P/MX.49273.

Petty Officer George Cotton, D.S.M., C/JX.134857 (Cromer, Norfolk).

Petty Officer Richard Thomas Jones, P/J.109108 (Fareham, Hants).

Temporary Petty Officer Telegraphist William Robert Jacobson, C/JX.137633 (Barrow-in-Furness).

Leading Seaman James Henry Hayball, P/SSX.28123 (Southampton).

Leading Stoker Archie James, C/KX.105792 (Romford, Essex).

Leading Stoker George Wilson Green, P/KX.137874 (Carlisle).

Acting Leading Stoker James Alfred Dawkins, C/KX.101993 (Canterbury).

Engine Room Artificer Fourth Class Douglas Samuel Walter Rennolds, D/MX.75058 (Bristol).

Able Seaman Archibald Barrett, C/TD/X.2120 (Newcastle).

Able Seaman Percy Parker, C/JX.154921 (Louth, Lincs.).

For outstanding courage, determination and skill while serving in H.M. Ships "Nairana", "Campania", "Lark", "Ainwick Castle", "Onslow", "Onslaught", "Cygnet", "Whitehall", "Orwell", "Zambesi", "Zealous", "Zest" and "Opportunity", and H.M.C.S. "Sioux", in escorting a convoy to and from North Russia under continuous and fierce attacks by the enemy and in exceptionally hard weather conditions :—

Bar to the Distinguished Service Order

Captain Villiers Nicholas Surtees, D.S.O., R.N.

To be Companions of the Distinguished Service Order

Captain Hugh Waters Shelley Browning, O.B.E., R.N.

Acting Captain Kenneth Albert Short, R.N.

Bar to the Distinguished Service Cross

Commander Anthony Henry Thorold, O.B.E., D.S.C., R.N.

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

Acting Lieutenant-Commander Herbert Arthur Stonehouse, D.S.C., R.N.R. (Wallasey).

Temporary Lieutenant (A) Richard Alexander Fleischmann-Allen, D.S.C., R.N.V.R.

The Distinguished Service Cross

Commander the Honourable Anthony Pleydell-Bouverie, R.N. (Salisbury).

Commander Hedworth Lambton, R.N. (Dunstable).

Acting Lieutenant-Commander Eric Eversley Garratt Boak, R.C.N. ✓

Lieutenant Martin Spencer Ollivant, R.N. (Henley-on-Thames).
 Temporary Lieutenant Donald MacInnes, R.N.V.R. (Edinburgh).
 Temporary Lieutenant (A) Robert Christian Mathe, R.N.V.R. (Paris and London. N.W.3).
 Temporary Lieutenant (A) Stephen Andrew Mearns, R.N.V.R. (Leigh-on-Sea).
 Temporary Lieutenant (A) James Alphonsus Quigg, R.N.Z.N.V.R.
 Temporary Sub-Lieutenant (A) Peter James William Davies, R.N.V.R.
 Temporary Sub-Lieutenant (A) George Ducean Gordon, R.N.V.R. (Helensburgh).
 Temporary Sub-Lieutenant (A) Owen Keith Armitage, R.N.Z.N.V.R. (Auckland).

The Distinguished Service Medal

Chief Engine Room Artificer George Thomas Wallis, C/MX.48683 (Chatham).
 Temporary Sergeant Harold William Perrett, R.A.F. 568206 (Seaham Harbour).
 Petty Officer Albert Ernest Pickett, C/JX.133549 (Gravesend).
 Acting Petty Officer Donald William Wiggins, 2770 (Montreal, P.Q.).
 Temporary Acting Petty Officer William Vincent Jewell, C/JX.143070 (King's Lynn).
 Leading Seaman Eric Dennis Purnell, P/JX.136923 (Wyke, Weymouth).
 Leading Seaman William Maxwell, P/JX.190339 (Gosforth).
 Temporary Acting Leading Seaman Harry Freeman, D/JX.256642 (Manchester).
 Able Seaman Albert John Haines, C/LD/X.4756 (Lambeth, S.E.1).
 Able Seaman Harry Sutton, D/JX.287646 (Sedgley, Staffs.).

Mention in Despatches

Captain John Hamilton Allison, D.S.O., R.N.
 Lieutenant-Commander John Ronald Gower, D.S.C., R.N.
 Temporary Lieutenant John Henry Binch, R.N.V.R. (Chesterfield).
 Temporary Lieutenant Reginald Henry Wade, R.N.V.R. (High Wycombe, Bucks.).
 Lieutenant Peter Michael McEntyre, R.C.N.V.R. (Montreal, P.Q.).
 Lieutenant (E) Paul Carter, R.N. (Bedford).
 Temporary Sub-Lieutenant (A) Ronald Moss, R.N.V.R. (Nelson).
 Temporary Sub-Lieutenant (A) Norman William Sargent, R.N.V.R. (Bishopston).
 Temporary Sub-Lieutenant (A) Pierre Harvey Blanco, R.N.V.R. (West Acton).
 Chief Petty Officer Walter Thomson, D/JX.134118 (Belfast).
 Engine Room Artificer Third Class Arthur Reginald Hastings, P/MX.51755 (Milton, Portsmouth).
 Electrical Artificer Third Class John Healey, C/MX.76357 (Shildone, Co. Durham).
 Air Artificer Third Class Colin Frederick Parker, FAA/FX.75960.
 Chief Petty Officer Cook Henry Herbert Brown, D/M.38161 (Cardiff).
 Acting Petty Officer Radio Mechanic Joseph Sheffield, P/MX.125080 (Stalybridge).
 Temporary Petty Officer Albert Dix, D/JX.138478 (Bristol).
 Temporary Petty Officer James Thomas Gurney, P/JX.200475.
 Acting Petty Officer Radio Mechanic William Darroll Merryfield, FAA/FX.561408 (Banbury, Oxon.).
 Temporary Petty Officer William Mitchell, C/J.101513 (London).
 Air Artificer Fourth Class Russell George King, FAA/FX.75251 (Lowestoft).
 Leading Seaman Frederick William Smith, D/J.107753 (London, S.W.1).
 Temporary Acting Leading Seaman Jack Wright, C/JX.169332 (Grantham).
 Temporary Acting Leading Air Mechanic (O) James George Gowan, FAA/FX.101062 (Leytonstone).
 Able Seaman John Edward James Harvey, P/JX.167863 (Clapham, S.W.8).
 Able Seaman Jack Ethelbert Snell, C/JX.279137 (Scunthorpe).
 Air Mechanic First Class (E) Francis Westwater, FAA/FX.101879 (Glasgow).

For courage, endurance and outstanding skill in successful patrols whilst serving in H.M. submarines:—

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander (E) Hugh Anthony Kidd, D.S.O., D.S.C., R.N. (Holt, Norfolk).

The Distinguished Service Cross

Lieutenant-Commander Hugh Stirling Mackenzie, D.S.O., R.N. (Inverness).
 Lieutenant Lawrence Hugh Oliphant, R.N. (York).
 Lieutenant John Anthony Spender, R.N. (Ewell, Surrey).
 Mr. Reginald William Arthur Collings, Warrant Engineer, R.N. (Gillingham).

The Distinguished Service Medal

Acting Chief Petty Officer Frederick William Jordan, D/JX.136075 (Chatham).
 Temporary Acting Chief Petty Officer Leslie William Penketh, D/JX.125061 (Bristol).
 Chief Engine Room Artificer Cyril Alfred Jennings, C/MX.49757 (Southsea).
 Engine Room Artificer Third Class George Henry May, D/MX.50936 (Plymouth).
 Temporary Petty Officer Reginald Gerald Roy Chapman, C/JX.142785 (Liverpool).
 Temporary Acting Leading Stoker Daniel Conroy, C/K.65009 (Portsmouth).
 Temporary Leading Cook (S) Thomas Mulloy, P/NX.65028 (Hull).
 Able Seaman Norman Albert Cloke, C/SSX.31113 (Barrow).
 Able Seaman Charles William Gregory, P/JX.321820 (Nottingham).

Mention in Despatches

Temporary Lieutenant Ronald Morris Perch, R.N.V.R. (Brentford).
 Temporary Lieutenant Geoffrey Michael Graydon Tibbs, R.N.V.R. (Haslemere).
 Temporary Sub-Lieutenant John Michael Williams, R.N.R. (Regents Park, N.W.1).
 Chief Petty Officer Gilbert Henry Line, P/J.111957 (Gosport).
 Engine Room Artificer Second Class Stanley Clements, D/MX.53635 (Wimborne).
 Engine Room Artificer Third Class Tyrrel Helier Musselwhite, C/MX.67399 (Portsmouth).
 Temporary Petty Officer Stanley Reginald Payne, P/J.109589 (London).
 Stoker Petty Officer Stewart James Mitchell, D/KX.81617 (Edinburgh).
 Stoker Petty Officer Alfred Monks, D.S.M., D/KX.81322 (Ynysybwl, S. Wales).
 Temporary Leading Telegraphist Benjamin William Stokes, LT/LD/X.5021 (London).
 Temporary Acting Leading Stoker James William Young, D/KX.153504 (Plymouth).
 Leading Seaman Alec George Adams, D.S.M., C/JX.133708 (Luton).
 Acting Leading Stoker Roy A. Berwick, NZD.1749 (Sydney, Australia).
 Able Seaman James Haycock, P/JX.223980 (Birmingham).

For exceptional skill, audacity and judgment whilst serving in one of H.M. submarines:—

Bar to the Distinguished Service Cross

Lieutenant John Charles Young Roxburgh, D.S.O., D.S.C., R.N. (Honiton, Devon).

The Distinguished Service Cross

Temporary Lieutenant Philip George Evatt, R.A.N.V.R. (Sydney, N.S.W.). ✓

Bar to the Distinguished Service Medal

Petty Officer William Murray Hatherly, D.S.M., C/JX.138060 (Bedford).
 Leading Seaman Donald Duckers, D.S.M., D/JX.213687 (Bury, Lancs.).

The Distinguished Service Medal

Stoker Petty Officer John Martin, P/M.65395 (Dundee).
 Able Seaman Thomas Horn McAllister, P/JX.178030 (Glasgow).

For outstanding courage, coolness and skill whilst engaged in dangerous operations close to the enemy's coast:—

The Distinguished Service Medal

Temporary Acting Petty Officer Edmund Howson, D/JX.285285 (Blackburn).

For gallantry, determination and skill shown whilst serving in H.M.S. "Rutherford" and light coastal forces in successfully intercepting an attack on a convoy by E-Boats in severe weather conditions:—

Second Bar to the Distinguished Service Cross

Temporary Lieutenant John Dudley Dixon, D.S.C., R.N.V.R. (Banstead).

Bar to the Distinguished Service Cross

Lieutenant David Fitzroy-Williams, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant Bertie Pengelly, R.N.
 Temporary Lieutenant Peter Geoffrey Annesley Irvine, R.N.V.R. (Lewes).

The Distinguished Service Medal

Leading Telegraphist Sidney Douglas Simmonds, D/JX.179549.
 Able Seaman Andrew Rae Ronney Banger, P/JX.326476 (Slough, Bucks.).
 Able Seaman John Gillespie, D/SSX.22671 (Belfast, N. Ireland).
 Able Seaman George Lawson, D/SSX.19653.

Mention in Despatches

Temporary Sub-Lieutenant Roderick James Weston Timms, R.N.V.R. (Folkestone).
 Temporary Sub-Lieutenant Thomas George Fitch, R.N.V.R.
 Chief Stoker Albert Haines, D/KX.78160.
 Petty Officer Richard Wagner Samson, C/JX.150410 (Appledore, N. Devon).
 Leading Sick Berth Attendant Richard Arthur Davies, D/MX.111033.
 Able Seaman Colin Arthur Bramall, C/JX.351457 (Leicester).
 Able Seaman Francis Brown, P/JX.323441 (Glasgow).
 Able Seaman Frederick Dennis Jessop, P/JX.387855 (Epping, Essex).
 Able Seaman Cornelius O'Driscoll, D/SSX.16573.

For bravery, determination and devotion to duty whilst serving in H.M.S. "Retalick" and light coastal forces in operations against E-boats, enemy submarines and explosive motor boats :—

Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Allan Arthur Gotelee, D.S.C., R.N.V.R.

The Distinguished Service Cross

Lieutenant Charles Napier Stewart, R.N.R. (Dundee).
 Lieutenant Alan Veater, R.N.R. (Rotherham).
 Temporary Lieutenant Edward Benn, R.N.V.R. (Leeds).

The Distinguished Service Medal

Leading Seaman Harry Cook, C/JX.132740 (Stoke Newington).
 Able Seaman John Robert Harold Draper, C/JX.237986 (Bobbers Mill, Notts.).
 Able Seaman Cyril Bert Pearson, C/JX.224640 (Birmingham).

Mention in Despatches

Acting Chief Petty Officer (Coxswain) Leonard Stanley Mole, C/JX.645984 (Cape Town, S.A.).
 Petty Officer Lawrence Edward Reeder, C/J.114297 (Portsmouth).
 Leading Steward Matthew Hall, C/LX.21749 (Sheppey).
 Temporary Able Leading Seaman James Bernard, C/J.105713 (Northampton).

For gallantry, daring and marked devotion to duty in Commando operations on the Dutch coast during the invasion of North-West Europe :—

The Distinguished Service Cross

Temporary Lieutenant Ross Osborne Spencer Salmon, R.N.V.R. (Harrow Weald).
 Temporary Sub-Lieutenant Norton Ralph Lee, R.N.V.R. (Ashford).
 Temporary Sub-Lieutenant Richard Charles Wiles, R.N.V.R. (Wallington).

The Distinguished Service Medal

Acting Temporary Leading Seaman Alfred James Dormer, C/JX.394749 (New Malden).
 Temporary Acting Leading Seaman Edward Gasper, P/JX.382339 (Sunderland).
 Acting Temporary Leading Seaman Leonard Albert King, C/JX.379424.
 Acting Temporary Leading Seaman Clifford William Lilley, C/JX.379433 (Nr. Kettering).
 Temporary Acting Leading Seaman Stanley Richard Moxom, P/JX.385694 (Millwall).
 Acting Temporary Leading Stoker John Wallace Allum, C/KX.146108 (Dagenham).
 Able Seaman Douglas Armitage, C/JX.372522 (New Mill, Huddersfield).
 Stoker First Class Joseph Sherburne, D/KX.179277 (Accrington, Lancs.).

Mention in Despatches

Temporary Sub-Lieutenant Maurice Arthur Jones, R.N.V.R. (Sheffield).
 Acting Temporary Leading Seaman Andrew Anderson Allan, C/JX.407058 (West Pilton, Edinburgh).
 Able Seaman William Francis Diffell, D/JX.398025 (Nr. Melksham, Wilts.).
 Able Seaman John Graham Kirkwood, P/JX.329509 (Epsom, Surrey).

For courage, tenacity and devotion to duty in an attempt to save their ship after she had struck a mine, and in the rescue of survivors :—

Mention in Despatches (Posthumous)

Acting Temporary Lieutenant-Commander Frederick Arthur Smyth, R.N.R. (Ilfracombe, N. Devon).
 Shipwright Gerald James Collins, D/MX.64134 (Plymouth).

Mention in Despatches

Lieutenant-Commander George Raymond Grandage, D.S.C., R.D., R.N.R. (Maresfield, Sussex).
 Petty Officer Francis Sidney Owen, C/JX.140040 (Southover, Sussex).
 Petty Officer David Somers, D/SSX.32718 (Sydenham).

For bravery and undaunted devotion to duty, whilst serving in H.M.S. "Torrington" in attacks on enemy submarines :—

Mention in Despatches

Temporary Acting Petty Officer Richard George Patching, P/JX.206727 (Wimbledon).
 Able Seaman Charles Horton, P/JX.330494 (Bethnal Green).

For courage, endurance and skill in towing a water-logged vessel into safe harbour through heavy seas :

Mention in Despatches

Sub-Lieutenant Alfred Maurice Granger Brown, R.I.N.V.R.
 Sub-Lieutenant (E) John Reginald Courtney Phillips, R.I.N.V.R.

For excellent service and unflagging devotion to duty as Commodore of ocean convoys over a period of three years —

Mention in Despatches

Commodore Richard George Clayton, D.S.C., R.D., R.N.R. (Retd.).

For courage, endurance and skill whilst with light coastal forces in arduous service in the Mediterranean and in Northern waters :—

Mention in Despatches

Temporary Lieutenant Ninian Glen Kennedy, R.N.V.R. (Edinburgh).
 Leading Telegraphist Gilbert Ronald Stokes, P/SSC.31359 (Bromsgrove).

For bravery, determination and great devotion to duty whilst serving with the Allied armies in the assault over the Rhine :—

Bar to the Distinguished Service Order

Temporary Major (Acting Temporary Lieutenant-Colonel) William Nichol Gray, D.S.O., R.M.

The Military Medal

Sergeant (Temporary) Tom Harrison, R.M., Ex.3466.
 Marine (Acting Temporary Corporal) John Sykes, R.M., Po.X.106961.
 Marine James Henry Hazell, R.M., Po.X.108682.

For courage, tenacity and skill whilst serving with the Allied Armies in the Mediterranean :—

The Military Cross

Temporary Captain (Acting Temporary Major) Alfred Laphorn Blake, R.M.

Mention in Despatches

Temporary Captain (Acting Temporary Major) Neil Gordon Macleven Munro, R.M.
 Temporary Lieutenant (Acting Temporary Captain) George Frost, R.M.
 Temporary Lieutenant John Barker Bolton, R.M.
 Temporary Lieutenant John Geoffrey Matters, R.M.
 Marine Kenneth William Addison, R.M., Po.X.110880 (Banbury, Oxon.).
 Marine Ernest Siddall, R.M., Po.X.112388 (Stockport).
 Marine Samuel James Taylor, R.M., Po.X.108092 (T) (Liverpool).

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

A.F.O. 3145/45—

Bar to the Distinguished Service Medal

Temporary Stoker Petty Officer Arthur Charles Jamieson, D.S.M., P/KX.88849.

To be a Companion of the Distinguished Service Order

Captain (Acting Lieutenant-Colonel) Thomas Malcolm Gray, M.C., R.M.

The Military Cross

Temporary Lieutenant (Acting Temporary Captain) Peter Walter James Neale, R.M.

The Military Medal

Sergeant (Acting Company Sergeant-Major) Harwood Frederick George Beaven, R.M., Ply.X.458.

Sergeant (Temporary) William George Deacon, R.M., Ch.X.106276.

3469.—Carbon Monoxide Poisoning—Examination of Specimens in Suspected Cases

(M.D.G. 19024/45.—28 Jun. 1945.)

In view of the necessity of accurate diagnosis, an examination of the blood of the patient should, whenever practicable, be made in all cases of suspected carbon monoxide poisoning, but specimens of blood are not to be taken from civilian employees, without their consent first being obtained.

2. As, in living subjects, carbon monoxide is rapidly excreted from the blood after the patient has been removed from the poisonous atmosphere, a specimen should be taken immediately it is possible to do so without interfering with the medical attention the patient requires.

3. Whole blood is preferred, either venous, cardiac or arterial, so that an accurate analysis can be performed. Whenever possible, 10 c.c. of blood should be obtained by a syringe, and the specimen immediately transferred to a tube containing a few crystals of potassium oxalate, and either stirred or rotated gently so as to defibrinate the blood. If oxalate cannot be obtained either crystals or a solution of sodium or potassium citrate should be used. If the latter, the approximate dilution of the blood should be stated.

4. If whole blood cannot be obtained, an analysis can be performed on tissue such as muscle, kidney, liver, etc., which contains haemoglobin. The type of tissue is to be stated.

A small portion of the tissue containing haemoglobin should be dissected from a situation which preferably has not been exposed to air.

It should then be placed in a small specimen jar or test tube, and covered with distilled water. The dilution should not be greater than is indicated by the presence of a definite red coloration. It is desirable that the air space above the water should be minimal.

5. Whether blood or tissue specimens are used, the receptacle should be tightly sealed with a cork. This must not be done by fusing, as it is imperative that no combustion process should come near the specimen.

6. The specimens should be protected from light, kept cool, and transmitted as rapidly as possible. They are to be accompanied by a complete history of the circumstances which is to include information as to the time which elapsed between the patient's removal from the poisonous atmosphere and the collection of the specimens; also whether the subject is a heavy smoker.

7. In incidents occurring in home waters and home shore stations the specimens and all relevant information concerning them are to be sent as soon as possible to the Medical Officer in Charge, R.N. Medical School, White House, Highdale Road, Clevedon, Somerset.

In incidents occurring abroad, where it is impracticable to despatch the specimens by air to the R.N. Medical School, Clevedon, they should be sent for analysis to the most convenient hospital or laboratory.

8. In aircraft accidents, where carbon monoxide poisoning is suspected to be a factor, special and detailed information is required, and this report should accompany the Form A.25 in such instances.

The additional information required is as follows :—

A. *Aircraft Factors*

- (i) State whether the aircraft has been modified so as to bring the type contamination percentage to within acceptance limits, e.g. extended exhausts, panel sealing, air defectors, louvres, special bulkheads, etc.
- (ii) How long since last engine overhaul ?
- (iii) Were any flame damping devices fitted to the aircraft ?
- (iv) Any obvious defects known in the aircraft such as cracked manifold, breather pipes, etc. ?
- (v) The state of sealing of the inspection panels ?
- (vi) What hydraulic fluid is used ?
- (vii) Type of heating system.
- (viii) Was the aircraft on fire in the air or on the ground ?

B. *Pilot Factors*

- (i) State whether the accident was fatal or not.
- (ii) What was the pilot's total flying time on the day of the accident ?
If possible, state whether this was in the same aircraft.
- (iii) Duration of flight before the accident ?
- (iv) Altitude (a) from which accident took place ;
(b) maximum altitude during flight.
- (v) Was oxygen used on this flight, and state oxygen setting where possible.
- (vi) Had the pilot performed aerobatics either before or at the time of the accident ?
- (vii) Had the pilot been flying under full throttle conditions, or had he been engaged on making a series of approaches, etc. ?
- (viii) How long had the pilot taxied the aircraft, and was the hood open or shut ?
- (ix) Was the pilot a heavy smoker ?
- (x) How long after the accident was a blood specimen taken ?
- (xi) Were there any previous abnormal complaints of headache, dizziness, etc., by the same or other pilots flying the aircraft that crashed ?
- (xii) Were any other members of the aircrew affected, as far as is known ?
- (xiii) Date and place of despatch of specimens to be stated, and result of examination where known.

9. In cases where no aircraft accident has occurred, but the pilot has noticed fumes in the cockpit, or suffers from severe headache and dizziness (other causes being excluded) which it is suspected may be due to inhalation of carbon monoxide, blood samples should be sent for examination, according to the instructions outlined above. In such instances, however, it is more reliable to conduct an investigation into the contamination of the cockpit air, by use of a carbon-monoxide indicator, which will be available for issue shortly.

(A.F.O. 545/41 is cancelled.)

3470.—Dope and Paint Spraying—Precautions—REPORTS

(N/12248/44.—28 Jun. 1945.)

All personnel (Naval or civilian) employed on doping work or in M.T. paint shops in service establishments are to have a quarterly medical inspection, irrespective of whether or not the work is carried out in enclosed dope shops or not.

2. The usual symptoms attributable to the use of dope are headache, drowsiness, dryness of the throat, cough, sense of constriction of the chest, nausea, vomiting, intermittent pulse and progressive loss of weight, with some degree of anaemia.

3. *Means of prevention of symptoms.*—(a) Efficiency of Ventilation.—The air of a room used for doping should be maintained at a temperature of 68 degs.—70 degs. F., and the air should be capable of being changed thirty times per hour.

Mechanical ventilation is necessary, with the extracting fans at or near the level of the floor on one side, and the air inlets about ten feet above that level on the opposite side of the room, and with a total area of not less than three times the total area of the extracting openings. Slowing of the extract fans or blocking the air inlets must not be permitted.

Heating should be effected by means of hot water or steam pipes and radiators fixed close to the air inlets.

To lessen the danger from fumes, personnel should work back from the fan towards the air-inlet while applying dope.

The efficiency of the ventilation may be tested by means of a smoke bomb. Form S.1210, supplies of which will be issued on demands addressed to the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, should be conspicuously displayed.

(b) *Alteration of work.*—If possible, personnel should not be employed continuously on doping, but should be transferred periodically to other work, outdoor for preference.

(c) *Special issue of milk or cocoa and bread and butter.*—A special meal consisting of milk or cocoa and a slice of bread and butter is to be provided daily for all personnel—

(i) employed on dope spraying and other doping work, or

(ii) employed in M.T. paint shops at stations where the composition of the paint used and the conditions under which paint spraying is carried out are, in the opinion of the Commanding Officer, prejudicial to the health of the personnel concerned ;

(iii) employed in dope stores and in handling dope containers.

For this purpose a sum not exceeding 2*d.* or the current price of a pint of milk (whichever is the greater) may be expended from public funds for each meal. Bills for charges incurred, up to the maximum amount allowed, supported by a certificate signed by the C.O., stating the actual number for whom the meals were provided, will be paid by the Supply Officer and should be charged to Vote 2*Gi.*

In establishments where a free meal of different character is at present supplied to the personnel indicated, this arrangement may continue, provided the cost does not exceed the amount shown (Ministry of Food instructions allow 3½ pints of non-priority milk per head per week to be supplied for aircraft dopers).

This meal should in no circumstances be consumed in the room where doping is carried out.

(d) *Dope masks.*—All personnel should wear the Air Ministry type dope mask while spraying.

(e) *Periodic medical inspections.*—At the routine quarterly inspection of dope workers, the medical officer will carefully note any change in the worker's physical condition, and if such be observed, he will take steps to remove the worker from dope work, or arrange to keep him under observation.

4. All cases developing symptoms of poisoning are to be reported to the Medical Director-General. The report should contain a brief summary of the signs, symptoms and the circumstances attending each case.

5. So far as civilian personnel employed in Great Britain or Northern Ireland are concerned, in addition to the above instructions all relevant statutory provisions of the Factories Act (e.g. Sections 47, 48 and 59) and related regulations (e.g. the Cellulose Solutions Regulations, 1934, and the Painting of Vehicles Regulations, 1926) are also to be observed where appropriate.

3471.—Instructions to Naval Medical Boards of Survey Regarding Survey of Officers, R.N., R.N.R., R.N.V.R., and Reporting the Results

(M.D.G. 64781/44.—28 Jun. 1945.)

Appointing authorities still have difficulty in providing officers for sea appointments and for appointments abroad. Medical Boards of Survey are still to keep in view the highest medical category in which an officer can be placed on each occasion of survey.

2. A finding of fitness for "Shore Service at Home and Abroad" is to be made whenever possible in preference to shore service at home only, as any special conditions can usually be met by the appointing authorities. Fitness for harbour

service must also be considered, as in certain cases officers can be appointed to organizations in which they are specially trained, e.g. combined operations training flotillas, boom defence service, sea transport duties, etc.

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

Fit for General Service.

Fit for Limited Sea Service.

Fit for Shore and Harbour Service.

Fit for Shore service only.

Fit for Sedentary Duties.

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

4. Except in the case of General Service the category is to be amplified by indicating whether it is for service abroad and/or at home and whether it is permanent or temporary.

When a temporary category is given this is to be further amplified by stating the duration and the probable recommendation at the next Board of Survey. The intention is to provide appointing authorities with a reasonable advance indication of an officer's availability for appointment.

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

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

Examples of reporting are :—

"Twenty-eight days' sick leave, after which it is anticipated he will be fit for general Service."

"Fit for shore and harbour service at home for 3 months, after which it is anticipated he will be fit for sea service in a ship carrying a medical officer."

"Fit for shore service at home or abroad for 3 months, after which he will probably be fit for general service."

"Fit for shore and harbour service, home or abroad, for 3 months, after which he should be fit for general service."

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

6. *Reporting Results of Surveys.*—The result of an officer's survey together with disposal instructions is to be telegraphed to the Secretary, Admiralty, followed by the completion of Forms M.123—Report of Admission, M.123*b*—Report of Survey (or M.88). Form M.123*a*—Report of discharge should not in future be rendered, M.123*b* is to be used in lieu.

In order that appointing authorities can be informed as early as possible, the type of employment on which the officer has been engaged should be included when reports are made, e.g. submarines, Air Branch boom defence, cable ships, sea transport duties, etc., and if T.124, T.124X (or other T.124 variant).

7. *Additional reporting for Submarine Officers.*—Attention is called to the special standard of fitness required for officers serving in submarines (K.R. and A.J., Article 1418*a*).

Admissions to hospitals of submarine officers is to be telegraphed to "Comsubs, London".

Additional copies of M.123 and M.123*b* are to be forwarded to Admiral Submarines, Northways, London, N.W.3.

It is essential that signals or survey forms include "Fit or Unfit for Submarines" temporarily or permanently as relevant.

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

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

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

11. *Officers who have lost a limb or an eye.*—The instructions contained in M.D.G. Letter 20991/43 of 9th August, 1943, apply.

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

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

(K.R. & A.I., Art. 1418a.)

(A.F.Os. 2104/40, 5622/42, 4790/43, and 4906/43.)

(A.F.O. 901/45 is cancelled.)

3472.—Gunner Substitutes (Dagger)—Withdrawal from Fleet ("C" Class) Destroyers

(C.W. 29750/45.—28 Jun. 1945.)

Gunner Substitutes (Dagger) were authorized for Fleet ("C" Class) destroyers as a temporary measure only and it will now be necessary to withdraw them for appointment to destroyers of "Battle" and "Weapon" classes.

2. Officers trained as Gunnery Control Officers will be appointed to "C" class destroyers as reliefs.

3473.—Naval and Marine Officers—Medical Fitness for Sea Service and Service Abroad

(C.W. 33601/45.—28 Jun. 1945.)

It is to be clearly understood that all officers (other than those specially entered for shore or harbour service at home) are deemed fit for sea service or for service abroad unless they have been medically surveyed by a Naval Medical Board of Survey and have been found unfit for such service either permanently or temporarily. The onus of proof of unfitness for sea service or service abroad rests upon the officer and if he has reason to believe that he is unfit for such service it is his duty immediately to notify his Naval Medical Officer, or his Commanding Officer if no Medical Officer is borne, in order that a naval medical examination may be arranged. Great inconvenience is being caused by officers failing to report unfitness until they receive an appointment abroad. This results in definite hardship to officers who have to be appointed to take their places at short notice. Officers are not to wait until such an appointment is received before reporting unfitness; if they do so they are to be required to furnish a written explanation why they have taken no action previously. Should the Medical Officer consider that the medical category requires revision arrangements are at once to be made for the officer to appear before a Naval Medical Board of Survey. Certificates of unfitness from private practitioners or civilian specialists, or from Admiralty surgeons and agents will not be accepted in lieu of the finding of a Naval Medical Board.

2. If the Survey Board considers that hospital or medical treatment is necessary to render the officer fit for sea service or service abroad, the fact is to be reported to the Medical Director General for information of the appointing authorities. If such treatment can be deferred for the time being this should also be reported together with an estimate of the approximate period which may elapse before treatment should commence and the probable time before the officer will be fit again for general service.

3. In view of the increasing difficulty experienced in providing officers for sea service and service abroad, attention is specially directed to the necessity of strict compliance with this Order. Commanding Officers are to ensure that it is brought to the notice of all officers under their command particularly on joining or leaving the ship or establishment.

(A.F.O. 2714/44 is cancelled.)

3474.—Officers—Transfer to Permanent Commissions in the Executive Branch of the R.N. under A.F.O. 2304/44

(C.W.34143/45.—28 Jun. 1945.)

There appears to be some doubt whether applicants for transfer, other than those named in A.F.O. 379/45, may still expect to be notified, in accordance with paragraph 9 of that Order, that they will be considered for transfer under a future scheme, if introduced. All such notifications were dispatched within a few days of the issue of the Admiralty Fleet Order.

2. Officers not notified must regard their applications as being unsuccessful so far as this particular scheme is concerned but will, of course, be eligible to re-apply under any future scheme which may be introduced. Attention is drawn to A.F.O. 1411/45.

3. Should any future scheme of transfer be introduced it would be necessary for fresh applications to be made by officers, other than those who have received a notification as referred to in paragraph 9 of A.F.O. 379/45, and detailed procedure would be published in A.F.Os.

(A.C.2. No. 492/549/1.—7 May, 1945.)

(A.F.Os. 2304/44, 379/45 and 1411/45.)

3475.—Local Government Elections—Candidature for

(N.L./P.O. 33798/45.—28 Jun. 1945.)

In connection with the Local Government Elections which will be taking place in the United Kingdom between the 1st November, 1945, and the 1st April, 1946, officers or ratings or members of the W.R.N.S. who desire to seek election to Local Government Councils during that period will be given every reasonable facility to do so. Any individual may seek nomination, and allow himself to be nominated and elected. He should inform his Commanding Officer of his intention to seek election in order that his position as a candidate may be subsequently recognized.

2. K.R. & A.I., Article 17a, will be modified to the following extent. An individual seeking nomination as a candidate may, in the area of the Council for which he is a candidate only, canvass, issue an election address, address public meetings and publish statements in the local press on matters of local government interest in that area, and conduct the normal activities of a candidate for a local government election. He may on no account wear uniform while carrying on such activities. He is to bear in mind his obligations as a member of the fighting forces, and to exercise due discretion when addressing public meetings or conducting other public activities in connection with his candidature.

3. No special leave can be granted to Naval personnel for the purpose of contesting local elections but such ordinary leave as they may be eligible for should be granted wherever possible at times which will allow them to undertake activities necessary for the purpose of their candidature.

3476.—Repatriated Prisoners of War—Fluorographic Examination

(M.D.G. 26932/45.—28 Jun. 1945.)

Arrangements are to be made for repatriated prisoners of war to have a fluorographic examination wherever fluorographic units are in operation, at the same time as the medical survey towards the end of repatriation leave is performed.

(A-Z Message 143 A-Z is cancelled.)

3477.—R.C.N. Personnel—Accidental Deaths of and Injury to—Boards of Inquiry and Issue of Hurt Certificates

(N.L. 10109/45.—28 Jun. 1945.)

During hostilities it will no longer be necessary to hold a Board of Inquiry with respect to Royal Canadian Naval personnel in cases of death or injury, or where personnel are reported missing, when circumstances preclude doubt as to cause of injury or death, or any suspicion of improper conduct.

2. In these cases, great care is to be exercised in completing medical documents to ensure that they contain detailed information as to the origin of disability arising from the disease or injury. Questions of negligence or improper conduct on the part of the person killed or injured may arise at a subsequent date, and if reports are incomplete or obscure, there is likely to be delay in dealing with pension claims and failures of justice may result. In this respect it is noted that Hurt certificates are no longer issued to Canadian Naval personnel observing that all relevant facts pertaining to injuries are recorded in case history sheets and other medical documents. It is, therefore, imperative that a complete and detailed report be forwarded by the Commanding Officer in memorandum form through the administrative authority to the Secretary, Canadian Naval Mission Overseas, 10, Haymarket, London, S.W.1.

3. It is emphasized that where any element of doubt exists as to the origin of the disabling condition or cause of death, or when there is any suggestion of improper conduct or of negligence, a Board of Inquiry is to be held. The findings of the Board are to include an expression of opinion as to whether the death is due to service. Minutes and findings and medical documents are to be forwarded through the administrative authority to the Canadian Naval Mission Overseas, 10, Haymarket, London, S.W.1.

(K.R. & A.I., Article 1136.)

(A.F.O. 1548/45 is cancelled.)

3478.—Royal New Zealand Navy—Pay, etc., and Conditions of Service

(N. 8033/45.—28 Jun. 1945.)

Consequent upon the establishment of a Ledger Section in H.M.N.Z.S. "Cook III" in the Naval Affairs Office of the High Commissioner for New Zealand, Halifax House, 51-55, Strand, London, W.C.2, the following amended instructions are promulgated.

2. The pay accounts of the following personnel will be borne on the ledgers in H.M.N.Z.S. "Cook III" with effect from 1st April, 1945:—

- (a) Prisoners of war and internees in the European area, and repatriated prisoners or internees while in the United Kingdom.
- (b) Royal New Zealand Navy personnel for the period of passage to the United Kingdom for loan service in the Royal Navy to the date of first appointment in a Royal Navy ship or establishment.
- (c) Royal Navy personnel (including Royal Marines) returning to the United Kingdom for reversion, to the date of reversion to the Royal Navy.
- (d) Royal New Zealand Navy personnel discharged to the United Kingdom from ships or establishments in the European theatre while awaiting passage to New Zealand for foreign service leave or disposal. These accounts will then be discharged from H.M.N.Z.S. "Cook III" to H.M.N.Z.S. "Cook" from the date of departure from the United Kingdom.
- (e) Royal New Zealand Navy personnel in the complement of H.M.N.Z.S. "Cook III", i.e., officers and ratings on the staff of the Naval Affairs Office of the High Commissioner for New Zealand.

3. Transfer lists of personnel enumerated in the preceding paragraph will in future be forwarded to H.M.N.Z.S. "Cook III."

4. Nominal transfer lists communicating charges of personnel receiving advances of pay in H.M.N.Z.S. "Cook III" will be forwarded in the normal manner to the ships bearing the pay account.

5. Royal Navy personnel, including officers and men of the Royal Marines, returning from the Royal New Zealand Navy for reversion to the Royal Navy, are to be credited with pay at New Zealand rates for the period of passage home and for any New Zealand leave granted, and charged with any allotment in accordance with the particulars appearing on the Transfer Lists received from New Zealand. Complete settlement of pay accounts at New Zealand rates of pay is to be made in H.M.N.Z.S. "Cook III".

6. With reference to the provisions of paragraph 32 of Section C of A.F.O. 511/44, the pay accounts of Royal Navy ratings and Royal Marines invalided from the Royal New Zealand Navy will be borne in H.M.N.Z.S. "Cook III" for the periods in receipt of New Zealand rates of pay.

7. The provisions of paragraphs 21, 22, 23 and 33 of Section C of A.F.O. 511/44 are cancelled.

8. In future, Forms S.161 and S.165 and also ledger extracts in respect of New Zealand personnel serving in the European theatre of war are to be forwarded to the New Zealand Naval Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2. All other Forms S.161 and S.165 and ledger extracts are to be forwarded direct to Navy Office, Wellington. Paragraph 9(a) of A.F.O. 511/44, and A.F.O. 2053/44 are to be amended accordingly.

9. The following paragraph is to be substituted for paragraph 6 of Section D, Part V, of A.F.O. 511/44:—

"*Dependant's Allowance.*—Dependant's allowance is payable under certain conditions. Applications should be forwarded in the first instance to the New Zealand Naval Affairs Officer, Halifax House, 51-55, Strand, London, W.C.2."

10. All letters and documents for Navy Office, Wellington, despatched from the European area, should be sent to the New Zealand Naval Affairs Office, Halifax House, Strand, for transmission by the special channels available there.

(A.F.Os. 511/44 and 2053/44.)

(Paragraphs 21, 22, 23 and 33 of Section C of A.F.O. 511/44; are cancelled.)

3479.—Special Repair Ratings (D)

(N/D.P.S. 734/45/M.—28 Jun. 1945.)

The length of foreign service cannot be laid down definitely, but it is Their Lordships' wish that, so far as possible, this shall not exceed an average of about 2½ years. Foreign service is reckoned from the date of leaving the United Kingdom until the date of returning there.

(Paragraph 10, first sentence, of A.F.O. 1976/45 is cancelled.)

3480.—Special Repair Ratings (D)—Grading of Bricklayers

(N. 3481/45.—28 Jun. 1945.)

The position of bricklayers entered as Special Repair Ratings (D) has been under review, and it has been approved that with effect from the date of this Admiralty Fleet Order, those with five years' experience in their trade shall be graded as Engine Room Mechanics (5th Class). They will be eligible for advancement to E.R. Mechanic (4th Class) under the following conditions:—

- (i) Completed at least eight years' experience in their trade (including R.N. service).
- (ii) Have attained the age of 24 years.
- (iii) Have previously or concurrently passed the trade test with a standard of not less than "Good".
- (iv) Have completed not less than six months' service in the R.N. with at least six months' continuous "V.G." conduct immediately prior to advancement.
- (v) Are recommended by their Commanding Officer as suitable for advancement to the Petty Officer (4th Class) rate.

2. B.R. 1066, Appendix I, 340 will be amended accordingly.

(B.R. 1066, Appendix I, No. 340.)

***3481.—Adult Education and Vocational Training—Rating Volunteers from Combined Operations for Full-time Instructional Duties**

(N. 15376/45.—28 Jun. 1945.)

With reference to A.F.O. 2120/45, paragraph 10, applications made by ratings or ranks who are Combined Operations and Royal Marine Landing Craft Personnel and Landing Craft Base Mobile Personnel are to be forwarded to Commodores of depots, or in the case of Royal Marines to G.O.C.R.M., through the Commanding Officer, H.M.S. "Copra," who will add comments on the availability of applicants,

(A.F.O. 2120/45.)

3482.—Admiralty Surgeons and Agents

Tarbert and Greenfield

(C.E. 11584/45.—28 Jun. 1945.)

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

Place	Name	Address	Remarks
Tarbert	Mr. A. K. Young, M.B., Ch.B.	"Redcot", Tarbert, Argyll. Telephone: Tarbert 17.	Vice Mr. Cameron.
Greenfield, and for R.N. Store Depot, Green- field.	Mr. E. M. Stone, L.R.C.P. & S.	90 Chew Valley Road, Greenfield, Near Oldham. Telephone: Saddlesworth 48.	

(A.F.O. 2973/45.)

3483.—W.R.N.S. Ratings of Supply and Secretariat Branch Categories—Examinations for—Transfers between Cook (S) and Cook (O) Categories

(N. 10520/45.—28 Jun. 1945.)

Paragraph 41 of A.F.O. 1519/45 is to be amended to read as follows:—

"41. Later transfer between Cook (S) and (O) categories may continue to be allowed without loss of rating or seniority, provided that leading ratings and above are able to demonstrate their qualifications to hold the rating in the category to which they desire transfer, by passing the professional examination for that rate or, in the case of ratings holding the chief rate, by passing the professional examination for the Petty Officer rate in the proposed new category. Application for transfer is not to be forwarded until the rating has so qualified professionally."

(A.F.O. 1519/45.)

(A.F.O. 3537/43 is cancelled.)

3484.—W.R.N.S. Switchboard Operators—Advancement

(N. 4812/45.—28 Jun. 1945.)

Experience has shown that it is important that W.R.N.S. telephone switchboard operators should possess certain professional qualifications before being advanced to Petty Officer Wren or Chief Wren rating. In future, before Leading Wren or Petty Officer Wren Switchboard Operators can be advanced they must qualify professionally in accordance with the following procedure. For the time being, ratings may be recommended on Form S.507(W) and placed on the advancement roster before completing the professional qualification but, as soon as practicable, it is intended that ratings should qualify before being recommended and placed on the roster.

2. *Advancement to Petty Officer Wren.*—Leading Wrens will be required to take Course C (A.F.O. 4706/44 refers) before being advanced. Leading Wrens failing the course will be placed by the Superintendent, W.R.N.S. (Training), in one of the 3 following classes and treated as shown:—

- (i) Those who have previously taken Course A and are unlikely ever to become good supervisors: each case will be referred by the

Superintendent, W.R.N.S. (Training), to Admiralty, the rating being returned to her Command pending decision.

- (ii) Those who have not previously taken Course A: these ratings will be required to take Course A at the earliest opportunity, and having done so must take Course C again, not earlier than 6 months after previous failure, in order to qualify for recommendation.
- (iii) Those who have previously taken Course A and are likely to become good supervisors, given further experience of the right kind; Superintendent, W.R.N.S. (Training), will recommend the type of switchboard to which they should be drafted; they will be given at least six months experience on the type recommended before taking Course C again.

3. *Advancement to Chief Wren.*—Petty Officer Wrens will be required to take Course C (if they have not already done so) before being advanced. Petty Officer Wrens failing the course will be placed by the Superintendent, W.R.N.S. (Training), in one of the following classes and dealt with as shown:—

- (i) Those who are unlikely ever to become good supervisors; each case will be referred by the Superintendent, W.R.N.S. (Training), for Admiralty decision, the rating being returned to her Command pending decision.
- (ii) Those who are likely to become good supervisors given sufficient experience of the right kind: Superintendent, W.R.N.S. (Training), will recommend the type of switchboard on which they should be drafted; they will be given at least six months' experience on the type recommended before taking Course C again.

4. The drafting recommendations referred to in paragraphs 2 and 3 above will be made to the Drafting Authority concerned (copy to the C.-in-C. or F.O.C.), who will be responsible for taking the necessary drafting action.

5. In the event of any Leading or Petty Officer Wren failing Course C twice, her case will be referred to the Admiralty by the Superintendent, W.R.N.S. (Training), for decision.

6. *Immobiles.*—Immobiles will be required to qualify professionally. They will not be advanced unless there is a vacancy in complement for the appropriate rating on a switchboard in the Port at which they are serving.

7. *Ratings serving Overseas.*—Since it is not practicable to arrange adequate training courses for Leading Wrens and P.O. Wrens serving overseas, the professional qualification required by paragraphs 2 and 3 above may be dispensed with in such cases. Ratings advanced overseas will, however, be required to qualify professionally on return to the U.K., and will be liable to revert to their previous rating should they fail.

8. Paragraph 16 of A.F.O. 4706/44 is cancelled.

(A.F.O. 4706/44.)

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

3485.—Aircraft—Bombs—Incendiary, 30-lb., Marks IIM, IIIM and IVM— Precautions in Handling

(G.09130/45.—28 Jun. 1945.)

Bombs, incendiary, 30-lb., Marks IIM, IIIM and IVM, are supplied banded and unfuzed in crates B.390, Mark I, or B.377, Mark I, the fuzes in single tins with a screw lid, B.389, Mark I; 16 tins in wooden box, B.391, Mark I.

2. Bombs should not be fuzed until just prior to use and should be unfuzed before return to the crate if unexpended. Except in very favourable circumstances these bombs should be jettisoned before aircraft alight on an aircraft carrier.

3. Fuzing instructions are contained in A.P. 1661B, Volume I, Section 7, Chapter 8. Key 174 is supplied for removal and assembly of the nose plug.

4. It has been found that the cork buffers mounted at each corner of the square retaining plates of the bomb crates are liable to crumble with the result that bombs have room for lengthwise movement.

In such cases it is possible for the safety pin transit plug to break off thus rendering the bombs unserviceable due to the lack of adequate safety devices.

5. To avoid damage to bombs, crates are not to be subjected to rough handling during transport.

(C.A.F.O. 1920/43 is cancelled.)

3486.—Aircraft—Pyrotechnics, Flame Floats A/C—Navigation Mark I and Mark II— Changed Nomenclature

(A.S. 6202/45.—28 Jun. 1945.)

Serial numbering for Flame Floats a/c Navigation has recently been adopted.

2. The new nomenclature for Flame floats used in Naval service is therefore:—

Flame Float a/c Navigation No. 1 Mark I (formerly Mark I).

Flame Float a/c Navigation No. 2 Mark I (formerly Mark II).

3487.—Ammunition—20-mm. Oerlikon, H.E., Lot N.F.E.485—Withdrawal

(A.S./G. 4574/45/B.107.—28 Jun. 1945.)

20-mm. Oerlikon H.E. ammunition of Lot N.F.E.485A has caused stoppages, owing to the caps of the cartridges blowing out when used in guns fitted with Mark II breech face pieces.

2. This defect has already been found in H.E. Lot N.F.E.485H and has been withdrawn. The complete Lot N.F.E.485 is, therefore, to be withdrawn from service.

3. Any H.E. ammunition of this lot on board ship is to be returned to the nearest Naval Armament Depot at the first opportunity and other lots drawn in lieu.

4. D.E.M.S. staff officers should arrange for similar action to be taken in merchant ships.

5. H.E. ammunition of this lot in store at Naval Armament Depots or subsequently received should be disposed of in accordance with the existing arrangements for the disposal of unserviceable S.A. ammunition.

3488.—Ammunition—20-mm. and Below (except 0.22-in. R.F.)—Withdrawal and Disposal of Exposed Ammunition

(G. 1674/45.—28 Jun. 1945.)

When a sealed liner containing ammunition has been opened the contents become "Exposed Ammunition" within the meaning of this A.F.O.

2. Exposed ammunition, which has been stored in that condition in the magazines of ships or depots in which temperature and humidity are controlled in accordance with N.M. and E.R., is not to be taken into use if more than six months (two months in the case of ammunition intended for use in synchronized guns), has elapsed since the opening of the sealed liner.

3. Exposed ammunition which has been kept in that condition in ammunition stores or elsewhere where conditions are not controlled, is not to be taken into use if the period since opening the sealed liner exceeds six weeks (two weeks in the case of ammunition intended for use in synchronized guns).

4. Ammunition taken into use for deck and ground machine guns is covered by the instructions in the drill books, in A.F.Os. 971/44 and 2290/45 and in N.M.E.R., Art. 36A.

5. Ammunition taken into use with machine carbines, rifles and pistols, is to be withdrawn when it has been exposed at the gun in ready-use lockers, ammunition boxes, magazines or pouches for four months.

6. Ammunition taken into use with guns in aircraft is to be withdrawn when it has been carried for six flights or has been exposed in use on the ground for a period of six weeks (two weeks in the case of synchronized guns).

7. Exposed ammunition landed from ships or returned to N.A. depots under paragraphs 2 and 3 of this A.F.O. and ammunition withdrawn and returned to N.A. depots under paragraphs 4, 5 and 6 is to be sentenced Unserviceable without examination and dealt with in accordance with the existing arrangements for the disposal of unserviceable S.A. ammunition.

8. In order to limit the wastage of ammunition through exposure, priority is to be given to the use of exposed ammunition, provided that the specified periods of exposure are not exceeded, and every care is to be taken that liners are not opened prematurely.

9. Paragraph 4 of Article 268, N.M.E.R., is cancelled and superseded by this A.F.O. N.M.E.R. will be amended.

(B.R. 862, Articles 36A and 268.)

(A.F.Os. 971/44 and 2290/45.)

3489.—Ammunition, S.A. 0.303-in. Outfits for Browning Type A Guns—Belts—Link connecting—Introduction

(A.S./G. 4125/44 (B.107).—28 Jun. 1945.)

To enable the leading end of a belt to be joined to the tail of the preceding belt with the least possible delay, a special end link has been introduced for use in 0.303-in. Browning deck guns. It will be entitled Link, connecting belt, Gun, Browning, 0.303-in., Type A, Mark I. The special links are produced by conversion of existing links, a portion of the single loop being cut away to give it the form of a hook in accordance with I.P. N.O.D. 2190/37. Eventually these special end links will be fitted to belts filled in Naval Armament Depots. In the meantime links will be issued loose on a scale of one per belt.

2. The special link is to be fitted to its belt in place of the normal link at the end so that the single, hooked, loop is free and empty. The double loop at the other end of the belt must contain a cartridge.

3. The operation of joining one belt to another is performed by hooking the free single loop of the one to the cartridge in the end double loop of the other. This applies whichever end of the belt is leading in the gun. In a right-hand fed gun the special links will be at the leading end; in a left-hand fed gun it will be at the tail.

4. When joining belts the single hooked loop should be engaged with the cartridge in the last double loop of the preceding belt by sliding it endways over the bullet until it comes opposite the gap between the two double loops and then turning it to lock in place. The cut-away portion of the single loop, which gives it its hooked form, will clear the solid part of the double link. Force is unnecessary. In no circumstances are links to be engaged by springing the hooked loop directly over the cartridge.

5. Distribution to R.N. Armament Depots of initial supplies of links, connecting is being arranged by D.A.S. Supply will be confined to ships forming or due to join the East Indies and Pacific fleets. Demands from ships and training establishments concerned, on a basis of one link, connecting per belt, should be forwarded to the nearest R.N. Armament Depot.

3490.—Rockets, Parachute, A.A.D. Type D—Method of Securing Asbestos Sleeves

(Pt.G. 012904/43.—28 Jun. 1945.)

Instances have occurred in rockets of early manufacture, where the asbestos sleeve on the tail was secured by asbestos twine, of the stirrup end of the wire tail being burnt through by the flame of the rocket, due to the asbestos sleeve slipping.

2. Rockets of later manufacture are fitted with Henley's non-corrosive strap clips No. M.C.A.3 which overcome this defect.

3. All rockets having the asbestos sleeve secured by asbestos twine are to have the asbestos twine replaced at the stirrup end by two turns of 18 gauge copper wire.

4. Rockets on board ships are to be dealt with by ship's staffs. It is not desired that bulk stocks of rockets in N.A. Depots should be overhauled and dealt with as above but sufficient stock of rockets with either non-corrosive strap clips or wired-on asbestos sleeves should be maintained to meet anticipated demands.

3491.—Ammunition, Explosives and Other Naval Armament Stores—Care in Handling and Packing when Returning to Depot or Store

(A.S. 6358/45.—28 Jun. 1945.)

Accidents have recently occurred through the careless packing or handling of Naval armament stores on return by H.M. ships. It is essential to avoid a major incident, especially at the present time when so many landings are being made, that the greatest care should be taken. Attention is directed to the regulations governing embarking and disembarking explosive stores in Chapters III and VII of Naval Magazine and Explosives Regulations (B.R. 862).

2. Commanding Officers of ships are responsible that all ammunition and explosive stores which are returned to store or depot are suitably packed where necessary, and in all respects safe for handling. Accordingly, ships' officers should demand from the local Naval Armament Depot or O.C.A.S. all the packages, grumets and detonator tanks, etc., required for disembarking ammunition. Where it is known that packing pieces are needed these should be included in demands for packages. Ships are not to disembark Q.F. ammunition loose into lighters. Not only is this practice dangerous, but it may lead to distortion of rounds and subsequent failure to load (Article 36 (2) of Naval Magazine and Explosives Regulations). It is particularly important that ammunition landed on deposit shall be properly packed since such ammunition will not be examined by the Armament Depot.

3. Should it seem necessary on occasions of particular urgency, the approval of local Naval administrative authority is to be obtained before disembarking ammunition otherwise than in the proper packages, or before departing from the regulations (Article 230 of Naval Magazine and Explosives Regulations) defining what ammunition is disembarked fuzed and what plugged.

4. It is important that safety clips where supplied to protect the primers of Q.F. cartridges shall be replaced before ammunition is disembarked (Article 36 (4) of Naval Magazine and Explosives Regulations). Q.F. ammunition which is not clipped, e.g. 2-pdr. in belts and 40-mm. Bofors, must be securely boxed with proper packing pieces.

5. Small arms ammunition, such as 20 mm. Oerlikon, Hispano 0.5-in., 0.303-in. held on board loose, must be returned properly stowed and securely packed in a sturdy package with the lid fastened. It will not be accepted jumbled up in odd packing cases and/or cardboard cartons. In a recent instance an Oerlikon round was exploded by the impact of another round on its cap, due to the handle of a badly-stowed and overloaded H.33 box carrying away. Such ammunition is not to be returned to Armament Depots in magazines, drums, pans, etc., where this can be avoided. Loaded magazines, etc., can normally only be accepted from small craft landing ammunition on deposit.

6. Detonators are invariably to be removed from depth charge pistols and demolition charges, etc., before these are landed. Should this present any difficulty

the matter is to be specially reported to the local Naval administrative authority, so that the requisite technical assistance may be obtained. In no circumstances are fitted C.E., T.N.T. or guncotton primers to be landed (Article 286 (2) of Naval Magazine and Explosives Regulations.)

7. Some minor accidents have occurred with fireworks, pyrotechnics, signal cartridges, etc., returned from ships inadequately packed, and at times loose in the same package as heavier stores. It is important that fireworks, etc., shall be kept separate from other stores and shall be snugly packed, preferably wrapped individually in paper, in sturdy packages with lids secured. Reserves of packages are kept at all R.N. Armament Depots and ports at which O.C.A.Ss. are stationed, and suitable boxes can be provided at these ports or elsewhere for ships at short notice. When stores are to be returned to Armament Depots, a request for packages should be sent to the nearest Armament Depot or O.C.A.S. if no suitable boxes are available, stating the amount of and type of stores for which boxes are required.

8. Men in charge of N.A. vessels and lighters have instructions to call the attention of ships' officers to ammunition being returned in a condition which may, then or later, involve danger in handling either afloat or ashore.

9. Particular attention is to be paid to the routine laid down in Article 303 and 318 of Naval Magazine and Explosives Regulations for returning defective armament stores or ammunition, misfired rounds, ammunition which has been wetted, and suspect ammunition. All such stores or ammunition must be packed in the service container or package normally used, clearly labelled, and the attention of the lighterman specially called to these stores. The label is to contain the following information:—

Name of ship.

Type of armament stores.

Reason for return (e.g. damaged, wetted, suspect, instruction of D.I.N.O., etc.).

Authority for return if applicable (A.F.O., N.M.E.R., Admiralty General Message, etc.).

Any other information likely to assist the Armament Depot in deciding how to deal with the package.

Ammunition (3-pdr. and above) from "ready use" is to be identified by "R.U." marking in accordance with Article 27 of Naval Magazine and Explosive Regulations.

10. Ships and establishments returning armament stores by rail from ports where there is no Naval Armament Depot, are responsible for ensuring that wagons are securely stowed and not overloaded. Stowing requires care, and some chocking is usually needed to ensure that loads do not move when roughly shunted. The nearest O.C.A.S. will give all possible assistance if so desired. Where there is an R.N.A. depot the Armament Supply Officer will be responsible (N.M.E.R., Art. 154 (1)).

11. Some ammunition packages designed to carry heavy stores are particularly susceptible to damage by rough handling when empty, as they are then light enough to throw around. All empty packages are to be handled carefully and kept separate from filled packages (*vide* Article 71 of Naval Magazine and Explosives Regulations).

12. Attention is drawn to the fact that gunwharf stores are not to be landed on deposit. If for any reason it is necessary for a ship to land gunwharf stores while in Dockyard hands the stores are to be formally returned to the nearest Armament Depot.

13. It is imperative that rifles, machine carbines and pistols shall be landed only in sealed or locked packages, and that in every instance a temporary receipt is obtained from the Naval Armament representative for each such package. If returned by rail, box waggons are to be used and the doors are to be sealed in the usual way.

14. Attention is invited to A.F.O. 2442/45.

(B.R. 862.)

(A.F.O. 2442/45.)

3492.—Ballistics—Q.F., 4.5-in. Guns—Low Ballistics of Certain Lots of Cordite S.C. 122—Corrections to M.V. Settings

(G. 02247/44.—28 Jun. 1945.)

The following lots have been found to give muzzle velocities about 30 f.s. lower than those indicated in the M.V./wear tables of range tables and with these lots M.V. settings should accordingly be reduced by 30 f.s.

Lot No.	Lot No.	Lot No.
R.N.C. 1637	R.N.C. 1905	R.N.C. 2821
R.N.C. 1645	R.N.C. 1910	R.N.C. 2840
R.N.C. 1649	R.N.C. 1917	R.N.C. 2879
R.N.C. 1655	R.N.C. 1925	R.N.C. 2922
R.N.C. 1661	R.N.C. 1931	R.N.C. 3030
R.N.C. 1668	R.N.C. 1938	R.N.C. 3114
R.N.C. 1673	R.N.C. 2004	R.N.C. 3160
R.N.C. 1679	R.N.C. 2013	R.N.C. 3175
R.N.C. 1685	R.N.C. 2039	R.N.C. 3201
R.N.C. 1691	R.N.C. 2044	R.N.C. 3265
R.N.C. 1694	R.N.C. 2052	R.N.C. 3332
R.N.C. 1701	R.N.C. 2058	R.N.C. 3346
R.N.C. 1725	R.N.C. 2063	R.N.C. 3356
R.N.C. 1732	R.N.C. 2073	R.N.C. 3398
R.N.C. 1744	R.N.C. 2078	R.N.C. 3406
R.N.C. 1749	R.N.C. 2090	R.N.C. 3447
R.N.C. 1755	R.N.C. 2084	R.N.C. 3460
R.N.C. 1760	R.N.C. 2096	R.N.C. 3494
R.N.C. 1766	R.N.C. 2103	R.N.C. 3506
R.N.C. 1771	R.N.C. 2283	R.N.C. 4803
R.N.C. 1776	R.N.C. 2291	R.N.C. 4820
R.N.C. 1786	R.N.C. 2297	R.N.C. 4821
R.N.C. 1790	R.N.C. 2304	R.N.C. 4836
R.N.C. 1795	R.N.C. 2321	R.N.C. 4860
R.N.C. 1801	R.N.C. 2328	R.N.C. 4873
R.N.C. 1806	R.N.S. 2343	R.N.C. 4911
R.N.C. 1810	R.N.C. 2350	R.N.C. 4927
R.N.C. 1818	R.N.C. 2366	R.N.C. 4935
R.N.C. 1824	R.N.C. 2504	R.N.C. 4993
R.N.C. 1840	R.N.C. 2690	R.N.C. 5052
R.N.C. 1849	R.N.C. 2712	R.N.C. 5095
R.N.C. 1864	R.N.C. 2739	R.N.C. 5105
R.N.C. 1856	R.N.C. 2767	R.N.C. 5118
R.N.C. 1873	R.N.C. 2789	

(A.F.O. 5723/43 is cancelled.)

3493.—Kedge Wire Reel Screens—Removal of—As. and As.

L.C.T.(R)

(G. 05851/45.—28 Jun. 1945.)

With the conversion of L.C.T. to L.C.T.(R) and the fitting of a blast screen on the fore side of the bridge, the necessity for protective screens on the fore side of the kedge wire reels no longer exists.

Commanding Officers of craft in which these screens have not been removed during conversion or refit should insert an item in the next list of As. and As. to cover the removal of the screens, the work being carried out by base staffs.

3494.—Guns—B.L. 8-in. Mark VIII—Cordite SC.205—Lot M.E.C.122—Discrepancy in Filled Weight

(G. 08018/45.—28 Jun. 1945.)

It has been found that an error may exist in the weight at which the above quoted lot of cordite has been filled. This will imply an excess of muzzle velocity, above the velocity of adjustment, of about 8 f.s. Due allowance should be made for this error in all ships to which stocks of this lot may be issued.

3495.—Guns—20-mm., Oerlikon—Muzzle Clip for—As. and As.

Submarines

(G. 827/45.—28 Jun. 1945.)

Item No. "A" Class	8	} Classification "A".
Item No. "S" Class	...	...	...	603
Item No. "T" Class	...	...	...	607
Item No. Minelayer Classes	...	...	...	550

2. It has been found necessary to increase the robustness of the muzzle clip for the 20-mm. Oerlikon gun in submarines, the fitting of which was authorized by A.F.O. 5047/44 to be in accordance with A.F.O. Diagram No. 307/44.

3. In submarines fitted with either a 20-mm., Mark IIA S/M, or a 20-mm., Mark VIIA* S/M, mounting the present form of muzzle clip is to be removed and a clip, as on A.F.O. Diagram No. 238/45 (D.N.C. A.2445/18), is to be fitted.

4. In those vessels which have been fitted in accordance with A.F.O. 5047/44, the clip is to be modified as shown in red on A.F.O. Diagram No. 238/45.

5. The modified type of clip is to be fitted at the next refit.

6. Separate instructions have been issued by the Admiralty for new construction submarines.

(A.F.O. 5047/44 is cancelled.)

3496.—Guns—20-mm. Oerlikon—One Round Magazines—Reduction in Allowances

(A.S. 6380/45.—28 Jun. 1945.)

The allowances of Oerlikon one round magazines has been reduced from 1 per gun to:—

- (a) Ships on Pacific and East Indies stations 1 per gun on single mountings.
1 per two guns on twin or quadruple mountings.
- (b) Ships on other stations ... 1 per ten or less number of guns.

2. Surplus magazines should be landed at the nearest R.N. Armament Depot.

(A.F.O. 5418/44.)

3497.—Guns—Machine Guns, 0.303-in.—Gauges Plug, 0.303-in., Short—Incorrect Dimensions and Marking—REPORTS

(A.S. 6574/45.—28 Jun. 1945.)

A report has been received of a number of gauges, plug, 0.303-in., short (R.A.F. Ref. IE/4000, War Office Catalogue No. B.C.3537), of incorrect diameter, i.e. 0.3025-in., having been issued to Naval Air Service. Issues may also have been made to destroyers, depot ships and repair ships. These gauges bear two markings, viz., "0.303-in. M.G." and "0.307-in. M.G." It is probable that they were originally 0.307-in., but had been incorrectly modified.

2. All gauges, plug, 0.303-in. short, should be examined forthwith; any measuring less than 0.3028-in. in diameter are not acceptable for Naval service. Those of correct diameter, but bearing two markings, should have the incorrect one obliterated, due care being exercised to avoid distortion of gauge.

3. H.M. ships, R.N. air stations and establishments, holding defective gauges, should return these to nearest R.N. Armament Depot, and demand in replacement up to the number allowed.

4. R.N. Armament Depots should report by 31st August, 1945, to Director of Armament Supply, Bath, number of defective gauges in Fleet and Fleet Air Arm stocks and number returned *vide* paragraph 3.

5. Defective gauges should be set aside. Disposal instructions will be given later.

3498.—Gun Mountings—4.7-in., C.P. Twin Mark XIX—4-in. H.A. Twin Mark XIX—Hand Fuze Setting Trays

(G. 4780/45.—28 Jun. 1945.)

- (a) *Ships, Establishments and Authorities* Commanding Officers of ships concerned.
- (b) *Types and marks of mounting* ... 4.7-in. C.P. Twin Mark XIX and 4-in. H.A. Twin Mark XIX.
- (c) *Part of mounting affected* ... Hand fuze setting tray.
- (d) *Purpose of modification* ... To tilt the magnifying lens to enable the fuze setting number to read the fuze number on the receiver and the setting on the fuze from the same position, i.e. without having to bend over the magnifying glass.
- (e) *Nature of modification* I.—Insert a small wedge shaped piece of brass between the base of the magnifying lens holder and the top of the sliding bracket to which the holder is secured.
II.—Fit longer screws if necessary.
- (f) *Drawing or A.F.O. diagram* ... None issued.
- (g) *By whom to be done* Ship's staff.
- (h) *When to be done (or degree of urgency)* At first available opportunity if considered desirable by C.Os. of ships concerned.

3499.—Gun Mountings—20 mm., Twin, Marks V, VC, and 2-pdr, Mark XVI*—Oil Leakage Drain from I.H.C. Pump

Ships concerned

(G. 1623/45.—28 Jun. 1945.)

The I.H.C. gear wheel pump, which is fitted to the electrically-driven pump unit of the above mountings, is provided with an oil leak-off passage connecting the space inside the spindle gland housing to atmosphere. The leak-off hole is situated near the top of the pump, close to the fixing flange.

2. It is understood that owing to an assembly error on the part of the manufacturers, a number of pumps are fitted with a Tecaemit greaser in the leak-off hole. Commanding Officers of ships fitted with these mountings are to arrange for examination of the pumps and removal of the greaser. The ball and spring should be removed from the greaser and the hole reamed out. A bent over piece of $\frac{1}{4}$ -in. copper pipe, 3-in. long, should be sweated into the hole, and the greaser with this pipe screwed back into the hole in the pump casing.

This will provide the necessary escape for any oil leakage and at the same time prevent water entering the casing under normal circumstances.

3. The oil leak-off described above is not designed to deal with the small quantity of oil which might leak past the pump spindle chevron packing, and if the latter type of leakage should occur, oil can eventually find its way to the bottom of the electric motor casing. A screwed drain plug is fitted in the bottom of the electric motor casing.

4. Provision has also been made on some pump support brackets of the local drive unit for a 0.625-in. British standard fine plug.

5. Where this is not provided, a 0.5-in. or 0.625-in. British standard fine plug should be fitted.

6. The plug on the pump support bracket, together with that in the motor casing, must be removed weekly to drain away any leakage oil which may have accumulated.

7. The work is to be carried out by ships' staffs.

(A.F.O. 5659/44 is cancelled.)

3500.—Gun Mountings—20-mm. Oerlikon U.S. IV—Replace Parts—REPORTS

(G. 07105/45.—28 Jun. 1945.)

It is now *not* possible to obtain replace pivot needle bearings O.E.2095 and O.E.2096 for 20-mm. Oerlikon mountings U.S. IV and the following alternative arrangements are approved:—

- (i) To cannibalize existing new U.S. Mark IV Mountings and remove the pivot needle bearings as required.
- (ii) Where circumstances permit replace defective mounting by a complete new mounting or one of British manufacture, viz.:—Mark IIIA or VIIA.

2. A careful record of the mountings "cannibalized" should be reported on Form D.742.

3. The disposal of the cannibalized mountings is under consideration with the U.S. authorities and further instructions will be issued.

4. *Home Dockyards and G.M. Depots only.*—It is probable that the only serviceable bearings are those in new mountings and reports should be forwarded giving the approximate number that can be made available.

5. Separate arrangements are being made regarding "equalizing springs" although these may be taken from "cannibalized" mountings.

(“A” Message Abroad 150629B June.)

3501.—Sperry Gyro-Compasses, Mark XIV Mod. 5—Fitting of Additional Warning Lamp and Cover over Control Panel—As. & As.

Ships concerned

(C.D. 309/45.—28 Jun. 1945.)

Following recommendations based on sea experience, it has been approved for the alterations described in subsequent paragraphs to be carried out by ship's staffs and/or base staff (with dockyard assistance as necessary) in all ships fitted with Sperry Gyro-Compasses, Mark XIV, Mod. 5. Co-ordinating authorities are to insert an item in the class lists of alterations and additions of ships concerned, for which they are responsible, to cover the work involved.

2. To give the Officer of the Watch immediate indication of failure of the gyro-compass system, due to the supply voltage or frequency having fallen below the proper value, failure of the three phase supply to the motor generator, or of the single phase supply to the transmission system, a red warning lamp is to be fitted in a convenient position on the bridge with a tally plate fitted adjacent engraved "Gyro Alarm".

3. The following additional fittings will be required:—

Lamp fitting	...	...	...	...	Pattern	5543
Shade, brass	...	...	...	...	..	5544
Shade, glass, red	...	...	...	...	..	5547
Lamp (24-volt)	...	...	...	...	..	9897

4. The lamp is to be wired in parallel with the red lamp in the existing alarm indicator in the pilot house making use of terminals 4 LC.12 and 4 LC.13.

5. To prevent accidental opening of the gyro-compass rotor switch, resulting in interruption of the supply to the compass rotor, and the follow up system being put out of action, a suitable guard made of expanded metal, or similar material, is to be made up and fitted over the gyro-compass control panel.

3502.—Key and Indicator Lamp Unit, A.P.467, for Lantern, A.P.443—Improvement of Watertightness

(T. 2341/44.—28 Jun. 1945.)

Reports from sea have been received regarding the non-watertightness of the "Stop and Start" push spindles in the key and Indicator Lamp Unit, A.P.467.

2. To improve the watertightness of existing boxes the "Push" knobs should be soldered to the spindles to prevent water which may collect in the recess in the knobs, from seeping through the spindles into the box. This work should be carried out by ships' staff.

3. If further trouble is experienced a metal cover, as shown on A.F.O. Diagram 239/45, should be fitted to protect the unit from inclement weather and an item should be entered on the next list of As. and As. (classification "A") for the work to be carried out.

4. Action has been taken to improve the watertightness of the units for future supplies.

3503.—20-in. Signalling Projectors—Electrical Supply Arrangements

Cruisers and Above

(T. 2/45.—28 Jun. 1945.)

Several complaints have been received from sea of difficulty experienced in maintaining watertightness of the fuse boxes for supplies to 20-in. signalling projectors. Since these watertight fuse boxes are connected directly to the ring main their flooding would seriously affect the Ring Main System.

2. It has been decided that the importance of this service does not warrant the provision of watertight fuse boxes and, in future construction, 20-in. signalling projectors will be supplied from non-watertight fuse boxes connected in non-watertight branch breaker loops situated in separate watertight sub-divisions of the ship.

3. Commanding Officers of ships in commission in which this difficulty is experienced or anticipated, are to take the following action:—

(i) Disconnect the fuse boxes from the ring main by removal of the links in service fuse release switches or watertight link boxes and supply them temporarily from the nearest group connection boxes by means of flexible cables. In order to accommodate the temporary flexible cables, the permanent cables from the service fuse release switches or watertight link boxes should be removed from the fuse boxes.

(ii) Insert an item, Classification A, in their next list of "A. and A." items to supply the 20-in. signalling projectors from non-watertight fuse boxes connected in non-watertight branch breaker loops situated in separate watertight sub-divisions of the ship.

4. Separate instructions are being issued in connection with new construction vessels.

3504.—Dimmers and Spare Resistance Elements for Evershed Rudder Indicators and Chart and Plotting Table Light Fittings, F.2.B—Introduction and Supply Arrangements, etc.

(N.S. 36547/44.—28 Jun. 1945.)

In order to assist in preserving the dark adaptation of the eyes of look-outs and bridge personnel, electrical dimmers have been introduced under Subhead F.2.B.(II), for use in connection with the Evershed rudder indicators, chart table light fittings, Patterns 17014 and 17014A, and plotting table light fitting, Pattern 9100A.

2. *Evershed Rudder Indicators.*—The dimmers for the Evershed rudder indicators have been allocated Pattern 18919 (220-volt) and Pattern 18920 (110-volt).

3. *Chart and Plotting Table Light Fittings.*—To ensure availability two types of dimmers have been provided—toroidal and stud contact—which are according to voltage interchangeable electrically. It should be noted that the dimensions of the centres of the fixing holes on the toroidal dimmers are not the same as those on the stud contact type dimmers. Particulars are as follows:—

Pattern	Description
18907	Dimmer, toroidal type, 5,000 ohms for one 25-watt, 220-volt lamp.
18907A	Dimmer, stud contact type, 5,000 ohms for one 25-watt, 220-volt lamp.
18921	Dimmer, toroidal type, 1,250 ohms for one 25-watt 110-volt lamp.
18921A	Dimmer, stud contact type, 1,250 ohms for one 25-watt, 110-volt lamp.

4. *Spare Resistance Elements.*—Spare resistance elements for the dimmers have also been introduced to replace defective elements, viz. :—

Pattern.	Description.	For Dimmer Pattern
18934	Resistance elements, 500 ohms ...	18907A
18944	Resistance elements, 250 ohms ...	18907A
18945	Resistance elements, 125 ohms ...	18921A
18946	Resistance elements, 62.5 ohms ...	18921A
18949	Resistance elements, 0/5,000 ohms ...	18907
18950	Resistance elements, 0/9,000 ohms ...	18919
18951	Resistance elements, 0/2,600 ohms ...	18920
18952	Resistance elements, 0/1,250 ohms ...	18921

Note.—Patterns 18949–52 inclusive are supplied with rotating arm and spindle, complete, and later supplies are fitted with a copper graphite rubbing contact.

5. *Supply Arrangements.*—The dimmers and resistance elements should be demanded from the normal storing yard. Dockyards and depots at home should demand requirements from Admiralty under the Centralized Allocation Scheme.

6. The Commanding Officers of all ships which are not already fitted with dimmers for these services should insert an item in the next list of As. and As. for the work to be carried out.

(A.F.O. 2755/44.)

(A.F.O. 2305/45 is cancelled.)

3505.—H.M.S. "Vernon"—Electrical Department—Duties in connection with Electrical Installations

Ships Building or Refitting

(T. 457/45.—28 Jun. 1945.)

General.—The increased quantity and complexity of electrical gear in ships calls for close co-operation between shipbuilders or refitting authorities, Admiralty Overseers and Officers representing the user and maintainer, if the equipment is to be installed to the best advantage.

2. The present arrangements are satisfactory except that advice from the point of view of the user and maintainer has not always been readily available.

3. The appointment of Officers to stand by ships building, though of great assistance in this respect, does not adequately meet the case, as many decisions must be made before these Officers join, and in any case they are not always conversant with all the latest equipment being installed.

4. The electrical department of H.M.S. "Vernon" keeps in close touch with all electrical developments and the latest sea opinion with regard to the operation and maintenance of electrical equipment, and it is one of the duties of that department to advise Ships' Officers and Admiralty Overseers on all matters in connection with the installation of the electrical equipment affecting its operation and maintenance.

5. "Vernon" *Electrical Officers.*—In order that such advice may be readily available at ports remote from H.M.S. "Vernon", one officer of the electrical department is now stationed permanently at each of the undermentioned ports. These officers are known as "Vernon" Electrical Officers (short title V.L.O.), and they are accommodated in offices in close touch with the Warship Electrical Superintendents of their respective areas. Their addresses are:—

(a) "Vernon" Electrical Officer,
40, St. Enoch's Square, Glasgow.

Telephone: Glasgow City 6521 Ext. 118.

(b) "Vernon" Electrical Officer,
Top Floor, Commercial Union Buildings,
47, Pilgrim Street, Newcastle-on-Tyne.

Telephone: Newcastle-on-Tyne 22952 Ext.2, or 26977 Ext.2

(c) "Vernon" Electrical Officer,
Room 427, 4th Floor,
Royal Liver Buildings, Liverpool.

Telephone: Liverpool Central 8060 Ext. 32.

It is intended to appoint a fourth V.L.O. for duty at Belfast in due course. Until he is available, this commitment will be the responsibility of the V.L.O., Liverpool.

6. It is the duty of these officers to visit ships building and refitting at frequent intervals, to give any necessary advice from the user's and maintainer's point of view, to assist ships' officers as required, and generally to act as liaison between the Captain, H.M.S. "Vernon" (EL), and the local authorities concerned. Full advantage should therefore be taken of their services. Whenever necessary these officers will call in specialized advice from the electrical department of H.M.S. "Vernon".

7. The duties of ships' officers, when appointed, will remain as heretofore, but, where any doubt exists concerning the installation of electrical equipment, these officers should seek the advice of the V.L.O.

8. In areas in the south of England where the services of a V.L.O. are not available, the necessary assistance will be provided direct from the electrical department of H.M.S. "Vernon". Periodical visits are made to ports in these areas, but when a special visit is required this should be requested by application to the Captain, H.M.S. "Vernon" (EL), East Leigh House, Havant, Hants (Telephone, Havant 490).

9. V.L.Os. and officers from "Vernon" act purely in an advisory capacity representing the users' point of view, and they cannot authorize alterations and additions. The duties of the overseers remain unaffected, and all negotiations with the shipbuilders are to be carried out as hitherto by or through these officers. Any proposals, the carrying out of which is beyond the jurisdiction of the overseers and which V.L.Os. or officers from "Vernon" wish to make should, after discussion with the appropriate overseer, be referred Captain, H.M.S. "Vernon", for action, if necessary, with the Admiralty.

10. *Electrical Trials and Inspections.*—The Captain, H.M.S. "Vernon" (EL), is associated with the following trials and inspections:—

(a) *Inspection of Electrical Installations.*—Shortly before completion, and at certain other stages, inspections of the electrical installations of ships building are carried out by officers on the staff of the Director of Torpedoes and Mining, assisted by officers of H.M.S. "Vernon" (EL), or by officers of H.M.S. "Vernon" (EL) on D.T.Ms. behalf. Full details of these inspections are given in O.U. 5332/37 as amended by A.F.O. P. 163/45, and O.U. 5225, as amended by A.F.O. P. 154/45.

(b) *Fire Control Operational Trials.*—These trials are carried out by "Excellent", but are attended by representatives of the Captain, H.M.S. "Vernon" (EL). These representatives are usually members of the Fire Control Working Party (vide A.F.O. 4919/44).

(c) *S/L Trials.*—Searchlight operational trials are carried out by officers of the electrical department of H.M.S. "Vernon" in accordance with B.R. 633(2).

11. "Vernon" officers may attend trials other than the above, but in such cases their presence will depend upon the necessity for assisting ships' staffs as described above, and they are not in any way responsible for the conduct of the trials.

(A.F.O. 2909/45 is cancelled.)

3506.—Radiator A.P.7886, for Auxiliary Machinery Compartment—As. and As. Submarines

(D. 10185/45.—28 Jun. 1945.)

"U" Class Item No. 576. Classification "B"

2. It has been authorized to fit an A.P.7886 radiator in the auxiliary machinery compartment of "U" class vessels.

3. A switch socket, A.P.4472A and a plug, A.P.4473, with a supply from a variable pressure junction panel are to be provided for this radiator.

4. The work is to be carried out by ship's or depot ship's staff and the stores required demanded in the usual manner.

(Admiral (Submarines), 6 May 1945, No. SM.752/37.)

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

3507.—Torpedoes—21-in., Mark VIII** Type—Fitment of 3-in. wide Horizontal Tail Shoes for Discharge from Bow External Tubes of "T" and "A" Class Submarines

(T. 08827/45.—28 Jun. 1945.)

Trials have shown that when 21-in. Mark VIII** type torpedoes are discharged from the present design of bow external tube as fitted in "T" and "A" class submarines, the torpedo propellers are liable to become damaged by fouling the aperture guide plate of the tube. The fouling results from the combined effect of rolling and deflection of the torpedo as it leaves the tube.

2. Although the damage to propellers from this cause does not often amount to more than tipping of the blades, and is seldom sufficient to affect the action performance of the torpedoes, it has been considered desirable to reduce the risk of damage by fitting torpedoes for these services with 3-in. wide horizontal tail shoes in place of the existing shoes.

3. Results of trials with the 3-in. tail shoes show that they afford almost complete protection to the propellers under the conditions referred to in paragraph 1. Their effect on the general performance of the torpedo is very small, namely a reduction in speed of about $\frac{1}{4}$ knot and an alteration in the mean running list of about 5 degrees to port as compared with a torpedo with standard tail shoes.

4. The 3-in. tail shoes are secured to the horizontal fins by five screws, instead of two as in the case of the standard shoes. The only modification required to enable a torpedo to take the wider shoes is therefore to drill each horizontal fin with three additional plain holes. This modification does not prejudice the subsequent fitting of standard shoes if required.

5. The additional holes will be drilled in tail fins of all 21-in. Mark VIII**, VIII** Mod. 1 and VIII** Mod. 2 torpedoes in depots before issue and will be incorporated in new manufacture torpedoes as soon as possible.

6. The new 3-in. tail shoes will be accounted for as:—

Section II.

Bracket, horizontal rudder, pintle, St. No. T.593 ("A" and "T" Class submarines.)

They will be supplied together with securing screws to depot ships for submarines as follows:—

	Brackets St. No. T.593	Screws St. No. 867
(i) Depot ships for submarines serving in Far East	100	500
(ii) H.M.S. "Forth"	100	500
(iii) Depot ships for submarines serving in Mediterranean	50	250
(iv) All other depot ships for submarines... ..	30	150

7. 3-in. tail shoes are to be fitted by depot ships as required to torpedoes for bow external tubes of "T" and "A" class submarines.

8. Submarines of "T" and "A" class drawing torpedoes direct from torpedo depots may request the depot to fit 3-in. tail shoes to torpedoes as requisite before issue.

3508.—Torpedoes—21-in., Mark VIII, Type—Modification to Securing Arrangements for Silica Gel Container

Submarines

(T.08770/45.—28 Jun. 1945.)

The present design of silica gel container assembly in 21-in., Mark VIII, type torpedoes has not proved entirely satisfactory in service, since it has been found possible under certain conditions for the container to become detached from its mounting, when it may foul the gyroscope and result in a directional failure.

2. Briefly, this design consists of a cylindrical boss fixed to the underside of the centre tube in the afterbody, to which the container is attached by a quick-acting bayonet joint arrangement. On the boss the components of the bayonet joint are a coil spring, a steel washer and a brass pin passing through the boss and

sweated in position; the ends of the pin pass through slots on either side of the hole in the top plate of the container, and the latter is then turned until one end of the pin rides over a chamfered stop and is locked between it and another fixed stop on the underside of the top plate of the container.

3. In an earlier form of this design a leather washer was fitted below the steel washer on the boss, and the cross-pin was a split taper pin not sweated in position. No chamfered stop was fitted to the container, which was prevented from turning only by the pressure of the leather washer on the top plate. Some of the features of this design may still be found in certain torpedoes.

4. Investigation shows that the underslung container may become detached for two reasons:—

- (a) The locking arrangements may not be fully effective, either due to faulty manufacture or bad finish of the parts concerned, or because the design in paragraph 3 above may not have been fully modified to that in paragraph 2.
- (b) The container, when inserted in the torpedo, may be turned insufficiently, or turned in the wrong direction, so that the locking arrangements are not engaged.

In either event the container may appear to be correctly secured after insertion, but may become detached later as a result of vibration.

5. The attention of ships and bases concerned has already been drawn by signal to the importance of ensuring that silica gel containers are correctly secured after insertion. The signal also contained instructions that where this could not be achieved due to mechanical defects the container should be omitted.

6. It is undesirable to omit the container from the afterbody, if this can be avoided, since although the presence of silica gel probably makes little difference to a correctly lubricated gyroscope, it may prevent corrosion and perhaps save a directional failure if, for any reason, the lubrication of the gyroscope is incomplete. This particularly applies in tropical and humid conditions.

7. Pending the introduction of a modified form of securing arrangement for the silica gel container, now being investigated, which will not be so susceptible to manufacturing and personnel errors, ships and bases should adopt the following temporary method of securing underslung containers:—

- (a) Insert container (empty) in torpedo and turn to "locked" or "home" position. Verify this position by inspection of stops inside top plate of container.
- (b) Mark a line on base plate of container fore and aft.
- (c) Remove container, and drill two small holes in rim of top plate outside the gauze 180° apart and at right angles to the fore and aft line on the base plate.
- (d) Secure a short length (about 12-in.) of copper wire of suitable gauge to each side of the top plate by reeving one end of each wire through each of the holes in (c), twisting round the standing part and sweating.
- (e) After filling with silica gel, insert the container and turn it to the locked position. Pass the two free ends of the wires over the centre tube, cross the ends and secure by twisting each round its own standing part. After securing the wires need not be bar-taut, but only tight enough to prevent the container from rotating sufficiently to free itself from the cross-pin in the boss.

Note.—The diameter of the hole and the gauge of the wire in (c) and (d) have not been specified since these must depend to a certain extent on the width of metal available for drilling outside the gauze, which varies in different containers. Slight penetration of the gauze is immaterial since the hole is afterwards blocked to a great extent by the wire.

8. The silica gel containers of torpedoes in Depots will be modified as above under Classification D(i). Details of any improved design of container assembly which may be introduced for existing torpedoes in Depots and in future manufacture torpedoes will be promulgated by Admiralty Fleet Order in due course.

3509.—U.S.A. 22·4-in., Mark 13, Modification Torpedoes—Introduction of Shroud Rings, Mark 1

(T. 08823/45.—28 Jun. 1945.)

A shroud ring has been developed for installation on the tail of the Mark 13 Modification torpedo. The nomenclature of which will be "Shroud Ring Mark 1".

2. This shroud ring consists of a steel ring with a streamlined cross section welded to the tail blades of the torpedo. It is conical in shape and its largest diameter is equal to the diameter of the torpedo.

3. The following is a list of the advantages obtained by the use of the shroud ring, Mark 1:—

- (i) Improves the depth-keeping performance.
- (ii) Decreases tendency of torpedo to roll while under way.
- (iii) Tends to eliminate hook on torpedo entry into the water.
- (iv) Practically eliminates broaches (break surface).
- (v) Accomplishes the foregoing without materially reducing range or speed.

4. Because of the stabilizing effect of the shroud ring it should be noted that the torpedo has a tendency to make a deep dive before taking its set depth.

5. The installation of the shroud ring is a major modification and will be undertaken in depots only. Instructions for fitting have been issued in T.D.I. 2191.

6. Shroud rings are drilled to enable stabilizers to be fitted and secured by dowel pins.

7. Revised dropping restrictions when using drag rings and shroud rings will be issued shortly.

3510.—Mobile Torpedo Attack Teachers

(T.S.D. 223/45.—28 Jun. 1945.)

To improve the training of Torpedo Control officers and ratings in ships building and refitting, and at bases where no Attack Teacher is available, two Mobile Torpedo Attack Teachers are now operating in the United Kingdom, as follows:—

	<i>Area</i>	<i>Controlled by</i>
M.T.A.T. No. 1 ...	Portsmouth and <u>Nore</u> Commands	H.M.S. "Vernon," Portsmouth.
M.T.A.T. No. 3 ...	Western Approaches and Rosyth Commands.	Commander-in-Chief, Rosyth.

M.T.A.T. No. 2 has been withdrawn in order to provide a teacher in H.M.S. "Vernon."

2. These teachers are primarily designed for destroyers and M.T.Bs, and are fitted up in large lorries so that they can, in many cases, get right alongside the ships concerned.

3. Application for the services of an Attack Teacher should be made to the controlling authority.

4. The teachers are not intended as a substitute for Torpedo Control courses. It is emphasized that particularly in destroyers both the Torpedo Control Officer and the Torpedo Firing Officer will always derive benefit from a course in torpedo control in either "Vernon" or "Defiance."

5. Dates of courses from June to December are laid down in C.A.F.O. 907/45.

(C.A.F.O. 907/45.)

(A.F.O. 667/45 is cancelled.)

3511.—Aviation Spirit System—Modified Filling Arrangement—As. and As.
*"Illustrious" Class, "Indomitable", "Implacable" and "Indefatigable" and
 "Colossus" Class*

(D./A.C.R.D. 455/45.—28 Jun. 1945.)

The petrol systems of aircraft carriers on service embody common filling and delivery lines. Such an arrangement is objectionable in principle in that, should any water be passed over with the petrol during filling operations, a proportion thereof may be trapped in fittings or pipe dips and subsequently be delivered to aircraft during fuelling operations although the tanks have been tested and proved clear of water.

2. This danger is to be eliminated by divorcing each filling line from the delivery system up to a point immediately above the entry to the tanks. Diagrammatic sketches showing the modifications required are indicated on A.F.O. Diagram 240/45.

3. Commanding Officers of the ships concerned should insert an item, classification "A", in their next lists of As. and As. for this modification to be carried out, and are to report the number allocated.

**3512.—Accelerators, Type H, Mark II, and Type H, Mark II, Mod. 1—As. and As.—
 REPORTS**

Escort Carriers—American built

(D. 06372/45.—28 Jun. 1945.)

The undermentioned Change Order has been issued by the U.S. Bureau of Aeronautics, Washington, in connection with accelerators, Type H, Mark II, and Type H, Mark II, Mod. 1:—

Type H, Mark II	...	Change Order No. 13	} Catapult Gauge Board Signal Lights—Relaxation of.
Type H, Mark II, Mod. 1		Change Order No. 20	

2. This item is to be included in the "Tracker" class list of As. and As. to cover the work involved. Item numbers allocated are to be reported.

3. The material required to complete this Change Order will be furnished by the N.A.M.C., Philadelphia, without demand.

4. The work is to be carried out by ship's staff with dockyard assistance where necessary.

5. Commanding Officers are to forward a report to Admiralty when this item is completed.

6. Copies of Change Order Nos. 13 and 20 are being distributed by Admiralty. The Commanding Officers of ships or refitting authorities concerned who have not received a copy are to apply to Admiralty.

(B.A.D., 17 Mar. 1945, No. S.R. 698/45.)

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

**3513.—Boilers—Oil Fuel Sprayers—Replacement of Pattern 13 Sprayers by
 1943, Mark I, Sprayers—Admiralty Pattern No. 25—REPORTS**

All Vessels fitted with 1941 Open Fronts

(D. 5574/45.—28 Jun. 1945.)

In vessels fitted with 1941 open fronts it has been found that trouble has been experienced through "coking up" of sprayer caps when not in use. This has been attributed to the overheating of the cap by furnace radiation due to the inability to withdraw the Pattern 13 sprayer sufficiently when fitted with 3-in. extension pieces.

2. A new type of sprayer (1943, Mark I, Admiralty Pattern No. 25) has been designed which allows the sprayer cap to be fully withdrawn. This sprayer is fully adjustable and is supplied complete with carriage and special supporting bracket, oil connection, parking clamp, brackets and hoses.

3. It is desired to fit all ships fitted with 1941 open fronts with this type of sprayer, and the Commanding Officers of ships concerned should report the number

of registers to which this order is applicable. Sprayers and supply connections will be supplied on the basis of one for each sprayer fitted, plus one spare per boiler, parking clamps and brackets one per register. These should be fitted by ship's staff, with depot ship assistance if required.

4. A.F.O. Diagram 241/45 (1) shows the general arrangement of the Mark I sprayer, and A.F.O. Diagram 241/45 (2) shows the arrangement of the fittings and sprayer hose. Where possible the parking clamps should be fitted in the lower position shown in the diagram, but in cases where this is impracticable they should be fitted in the alternative position.

5. It is important that the following notes on assembly be followed carefully:—

(a) The oil fuel connection is to be directly under the centre line of the sprayer to prevent torque in the "Silvoflex" hose.

(b) The dimensions shown in the diagram should be strictly adhered to in order to prevent the setting up of any undue stresses in the hose.

(c) The sprayer should be aligned by means of the adjusting arrangements fitted to the sprayer carriage.

In most cases it will be found that the bolt holes in the supporting bracket coincide with those drilled in the front panel for the existing brackets.

(This Order to be retained until complied with.)

3514.—Diesel Generators, Lister 15 kW—Mono Pump Spares

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

(E. in C./D.C.O.M. 5231/44.—28 Jun. 1945.)

Major landing craft, which are fitted with Lister 15 kW diesel generators, are to carry the following additional "A" (on-board) spares while allocated to service on the East Indies or Pacific Stations.

For "Mono" Type D3 Circulating Water Pumps.

D3/10 Gland Packing	...	...	...	1 set.
D3/13 Felt ring large	...	...	...	1 No.
D3/14 Felt ring small	...	...	...	1 No.
D3/22 Stator	...	...	...	1 No.
D3/28 Seal rings	...	...	...	2 No.
D3/29 Coupling rod pins	...	...	...	2 No.
D3/30 Coupling rod pins caps	...	...	...	4 No.
D3/31 Coupling rod pins caps washer	...	...	...	2 No.

2. Supplies of the necessary parts are being arranged and Administrative Authorities are to requisition the necessary parts from the following:—

L.C.M.S.O., Staines ... All craft being prepared for passage to the Far East.

L.C.M.S.O., Bombay ... All craft already operating in the Far East or on passage thereto.

3. These additional parts will not be supplied to craft operating on stations other than the East Indies or Pacific.

**3515.—Diesel Generators, 20-kW Ruston and Hornsby Type 4VSOZ—Modified
 Engine Bearers—As. and As.**

"Hunt" Class Destroyers, Types I and II

(D. 3200/44.—28 Jun. 1945.)

In order to minimize the risk of damage from shock due to underwater explosion, it has been decided to replace the existing cast iron engine bearers of the above-mentioned generators by others made of steel. Instructions for fitting the new bearers are contained in A.F.O. Diagram 236/45.

2. Application for the steel bearers, which are to be fitted at the first convenient opportunity, should be made to the N.S.O., Malta, and Messrs. Ruston and Hornsby, Sheaf Ironworks, Lincoln, by ships operating in Mediterranean and home waters, respectively.

3. Items, classification "A", are to be included in the class lists of As. and As. to cover the work involved.

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

3516.—Turbines, Main—Reduction Gearing Journal Bearings—REPORTS*H.M. Ships "Illustrious" and "Indomitable"—and other Ships concerned*

(D. 9740/45.—28 Jun. 1945.)

The common practice of using temporary liners between the two halves of journal bearings while the latter are being bored may lead to poor lubrication if the load line falls within about 20° from the butts of the bearings. This arises from the double contact made by the journal when in its running position.

This condition may be avoided by rotating the bearing brasses through an angle of 45° to bring the crown of the bottom half bearing nearer to the load line.

2. This alteration is to be made in all H.P. pinion bearings in H.M. Ships "Illustrious" and "Indomitable" by ships' staffs assisted by dockyard or repair authorities at the first opportunity, the work being treated as a defect.

It will be necessary to lock the brasses in their new position. A.F.O. Diagram 188/45 shows a simple method, using the existing locking screws.

3. The alteration will bring the pinion 0.003-in. inboard from its present running position. A check on alignment of the pinion and turbine coupling claws should be made before turning the bearings to confirm that the radial alignment of the claws will be maintained within 0.015-in. i.e. 0.030-in. variation in dial gauge readings.

If outside this limit, re-metalling of the brasses and re-boring with suitable adjustment to correct alignment should be done to minimize wear of couplings.

4. The Admiralty should be informed when the work has been completed in the vessels named.

5. The Commanding Officers of other vessels in which the position of load line in relation to the bearing butts is similar should take early action to report the condition of the bearing surfaces with particular reference to hard marking, wiping or loosening of white metal and should report their condition to the Admiralty. This applies both to H.P. pinions under ahead running and to L.P. pinions under ahead or astern running and irrespective of whether the bearings are concentrically or eccentrically bored or bored with temporary liners.

Such reports, for classes of ships, should be co-ordinated by administrative authorities.

6. Except where amended instructions have been issued the refitting of journal bearings should continue to be carried out in accordance with the approved drawings.

*(A.F.O. 2745/45 is cancelled.)***3517.—Generator Engines, Main—Refit and Adjustment of***"U" Class Submarines*

(D. 05029/44.—28 Jun. 1945.)

Reports received show that the correct procedure as to the re-conditioning, replacement and fitting of certain main engine details is not always adopted.

2. The following instructions are therefore issued for the information and guidance of all refitting authorities:—

(a) *Pistons*.—Consideration should always be given to the reconditioning of the existing pistons by machining the ring grooves to oversize as found necessary and fitting of new oversize rings. Replace piston rings of the correct type and grade should be obtained in accordance with C.A.F.O. 559/44.

Attention is also drawn to A.F.O. 2763/44 concerning the fitting of new piston rings.

(b) *Crankshafts*.—Crank and main bearing journals to be gauged and lapped as necessary. If the crankshafts require removal from the vessel for trueing of journals, arrangements should be made to check the alignment of all main bearing journals. Alignment should be checked by gauge. (A.F.O. 2159/45.)

(c) *Main and Crankhead Bearings*.—Orders should normally be placed with Messrs. Davey Paxman or the Glacier Metal Co. for new bearings to replace any found defective, quoting the size of the pin for which required.

Arrangements are also being made for a stock of crankhead bearing shells (bored undersize) to be held at H.M. Dockyard, Chatham, and for urgent requirements orders should be placed with H.M. Dockyard, Chatham, quoting the size of the pin for which required.

These bearings should be carefully fitted to the housings to ensure an all-round marking, with the butts of the bearings 0.0015-in.-0.002-in. proud of the housings to allow for the "nip-up" and care taken to see the surfaces are clean before final assembly.

The bearings are supplied with the necessary clearance which can be checked by micrometer with the bearings "nipped up" before assembly on the crankshaft. The bearing clearances are not to be measured by means of leads as they damage the white metal surfaces.

The total bearing clearance when "nipped up" should be 0.004-in.-0.005-in. at the crown and 0.010-in. at the horns.

The thickness of the bearing liner should be the same as that used by the contractors when making the bearings, i.e., $\frac{3}{16}$ -in. \pm 0.0005-in.

Except in emergency existing spare bearings for standard size journals should not be adjusted to journals of varying undersizes.

(d) *Cylinder Liners*.—For submarine engine liners generally, limiting wear may be taken as 0.5 per cent. of nominal cylinder diameter, but in the case of "U" class, liners worn above 0.014 in. should be renewed if:—

(i) "Blow by" is occurring.

(ii) New rings or pistons are being fitted.

Cylinder liners which are removed from engines due to wear but are otherwise in good condition should be sent to H.M. Dockyard, Chatham for possible reclamation.

*(Admiral (S/M) 19 Feb. 1945, No. 289/SM.752)**(A.F.Os. 2763/44 and 2159/45 and C.A.F.O. 559/44.)***3518.—Wireless Installation, Type TBS, and W/T and R/T Control Outfits KCQ, KCR, KCS and KCU—Fitting-out Information**

(R.E. 11061/45.—28 Jun. 1945.)

A.S.E. Installation, Specification No. B.159/R1, Volumes I to III, has been prepared to show the method of fitting and wiring Wireless Installation, Type TBS, and W/T and R/T Control Outfits KCQ, KCR, KCS and KCU.

2. Copies of the specification 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; 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; Commodore Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commodore (D), Londonderry; Commanding Officers, H.M. Ships "Artifex," "Resource," "Assistance" and "Diligence"; Commanding Officers, H.M. Ships "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor," "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S.I.; R.A.L.S.C.U.; 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 specification 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 Area; Warship Electrical Superintendents, Scottish, North Western, North Eastern, London and South Eastern, Midland and South Wales; South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type TBS and W/T and R/T Control outfits KCQ, KCR, KCS and KCU are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.159/R1, Volumes I-III.

4. It is to be noted that Specification No. B.159/43 and any advance fitting-out drawings, etc., which may already have been distributed, are superseded by this specification and should be disposed of as confidential waste.

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

3519.—Wireless—Emergency Battery-Driven Transceiver Aft—Fitting of—As. & As. Destroyers, Sloops, Frigates and "Castle" Class Corvettes

(R.E. 10685/45.—28 Jun 1945.)

Paragraph 5 of Appendix A to A.F.O. 6584/44 is to be amended to read as follows:—

"5. The following stores are required for modification of the filament supply arrangements:—

Pattern No.	Description.	No. required. 110 v. 220 v.
8111A	Fuse box, 2-way 7 amp.	1 1
5541	Fuse, 5 amp.	4 4
8289	Switch tumbler mounted, D.P. 1-way 5 amp.	2 2
8285	Coupling bar for 5 amp. switches	1 1
1324	Base for batten lamp holder	3 4
7990A	Lamp holder, batten type	3 4
1758M	Lamp, M.F., 100 volts, 220 watts	2 —
8031S	Lamp, M.F., 110 volts, 60 watts	1 —
2118M	Lamp, M.F., 220 volts, 135 watts	— 1
8291	Switch tumbler mounted D.P. 2-way and off	2 2
2117M	Lamp, M.F., 220 volts, 220 watts	— 3

Establishment List No. E533 is being amended."

(A.F.O. 6584/44.)

3520.—W/T and R/T Control Outfit KCW—Fitting-Out Information

(R.E. 11035/45.—28 Jun. 1945.)

A.S.E. Installation Specification No. B.583 has been prepared to show the method of fitting and wiring W/T and R/T Control Outfit KCW.

2. Copies of the specification 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; Flag Officers-in-Charge, Aden (for Radar and Port W/T 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; Commodore Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commodore (D), Londonderry; Commanding Officers, H.M. Ships "Artifex," "Resource," "Assistance" and "Diligence"; Captains Superintendent, Alexandria, Durban; Deputy Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Dunstaffnage and Corpach; B.A.D., Washington.

3. Copies of the specification 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, Northern Ireland areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T and R/T Control Outfit KCW are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.583.

4. It is to be noted that any advance fitting-out drawings etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

3521.—Radar—Types 267W/MW and 291W—Test Set S.E.2—Pattern W5799

(R.E. 146/45.—28 Jun. 1945.)

Test set S.E.2 is now in course of distribution to Submarine Depot Ships (2 each) and to submarines fitted with Types 267W/MW or 291W (one each). They are being issued, together with the appropriate test aerials, without demand as supplies become available.

2. Test aerials are to be fitted by depot ships' staff. Details of the method of fitting will be found in the relevant Aerial Outfit Installation Specification—B.171, Addendum A for Aerial Outfit ATT and B.473/R1 for Aerial Outfit APT.

3. The Handbook, C.B. 4350, will be supplied to depot ships without demand.

3522.—Wireless and Radar—Installation—Fitting Modifications

(R.E. 10639/45.—28 Jun. 1945.)

Experience has shown that certain of the existing methods of securing W/T and Radar apparatus are not satisfactory. Cases have occurred where apparatus has been dislodged under shock conditions causing injury to personnel and damage to instruments and wiring. It has been found that the dislodging has resulted from two main causes:—

(a) Resilient mounts slipping away from their fixing bolts.

(b) Screws used for securing apparatus pulling away from wooden supports.

2. Commanding Officers are to arrange for ships' staffs to carry out the following modifications to the securings of W/T and Radar apparatus, with the assistance of base and depot ships where necessary:—

(a) Two securing clips are to be fitted to each resilient mount as shown on A.F.O. Diagram 235/45 (A.S.E. Drawing No. 40483). These clips will be supplied as pattern articles and are designed to prevent apparatus sliding from the mounts, and the mounts themselves sliding from their fixing bolts, whilst retaining the advantages of the slotted securing holes.

Until supplies of these securing clips become available, they may be progressed by ships' staffs, and depot ships' staffs, with dockyard assistance as necessary.

(b) Where possible all heavy apparatus supported from the bulkheads or deckheads of offices fitted with a silent lining or lagging, should be secured by bolts passing through the steel structure and protruding through the silent lining or lagging. Very light or small apparatus such as tumbler switches, jack boxes, etc., may be secured to the silent linings or lagging by wood screws.

(c) Steel baseplates fitted under heavy floor mounted apparatus should continue to be secured to the floor-boards by wood screws.

(d) Apparatus mounted on tables and shelves should be secured by bolts with nuts and washers where possible. Steel straps running across the grain of the wood should be fitted in the way of fixing bolts to prevent splitting. The straps should be bent over the edges of the shelves.

3. Special instructions will be issued by the Admiralty for ships under construction or fitting new equipments during As. and As.

4. Ships concerned are to demand quantities of the following clips securing, as necessary from the (S) N.S.O. at the nearest storing yard, to whom an initial supply is being arranged, quoting this order as authority:—

Pattern No.	Description
57733	Clips, securing, for mounting resilient, Pattern W.3083.
57734	Clips, securing, for mounting resilient, Pattern W.3114.
57735	Clips, securing, for mounting resilient, Pattern W.3115.
57736	Clips, securing, for mounting resilient, Pattern W.3116.

5. Establishment lists concerned will be amended.

3523.—Wireless—Pattern W.4458 Valve Holder—Modification

(R.E. 11087/45.—28 Jun. 1945.)

In certain transmitters, particularly Type 55 and Transmitter 4T, Pattern W.4458 valve holders are mounted so that the short slot which takes the valve pin is not easily visible, and the long slot to the right of the valve clamp is seen. There is a tendency to turn the valve in the wrong direction (anti-clockwise instead of clockwise) when inserting it. The stop, fitted at the end of the clamping-spring to prevent this, has not proved effective.

2. It is important to note that when inserting the valve it must be rotated *clockwise*, otherwise damage to the valve and to components in the set will be caused when power is applied.

3. In all transmitters now being delivered the valve holders are being modified by the inclusion of two 6BA nuts locked together and soldered to the end of the clamping screw in such a way as to restrict the opening of the clamp and so prevent the rotation of the valve in the wrong direction.

4. The following modification is to be carried out by ship's staff.

5. With the valve completely inserted in the valve holder the clamping screw should be screwed up sufficiently to hold the valve firmly. The clamping screw should then be unscrewed just enough (usually about one complete turn) to permit the easy withdrawal of the valve. A 6BA nut should then be screwed on to the end of the clamping screw until it touches the lip of the clamp and restricts further opening of the clamp itself. The nut should then be locked in that position with a second 6BA nut and the latter spot-soldered on to the end of the clamping screw, which may be shortened as necessary.

3524.—U.S. Naval "S" Band Waveguide—Fitting-out Information

(R.E. 11099/45.—28 Jun. 1945.)

A.S.E. Installation Specification No. B.547 has been prepared to show the method of fitting U.S. Naval "S" Band Waveguide.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth; Rear-Admiral, Fleet Train; V.A. (Q), Melbourne; Flag Officers-in-Charge, Tunisia, East Africa, West Africa, Ceylon, Milford Haven, Aden (for Radar officers); Commodores Superintendent, Gibraltar, Bermuda, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Flag Officer, Bombay; Captains Superintendent, Alexandria, Kilindini and Durban; Commanding Officers, H.M. Ships "Artifex," "Resource," "Diligence" and "Assistance"; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Commanding Officers, H.M. Ships "Lizard," "Northey," "Sea Serpent," "Squid," "Tormentor" and "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain, G.S.1; R.A.L.S.C. (U); Commanding Officers, H.M. Ships "Midge," "Mantis," "Beehive," "Aggressive," "Hornet," "Attack," "Bee," "Fervent," "Blackbat," "Cicala," "Mosquito" and "Gregale"; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington; Commanding Officer, H.M.I.S. "Chamak."

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with U.S. Naval "S" Band Waveguide are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.547.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

3525.—Lanterns, Daylight Signalling, Patterns 443 and W.3857—Allocation—Fitting—As. and As.

(N.S. 014230/45.—28 Jun. 1945.)

Daylight signalling lanterns are to be fitted in all capital ships, aircraft carriers (all classes), "Kent" and later class cruisers, A/A cruisers, fighter direction ships, L.S.H. (L), L.S.F. and certain other ships, signal stations and signal schools as approved by the Admiralty.

2. All the above ships, stations or schools will be fitted with daylight signalling lanterns, Pattern 443, with the exception of those shown in paragraph 7 below.

3. Where necessary ships concerned, in commission, are to insert an item in their next A. and A. list (Classification A*)—"To fit daylight signalling lanterns".

4. Supply of lanterns and accessories to all ships concerned, in commission, and also to the following ships, under construction, has been arranged by Admiralty:—

"Vanguard"	"Warrior"	"Magnificent"
"Superb"	"Theseus"	"Terrible"
"Ocean"	"Triumph"	

For other ships concerned under construction, overseers should forward demands for lanterns and accessories to the warrant yard, when required for fitting. Warrant yards should arrange with Superintending Naval Store Officer, Haslemere, for supply to be made accordingly.

5. Demands from ships in commission for replacement of defective lantern(s) are to be forwarded to the nearest (Suptg.) Naval Store Officer who should obtain Admiralty approval before arranging supply.

6. To reduce the risk of damage to the lamps, Pattern 450 in daylight signalling lanterns, Pattern 443, caused by gun shock, etc., each lantern is to be mounted on three resilient mountings, Pattern W.3114.

7. The following ships are fitted with daylight signalling lanterns, Pattern W.3857:—

"Activity"	"Scylla"
"F.S. Dixmude" (ex "Biter")	"Tyne"
"Formidable"	"Uganda"*
"Illustrious"	"Unicorn"
"Newfoundland"*	"Woolwich"
"Renown"	

* To retain lanterns, Pattern W.3857, until lanterns, Pattern 443, are fitted.

8. Where B.T.H. daylight signalling lanterns, Pattern W.3857, are fitted in positions on the mast or overhang decks, slack wire pendants are to be fitted secured to the adjacent ship's structure to act as preventers in case the lanterns carry away from their mountings.

9. Spare lantern outfits and accessories have been supplied to bases abroad as follows :—

<i>Pattern 443 outfits</i>	<i>Pattern W.3857 outfit</i>
Alexandria (1)	Sydney (2)
Colombo (4)	
Durban (2)	
Malta (2)	
Sydney (6)	

10. The sea store establishments concerned will be amended.

11. Particulars of the accessories for lanterns, Pattern 443, are as follows :—

Pattern No.	Description	Quantity allowed per ship	Remarks
<i>Permanent Stores</i>			
<i>F2a</i>			
443	Lantern, 3-kW	2	
446A	Glazing, for outer case	1	
457	Reflector, concentric, back-mounted, complete in holder.	1	
460B	Motor (220-v.), complete with blower	1	
461	Escapement pawl, complete, with bush and lock.	2	
W.5386	Dioptric lens complete in mounting	(A)	(A) Only supplied to certain bases for replacement purposes.
450	Lamps, incandescent, 3-kW, 210-v.	6	Including 4 spares.
	Handbook	1	
<i>Consumable Stores</i>			
<i>F2a</i>			
458	Joint ring (dermatine) for back cover plate.	2	
459	Joint ring (dermatine), for junction box cover plate.	2	
470	Clutch (brass portion)	2	
471	Clutch (fabricated Tufnol portion)	2	
499	Spring, for solenoid plunger	2	
510	Spring, for toothed quadrant	2	
512	Spring, for dash-pot plunger	2	
515	Spring, for non-reverse pawl	2	
516	Spring, for plunger of solenoid relay	2	
517	Switch-roller type, complete	4	
518	Contact for relay circuit breaker (made up, complete in pairs).	4	
W.1300	Glass tube, for oil gauge	4	
W.1625	Box of tools, containing :—	1	
	Sun gear tool 1		
	Winding gear tool 1		
	Box spanner, for bearing plate bolt 1		
6621	Lamps, M.F., 20-w., 220-v., S.B.C.	(E)	(E) 6 for each flashing key (including 4 spares).
<i>F2B</i>			
18957	Resistance 1 ohm. 15 amps.	2	220/240-v., ships only.

The following items, which are to be dealt with as ship's fixtures, are also required in connection with the 3-kW. outfit :—

Pattern No.	Description	Quantity required per ship	Remarks
<i>F.2.A.</i>			
453	Board, control	1	
467	Key and indicator lamp unit	6B	(B) Two additional to flagships.
<i>F.2.B.</i>			
4462	Plugs	4C	(C) Includes 2 to be modified by fitting adaptor shown in D.E.E. Drawing 11101.
8681	Plugs	2	
4468	Sockets	4D	
8680	Sockets	2	(D) Two to be fitted with sealing bushes, Pattern 4813.

* Pattern numbers have been allocated to the replaceable component parts as follows :—

Subhead	Pattern	Description
F.2.B. ...	1211	Shade, glass.
E.2.C. ...	2511	Ring, rubber, for shade, Pattern 1211.

A pattern number has also been allocated to the following replaceable component parts :—

Subhead	Pattern	Description
F.2.A. ...	65284	Coil for relay solenoid (Part No. 169 in handbook).

12. Particulars of accessories for lanterns, Pattern W.3857, are as follows :—
Stores required for each Outfit

Pattern No.	Description	Quantity required per ship	Remarks
<i>Permanent Stores</i>			
<i>F.2.A.</i>			
W.3859	Lamp, mercury-vapour, for Pattern W.3857 lantern.	6	Includes 4 spares.
W.3857	Lantern, D.S., 10-kW.	2	
W.3858	Mounting for lantern, Pattern W.3857	2	
W.3860	Panel, control, for lantern, Pattern W.3857, 220-volts, D.C. supply.	2	Only to ships with 220 volts, D.C. supply.
W.5827	Panel, control, for lantern, Pattern W.3857, 240-volts, D.C. supply.	2	Only to ships with 240 volts, D.C. supply.
55434	Booster, for lantern, Pattern W.3857	1	
W.3861A	Panel, key, control for lantern, Pattern W.3857.	1	
W.3862	Resistance-box for lantern, Pattern W.3857, 220 volts, D.C. supply.	2	Pattern to be supplied in accordance with voltage of D.C. supply.
W.3862A	Resistance-box for Lantern, Pattern W.3857, 220/250-volts D.C. supply.		

Pattern No.	Description	Quantity allowed per ship	Remarks
<i>Permanent Stores</i> <i>F.2A—contd.</i>			
W.3692	Ammeter, 2½-in. dial (flush), moving coil.	1	
W.6511	Coil (Telsa) for lantern, Pattern W.3857.	1	
W.8152	Mask for lantern, Pattern W.3857	—	} <u>One of each allowed</u> <u>for each lantern</u> <u>fitted.</u>
W.8153	Louvre for lantern, Pattern W.3857	—	
W.6512	Heater for lantern, Pattern W.3857	1	
W.3691	Voltmeter, 2½-in. dial (flush), moving coil.	1	
<i>Consumable Stores</i>			
W.6526	Coil for contactor, No. 1, for panel control, Pattern W.3860.	2	
W.6527	Coil for relay No. 4, for panel control, Patterns W.3860 and W.5827.	2	
W.6528	Coil for relay No. 5, for panel control, Patterns W.3860 and W.5827.	2	
W.532	Condenser, electrolytic, 250 mfd., 500-volts D.C.	1	
W.894	Condenser, paper, without feet, 10 mfd., 500-volts, D.C. test.	1	
7060	Condenser, paper, with feet, 1 mfd., 500-volts, D.C. test.	1	
W.6775	Connector, flexible, for lantern, Pattern W.3857.	6	
W.6517	Contact, lower, for lantern, Pattern W.3857.	4	
W.6522	Contact, fixed (for contactor No. 1, Relay No. 4.) for panel control, Patterns W.3860 and W.5827.	16	
W.6523	Contact, moving (for contactor No. 1, and relay No. 4) for panel control, Patterns W.3860 and W.5827.	16	
W.6513	Glass, cylindrical, 8-in. diameter, 15⅞-in. high, for lantern, Pattern W.3857.	4	
W.6514	Glass, cylindrical, 4⅝-in. diameter, 15⅞-in. high for lantern, Pattern W.3857.	4	
W.6529	Relay, P.O. type, for panel control, Patterns W.3860 and W.5827.	2	
W.4866B	Resistance for 25-volt range for ammeter, Pattern W.3692 and voltmeter, Pattern W.3691.	1	
W.2746	Resistance-rod, moulded carbon, non-insulated, 100,000-ohms, ±10 per cent.	1	
W.2298	Resistance-rod, moulded carbon, non-insulated, 33,000-ohms, ±10 per cent., 1-watt.	1F	(F) Only to ships fitted with panel control, Pattern W.5827.
W.2731A	Resistance-rod, moulded carbon, non-insulated, 47,000-ohms, ±10 per cent., 2-watts.	1F	

Pattern No.	Description	Quantity required per ship	Remarks
<i>Consumable Stores—contd.</i>			
W.4289A	Resistance-rod, moulded carbon, non-insulated, 68,000-ohms, ±10 per cent., 3-watts.	1	Only to ships fitted with panel control, Pattern W.3860.
W.2737A	Resistance-rod, moulded carbon, non-insulated, 390-ohms, ±10 per cent.	1	
W.6515	Spring bottom contact for lantern, Pattern W.3857.	4	
W.6516	Spring for top insulating plate for lantern, Pattern W.3857.	6	
W.6518	Spring for lower platform for lamp contacts for lantern, Pattern W.3857.	6	
W.6524	Spring (for contactor No. 1 and relay No. 4) for panel control, Patterns W.3860 and W.5827.	16	
W.6525	Spring, push-off for contactor No. 1 and relay No. 4 for panel control, Patterns W.3860 and W.5827.	8	
W.6530	Switch, rotary, 7-pole, 1-way (6-break, 1-make), for panel, key, control, Pattern W.3861A.	2	Only to ships fitted with panel, key, control, Pattern W.3861A.
W.2583	Switch, foot press type, 2-pole, 2-way	1	
W.2584	Switch, foot press type, 2-pole, 1-way	1	
W.6519	Washer, composition, 8⅛-in. external diameter, 7-in. internal diameter, ⅛-in. thick.	4	
W.6520	Washer, composition, 4⅜-in. external diameter, 3⅝-in. internal diameter, ⅛-in. thick.	4	
W.6521	Washer, composition, 6⅜-in. external diameter, 5⅞-in. internal diameter, ⅜-in. thick.	2	
W.6753	Washer, composition, 9¼-in. external diameter, 8⅝-in. internal diameter, ⅜-in. thick.	2	

(C.A.F.O. 1650/44 and A.F.O. 3246/44.)

(A.F.Os. 4043/42, 842/43 and 6261/43 and C.A.F.Os. 336/43, 1213/43, 1873/43, 2337/43 and 2103/44 are cancelled.)

3526.—R.N. Shore Wireless Stations—Radio Stores—Demands, Supply, Defects, Returns, Survey, Deficiencies and Establishment Lists—Admiralty Signal Establishment Form No. 228—Introduction.

R.N. Shore Wireless Stations, R.N. Air Stations and Shore Establishments Supplied with Radio Apparatus

(N.S. 25753/45.—28 Jun. 1945.)

DIFFERENT CATEGORIES OF STORES

All stores required for the maintenance and repair of radio apparatus fitted on shore fall into two distinct categories:—

(a) "Pattern articles", as defined in paragraph 2 below.

(b) "Maker's proprietary components" to which pattern numbers are not allocated. For the purposes of this Order, these are referred to subsequently as "Non-pattern articles" and are defined as all articles which are not "Pattern articles".

2. *Pattern Articles.*—Included in this heading are, besides Admiralty Pattern articles, radio components to which War Office or Air Ministry reference numbers have been allocated and those, such as valves, which have received Inter-Service numbers. Articles to which Naval Pattern numbers commencing with "M" have been allocated by agreement with the Marconi W/T Co., Ltd., are also classed as Pattern articles.

3. *Maker's Proprietary Components (Non-Pattern Articles).*—All manufacturers of proprietary apparatus reserve the right, as part of the terms of their contracts, to use components made to varying specifications as considered expedient to complete contracts for all users, and to improve performance.

4. Proprietary sets of identical title, performance and outward appearance may not necessarily, therefore, contain identical components.

5. For this reason, distinguishing marks are not stamped on individual components and these must be identified by reference to the literature supplied with the particular set for which they are required. Some components, however, are "common" to a group of sets.

REVISED FORM OF ESTABLISHMENT LIST

6. The problem of storing spares required by shore stations is essentially different from the problem of storing spares for ships, as the former are fixed in position, although their location may be at a considerable distance from the nearest storing yard.

7. This means that it is impossible to distribute a similar quantity of radio spares peculiar to shore stations to all storing yards as, if the yard had to provide stores for a large number of stations the quantity would prove insufficient, whilst if it had to supply none the stocks would deteriorate in store.

8. It has therefore been decided to revise the Establishment Lists ("E" Lists) of Shore Station sets and outfits to show the following typical headings to columns:—

Column	Heading
1	Sub-head and Item.
2	Pattern No.
3	Description.
4	Quantity required for First Fitting.
5	Spares allowed to Station.
6	Blank Heading.
7	Category for Demand.
8	Basis for Provision (for use only in Admiralty).
9	Remarks.

9. In paragraph 8, the titles of Columns 1 to 5 and 9 are not changed, but the following remarks apply to the uses of the remaining columns:—

Column	Remarks
(a) 6	This column can be headed as desired by the authority using the "E" List. At Stations, however, the heading "Station Allowance and Where Stored" should be inserted and the column completed accordingly. Completion in this way will be found very convenient when mustering or verifying stocks of spares and when calculating demands.
(b) 7	This column will contain the letter "L", the letters "U.K." or the letters "A.S.E." against each article, which determine the method to be used for obtaining the article vide paragraph 13 below. In general these letters denote stores as follows:— "L":—"Pattern Articles", in which a regular turnover is expected. "U.K.":—"Pattern Articles", which are unlikely to require replacement except at long intervals. "A.S.E.":—"Non-Pattern Articles".
(c) 8	This column is included for use only in Admiralty for calculating the quantities of stores to be provisioned.

DEMANDS

10. *Demands for Complete Equipments.*—Demands are not to be raised for complete equipments such as outfits or sets. If a new or additional set or outfit is considered necessary, a letter explaining the circumstances, must be forwarded through the normal channels to the Flag Officer concerned, who will forward this to the Admiralty for consideration as necessary.

11. *Demands for Components of Sets or Outfits not fitted at Stations.*—Demands are not to be raised for components except those required as spares or replacements for sets or outfits approved to be fitted at stations. If the supply of other components is considered necessary, the procedure in paragraph 10 above is to be followed.

12. *Demands for Spares.*—Stocks of spares are to be reviewed and replenishment demands normally forwarded at intervals of three months.

13. When spares and replacements are required, the A.S.E. Establishment List of the set or outfit concerned should be consulted and action then taken in accordance with the following table:—

Category of Store (see paragraph 1 above)	Category for Demand from "E" List Column 7 (see paragraph 9 (b) above)	Form to be used		Authority to whom Form or Signal should be sent direct	Remarks
		Normally	Urgently		
(1)	(2)	(3)	(4)	(5)	(6)
(a) Pattern Article	L	S134D	Signal	Local Storing Yard	For remarks on signals, see paragraph 31 below. Pattern Articles not shown in "E" List are, for example, components of a major article.
(b) Pattern Article	U.K.	S134D	Signal	S.N.S.O., Haslemere	
(c) Pattern Article	Not shown in "E" List	S134D	Signal	Local Storing Yard	
(d) Non-Pattern	A.S.E.	A.S.E. Form 228	A.S.E. Form 228	A.S.E., Haslemere	A.S.E. Form 228 is essential (see paragraph 15 below) and, if urgent, should be sent by quickest route. Except in very exceptional circumstances, demands should not be made by signal (see paragraph 33). Stores will be charged to services on Form S134D raised by S.N.S.O., Haslemere.
(e) Non-Pattern Article	Not shown in "E" List	A.S.E. Form 228	A.S.E. Form 228	A.S.E., Haslemere	

14. If an A.S.E. Establishment List for an equipment has not been received spares should be demanded in accordance with the instructions in paragraph 13 (c) or (e) depending on whether the spare required is a pattern article or not. A request that the appropriate "E" List should be sent to the station must, however, be made to S.N.S.O., Haslemere.

15. The use of A.S.E. Form 228 is essential when requesting supplies of Maker's Proprietary Articles, as experience has shown that signals are insufficiently accurate for this purpose. If supplies of the form are not available it should be demanded from A.S.E. and reproduced locally until stocks are received. Instructions for the use of the form are contained in A.S.E. Form 228Z.

DEFECTIVE STORES

16. *Receipt and Installation of new Radio Apparatus.*—Demands are occasionally received for apparently excessive quantities of spare and replacement parts for new sets recently supplied.

17. When a report is requested for the reason for these demands, it almost invariably transpires that the sets have been received in bad condition owing to failure in the packing or gross mishandling during transit. In certain of these cases it also appears that the sets have been put "on test" without adequate investigation into the condition of components, with the result that considerable damage is caused throughout the apparatus.

18.—*Whilst a complete examination of new apparatus received should always be carried out, it is essential when components are received in bad condition, and particularly when signs of corrosion are present, that the following action should be taken :—*

- (a) The whole apparatus is to be considered "suspect" and not merely the components which appear from a cursory examination to be damaged.
- (b) All components are to be carefully stripped and examined, particularly for loose or sheared nuts or bolts across the components of totally enclosed parts and for defects in insulation.
- (c) Oil filled components are to be drained and refilled with fresh oil.
- (d) If the set is received in a damp condition, all transformers, coils, meters, etc., must be thoroughly dried out before being tested.
- (e) All components are then to be tested individually for faults, if possible under working power conditions after they have been removed or disconnected from the sets.
- (f) After the above tests have been completed a request on A.S.E. Form No. 228 is to be forwarded for any stores necessary. In this case Item 17 on the form should be rendered on a separate foolscap sheet and must include remarks on the following :—
 - (i) General reason for the damage.
 - (ii) Nature of damage, component by component.
 - (iii) Names of components which can be repaired or for which substitutes can be provided, temporarily, locally.

This form must cover all stores required to recondition the set completely, including those required to replace all local substitutes as the retention of these is most undesirable.

- (g) The set should then be re-assembled and, if circumstances permit, tested stage by stage until a complete test has been carried out and the apparatus has been passed for service. All through these tests, it is emphasized that power should be applied in the first instance for the shortest possible time and, after each application, a short examination should be made of all components tested to detect any incipient breakdowns.

19. Unless the above procedure is conscientiously carried out, unnecessary damage may be caused to new apparatus on installation and, owing to the lack of reports, rectification of defects in apparatus or packing cannot be effected. Correct priorities will also not be allocated to the supply of components required when these are in short supply or are difficult to obtain.

20. *Recurrent Defects.*—If stores are demanded through the usual channels, it may happen that Admiralty Signal Establishment remain unaware that a component is of unsatisfactory design or is being produced in an unsatisfactory manner.

21. All recurrent defects in which either design or production is suspect should, therefore, be the subject of a special report on A.S.E., Form No. 228. This will ensure that consideration is given to the design of the defective unit or that a batch supplied to the station in fulfilment of a demand is specially tested before despatch.

22. The procedure in paragraph 21 above is particularly applicable to any batch of units found to be defective on receipt, as only in this way can consideration be given to any special treatment required by such units in store to prevent deterioration, or alternatively, to the production of a design which will not deteriorate in store.

SURVEYS

23. In all the above cases an article is considered to be defective if it is found to be unsatisfactory for the purpose for which it was intended when surveyed by the local competent radio authority.

24. Stores surveyed should be marked either :—

- (a) "Serviceable".
- (b) "Repairable locally".
- (c) "Repairable economically in U.K."
- (d) "Bring to produce".

depending on the category into which they fall.

RETURNS

25. *General.*—Except when the circumstances in which the article concerned becomes unserviceable are such as to make it desirable to carry out a complete investigation, apparatus which is found to be defective when surveyed should only be returned to the United Kingdom from abroad when there is no doubt that it is repairable economically.

26. *Articles Returned for Investigation by A.S.E.*—When it is decided to effect the return of an article for investigation by A.S.E., it should be despatched as follows :—

- (a) Bulky stores, such as main units complete, should be returned direct to the manufacturer, full information of despatch being forwarded by letter by quickest route to Admiralty (D. of S.) copy to the Admiralty Signal Establishment, Haslemere, who will inform the manufacturer.
- (b) Small stores should be returned to the Admiralty Signal Establishment direct, with a similar letter.
- (c) All store notes should contain full information for the identification of the article, i.e., either Pattern No. etc. and description from "E" List or Rate Book, etc., in the case of "Pattern Articles", or full identity in accordance with the instructions in A.S.E., Form 228Z, in the case of "Non-Pattern Articles".

27. In all cases a separate report is to be made direct to Admiralty Signal Establishment, Haslemere, on A.S.E., Form 228, Item 17 on the form being rendered on a separate sheet of foolscap and including remarks on :—

- (a) Operating conditions.
- (b) Suspected cause of damage.

28. *Articles Returned for Repair.*—Stores surveyed as "Repairable Economically in U.K." or "Repairable Locally" should be despatched through the usual channels, the full identity of the article being made clear on store notes as in paragraph 26 (c) above.

DEFICIENCIES

29. *Deficiencies in Sets or Outfits Supplied Complete.*—Certain articles scheduled on the Establishment List for supply as part of a set or outfit may not be available at the time of despatch of the outfit. In these circumstances, the articles which are not available are marked "Deficiency" on the relative packing note (D.71) enclosed with the rest of the stores. Such articles are supplied without further demand as they become available and should not therefore be demanded by the station concerned, as this will result in duplicate supply. If the deficiencies are, however, urgently required for any reason, a request for their supply should be forwarded by signal to the Local Storing Yard stating the full particulars. If the article is not available in the Local Storing Yard, the N.S.O. concerned will refer the signal direct to the S.N.S.O., Haslemere.

30. *Articles not Marked as Deficiencies but not Received.*—As experience has shown that small articles are apt to be concealed in the packing material, a careful search is to be made through this material on all occasions. If, however, it transpires that an article shown on the packing note (D.71) and not marked as a "Deficiency" is, in fact, missing, this is to be noted on the receipt voucher (quadruplicate copy of S.134D accompanying the stores). Urgent action may be taken as in paragraph 29 above.

MESSAGES CONCERNING STORES

31. *Pattern Article Stores.*—All messages concerning stores should include the following information, *separately paragraphed or tabulated*, so far as this is applicable to the circumstances :—

- (a) Name of set or outfit of which the article forms a part (with panel, assembly, etc., if applicable). *This is required in all messages.*
- (b) Pattern Number of article under consideration (stating whether Admiralty, Air Ministry, Army, Interservice).
- (c) Full description (from "E" List or Rate Book or, if neither two former is available, description in Specification) of article.
- (d) Quantity of articles if appropriate.
- (e) Authority and address to which any stores required should be consigned.
- (f) Any special distinguishing mark required on cases.
- (g) Reason for demand.
- (h) Urgency.

32. Messages requesting stores should be drafted so that (b), (c) and (d) in paragraph 31 above are arranged in three columns preceded by the words "read in three columns, Pattern Number, Description, Quantity".

33. *Maker's Proprietary Components.*—Messages should not be used for information concerning Maker's Proprietary Components unless this is absolutely essential; when the information in paragraph 31 should be included as far as appropriate. The identity of the equipment and the article about which the message is made should be stated in accordance with the instructions in A.S.E. Form 228Z.

SUMMARY OF USES OF A.S.E. FORM 228

34. A.S.E. Form 228 is to be used *only* in the following circumstances. It is *not* to be used for communication with any authority other than the Captain Superintendent, Admiralty Signal Establishment, Haslemere.

- (a) To request the supply of spare "Non-Pattern Articles", *vide* paragraphs 13 and 14 above.
- (b) To report if a serious shortage of either category of stores is likely to affect the operation of the station.
- (c) To report if the life of a component, or a particular batch of a component, is considered to be too short and it is suggested that the design should be reconsidered, *vide* paragraphs 20 to 22 above.
- (d) To report if it is desired to propose an amendment to the quantity of spares allowed in the Establishment List.
- (e) To request the supply of stores required to make good defects found on the installation of new apparatus, *vide* paragraph 18 (f) above.
- (f) To report when stores are returned for investigation by A.S.E., *vide* paragraph 27 above.

STANDARDIZATION OF EQUIPMENT

35. It is emphasized that an important object is to use standard equipments and components, as far as this is possible, without losing efficiency. Apart from effecting a reduction in training programmes, the higher the degree of standardization achieved, the fewer different kinds of spares have to be obtained, maintained and stored.

36. *Difficulties in Maintaining Non-Standard Types of Apparatus.*—A number of requests are received for the supply of spare parts and replacements for apparatus, which is either of foreign manufacture (including U.S.A. and Canadian sources), obsolete or not accepted as a standard *Naval* set.

37. Attempts to retain apparatus which is not accepted as standard for Naval use have the following disadvantages :—

- (a) Spares are not readily available.
- (b) Each demand needs special attention.
- (c) A considerable waste in man hours occurs.
- (d) Inquiry from the manufacturer, or the parent service, often elicits the reply that the spares are no longer in stock nor being manufactured, and can only be provided at the expense of production of modern apparatus.

38. *Admiralty Policy.*—Authorities concerned are, therefore, advised that Admiralty policy is to replace all equipment which is not accepted as a standard Naval set by standard apparatus as soon as possible.

39. *Action by Authorities.*—To give effect to Admiralty policy on standardization and to reduce administrative stores difficulties, authorities are to take action as follows :—

- (a) Report to Admiralty particulars of non-standard equipment which it is desired to replace. These reports should, if possible name the standard equipment which would be acceptable as a replacement.
- (b) Refrain from forwarding demands to the United Kingdom for spares for apparatus which is not accepted as a standard Naval set. Spares required for such apparatus may be purchased locally, or obtained locally from the parent service, provided that it is essential to keep the non-standard set in operation pending replacement.

40. To assist authorities in determining what is standard Naval apparatus, lists of such apparatus will be published from time to time in Admiralty Fleet Orders.

CRYSTALS

41. This C.A.F.O. does not apply to crystals for shore stations, etc., which should continue to be dealt with under C.A.F.O. 667/44.

DATE OF BRINGING INTO FORCE AND CANCELLATION OF A.F.Os.

42. The above organization is to be brought into force on the 1st October, 1945, by which date all stations should have received supplies of A.S.E. Form No. 228.

43. On 1st October, 1945, the following Fleet Orders are to be considered cancelled : A.F.O. 3721/44, C.A.F.O. 1121/44, A.F.O. 1320/45.

(C.A.F.Os. 667/44, 1121/44, A.F.Os. 3721/44 and 1320/45.)

3527.—U.S. Naval Type $\frac{7}{8}$ -in. and $1\frac{1}{8}$ -in. Gas Filled Co-Axial Lines—Fitting-out Information

(R.E. 11091/45.—28 Jun. 1945.)

A.S.E. installation specification No. B.537 has been prepared to show the method of fitting and wiring U.S. Naval $\frac{7}{8}$ -in. and $1\frac{1}{8}$ -in. gas filled co-axial lines.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Commander-in-Chief, British Pacific Fleet; V.A. (Q), Melbourne; R.A.D., British Pacific Fleet; Rear-Admiral Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth; Flag Officers-in-Charge, Tunisia, East Africa, West Africa and Ceylon, Milford Haven, Aden (for Radar officers); Commodores Superintendent, Gibraltar, Bermuda, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Flag Officer, Bombay; Captains Superintendent, Alexandria, Kilindini and Durban; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Secretary Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington; Commanding Officers, H.M. Ships "Artifex," "Resource," "Assistance" and "Diligence", and the Commanding Officer, H.M.I.S. "Chamak".

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with U.S. Naval $\frac{7}{8}$ -in. and $1\frac{1}{8}$ -in. gas filled co-axial lines, are therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.537.

4. It is to be noted that any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

3528.—Radar—Indicator Outfit JK—230-Volt, 50-Cycle Power Supply

(R.E. 138/45.—28 Jun. 1945.)

A single 230-volt 50-cycle power supply feed only is required to Indicator Outfit JK. This supply should be taken to the power rack assembly. The 230-volt 50-cycle supply to the console is taken through the connector set from the power rack assembly. The Calibrator and Monitor Unit is supplied from the console. An additional 230-volt 50-cycle supply to the console is not required and ship's staff are to ascertain that this is not fitted.

2. Specification B.325 will be amended.

3529.—Radar sets, Types 242,271Q/273Q, 276/277/293 and Variations, 274 and 275—Receivers P.51, Pattern W3940, and P.54, Pattern W8006, Amplifiers M.59 Pattern W3941A, M.70 Pattern W8345, M.77 Pattern 53633 and M.78 Pattern 53634, Transmitter 7AD, Pattern W4832/A and Frequency Control Unit, Pattern W8023—Spare Condensers Pattern W.2319.

(R.E.01877/45.—28 Jun. 1945.)

Frequent reports have been received of failures of Pattern W.3953 condensers 0.001 microfarads 350-volts D.C. working when used as a decoupling condenser between H.T. and earth.

2. Pattern W.2319 condenser 0.001 microfarads 350-volts D.C. working is accordingly to be used in lieu. This condenser is slightly larger than Pattern W.3953 condenser, but can be fitted in the units shown above and will be fitted in all new production of these units.

3. In view of the large numbers of Pattern W.3953 condensers used in these receivers and amplifiers and the difficulty of making replacements in the confined spaces in their several compartments, retrospective replacement of pattern W.3953 condensers is only to be effected when they become defective.

4. Ships concerned are to demand 6 Condensers, pattern W.2319, as spares, for each of the above Radar sets fitted with Condensers, pattern W.3953 up to a total of 18 pattern W.2319 per ship, from storing yards, as follows, quoting this order as authority :—

Ships in home waters on S.N.S.O., Haslemere.				
Ships abroad on (S) N.S.O.,	Gibraltar	Durban	Bombay	
	Malta	Simonstown	Brisbane	
	Alexandria	Colombo	Sydney	

as appropriate.

5. Pattern W.2319 condensers are always to be used in future as replacements for defective pattern W.3953 condensers connected between H.T. and low voltage or earth.

6. All stocks of Condensers pattern W.3953 should be disposed of.

3530.—Photographic Reports on Aircraft Arrangements*Aircraft Carriers*

(A/A.C.R.D. 338/45.—28 Jun. 1945.)

In order to assist in aircraft carrier planning and to demonstrate to Air Department Officers prior to their joining new carriers, it is desired to maintain a library of photographs in the Airfields and Carrier Requirements Department, Admiralty.

2. Prints in triplicate of the following subjects, as applicable, are to be sent to D.A.C.R., Admiralty, with dated descriptions of each subject written on the back. The prints should be full plate, 8½-in. by 6½-in. The following list is given as a guide only and each item need not necessarily be covered, but a periodical check should be made on the accuracy and scope of previous returns :—

Operations room ...	Layout of bulkheads, plots and instruments.
Briefing room ...	Bulkhead boards.
Ready rooms ...	General layout and special fittings.
Flying control position ...	General layout and special fittings.
Aircraft control room ...	General layout and special fittings.

Flight deck ...	Various ranges and parks of aircraft; stowage of mobile equipment; deck lighting; D.L.C.Os. position; electric starting arrangements; aircraft securing arrangements; walkways. Series of photographs of deck loads being spotted for launching and parked forward after landing.
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Aircraft direction room ...	—
Hanger ...	Overhead stowages; stowages and fittings on bulkheads; various stowages of aircraft and view from hanger control position; side transporter arrangements.

Crash equipment ...	Details of trolleys in use.
Air intelligence room ...	General layout and special fittings; model making arrangements.

Synthetic training arrangements.	—
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Safety equipment maintenance rooms.	—
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Photographic rooms ...	General layout.
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Miscellaneous items connected with aircraft arrangements and copies of any prints which may be submitted with special reports.

3. If prints of any items which concern other Admiralty departments are included they will be circulated as necessary by D.A.C.R.

(A.F.O. 2770/45 is cancelled.)

3531.—Canvas Awnings—Fitting of*L.C.M.(3), L.C.V.(P) and L.C.P.(M)*

(D./D.C.O.M. 933/45.—28 Jun. 1945.)

L.C.M.(3), L.C.V.(P) and L.C.P.(M), allocated to the Eastern Theatre, are to be fitted with canvas awnings as shown in A.F.O. Diagrams 237/45 (1-3).

2. Awnings are to be of R.N.2 or R.N.4 flax or No. 1 cotton canvas, as available, and the work of fitting is to be carried out by Base staffs.

(R.A.C.O.B.(W.A.), 21 Mar., 1945, No. 317/Q.5./1010P.)

(A.F.O. 178/45 is cancelled.)

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

3532.—Plugs, Sparking—Novo Generating Set—Supply*L.C.N.*

(N.S./D.C.O.M. 327/45.—28 Jun. 1945.)

When replacements of plugs, sparking, Champion C7, at present fitted to Novo generating set in L.C.N. are required, K.L.G., Type M60, should be supplied.

2. Supply to craft concerned should be arranged by bases or ships to which the craft are allocated, in accordance with existing allowances for the Champion type.

3. Additional orders should be placed under the Standing Contract with Messrs. K.L.G. Plugs for the following quantities of plugs :—

Superintending Naval Store Officer, West Riding Area	800 No.
Naval Store Officer, Carfin ...	100 No.

4. Shipment of 200 No. should be arranged to Superintending Naval Store Officer, Ceylon, by Superintending Naval Store Officer, West Riding Area.

5. The Establishment of Stores will be amended.

3533.—Naval Air Stations, Repair and Maintenance Yards and Other Naval Air Shore Establishments—Cancellation of Demands for Air Stores Over Four Months Old

(N.S. Air 8994/45.—28 Jun. 1945.)

Except for demands raised under the D.T. system for initial storing and demands lodged or raised for new items introduced by Admiralty Fleet Orders, all demands for air stores for air stations and other Naval air shore establishments at home and abroad which remain unsatisfied after four months from the date of demand will be cancelled by the store depots or yards concerned. The triplicate copy of the demand will be endorsed "Cancelled—re-demand if still required" and forwarded to the station or establishment concerned for review.

2. In instances where the items outstanding are still required a fresh demand should be lodged and all copies endorsed with the date of the original demand. This endorsement will ensure that supply of the items is made in the correct order of priority when stocks become available.

3. The previous arrangement whereby demands for air stores over three months old are returned for review at the end of each month will lapse when the system outlined above is introduced.

4. The new procedure is to be applied as from 1st July, 1945, in home establishments and from a convenient date at establishments abroad after the receipt of this A.F.O.

3534.—Propellers for Naval Aircraft—Repair and Overhaul

(N.S. Air 1160/45.—28 Jun. 1945.)

Arrangements are in hand for the capacity of R.N. aircraft repair establishments to be expanded to cope with the overhaul of all repairable propellers and spares peculiar to naval aircraft. The establishments will specialize in the repair of the following types:—

Propeller Repair Shop, Dundee—All American types, Firebrand and Firefly.
R.N. Aircraft Workshops, Perth—Barracuda, Sea Otter.
R.N. Aircraft Workshops, Llangennech—Seafire.

2. Pending completion of the latter establishment, the repair of Seafire propellers will continue to be carried out at Dundee. Repairable propellers of the above-mentioned types should in future be sent by R.N. air establishments to R.N. Store Depot, Perth, until Llangennech is in a position to operate.

3. A.F.O. 1513/45 will be amended as necessary.

(A.F.O. 1513/45.)

3535.—Tools—Co-ordination of Common Patterns

(N.S. 19882/45.—28 Jun. 1945.)

The following amendments are to be made to A.F.O. 1938/45:—

Page	DHT No.	
6	427	Amend R.A.F. Ref. No. to read 1A/421.
7	485	Amend R.A.F. Ref. No. to read 1A/485.
13	1198	Insert Admiralty Pattern No. C611.
	1206	Insert Admiralty Pattern No. C620.
	1207	Insert Admiralty Pattern Nos. C621 and C622.
16	1612	Delete.
	1613	Delete.
19	1934	Amend DHT No. to read 1935.
21	2124	Amend R.A.F. Ref. No. to read 1B/2121.
22	2173	Amend R.A.F. Ref. No. to read 1C/2141.
23	2311	Insert Admiralty Pattern No. 8032.
24	2369	Delete R.A.F. Ref. No. 1C/5225. Insert R.A.F. Ref. No. 1C/5470.
30	4600	Amend R.A.F. Ref. No. to read 1J/178.

2. The following new DHT patterns are to be added:—

Page	DHT No.	Description	Admiralty Patt. No.	R.A.F. Ref. No.
3	170	Blocks, V, with 6 vees, $\frac{1}{4}$ in.—1 in. dia. ...	5873	—
6	476	Cleaners, contact, unhandled, No. 1 ...	—	1H/6
8	510	Drifts, copper, $\frac{3}{8}$ -in. \times $6\frac{1}{2}$ -in....	—	1A/635
11	—	Files, needle, 14 cm., cut 2—		
	4044	hand	W5841	—
	4047	half round	W5841	—
	4050	knife	W5841	—
	5043	round	W5841	—
	4056	square	W5841	—
	4059	three square	W5841	—
12	1061	Gauges, feeler, No. 1	—	1H/7
	1073	Gauges, feeler, No. 9	—	1H/90
	1116	Gauges, firmer, handled, $\frac{3}{8}$ -in. \times $4\frac{1}{2}$ -in. ...	—	1B/1259
14	1350	Handles, saw, $7\frac{1}{2}$ -in. \times $1\frac{3}{8}$ -in., two ferrules...	—	1C/3566
17	1806	Plates, surface, 12-in. \times 12-in., scraped, with cover	—	1B/1769
18	1817	Pliers, adjusting, No. 2	—	1H/64
23	2265	Screwdrivers, instrument, handled, No. 6 ...	—	1H/34
24	2368	Snaps, hand, solid rivets, $\frac{3}{16}$ -in. \times $\frac{1}{2}$ -in., oct., \times $4\frac{1}{2}$ -in. overall	—	1C/5409
30	4599	Tweezers, $4\frac{1}{2}$ -in. (Dumont No.8, flat nose) ...	—	1J/177

(A.F.O. 1938/45.)

3536.—Visible Card Index Ledger System

Fleet Air Maintenance Group

(N.S. Air/45.—28 Jun. 1945.)

In order to meet the special requirements of ships of the Fleet Air Maintenance group they will be supplied with special ledger cards of the vertical visible index type, together with suitable cabinets, to be used in lieu of ledger pages S.151 and S.153 as the naval air store account.

2. The aim has been to provide:—

- Ready visibility of section and reference number, classification, stowage, denomination, allowance by establishment, and space for attachment of coloured clip-on metal signals symbolizing some particular feature;
- a ledger card, showing on the one face details of demands and dues out as well as stocks, together with space for details of part numbers and known substitutes, and space for notes in which reference can be made to Admiralty Fleet Orders, signals, correspondence, etc.;
- amalgamation of permanent and consumable ledgers and arrangement of ledger cards in numerical sequence of reference, etc., number.

3. The form of main ledger card used is for the most part self-explanatory, but the following notes are issued to ensure that the best use is made of various features in the system.

4. Owing to necessary restrictions as to size of the cards no column has been provided for showing details of hastening action. This information, however is to be inserted as convenient to present the complete history. Dues in or out when satisfied should be ruled through with red pencil.

5. The cards will not be numbered serially throughout. The space provided for "card number" is to show 1, 2, 3, etc., indicating whether it is the first, second or third, etc., card relating to a particular article. The space will also serve to take the initials of the Supply Officer (S) as directed by Article 95, paragraph 3, of B.R. 4.

6. Care is to be taken when posting on the reverse of the ledger card or when a continuation card is being opened that the "remains" are carried forward only to the "remains" column. They should never be posted in the "received" column.

7. Issues to other ships and services are to be posted in red ink, thus indicating a "non-expenditure" transaction. Stores issued for the ship's own use or expended on work undertaken in the course of her normal functions are to be posted in black ink. The red and black transactions are to be totalled separately.

8. *Permanent Stores.*—(a) To provide a permanent loan record where required a coloured card is supplied to be placed in the filing cabinet in the next position to the main ledger card for the item. As these ships will frequently be required to issue stocks to other ships and services, and will frequently be repairing, or obtaining by breakdown of unserviceable assemblies, etc., permanent and like stores received from other services, it is anticipated that they will usually be holding stocks of these stores in excess of the allowances laid down for ship's use. Such items allowed for ship's own use are therefore to be written off as "issued to P/L" on the main ledger cards and taken on charge in column 2 of the "Permanent Loan Record" cards. The "remains" column of the main ledger cards will then show remains available for external issues, the items allowed by ship's establishment both as equipment and for stock being on charge earmarked on the coloured cards.

(b) The visible vertical strip at the side of the coloured cards is divided into a number of compartments to correspond with the number of "department" columns in the Permanent Loan Record. A conventional letter should be allotted to each department (e.g., X = Executive, M = Meteorological, E = Electrical and so on). When an item is issued on permanent loan to any department its conventional letter should be written in one of the visible compartments. When the full quantity of any item on permanent loan has been returned by a department, its visible conventional letter should be struck out in pencil. This will enable very rapid checking of permanent loan lists against the ledgers whenever desired.

9. *Coloured Metal Clip on Signals.*—Signals in four colours will be issued with each set of cards and cabinets:—

- (a) A red signal is to be clipped on in the blank visible section of the card provided, on a level with column headings, to denote an item controlled by Group Office.

This is an essential part of Group Office control, without which extra work for ships' staffs will be hard to avoid.

- (b) A yellow signal when used in the blank visible section of the card below the category indication (P.C.*C.) will denote an item known to be interchangeable with another reference number or for which an effective substitute is known. Information about interchangeability, especially of American parts, and the possibilities of substitution (e.g., between certain "Rotol" and "Hamilton" propeller tools) is at present very restricted and incompletely promulgated. Individual ships will frequently ascertain fresh information on this subject. This is always to be reported to Group Office, who will promulgate it to other ships of the group and at the same time will compile an interchangeability and substitution record for subsequent use in the Service generally. Swift satisfaction of Air Engineer Officers' requirements by Supply Officers will be greatly facilitated if the signals denoting interchangeability are kept up to date.

- (c) Two other colours of signal will be supplied for use at the discretion of ships' Supply Officers or as may be directed by group headquarters. Suggested uses that might be found profitable are (1) to denote items in low stock and (2) to denote a high priority demand outstanding.

10. *Bin Cards.*—It is highly desirable that wherever possible ledgers should be kept near to the store rooms in which items are actually stowed, though in many ships this may be difficult to arrange. Care must be taken, however, that—

- (i) the individual detailed for keeping ledgers is of at least equivalent rating to those in charge of stores and is not associated with the responsibility for keeping stores;
- (ii) the visible section of the card provided for recording stowage details is always to be completed, otherwise it will be difficult, e.g., for duty ratings outside normal office hours to know in which rack or bin any particular item is stowed. On the other hand, it is clearly desirable that the rating in charge of any store shall have his own record, to which he can refer for support in cases of discrepancy between his stocks and the remains shown in the ledgers. To this end a very simple form of Bin Location Card has been introduced, supplies of which will be made to ships concerned without demand. The card has been added to the "S" series of forms as S.135. Pending arrival of supplies the forms can very simply be created or obtained locally. Specimens of these Bin Location Cards will be supplied with the Visible Ledger system.

11. *Description.*—It is essential that the full description of a part shall always be entered in the space provided, both on Ledger Cards and Bin Cards, e.g., "Taps bottoming, B.S.F., Thread, R.H., $\frac{7}{32}$ -in." should be written in full, not simply as "Taps, bottoming," or "Taps, bottoming, R.H. $\frac{7}{32}$ -in." The tendency to abbreviate descriptions is a fruitful cause of wrong issues and wrong ledger postings.

12. *"Over-issues."*—Ledger pages should never be left showing an "Over-issue." The cause of an apparent over-issue must be investigated immediately, and necessary action taken to adjust the ledger. If it appears that supplies have been received on board, and issued, in advance of receipt of the accounting voucher, they should be taken on charge from a voucher raised on board, care being taken to avoid duplicate posting when the accounting voucher is subsequently received.

13. If there are discrepancies between the stores actually received and those detailed on the supply note, the quantity on the supply note is to be posted on the ledger cards, and adjustment made without delay under the following procedure:—

(a) Minor discrepancies which can be considered as due to clerical errors by the consignor by Form S.147.

(b) Other discrepancies, i.e. (i) those which cannot be regarded as due to clerical errors; (ii) deficiencies of valuable or important stores; and (iii) where the value exceeds £5, by Form S.148.

(c) The consignor is to be communicated with in accordance with the authorized procedure in an endeavour to clear up discrepancies under (b).

(d) All adjustments under (a) or (b) involving abatement are to be posted in red ink.

14. If the shortage is revealed whilst the stores are still held by the Supply Officer, the adjustment should be made by entering the deficient quantity in the "received" column in red ink and reducing the remains column by that amount, the voucher column being annotated "S.147/148 abatement."

15. If the deficiency is discovered by the using department after issue from main store, and the Supply Officer is satisfied that it is a *bona fide* shortage, adjustment is to be made by entering the deficient quantity in the "received" and "issued" columns in red ink. The remains column is not concerned in this instance, the voucher column being annotated "S.147/148 abatement."

3537.—Admiralty Pattern Suppressors for Tropical Service—Introduction

(N.S. 39479/44.—28 Jun. 1945.)

A new radio-interference suppression condenser, Pattern 19452, designed to withstand more rigorous climatic conditions than the existing condenser, Pattern 19436/A, is now available, and has been added to the Authorized List of Naval Stores under Subhead F2B, together with a clip, Pattern 19706, which is required for securing the condenser.

2. This condenser will be incorporated in suppressors of Admiralty Pattern, and, to distinguish suppressors using the new condenser, the pattern number of the suppressor will carry the suffix T.

3. The following suppressors have accordingly been added to the Authorized List of Naval Stores under Subhead F2B, Schedule C750:—

Pattern No.	Description.	
19433T	Radio-interference suppressor (20 amps. 220 volts, tropical).	(Superseding Patterns 19433, 19433A, 1943B.)
19440T	Radio-interference suppressor (30 amps. 220 volts, 6 ways tropical).	(Superseding Pattern 19440.)
19441T	Radio-interference suppressor (5 amps. 220 volts, tropical).	(Superseding Patterns 19441, 19441A.)
19443T	Radio-interference suppressor (50 amps. 220 volts, tropical).	(Superseding Pattern 19443.)

4. In order to facilitate conversion of non-tropical type suppressors, arrangements have been made for the issue of screening plate assemblies (i.e. the suppressor elements without the box) for several of the standard suppressors. To convert an existing suppressor to a "T" type suppressor it is only necessary to remove the

existing screening plate assembly by means of the four fixing screws and to substitute one of the new assemblies. In certain suppressors of older manufacture the fixing arrangements for the screening plate assemblies may not accommodate the new tropical screening plate. In such instances the suppressor should be completely replaced.

5. The following screening plate assemblies have accordingly been added to the Authorised List of Naval Stores under Subhead F.2B, Schedule C.750.

Pattern No.	Description
19710	Screening plate assembly for A.P. 19433T suppressor (20 amps. 200 volts).
19711	Screening plate assembly for A.P. 19440T suppressor (30 amps. 220 volts, 6 ways).
19712	Screening plate assembly for A.P. 19441T suppressor (5 amps. 220 volts).
19713	Screening plate assembly for A.P. 19443T suppressor (50 amps. 220 volts).

6. An initial distribution of this suppression equipment should be made by Superintending Naval Store Officer, Severn Area, as follows:—

Store	Patterns									
	19433T	19440T	19441T	19443T	19710	19711	19712	19713	19452	19706
Bombay ...	600	1,000	2,500	600	250	300	500	75	2,000	250
Ceylon ...	600	1,000	2,500	600	250	300	500	75	2,000	250
Sydney ...	600	1,000	2,500	600	250	300	500	75	2,000	250
Freetown ...	300	100	250	300	50	50	50	25	900	100
Bermuda ...	200	—	250	200	50	—	50	25	300	100
Malta ...	500	650	2,000	500	175	300	400	125	900	250
Alexandria ...	500	650	2,000	500	175	350	400	100	900	250
Karachi ...	50	50	200	25	50	50	50	25	100	25
Cochin ...	50	50	200	25	50	50	50	25	100	25
Chittagong ...	50	50	200	25	50	50	50	25	100	25
Vizagapatam ...	50	50	200	25	50	50	50	25	100	25
Madras ...	50	50	200	25	50	50	50	25	100	25
Calcutta ...	50	50	200	25	50	50	50	25	100	25

7. Demands should be forwarded to Superintending Naval Store Officer, Stroud, for home services and to the appropriate storing yard for services abroad. First outfit called for by asdic establishments and suppressors required by manufacturers for incorporation in Radar or W/T equipment will continue to be supplied by Superintending Naval Store Officer, Copenaera, or Superintending Naval Store Officer, Haslemere, respectively. All demands are to be endorsed with the authority for fitting.

3538.—Aircraft—Spanner, Box, $\frac{1}{4}$ -in. B.S.F., Pattern B.11/8087—Introduction

(N.S. Air 250/45.—28 Jun. 1945.)

For the purpose of securing saddles to rocket motors, and in order to overcome various difficulties experienced in the use of the standard $\frac{1}{4}$ -in. box spanner, a new spanner to which Naval pattern B.11/8087 has been assigned has been introduced with the following improvements:—

- This box spanner is longer than the standard $\frac{1}{4}$ -in. B.S.F.
- The jaws are specially strengthened and hardened with the addition of external chamfering by which interference with the main clamping band of the saddles is avoided.
- The spanner can be used with:—

British saddles Nos. 1 and 2	Mark I projector beam
British saddle No. 3	Mark IIIA projector beam
American saddle, 6-in. type	Mark IV launcher
American saddle, 5-in. type	Mark IV launcher, and front saddle for Mark IV launcher, and front saddle for Mark V launcher.

2. This spanner will be allowed to ships and services in accordance with the scales shown below:—

Ships (except repair ships), B.R. 378. Requirements for consumable stores under columns 10–20 inclusive to be obtained from main-store as necessary.

Admiralty Pattern No.	Description	B.R. 377			M.O.N.A.Bs.	S.S.U.	Repair Ships	
		R.N. Air Stations		R.N. Aircraft			Unicorn	Aircraft Maintenance Ships
		Class "A"	Class "B"	Repair and Maintenance Yards				
8087	Subhead B11 Spanner, box $\frac{1}{4}$ -in., B.S.F.	12	6	6	6	4	12	6

3. Services concerned should forward demands to their storing yards or depots quoting this Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

4. Purchase of 3,000 of these spanners has been arranged for delivery as shown below:—

Chatham	Ports-mouth	Devon-port	Rosyth	Mersey	Severn	Leeds	Carfin	Total
200	200	200	200	750	1,050	200	200	3,000

Shipment will be arranged as follows:—

From Mersey Area					From Severn Area	
Gibraltar	Malta	Alexandria	Durban	Ceylon	Australia	
20	20	30	30	200	500	

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.

3539.—Aircraft Propeller Tools—De Havilland (Bracket Type)

(N.S. Air 8026/45.—28 Jun. 1945.)

Heat treatment of metal aircraft propeller blades is not to be undertaken by Naval Services. The appendix to A.F.O. 1220/45—"Aircraft Propeller Tools—De Havilland (Bracket Type)" should therefore be amended as follows:—

Page 47

Ref. 2558 P.C. 922—Delete throughout entirely.

Page 48

Ref. 2676 P.C.1280—Delete throughout entirely.

Ref. 2677 P.C.1281—Delete throughout entirely.

2. Action is being taken to amend B.R.383, Section VII, Part 1, but meanwhile Services should note in manuscript that these items are no longer required.

(A.F.O. 1220/45.)

3540.—Ceiling Fans and Table Fans—Spare Parts—Revised Allowances

(N.S. 20824/45.—28 Jun. 1945.)

Ceiling Fans.—The present allowance to H.M. ships of spare parts for 36-in. (Patterns 15001 and S.15001—110 volt and 15003 and S.15003—220 volt) and 42-in. (Patterns 15000 and S.15000—110 volt and 15002 and S.15002—220 volt) ceiling fans (viz.—one set per ship) has now been revised and in future the allowance is to be as follows :—

- For 1 to 5 fans of each size 1 set of spare parts
 For 6 to 15 fans of each size 2 sets of spare parts
 For 16 to 40 fans of each size 3 sets of spare parts

2. A set of spare parts for each pattern of fan according to voltage consists of the undermentioned :—

<i>Fans (Revo)</i>			
<i>Pattern 15000</i>	<i>Pattern 15001</i>	<i>Pattern 15002</i>	<i>Pattern 15003</i>
Pattern 15011	Pattern 15012	Pattern 15013	Pattern 15014
Resistance Set (C)	Resistance Set (C)	Resistance Set (C)	Resistance Set (C)
Pattern 15005 Field Coils (pair) (P)	Pattern 15004 Armature (P)	Pattern 15007 Field Coils (pair) (P)	Pattern 15006 Armature (P)
Pattern 15008 Brushholders (pair) (C)	Pattern 15009 Brush springs (pair) (C)	Pattern 15010 Bearings (set of 2) (C)	Pattern 15015 Contact Studs (set) (C)
Pattern 15016 Contact Blades (C)	Pattern 15017 Guides (C)	Pattern 6803 Brush (C)	

(P)=Permanent
(C)=Consumable

Fans (G.E.C.)
Patterns S.15000, S.15001, S.15002, S.15003

Armature
 Field Coils (set)
 Brushholders (set of 2)
 Brush springs (set of 6)
 Bearings (set)
 Regulator (set)
 Small parts for regulator (set)

} Not issued individually.

(All demands should quote appropriate pattern fan for which spares are required.)

3. No further deliveries of ceiling fans and spares of G.E.C. manufacture are now being made, but existing stocks will be issued until exhausted. Demands for sets of spares which cannot be supplied will be met by the issue of the appropriate pattern fan of Revo manufacture, when the G.E.C. pattern fan is to be returned to store.

4. *Table Fans.*—The basis of allowance of spare parts for table fans has also been revised. Spare parts for these fans are to be allowed on the following scale :—

- (a) *Destroyers and Smaller Vessels.*—One set (of suitable pattern) for every 6 or part of 6 fans of each pattern, up to a maximum total of 10 sets.
 (b) *Other Ships.*—Ships with 100 or less table fans.—One set (of suitable pattern) for every 10 or part of 10 fans of each pattern.

Ships with more than 100 fans.—Ten sets plus one in addition for every 20 or part of 20 fans in excess of 100 (pattern to suit fans supplied).

5. A set of spare parts for each pattern of table fan consists of the following :—
 9821E (110 v. Fixed) 9821D (110 v. Gyro) 9820C (220 v. Gyro) 9820D (220 v. Fixed)

8768 Field Coil (P) 9217 Worm (C) 9568 Field Coil (P)
 9898 Armature (P) 9601 Spur Wheel (C) 9735 Armature (P)
 8769 Resistance (C) 9734 Worm and Pinion (C) 9569 Resistance (C)

9172 Bearing, fan end (C)
 9131 Bearing, gear end (C)
 6803 Brushes (C)
 9168 Brush holders (C)

G.E.C. Non-pattern

12-in. (220 volt)
 Field Coils (P)
 Armature (P)
 Resistance Elements (C)

12-in. (110 volt)
 Field Coils (P)
 Armature (P)
 Resistance Elements (C)

Brush holder complete with brush (C)
 Brush (C)

8642E (110 v. Fixed) 8642D (110 v. Osc.) 8641C (220 v. Osc.) 8641D (220 v. Fixed)

7757 Field Coil (P) 8643A 1st reduction Worm (C) 9553 Field Coil (P)
 7756 Armature (P) — Regulator (P) 8645A 2nd reduction Worm (C) 9552 Armature (P)
 7644A Worm Wheel (C) 9554 Regulator (P)

9558 Brush holder (C)
 6804 Brush (C)
 9737 Bearing commutator end (C)
 9738 Bearing commutator end undersize (C)
 9739 Bearing fan end (C)
 9740 Bearing fan end undersize (C)

15040 (220 volt)
 Field Coils 15044 (P)
 Armature 15043 (P)
 Resistance 15045 (C)

15041 (110 volt)
 Field Coils 15047 (P)
 Armature 15046 (P)
 Resistance 15048 (C)

Brush holders 15050 (C)
 Bearings 15049 (C)
 Brush springs 15051 (C)
 Brushes 6803 (C)

(P)—Permanent

(C)—Consumable

6. Ships in commission should demand any spare parts required to complete to the revised allowances from their storing yards or depots. Supply to ships under construction should be adjusted as necessary by the warrant yards and supplying yards/depots.

7. The sea store establishments concerned will be amended.

(A.F.O. 2499/45 is cancelled.)

3541.—Epidiascopes for Adult Educational Purposes—Supply of Capital Ships

(N.S. 16553/45.—28 Jun. 1945.)

One epidiascope is to be allowed to each capital ship in full commission for use of the Instructor Officer in connection with the Adult Education Scheme.

2. An epidiascope complete with spare lamps, etc., as shown in paragraph 5 below, will be supplied *without demand* from R.N. Store Depot, Neasden, to each of the following ships in the order shown:—

H.M. Ships "King George V", "Duke of York", "Renown" and "Valiant".
Supply to H.M. ships "Anson" and "Howe" has already been arranged from Neasden.

3. An epidiascope was formerly allowed to H.M.S. "Nelson" in her capacity of Fleet Flagship and if not now on board, a new epidiascope should be demanded by signal from R.N. Store Depot, Neasden (demand to be addressed to Superintending Naval Store Officer, Park Royal, quoting this A.F.O.).

4. For H.M.S. "Vanguard", a demand should be forwarded at the appropriate time to R.N. Store Depot, Stroud, by Superintending Naval Store Officer, Portsmouth.

5. The epidiascope outfit allowed will be one of the following, dealt with under Subhead F.3A.

Pattern	Description	
5620	Epidiascope, Aldis type	} Outfit
5637	Lamps, pre-focus, 500-w., 110-v. (2 No.)†	
5636	Resistance, universal (1 No.)	
	or	
8452	Epidiascope, Newton type	} Outfit
8453	Lamps, 500-w. 220-v. (2 No.)†	

† Includes one as spare.

6. B.R.358—Establishment of Naval Stores for Executive Purposes—will be amended.

(C.in-C., Plymouth, 18 Feb.1945, No. Ply. 615/60.)

3542.—Flying Training Target Ships—Naval Stores for Torpedo Purposes

(N.S/D. 08426/44.—28 Jun. 1945.)

The Naval stores required for torpedo purposes in ships employed as flying training target ships are detailed in the appendix to this order. This list of stores was originally issued with the Admiralty letter referred to in paragraph 3 of C.A.F.O. 708/45, and is reproduced for information of services concerned to certain of which, copies of the Admiralty letter may not be available.

2. Ships concerned in commission should already carry this equipment on board, but any items required to complete to the approved allowances should be demanded from storing yards.

Appendix Naval Stores required for Torpedo Purposes

Pattern	Description	Denom.	Qty.	Remarks
	<i>Permanent. B.5</i>			
8719	Dan buoys, steel	No.	1	
8734	Staves for dan buoys	No.	1	
8798	Sinkers, ½ cwt.	No.	1	
8794	Sinkers, 1½ cwt.	No.	1	
8796A	Mooring rope, 1½ in. S.W.	Fms.	50	
	Strop, flex. steel wire to take a working load of 1 ton, fitted at one end with thimble and eye to take over hook on lower block of torpedo davit and with thimble eye and shackle at other end for attachment to Pattern 4982 strop. Length of pendant between crowns of thimbles to be 2 ft. 6 in.	No.	3	

Pattern	Description	Denom.	Qty.	Remarks
	<i>B.10</i>			
5343	Shackles, 1½ in.	No.	1	
—	Boathooks, "Grabbit" type 16G, small model 8 in. overall, with 1½-in. jaw.—Leam Engr. Co., Leamington Spa, Warwickshire	No.	2	} Should be obtained by local purchase.
4982	Strops, ribbon, for 18-in. torpedoes	No.	6	
5077	Strops, ribbon, for 22.4-in. U.S. Mark XIII torpedoes	No.	6	} Should be demanded from S.N.S.O. Portsmouth.
	<i>B.12</i>			
—	Nose and tail lines	Sets	6	
	<i>D.4</i>			
—	Tarpaulin sheets, grade "A", 14 ft. × 20 ft., or suitable stock size ...	No.	2	
	<i>Consumable</i>			
	<i>K.</i>			
29	Oil, light shale	Gals.	2	
	<i>D.3</i>			
T808	Rags, cotton, for cleaning	Lb.	28	
C1514 or C1525	Twine seaming	Lb.	1	
	<i>D.5</i>			
C3244	Cordage, tarred sisal, 2 in.... ..	Coil	1	
—	Spunyard, tarred, 3 yard, 20 thread	Lb.	56	
C1563	Lines, codfish, 80 yards	No.	1	
	<i>E.3</i>			
—	Staves, fir, 10 ft. long	No.	4	
—	Staves, fir, 16 ft. long	No.	2	
	<i>E.8</i>			
307	Fenders, coir, Turkshead	No.	2	
309	Fenders, ship's coir, small	No.	4	
312	Fenders, for torpedoes	No.	6	
	<i>F.3</i>			
4 or substitute	Stop watches	No.	4	

(C.A.F.O. 708/45.)

3543.—Circulating Water Pumps—Sound Insulation—As. and As.

Submarines
(D/C.P. 73901/45.—28 Jun. 1945.)

Item No. 627. Classification "A."

2. The starboard Drysdale motor-driven circulating water pump in Vickers "T" class submarines is to be sound insulated, and the operation of the circulating water system modified to enable this pump to be used for the freon plants, main motors, etc., when submerged.

3. Provision is to be made for fitting two flexible pipe connections, with a 180° bend between them in both the pump suction and discharge pipes, and metal connections fitted in lieu of the flexible connections.

4. Special attention is to be paid to the requirements for wiring to electrical machinery as laid down in A.F.O. 2267/42.

5. Two spare mountings are to be provided per vessel.

6. The fittings and drawings required are to be demanded from Captain S/M (5), Fort Blockhouse, Gosport, Hants, and the work of installation undertaken by the refitting authorities.

7. On completion, the portion of the circulating system which will be in use when submerged is to be tested to 225 lb./in².

8. When this modification is carried out the sound insulated combined oil and water pump is to be used as the sound insulated lubricating oil priming pump, the oil portion being reconnected where necessary.

9. Special instructions are being issued for vessels under construction.

(Admiral (S/M), 28 Apr., 1945, No. S.M.648/828.)

(A.F.O. 2267/42.)

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

3544.—Voicepipes, External, Lagging of—As. and As.

H.M. Submarines

(D/P. 05310/45.—28 Jun. 1945.)

Item No. "A", class 12.

Item No. "T", class 622.

Item No. "S", class 620.

Item No. "U", class 578.

Item No. Minelayer class 563, Classification "A".

2. In order to reduce interference from the noise of sea and wind, all external voicepipes are to be lagged as follows:—

One layer of unbacked Newall's strip, 4 in. by $\frac{1}{4}$ in., wound spirally; one layer of Newall's cotton backed strip of the same width and thickness similarly wound. The whole covered and secured with canvas and then coated with Wailes Dove Super-Service Bitumastic Solution for watertightness.

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

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

Section 4

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

3545.—External and Camouflage Painting of H.M. Ships and Vessels—A.1. Type Paints—Trials of Synthetic Resin Paints—Shade Cards of Camouflage Colours (T.S.D. 1510/45.—28 Jun. 1945.)

The following is a consolidation of A.F.O. 3113/44, A.F.O. 1017/44 and A.F.O. 4224/43 with amendments where shown:—

2. *Application of Paint.*—If satisfactory service is to be obtained from paint, it is necessary to prepare the surfaces properly and to apply the paint in suitable conditions. Recommendations on these points will be found in C.B. 3098 (R), paragraph 137. This book will shortly be superseded by C.B. 3098 (45) R, where the recommendations will be found in Chapter 8.

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

4. A type of oil paint to Admiralty specification has, therefore, been introduced having a small amount of gloss, in an attempt to increase durability. This paint is known as the A.1 Type.

5. The A.1 Type paints are not immune from chalking and glossier paints containing more linseed oil than the A.1 Type do not show much improvement in this respect. Tests have, however, been made with a special type of synthetic resin paint which is likely to be much more durable and less liable to chalk than any paint having only a linseed oil base. The necessary ingredients for this paint are not readily available at present but it is not expected that this difficulty will persist and it has been approved to carry out sea trials of the paint in a cruiser and in five destroyers. Pending the results of these trials the A.1 Type of paint will remain in use.

6. *Nomenclature.*—Some confusion has been caused by mistaking the names of shades for the names of paints. The system of nomenclature is as follows:—

(a) Paint: Name of type:—

(i) Paints already established under Admiralty pattern numbers are referred to by these numbers.

(ii) The half-gloss type of paint described in paragraph 4 above is referred to as the A.1 Type. This type of paint has not been established under Admiralty pattern numbers but is formulated with Admiralty pattern ingredients (see paragraph 15 below).

(b) Paint: Name of formula:—

The A.1 Type of paint is made in a number of shades (given in paragraph 6 (d) below). The formula for paint of the A.1 type in each shade will be referred to by prefixing the name of the type to the name of the shade. Thus A.1/G.10 means the formula or mixture of A.1 type paint which gives shade G.10.

(c) Colour shades: Names:—

The shades of paints for use externally in H.M. ships are referred to by a letter denoting the colour (B = Blue-grey, G = Grey) followed by a number denoting the reflection factor or tone of the paint: the higher the number the lighter the tone.

(d) The shades are referred to as follows:—

G.5.

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

G.20.

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

B.15.

B.20.

B.30.

B.55.

These refer to shades only. They are not to be used in referring to formulae or mixtures of paint, without prefixing the type of paint, thus:—

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

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

7. *Paints to be Used.*—The approved type of paint for use on all parts of H.M. ships visible from outboard is the A.1 Type. Admiralty Pattern 507A paint and Admiralty Pattern 507C paint may, however, be used in lieu of A.1/G.10 and A.1/G.45 respectively, when desired; they have the same colour but contain more oil and are therefore a little glossier when first applied. They are also rather more durable.

8. Boot-topping compositions and non-slip deck paints are to continue to be used as hitherto.

9. *Shade Cards and Liquid Samples.*—Shade cards of the shades in the B and G series referred to in paragraph 6 (d) above are enclosed in C.B.3098(R) with the exception of B.20, which is obtained by mixing equal parts of paints of shades B.30 and B.15. When C.B.3098(R) is superseded by C.B.3098(45) R arrangements will be made to provide shade cards for the latter book, which however will have a more limited distribution than C.B.3098(R).

10. Where further shade cards are required application should be made to the Superintending Naval Store Officer, H.M. Dockyard, Portsmouth. Liquid samples of the paints can also be obtained from him if required.

11. Instructions have been given to paint-manufacturing firms that they should apply in the first instance to the Admiralty Overseer responsible for the acceptance of the work, when they require information about paints which they are required to supply under contracts placed with them or tenders called for by contractors engaged on Admiralty work. If the Overseer concerned finds that reference to the Admiralty is necessary he should remark as to the service for which the material is required.

12. *Formulae.*—The formulae for Admiralty pattern paints are given in the Rate Book List of Component Parts, Sub-head "E", and modifications are promulgated by A.F.O. for the information of Overseers and others interested. The formulae for paints of the A.1 Type are as given below, in paragraph 15.

13. Green paste is a constituent of paints, A.1/G.20, A.1/B.15, A.1/B.30, and A.1/B.55.

In view of the restriction in the use of chrome pigments, substitute green pigments, as generally used in the trade, should, where necessary, be obtained under existing local purchase regulations from recognized Admiralty paint contractors, who, when orders are placed, should be informed as follows:—

"If slight variation in the shade of the green is unavoidable, such variation should be on the side of blue rather than yellow; similarly, if the use of substitute pigments may result in fading of colour after exposure at sea, the fading should be towards blue or grey, and not towards yellow, i.e., a green pigment composed of blue and yellow ingredients is unacceptable if the blue is more fugitive than the yellow, but acceptable if the yellow is more fugitive than the blue."

14. Since these substitute green pigments will not all be of the same colour it is most important to take care that the quantity stated in the formula does not give too green a colour when mixed. In all cases of doubt the quantity of green paste should be reduced, since it is preferable that the paint should be too blue rather than too green.

15. *A.1/G.5.*—

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

A.1/G.10.—

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

A.1/G.20.—

Pattern 409	White lead oil paste	...	...	...	50 lb.
Pattern 104	Zinc oxide white	...	...	...	28 lb.
	Green paste	...	...	...	½ lb.
Pattern 110C	Black paste	...	...	...	1 lb.
	Raw linseed oil	...	...	...	8 pints
	White spirit	...	...	...	16 pints
Pattern 773	Liquid dryers	...	...	...	3 pints
Pattern 52 P	Paste ochre	...	...	...	1½ lb.

A.1/G.45.—

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

A.1/B.15.—

Pattern 409	White lead oil paste	...	...	...	61 lb.
Pattern 371	Blue-black paste	...	...	...	14 lb.
Pattern 8P	Blue paste	...	...	...	11½ lb.
	Green paste	...	...	...	1 lb.
Pattern 110C	Black paste	...	...	...	½ lb.
	Raw linseed oil	...	...	...	11 pints
	White spirit	...	...	...	10 pints
Pattern 773	Liquid dryers	...	...	...	3 pints

A.1/B.20.—

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

A.1/B.30.—

Pattern 409	White lead oil paste	...	...	...	58 lb.
Pattern 371	Blue-black paste	...	...	...	20 lb.
Pattern 104	Zinc oxide white	...	...	...	9 lb.
Pattern 8P	Blue paste	...	...	...	½ lb.
	Green paste	...	...	...	½ lb.
	Raw linseed oil	...	...	...	11 pints
	White spirit	...	...	...	10 pints
Pattern 773	Liquid dryers	...	...	...	3 pints

A.1/B.55.

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

(C.A.F.O. 558/45.)

(C.A.F.O. 2515/41, A.F.Os. 4224/43, 1017/44 and 3113/44 are cancelled.)

3546.—Meat—List of Home Ports Contracts, 1945—46

(C.P. 5/7390/45.—28 Jun. 1945.)

For reasons of economy a new list of meat contracts at Home Ports is not being circulated on this occasion.

The following additions and amendments, which take effect as from 1st July, 1945, should therefore be made to the existing List of Contracts which was issued

in June, 1944. The period of all contracts is for ten months from 1st July, 1945, to 30th April, 1946 :—

Name of Port	Contractor's Name and Address	Telephone Number
B A R R O W - I N - FURNESS.	No contract	—
<i>Insert :—</i> BRIGHTLINGSEA	R. C. Durrell, 96, New Street, Brightlingsea.	Brightlingsea 59.
DEAL	No contract	—
FELIXSTOWE	No contract	—
FLEETWOOD	No contract	—
FOLKESTONE	No contract	—
GRAVESEND	<i>Delete : J. H. Dewhurst, Ltd.</i> <i>Substitute : C. H. Medcalf,</i> 134, Dock Road, Tilbury.	Tilbury 2711
HASTINGS	No contract	—
HOLYHEAD	No contract	—
HYPHE	No contract	—
MIDDLESBROUGH	<i>Delete : J. H. Dewhurst, Ltd.</i> <i>Substitute : C. W. Hewson,</i> 27, South St. Mary's Gate, Grimsby.	Middlesbrough 4178.
	<i>Agent : C. W. Hewson,</i> 105, Corporation Street, Middlesbrough.	
NEWPORT (MON.)	<i>Delete : Pitchford & Son, Ltd.</i> <i>Substitute : J. H. Dewhurst, Ltd.,</i> 14, West Smithfield, London, E.C.1.	Newport 5022
	<i>Agent : Eastmans, Ltd.,</i> 73, Commercial Road, Newport, Mon.	
<i>Insert :—</i> PORT TALBOT	C. Clode & Sons (Clodes, Ltd.), Huddersfield Buildings, Talbot Road, Port Talbot, Glam.	Port Talbot 82
RYE	No contract	—
SOUTHWOLD	No contract	—
TORQUAY	No contract	—
VENTNOR, I.O.W.	No contract	—
WOKINGTON	No contract	—
YARMOUTH, I.O.W.	No contract	—
INVERGORDON	<i>Delete : B. Dalgarno.</i> <i>Substitute : Murdo MacGregor,</i> 20, High Street, Dingwall.	Dingwall 2159
	<i>Agent : MacKenzie Bros.,</i> 91, High Street, Invergordon.	
KIRKWALL AND SCAPA.	<i>Delete : J. T. Flett.</i> <i>Substitute : James Leith,</i> 38, Albert Street, Kirkwall.	Kirkwall 60
BELFAST	<i>Delete : Finlay & Co.</i> <i>Substitute : J. H. Dewhurst, Ltd.,</i> 14, West Smithfield, London, E.C.1.	Belfast 22063
	<i>Agent : J. H. Dewhurst, Ltd.,</i> 47, Ann Street, Belfast.	

3547.—Fumigation—Standing Contract with the Associated Fumigators Ltd.

H.M. Ships

(C.P./M.D.G./1223/45.—28 Jun. 1945.)

Before an order is placed with the Associated Fumigators Ltd. of 112, Victoria Dock Road, London, E.16, for fumigation of H.M. ships and vessels in accordance with A.F.O. 2488/45, all Naval authorities are requested to ascertain in the case of small craft such as trawlers, drifters, etc., whether the work could be carried out more economically by local contractors. Any order placed with a local contractor must be on the understanding that only employees of British nationality would be allowed on board H.M. ships and that the method of fumigation used would have no harmful effect on R.N. personnel or on delicate ships' instruments.

(A.F.O. 2488/45.)

3547a.—Major Landing Craft—Victualling

(E.F.O./V2/4146/45.—28 Jun. 1945.)

A.F.O. 3116/45 is to be amended as follows :—

Paragraph 79, 2nd line for "who is personally responsible for these supplies" read "who is personally responsible for payment for these supplies."

(A.F.O. 3116/45.)

3548.—Consignment of Stores to London Depots

(N.S. 657/45.—28 Jun. 1945.)

Considerable inconvenience is caused by the consigning of stores from R.N. establishments and contractors to the R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, where there are no lifting appliances and accommodation is much congested. This entails delay at the local sidings, re-direction of railway trucks and unnecessary haulage.

2. All office work concerning the Naval Store Depots in London is centred at Park Royal (except for that relating to the Port of London Authority Organization) and only consignments of S. and D. forms can be accepted there.

3. Care is to be taken that stores are consigned to :—

Superintending Naval Store Officer,
Royal Victoria Yard,
Deptford, London, S.E.8,

or to the appropriate depot, where this is necessary under the terms of the contract or order (e.g. M.T. Spares to R.N. M.T. Depot, 135, Fulham Palace Road, London, S.W.6). Where any doubt exists, Superintending Naval Store Officer Park Royal, will advise on application by message or telephone (Willesden 5635 or Wembley 3014, Extension 25). In no circumstances are articles other than those referred to in paragraph 2 to be sent to Park Royal.

3549.—Ship's Demand Numbers or Authority for Supply, etc.—Quoting of on Packing and Advice Notes

(N.S. 0135/45.—28 Jun. 1945.)

Attention is drawn to the frequent omission of ship's demand numbers on packing and advice notes.

2. If a ship's demand number cannot be quoted an indication is to be given on the packing, or advice note, that the contents are for a particular department of the ship.

3. If stores are supplied without demand, the A.F.O. or authority authorizing the supply is to be shown on the packing and advice note.

4. Steps are to be taken to ensure that this information is invariably quoted on all these vouchers.

(C.-in-C., H.Fs. No. 523/H.F.744/5, 11 Apr. 1945.)

(A.F.O. 614/45 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3550.—Amendments to Books

(E.F.O.—28 Jun. 1945.)

The undermentioned amendments (A.F.Os. P.498—512/45) 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.498/45.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 16.

*P.499/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 25.

*P.500/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 23.

*P.501/45.—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 6.

*P.502/45.—B.R. 378 (General)—A.S.E.—Amendment No. 73.

*P.503/45.—B.R. 377 (Rhotographic)—A.S.E.—Amendment No. 7.

P.504/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Amendment.

P.505/45.—B.R. 258 (41)—Handbook and Drill Book for the 2-pdr., Q.F., Mark VIII Gun on the Single Mark VIII* Mounting, 1941—Amendment No. 14.

P.506/45.—B.R. 778—Handbook and Drill for the 2-pdr., Q.F., Mark VIII Gun on Single Mark XVI Mounting (Powered), 1943—Amendment No. 10.

P.507/45.—B.R. 785—Handbook for 2-pdr., Mark VIII Gun on Marks VIA and VA Mountings, 1943—Amendment No. 7.

P.508/45.—B.R. 847/44—Handbook for 2-pdr., Q.F., Mark VIII Gun on the Marks VII and VII* P. Mountings, 1944—Amendment No. 3.

P.509/45.—B.R. 274/43—Handbook and Drill for 20-mm. Oerlikon Machine Gun, Mark II, II U.S.N. and IV U.S.N. on Marks I, IIA, IIIA, IV U.S., VIIA and VIIIA Mountings, 1943—Amendment No. 15.

P.510/45.—B.R. 291—Tables showing Particulars in Regard to Naval Ordnance, 1942—Amendment No. 30.

P.511/45.—B.R. 626—Drill for 4-in., Mark XVI* Q.F., Semi-Automatic Guns on H.A. Twin Mark XIX Mountings, 1942—Amendment No. 8.

P.512/45.—{ B.R. 93—Manual of Victualling, Vol. I—Amendment No. 19.
 B.R. 93A—Manual of Victualling, Vol. II—Amendment No. 12.

* Exceptionally A.F.Os. P.498—503 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.

(A.F.O. 3410/45.)

3551.—B.R. 317 (14/45)—Preparation of the Mine, Mark XV and XVII—Issue

(T. 671/45.—28 Jun. 1945.)

Copies of the above book will shortly be issued by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, without demand, to all concerned.

2. This book supersedes B.R. 317 (14).

3552.—B.R. 383—Aircraft Stores Establishment for Spares and Tools for Aero Engines, Power Plants, Aero Engine Accessories and Propellers

(N.S. Air 8282/44.—28 Jun. 1945.)

Distribution of the following parts for inclusion in B.R. 383 is being made by S.N.S.O., R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12, without demand to holders of the A.S.E. :—

“ Section II, Part II—Griffon Power Plant Spares ”.

(A.F.Os. 3472/44, 866/45, 2197/45 and 3082/45.)

3553.—B.R. 980(K) (Restricted)—Revised Pages 1, 1A and 1B to Range Table 230 for B.L. 4-in. Guns, Marks IX to IX** and Q.F. 4-in. Guns, Marks V and V*, dated March, 1945—Issue.

(G. 2636/45.—28 Jun. 1945.)

Revised pages 1, 1A and 1B to Range Table 230 are now in the press.

2. Copies will be issued to all holders of the main table without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 supersedes the existing page 1 revised November, 1930, the revised page 1A supersedes the existing page 1A revised July, 1942, and the revised page 1B supersedes the original page 1B, all copies of which should be disposed of in accordance with BR1—BR and ID Catalogue when the new pages are received.

3554.—C.C.B. P11-3 } Fighter Director Vocabulary (Third Edition)—Issue and
 B.R. 1064 } Bringing into Force

(S.D./M. 02304/44.—28 Jun. 1945.)

Attention is drawn to A.F.O. S.241/45 dated 28 June, 1945.

3555.—Minor Landing Craft—Records and Reports

(D.C.O.M. 1522/45.—28 Jun. 1945.)

In order that an accurate estimate may be made of the future engine overhauls and replacements required the following reports are to be rendered to Admiralty (D.C.O.M.) for craft in the United Kingdom and as directed by the Commander-in-Chief for craft abroad. Forms should be typed whenever possible.

2. S.1505—Monthly Report on Landing Craft—to be forwarded through the Administrative Authority. Reports are to be clearly headed stating unit and signed by the officer making the report. It is to cover all craft as shown in the Green List at that date under the authority to whom the craft are allocated. Detailed instructions for completing forms are as follows :—

(i) In the case of craft allocated to an authority but actually located elsewhere, as in the case of craft under-going refit in H.M. dockyards or civilian firms, the return is to be rendered stating numbers and types of engines installed. Location of craft is to be noted under column headed “ Remarks ”.

(ii) Where engine running hours are not known enter “ N.K.” Where engines are known to have been major overhauled by an engine re-conditioning depot, the hours running since last major overhaul are to be entered as well as the engine running hours since new—where the latter are not known enter “ N.K.” Where running hours before receipt of craft are unknown, the actual hours run whilst held by authority making return are to be entered, and a note made in remarks column stating that running hours are since arrival of craft only. Date of arrival is to be included.

(iii) When an engine has been replaced during the month, a note is to be made under column headed “ Remarks ” stating date of installation and quoting number of defective engine removed, and number of new or re-conditioned engine fitted.

(iv) Formed units are to be returned on separate forms and headed accordingly. When making out returns, a careful check is to be made that the information given in the engine log book (S.1508) is up to date, especially as regards official numbers of engines installed.

3556.—Information about the Far East and the War Against Japan—Distribution of Literature

(D.P.S.624/45/SC.—28 Jun. 1945.)

Copies of a recent leading article from *The Times*, entitled "The Last Adversary", 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, trawlers and M.T.Bs. and M.G.Bs. This distribution will be on twice the scale normally used.

3557.—"Spotlight on the Imperial Japanese Navy"—Distribution

(D.P.S.267/45/SC.—28 Jun. 1945.)

"Spotlight on the Imperial Japanese Navy", an exhibition of fourteen panels in colour, photographically depicting various aspects of the Japanese navy, will shortly be distributed, on the same scale as the ABCA Map Review, from Admiralty (C.C.B.).

(A.F.O. 2365/45 and A.F.O. 2640/45, paragraphs 27/28.)

3558.—A.M.D.Is.

(E.F.O.—28 Jun. 1945.)

There are no Admiralty Merchant Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 3418/45.)

3559.—Certificates of Registry for British Ships—Issue

(T.D./M. 4519/40.—28 Jun. 1945.)

New certificates of registry to replace certificates mislaid, lost or destroyed have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894 :—

Name	Description	Official No.	Port of Registry
"Africa"	Sailing yacht	108542	Falmouth
"Bengal"	Steam trawler	122712	Grimsby
"Epeneta"	Sailing vessel	166845	Southampton
"Etruscan"	Steam trawler	135990	Grimsby
"Kalliste"	Auxiliary motor yacht	166810	Southampton
"Mill O' Buckie"	Steam trawler	132166	Ramsgate
"Muroto"	Steam trawler	162089	Cardiff
"Paramount"	Steam trawler	130026	Ramsgate
"Pathway"	Motor trawler	136615	Lowestoft
"Pelagos"	Steamship	143465	Leith
"Pitstruan"	Steam trawler	148968	Aberdeen
"Rig"	Steam trawler	132147	Ramsgate
"Righto"	Steam trawler	140816	Grimsby
"River Leven"	Steam trawler	143841	Grimsby
"Sunbeam II"	Steam drifter	137585	Lowestoft
"Tern III"	Auxiliary Motor Vessel	135670	Southampton
"Tweenways"	Steam trawler	137723	Ramsgate
"Witham"	Steam trawler	128772	Grimsby

2. On arrival in United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found, and if so it should be returned to the Director of Trade Division, Admiralty, S.W.1.

(A.F.O. 1236/45.)

3560.—Air Publications Distributed during the week ending 9th June, 1945

(N.S. Air. 8858/45.—28 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

General Publications.		Description	Distribution
A.P. No.			
A.P.(N) 28	...	Instruction Book for Model ARA-ARA2 Aircraft Radio, Telegraph and Telephone Receiving Equipment.	Initial General.
A.P. 1086, Part 13A	...	Priced Vocabulary of R.A.F. Equipment—Timber, Cordage, Textiles, Rubber and Packing Cases.	Initial General.
A.P. 1086, Part 13B	...	Priced Vocabulary of R.A.F. Equipment—Paints, Chemicals, Cleaning Materials, Disinfectants, Fuel and Oil.	Initial General.
AN. 03-10-49 (dated 1st February, 1945).		Handbook of Instructions with Parts Catalogue for Fuel Tank Pressure Control	Initial General.
AN. 05-35A-11 (dated 1st February, 1945).		Handbook of Installation, Operation, Service and Overhaul Instructions with Parts Catalogue for 8-day Civil Date Time Clocks.	Initial General.

3561.—Air Publications Distributed During the Week Ending, 9th June, 1945

(N.S. Air. 8858/45.—28 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

(i) Airframe and Aero-Engine Publications		Description	Distribution
A.P. No.			
A.P. 1526A, B, C and D, Vol. II, Part 3 (with A/Ls 1-4 and 6 Incorporated and slip re non-availability of A/L 5. Supersedes A.P. 1526A and B Vol. II, Part 3)		Cheetah IX, X, XV and XIX Engines	Initial General
A.P. 1592D Vol. III, Part I (1st Ed., Sept. 1944)		Defiant T.T. Mark III Aircraft	Initial General
A.P. 2607B Vol. I (with A/Ls 1 and 2 Incorporated)		Monitor T.T. Mark II Aircraft	Initial General
App. "A" 1506		Monitor T.T. Mark II Aircraft	Initial General
A.P. 2019 and 2653 Vol. II, Part 3		Mosquito Aircraft	Restricted (Advance Copies)
A.P. 2019 and 2653 Vol. II, Part 4		Mosquito Aircraft	Restricted (Advance Copies)
A.P. 2019B to K, Vol. III, Part I Tome 1 and 2 (with A/Ls. 1 to 10)		Mosquito F. Mark II, T. Mark III, B. Mark IV, PR Mark IV, FB. Mark VI, NF. Mark XII, NF. Mark XVII aircraft	Restricted (Advance Copies)
A.P. 2019E, Vol. I (with A/Ls 1 to 26 and 28)		Mosquito VI Aircraft	Restricted (Advance copies)
A.P. 2019E, Vol. II, Part 2 (Issue No. 1)		Mosquito F.B. Mark VI Aircraft	Restricted (Advance Copies)
App. "A" 1382 (with A/Ls. 1 to 85 and 87 to 89)		Mosquito VI Aircraft	Restricted (Advance Copies)
A.C.L. No. 42		Mosquito F.B. Mark VI	Restricted (Advance Copies)
B.R. 383 (AM)		A.S.E. for Aero-Engines and Accessories for American Aircraft	Initial General
B.R. 383 (AM), Part 102		A.S.E. of Tools for Wright Engines	Initial General

<i>A.P. No.</i>	<i>Description.</i>	<i>Distribution.</i>
(ii) <i>Miscellaneous</i>		
A.P. (N) 29	Instruction Book for Navy Models AYD-3 and AN/ARN-1 Aircraft Radio Altimeter Equipment	Initial General
(iii) <i>Air Diagrams</i>		
A.D. 2423 Shts. 1 and 2 (1943)	Barracuda II Electrical Installation	Initial General
A.D. 2533 Sht. 1 (November 1944)	R.A.F. Compass P. 12	Initial General
A.D. 2550 Sht. 1 (September 1944)	Treatment of Accumulators	Initial General
A.D. 2813 Sht. 1 (July 1944)	"All this because of your being reported overdue"	Initial General
A.D. 2816 Shts. 1-8 ...	Prevention of Tyre and Brake Accidents	Initial General
A.D. 3030A Sht. 1 (November 1944)	Crew Identification—Welling-ton Dinghy Drill	Initial General
A.D. 3151 Sht. 1 (February 1945)	Proctor Mark I, III and IV Parachute Drill	Initial General
A.D. 4127 Shts. 1 and 2 (June, 1944)	Marker Marine Mark III	Initial General
A.D. 4145 Sht. 1 (June, 1944)	S.U. Carburettor Type Merlin AVT 40	Initial General
A.D. 4157 Sht. 1 (June 1944)	Two Speed etc., Carburettor Merlin Aero-Engine	Initial General
R.N.A.D. A/82	Avenger Fuel System	Initial General

3562.—Air Publications Distributed During the Week Ending 2nd June, 1945

(N.S. Air 8858/45.—28 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
(i) <i>Airframe and Aero-engine Publications</i>		
Appendix "A" 1562 ...	Vengeance T.T., Mark IV (British Conversion), with A/Ls. 2 and 3, and slips re non-availability of A/L 1.	Initial General.
(ii) <i>Miscellaneous Publications</i>		
	Flight Deck, Vol. I, No. 10 (May, 1945).	Initial General.
	Naval Aircraft Servicing Certificate, A.59.	Initial General.
	R.A.F. Journal, Vol. 3, No. 4 (April, 1945).	Initial General.
<i>A.S.O. Catalogue</i>		
	Class 17 A.N. Electrical Connectors (1st Edt., February, 1945).	Restricted (advance copies).
	Class 17 Rheostats (1st Edt., March, 1945).	Restricted (advance copies).
	Class 34 Leather (1st Edt., March, 1945).	Restricted (advance copies).
	Class 40 Machine Tools (1st Edt., February, 1945).	Initial General.
	Class 41 Hand Tools (1st Edt., December, 1944).	Initial General.
	Class 57 Laboratory First Aid Equipment (February, 1945).	Restricted (advance copies).

(ii) *Miscellaneous Publications—contd.*

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution.</i>
	Class 82 Bendix Main Wheels (March, 1945).	Restricted (advance copies.)
	Class 82 Goodyear Brakes (1st Edt., March, 1945).	Restricted (a) vance copies.)
	Class 87 Numerical Listing (Hamilton and Curtiss) (Prelim., March, 1945).	Restricted (advance copies.)
	Numerical Listings (Hamilton and Curtiss) Propeller Contract.	Restricted (advance copies.)
(iii) <i>Air Diagrams</i>		
A.D. 1275 Sht. 1 (November, 1944).	Rotal Variable Pitch Propellor, Extended Cylinder Group.	Initial General.
A.D. 2796 Sht. 1 (October, 1943).	R.A.F. Snow Clearance Equipment	Initial General.
A.D. 4128 Sht. 1 (September, 1944).	Marker Marine Mark II	Initial General.
A.D. 4161 Sht. 1 (September, 1944).	Centaurus Installation Connections	Initial General.

3563.—Air Publications Distributed during the Week ending 2nd June, 1945 (N.S. Air. 8858/45.—28 Jun. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast:—

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
<i>General Publications.</i>		
A.P. 1086, Part 3D (dated 7th February, 1945).	Priced Vocabulary of R.A.F. Equipment—Cable, Wire and Insulating Materials.	Initial General.
A.P. 1086, Part 4 (dated 29th January, 1945).	Priced Vocabulary of R.A.F. Equipment—Instruments and Instructional Models.	Initial General.
A.P. 1086, Part 11C (dated 30th November, 1944).	Priced Vocabulary of R.A.F. Equipment—Remote Controls.	Initial General.
A.P. 1086, Part 11E (dated 14th March, 1945).	Priced Vocabulary of R.A.F. Equipment—Aircraft Covers, Starters, Pumps, Relay Brake Controls, Gunfiring Buttons and Airborne Fire Fighting Equipment.	Initial General.
A.P. 1086, Part 15 (dated 26th February, 1945).	Priced Vocabulary of R.A.F. Equipment—Hangars.	Initial General.
A.P. 2802B, Vol. I ...	Aircraft Rocket Installations, Sighting and Ammunition (Royal Navy).	Initial General.
A.N. 03-1-38 (dated 15th January, 1945).	Handbook of Instructions with Parts Catalogue for Hydraulic Actuating Cylinders (Electrol).	Initial General.
A.N. 03-5DC-12 (dated 1st December, 1944).	Handbook of Instructions with Parts Catalogue for Aircraft Magneto DF18RU-1 (American Bosch).	Initial General.
A.N. 03-5H-11 (dated 1st February, 1945).	Handbook of Instructions with Parts Catalogue for Inverters.	Initial General.
A.N. 03-30-66 (dated 1st January, 1945).	Handbook of Instructions with Parts Catalogue for Landing Gear and Wing Flap Control Units, Models 177 and 177AN (Electrol).	Initial General.
NAV. AER. 05-1-573 (undated).	Electrical Aircraft Instruments (Weston).	Initial General.
NAV. AER. 05-20R-35 (dated June, 1942).	Instrument Maintenance and Repair Manual.	Initial General.

General Publications—contd.

A.P. No.	Description	Distribution
A.N. 05-40D-11 (dated 15th January, 1945).	Preliminary Handbook of Installation, Operation, Service and Overhaul Instructions for Thermocouple Thermometer.	Initial General.
NAV. AER. 08-5QS-1 (dated 18th October, 1943).	Instructions for Audio Signal Generator, Models 205A and 205AG.	Initial General.
A.N. 08-40SCR274-2 (dated 4th October, 1944).	Handbook of Operating Instructions for Radio Set SCR-274-N.	Initial General.

3564.—Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution

(E.F.O/D.P.S.674/45/SC.—28 Jun. 1945.)

The following pamphlets forming part of the "Career" Series have been or will be distributed with Admiralty Fleet Order publications on the dates shown below:

Pamphlet No.	Date Distributed
13 Dentistry	14th June, 1945.
21 Forestry	
26 Journalism and Publicity	
27 Land Agency	21st June, 1945.
35 Personnel Management	
36 Pharmacy	
43 Veterinary Surgery	
2 Actuarial Work	28th June, 1945
22 Hospital Administration	
32 Medicine and Surgery	
38 Secretarial Work	
41 Town Planning	

(A.F.Os 1639/45 and 3423/45.)

Section 6.—SHORE ESTABLISHMENTS

3565.—Civilian Non-Industrial Staff—Sick Leave Due to War Injuries or War Service Injuries—Reckonability Towards Sick Pay Limits

(C.E. 21673/44.—28 Jun. 1945.)

Absence on account of a war injury or war service injury counts towards the prescribed maximum limits for ordinary sick pay in the same way as for an injury sustained on duty (vide Article 281 (3) of C.D.I.), i.e., in the case of established officers, all such periods of absence whether on sick pay (inclusive of injury allowance) or whether injury allowance only is received will count towards the maximum sick pay limits, but in the case of temporary and unestablished officers, only those periods will be reckoned during which sick pay in excess of the injury allowance rate has been granted.

3566.—Reinstatement in Civil Employment Act, 1944.—Arrangements in respect of Non-Industrial Staff

(C.E. 53814/45.—28 Jun. 1945.)

In conformity with the declared policy of H.M. Government, Their Lordships have accepted, towards their former employees, obligations similar to those imposed on other employers by the Reinstatement in Civil Employment Act, 1944. The arrangements in respect of industrial staff have already been promulgated in A.F.O. 2972/45 (Appendix I of that order contains a copy of the Act; an explanatory pamphlet REL 1 has also been issued and can be obtained from any local office of the Ministry of Labour).

2. If an applicant can show that he is covered by Section 6 of the Act and that his employment with the Admiralty was his last employment within the period of four weeks immediately preceding the beginning of his war service, then the Admiralty as a Department (not, e.g., the officer in charge of the establishment in which he was employed) assumes the function and obligations of the "former employer" within the meaning of the Act.

3. The Admiralty will, whenever it is reasonable and practicable to do so, re-employ an applicant (though not necessarily in his old establishment) upon terms and conditions not less favourable than those which would have obtained had the applicant's service been continuous. In other cases the most suitable and most favourable alternative employment within the Admiralty will be offered.

4. The normal liability of an employer towards a reinstated employee is to employ him:—

(a) in the case of an employee who had, before the beginning of his war service, been in continuous employment for a consecutive period of not less than 52 weeks, for the following 52 weeks or so much thereof as is reasonable and practicable;

(b) in all other cases, for the following 26 weeks or so much thereof as is reasonable and practicable.

5. If an applicant claims to have rights which are being, or have been, denied to him, he or she may appeal to a special (extra Statutory) committee appointed by the Ministry of Labour and National Service, and, subject to appeal to an independent umpire, its recommendations will be accepted by the Admiralty.

6. The position of any person who took up other forms of national service than those covered by the Act (e.g., Nursing) and also the position of any conscientious objector who may have been dismissed from the Service for refusal to obey a direction of the Tribunal will be considered by the Admiralty on their merits.

7. *Increments.*—Officers whose service has been in a grade carrying incremental progression (or annual or periodic increases) will, on reinstatement, be entered at the rate of pay on that scale which they would have been receiving at the date of reinstatement had they not been called up.

8. *Lodging, etc., Allowances, Removal Expenses.*—An officer who is reinstated at an office or establishment other than that in which he was last employed before the beginning of his war service will be treated, for the purposes of lodging, etc. allowances and removal expenses, as if he had been directly transferred without a break in service, from the former to the new station. Transfers of this kind will be deemed to be Service transfers and the provisions of A.F.O. 4846/44 will, accordingly, apply. Transfers of reinstated temporary officers to another station where, so far as can be foreseen, they will remain for the rest of their service with the Admiralty, will be treated as if they were permanent transfers and will be dealt with under paragraphs 93—100 and 133 of A.F.O. 4846/44.

9. *Seniority.*—In computing seniority for priority purposes under Section 5 of the Act in the exceptional circumstances therein considered, former service in another Government department prior to that in the Admiralty will be taken into account.

10. *Continuity of Service.*—In addition to the incremental benefits set out in paragraph 7 above, officers who are reinstated will be regarded as carrying their sick pay qualification through, and even as completing it during their war service.

11. *Notional Promotion.*—An officer who has in *absentia* been notionally promoted will, on return, have his salary adjusted to the point which it would have reached had he actually taken up his duties of the higher post on the date of his (notional) promotion.

Procedure to be adopted by Establishments.

12. *Applications received.*—Officers in charge of establishments and heads of departments should forward *without delay* any applications they may receive directly or through the local office of the Ministry of Labour and National Service, to the Admiralty, C.E. Branch I (Armed Forces Section), London, who will initiate the necessary action.

It should be noted that applications must be received in writing before the fifth Monday after the end of the applicant's war service (*see footnote*) and must state that he will be available for employment at a date not later than the ninth Monday after the end of that service; any delay may disqualify his claims for consideration unless good cause can be shown.

When the form of application is forwarded to the Admiralty it should be accompanied by a statement providing to the extent that is immediately available, the following information and particulars:—

- (i) Full name and postal address of applicant.
- (ii) Date of demobilization. (*See footnote.*)
- (iii) Reason for discharge from Services if other than discharge in normal course of demobilization.
- (iv) Unit in which applicant served, and rank at date of demobilization, and Service number. A copy of discharge papers, if available, should be forwarded.
- (v) Whether previous Admiralty service was satisfactory.
- (vi) Whether applicant is prepared to serve elsewhere than at the previous town of employment.
- (vii) Whether a vacancy exists for the applicant in his old establishment or department.

The despatch of the application to headquarters should on no account be delayed if any of the information is not immediately available.

A form convenient for use in this connection (number D.110) has been issued and copies may be procured on demand from Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

13. *Appeals.*—If any intimation is received from an outside source that an appeal has been, or is to be, lodged to a special committee against any decision made, or reinstatement action taken, by the Admiralty, notification should be made immediately to C.E. Branch I (Armed Forces Section).

14. *Enquiries.*—Enquiries from individuals on the possible effect of any clause on their case should be forwarded in writing to C.E. Branch I (Armed Forces Section), marked "Reinstatement Enquiry".

Footnote.—The date required, is the date on which the applicant's whole time war service came to an end and the time allowed to the applicant under Section 2 of the Act counts from that day and not from the end of any leave pending release, demobilization or discharge.

(A.F.Os. 4846/44 and 2972/45.)

3567.—Civil Service War Distress Fund—Necessity for Continuance of Voluntary Subscription to

(C.E. 11874/45.—28 Jun. 1945.)

The Civil Service War Distress Fund has been approached by a number of people who are disposed to think that there is no further need for them to continue to subscribe to the Fund now that the end of the European war has been reached.

2. It will, of course, be appreciated that the main work of the Fund is in connection with the allowances made to the dependants of Civil Servants who have lost their lives as the result of enemy action and these will continue for many years after the war.

3. The Fund's resources are at the moment about the same as its present liabilities. Assistance is being given at the present time to nearly 400 families and it is expected that the Fund will be called upon to deal with further fatalities in respect of the Japanese war. A continuing income will therefore be needed if the demands which are likely to be made upon the Fund in respect of these fatalities, as well as existing commitments, are to be met.

4. The Committee of Management of the Fund are therefore confident that all Civil Servants who have come through the European war unharmed will want to continue to support the Fund until the Government actuary advises that its resources are sufficient to relieve the distress of the dependants of their less fortunate colleagues.

5. The attention of all members of the Staff should be drawn to this Order.

(A.F.O. 1152/44.)

3568.—Civilian Industrial and Non-Industrial Staffs—Juveniles—Weighing and Measuring of

(C.E. 52182/45.—28 Jun. 1945.)

The following measures have been approved with a view to safeguarding the health of juvenile employees by ensuring that they are not employed on duties for which they are physically unfitted.

2. All juveniles aged 14 or 15 employed in a non-industrial capacity should in future be medically examined on entry by the Admiralty Medical Officer or, in establishments where no medical officer is borne, by the doctor who is in regular attendance and is well acquainted with the background of the establishment. In such cases it will not be necessary to require the juveniles to furnish a medical certificate of fitness obtained from their private practitioner.

3. In establishments where a medical officer is not borne and there is not a doctor in regular attendance, non-industrial juveniles should still be required to be medically examined by their own doctor and to produce a medical certificate of fitness on entry.

4. Juveniles aged 14 and 15, whether employed in an industrial or a non-industrial capacity, should be weighed and measured on entry and thereafter at intervals of three, six and twelve months and undergo further medical examination where this appears to be necessary. The weighing and measuring should be carried

out by the Nurse or Welfare Officer of the establishment who should keep a record of each juvenile and, if necessary, arrange for further examinations to be carried out by the medical officer or by the doctor in regular attendance. At establishments where no medical officer is borne and no doctor is in regular attendance, the parents should be advised to consult the juvenile's own doctor if further medical examination is considered necessary.

5. Any medical treatment which may be found necessary as a result of such medical examination should be carried out by the juvenile's own doctor.

6. A limited number of weighing machines and height standards will be made available on application to M.D.G. for establishments which have no facilities for weighing and measuring.

3569.—Civil Servants Serving with the Forces—Returns

(C.E. 11377/45.—28 Jun. 1945.)

With reference to A.F.O. 5245/44, paragraphs 51-54, establishments are reminded that a further return, showing the position as at 1st July, 1945, is to be rendered of Civil Servants, non-industrial and industrial, who have been released for service with H.M. Forces or the Civil Defence Forces and who are eligible to receive balance of civil pay, whether in receipt of it or not.

2. The return is to be in the form set out in paragraph 53 of A.F.O. 5245/45, and is to be forwarded to the Admiralty (C.E. Branch II, Bath), not later than 10th July, 1945.

(A.F.O. 5245/44.)

(A.F.O. 1503/45 is cancelled.)

3570.—Unpaid Sick Leave—Extent to which Reckonable for Increment, Pension or Gratuity if Due to Enemy Action whilst on Duty

(C.E. 4373/45.—28 Jun. 1945.)

It is laid down in Home Dockyard Regulations, Addendum No. 3, Appendix I, Section B, that (a) in the case of officers and certain others holding established substantive positions, sick leave in excess of 12 months during any period of 4 years or less is not reckonable for increment or pension, and (b) in the case of unestablished and temporary officers and others entitled to sick pay, unpaid sick leave does not as a rule count for incremental purposes, but that approved sick leave, whether paid or unpaid, may be reckoned for increment up to a maximum limit of 3 months in any period of 12 months.

2. Similarly, the provision at (b) above applies to industrial staff (established or unestablished) who are not entitled to paid sick leave but who are on scales of pay, or allowances, which progress by regular increments (C.D.I., Article 41B, Addendum No. 1).

3. It has now been decided that approved sick leave outside these limits may be allowed to reckon for increment and pension or gratuity to the extent that the additional sick leave was due to enemy action whilst on duty (including civil defence or home guard duties in the officer's department).

4. The overriding maxima of total periods of sick leave reckonable are :—

(a) For incremental purposes—

(i) In the case of officers and certain others holding established substantive positions (see Appendix I, Section B, Sub-Section (a) (i), Home Dockyard Regulations). Two years in any period of four years.

(ii) In the case of temporary or unestablished officers, and established and hired workmen not included in (i). Six months in any period of twelve months.

(b) For superannuation purposes—

- | | |
|---|--|
| (i) In the case of established officers, and established and hired workmen. | Two years in any period of four years. |
| (ii) In the case of temporary or unestablished officers. | Six months in any period of twelve months. |

5. The injuries which confer eligibility for this concession are those for which a red War Injury First Incapacity Certificate was issued at the time of injury. In the absence of such a certificate the question of eligibility will be referred to the Ministry of Pensions for decision.

6. This concession will be granted retrospectively on application by the individuals concerned through normal channels to the Admiralty (C.E.II for non-industrial staff, and Labour Branch for industrial staff). Applications should be accompanied by the War Injury First Incapacity Certificate or, if not available, should include a statement accounting for its absence. No application will be considered unless submitted within six months of the date of this A.F.O.

3571.—Fires Occurring in Naval and Shore Establishments

(M/L.D. 05088/45.—28 Jun. 1945.)

The appended schedule is an analysis of fire reports which have been received at the Admiralty during the first three months following the introduction of A.F.O. 5838/44.

2. From the 57 fires reported, the following points are brought to light :—

- 12 fires or approximately 21.12 per cent. have been caused by "careless disposal of lighted material".
- 3 fires or approximately 5.28 per cent. are said to be due to "electrical defects".
- 7 fires or approximately 12.32 per cent. have been caused by "defective or injudicious building construction", the majority of which have occurred in requisitioned premises.
- 23 fires or approximately 40.48 per cent. have been caused by "lack of care and attention", including non-observance of what should be normal fire precautions.
- 3 fires or approximately 5.28 per cent. have been caused by "spontaneous combustion".
- 9 fires or 15.84 per cent. have been caused by other "accidental causes".

It will be observed, from the above figures, that had due care and attention been exercised, the majority of these fires, some 60 per cent., could have been avoided.

3. It will be seen from the fire reports, that where fires have occurred in W.R.N.S. establishments, the action of W.R.N.S. personnel has been prompt and is worthy of note.

4. From some reports, it is noticed that the use of "first aid fire extinguishers" has been ignored prior to the arrival of the major appliances. The lack of such action reflects badly on the local organization.

5. On other occasions, the R.N.P.F. or N.F.S. have been called, but due to the prompt action by ships' companies, etc., the fires have been extinguished before their arrival.

6. It cannot be too strongly emphasized that all fires should be tackled immediately, by the appropriate extinguishers, in an endeavour to control or confine the fire. If the fire is beyond the efforts of "first aid extinguishers", then attention should be directed to the saving of adjacent property. It is essential that all concerned should be conversant with the appliances available, and this is included in the fire poster approved by A.F.O. 1151/44.

7. It will be observed from the report of fire No. 24 in the attached schedule, that water applied indiscriminately can cause more damage than the actual fire.

8. Attention is drawn to the necessity of reporting all fires as required by A.F.O. 5838/44.

QUARTERLY ANALYSIS OF FIRES OCCURRING IN ADMIRALTY AND NAVAL ESTABLISHMENTS

From November 1st, 1944-February 28th, 1945, and reported in accordance with A.F.O. 5838/44

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Establishment	Command	Date	Fire Discovered	Fire Extinguished	Fire Extinguished by					How Extinguished		Presumed Cause	Estimated Damage
					Ship's Company	R.N.F.F.	R.M.P.	N.F.S.	Civil Employees	First-Aid Appliances	Major Appliances		
Mere O.F.D. 1	Portsmouth	1 Nov. 1944	1828	1844	—	Yes	—	—	—	Yes	Yes	Friction caused by buckled wheels of U.S. lorry	No estimate given.
Sowerby Bridge 2	Nore*	5 Nov. 1944	1245	1247	—	—	—	—	—	Sprinkler system	—	Blackout curtains above geyser	No estimate given.
H.M.S. "Pembroke V", Steeple Claydon 3	Nore	12 Nov. 1944	2335	2345	Yes. W.R.N.S.	—	—	—	—	Buckets of water	—	Bath towel hanging near slow combustion stove	No estimate given. Quantity of bed clothes destroyed
R.N.A.S., Yeovilton 4	Plymouth	15 Nov. 1944	0230	0300	Yes	—	—	—	—	Foam Extinguishers	—	Short circuit of battery	No estimate given. Damage to geyser, blackout curtains, etc.
Turnchapel Hard 5	Plymouth*	10 Nov. 1944	2030	2105	—	Yes	—	—	—	—	Yes	Spontaneous combustion	No estimate given. Quantity of U.S.A. Kapok lifebelts destroyed
R.N.A.S., Ayr 6	Western Approaches	17 Nov. 1944	2055	2125	—	Yes	—	Yes	—	Yes	Yes	Blow back from heating stove	2233
Naval Centre, Poole 7	Portsmouth	18 Nov. 1944	0510	0518	Yes	—	—	In Attendance	—	Foam Extinguishers	—	Gas ring left burning unattended	No estimate given. Damage to floor, walls, paintwork, etc.
U.S. Naval Base, Weymouth 8	Portsmouth	19 Nov. 1944	2242	2320	Yes	—	—	Yes	—	—	Yes	Paraffin stove filled with petrol	No estimate given. Partial loss of building and personal effects
R.N.A.S., Henstridge 9	Plymouth	20 Nov. 1944	1630	1650	Yes	Yes	—	In attendance	—	Stirrup pumps, water, etc.	Yes	Careless disposal of lighted material	No estimate given. Damage to furniture, clothing, cases, etc.
R.N. Store Depot, Barwell, Leicester 10	Nore	14 Nov. 1944	1710	1715	—	—	Yes. A.C.P.	—	Yes	Buckets of water	—	Overloading stovehold fire	No estimate given. Damage to rafters
H.M. North Dockyard 11	Plymouth	25 Nov. 1944	1245	1255	Yes	—	—	—	—	Buckets of water	—	Careless disposal of lighted material	Slight damage to mail bags and contents
Royal Naval Barracks 12	Plymouth	27 Nov. 1944	0125	0128	Yes	—	—	—	—	Buckets of water	—	Suspected arson	£1 3s. 0d.
H.M. South Dockyard 13	Plymouth	29 Nov. 1944	0635	No time stated	—	—	—	—	—	Discovered burnt out	—	Unknown	No estimate given. Quantity of workmen's tool boxes and wearing apparel, respirators, etc. 120 ft. of cable damaged
H.M.S. "Armadillo" 14	Western Approaches	29 Nov. 1944	1245	1300	Yes	—	—	—	—	Stirrup pump, buckets of water	—	Spark from galley flue pipe	£50. Damage to floor boards, joists, etc.

Establishment	Command	Date	Fire Discovered	Fire Extinguished	Fire Extinguished by					How Extinguished		Presumed Cause	Estimated Damage
					Ship's Company	R.N.F.F.	R.M.P.	N.F.S.	Civil Employees	First-Aid Appliances	Major Appliances		
H.M.S. "Queen Charlotte" 15	Western Approaches	30 Nov. 1944	0620	0720	Yes	—	—	In attendance	—	Three branches from hydrants, two M.M. stirrup pumps	Yes	Unknown	£2,050
H.M. Dockyard 16	Rosyth	30 Nov. 1944	1540	1545	—	Yes	—	—	—	Yes	—	Spark from railway engine	Nil
H.M.S. "Watchful" 17	Nore	5 Dec. 1944	1840	1850	Yes	—	—	In attendance	—	Buckets of water	—	Spontaneous combustion	£5
H.M. Dockyard 18	Rosyth	11 Dec. 1944	1050	1105	—	Yes	—	In attendance	—	By shutting off gas main	—	Gas ignited by fire of tar boiler	Nil
R.N.P.F., Caerwent 19	Western Approaches*	11 Dec. 1944	1910	1914	Yes	Yes	—	—	—	Soda acid extinguishers	—	Oil boiling over	Nil
H.M. Dockyard 20	Rosyth	16 Dec. 1944	1124	1139	—	Yes	—	Yes	—	—	Yes	Hot ashes in pound	Nil
C.-in-C's Unit, Leamington 21	Portsmouth	19 Dec. 1944	0750	0800	Yes. W.R.N.S.	—	—	—	—	Stirrup pumps. Buckets of water	—	Window curtains in contact with electric radiator	No estimate given. Damage to curtains, window frame, ceiling, walls, wireless set, etc.

R.N. Hospital 22	Plymouth	21 Dec. 1944	2313	2320	—	Yes	—	—	—	Branch from hydrant	Yes	Unknown	No estimate given. Damage to window frame and side of cupboard
R.N.A.S., Belfast 23	Western Approaches*	13 Dec. 1944	1930	2030	—	Yes	—	Yes	—	—	Yes	Coke from fire on wooden floor	No estimate given. Building and contents not Admiralty property
H.M.S. "Beehive" 24	Nore	23 Dec. 1944	0845	0925	Yes. W.R.N.S.	—	—	Yes	—	—	Yes	Unknown	No estimate given. Damage to chest of drawers and personal belongings. Considerable water damage to ceiling and floor below
H.M.S. "Proserpine" 25	Rosyth*	26 Dec. 1944	Approx. 0150	No time stated	Yes	—	—	—	—	—	Yes	Embers falling from fire	No estimate given. Damage to bedding, medical stores, files, etc.
H.M.S. "Vernon" 26	Portsmouth*	25 Dec. 1944	2110	2130	Yes	—	—	—	—	Buckets of water	—	Careless disposal of lighted material	No estimate given. Damage to knee-hole desk, floor boards, etc.
H.M. Dockyard 27	Rosyth	26 Dec. 1944	1450	1515	—	Yes	—	—	—	Branch from hydrant	—	Heat from welding operations	No estimate given. Damage to overall suits, rubber tubing, etc.

Establishment	Command	Date	Fire Dis-covered	Fire Extin-guished	Fire Extinguished by					How Extinguished		Presumed Cause	Estimated Damage
					Ship's Com-pany	R.N.F.F.	R.M.P.	N.F.S.	Civil Employ-ees	First-Aid Appli-ances	Major Appli-ances		
H.M.S. "Cricket" 28	Portsmouth	27 Dec. 1944	0625	0930	Yes	Yes	—	Yes	—	Stirrup pumps. Buckets of water. Manual pump, foam extin-guishers	Yes	Flue pipe setting fire to adjacent beams	No estimate given.
H.M.S. "Goatfell" 29	Portsmouth	28 Dec. 1944	No time stated	1523	Yes	Yes	—	—	—	Foam, soda-acid extin-guishers	Yes	Heat from welding operations	No estimate given. Damage to paintwork, electric wiring, interior of paddle box
R.N.A.S., Ycovilton 30	Plymouth	29 Dec. 1944	1310	1320	Yes	—	—	—	—	Stirrup pumps. Buckets of water	—	Flying gear hanging near stove	Damage to Nissen hut, £20 Other damage to furniture, flying gear, etc.
H.M.S. "Turtle" 31	Portsmouth	30 Dec. 1944	2130	2135	Yes	Yes	—	—	—	Soda-acid extin-guishers	—	Curtain of hanging ward-robe blown against stove	£4 10s. 0d.

R.N.W/T. Station, Scarborough 32	Rosyth	3 Jan. 1945	0855	0910	Yes	Yes	—	—	—	—	Yes	Lighted cigarette dropped on inflammable film	£100 damage to curtains, wood-work building slight. Two W.R.N.S. suffered burns
R.N. Camp. Stamshaw 33	Portsmouth	3 Jan. 1945	1600	No time stated	Yes	—	—	—	—	Not stated	—	Clothes on line falling into fire hearth	No estimate given. Damage to asbestos hoods and sea boot stockings
R.N. Store Depot, Almondbank 34	Rosyth	3 Jan. 1945	2044	2135	—	—	R.M.P.	—	—	Buckets of water	—	Spontaneous combustion	No estimate given. Approximately 1 cwt. of coal burnt
Portland Castle U.S. Naval Quarters 35	Portsmouth	6 Jan. 1945	1505	1518	Yes	Yes	—	—	—	CO ₂ extinguisher	Yes	Cigarette end setting fire to bass broom	£1 10s. Damage to 9 ft. 6 in. by 1 ft. 4 in. modern panelling
Chatham Dockyard 36	Nore	6 Jan. 1945	2054	2110	—	Yes	—	—	—	—	—	Hot ashes in sullage bin	No estimate given
Rosedale W.R.N.S. Quarters 37	Nore	7 Jan. 1945	1115	1130	Yes	—	—	Yes	—	Stirrup pump. Buckets of water	Yes	Presumed "dead" log which had been left in grate all night put into wastepaper basket	No estimate given. Damage to mantelpiece and surround, skirting board, linoleum, floor boards, furniture, walls, ceiling, wall plug, etc.
R.N.A.D. Upnor (R.A.O.C. Gun Wharf, Chatham) 38	Nore	9 Jan. 1945	1835	1900	—	Yes	—	—	Yes	Branch from hydrant	Yes	Clothes drying in front of fire	No estimate given. Damage to army clothing

Establishment	Command	Date	Fire Dis-covered	Fire Extin-guished	Fire Extinguished by					How Extinguished		Presumed Cause	Estimated Damage
					Ship's Company	R.N.F.F.	R.M.P.	N.F.S.	Civil Employ-ees	First-Aid Appli-ances	Major Appli-ances		
H.M.S. "Sea Serpent" 39	Portsmouth	9 Jan. 1945	2100	2110	Yes	—	—	—	—	Stirrup pump. Buckets of water	—	Unknown	No estimate given. Damage to black-out curtains, skirting board, two kitbags and contents
C.F.B. Portland 40	Portsmouth	12 Jan. 1945	0914	0919	Yes	Yes	—	—	—	Foam extinguisher C.T.C.	Yes	Blow-lamp in contact with cotton waste	No estimate given. Damage to over-all suits, etc.
H.M. Dockyard 41	Rosyth	14 Jan. 1945	1731	1749	Yes	Yes	—	Yes	—	Foam extinguisher operated by fire party from H.M.S. "Westminster"	—	Defective electric circuit	No estimate given. Damage to 4 ft. of electric cable
H.M.S. "Westcliff" 49	Nore	15 Jan. 1945	0230	0235	Yes	—	—	—	—	Stirrup pumps. Buckets of water	—	Unknown	£63. Damage to blackout curtain, furniture, window frames, beddings, lino, personal gear, etc.
H.M. Dockyard 43	Rosyth	17 Jan. 1945	0004	Before 0015	—	Yes	—	Yes	Yes	Branch from hydrant	Yes	Hot ashes	No estimate given. Quantity of rubbish burnt

St. Agnes Court, London, W.2 44	Nore	17 Jan. 1945	0903	1015	Yes W.R.N.S.	—	—	Yes	—	Manual pump	Yes	Defective electric wiring	No estimate given. Damage to 6 ft. by 6 ft. flooring, 4 ft. by 4 ft. wall
R.N. Store Depot, Copenacre 45	Portsmouth	18 Jan. 1945	1038	1120	—	—	—	Yes	Yes	—	Yes	"Careless disposal" of lighted material	Nil.
R.N. Unit, Grand Hotel 46	Portsmouth	19 Jan. 1945	0728	0735	Yes	—	—	—	—	Stirrup pumps. Buckets of water	—	Presumed careless disposal of lighted material	£15 approx. Damage to floor and skirting boards, two kitbags, furniture, etc.
Chasseur Base 47	Portsmouth	20 Jan. 1945	1400	1500	Yes	Yes	—	Yes	—	C.T.C. extinguisher	Yes	Accidental ignition of escaping acetylene gas	£10. Damage to door and wiring system
H.M.S. "Pembroke V", Woburn Abbey 48	Nore	21 Jan. 1945	0245	0330	Yes W.R.N.S.	—	—	—	—	Yes	—	Unprotected wooden beam near boiler flue	No estimate given. (Assistance at this fire was rendered by an adjacent fire party)
Claverhouse 49	Rosyth	26 Jan. 1945	1245	1320	Yes	—	—	Yes	—	Stirrup pumps. Buckets of water	—	Defective hearth	No estimate given.
H.M.S. "Collingwood" 50	Portsmouth	26 Jan. 1945	1250	1315	Yes	—	—	—	—	Branches from two hydrants	—	Canvas screen in contact with small coal fire stove	£45. Damage to wood purlins, trusses, roof, etc.
H.M.S. "Porcupine" 51	Portsmouth	26 Jan. 1945	1721	1725	Yes	—	—	—	—	Foam extinguisher, sand	—	Cooking fat boiling over on to hot plate	No estimate given. Damage to paint-work and galley lighting system

Establishment	Command	Date	Fire Discovered	Fire Extinguished	Fire Extinguished by					How Extinguished		Presumed Cause	Estimated Damage
					Ship's Company	R.N.F.F.	R.M.P.	N.F.S.	Civil Employees	First-Aid Appliances	Major Appliances		
R.N.A.S., Ayr 52	Western Approaches	26 Jan. 1945	1830	1835	—	Yes	—	—	—	—	Yes	Cracked stove allowed heat to penetrate asbestos sheet	£6 Damage to asbestos sheet, wood battens, etc.
H.M. Dockyard 53	Rosyth	27 Jan. 1945	1905	1940	—	Yes	—	Yes	—	—	Yes	Hot ashes	No estimate given
"Stopford" 54	Rosyth	27 Jan. 1945	2105	2125	—	Yes	—	—	—	Stirrup pumps, buckets of water	—	Defective hearth	No estimate given Damage to fire place surround, floorboards, ceiling, joists, etc.
"Arosmore," W.R.N.S. Hostel, 55	F.O.N.A.S.	29 Jan. 1945	1434	1515	Yes	Yes	—	—	—	Stirrup pumps, buckets of water	—	Defective hearth	£8 10s. Damage to floorboards, joists, ceiling, fireplace
H.M.S. "Vernon," Tower House 56	Portsmouth	29 Jan. 1945	2230	2330	Yes, W.R.N.S.	—	—	—	—	Stirrup pumps, buckets of water	—	Defective hearth	No estimate given Damage to fireplace, joists, etc.
Londonderry Naval Base 57	Western Approaches	29 Jan. 1945	1405	1421	Yes	—	—	Yes	—	Stirrup pumps, buckets of water, exting. gushers	Yes	Insufficient clearance between stove vent and roof insulation	No estimate given slight damage to roof

(A.F.O. 1151/44 and 5538/44.)

3572.—Income Tax—Assessment of official residences and quarters in Great Britain and Northern Ireland under the "Pay-as-you-Earn" system—REPORTS

(D.N.A.2897/44.—28 Jun. 1945.)

All changes in the occupation of official residences and quarters in Great Britain and Northern Ireland after 5th April, 1945, by employees dealt with under the "Pay-as-you-Earn" Income Tax regulations, are to be reported by Cashiers and Paying Officers to the Chief Inspector of Taxes, Departmental Claims Branch, or the local Inspector of Taxes, as appropriate, irrespective of whether or not the occupant is entitled to civil superannuation or the value of the residence is treated as pensionable. Reports are not required in respect of residences for which the occupants pay rent.

2. Changes that have taken place since 5th April, 1945, should be notified on receipt of this order and future changes as they occur.

3. "Nil" returns are not required.

(A.F.O. 496/45 is cancelled.)

3573.—Criminal Prosecutions—Legal Assistance—REPORTS

(N.L. 6365/45.—28 Jun. 1945.)

All cases involving local action to institute criminal proceedings (other than simple cases which can be handled by the local police) are to be reported direct to the Director of Public Prosecutions, Devonshire House (East Entrance), Mayfair Place, Piccadilly, London, W.1 (telephone Grosvenor 4881). A copy of the report should at the same time be forwarded to the Admiralty. If it is decided that proceedings are to be instituted the Director of Public Prosecutions will issue the necessary instructions after consulting the Admiralty as necessary.

2. This arrangement supersedes the provisions in H.D.R., Article 249, and King's Regulations and Admiralty Instructions, Article 1141, whereby in criminal cases of such urgency that immediate action is absolutely necessary, legal assistance could be obtained from the local agent of the Treasury Solicitor.

3. In all such cases of urgency, e.g., where it is essential to have the offender arrested and charged before notification can be made to the Director of Public Prosecutions, the police should be asked to apply to the Court for a remand to enable the Director to be represented.

4. The existing arrangements laid down in H.D.R., Article 249, and King's Regulations and Admiralty Instructions, Article 1141, for obtaining legal assistance in criminal cases in Scotland and in Northern Ireland are not affected by the above revision. Further instructions in regard to them will be promulgated later.

5. King's Regulations and Admiralty Instructions, Article 1141, and H.D.R. Articles 248 and 249, will be amended in due course.

(K.R. and A.I., Article 1141.)

(A.F.O. 4523/43.)

3574.—Dope and Paint Spraying—Precautions—REPORTS

(N/12248/44.—28 Jun. 1945.)

Attention is drawn to A.F.O. 3470/45 in Section 2 of this issue.

3575.—R.N. M/T Vehicles—Repairs by Ministry of Supply

(N.S.M.T. 4394/44.—28 Jun. 1945.)

The Ministry of Supply Areas "Eastern Command (North)" and "Eastern Command (South)" have been merged, and the new area will be known as "Eastern Command".

2. Communications should be address to:
Ministry of Supply,
T.T.3 (B.R.),
"Prospect",
Blanford Road,
Reigate.
Telephone: Reigate 4345.

3. A.F.O. 997/45, Appendix A, should be amended accordingly.
(A.F.O. 997/45.)

3576.—Ministry of Works—Assistance in Repair of War Damage

(P. 7934/45.—28 Jun. 1945.)

The organization of the Ministry of Works' Directorate of Emergency Works and Recovery for assistance in the repair of war damage has been disbanded in all regions except the eastern and London and south-eastern regions, where the emergency works organization is being temporarily maintained—chiefly for the repair of war-damaged houses under the general direction of the London Repairs Executive.

3577.—Workpeople—Admiralty Civilian Employees in Isle of Man—Compensation for Injuries

(L. 16067/44.—28 Jun. 1945.)

The Government Scheme of Compensation framed under the United Kingdom Workmen's Compensation Acts is not valid in the Isle of Man, and Admiralty employees who are normally resident in the Isle of Man (e.g. local entrants) should not, therefore, be offered the scheme. The scheme should not, however, be withdrawn in the case of those employees who accepted it while serving in Great Britain and are temporarily serving in the Isle of Man, but it will not apply in cases of accidents happening during their employment in the Isle of Man. All claims in respect of such accidents will be dealt with under the local Acts.

2. Any claim to compensation in respect of personal injury by accident caused to a workman during employment in the Isle of Man will be dealt with under the provisions of the Workmen's Compensation Acts (Isle of Man) and the usual forms, D.739b, etc., should be forwarded, as provided in the Instructions for the Conduct of Cash Duties.

3. In cases of temporary incapacity which does not necessitate discharge, the hurt pay payable will be within the limits prescribed in the local Workmen's Compensation Acts, but the procedure as to calculation of average weekly earnings, etc., shown in Chapter X of the Instructions for the Conduct of Cash Duties (Articles 273 and 274, etc.) may still be followed.

4. It will be noted that the conditions of, and rates of compensation payable under the Workmen's Compensation Acts (Isle of Man) are substantially the same as those of the United Kingdom Workmen's Compensation Acts, with the exception that Section 5 of the Workmen's Compensation Act, 1944 (Isle of Man) provides for payment of revised rates of compensation as a result of the re-assessment of pre-injury average weekly earnings, in cases of changes in the rates of remuneration, as from the 14th March, 1944, whereas the corresponding Section (6) of the United Kingdom Workmen's Compensation Act, 1943, was effective from 8th February, 1943, as promulgated in A.F.O. 1403/43.

5. Attention is drawn to the procedure outlined in A.F.O. 5932/43 concerning the temporary increase of supplementary allowances payable in compensation cases.

(A.F.Os. 1403/43, 5932/43, 6066/43 and 2830/45.)

3578.—Essential Work (General Provisions) Order—Scheduling of Admiralty Establishments

(L. 9186/42.—28 Jun. 1945.)

The following establishments have been scheduled under the Essential Work (General Provisions) Order:—

R.N. Cordite Factory, Holton Heath.
R.N. Propellant Factory, Caerwent.
R.N. Armament Depot, Aberdeen.
R.N. Armament Depot, Beer.
R.N. Armament Depot, Beith.
R.N. Armament Depot, Birmingham.
R.N. Armament Depot, Brierley Hill.
R.N. Armament Depot, Broughton Moor.
R.N. Armament Depot, Camerton.
R.N. Armament Depot, Chepstow.
R.N. Armament Depot, Cleobury Mortimer.

R.N. Armament Depot, Colwall Tunnel.
R.N. Armament Depot, Cramlington.
R.N. Armament Depot, Ditton Priors.
R.N. Armament Depot, Castle Mill Store, Dudley.
R.N. Armament Depot, Dundee.
R.N. Armament Depot, Elland.
R.N. Armament Depot, Fort William.
R.N. Armament Depot, Gorseinon.
R.N. Armament Depot, Grangemouth.
R.N. Armament Depot, Greenock.
R.N. Armament Depot, Hawthorn Tunnel.
R.N. Armament Depot, Commercial Mills, Huddersfield.
R.N. Armament Depot, Springwood Works, Huddersfield.
R.N. Armament Depot, Hull.
R.N. Armament Depot, Immingham.
R.N. Armament Depot, Foley Mill, Kidderminster.
R.N. Armament Depot, Lowland Works, Kidderminster.
R.N. Armament Depot, Ketley (Salop).
R.N. Armament Depot, Leadburn.
R.N. Armament Depot, Lincoln.
R.N. Armament Depot, Lintwaite.
R.N. Armament Depot, Liverpool.
R.N. Armament Depot, Western Works, Llanelly.
R.N. Armament Depot, South Wales Tin Plate Works, Llanelly.
R.N. Armament Depot, Llanguenech.
R.N. Armament Depot, London.
R.N. Armament Depot, Lydney.
R.N. Armament Depot, Marsden.
R.N. Armament Depot, Newcastle-on-Tyne.
R.N. Armament Depot, Newport.
R.N. Armament Depot, North Shields.
R.N. Armament Depot, Pickwick.
R.N. Armament Depot, Pontardulais.
R.N. Armament Depot, Ponthir.
R.N. Armament Depot, Sandiacre.
R.N. Armament Depot, South Shields.
R.N. Armament Depot, Stoke-on-Trent.
R.N. Armament Depot, Sunderland.
R.N. Armament Depot, Tilbury.
R.N. Armament Depot, Dudley Port School, Tipton.
R.N. Armament Depot, Lloyds Proving House, Tipton.
R.N. Armament Depot, Triplex Foundry Works, Tipton.
R.N. Armament Depot, Trecwn.
R.N. Armament Depot, Bottom Mills, Todmorden.
R.N. Armament Depot, Crescent Mill, Todmorden.
R.N. Armament Depot, Springwood Mills, Todmorden.
R.N. Armament Depot, Waddens Brook.
R.N. Armament Depot, Warrington.
R.N. Armament Depot, Widnes.
R.N. Armament Depot, Willenhall.
R.N. Armament Depot, Birch Street, Wolverhampton.
R.N. Armament Depot, Molineaux Grounds, Wolverhampton.
R.N. Armament Depot, Woolwich.
R.N. Torpedo Depot, Thatcham (and sub-depots).
R.N. Mine Depot, Milford Haven.
R.N. Mine Depot, Wrabness.
R.N. Mine Depot, Longtown.
T.A. Section, M.D.D., c/o R.N. Torpedo Range, Arrochar.
Mine Design Department (S. Section), Edinburgh.
Mine Design Department, Havant.
R.N. Air Station, Abbotsinch.
R.N. Air Station, Arbroath.
R.N. Air Station, Burscough, Ormskirck.
R.N. Air Station, Crail.
R.N. Air Station, Crumond.

R.N. Air Station, Dale, Haverfordwest.
 R.N. Air Station, Donibristle.
 R.N. Air Station, Dundee.
 R.N. Air Station, Easthaven.
 R.N. Air Station, Eastleigh.
 R.N. Air Station, Fearn.
 R.N. Air Station, Grimsetter.
 R.N. Air Station, Hatston.
 R.N. Air Station, Henstridge.
 R.N. Air Station, Hinstock.
 R.N. Air Station, Inskip.
 R.N. Air Station, Machrihanish.
 R.N. Air Station, Peplow.
 R.N. Air Station, Ronaldsway.
 R.N. Air Station, St. Merryn.
 R.N. Air Station, Stretton.
 R.N. Air Station, Twatt.
 R.N. Air Station, Worthy Down, Winchester.
 R.N. Air Station, Yeovilton.
 R.N. Barracks (including R.N. Air Station), Lee-on-Solent.
 H.M.S. "Ariel".
 H.M.S. "Gosling".
 R.N. Air Section, Drem.
 R.N. Air Section, Evanton.
 R.N. Air Section, Ford.
 R.N. Air Section, R.N. Camp, Townhill.
 R.N. Aircraft Training Establishment, Newcastle-under-Lyme.
 R.N. Aircraft Workshops, Coventry.
 R.N. Aircraft Workshops, Perth.
 R.N. Aircraft Workshops, Llangennech.
 R.N. Aircraft Repair Yard, Donibristle (including depots at Alloa, Dundee and Dunfermline).
 R.N. Aircraft Repair Yard, Fleetlands.
 R.N. Receipt and Despatch Unit, Anthorn.
 R.N. Receipt and Despatch Unit, Culham.
 Admiralty Gun Mounting Store, Coventry.
 Admiralty Gun Mounting Store, Glasgow.
 Admiralty Salvage Base, Falmouth.
 Admiralty Salvage Base, Harwich.
 Admiralty Salvage Base, Hull (including sub-bases at Grimsby and Yarmouth).
 Admiralty Salvage Base, West Hartlepool.
 Hydrographic Department, Armadale.
 Hydrographic Department, Ironbridge.
 Hydrographic Department, Nottingham.
 Hydrographic Supplies Establishment, Creechbarrow House, Taunton.
 Admiralty Engineering Laboratory, West Drayton.
 Admiralty Machinery Depot, Erith.
 Admiralty Machinery Depot, Llanely.
 Admiralty Machinery Depot, Lydney.
 Admiralty Machinery Depot, Stoke-on-Trent.
 Admiralty Machinery Depot, Middlesbrough.
 R.N. Store Depot, Cleckheaton.
 R.N. Store Depot, Copenacre (including sub-depots at Bath, Batheaston, Bathwick, Holt, Melksham, Midsomer Norton, Street, Trowbridge).
 R.N. Store Depot, Glossop.
 R.N. Store Depot, Halifax.
 R.N. Store Depot, Hyde.
 R.N. Store Depot, Oldham.
 R.N. Store Depot, Perth.
 R.N. Store Depot, Rochdale.
 R.N. Store Depot, Sowerby Bridge.
 R.N. Store Depot, Stockport.

R.N. Store Depot, Stroud.
 R.N. Store Depot, Whitworth.
 R.N. Victualling Depot, Bedford.
 R.N. Victualling Depot, Birmingham.
 R.N. Victualling Depot, Kettering.
 R.N. Victualling Depot, Leicester.
 R.N. Victualling Depot, Long Eaton.
 R.N. Victualling Depot, Loughborough.
 R.N. Victualling Depot, Northampton.
 R.N. Victualling Depot, Nottingham.
 R.N. Victualling Depot, Thatcham (including sub-depots at Guildford and Bournemouth).

D.G.W.O., Aberdeen.
 D.G.W.O., Cardiff.
 D.G.W.O., Great Yarmouth.
 D.G.W.O., Hull.
 D.G.W.O., Leith.
 D.G.W.O., Royal Albert Dock, London.
 D.G.W.O., Sandbank, Argyll.
 D.G.W.O., Southampton.
 D.G.W.O., Swansea.
 D.G.W.O., Tilbury.
 D.G.W.O., Tyne Dock.
 R.N. Medical Depot, Huthwaite.
 R.N. Medical Depot, Leicester.
 R.N. Medical Depot, Liverpool.
 R.N. Medical Depot, North Shields.
 R.N. Medical Depot, Wellingborough.
 R.N. Medical Transit Depot, Salford.
 "Thames Britannic" (Repair Vessel).
 Merchant Ship Repair Berths, Great Greenock Harbour.
 H.M.S. "Scotia".
 Admiralty Electrical Plant Depot, Birmingham.
 Admiralty Transit Depot, Wates Shipyard, Barrow.
 H.M. A/S Experiment Establishment, Fairlie.

(A.F.O. 1289/44 is cancelled.)

3579.—General Election—Workpeople Serving in United Kingdom Away from Homes
 (L. 10594/45.—28 Jun. 1945.)

Special unpaid leave should be granted on application to workers who require it in order to record their votes in constituencies distant from the place of their present employment on the relevant polling date. As an alternative there would be no objection to an equivalent measure of paid leave from annual allowance being granted to individuals who have paid leave outstanding and wish to do so.

2. Workers on detached duty and other workpeople entitled to free or partly free travel warrants may use such warrants for the purpose of travelling to the place of their registration in order to record their vote.

