

ADMIRALTY FLEET ORDERS

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Issued separately on 29th June, 1944.

6th July, 1944.

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SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—*contd.*
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 3592. B.R. 640 Series, "Combined Operations Pamphlets"—Supply.
 3593. B.R. 781—Handbook for 2-pdr. Q.F. Mark II* C Gun on single Mark XV Mounting (Powered)—Obsolete.
 3594. B.R. 980 (B)—Revised pages 1 and 4 and additional page 1A dated April, 1944, to Range Table No. 161A, for B.L. 4.7-in. Gun, Mark I.—Issue.
 3595. B.R. 980(G)—Revised page 1 and addition pages 7 to 10, dated April, 1944, to Range Table No. 565 for Q.F. 5.25-in. Guns, Mark I.—Issue.
 3596. B.R. 980(K)—Range Table No. 571 for Q.F. 4-in. Gun, Mark IV, and Range Table No. 572 for Q.F. 4-in. Gun, Mark V—dated January, 1944—Issue.
 3597. B.R. 980(X)—Revised pages 18, dated April, 1944, to Range Tables Nos. 402C and 402B for Q.F. 4.5-in. guns, Marks I and IV—Issue.
 3598. B.R. 980(Z)—Trajectory Chart, No. D.N.O. 4, for 2-in. Rocket Target, dated April, 1944.—Issue.
 3599. S.422(R)—Aircraft Analysis Record—Reconnaissance—Abolition of.
 3600. Form S.1419—Ledger for Accounting for Naval Armament Aircraft Stores—Introduction.
 3601. W/T Frequency Publications—M.350 Variants.
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SECTION 6.—SHORE ESTABLISHMENTS

3604. Balance of Civil Pay—Increase in Service Emoluments.
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 3608. Pay of Evacuated and Temporarily Transferred non-industrial Staff.
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 3611. Permanent Chargemen of Trades retained after 60.
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 3614. Merchant Ships' Supplies and Services—Accounting—REPORTS
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 3616. Safety of Machine Tools and other Plant—Ministry of Labour and National Service booklet.
 3617. Thermos Flasks—Supply to Employees in Admiralty Establishments.

(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.**

3482.—Date for Observance of the King's Birthday in 1945

(M. 1591/43.—6 Jul. 1944.)

With reference to Article 48, Clause 2 of K.R. & A.I., it is notified that in 1945 the date for the observance of the King's Birthday, at home and abroad, will be Thursday, 14th June.

2. Attention is drawn to A.F.O. 2450/40.

(A.F.O. 2450/40.)

3483.—Consular Appointments

(M. 816/44.—6 Jul. 1944.)

H.M. Vice-Consulate at Mazagan has been re-opened and Mr. T. G. Spinney is in charge as British Vice-Consul.

2. The British Vice-Consulate at Bizerta was closed on 29th May, 1944.

3484.—Aircraft Carriers—Standard Nomenclature for Staff, Departments, Compartments, etc.

(A. 0674/43.—6 Jul. 1944.)

The following *amendments* are to be made to A.F.O. 3250/44 :—

Item (26)—

For "Fighter Wing Squadron T.B.R. Wing Squadron	}	Grouping of Fighter aircraft and T.B.R. aircraft under command of Wing Leaders and Squadron Commanders".
Read "Fighter Wing Fighter Squadron T.B.R. Wing T.B.R. Squadron	}	Grouping of Fighter aircraft and T.B.R. aircraft under command of Wing Leaders and Squadron Commanders."

Item (75)—

For "Belt Filling Room" read "Belt Filling Handling Room".

References at end of order. Add "A.F.O. 5487/43".

(A.F.Os. 5487/43 and 3250/44.)

3485.—Organization of L.S. and L.C.—Definition of Terms "Allocated" and "Attached"

(M./C.O.D. 0213/44.—6 Jul. 1944.)

The term "allocated" used in connection with landing ship and craft organization, as for example in paragraph 4 of C.A.F.O. 2005/43, denotes that the vessel or unit concerned is to form part of the unit or force indicated for purposes of general administration, or is to come under the general administration of the Commanding Officer of the ship or base indicated, as the case may be. Paragraph 4 of C.A.F.O. 1732/43 refers.

2. The term "attach" used in similar context is to denote that the vessel or unit concerned is temporarily placed under the operational control of the authority indicated.

3. If the circumstances of the attachment as above become such as to require a reallocation to the new authority, for example for reasons of administrative convenience, the latter is to make application accordingly.

4. *Note.*—The term "attachment" will continue to be used to denote the appointment of combined operations officers to their craft or units (while remaining appointed to H.M.S. "Copra").

(C.A.F.Os. 1732/43 and 2005/43.)

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

*3486.—Honours and Awards—“London Gazette” Supplement of 20th June, 1944

(H. & A.—6 Jul. 1944.)

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

20th June, 1944.

The KING has been graciously pleased to approve the award of the GEORGE CROSS to:—

Temporary Lieutenant John Bridge, G.M., R.N.V.R. (Warrington),
for great gallantry and undaunted devotion to duty.

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

To be Additional Members of the Military Division of the said Most Excellent Order
Lieutenant Thomas Brown Clark, R.N. (Worcester),

for great courage and organising ability in trying to save H.M.S. “Woodpecker” after she was torpedoed during operations in which six U-boats were destroyed in the Atlantic.

Mr. Edward Selby Fawcett, Temporary Warrant Engineer, R.N. (Portsmouth),
for great skill and devotion to duty in the engine room after his ship had been damaged.

The KING has been graciously pleased to approve the award of the George Medal to:—

Acting Temporary Petty Officer Richard Morris Woods, C/JX.156816 (London).

Leading Seaman Harry Ansell Gray, P/J.37449.

Able Seaman Thomas Patrick Peters, C/JX.176432 (Liverpool),

for gallantry and undaunted devotion to duty.

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

Regulating Petty Officer William George Thomas Parriek, C/M.40226.

for enterprise and devotion to duty in services to the wounded in H.M.H.S. “Oxfordshire” off the Salerno Beaches.

Petty Officer Alexander George McNamee, D/MD/X.1400.

Able Seaman George McKay, R/JX.179884.

Able Seaman Robert Rotherham, D/SSX.26669.

Signalman Norman Saxton Lamb, C/JX.342315,

for outstanding courage and unselfish devotion to duty in saving life during operations in the Mediterranean.

Engine Room Artificer Third Class Charles Leslie Cheffings, D/MX.61742.

Petty Officer William Robert Ansell, P/J.103570 (Bournemouth).

Stoker First Class Reginald Ison, P/KX.136172 (Loughborough),

for courage, enterprise and skill in damage control.

Petty Officer Alexander Wood, NZ.1673 (Plymouth).

Shipwright Fourth Class Frank Basil Screech, D/MX.53357 (Devonport).

Temporary Acting Stoker Petty Officer Ivor West, D/KX.77590 (Cardiff),

for great skill and resource in doing everything possible to save H.M.S. “Woodpecker”.

Leading Seaman Kenneth Joseph Gimson, D/JX.255211,

for bravery in saving life when H.M.S. “Dulverton” was lost.

Petty Officer Henry Wallace Marks, D.236965 (Plympton),

for gallantry and resource in rescuing the injured from the wreckage and rendering first aid when an aircraft crashed on shore.

Sick Berth Petty Officer John Leslie Kenneth Dobson, D/MX.56703.

Bandmaster Second Class Arthur Lionel Joseph Bailey, R.M.B.265.

Petty Officer Writer Gerald Godfrey Crocker, D/MX.60924, ^

for bravery and devotion to duty in rescue work and in tending wounded survivors when H.M.S. “Spartan” was lost.

Petty Officer Motor Mechanic Joseph William Thomas Benfield, C/MX.125121,

for devotion to duty, alertness and efficiency in making good defects in the engine room during an important towing operation.

ADMIRALTY,

Whitehall.

20th June, 1944.

The KING has been graciously pleased to approve the following awards:—

For outstanding leadership, skill and devotion to duty in H.M. Ships “Starling”, “Wild Goose” and “Wanderer” on convoy escort duty in the North Atlantic:

Bar to the Distinguished Service Cross

Lieutenant-Commander Reginald Fife Whinney, D.S.C., R.N. (Maiden Newton).

Bar to the Distinguished Service Medal

Acting Leading Seaman Edward George Cocks, D.S.M., C/LD/X.5058 (Witterdean).

The Distinguished Service Medal

Able Seaman George McNeil, P/JX.212175 (Kilbareham).

Able Seaman Harold Bernard Pasquale, C/JX.376084 (East Ham).

Mention in Despatches

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

Lieutenant-Commander David Edward Gillespie Wemyss, D.S.O., D.S.C., R.N. (Saltash).

Temporary Lieutenant John Evans, D.S.C., R.N.V.R. (Birmingham).

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

Temporary Sub-Lieutenant Derek John Kidd, D.S.C., R.N.V.R. (Croydon).

Mr. George Alan Franklin, Acting Gunner (T), R.N. (Romford).

Acting Chief Engine Room Artificer John George Gillanders, C/MX.49191 (Chatham).

Chief Stoker Walter John Banfield, C/K.60698 (Bristol).

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

Acting Stoker Petty Officer Gilbert Edworthy, D/KX.86202 (St. Helen's).

Temporary Leading Stoker Albert Edward Victor Pannell, C/KX.103941 (London).

Leading Steward David Moir Lang, C/LX.23686 (Dumbarton).

Able Seaman Leonard Alfred Holmes, C/JX.219773 (Forest Gate).

Able Seaman John Thomas Williamson, D/JX.253622 (Wakefield).

For outstanding leadership, courage and skill in Light Coastal Craft:

The Distinguished Service Cross

Acting Lieutenant-Commander Charles Henry William Andrew, R.N.V.R. (London).

Temporary Lieutenant Trevor John Mathias, R.N.V.R. (London).

Temporary Sub-Lieutenant Charles Cameron Gough, R.N.V.R. (Calne, Wiltshire).

The Distinguished Service Medal

Able Seaman Edward Albert Bradshaw, C/JX.319559 (London).

Able Seaman Thomas Walter Simpson, C/JX.350853 (London).

For skill and determination in attacks on U-boats while operating from H.M. Ships “Fencer” and “Vindex”:

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) William Harvie Thomson, R.N.V.R. (Airdrie).

Mention in Despatches (Posthumous)

Temporary Lieutenant (A) Michael George Oliver Varley, R.N.V.R.

Temporary Sub-Lieutenant (A) Harry Burns, R.N.V.R.

Temporary Leading Airman Henry Basil Hall-Law, FAA/FX.77270 (Lee-on-Solent).

Temporary Leading Airman John Stone, FAA/FX.90683.

Mention in Despatches

Temporary Lieutenant (A) Gordon Bennett, R.N.V.R.
 Temporary Lieutenant (A) John Arthur George Mills, S.A.N.F.(V).
 Temporary Sub-Lieutenant (A) Peter Seymour Couch, R.N.V.R.
 Temporary Sub-Lieutenant (A) Peter Ernest Cumberland, R.N.V.R.
 Temporary Sub-Lieutenant (A) Frank Richard Jackson, R.N.V.R.
 Temporary Leading Airman Joseph James Palmer, FAA/FX.115112.
 Temporary Leading Airman Christopher Williams, FAA/FX.115059.

For outstanding courage and skill in H.M. Ships "Talybont" and "Wensleydale" in an action with enemy destroyers:

The Distinguished Service Medal

Petty Officer Denys Lionel Bushell, P/JX.137348 (York).
 Acting Temporary Petty Officer Geoffrey Roberts, P/X.21275A., R.N.R. (Connah's Quay).

Mention in Despatches

Leading Seaman Arthur Winston O'Neil, P/JX.257206 (Winchester).
 Able Seaman Wilfred Davies Crumblehulme, P/JX.358991 (Blackpool).
 Able Seaman William Lockhart Tennent, P/JX.359026 (Glasgow).

For great courage and leadership when a landing craft was sunk off Anzio:—

The Distinguished Service Cross

Temporary Acting Lieutenant Christopher Finlayson, R.N.V.R.

The Distinguished Service Medal

Stoker (First Class) Thomas Houston Forrester, R.C.N.V.R. (Vancouver 505390).

Mention in Despatches

Temporary Lieutenant Maurice Herbert Holifield, R.N.V.R.

For courage, coolness and devotion to duty when H.M. Ships "Inglefield" and "Spartan" were lost:—

The Distinguished Service Cross

Lieutenant David Allan Robert Malcolm Ramsay, R.N.

Mention in Despatches (Posthumous)

Stoker First Class William Regan, D/KX.109289.

Mention in Despatches

Lieutenant-Commander Richard Furneaux-Stubbs, R.N.
 Temporary Sub-Lieutenant Jack Seddon Rumbold, R.N.Z.N.V.R. (Christchurch, New Zealand).
 Chief Engine Room Artificer Sydney Royce Goodwin, D/MX.51875.
 Chief Electrical Artificer Bernard Jeffrey Paske, D/MX.53398.
 Master-at-Arms George Lovell, D/M.40071.
 Petty Officer Alfred Victor Glanville, D/JX.131383 (Aberystwyth).
 Petty Officer William Patrick Valentine Lewis, D.S.M., D/J.101735.
 Petty Officer Telegraphist Charles Frederick Thompson, D.S.M., D/JX.140228 (Whitley Bay).
 Stoker Petty Officer Edward Hutchinson Raine, D/KX.77942 (North Shields).
 Able Seaman William James Harries, D/JX.285730 (Carmarthen).
 Able Seaman Harry Medd, D/JX.348878 (Bridlington).
 Able Seaman Harold Weatherby-Boon, D/JX.363992.

For good services in damage control:

Mention in Despatches

Temporary Lieutenant (E) Frank Noel Lewin, R.N.R. (Formby).

For outstanding services in H.M. Ships "Keppel" and "Beagle" in escorting convoys to North Russia:

Mention in Despatches

Lieutenant Arthur Colin O'Riordan, R.N.
 Mr. George Herbert Knowles, Temporary Gunner (T), R.N.
 Petty Officer Joseph Charles Clark, D/JX.130251.
 Petty Officer Walter James Ludlow, P/J.114819.

Temporary Petty Officer Gordon Champness Smart, D/JX.149665.
 Yeoman of Signals Jens William Andreson, P/JX.142197.
 Leading Seaman William Winters, P/SSX.13744.
 Leading Radio Mechanic Norman Kincaid, P/MX.500992.
 Able Seaman Richard McGregor, D/SSX.35793.

For skill and determination in H.M.S. "Eglinton" in action against the enemy.

Mention in Despatches

Lieutenant-Commander Joseph Mansergh Palmer, R.N. (Chichester).
 Temporary Sub-Lieutenant John Gordon Pelly, R.N.V.R. (Cheltenham).
 Chief Petty Officer Ashton Verrall, C/J.96131 (Rudgwick).
 Able Seaman Alan Parkinson, C/JX.168022 (Heywood).
 Able Seaman Ronald Leslie Clifford Povey, C/JX.365699 (Bromley).
 Able Seaman Eric Percival Snowden, C/JX.263330 (Selby).

For outstanding zeal and devotion to duty in operations which led to the capture of the western end of New Britain:

Mention in Despatches

Acting Commander John Francis Rayment, D.S.C., R.A.N.

For skill and devotion to duty in trying to save H.M.S. "Woodpecker":

Mention in Despatches

Temporary Sub-Lieutenant William Arthur Goodworth, R.N.V.R. (Reading).
 Chief Engine Room Artificer Leonard Alfred William Sidell, D/MX.51330 (Plymouth).
 Electrical Artificer Fourth Class Thomas Ernest Battershill, D/MX.51805 (Dumbarton).
 Temporary Petty Officer Edward Arnold Budd, D/SSX.20231 (Hull).

For outstanding services when their ship was torpedoed:

Mention in Despatches

Acting Commander Albert Ayre, D.S.O., R.N.R. (Ret.) (Goole).
 Temporary Surgeon Lieutenant Robert Charles Erie Norman, M.R.C.S., L.R.C.P., R.N.V.R. (South Croydon).
 Petty Officer William George Treagus, P.JX.133265 (Arundel).

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

Mention in Despatches

A.F.O. 2156/44:—

Lieutenant Cyril James Hardy, R.N.V.R.

Mention in Despatches

A.F.O. 2822/44:—

Mr. William Harold John Sheard, D.S.M., Temporary Gunner, R.N.

The Distinguished Service Medal

A.F.O. 5/43:—

Leading Seaman James Boyd McMillan, LT/JX.177022, R.N.P.S., H.M.S. "Benachie".

***3487.—Honours and Awards—"London Gazette" Supplement of 27th June 1944**
 (H. & A.—6 Jul. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

27th June 1944.

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

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

Temporary Lieutenant (A) Geoffrey Patrick de la Trobe Shea-Simonds, R.N.V.R., for outstanding skill and devotion to duty when testing an aircraft. While in mid-air the engine broke clean away from its frame, upsetting the trim of the aircraft, but Lieutenant Shea-Simonds regained control and contrived to land in such a way that it was possible to ascertain the cause of the accident.

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

Chief Petty Officer John Kelly, P/MX.60643.
Petty Officer Percy Ward, D/JX.134801.
Marine Thomas Wilkinson, Ch/X.106174.
Able Seaman James McGuire, P/JX.162354,

for courage, enterprise and devotion to duty.

ADMIRALTY,
Whitehall,
27th June, 1944.

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

For gallantry, enterprise and skill in successful operations against enemy shipping and shore targets in the Adriatic, while serving in H.M. Ships "Troubridge", "Tumult" and "Tyrian":

To be a Companion of the Distinguished Service Order:

Captain Charles Leslie Firth, M.V.O., R.N.

Bar to the Distinguished Service Cross:

Commander Charles Woollven Greening, D.S.C., R.N.

The Distinguished Service Cross:

Lieutenant-Commander Norman Lanyon, R.N.

The Distinguished Service Medal:

Chief Petty Officer William Reginald Barden, C/J.89841 (Gillingham).
Chief Engine Room Artificer Charles Victor Ball, P/MX.47229 (Richmond, Yorks).
Chief Stoker William Fail, C/KX.77040.

Mention in Despatches:

Lieutenant Robin Alistair Begg, R.N.
Lieutenant Robert Henry Graham, D.S.C., R.N.
Chief Yeoman of Signals Joseph Reginald Middleton, C/J.103503 (Penge).
Chief Engine Room Artificer Herbert Neal, C/MX.49801 (Stirling).
Electrical Artificer Fourth Class Eric Arber, C/MX.67425 (Sheffield).
Petty Officer Arthur Churcher, P/J.95300 (Looe).
Petty Officer Bert Benjamin Baker Marjoram, C/JX.137619 (Chatham).
Petty Officer Ralph William Weaver, P/JX.138816 (Southampton).
Leading Stoker John Patrick Rice, P/KX.111225 (Liverpool).

For great daring and enterprise:

The Distinguished Service Cross

Acting Lieutenant Dick Crofton Horton, R.A.N.V.R.
Acting Lieutenant Henry Arthur Josselyn, R.A.N.V.R.
Acting Lieutenant John Robert Keenan, R.A.N.V.R.
Acting Lieutenant Alexander Nicol Anton Waddell, R.A.N.V.R.
Acting Lieutenant Malcolm Hugh Wright, R.A.N.V.R.

The Distinguished Service Medal

Able Seaman Julius Bell MacNicol, R.A.N.V.R. B/V.180.
Coder John Allan Payne, 24656.

Mention in Despatches

Coder John Andrew Kissane, 25703.
Coder Phillip Francis Wallader, 25651.

For leadership, gallantry and devotion to duty while serving with Royal Marine Commandos in Italy:

The Military Cross

Temporary Lieutenant (Acting Temporary Captain) John Philip Blake, R.M.
Temporary Lieutenant (Acting Temporary Captain) Anthony Douglas Wilkinson, R.M.
Temporary Lieutenant (Acting Temporary Captain) Edward William Ecrepont, R.M.
Temporary Lieutenant (Acting Temporary Captain) John Charles Dumoutier Hudspith, R.M.

The Distinguished Conduct Medal

Corporal (Temporary) (Acting Temporary Sergeant) Donald Charles Bullock, R.M., Ch./X.3346 (Bexley, Kent).

The Military Medal

Corporal (Temporary) Roland William Cole, R.M. Ex/4743 (Lisvane, near Cardiff).
Corporal (Temporary) (Acting Temporary Sergeant) Frederick William Pryor, R.M., Ch./X.104490 (E. Finchley, N.3).
Marine (Acting Temporary Sergeant) Walter Ernest Tilney, R.M., Po/X.108009 (Dereham, Norfolk).
Marine (Acting Temporary Colour Sergeant) William Reid, R.M., Po/X.100232 (Newcastle).
Marine (Acting Temporary Colour Sergeant) Thomas Morgan, R.M., Po/X.4905 (Stamford Hill).
Corporal (Temporary) George Albert Thomas William Johnson, R.M., Po/X.3191 (Purfleet, Essex).
Marine (Acting Temporary Corporal) Eric Stringer, R.M., Ch/X.104430 (Rotherham).
Marine (Acting Temporary Corporal) John William Hadfield, R.M., Ply/X.104858 (Stockport).
Sergeant (Temporary) (Acting Temporary Company Sergeant-Major) Kenneth Scott Hawkins, R.M., Ch/X.1120 (Weymouth).

For distinguished service as Commodores of convoys:

Mention in Despatches

Captain (Commodore Second Class) William Edward Blackwood Magee, D.S.O., R.N. (Ret.).
Captain (Acting Commodore Second Class) Samuel Norman White, R.D., R.N.R. (Ret.).

For courage and devotion to duty in the escort of convoys to North Russia while serving in H.M.S. "Inconstant":

Mention in Despatches

Temporary Lieutenant Robert Stuart Scott Ingham, D.S.C., R.N.
Leading Seaman Raymond Barlow Peters, D/JX.289113 (Leicester).
Leading Radio Mechanic Horace Tushingam, P/MX.126559 (Chester).

For skill and enterprise in rescue operations on the coast of Italy:

Mention in Despatches

Lieutenant Anthony William Bentley-Buckle, R.N.

For coolness and energy in dealing with the injured when a hospital ship was hit by a bomb and all the other Medical Officers were wounded:

Mention in Despatches

Temporary Surgeon Lieutenant Reginald Charles Petty Aldridge, M.R.C.S., L.R.C.P., R.N.V.R.

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

A.F.O. 3248/44.

The Distinguished Service Medal

Temporary Acting Petty Officer Jack Jarvis Burnett, P/J.97516.

The British Empire Medal (Military Division)

Chief Petty Officer Albert Arnum, C/J.28885.

*3488.—Accelerated Promotion

(C.W. 34875/44.—6 Jul. 1944.)

With reference to A.F.O. 425/42, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

J. M. P. Ritchie	...	"Sirius"	...	...	...	1 Jun. 1944
D. F. M. Sexton	...	L.C.S. (L) "256"	...	...	...	1 Jul. 1944
M. A. T. Hughes	...	"Copra"	...	...	...	1 Jul. 1944
H. W. Whiteley	...	"Wensleydale"	...	...	...	1 Jul. 1944

Executive—contd.

E. V. Page, M.B.E.	... "Varbel" ...	1 Jul. 1944
L. V. J. Ferris	... "Gillstone" ...	1 Jul. 1944
A. D. Slade	... "St. Christopher" (M.T.B. "703")	1 Jul. 1944
F. N. H. Chalk	... "St. Tudno" (M.M.S. "113")	1 Jul. 1944
L. W. A. Tucker	... "Mourne" ...	1 Jul. 1944
P. Aitchison	... "Gregale" (M.T.B. "377")	1 Jul. 1944
T. Porter	... "Twostep" ...	1 Jul. 1944
G. H. Dean	... "Remexo" ...	1 Jul. 1944
W. R. B. Rudland	... "Locust" ...	1 Jul. 1944
A. M. Roper	... "Miranda" (B.Y.M.S. "76")	1 Jul. 1944
H. Roskell	... "Mantis" (for M.L. "586")	1 Jul. 1944
T. W. Harford	... "Eday" ...	1 Jul. 1944
D. J. Kidd	... "Wanderer" ...	1 Jul. 1944
J. V. Balfour	... "St. Christopher" (M.T.B. "704")	1 Jul. 1944
L. A. Jimenez	... "Gregale" (for M.L. "1284")	1 Jul. 1944

Flying

A. B. C. Ford	... "Hunter" ...	1 Jul. 1944
R. V. Grills	... "Shrike" ...	1 Jul. 1944
D. P. Davies	... "Landrail" ...	1 Jul. 1944

Engineer

R. Wormell	... "Northney I" ...	1 Jul. 1944
C. A. Cross	... "Dragonfly" ...	1 Jul. 1944
E. R. Tucker	... "Copra" ...	1 Jul. 1944
S. A. Wood	... "Copra" (additional)	1 Jul. 1944
P. J. Conlan	... "Odyssey" ...	1 Jul. 1944
D. A. Tipper	... "Cricket" ...	1 Jul. 1944
G. P. H. Hatton	... "Copra" (L.C.I. (L))	1 Jul. 1944
H. V. Bonham	... "Eland" ...	1 Jul. 1944

Air Engineer

R. W. Thomas	... "Patroller" ...	1 Jul. 1944
A. E. Plaskitt	... "Landrail" ...	1 Jul. 1944
D. J. Bird	... "Canada" ...	1 Jul. 1944

Electrical

J. C. Robertson	... "Stopford" ...	1 Jul. 1944
N. S. Goddard	... "Canada" ...	1 Jul. 1944

Accountant

W. F. Menhinick	... "Leigh" ...	1 Jul. 1944
S. W. Lonsdale	... "Copra" ...	1 Jul. 1944
F. Bannister	... "Milne" ...	1 Jul. 1944
E. S. Colley	... "Fabius" ...	1 Jul. 1944
J. H. Westcott	... "Roberts" ...	1 Jul. 1944

Special (Cypher)

V. W. J. Rogers	... "Duke of York" ...	1 Jul. 1944
H. C. Poll	... "Tyne" ...	1 Jul. 1944

Special

J. F. Bradford	... "President" (D.M.W.D.)	1 Jul. 1944
F. E. I. Saville	... "Marshal Soult" ...	1 Jul. 1944
G. L. Roberts	... "President" (N.C.S.)	1 Jul. 1944
M. Snowden	... "Nile" ...	1 Jul. 1944
W. G. Almond	... "Pembroke" ...	1 Jul. 1944
J. W. McDonnell	... "President" (N.I.D.)	1 Jul. 1944
John Edgar Howell Davies	... "Wellesley" ...	1 Jul. 1944
G. B. Alberry	... "Mercury" (additional)	1 Jul. 1944
J. B. Miller	... "Victory IV" ...	1 Jul. 1944
W. I. Tupman	... "Collingwood" ...	1 Jul. 1944
S. J. Hopper	... "President" (D.T.S.D.)	1 Jul. 1944
J. H. Coleman	... "President" (D.N.I.)	1 Jul. 1944

Flying, R.N.Z.N.V.R.

R. Mander	... "Daedalus" ...	1 Jul. 1944
A. R. Burgham	... "Nairana" ...	1 Jul. 1944

2. With reference to A.F.O. 3899/43, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

J. M. Peacock	... "Copra" ...	1 Jul. 1944
E. B. Baker	... "Iron Duke" ...	1 Jul. 1944
A. Staniszewski	... "Fabius" ...	1 Jul. 1944

3. The above promotions will appear in C.W. List of Appointments.

(A.F.Os. 425/42 and 3899/43.)

See AFO 2189/46
See AFO 523/45
" " 1263/45

*3489.—Officers' Marriage Allowance—Alterations in Rates

(C.W. 13956/44.—6 Jul. 1944.)

The following changes in the rates of Marriage and Children's Allowances for Naval and Marine Officers have been approved, as a special wartime measure only, with effect from 1st May, 1944:—

OLD RATES OF MARRIAGE ALLOWANCE (A.F.O. 4392/43, Appendix 1).

SCHEDULE A.

Marriage allowances remain unchanged.

Children's Allowance for all Commissioned Officers, aged 30 and over, and Commissioned Officers from Warrant Rank and Warrant Officers, aged 20 and over, has been fixed at a uniform rate of 2s. 0d. in respect of each eligible child, instead of the former rates of 2s. 0d. or 1s. 6d. for the first child, and 1s. 0d. for the second and each subsequent child.

The rates of Children's Allowance for Commissioned, Subordinate and Probationary Officers under 30, and for Commissioned Officers from Warrant Rank and Warrant Officers under 20, are unaltered, *i.e.*, they remain at 1s. 6d. for the first child, 1s. 0d. for the second child, with no additions for children beyond the second.

SCHEDULE B.

(1) *Married Officers with Children.*—Commodores 2nd Class, Captains, R.N., Brigadiers, R.M., Colonels Commandant, R.M., Colonels 2nd Commandant, R.M., Colonels, R.M., and Lieutenant-Colonels, R.M. (and relative ranks), aged 30 and over, receive a Marriage Allowance of 6s. 6d. instead of 5s. 6d., Commanders, R.N., Lieutenant Commanders, R.N., Majors, R.M., Captains, R.M., Lieutenants, R.N. and R.M., Lieutenants ex Warrant Rank, R.N. and R.M. (and relative ranks), aged 30 and over, receive a Marriage Allowance of 5s. 6d. instead of 4s. 6d. Commissioned Subordinate and Probationary Officers under 30 receive either a Marriage Allowance of 4s. 0d. or the annual rate of Lodging Allowance if more advantageous, instead of the annual rate of Lodging Allowance without alternative. Sub-Lieutenants, R.N., and 2nd Lieutenants, R.M., aged 30 and over, receive a Marriage Allowance of 4s. 0d. a day instead of annual rate of Lodging Allowance. Commissioned Officers from warrant rank, aged 20 and over, with one or more children, receive a Marriage Allowance of 4s. 0d. a day in all cases, instead of Special Allowances under Schedule B (2) if with one child, or 3s. 0d. if with more than one child.

Rates of Children's Allowance are adjusted to a uniform figure of 2s. 0d. for each eligible child, except in the case of Commissioned, Subordinate and Probationary Officers under 30 and Commissioned Officers from Warrant Rank and Warrant Officers under 20, where the rates are unaltered, *i.e.*, they remain at 1s. 6d. for first child, 1s. 0d. for the second child, and no additions for subsequent children.

(2) *Childless Married Officers.*—The special rate of 4s. 6d. for Lieutenants, R.N., or Lieutenants, R.M., aged 30 and over, is increased to 5s. 6d.

Commissioned, Subordinate and Probationary Officers under 30, and Sub-Lieutenants, R.N., and 2nd Lieutenants, R.M., aged 30 and over, receive either Marriage Allowance of 4s. 0d. or the annual rate of Lodging Allowance, whichever is to their advantage, instead of the annual rate of Lodging Allowance without alternative.

The special rates laid down for Commissioned Officers from Warrant Rank, R.N. and R.M., aged 20 and over, if childless or with only one child, are now restricted to childless officers. Officers of these ranks with one child are now catered for under Schedule B (1). Commissioned Officers from Warrant Rank, R.N. and R.M., under 20, and Warrant Officers, R.N. and R.M. (including R.M. Schoolmasters (C.W.O.)), aged 20 and over, receive Marriage Allowance of 4s. 0d. instead of 3s. 6d.

Other rates in Schedule B (2) are unaltered.

SCHEDULE C.

This is unaltered.

SCHEDULE D.

This is suspended for the period of war. As from 1st May, 1944, Officers in Schedule D, *i.e.*, widowers with eligible children all over the age of 16, will be treated in all respects as other married officers with eligible children, and will receive full Marriage and Children's Allowances under the usual conditions. In consequence of this decision, paragraph 3 (c) of A.F.O. 4392/43 is amended by deleting the words "under the age of 16", and the following Note beginning "Provision as to payment, etc." is also deleted. Paragraph 42 of A.F.O. 4392/43 is cancelled.

REVISED RATES OF MARRIAGE ALLOWANCE (A.F.O. 4392/43, Appendix 2)

SCHEDULE A

Instead of the former flat rate of Marriage Allowance of 4s. 0d., special rates are introduced for officers of the following ranks *when married and with an eligible child or children* :-

Rank or Relative Rank.	Marriage Allowance.
Sub-Lieutenant, R.N.	6s. 6d. a day.
Acting Sub-Lieutenant, R.N.	
Midshipman, R.N.	
Lieutenant, R.M. (Direct Entry), less than 4 years from date of entry (or less than 4 years from date of promotion to Probationary 2nd Lieutenant in the case of Corps Commission Officers)	
Probationary Lieutenant, R.M.	
2nd Lieutenant, R.M.	
Commissioned Officer from Warrant Rank, R.N. and R.M.	
Warrant Officer, R.N. and R.M.	
Commissioned Officer, R.M., promoted from <i>Temporary Warrant Rank</i> or from Pensioner N.C.O.	
Lieutenant, R.N....	
Lieutenant, R.M. (Direct Entry), over 4 years from date of entry (or over 4 years from date of promotion to Probationary 2nd Lieutenant in the case of Corps Commission Officers)	5s. 6d. a day.
Lieutenant, R.M. (ex Gunner)	
Lieutenant, R.M. (Quartermaster)	
Captain, R.M. (Quartermaster)... ..	
Lieutenant, R.M. (R.N. School of Music)	
Captain, R.M. (R.N. School of Music)	
Chief Schoolmaster (Lieutenant), R.M.	

Officers of higher ranks than those shown above, and *all married officers without children, irrespective of rank*, continue to receive Marriage Allowance at the rate of 4s. 0d. a day as heretofore.

Children's Allowance for all officers is at the uniform rate of 2s. 0d. for each eligible child in place of the former scale of 2s. 0d., or (in certain ranks) 3s. 0d. for the first child, 1s. 6d. for the second child, and 1s. 0d. for each subsequent child.

SCHEDULE B

Instead of the flat rate of Marriage Allowance of 5s. 0d. a day, married officers with an eligible child or children, of the ranks specially indicated under Schedule A above, will receive the rates there laid down, increased by 1s. 0d. a day, *i.e.* Sub-Lieutenants, etc., will receive 7s. 6d., and Lieutenants, etc., will receive 6s. 6d. Officers of higher ranks, and *all married officers without children, irrespective of rank*, will continue to receive the rate of 5s. 0d. as heretofore, together with the "Special Allowances" (if any) as laid down in A.F.O. 4392/43. The rates of these "Special Allowances" are unchanged.

Children's Allowance for all officers will be on a uniform rate of 2s. 0d. for each eligible child.

SCHEDULE C

This is unaltered.

SCHEDULE D

This is suspended for the period of war. The provisions made above regarding Schedule D, old rates, apply equally to Schedule D, revised rates.

2. For the convenience of Accountant Officers, Appendices 1 and 2 of A.F.O. 4392/43 are reprinted in full below, with the amendments necessitated by the changes here promulgated. A revision of A.F.O. 4392/43, incorporating these and other recent changes in Marriage Allowance, will be issued in due course.

3. Attention is drawn to the fact that the increased rates of Children's Allowances are not issuable to officers who, exceptionally, continue to draw Children's Allowance under paragraph 30 of A.F.O. 4392/43.

4. The above changes in rates and conditions of payment for widower officers apply equally to widowed mobile W.R.N.S. officers with children and widowed mobile Commandants and Assistant Commandants of V.A.Ds. with children.

The relative ranks of these officers for the purpose of payment of Marriage and Children's Allowances are as follows :-

Third Officer and Acting Third Officer, W.R.N.S.	Sub-Lieutenant, R.N.
2nd Officer, W.R.N.S., Commandant and Assistant Commandant, V.A.Ds.	Lieutenant, R.N.
1st Officer, W.R.N.S., and above	Lieutenant-Commander, R.N.

5. Officers, *both married and single*, who have not already exercised the options of receiving the Revised rates of Marriage Allowance are now given a further opportunity of so doing. Officers wishing to opt for the Revised rates must make a declaration as in paragraph 6 within four months of the date of receipt of this Order. The Revised rates of Marriage and Children's Allowance contained in this Order will then be effective from 1st May, 1944, or from the date of marriage if later. The option once exercised will be irrevocable.

6. Officers who wish to elect the Revised rates must complete the following declaration :-

With reference to A.F.O. 3489/44, paragraph 5 :-

- (i) I elect to receive the new rates of Marriage Allowance as laid down in A.F.O. 3489/44 as from *1st May, 1944
*the date of my becoming married
- (ii) I understand that I shall not be permitted to revert to or receive the rates applicable to officers serving before 1st January, 1942.

(Signed).....
Date.....

(* Delete as appropriate.)

For use of Accountant Officer

	s.	d.
Marriage allowance		a day
Children's allowance		a day
Special allowance		a day
Total		a day

Rate of full pay a day

Marriage Allowances, etc., and full pay at the above rates have been credited to the officer from.....inclusive at List.....
No..... in Ledger of for quarter ending

* Marriage and birth certificates forwarded herewith.

* Marriage and birth certificates will be forwarded separately.

* Marriage and birth certificates already forwarded either as a preliminary to this application or when application was made for marriage allowance at the old rates.

* Delete as necessary.

Rough Ledger.....
 Fair Ledger.....
 Forwarded.

The Director of Navy Accounts,

Branch 4, Northwick Park, Harrow, Middlesex.

Accountant Officer

7. On receipt of the declaration the Accountant Officer is to insert a note "Opts M.A. (R)" in the Remarks column of the ledger, and forward the declaration duly completed as necessary to the Director of Navy Accounts, Branch 4, Northwick Park, Harrow, Middlesex. This particular notation need not be reproduced in subsequent ledgers.

8. Accountant Officers are to bring this Order to the notice of all officers, whether married or single, who were officers before 1st January, 1942, and who have not already elected to receive the Revised rates of Marriage Allowance.

9. Cashiers are reminded that increases in Marriage and Children's Allowances will cause corresponding decreases in the balance of civil pay to be credited to the officers concerned (*vide* A.F.O. 3240/44).

APPENDIX I

Old rates of Marriage Allowance payable to married officers who were officers before 1st January, 1942, and who have not elected to receive the Revised rates of Marriage Allowance.

SCHEDULE A.

Married officers in sea appointments.

Married officers provided with single quarters.

Married officers provided with married quarters whose wives are not resident with them.

Married officers drawing Lodging Allowance concurrently with Marriage Allowance.

Married officers on full pay leave or full pay sick leave.

	Commodore, 2nd Class, Captain, R.N., Brigadier, Colonel, Commandant, Colonel, 2nd Commandant, Colonel and Lieut.-Colonel, R.M. (and relative ranks), aged 30 and over	Commander, RN Lieut.-Commander, R.N., Lieutenant, R.N., Major, R.M., Captain, R.M., Lieut., R.M., Lieutenant from Warrant Rank (and relative ranks), aged 30 and over	Commissioned Officer, Subordinate and Probationary Officer, under 30 years of age	Sub-Lieutenant, R.N., aged 30 and over, 2nd Lieutenant, R.M., aged 30 and over, Commissioned Officer from Warrant Rank, Warrant Officer, aged 20 years and over	Commissioned Officer from Warrant Rank, Warrant Officer, under 20 years of age
A Marriage Allowance of Children's Allowances :	5s. 6d. a day	4s. 6d. a day	3s. 0d. a day	3s. 0d. a day	3s. 0d. a day
For the first child ...	2s. 0d. a day	2s. 0d. a day	1s. 6d. a day	2s. 0d. a day	1s. 6d. a day
For the second child	2s. 0d. a day	2s. 0d. a day	1s. 0d. a day	2s. 0d. a day	1s. 0d. a day
For the third child ...	2s. 0d. a day	2s. 0d. a day	Nil	2s. 0d. a day	Nil
For each subsequent child	2s. 0d. a day	2s. 0d. a day	Nil	2s. 0d. a day	Nil

SCHEDULE B.

Married officers in shore appointments and not provided with official quarters, but who reside with their wives. (Married officers drawing Lodging Allowance concurrently with Marriage Allowance are not entitled to receive the rates of Marriage Allowance in this clause, but only those in Schedule A above, except as provided in paragraphs 33 (b) and 38 of A.F.O. 4392/43.)

(1) Married officers with children will receive allowances as follows :—

Commissioned Officer from Warrant Rank, Warrant Officer.	Under 20 years of age.	4s. 0d. a day	1s. 6d. a day 1s. 0d. a day Nil Nil
Commissioned Officer from Warrant Rank Aged 20 years and over.	Warrant Officer. Aged 20 years and over.	4s. 0d. a day	2s. 0d. a day 2s. 0d. a day 2s. 0d. a day 2s. 0d. a day
Sub-Lieutenant, 2nd Lieutenant, R.M.	Aged 30 years and over.	4s. 0d.	2s. 0d. a day 2s. 0d. a day 2s. 0d. a day 2s. 0d. a day
Commissioned Officer, Subordinate and Probationary Officer.	Under 30 years of age.	4s. 0d. or the annual rate of lodging allowance applicable to the officer	1s. 6d. a day 1s. 0d. a day Nil Nil
Commander, R.N., Lt.-Commander, R.N., Lieutenant, R.N., Major, R.M., Captain, R.M., Lieutenant, R.M., Warrant Rank (and relative ranks), Aged 30 years and over.		5s. 6d. a day	2s. 0d. a day 2s. 0d. a day 2s. 0d. a day 2s. 0d. a day
Commodore, 2nd Class, Captain, R.N., Brigadier, Colonel, Colonel 2nd Commandant, Colonel and Lt.-Colonel, R.M. (and relative ranks), Aged 30 years and over.		6s. 6d. a day	2s. 0d. a day 2s. 0d. a day 2s. 0d. a day 2s. 0d. a day
A marriage allowance of		...	Children's allowances :— For the 1st child ... For the 2nd child ... For the 3rd child ... For each subsequent child ...

(2) Married officers without children will receive the following rates of marriage allowance instead of those shown in Schedule B (1) above :—

Commodore, 2nd Class, Captain, R.N. (and relative ranks), Brigadier, Colonel Commandant, Colonel 2nd Commandant, Colonel and Lt.-Colonel, R.M. (over the age of 30) ...	7s. 6d. a day.
Commander and Lt.-Commander, R.N. (and relative ranks), Major and Captain, R.M., Lieutenant from Warrant Rank, R.N. and R.M., and Chaplains over 3 years' seniority (over the age of 30) ...	6s. 6d. a day.
Lieutenant R.N. and Lieutenant, R.M. (over the age of 30)	5s. 6d. a day.
Commissioned Officer, Subordinate and Probationary Officer, under the age of 30. Sub-Lieutenant, 2nd Lieutenant, R.M., aged 30 and over ...	4s. 0d. or the annual rate of lodging allowance applicable to the officer.
Commissioned Officer from Warrant Rank, R.N., and R.M., aged 20 years and over :—	
(i) Under 3 years' seniority ...	4s. 6d. a day.
(ii) Of 3 and under 6 years' seniority ...	4s. 8d. a day.
(iii) Of 6 and under 9 years' seniority ...	4s. 10d. a day.
(iv) Of 9 years' seniority and over ...	5s. 0d. a day.

These rates do not apply to R.M. Schoolmasters, but do apply to R.M. Headmasters in accordance with their seniority as Headmasters.

For the purpose of this scale, R.N. Schoolmasters will be treated as follows :—

Of 10 and under 13 years from entry ...	Under (i)
Of 13 and under 16 years from entry ...	Under (ii)
Of 16 and under 19 years from entry ...	Under (iii)
Of and over 19 years from entry ...	Under (iv)

Commissioned Officer from Warrant Rank, R.N. and R.M.,
under the age of 20 and Warrant Officer, R.N. and R.M.,
(including R.M. Schoolmaster (Commissioned Officer
from Warrant Rank) aged 20 years and over) ... 4s. 0d. a day.

Note.—That portion of marriage allowance in Schedule B (2) which is in excess of marriage allowance to which an officer would be entitled under Schedule B (1) remains taxable.

SCHEDULE C.—Married officers in shore appointments and provided with official quarters where their wives reside are *not* eligible for marriage allowance or for children's allowance except for the transitional period mentioned in paragraph 30 of A.F.O. 4392/43. The rates of children's allowance paid during this transitional period will be the old rates in force on 31st December, 1941.

The following officers in such circumstances will, however, receive a "Special allowance" at the rates shown below, which will be subject to income tax :—

Commodore, 2nd Class, Captain, R.N. (and relative ranks), Brigadier, Colonel Commandant, Colonel 2nd Commandant, Colonel and Lt.-Colonel, R.M. ...	2s. 0d. a day.
Commander and Lt.-Commander, R.N. (and relative ranks), Major and Captain, R.M., Lieutenant from Warrant Rank, R.N. and R.M., and Chaplain over 3 years' seniority ...	2s. 0d. a day.
Commissioned Officer from Warrant Rank, R.N. and R.M. :—	
(i) Under 9 years' seniority ...	1s. 6d. a day.
(ii) Of 9 years' seniority and over ...	1s. 8d. a day.

These rates do not apply to R.M. Schoolmasters, but do apply to R.M. Headmasters in accordance with their seniority as Headmasters.

For the purpose of this scale, R.N. Schoolmasters will be treated as follows :—

Of 10 years and under 19 years from entry ...	Under (i).
Of and over 19 years from entry ...	Under (ii).

Note.—The "special allowance" is not payable to officers who continue to draw children's allowance under the rule in paragraph 30 of A.F.O. 4392/43.

APPENDIX 2

Revised rates of marriage allowance payable (i) to married officers who became officers on or after 1st January, 1942, and (ii) to married officers who became officers before 1st January, 1942, and who have elected to receive these rates :—

SCHEDULE A

- Married officers in sea appointments.
- Married officers provided with single quarters.
- Married officers provided with married quarters whose wives are not resident with them.
- Married officers drawing lodging allowance concurrently with marriage allowance.
- Married officers on full pay leave or full pay sick leave.

A marriage allowance of 4s. 0d. a day is payable to all married officers without an eligible child or children.

Officers with an eligible child or children receive Marriage Allowances as follows :—

<i>Rank or Relative Rank.</i>	<i>Rate of Marriage Allowance.</i>
Sub-Lieutenant, R.N. ...	6s. 6d. a day.
Acting Sub-Lieutenant, R.N. ...	
Midshipman, R.N. ...	
Lieutenant, R.M. (Direct Entry), less than 4 years from date of entry	
Lieutenant, R.M. (Corps Commission), less than 4 years from date of promotion to Probationary 2nd Lieutenant ...	
Probationary Lieutenant, R.M. ...	
2nd Lieutenant, R.M. ...	
Commissioned Officer from Warrant Rank, R.N. and R.M. ...	
Warrant Officer, R.N. and R.M. ...	
Commissioned Officer, R.M., promoted from <i>Temporary</i> Warrant Rank or from Pensioner N.C.O. ...	
Lieutenant, R.N. ...	5s. 6d. a day.
Lieutenant, R.M. (Direct Entry), over 4 years from date of entry ...	
Lieutenant, R.M. (Corps Commission), over 4 years from date of promotion to Probationary 2nd Lieutenant ...	
Lieutenant, R.M. (ex Gunner) ...	
Lieutenant, R.M. (Quartermaster) ...	
Captain, R.M. (Quartermaster) ...	
Lieutenant, R.M. (R.N. School of Music) Captain, R.M. (R.N. School of Music) Chief Schoolmaster (Lieutenant), R.M. ...	

Officers of rank higher than those shown above, 4s. 0d. a day.

Children's Allowance is at the rate of 2s. 0d. a day for each eligible child.

Note.—Captains, R.M., with one or two children, have the option of remaining on the rates of children's allowances they were receiving on 30th April 1944, until it is to their advantage to receive the rates in this Order, or until next promotion, whichever is earlier.

SCHEDULE B

Married officers in shore appointments and not provided with official quarters, but who reside with their wives.

(Married officers drawing lodging allowance concurrently with marriage allowance are not entitled to receive the rates of marriage allowance in this clause, but only those in Schedule A above, except as provided in paragraphs 33 (b), 34 and 38 of A.F.O. 4392/43).

A Marriage Allowance of 5s. 0d. a day is payable to all married officers without an eligible child or children.

Officers with an eligible child or children receive marriage allowances as follows:—

Rank or Relative Rank.	Rate of Marriage Allowance.
Sub-Lieutenant, R.N.	} 7s. 6d. a day.
Acting Sub-Lieutenant, R.N.	
Midshipman, R.N.	
Lieutenant, R.M. (Direct Entry), less than 4 years from date of entry	
Lieutenant, R.M. (Corps Commission), less than 4 years from date of promotion to Probationary 2nd Lieutenant	
Probationary Lieutenant, R.M.	
2nd Lieutenant, R.M.	
Commissioned Officer from Warrant Rank, R.N. and R.M.	
Warrant Officer, R.N. and R.M.	
Commissioned Officer, R.M., promoted from <i>Temporary</i> Warrant Rank or from Pensioner N.C.O.	
Lieutenant, R.N.	} 6s. 6d. a day.
Lieutenant, R.M. (Direct Entry), over 4 years from date of entry ...	
Lieutenant, R.M. (Corps Commission), over 4 years from date of promotion to Probationary 2nd Lieutenant	
Lieutenant, R.M. (ex-Gunner)	
Lieutenant, R.M. (Quartermaster)	
Captain, R.M. (Quartermaster)	
Lieutenant, R.M. (R.N. School of Music)	
Captain, R.M. (R.N. School of Music)	
Chief Schoolmaster (Lieutenant), R.M.	

Officers of rank higher than those shown above, 5s. 0d. a day.

Children's allowance is at the flat rate of 2s. 0d. a day for each eligible child.

Note.—Captains, R.M., with one or two children have the option of remaining on the rates of children's allowances they were receiving on 30th April, 1944, until it is to their advantage to receive the rates in this Order, or until next promotion, whichever is earlier.

The following married officers in the circumstances stated in Schedule B above will receive, in addition to marriage allowance of 5s. 0d. a day, a "special allowance" at the following rates, which will be subject to income tax:—

Commodore, 2nd Class, Captain, R.N. (and relative ranks), Brigadier, Colonel Commandant, Colonel 2nd Commandant, Colonel and Lieut.-Colonel, R.M., without children....	2s. 6d. a day.
Commander and Lieut-Commander, R.N. (and relative ranks), Major and Captain, R.M., Lieutenant from Warrant Rank, R.N. and R.M., and Chaplains over 3 years' seniority without children.	1s. 6d. a day
Commodore, 2nd Class, Captain, R.N. (and relative ranks), Brigadier, Colonel Commandant, Colonel 2nd Commandant, Colonel and Lieut.-Colonel, R.M., with only one child (pay- able in addition to children's allowance).	6d. a day

SCHEDULE C

Married officers in shore appointments and provided with official quarters where their wives reside, are *not* eligible for marriage allowance or for children's allowances except for the transitional period mentioned in paragraph 30 of A.F.O. 4392/43. The rates of children's allowance paid during this transitional period will be the old rates in force on 31 December 1941.

The following officers in such circumstances will, however, receive a "special allowance" at the rates shown below, which will be subject to income tax:—

Commodore, 2nd Class, Captain, R.N. (and relative ranks), Brigadier, Colonel Commandant, Colonel 2nd Commandant, Colonel and Lieut.-Colonel, R.M.	2s. 0d. a day
Commander and Lieut-Commander, R.N. (and relative ranks), Major and Captain, R.M., Lieutenant from Warrant Rank, R.N. and R.M., and Chaplain over 3 years' seniority. ...	2s. 0d. a day

Commissioned officer from Warrant Rank, R.N. and R.M. :—

- (i) Under 9 years' seniority 1s. 6d. a day
(ii) Of 9 years' seniority and over 1s. 8d. a day

These rates do not apply to R.M. Schoolmasters, but do apply to R.M. Headmasters, in accordance with their seniority as Headmasters.

For the purpose of this scale, R.N. Schoolmasters will be treated as follows:—

- Of 10 years and under 19 years from entry Under (i)
Of and over 19 years from entry Under (ii)

Note.—The "special allowance" is not payable to officers who continue to draw children's allowance under the rule in paragraph 30 of A.F.O. 4392/43.

(A.F.Os. 3539/43, 4392/43 and 3240/44.)

("A" Message 118A of 27 May 1944 is cancelled.)

*3490.—Officers Promoted from Warrant Rank—Special Allowances to Married Officers with Children

(C.W. 13956/44.—6 Jul. 1944.)

The following special allowances have been instituted with effect from 1st May, 1944, for certain officers promoted from Warrant rank. They are payable *only* to officers of the ranks shown below who have a child or children eligible for Children's Allowance and who are actually in receipt of the *Revised* rates of Marriage Allowance, Schedule A or Schedule B.

2. The allowances are assessable to income tax. They are of a temporary character, and are liable to alteration if changes are made in rates of pay, marriage allowance, or income tax.

3. These allowances are not payable to Royal Marine Corps Commission Officers or to Royal Marine Commissioned Officers promoted from *Temporary* Warrant rank or from pensioner N.C.Os.

4. The rates of these allowances are as follows:—

	Per diem s. d.
Lieutenant ex Warrant rank, R.N., R.N.R. and R.N.V.R. (except Schoolmaster Branch), on promotion	1 6
after 3 years	1 2
after 6 years	0 10
Lieutenant-Commander ex Warrant rank, R.N., R.N.R. and R.N.V.R. (except Schoolmaster Branch), on promotion	2 0
after 3 years	nil
Headmaster Lieutenant, R.N., on promotion	2 6
after 3 years	2 0
after 6 years	1 6
Headmaster Lieutenant-Commander, R.N., on promotion	2 6
after 3 years	nil
Lieutenant, R.M., ex Gunner, on promotion	1 6
after 3 years	1 2
after 6 years	0 10
Captain, R.M., ex Gunner, on promotion	2 0
after 3 years	nil
Lieutenant (Quartermaster), R.M.	1 6
Captain (Quartermaster), R.M., on promotion	1 2
after 3 years	0 10
after 5 years	nil
Major (Quartermaster), R.M., on promotion	2 0
after 3 years	nil
Lieutenant (R.N. School of Music), on promotion	1 6
Lieutenant or Captain (R.N. School of Music)	
after 3 years from date of promotion to Lieutenant	1 2
after 6 years from date of promotion to Lieutenant	0 10
after 8 years from date of promotion to Lieutenant	nil

Per diem
s. d.

Major (R.N. School of Music), on promotion	2	0
after 3 years	nil	
Chief Schoolmaster, R.M.—		
Lieutenant on promotion	1	6
after 3 years	1	2
after 6 years	0	10
Captain	2	0

5. The bonus payable to retired officers re-employed under the Re-employment Regulations in the *Appendix to the Navy List* is not to be calculated on the special allowances authorized by this Order.

(“A” Message 117A of 27th May, 1944, is cancelled.)

3491.—Short Service R.N. (A) and Reserve Officers—Transfer to Permanent Executive Commissions in the Royal Navy

(C.W. 6002/44.—6 Jul. 1944.)

Officers of the Royal New Zealand Naval Reserve and Royal New Zealand Naval Volunteer Reserve serving on loan to the Royal Navy are eligible to apply for transfer to permanent commissions in the R.N. under the same conditions as Imperial Reserve Officers.

(A.F.O. 2304/44, paragraph 23.)

3492.—Messing of U.S.N. Officers and Men

(W.G.F.—6 Jul. 1944.)

U.S.N. Officers visiting H.M. ships or shore establishments are to be charged for messing in the following manner:—

- (a) From officers paying a visit of a few days' duration, the amount shown in K.R. & A.I., Article 1696, paragraph 3, will be recovered and credited to the mess.
- (b) Officers joining H.M. ships or establishments for passage or duty in excess of forty-eight hours' duration are to be victualled and charged the usual mess subscription, plus victualling allowance. The victualling allowance in these cases is to be recovered by the Accountant Officer from the mess and debited in the cash account, quoting this A.F.O.

2. U.S.N. enlisted men messing in H.M. ships or shore establishments are to be borne for victualling without charge.

(K.R. and A.I., Art. 1696.)

(A.F.O. 529/44.)

AFO.

5995/44

3493.—Cable Ship Transferable Agreement—Messing of Officers

(V.2/4827/44.—6 Jul. 1944.)

The following instructions in regard to the messing of officers in Admiralty cable ships are to be brought into operation simultaneously with the application on board of the transferable agreement referred to in A.F.O. 251/44.

2. Officers' messes should receive either the current zonal rate of Naval victualling allowance as promulgated from time to time in Admiralty Fleet Orders, or special victualling allowance where the supply of stores from Service sources is continuously impracticable.

3. Civilian cable ship officers should be messed free of charge in the officers' mess and should be borne for victualling, the officers' mess taking additional credit for each civilian officer at 1s. 6d. a day as laid down in A.F.O. 1100/42, paragraph 4.

4. As from the date of introduction of these arrangements on board, payment of the special rate of cable ship officers' victualling allowance of 5s. a day is to cease. If payment of this allowance has been made subsequent to the introduction of normal Naval victualling as indicated in the preceding paragraphs, recovery of over-credits should be effected.

(A.F.Os. 1100/42 and 251/44.)

(A.F.O. 1658/44 is cancelled.)

†3494.—Schoolmasters, R.N.(H.O.)—Vacancies

(C.W. 33732/44.—6 Jul. 1944.)

Schoolmasters, R.N., are urgently required. Preference will be given to those who have qualifications in Mathematics and Physics (or Engineering) or in subjects which would be valuable in adult education.

2. All applicants must have attained the age of 21 and must not have attained the age of 40 on the date of promotion. Older men may be considered if their qualifications are specially suitable. *Good teaching experience is essential.*

3. The following information is required:—

Name.
Rating.
Official number.
Date of birth.

Particulars of teaching and academic qualifications:—

- (a) Name of university and college, with dates.
 - (b) Teaching Diploma or Board of Education Certificate, with registered number and subjects.
 - (c) Other examinations passed.
- Highest examination passed in:—
- (a) Mathematics;
 - (b) Mechanics;
 - (c) Magnetism and Electricity.

Teaching experience, with dates.

Remarks of Commanding Officer on personal characteristics and suitability for promotion.

The names of three referees (preferably Headmasters on whose staff the candidate has served) to whom the candidate is well known and to whom reference can be made.

Any other relevant information.

4. Candidates serving abroad should be interviewed by the senior Instructor or Schoolmaster Officer available, whose detailed recommendations should be attached.

5. Successful candidates will not subsequently be eligible for consideration for temporary commissions in the Executive, Accountant or Special Branches of the R.N.V.R.

6. Applications are to be forwarded to the Director, Education Department, Admiralty, S.W.I., as soon as possible. Applications forwarded since 1st January, 1943 need not be renewed.

(A.F.Os. 1571/41 and 3534/43 are cancelled.)

3495.—Naval and Royal Marine Personnel Discharged from Active Service—Procedure Regarding Income Tax Charges

(D.N.A. 7033/44.—6 Jul. 1944.)

In view of the new P.A.Y.E. provisions which may apply to ratings when discharged from service with the Armed Forces of the Crown, it is necessary to amend the instructions contained in A.F.O. 1160/44, paragraph 19 (c).

2. Paragraph 19 (b) and (c) are accordingly cancelled, and the following is substituted:—

- (b) When Naval and Royal Marine officers and ratings (including those on T.124 Agreement and Variants and Cable Ship Agreement) are discharged for any reason, a proportionate part of a quarter's tax deduction should be made, but should be limited to avoid a debit balance.

(Note.—In ratings' invaliding cases no tax should be deducted from the extension of pay authorized by K.R. & A.I., Article 1588 (3)—see A.F.O. 1357/42; any necessary adjustment in such cases will be effected by the Chief Inspector of Taxes.)

(c) As soon as possible after ratings have been discharged, a return on Form D.N.A.417 is to be completed by the Accountant Officer and forwarded to D.N.A.4A/Ratings Tax, Admiralty. A duplicate of the form should be supplied to the person discharged. Supplies of blank Forms D.N.A.417 will be sent without demand in the first instance to Depots and Establishments (from which discharges generally take place). Other ships should make their own copies of the form as required. A specimen of the form is below.

D.N.A. Form 417. To: D.N.A.4A Ratings Tax,
H.M.S. Admiralty.

INCOME TAX

To be completed by the Accountant Officer in all cases where a Naval rating, or Royal Marine rank, liable to income tax, is discharged for any reason, from Active Service.

Surname Rating
(Block letters)
Christian names Official No.
Date of discharge Cause of discharge
Address on discharge

Tax notations (A.F.O. 1160/44, paragraph 20).

(b) Tax charged to date of discharge £ : :
(c) Total taxable emoluments credited in respect of
current financial year £ : :
(d) Total taxable emoluments credited in respect of
previous financial year £ : :
(e) D.C.B. File No. 1
(f) Tax charged for previous financial year £ : :

Date
.....
Accountant Officer.

(For use at Admiralty)

Noted and forwarded. Please issue Form 379.

.....
Director of Navy Accounts.

Date

The Chief Inspector of Taxes,
Departmental Claims Branch,
The Hydro,
Llandudno.

(A.F.Os. 1357/42 and 1160/44, Section V, Paragraph 19.)

3496.—Warrant Wardmaster—Professional Examination, January, 1944

(C.W. 20182/44.—6 Jul. 1944.)

The following further successful result was obtained at the examination held on 20 Jan. 1944:—

Ship or Establishment	Rating	Name	Official No.	Part	Part	Part	Part	Total Max.
				1 300	2 250	3 200	4 150		900
H.M.S. "Lanka"	S.B.C.P.O.	R. H. Jones	D/MX. 45514	263	226	170	135	794

(A.F.O. 2440/44.)

*3497.—Physical and Recreational Training Instructors, 2nd Class—
Qualifying Course for Active Service Ratings

(N.—6 Jul. 1944.)

A qualifying Course of four months' duration for Petty Officers and Leading Seamen will commence at the R.N. School of P.R.T. on Monday, 24 Jul. 1944.

2. Able Seamen passed for Leading Seamen, and within two years of the normal seniority for advancement may also be accepted if recommended, but Able Seamen who qualify will not be eligible for draft to sea as P.R.T. Instructors until rated Acting Leading Seamen. The number of ratings selected will not exceed ten from each port division.

3. Candidates will be selected by the Superintendent, P.R.T., from names of volunteers at present held at the R.N. School of P.R.T.

4. The conditions laid down in K.R. & A.I., Appendix XVII, Part 3, No. 68, must be fulfilled in all cases.

5. Non-substantive pay of 9d. per diem for P.R.T. Instructors, 2nd Class, and 1s. 3d. per diem for P.R.T. Instructors, 1st Class, is payable from the date of qualification.

*3498.—Advancement to Able Seaman—Professional Qualification

(N.11285/44.—6 Jul. 1944.)

With reference to A.F.O. 2822/43, any man who has been rated Able Seaman without obtaining the "Tr." qualification is to have his rating amended to Acting Able Seaman. Progressive pay is not to be paid until he obtains the "Tr." qualification and is confirmed as Able Seaman.

2. Where, however, the Commanding Officer is satisfied, by interrogation, supported where possible, by enquiry from the ship or establishment concerned, that the man has completed the torpedo course and that the notation of "Tr." has been overlooked, the man may retain the confirmed Able Seaman rate, his service certificate being completed by the notation of "Tr." with the approximate date (if possible) of obtaining that qualification.

(A.F.O. 2822/43.)

*3499.—Landing Craft Signalmen—Non-Substantive Ratings

(N. 16762/43.—6 Jul. 1944.)

With reference to A.F.O. 686/43, it has now been decided to introduce a sub-division of Landing Craft Signalmen into three non-substantive classes, with rates of pay as follows:—

Signalman L.C. 1st Class 7d. per diem
Signalman L.C. 2nd Class 5d. per diem
Signalman L.C. 3rd Class 3d. per diem

2. The intention is that the more proficient Signalmen L.C. should be utilized to replace wherever possible higher Signal ratings General Service, who should then be returned to the General Service.

3. Qualifications and badges are shown below:—

Rating	Badge		Remarks
	Pattern Number	Description	
Signalman L.C. I ...	17A or 17B with 107A or 107B.	Crossed flags with star above and star and letters L.C. below.	Must be at least Leading Seaman and have 6 months' service as Signalman L.C. II.
Signalman L.C. II ...	19A or 19B with 107A or 107B.	Crossed flags with star above and letters L.C. below.	Must have 6 months' service as Signalman L.C. III.
Signalman L.C. III...	20A or 20B with 107A or 107B.	Crossed flags with letters L.C. below.	—

4. The table of standards and courses are as shown below. The increased standards required for the higher rates include higher practical ability, better knowledge of signal books and knowledge of radio aids to navigation.

SIGNALMEN (L.C.) STANDARDS REQUIRED

Part I.—Examinations

	Sig. L.C. III per cent. required	Sig. L.C. II per cent. required	Sig. L.C. I per cent. required
Flashing receiving	6 w.p.m. 90	10 w.p.m. 90	95
Flashing transmitting... ..	6 w.p.m. 85	10 w.p.m. 85	90
Semaphore receiving, hand-flags	10 w.p.m. 90	18 w.p.m. 95	95
Semaphore transmitting, hand-flags	10 w.p.m. 85	18 w.p.m. 90	95
Semaphore receiving	—	12 w.p.m. 90	95
Mechanical transmitting	—	12 w.p.m. —	90
W/T receiving	—	12 w.p.m. 90	95
W/T transmitting	—	12 w.p.m. 85	90
R/T operating	C	B	A
Flag hoisting	*C or D	Good ability	

Part II.—Standards required

(a) <i>Books and S.P.s.</i>			
Care and custody of S.P.s. and S.P. correction ...	D	C	A
*L.C. Appendix (to A.V.S.B.)	*C	B	A
*Minor L.C. Sig. Pamphlet	*B	A	A
A.V.S.B.	—	C	B
C.O.S.B.	D	B	A
Cofax and Loxo	C	B	A
Fleet Code	D	B	A
International Code, Vol. I and II	D	C	B
Mersigs	—	D	C
Pendant List	D	C	B
Operating Signals	D	C	B
(b) <i>General</i>			
†Colours of Naval code flags and pendants ...	C	B	A
Colours of International flags and pendants ...	—	C	B
Colours of U.S. flags and pendants	—	D	B
Single meanings used in harbour Naval and (International code).	C	B	A
†Definitions	D	C	B
†Use of distinguishing signals	C	B	A
Alarm signals used in harbour	B	A	A
Recognition procedure for ships entering harbour	D	C	B
†Care and maintenance of V/S and W/T equipment	D	C	B
(c) <i>Message Handling and Procedure</i>			
Phonetic alphabet	A	A	A
Standard phraseology	C	B	A
Components and form of message	C	B	A
Preparing message for transmission	C	B	A
V.S. procedure	C	B	A
International procedure	D	D	B
R/T procedure	B	A	A
(d) <i>Miscellaneous</i>			
Rule of the road, buoys and beacons	D	C	B
Radio Aids (applicable to L.C.)	—	C	B

The standards of knowledge, "A", "B", "C", given above, indicate:—

- A = Detailed knowledge
- B = Thorough working knowledge
- C = Working knowledge
- D = Elementary knowledge.

* Either, depending on whether drafting to craft or boat.
"D" knowledge of other pamphlet is necessary.

† As used in Combined Operations.

Part III.—Length of Courses

Qualifying Course	10 weeks	4 weeks	6 weeks
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(A.F.O. 686/43.)

3500.—Provision of Higher Substantive and Non-Substantive Ratings required for Manning the Fleet—Arrangements for Recommending and Drafting

(N./G.D. 0481/44.—6 Jul. 1944.)

A.F.O. 2816/44 is to be amended as follows:—

Paragraph 9. Delete and substitute:—

9. *Training on board.*—Authority has been given in Admiralty Fleet Orders for the qualification of the following non-substantive ratings under various conditions in ships or in certain establishments abroad: Q.R.2, Q.R.3, L.R.3, C.R.1(U), C.R.2, C.R.3, A.A.1(U), A.A.2(U), A.A.3, Q.O., S.T., S.D. "U", R.C.3, R.P.3 and Diver 2nd Class; but, owing to the small numbers that can be trained at sea under war conditions, it is essential to maintain the flow of candidates into the Gunnery, Torpedo, A/S and Radar schools at home.

(A.F.O. 2816/44.)

3501.—V/S 1 and W/T 1 Rates—Payment of Difference of Pay

(N. 9352/44.—6 Jul. 1944.)

In ships and establishments which are allowed one or more V/S 1 or W/T 1 in complement but where the permitted number of these non-substantive rates is not borne, difference of pay between the second class and first class rate may be granted to the Chief Petty Officer or Petty Officer carrying out the duties of the first class rate.

2. Payment for the first class rate under this A.F.O. is only to be given to men of the highest professional ability and it is emphasized that a Petty Officer Telegraphist or Yeoman of Signals may have higher qualifications than a Chief Petty Officer Telegraphist or Chief Yeoman of Signals.

3. In all cases of this grant of difference of pay the covering approval of the administrative authority is to be obtained and payment is not to be made before the twenty-ninth day of carrying out the duties in accordance with K.R. and A.I., Article 1591, paragraph 5.

4. The provisions of this Order are retrospective to 30th June, 1943.

*3502.—Relief of Ratings from Foreign Service—Time Forfeited by Desertion, Detention, etc.

(N. 7080/44.—6 Jul. 1944.)

Time spent abroad in desertion, waiting trial for desertion, imprisonment (including imprisonment by the civil power) and detention, by men on foreign stations, is not to be reckoned towards the length of service required for their return to the United Kingdom.

2. In the case of imprisonment awarded by the civil power, it is at the discretion of the C-in-C. whether the period of sentence should be allowed to count towards the length of service required for return to the United Kingdom.

3. No deduction from the service required is to be made in respect of time spent in the second class for conduct and cells, or of periods amounting to seven days or less which are forfeited because of conviction by the civil power.

4. B.R. 14/1938 (Drafting Regulations) is being amended accordingly.

(B.R. 14/1938.)

3503.—Date of Leaving United Kingdom—Notation on Conduct Sheets

See AFO 673/46. (N. 13698/44.—6 Jul. 1944.)

Attention is drawn to the necessity for completion of Conduct Sheets in regard to the date of leaving the United Kingdom, in accordance with K.R. & A.I., Articles 603 and 797.

2. Conduct Sheets should be examined on receipt and the date of leaving United Kingdom inserted if necessary. For this purpose the date should be determined as accurately as possible from the evidence available locally.

(K.R. & A.I., Articles 603 and 797.)

3504.—Cell Punishment—Deprivation of Bedding

(N.L. 9771/44.—6 Jul. 1944.)

Their Lordships have decided that offenders undergoing cell punishment should be allowed bedding for the whole of their sentence.

2. K.R. & A.I., Article 569, will be amended accordingly.

(K.R. & A.I., Article 569, Clause 7.)

3505.—Cancelled

3506.—W.R.N.S.—Probationary Period on Entry—Procedure for Ratings

(N. 1989/44.—6 Jul. 1944.)

Paragraph 7 of A.F.O. 2022/42, as modified by A.F.O. 3921/43, is to be amended to read as follows:—

“If, during the period of probation, sickness, injury or death arises from causes *not accepted as attributable* to service in the W.R.N.S., no title will exist to sick absence from duty with pay and allowances, nor to free medical treatment, nor to burial at the expense of Naval funds. The probationer should normally in such circumstances be discharged from service forthwith under paragraph 6 of this Order. This does not, however, preclude the provision of such medical treatment as may be necessary to make her fit to travel home or, alternatively, to resume duty as a probationer if the sickness is expected to be of short duration.

In the case of immobile probationers, such treatment may be given only when normal Service facilities are available.

If, during the period of probation, sickness, injury or death arises from causes *accepted as attributable* to service in the W.R.N.S., the probationer will be entitled to be dealt with in all respects as an enrolled member of the W.R.N.S.—*see* paragraph 1.”

(A.F.Os. 2022/42 and 3921/43.)

3507.—W.R.N.S.—Provision Allowance, etc.

See AFO 1954/46. (V. 2/1479.—6 Jul. 1944.)

The rates of provision allowance and leave allowance payable to personnel of the W.R.N.S. have been reviewed and the revised arrangements set out below have been approved with effect from the 10th May, 1944.

2. The rates of provision allowance and leave allowance payable to *mobile* W.R.N.S. officers and ratings are to be the same as the rates for Naval officers and ratings, viz.:

Provision Allowance	...	...	...	...	4	1
Officers	...	...	...	...	3	4
Ratings	...	...	...	...	3	4
Leave Allowance	...	...	...	...	3	4

3. The rates of provision allowance and leave allowance payable to *immobile* W.R.N.S. officers and ratings are as follows:—

Provision Allowance—

Officers	...	...	...	...	3	7
Ratings	...	...	...	...	2	10
Leave Allowance	...	...	...	...	2	10

4. The charges set out in A.F.O. 1329/44, paragraph 3, column (a), for meals supplied to Naval officers and men apply also to *mobile* officers and ratings of the W.R.N.S. and the special scale (b) for W.R.N.S. personnel is cancelled. The corresponding charges for meals supplied to *immobile* officers and ratings of the W.R.N.S. are:—

Breakfast	...	...	...	...	8
Dinner	1	2
Tea	...	...	...	...	4
Supper	...	...	...	...	8

Pending instructions to any other effect, refunds to Officers' Messes for casual meals provided for W.R.N.S. ratings where normally victualled in quarters are to continue to be made at the rates hitherto in force, viz.:

Breakfast	...	...	...	...	7½
Dinner	1	1
Tea	...	...	...	...	4
Supper	...	...	...	...	7½

5. Special Victualling Allowance, at present 2s. 7d. a day, instead of provision allowance is to be paid to W.R.N.S. personnel when appropriate under the same conditions as to Naval officers and ratings (A.F.O. 2815/41).

6. In those areas overseas for which special rates of provision allowance have been approved for Naval ratings, these rates are to apply to *mobile* ratings of the W.R.N.S. *Immobile* ratings of the W.R.N.S. in those areas are to be paid provision allowance at 6d. a day less than the approved rate for mobile ratings.

7. The rates of victualling allowance, etc., for W.R.N.S. personnel promulgated in A.F.O. 26/44 are not affected by this order.

(Admiralty General Message 192A is cancelled.)

(A.F.Os. 2815/41, 26/44 and 1329/44.)

3508.—W.R.N.S.—Register for Relief Work Abroad

See AFO 3008/46. (N. 11589/44.—6 Jul. 1944.)

A register is being prepared of persons in official employment who are willing and qualified to undertake relief and rehabilitation work in territories liberated from the enemy. The object is to secure a list of qualified personnel who could be called upon, if and when required, to assist in restoring the economic life of the liberated area.

The duties are to be undertaken in a civilian capacity, either as members of the staff of the United Nations Relief and Rehabilitation Administration (U.N.R.R.A.) or as workers enrolled by one of the British voluntary societies which form the Council of British Societies for Relief Abroad (C.B.S.R.A.).

2. W.R.N.S. personnel may be permitted to volunteer for inclusion in the register, on the understanding that there can be no guarantee that release from the W.R.N.S. for relief work will be possible; this must depend on service requirements at the time. Provided that these requirements permit, an officer will be allowed to relinquish her appointment, or a rating will be granted her discharge, for the purpose of taking up these duties if she is offered an appointment.

3. Particulars of the duties and necessary qualifications are given below, and a specimen form of application is shown as the appendix to this Order. Applications are to be forwarded, in triplicate, to the Director, W.R.N.S., through the usual channels. The number of posts for administrative officers is likely to be very limited indeed and applications should not be submitted for this category unless the applicant has had specific administrative experience; the need will be much greater for executive field workers.

4. (i) The duties under U.N.R.R.A. will be concerned primarily with the administrative supervision of relief operations and with technical advisory services connected with these. There will be relatively few posts of this type and they will be in the nature of government appointments. Only an approximate indication can be given at this date of the salaries, and in the case of administrative officers these are expected to range between £350 and £1,200 a year; the posts in the higher salary rates will be very limited.

(ii) The duties under C.B.S.R.A. and the British voluntary societies will be primarily with field teams, which will help in organizing and running individual relief activities under the general control of U.N.R.R.A. Work under the auspices of the voluntary societies is to be looked upon as a form of voluntary service and not as offering professional opportunities. In the case of a well qualified volunteer who is not in a position to serve without remuneration, her case would be met either by the payment of personal or dependants' allowance or adjusted, where necessary, by the payment of a salary or honorarium. When salaries are paid, it is expected that these will range between £750 a year (for senior medical posts) and £100-£156 a year (for junior workers such as drivers or nursing orderlies).

(iii) All workers, whether salaried or otherwise, will receive free rations, accommodation and transport or allowances in lieu.

5. The duration of service is uncertain. It is probable that the minimum requirement will be for three to six months after the cessation of hostilities with Germany, but it would be inadvisable to count upon long-term engagements.

6. Most of the duties are expected to fall within the following categories:—

- (i) Distribution of food and clothing.
- (ii) Care of refugees, including the provision and running of camps, hostels and other temporary accommodation, both for people locally rendered homeless and for those awaiting repatriation.
- (iii) Care of children orphaned or separated from their parents.
- (iv) Medical and public health services, including the control of epidemics.
- (v) Transportation of relief goods by road, rail and inland waterways. There may be certain other types of work, such as—
 - (vi) the stimulating of agricultural production;
 - (vii) the restarting of primary industries; and
 - (viii) the reconditioning of public utilities;
 for which it is possible, though not yet certain, that personnel from the United Kingdom will be required for some areas.

It is not anticipated that field teams of British workers will be required to any large extent, if at all, in respect of the duties outlined in sub-paragraphs (v), (vi), (vii) and (viii) above.

7. The qualification for appointments on U.N.R.R.A. staff is general administrative experience, combined—in the case of posts under paragraph 6, sub-paragraphs (iv), (v), (vi), (vii) and (viii) above—with technical knowledge of particular professions, etc. The main qualification for work with field teams will be previous experience of similar relief or welfare work, especially under emergency conditions, though there will be openings for some specialized workers, such as doctors, nurses, dispensers, laboratory workers, catering superintendents, nutrition and hygiene officers. All round practical capacity and ability to improvise will be expected of all members of field teams. There may be a certain number of organizing posts in connection with the work of field teams comparable in scope and responsibility with the middle and lower administrative posts on the staff of U.N.R.R.A. A knowledge of foreign languages will be an asset, but is not indispensable for candidates otherwise well qualified. Applicants must be over 21 years of age and under 55 years for the administrative posts and under 45 years of age for duties with field teams. The upper age limits may be waived in favour of special qualifications combined with good physical health.

APPENDIX

COMPILATION OF REGISTER FOR RELIEF WORK ABROAD

Form of application for W.R.N.S. personnel

(The completion of this form entails no obligation in regard to eventual employment on relief and rehabilitation work abroad, nor in regard to release from official employment for such work).

1. (a) Name in full :
(Surname first in block capitals)
- (b) Permanent address :
- (c) Present Establishment :
2. Place and date of birth :
3. Married or single :
4. National Registration number (if registered) :
5. Nationality (if naturalized British subject previous nationality should be stated) :
6. Date of enrolment :
7. Rank or rating and official number :
8. Category :
9. Details regarding civilian occupation, including name, address and business of last employer (if any) :
10. List of duties in which you are interested in order of preference :
11. Particulars of (a) technical and other specialist qualifications, including academic qualification; (b) practical experience additional to that given under 8 and 9 above, with particular reference to experience in handling bodies of people, e.g., refugees, mass feeding, etc. :
12. Particulars of work and time spent in foreign countries or in international organizations, giving dates :
13. Foreign languages (specifying degree of fluency and whether read easily or not) :
14. Whether free from physical defect or disease which would interfere with the proper discharge of duties on relief and rehabilitation work :
15. Whether unwilling to serve in any of the following zones :—
 - (a) Europe and the Mediterranean Basin
 - (b) Middle East
 - (c) Far East
16. Whether service in any particular country or region is preferred, and if so, in which :
17. Whether enrolled on the register of any voluntary society for relief work abroad. If so, which :

Date :

Signature :

For Official Use Only

3509.—Complement Amendment—H.M. Coastal Craft

(N. 15418/44.—6 Jul. 1944.)

The following amendment is to be made to the scheme of complement of H.M. Coastal Craft (manned on a General Service basis), issued with Admiralty Letter N./D.P.S. 157/42/M of 8 March 1943, and subsequently amended:—

Page 1.

Motor Torpedo Boats

Amend sub-heading " 'D' Type " to read " 'D' Type and Nos. 511-518 ".

Page 2.

Note (a) 1 (v) (First column of table)

Amend " M.T.B. 'D' Type " to read " M.T.B. 'D' Type and Nos. 511-518 ".

3510.—Shipwright and Accountant Complements—Dilution*Light Fleet Carriers*

(N. 15712/44.—6 Jul. 1944.)

The following amendments are to be made to A.F.Os. 4053/43 and 4543/43 :—
A.F.O. 4053/43.

Table in paragraph 4.

For " Large Aircraft Carriers " read " Fleet and light Fleet Carriers and Furious ".

A.F.O. 4543/43.

Table in paragraph 2.

For " (c) Fleet Carriers and ' Furious ' " read " (c) Fleet and Light Fleet Carriers and ' Furious ' "

(A.F.Os. 4053/43 and 4543/43.)

3511.—Cable Ship—Transferable Agreement

(N./A./S.M. 30/44.—6 Jul. 1944.)

The following amendments are to be made to A.F.O. 251/44 :—

Page 12, paragraph 11, line 6, Appendix A.

After " Engine-room " insert " Sick Berth ".

Page 12, paragraph 11, lines 10 and 11, Appendix A.

Delete " and " and insert after Stewards " and Sick Berth Attendants ".

Page 14, Appendix II.

Insert after " Cable Jointer "—" Shipwright 15.1.0. 4.0.0 P.O.".

In column 4 against " Leading Stoker " substitute " P.O. or Leading rate " for " Leading rate ".

Insert after " W/T Operator "—" Sick Berth Attendant 14.7.6. Not Applicable P.O.".

(A.F.O. 251/44.)

3512.—Admiralty Surgeon and Agent (Wellington)

(C.E. 9530/44.—6 Jul. 1944.)

Mr. W. R. H. Pooler, M.B., B.Ch., of 26, Mill Bank, Wellington, Salop (Telephone—Wellington 229), has been appointed Temporary Admiralty Surgeon and Agent for Wellington, Salop, vice Mr. G. W. Thompson, deceased.

3513.—Officiating Ministers of Religion

(C.E. 51936/44.—6 Jul. 1944.)

The following appointments have been approved :—

Church of England—

The Hostel, Abingdon House,
East India Dock Road.

Rev. J. N. Perry,
vice Rev. W. A. Simons.

Methodist—

H.M.S. " Wolverstone "

Rev. Dr. H. Roberts, M.A.,
52, Chevallier Street, Ipswich.

United Board—

Dover.

Rev. J. B. Kat, M.A.,
Maycasholme, Whitfield Avenue,
Buckland, Dover.

Boston—

(Also for Methodist and United
Board personnel.)

Rev. P. Russell Johnson,
Silverburn, Prieston Low Road,
Boston, Lincs,
vice Rev. W. J. Robinson.

England's Lane (W.R.N.S.)—

Castletown, I.O.M.

Rev. T. M. Middleton,
Cheerville, The Crofts,
Castletown, I.O.M.

Church of Scotland and Free Churches—

The appointment of the Rev. S. A. Smith is extended to include Church of Scotland and Presbyterian personnel.

Roman Catholic—

Fowey, Cornwall.

Very Rev. Prior White, C.R.L.,
St. Mary's Priory,
Bodmin, Cornwall.

***3514.—Transfers to the South African Naval Forces**

(N.14832/44.—6 Jul. 1944.)

In continuation of A.F.O. 1922/44, the transfer of the undermentioned ratings to the South African Naval Forces has been approved. They are being discharged from the Royal Navy as from the dates shown, and will be deemed (a) to have been attested in the South African Naval Forces, Active Citizen Force; (b) to have been lent for service with the Royal Navy both as from this same date.

Name	Rank	Official No.	Discharged from R.N. and transferred to S.A.N.F.(V) from
Gamble, D. V. ...	Act. P.O. ...	P/X.20263A	1 May 1943
Blakeney, C. H. ...	Ldg. Sea. ...	D/J.107037	26 Oct. 1943
Thompson, J. R. ...	Stoker I. ...	D/KX.100858	18 Apr. 1944
Clacher, R. G. ...	L. Air Mech. (E) ...	SFX.1365	26 Apr. 1944
Harris, F. R. ...	Temp. Corpl. ...	Ply/X.4079	16 Oct. 1943
Rafter, E. B. ...	P.O.M.M. ...	P/FX.82749	1 May 1943
Venter, A. S. H. ...	A/Ldg. Sea. (ST) ...	D/SSX.33000	12 Aug. 1943
Karsten, J. R. ...	E.R.A. IV ...	D/MX.88002	18 Nov. 1943
Dallas, H. G. ...	P.O. ...	P/SSX.18853	22 Nov. 1943
Scott, K. L. ...	Stoker I ...	P/KX.100921	27 Dec. 1943
Johnson, A. R. ...	A.B. ...	D/JX.390151	29 Dec. 1943
Williams, E. ...	Shipt. III ...	D/MX.62604	18 Feb. 1944
Smart, J. S. ...	Shipt. III ...	D/MX.63066	4 Mar. 1944
Seath, G. E. R. ...	Ldg. Sig. ...	D/JX.177502	16 Mar. 1944
Fleming, A. T. ...	P.O. Air Fitter ...	SFX.559	13 Sep. 1943
Watson, J. W. ...	Sig. ...	D/JX.177525	5 Oct. 1943

2. Duplicate Service Certificates should be forwarded by Commanding Officers of ships in which these ratings are borne to the Commander-in-Chief, South Atlantic (See paragraphs 52-55 of A.F.O. 3022/43).

(A.F.Os. 3022/43 and 1922/44.)

See AFO 673/45.
3515.—Pay Documents of Naval Personnel—Delay in Transmission and Receipt

(D.N.A./N. 4490/44.—6 Jul. 1944.)

The following addition is made to A.F.O. 6267/42, paragraph 8:—

“Forms S.48 for W.R.N.S. officers returning from abroad should be rendered to the Director of Navy Accounts (Branch 4) by the discharging depot as early as possible, in order that no unreasonable delay may occur in the issue of subsequent appointments.”

(A.F.O. 6267/42.)

3516.—Civilian Medical Consultants—Facilities for Air Travel to Urgent Naval Cases

(M.D.G. 5152/44.—6 Jul. 1944.)

Approval has been given for the provision of Naval air transport for civilian medical specialists who may be urgently required to attend a patient in a Naval hospital or sick quarters, in one of the more distant parts of the United Kingdom.

2. Application in such cases should be made by the Naval Medical Officer in charge of the case to the Medical Director General, Queens House, 64, St. James's Street, S.W.1, by signal or by telephone, followed by written confirmation.

3. If the patient is in the charge of a civilian doctor, the application should be made through his Commanding Officer.

4. On receipt of the message that the services of a civilian consultant are urgently required, the Medical Director General will take action to obtain the necessary facilities by telephone to Lee-on-Solent (Lee-on-Solent 79143) or to Donibrisle (Inverkeithing 146) as appropriate, confirming his application by signal repeated to F.O.N.A.S. or Com. N.A.S.(N).

5. Civilian doctors travelling by air under this arrangement should not be asked to sign the form of indemnity set out in A.F.O. 917/44, Section XI, paragraph (8).

(A.F.Os. 5818/43, 917/44 and 1793/44.)

See AFO 3872/40.
3517.—Suppressive Treatment of Malaria

(M.D.G. 34660/44.—6 Jul. 1944.)

Drug suppressive treatment is an emergency procedure which should be employed only when personnel must accomplish a mission in an area where there is a risk of a substantial number of cases of malaria. Its use should be combined with the other methods of personal protection.

2. Mepacrine hydrochloride (atebrin) is the drug to be used except in cases of intolerance (which are very rare), when quinine grs. X should be given.

3. Contrary to previous instructions, mepacrine is to be used for flying personnel.

4. To be effective a certain concentration of the drug must be attained in the body, and to achieve this the drug is given, wherever possible, for a period of three weeks before entering the malarious area. In the case of flying or other personnel who are now under suppressive quinine treatment, quinine must be continued during the three weeks period of the build-up of the mepacrine concentration. The quinine is given after a meal other than that which is followed by the taking of mepacrine. Where time does not permit of obtaining a build-up of mepacrine concentration before entering a malarious area, quinine should be given until such build-up is attained.

5. Suppressive quinine should be commenced two days before exposure to the risk of malaria.

6. One tablet of 0.1 grams mepacrine daily after a meal and followed by a copious draught of non-alcoholic fluid is the dosage generally recommended. Medical Officers, however, should be guided by local expert opinion where this is available.

7. To ensure regularity of treatment mepacrine should always be taken under supervision.

8. When suppressive treatment with mepacrine is instituted, disagreeable reactions as nausea, vomiting and diarrhoea occasionally accompany one of the first few doses. These reactions are never serious and almost invariably disappear if the drug is continued.

9. Experimental observations to date indicate that provided that:—

- (a) there is a satisfactory mepacrine build-up prior to infection,
- (b) that 0.1 grams of mepacrine is taken every day throughout the period of exposure to infection and for one month thereafter, suppressive atebirin treatment results in:—
 - (i) Suppression of benign tertian malaria fever which relapses later.
 - (ii) Suppression and cure of malignant tertian infection.
 - (iii) Elimination of risk of black-water fever.
 - (iv) Failure of benign and malignant gametocytes to develop, and consequent absence of carriers.

(A.F.O. 3228/42.)

(C.A.F.O. 1946/40 is cancelled.)

A.F.O. 6126/44

3518.—Aircraft Accidents—Medical Officers' Reports

(A. 01166/44.—6 Jul. 1944.)

The importance of the medical investigation of aircraft accidents does not appear to be generally realized. In future, a medical report is to be rendered in all cases of flying accidents in which useful information can be given with regard to any of the factors referred to in paragraph 3.

2. The medical report should consist of a general analytical survey of the accident and should include any recommendations suggested by the investigation or by personal observations and impressions. The report, when studied in conjunction with Form A.25, may materially assist in the prevention of further accidents and lead to improvement both of equipment and design.

3. The following factors should be considered in compiling these reports:—

(a) *Material factors* which may have contributed to, reduced, or prevented injury to the aircrew—

- (i) in relation to cockpit layout, e.g. safety devices, seats, position of occupants in aircraft (including probable position immediately prior to the accident, noting such facts as whether the occupants were standing, sitting or lying down, braced against any part, etc., facing fore or aft), direction in which occupants were thrown and which part of aircraft caused injury, etc.;
- (ii) in relation to equipment factors, e.g. Mae West, flying boots, goggles, gloves, helmet, flying suits, safety harness, etc. The type of equipment used should be noted.

The nature of injuries sustained should be described and, if fatal, the probable cause of death should be stated.

(b) *Other Factors.*

- (i) Visual factors—e.g. atmospheric conditions, scratched, dirty or oily windscreens, blinding by hydraulic leaks, dirt in eyes on landing or taking off, whether goggles were worn; at night—sky illumination (state of moon, starlight, etc.), dark adaptation, faulty cockpit lighting, glare from exhausts, flares and searchlights, late instrument transference on take off, etc.
- (ii) Anoxia—due to failure to use equipment, faulty equipment, freezing up. In this regard effects of anoxia on night vision, must be specially considered.
- (iii) Noxious gases.—Carbon monoxide is of special importance and a blood specimen must be taken in every doubtful case of accident. The amount of C.O. contained in the blood has a direct relationship to altitude tolerance. It is to be noted that the use of oxygen does not exclude carbon monoxide as the British mask mixes cockpit air with oxygen unless the regulator is set at or above 30,000 ft. A separate A.F.O. is being issued with regard to C.O. poisoning and investigation.

(iv) G. Factors.—Blackouts or redouts should be considered when accidents occur during or immediately following aerobatics or tactical exercises.

4. The medical report should include the following details for each member of aircrew: current medical flying category, date of last medical examination, any recent sickness or injury, any evidence of recent flying strain or fatigue, a brief resumé of previous medical history when relevant; use made of personal first-aid equipment and aids to self-preservation generally should also be included.

5. Every facility should be given to the medical officer in the preparation of these reports which are to be forwarded with Form A.25.

(A.F.O. 4257/43.)

3519.—Clothing Rationing—Misuse of "Special" Clothing Coupons and Forms S.110

(V. 11/4619/44.—6 Jul. 1944.)

In view of complaints received regarding the irregular use of the "Special" clothing coupons included in the Services Clothing Book, attention is drawn to the fact that officers may not purchase with these coupons any items of civilian clothing except those listed in A.F.O. 5817/43, paragraph 9.

2. Irregularities have also been reported in the use of Forms S.110, issued to ratings who wish to purchase clothing ashore in the United Kingdom. Officers authorizing the issue of Form S.110 are to ensure that no items of clothing other than those specified in A.F.O. 5817/43, paragraph 30, are entered on the form.

(A.F.O. 5817/43.)

3520.—Clothing Rationing—Use of Services Clothing Coupon Sheets S.S.1/10 in lieu of Emergency Coupons

(V.11/4815/44.—6 Jul. 1944.)

Arrangements have been made with the Board of Trade for supplies of Services Clothing Coupon Sheets S.S.1/10 to be made available for issue to Naval Officers in lieu of the Emergency Coupons hitherto provided under the conditions of A.F.O. 5817/43, paragraphs 8, 13, 18 and 19, in respect of the following items of uniform clothing:—

- Tropical clothing.
- Replacement of clothing lost through enemy action.
- Cassocks and clerical collars for Chaplains.
- Extra underclothing and socks for disabled officers wearing artificial limbs.

2. Clothing Coupon Sheets S.S.1/10 should also be issued in replacement of lost coupons, under the conditions of A.F.O. 5817/43, paragraph 14.

3. Services Clothing Coupon Sheets S.S.1/10 each contain ten Services Clothing Coupons and supplies should be demanded by Accountant Officers from the Board of Trade in accordance with the procedure laid down in A.F.O. 5817/43, paragraph 21. Requirements should be stated in numbers of sheets and not in coupon units.

4. When the number of coupons issued is not an exact multiple of ten, the nearest higher number of sheets should be supplied after the excess coupons have been removed. The loose coupons should be kept separately and returned in monthly batches to the Board of Trade in accordance with the instructions for disposal of coupons set out in A.F.O. 5817/43, paragraph 25.

5. The use of Services Clothing Coupon Sheets S.S.1/10 will considerably reduce the demand for emergency coupons, and this should be borne in mind when formulating future requirements of emergency coupons from the Board of Trade.

6. The form shown in Appendix D of A.F.O. 5817/43 should be amended so as to include a column showing the receipts, issues and stock, etc., of Services Clothing Coupon Sheets S.S.1/10.

(A.F.Os. 5817/43 and 167/44.)

3521.—Travel between the U.K. and the Continent—Currency Restrictions

(W.G.F. 374/44.—6 Jul. 1944.)

Personnel travelling to the continent are not permitted to take with them any Bank of England notes.

2. Arrangements have been made with the Paymaster of Contingencies (London) to hold a quantity of French currency and prospective travellers may exchange sterling up to the value of £20 for French currency, the rate of exchange being 200 francs to the pound. Application should, in the first instance, be made to the Admiralty, W.G.F. Branch, stating the quantity of francs required and the anticipated duration of the visit to the continent. It is important that all demands for French francs should be kept at an absolute minimum required to cover essential expenditure.

3. Any sterling notes not changed into French currency should be lodged with a nominee or Bank before departure as, under no circumstances may they be carried to the continent. This restriction does not apply to coin, but excessive amounts of coin should not be carried.

4. Personnel returning from France may exchange the balance of any francs issued to them on application to the Paymaster of Contingencies (London). Base Accountant Officers and Cashiers are also authorized to exchange francs into sterling (200 frs—£1) for British personnel, provided they are satisfied that the francs have been properly acquired.

5. It is the duty of the department sponsoring the visit of individuals or small parties to draw the attention of all concerned to these restrictions. This is particularly important in the case of contractors' employees.

(A.F.O. 3388/44)

3522.—Instructional Film (Combined Operations) "Landing Craft" (Part 5) "Landing Craft Infantry (L)," Serial Number A.133

(N.T. 5110/44.—6 Jul. 1944.)

With reference to A.F.O. 4251/43, an instructional film on "Landing Craft Infantry (L)" (Part 5 of the film "Landing Craft" in the series of Combined Operations Instructional Films now being produced) is now completed and copies will be distributed as follows, without demand:—

(a) Copies for re-issue on temporary loan:—	No. of Copies	
	35 mm.	16 mm.
Lyness Library	2	2
Rosyth Library	2	2
Glasgow Library	2	2
Liverpool Library	2	2
Chatham Library	2	2
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1
(b) Copies on permanent loan:—		
H.M.S. "Dundonald"	—	1
H.M.S. "Brontosaurus"	1	—
The Captain, M.L.C.	—	1
N.S.H.Q.—duplicate.		
F.O.C.R.I.N.—negatives.		
B.A.D., Washington—duplicating positive print.		

2. The film has a running time of approximately 17 minutes and application for copies on temporary loan should be made in accordance with A.F.O. 4251/43, paragraph 10.

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

3523.—Cinema Projectors—Instructional and Recreational—Charges and Payments—REPORTS

(T.S.D. 2019/44.—6 Jul. 1944.)

The reports called for under A.F.O. 1513/44 should be sent to Naval Training Department, Queen Anne's Mansions, S.W.1.

2. Reports should cover the period 1 April 1944, to 30 June 1944.

3. A number of reports have been received which cover either odd periods to 31 March 1944, or the three months preceding that date. This is contrary to the terms of A.F.O. 1513/44, and fresh reports should be forwarded in accordance with paragraph 2 above.

(A.F.O. 1513/44.)

***3524.—Naval Pictures in The National Gallery**

(H. & A.—6 Jul. 1944.)

Paintings and drawings of the Navy in this war and Naval portraits are always on exhibition, with other war pictures, in the National Gallery, Trafalgar Square. The Exhibition is changed and added to from time to time. Entrance is free.

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

3525.—Guns—Q.F., 5.25-in., Mark I, 4.7-in., Marks XI—XIIB and 4.5-in., Marks I—IV—Modification of Buffers Breech Block

(A.S. 7660/44.—6 Jul. 1944.)

When buffers breech block of the above-mentioned guns are modified, vide A.F.O. 2484/44, the breech block will open to a maximum exceeding the plan limit. This will affect several components and spare parts, and action to effect correct working of the breech mechanism is to be taken by N.A. depots as follows:—

Q.F., 4.7-in., Marks XII—XIIB and 4.5-in., Marks I—III guns:—

Lever rack pinion Remove metal to clear breech ring, and to clear link, actuating, if necessary.

Q.F., 5.25-in., Mark I, 4.7-in., Marks XI—XIIB and 4.5-in., Marks I—IV guns:—

Spring actuating breech block ... Check not coilbound when cap fully home, i.e. with spring at full compression.

Rack Check tail clear.

Block stop breech block... .. Lengthen by sweating on distance pieces to stop face of stop block, 0.25 in. thick in 5.25-in. guns and 0.3 in. thick in the remaining guns, with holes 0.45 in. dia. for heads of securing screws to pass through. This is essential to ensure normal travel of breech block, with sub-calibre gun shipped.

(A.F.O. 2484/44.)

3526.—Guns—B.L. 4.7-in., Marks I to II—Re-fitting of Electric Firing

A./S. Escorts

(A/S 04603/43.—6 Jul. 1944.)

The B.L. 4.7-in., Marks I—II guns fitted in destroyers converted to A/S escorts are to be capable of firing by percussion or local electric.

2. Electric locks, breech safety change-over contacts, cables, guards, packing plates, washers, etc., which have been landed in accordance with A.F.O. 425/44 should be re-demanded from nearest R.N.A. depot.

3. The primary method of fire for these guns will be percussion.

4. When re-demanding electric locks, etc., arrangements should be made for outfits of vent tubes to be adjusted to the following allowances, viz.:—

Tubes vent:—

0.5-in. percussion 1 per round carried plus 200 per gun spare, per annum.

0.5-in. electric 100 per gun plus 50 per gun per annum for testing.

(A.F.O. 425/44 is cancelled.)

3527.—Guns—Q.F., 4.7-in. E & G, Marks VIII—IXB—Distorted Breech Block Inner Contact Covers**

(A.S./G. 2550/44.—6 Jul. 1944.)

Instances have occurred in which misfires have been caused in the guns referred to, by oil and water shorting the breech block inner contact and leads, due to the inner contact cover not being a good fit in the breech block.

2. It has been found in some cases that the covers had been distorted by attempts to turn the securing screw in the wrong direction when dismantling the covers.

3. The securing screw should be screwed inwards (clockwise direction) until it is clear of the underside of the cover, to allow the cover to slide over it, vide B.R. 966, paragraph 95. If it is turned in the opposite direction, it will tend to lift and distort the cover, with the result that it becomes a loose fit in the breech block and the entry of water and oil is facilitated.

4. All O.Q.F., 4.7-in. "E" and "G", Marks VIII—IX**B, breech block inner contact covers are to be modified as soon as possible by R.N. Armament Depots or ships' staffs by engraving "SCREW RIGHT TO DISMANTLE" in accordance with A.F.O. Diagram 203/44.

5. Where necessary, the dovetail edges of covers should be swaged to obtain a close fit of covers in breech blocks.

3528.—Guns—General—Parkerising of Components

(A.S. 6533/44.—6 Jul. 1944.)

Parkerising, which is now used as a finish on gun and machine-gun parts, is not in itself a rust-proofing process.

2. Parkerisation merely affords a suitable surface to which a rust inhibitor (e.g. oil, paint or varnish) may be applied.

3. It is, therefore, stressed that oil or grease (as appropriate) should be applied to Parkerised as well as to bright surfaces.

3529.—Guns—General—Loose Barrel Design—Restriction on Life of Breech Rings at Sea

(G. 04347/44.—6 Jul. 1944.)

When the breech rings of the Q.F. guns of loose barrel design, shown below, have fired—

(a) 50 proof rounds,

or (b) the accuracy lives of 10 loose barrels,

they are to be sentenced "Serviceable for proof butt firings only":—

Q.F. 5.25-in. Mark I.

Q.F. 4.7-in. Marks XI and XIIB.

Q.F. 4.5-in. Marks I, III and IV.

Q.F. 4-in. Marks XVI* and XXI.

3530.—Gun Mountings—6-pdr., Mark VII—Fitting of Modified Spring to Firing Plunger Spring-Box

Coastal Force Bases concerned.

(G. 2365/44.—6 Jul. 1944.)

In view of the experience gained with the 6-pdr., Mark VII mounting during Admiralty inspection at the manufacturers works, and in service, it has become apparent that it would be advantageous to fit a stronger spring in the firing plunger spring box.

2. Mountings, Reg. No. 162 onwards are being fitted with the stronger spring before going into service.

3. Modified springs for mountings, Reg. Nos. 1 to 161 inclusive should be obtained from the G.M.O., Coventry, on demand, one spring per mounting, and the exchange effected by coastal force base staffs.

3531.—Gun Mountings—40-mm. Bofors, Mark III (Army Type)—Foresight Grids

(D.N.O.(W.O.)/139/44.—6 Jul. 1944.)

The foresight grids as supplied with the Army type, 40-mm. Bofors, Mark III, mounting are to be exchanged for the standard 200-knot type foresight grid G.R. 5669 shown in C.A.F.O. Diagram 131/41 (1).

2. Pending the supply of these foresights this alteration can be made locally from spares available by using either a 12-pdr., Mark IX, or Twin Hotchkiss foresight. See A.F.O. Diagram No. 206/44 for the modification necessary to adapt these foresights to the Bofors sight.

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

3532.—Ammunition—3-pdr. to 3.7-in.—Star Shell—Ammunition for American 3-in., 50 calibre Guns

(G./A.S. 02280/44.—6 Jul. 1944.)

In order to meet a temporary shortage of American illuminating ammunition, and pending receipt of further supplies from U.S.A., cartridges made up with the following components will shortly be available and will be issued for replenishments to ships armed with 3-in., 50 calibre guns.

Cartridge cases	...	...	...	...	} From American 3-in., 50 calibre ammunition.
Primers	...	...	...	...
Cordite N./F.Q.029	...	...	...	...	Charge of 1 lb. 8 oz.
Shell, Q.F., 3-in., 20-cwt. star (12½ lb.)	...	...	...	...	As used in British ammunition.

2. The ammunition will be issued fuzed No. 198. Fuze keys No. 115 should be drawn as the ammunition is received.

3. Range Table No. 217 applies to this ammunition. Copies are being issued to ships concerned without demand.

3533.—Ammunition—20 mm. Oerlikon H.E.—Lot N.F.E. 432—Withdrawal

(A.S./G. 012354/43.—6 Jul. 1944.)

20 mm. Oerlikon H.E. ammunition of Lot N.F.E. 432 has caused stoppages owing to the caps of the cartridges blowing out when using Mark II breech face pieces and is to be withdrawn from service.

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

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

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

3534.—Ammunition Supply—Naval Armament Depots, Supply, Tests and Returns of Ammunition—REPORT

(A.S. 7427/44.—6 Jul. 1944.)

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

<i>Index</i>	<i>Cartridges into which Filled</i>
S.P.D. 1969	Q.F., 4-in., 50 calibre

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

(a) All cartridges are to be opened up and a 100 per cent. examination carried out of the charges, an 8 oz. sample from the serviceable propellant being forwarded to Deputy Inspector of Naval Ordnance, Holton Heath, any of the charges containing corroded grains being destroyed.

(b) Cartridges with propellant in a serviceable condition are to have shells replaced and the rounds held for issue as required.

(c) Guidance in regard to visual examination is given in Appendix IV—Naval Cordite Regulations.

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

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

3535.—Rangefinders—One-metre Base of Canadian Manufacture—Possible Errors of Range-Scale

(G. 012099/44.—6 Jul. 1944.)

All one-metre base rangefinders manufactured by Messrs. Research Enterprises Ltd., of Canada, during 1943, are liable to have a small uncertain range-scale error, which will vary according to the range at which the instrument is tested and adjusted to read correctly.

2. In order to ensure that a minimum error exists in these instruments, they should be tested and adjusted whenever possible upon targets of not less than 2,000 yards range. The error of the instruments then, at all ranges from 3,000 yards to 250 yards, will not, in the worst case, exceed 20 yards.

3536.—Torpedoes—18-in., Marks XII and XV—Allowance to Training Units of Spare Tails and Transmission Gearing

(A.S. 05160/43.—6 Jul. 1944.)

The table attached to A.F.O. 2752/44 is to be amended as follows :—

Add Naval Air Station, Ronaldsway.

Items 1-12—3 of each.

(A.F.O. 2752/44.)

3537.—Torpedoes—18-in., Marks XII and XV—Lubrication of Gyro Push Rod

(A.S. 14675/43.—6 Jul. 1944.)

Squirts, St. No. 1378 and Adapters, St. No. 1379, used for lubricating the gyro trunk box in the afterbody of 18-in., Marks XII and XV torpedoes, *vide* B.R.635, paragraph 44 (i) (c), were withdrawn from "Chests, tools 18 in., Marks XII-XII*** and XV," *vide* A.F.O. 4088/43.

2. The gyro trunk box can, however, be adequately lubricated by filling the lubricating hole with oil, using an oil can, and then screwing in a plug to force the oil along the trunk shaft. The operation may need to be repeated until oil escapes past the trunk shaft, which can be felt for by hand through the gyro door.

3. The plug referred to in paragraph 2 is of new design and will replace the existing plug, St. No. 951A, now fitted; it will be accounted for as follows, viz. :—

Section IV—

Plug, screwed, body lubricating oil to trunk box, A.B., St. No. 11889, and will be added to the contents of "Chests, spare gear, 18-in., Marks XII-XII*** and XV" in the proportion of 6 per chest.

4. The gyro trunk boxes of 18-in., Marks XII and XV type torpedoes carried by aircraft carriers, N.A. stations, C.F. craft, etc., are to be fitted with plugs, St. No. 11889, under category C of A.F.O. 3169/43. Plugs, St. No. 951A, removed from trunk boxes are to be returned to torpedo depots.

5. Pending receipt of plugs, St. No. 11889, an extempore plug can be made by using a blank St. No. 265, with the hexagon head removed and a slot cut in the head for screwdriver use.

6. Aircraft carriers, N.A. stations, etc., concerned are to demand the quantities of plugs, St. No. 11889, required to complete 18-in., Marks XII and XV type torpedoes and chests carried from the nearest torpedo depot.

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

8. B.R.635 will be amended.

(A.F.Os. 3169/43 and 4088/43.)

3538.—Torpedo Blowing Heads, 21-in., Mark VIII F, and 21-in., Mark IX D—Introduction

(A.S. 7208/43.—6 Jul. 1944.)

The following new types of blowing heads are being introduced into service :—

Heads, blowing, 21-in., Mark VIII F.

Heads, blowing, 21-in., Mark IX D.

2. These heads are common as regards manufacture, and differ only in ballasting.

3. Blowing heads, 21-in., Mark VIII F, and 21-in., Mark IX D, are completely interchangeable in supply with existing types of blowing heads, 21-in., Marks VIII and IX respectively.

4. The principal features and details of these heads are as follows :—

	21-in., Mark VIII F.	21-in., Mark IX D.
Blowing arrangements	From air bottle or torpedo A.V. through improved K.9 gear.	
Pressure in air bottle	2,200 lb./in. ²	2,200 lb./in. ²
Weight of sea water charge	486½ lb.	495 lb.
Weight of head filled with sea water, bottle charged and with following fittings :—		
Mark III recorder, Holmes light sealing plate and adapter, metal point, T.604C.	1,032 lb.	945½ lb.
Displacement in sea water...	590 lb.	590 lb.
Buoyancy of head in sea water with above fittings after blowing 95 per cent. of water charge.	+20 lb.	+114½ lb.

5. The weight, displacement and buoyancy after blowing of the 21-in., Mark VIII F head are approximately the same as those of the Mark VIII D blowing head, and the air charge tables appropriate to the latter head may be used when torpedoes are run with the Mark VIII F head.

6. The buoyancy of the 21-in., Mark IX D head after blowing is approximately 40 lb. more than that of the Mark IX C (duplex) blowing head. The air charge tables to be used for torpedoes fitted with the Mark IX D head, whether blown from the bottle or from the air vessel, should be those appropriate to the Mark IX C head, and the buoyancy on shut-off will be approximately 40 lb. more than that shown in the tables.

7. The improved K.9 blowing mechanism fitted in the Marks VIII F and IX D heads differs in certain particulars from that shown in C.B.1948(12), Plate No. 3. These are :—

(a) Dashpot glands and upper gland of spring plunger are packed with a spring-loaded shaped felt washer impregnated with mineral grease.

(b) The lower end of the spring plunger passes through a guide nut instead of a packed gland.

(c) A needle valve is fitted to control the flow of liquid through the rating hole in the dashpot piston.

8. If the glands leak the felt washers should be re-impregnated by simmering gently in hot mineral grease until all bubbles disappear—approximate time—3 hours.

9. The timing of the dashpot must be altered, if necessary, by adjustment of the needle valve. This must at present be done by trial and error, but it is hoped to evolve a more simple method in due course.

10. The Torpedo Firing Manual—Handbooks and Maintenance Regulations—will be amended.

(A.F.O. 2086/44 is cancelled.)

3539.—Igniters, Torpedo, Mark XI—Stowage on Board H.M. Ships—REPORT

(A.S. 8569/43.—6 Jul. 1944.)

As a result of hot climatic trials with igniters, torpedo, Mark XI, it has been ascertained that the Ripolin mouth seal is liable to crack or peel when the igniters are subjected to high temperatures.

2. Attention is drawn to the instructions in the torpedo maintenance regulations regarding the examination of the mouths of igniters before use and after being in a torpedo.

3. If the approved stowages for igniters as laid down in the Naval Magazine and Explosive Regulations are subject to excessively high temperatures, and a suitable alternative cooler storage is available, a report is to be rendered, quoting this A.F.O., with a view to getting the stowage position changed.

3540.—Torpedo Stores—Screws St. No. 8464, and Springs, St. No. 8465—Addition to Contents of Chests, Tools and Spare Gear, Pistols, T.312 type

(A.S. 7574/44.—6 Jul. 1944.)

The following items, viz. :—

Section IV

Screws, securing covers, turbine trough (St. No. T.333A), St. No. 8464,

Springs, covers, turbine trough (St. No. T.333A), St. No. 8465,

will be added to the contents of "chests, tools and spare gear; pistols, T.312 type", in the proportion of 6 of each per chest.

2. Aircraft carriers, N.A. stations, M.T.M.Us., depot ships for C.F. craft and C.F. bases concerned, are to demand the quantities of Screws, St. No. 8464, and Springs, St. No. 8465, required to complete chests carried from the nearest torpedo depot and supply will be made on receipt from manufacture.

3. Labels of chests and torpedo store accounts are to be amended as necessary.

3541.—Torpedo Stores—Steel Propeller Bushes and Nuts—18-in. Mark XII-XV Torpedoes

(A.S. 10378/43.—6 Jul. 1944.)

A.F.O. 5739/43 is to be amended as follows :—

Paragraph 2 (ii). *Add* :—

Ronaldsway—3 of each.

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

3542.—Demolition Charges—Charge, Line, 60/Blocks, C.E./T.N.T. 14-oz.—Introduction

(T. 1136/44.—6 Jul. 1944.)

A.F.O. 2619/44 is to be amended as follows:—

Paragraph 2, line 6. *Delete* "Group 2 (magazine)" and *insert* "Group 7".

Paragraph 2, line 7. *Delete* "Group 1" and *insert* "Group 7".

(A.F.O. 2619/44.)

3543.—New Demolition Explosive Stores—Substitution for Service Explosives

(T. 1136/44.—6 Jul. 1944.)

A.F.O. 2620/44 is to be amended as follows:—

Paragraph 4. *Amend* "Group No. for stowage abroad" to read "Group No. for stowage aboard".

Paragraph 4 (ii). *Under* "Group No. for stowage aboard" *delete* "2" and *insert* "7".

(A.F.O. 2620/44.)

3544.—Depth Charge Pistols, Marks VII, VIII and IX Types—New Testing Procedure

(T. 1145/44.—6 Jul. 1944.)

A.F.O. 3946/43 is to be amended as follows:—

Paragraph 4. *Delete* and *insert* new paragraph.

"4. The apparatus mentioned in paragraph 5 of A.F.O. 3290/43 should now be returned to the nearest Naval armament depot."

Paragraph 5. *Delete* the word "both".

(A.F.Os. 3290/43 and 3946/43.)

3545.—Gyroscopes, Air Blast, Marks I-I*, Modification 1 to Modification 3 Types—Introduction of Cylindrical Pintle Centres and Widened Slot in Vertical Gimbal

(A.S. 5333/44/T/E.A.—6 Jul. 1944.)

With the existing width of slot at the port centre position in the vertical gimbal of A.B., Marks I and I* type gyroscopes, it is necessary to remove the inner race from the port side centre of the horizontal gimbal before the latter can be removed from or assembled into the vertical gimbal. This removal causes wear between the pintle and inner race and may be a contributory cause of ball race indentation in this type of gyroscope.

2. It has, therefore, been decided to widen this slot to 0.19-in. by 0.08-in. (the existing dimensions are 0.14-in. by 0.04-in.), so that the horizontal gimbal with centres and both inner races in position can be swung through the vertical gimbal. The inner races once fitted in position need not then be disturbed until replacement becomes necessary.

3. The widening of the slot will be undertaken on all vertical gimbals for A.B. type gyroscopes under Classification D.(i) of A.F.O. 3169/43. The gimbals after modification will be accounted for as follows:—

Section V—

Gimbals, vertical, complete—

A.B., Marks I and I*	...	...	St. No. 5687 A.S.
A.B., Mark I*, Modification 1	...	...	St. No. 8670 A.S.
A.B., Mark I*, Modification 2	...	...	St. No. 11780 A.S.
A.B., Mark I*, Modification 3	...	...	St. No. 11781 A.S.

4. The spherical shaped pintle on the port and starboard centres of the horizontal gimbal, and the bottom centre of the vertical gimbal, is being replaced in future manufacture by a cylindrical shaped pintle, upon which the inner race is a light push fit; the spare gear inner race, St. No. 5861, remains suitable for either type of centre.

5. The new design centres will be accounted for as follows:—

Centres, lower vertical, male (cylindrical) ... St. No. 5778 A.S.

Centres, horizontal, male, starboard, in horizontal gimbal (cylindrical). St. No. 5790 A.S.

Centres, horizontal, male, port, in horizontal gimbal (cylindrical). St. No. 5791 A.S.

6. Stocks of centres, St. Nos. 5778, 5790, 5791, will continue in use until exhausted.

7. Vertical gimbals, complete, St. Nos. 5687A, 8670A, 11780A, 11781A, can be fitted with either type centre, St. Nos. 5778 or 5778A, and are completely interchangeable. Horizontal gimbals fitted with centres, St. Nos. 5790A and 5791A, will be accounted for as St. No. 5783A, and are to be used only in conjunction with a vertical gimbal having the widened slot. It is recommended that a small plate gauge approximately 0.185-in. wide be provided for use as a guide to show whether gimbals have or have not been modified with the widened slot. In all cases where the slot has been widened the inner race is *not* to be removed from the port horizontal centre when removing or replacing the horizontal gimbal. The maintenance regulations will be suitable amended.

3546.—Indicating Lamps for Branch Breakers—Use of Lamp, Pattern 3474, in lieu of Lamp, Pattern 9823

(N.S. 23164/44.—6 Jul. 1944.)

Results of the trials recommended in A.F.O. 2587/40 have shown that the life performance of lamp, Pattern 3474 (3.6 volts, 1.5 watts) is definitely superior to that of lamp, pattern 9823 (4 volts, 0.5 watts).

2. It has been decided, therefore, that ships should demand and fit lamps, Pattern 3474, for indicating purposes in branch breakers forthwith.

(A.F.O. 2587/40 is cancelled.)

3547.—Paravane Towing Equipment—Subhead B5—Roller Cutters, Pattern 8871

(NS/T.2944/43.—6 Jul. 1944.)

Reports received in compliance with A.F.O. 6253/43, show that a number of roller cutters, Pattern 8871, have been found on examination to be defective.

2. In view of the stocks of serviceable articles held at yards, it is approved to dispose of any roller cutters, Pattern 8871, which do not pass the following test:—

"Insert a tapered drift in the hole at the conical end of the half sleeve, impart three to five sharp taps (but not heavy blows) with a 2-lb. hammer."

If this test reveals cracks in the cutter, the article should be considered defective.

3. Chatham has reported, in connection with the examination of the cutters, that in many instances the boxes for the articles were difficult to open, owing to the swivel fittings in the boxes being positioned too low to engage the hasps satisfactorily, and in addition, that the cutters were tightly fitted in the boxes.

If found necessary, local arrangements should be made to re-position the turnbuckle and/or hasp, and to ease internally as required.

(A.F.O. 6253/43 is cancelled.)

3548.—U.S. Type "A" Compass Compensating Control Boxes—Resiting and Replacement

(C.D. 295/44.—6 Jul. 1944.)

In U.S. built ships, the compass corrector resistance boxes, Type "A," are often fitted at the bases of standard binnacles or in other equally exposed positions. Although these boxes are intended to be watertight, they are often found to be flooded.

2. It is recommended that in H.M. ships, all U.S. Type "A" resistance boxes should be resited on bulkheads under cover whenever opportunity occurs during refits, etc. This item is to be treated as a defect.

3. In some instances it will be found that these Type "A" boxes are unserviceable, either through flooding or some other reason. If no U.S. replacements are available, it may be possible to use instead Pattern 865 (A or B), which should be demanded from N.S.O., Slough, if not available locally. The information in paragraph 4 is given for the guidance of P.E.R.Os. (Elect.), D.G. Authorities, etc.

4. The supply voltage should not normally exceed 10 volts at the resistance box, Pattern 865, lower values being preferred; but up to 20 volts can be used if the consequent difficulty in making the correction can be tolerated. The resistance of each U.S. corrector coil winding is in the neighbourhood of 1 ohm, and the maximum current in each circuit should not exceed about 1.2 amperes. Corrector coil circuit (Types "A," "B" or "G") should be connected to terminals 14 and 15 in resistance box, Pattern 865 (A or B).

Note.—U.S. coils when used in pairs are usually connected in series in a junction box on the binnacle—e.g. Type "B" sphere (c) coils.

Link the following pairs of terminals—8-9, 14-17. If insufficient correction is obtained, reduce the resistance in the coil circuit progressively, until sufficient correction is obtained.

This is achieved by linking *one only* of the pairs of terminals as shown in the following table:—

Pair of terminals to be linked.	Resulting reduction of resistance in coil circuit.
18 to 19	2 ohms
16 to 20	4 ohms.
16 to 19	6 ohms.
16 to 18	8 ohms.

Note.—A copy of Drawing C.D.(M)1854, showing the details of the connection in Resistance Box—A.P. 865A or 865B—will be found in B.R.1026 (Fig. 9).

3549.—"A" Bracket Tube—Extractor Gear for White Metal Bushes

(L.B.V. and conversions therefrom)

(P. 5877/44.—6 Jul. 1944.)

Details of an extractor gear for removing white metal bearing bushes from "A" bracket stern tubes of the above craft are shown in A.F.O. Diagram 207/44.

2. Bases concerned should arrange for extractors of this type to be manufactured locally as required.

3550.—Propellers—Interchangeability

"J" and "K" and later classes of Intermediate Fleet Destroyers

(D./P. 09779/43.—6 Jul. 1944.)

There are three types of propeller for destroyers of the "J," "K," "N," "O," "P," "Q," "R," etc. classes, each differing slightly in pitch.

2. The bore of the propeller gland ring in "J," "K," and "N" classes is different from the remainder as the propeller shafts in the former are not sleeved.

3. The shaft cones, keys and gland housing in the propeller are identical for all vessels.

4. The designed pitch of the propellers for each class is as follows:—

"J," "K" and "N" classes, also "Childers," "Chivalrous," "Chaplet," "Charity," "Comus," "Corso," "Cossack," "Constance," "Chequers," "Chieftain," "Cretan," "Crown," "Comet," "Croziers," "Crystal," "Crescent," "Crusader," "Cavendish," "Consort," "Carysfort," "Contest," "Craccher," "Creole," "Zealous."	13 ft. 2 in.
"O" and "P" classes	13 ft. 3 in.
"Q" and later Intermediate Fleet Destroyers (excepting the above).	13 ft. 7 in.

5. The propellers appropriate to the class should normally be fitted, but all the foregoing may be considered as interchangeable, ships officers being informed of any change of pitch so that the revolution/speed table may be suitably adjusted. The approximate effect at a given speed or power of 5 in. increase in pitch is a reduction of 2 per cent. in revolutions.

6. Care should be taken to verify that the gland ring fitted to the spare propeller is suitable for the type of shaft, *vide* paragraph 2. If this is not so, it will be necessary to use the gland ring from the old propeller on the new one, the spare gland ring being fitted to the damaged propeller. Some propeller gland studs are pear shaped and some are of the collar type, the pitching of the studs, however, being the same for all propellers. When the interchange of glands rings is necessary, it may be found that a new set of studs (10 in No. $\frac{3}{4}$ -in. diameter) must be made.

(A.F.O. 4317/43 is cancelled.)

3551.—Turbo-Generators and Turbo-Hydraulic Pumps—Circulating and Extraction Pump Bearings—REPORT

H.M. Ships

(D. 9691/44.—6 Jul. 1944.)

Certain of the bearings fitted to the circulating and extraction pumps of turbo-generators and turbo-hydraulic pumps have become defective due to the presence of sea water and/or inadequate lubrication.

2. Attention is directed, therefore, to the necessity for periodic inspection of all grease-lubricated bearings whether of the ball, roller or white metal-lined type fitted to these sets to ensure that they are kept adequately packed with grease.

3. The bearing fitted on the vertical shaft between the circulating water and extraction pump is liable to be overlooked, and in some cases is liable to be flooded when the level of the bilge water is high. Should this occur the bearing should afterwards be stripped down, cleaned and re-packed with fresh grease.

4. In order to ensure proper drainings from the troughs fitted on the cover of this bearing and on the cover of the extraction pump, the present drain pipes are to be increased from $\frac{1}{2}$ in. to $\frac{7}{8}$ in., or made as large as practicable by the use of non-standard fittings. The work is to be treated as a defect and carried out by ships' staffs.

5. The Commanding Officers of ships concerned should report if any further difficulties are experienced in the proper maintenance of these bearings.

Cancelled 3552.—Valves, Underwater—Material for Spindles

(D. 1624/44.—6 Jul. 1944.)

A number of failures of R.N.B. and H.T. brass valve spindles, fitted in sea valves, has been reported and are attributed to dezincification.

2. Aluminium bronze and phosphor bronze are not susceptible to dezincification and, in future, these materials are to be used for spindles of all sea valves where the diameter of the main portion of the spindle does not exceed $1\frac{1}{2}$ -in. Where spindles require replacement, either of these two materials should be used.

3. Arrangements have been made to add aluminium bronze bar to the Rate Book of Naval Stores under subhead B, item 7, contract schedule C.7, and to purchase the following quantities (to specification D.T.D. 197) for issue to ships on demand:—

Aluminium bronze bar	Chatham	Portsmouth	Devonport	Rosyth
	ft.	ft.	ft.	ft.
1-in.	90	90	90	90
1½-in.	120	120	120	120
2-in.	90	90	90	90
2½-in.	150	150	150	150

4. In order to avoid the danger of aluminium bronze, naval brass and H.T. brass bar becoming mixed, the aluminium bronze bar will be painted green for 6-in. at each end and a green stripe will be painted along one side of the bar.

3553.—Aerial Outfits ADA, ADB, ADE and ADF (Rotets)—Fitting-Out Information
(R.E. 11287/44.—6 Jul. 1944.)

A.S.E. Preliminary Specification No. B.471/44 has been prepared to show the method of fitting and wiring aerial outfits ADA, ADB, ADE and ADF (Rotets).

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

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; 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 aerial outfits ADA, ADB, ADE or ADF (Rotets) are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.471/44 in accordance with the procedure laid down in A.F.O. 790/40.

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 destroyed.

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

3554.—D.G. Equipment in Steel Auxiliary Minesweepers

Converted M/S Trawlers (Steel) and M/S Whalers (Steel) operating in or fitting out for Hot Climates, including the Mediterranean, and all Admiralty Design A/S, M/S Trawlers

(S.D.G. 11/44.—6 Jul. 1944.)

Since the issue of A.F.O. 3313/43, the D.G. Trawler Specification No. 5, dated 17 Jul. 1941, Addendum thereto, and Drawing D.E.E.10084, have been superseded by a revised D.G. Trawler Specification No. 5, dated Dec. 1943, and Drawing D.E.E.12053, but the fitting of D.G. coils in accordance with this revised specification is not to be retrospective except in cases where it is necessary to renew existing coils due to damage or deterioration.

2. Work to be undertaken:—

(a) *Vessels having a D.G. installation to Trawler Specification No. 5, dated 17 Jul. 1941, and Addendum, dated Dec. 1941.*—An additional resistance regulator is to be wired in series with the existing "M" coil resistance regulator to give regulation down to 50 amp. turns in this coil. This resistance should be 0/35 ohms rated to carry 4/2 amps, and is to be obtained locally.

(b) *Vessels having a D.G. Installation to Trawler Specification No. 6, dated 20 Oct. 1941—*

(i) As detailed at (a) above.

(ii) "FI" and "QI" coils are to be fitted in accordance with the revised D.G. Trawler Specification No. 5, dated Dec., 1943.

(c) In "LL" Minesweepers the ohmic value of the voltage compensating resistance described in C.A.F.Os. 412/41 and 2075/41 will require to be increased in order that the supply from the "LL" system to the "M" coil shall be 110 volts when the current is reduced to give 50 amp. turns in the "M" coil. The new value of the compensating resistance is to be determined on site and is dependent upon the current values obtainable in the "M" coil and the "Mark" of "LL" equipment installed.

3. Commanding Officers of ships concerned are to include an item Classification A* in the next list of As. and As. for vessels concerned, detailing the work involved.

4. The new type resistance regulators described in the revised D.G. Trawler Specification No. 5, dated Dec. 1943, will be added to the Authorized List of Naval Stores under Subhead F.2B as follows:—

Pattern 18937—Resistance regulator for main "M" coil where L.M.T. does not exceed 120 yards.

Pattern 18938—Resistance regulator for main "M" coil where L.M.T. exceeds 120 yards.

Pattern 18939—Resistance regulator for FI QI coil.

5. Requirements should be demanded in the normal manner. Supplies to dockyards and depots at home will be made under the Centralized Allocation Scheme in accordance with A.L. N.S.30262/43/Br9B/40560, dated 28 Sep. 1943. Arrangements have been made for shipment of initial stocks to dockyards abroad.

6. In the case of vessels building or refitting, these resistance regulators will be supplied by the shipbuilder, and demands for supply are to be made only under the following conditions:—

(a) In circumstances where "shipbuilder's supply" cannot be arranged, e.g. certain refitting yards abroad.

(b) To replace resistance regulators—A.P. 18937, A.P. 18938 and A.P. 18939—which are beyond repair in vessels re-wired to the revised D.G. Trawler Specification No. 5, dated Dec. 1943.

(c) Resistance regulator—A.P. 18937—may be demanded to replace resistance regulators—A.P. 18918 (described in A.F.O. 4312/42)—or commercial equivalent, which are beyond repair in vessels degaussed in accordance with the original D.G. Trawler Specification No. 5, dated 17 Jul. 1941.

N.B.—Resistance regulators—A.P. 18918—should continue to be demanded for replacements of existing "M" coil resistance regulators in vessels degaussed in accordance with the D.G. Trawler Specification No. 6, dated 20 Oct. 1941.

7. All references to Admiralty design trawlers in the D.G. Trawler Specification No. 6, dated 20 Oct. 1941, are to be deleted, and authorities concerned are to arrange for the copies of this specification in their possession to be modified accordingly.

(C.A.F.Os. 412/41, 2075/41, and A.F.Os. 4312/42 and 3313/43.)

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

3555.—Radar Installations, Type 275 and Related Aerial Outfits AUS and ASW—Fitting Out

(R.E. 11312/44.—6 Jul. 1944.)

The following A.S.E. specifications have been prepared giving details for fitting and wiring as follows:—

Specification B.307/43 (issue 2) for Type 275.

Specification B.374/43 for Aerial Outfits AUS and ASW.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; to the Flag Officers-in-Charge, East Africa, West Africa; to the Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); to the Commodore, Algiers; to the Commodores Superintendent, Gibraltar, Malta and Simonstown; to the Commodores-in-Charge, Sheerness and Halifax; to the Commodore Commanding R.I.N., Bombay; to the

Captain-in-Charge, Bermuda; to the Captains Superintendent, Alexandria and Durban; to the Naval Officer-in-Charge, Londonderry; to the Deputy Superintendent, Pembroke; to the Naval Secretary Wellington; to the Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; to the Secretary Naval Board (N.D.A.), Ottawa; to the Chief Constructor-in-Charge, H.M. Naval Repair Base, Corpach; to the B.A.M.R., Washington.

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; 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 Type 275 are therefore to apply to the Warship Production Superintendents of their areas for copies of A.S.E. Specification Nos. B.307/43 (issue 2) and B.374/43 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that copies of Specification B.307/43 (original issue) and B.374/43 any advance, etc., which may already have been distributed are superseded by this specification and should be destroyed.

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

3556.—Radar Sets, Types 276/277/293—Mounting of Receiver P.51, Pattern W.3940

(R.E. 02044/44.—6 Jul. 1944.)

For ease of tuning Receiver P.51 and adjustment of the tuning line, the P.51 is to be mounted on the Transmitter 9T as shown in A.F.O. Diagram 205/44 (A.S.E. Drawing No. 37846).

2. Ships allocated Types 276/277/293 prior to June, 1944, and not supplied with these brackets are to demand the following stores from the Superintending Naval Store Officer, Haslemere, quoting this Order as authority:—

Pattern No.	Description	No required
54523	Bracket, end fitting, for Transmitter 9T	1
54524	Bracket, T-shape, 6 in. × 4 in.	1

3. *Fitting.*—The brackets will pick up existing screw holes in the transmitter framework.

4. The work is to be carried out by ship's staff or Port Radar Officers.

3557.—Radar, Types 282/4/5—Panel L.12—Replacement of Resistances

(R.E. 02191/44.—6 Jul. 1944.)

Certain Dubilier type resistances in Panel L.12 are to be replaced by moulded carbon types.

2. The resistors concerned are R1, R2, R9 and R10 in the Time Base Unit and R3B to R11B inclusive in the Control Panel; all are shown in Figure Z14/21 in the CB4221 series of handbooks.

3. Ships concerned are to demand the following stores for each Panel L.12 fitted from local bases:—

Pattern No.	Description	Quantity	As replacement for
W.2731A	Resistor, 47,000 ohms, 2 watt	2	R1 and R9
W.6236	Resistor, 56,000 ohms, 2 watt	2	R2 and R10
W.4170	Resistor, 220,000 ohms, 1 watt... ..	4	R3B—R6B
W.3678	Resistor, 270,000 ohms, 1 watt... ..	5	R7B—R11B

4. Work is to be carried out by ship's staff.

3558.—Type 86M Equipment (SCR522-A)—Modifications

(R.E. 11296/44.—6 Jul. 1944.)

The modifications enable the transmitter to be used for tuning the receiver in the same unit, and are required in order that, when the equipment is set to "Receive" and the new toggle switch is in the "Tune-Receive" position, H.T.+ is still supplied to the transmitter (crystal oscillator valve). When set to "Receive" and with the toggle switch in the "off" position the equipment operates normally, i.e., H.T.+ to the transmitter is removed.

- Remove transmitter-receiver assembly from case and mark off a point on the rack structure between GAIN control and 8-way Jones' socket 418-1 (adjacent to tuning motor). This point should be 2-in. from centre of GAIN control spindle.
- Drill a $\frac{1}{2}$ -in. hole at this point, taking great care not to damage slow release relay or modulator valves immediately underneath.
- Remove transmitter unit from rack, and enlarge hole in rack structure to $\frac{3}{4}$ -in. diameter, either by re-drilling or filing.
- Connect an A.P. W.3893 (Bulgin S81T) toggle switch for single pole changeover working by wiring one contact at one end to the corresponding contact at the other end. For convenience in later wiring, connect a 6-in. length of insulated wire (about 20 S.W.G. copper) to the bridged contacts before fitting the switch.
- Mount the switch, with the bridged contacts facing inwards, in the $\frac{1}{2}$ -in. hole drilled in the transmitter chassis.
- Locate 8-way Jones' plug marked 123-2 and remove the two wires (one bare and one with blue insulation) from Tag 4. Remove the bare wire completely by cutting close to the terminal pin mounted adjacent to the oscillator anode coil 118 on the bakelite panel.
- Pass the wire already attached to the toggle switch through the eyeletted hole at the top of the chassis partition and solder, together with the blue wire, to the terminal pin mentioned in (f).
- Solder one end of a 7-in. length of insulated wire to the vacant tag on the toggle switch which lies nearer the GAIN control; the other end should be passed through the eyeletted hole and soldered to tag 3 on the Jones' plug 123-2 (leaving red wire in position).
- Remove the two VT134 modulator valves and locate the wire-wound meter shunt resistor (0.76 ohm 135-1) which has two orange/red wires connected to it. Ascertain which of these passes down through the lower chassis deck and cut it close to the terminal pin, leaving in position the wire which runs upwards to the meter switch. The loose wire should be taped or otherwise insulated.
- Connect a 6-in. length of insulated wire from the terminal pin mentioned in (i) to the remaining vacant tag on the toggle switch, and from here also an 8-in. wire should be run through the eyeletted hole to tag 4 on the Jones' plug 123-2.
- The new switch should be clearly marked "TUNE RECEIVER" when the toggle lies towards the GAIN control, and "OFF" when the toggle lies towards the Jones' socket 418-1.
- The modification is now complete, and when the modulator valves have been replaced, the transmitter unit should be re-fitted to the rack and the trans-receiver assembly replaced in the case.

TUNING RECEIVER

2. (a) Fit selected crystals in both transmitter and receiver and tune transmitter in normal manner.

(b) Switch to "Receive" and place toggle of new switch to "Tune Receiver". Turn receiver AUDIO control almost fully anti-clockwise (so that background hiss is just audible in 'phones) and tune receiver in conjunction with 0.1 mA. meter A.P. W.3926, setting both control for maximum dip on each frequency.

(c) The signal produced by the transmitter is not modulated, hence 'phones are not really necessary for the tuning operation.

(d) When tuning is complete the toggle switch *MUST* be returned to the "OFF" position.

3. The above modification is to be carried out by ships' staffs and base W/T staffs.

4. *Stores*.—Ships concerned are to demand toggle switches, Pattern W.3893, from S.N.S.O.(H). Allowance to bases will be Base A—1, Base C—20. "E" List for Type 86M will be amended.

5. When the stock of Type 86M is adequate, sets will be modified before issue.

6. A.F.O. Diagram 208/44 (A.S.E. Drawing No. 39288) refers.

3559.—W/T and Radar Installations—Cables, Electric

(R.E. 10984/44.—6 Jul. 1944.)

Certain patterns of cables, electric, which are required for wiring W/T, Radar, etc., apparatus on installation are of a special nature and are not commercial types normally obtainable from trade sources.

2. These cables will be included in the various W/T, Radar, etc., Establishment lists, and, in the case of ships building by contract, the quantities required for use by shipbuilders in fitting the W/T, Radar, etc., sets will be supplied by Storing Yards to Overseers, etc., on demand, unless the specifications require the materials to be supplied by shipbuilders.

3. The remaining cables required for fitting the installations will be provided by shipbuilders, and will be detailed in the fitting-out specifications. These cables will not be included in W/T, Radar, etc., Establishment lists.

4. Details of the cables are shown in the Appendix to this Order.

Pattern No.	Electric Cables :—	Description
611A	Single core, 7/0·029, rubber insulated.	
1158A	Single core, 19/19 S.W.G. (91-ft. lengths) with fitting for pressure-tight glands.	
1313	Single core, phosphor bronze, 7/23 S.W.G., for radio frequencies.	
2018	Four core, 19/40 S.W.G., tough rubber sheathed, flexible.	
2035	Single core, 12/0·010 (5 Staybrite, 7 copper), V.R. insulated, braided and compounded.	
2060	Concentric, high tension and high frequency.	
4949	Single core, 3/0·020 in., cadmium copper, tough rubber sheathed.	
4987	Single core, 7/7/0·0124 in., enamelled copper, V.I.R. and phosphor-bronze braided.	
5986	Twin, 1/0·052, dry core, paper insulated, lead alloy sheathed.	
6434	Concentric, high tension and high frequency.	
6660	Twin, airspace insulated, 1/0·044 in., self-locating conductor, lead alloy sheathed and braided.	
6895	Twin core, 7/0·028 lead cased, specially insulated for radio frequencies.	
7153	Single core, 7/0·028 lead cased, specially insulated for radio frequencies.	
7698	Five core, 40/0·0076, rubber insulated, flexible, copper braided.	
7699	Four core, 0·0076, rubber insulated, copper braided, flexible.	
7700	Five core, 0·0076, rubber insulated, copper braided, flexible.	
7885	Four core, 14/36 S.W.G., tough rubber sheathed, flexible.	
8072	Twin core, 14/0·0076, screened, tough rubber sheathed.	
8203	Single core, 9/33 S.W.G., phosphor-bronze braided, specially insulated for radio frequencies.	
8205	Single core, 19/19, S.W.G., 20,000 volts, test, cab tyre sheathed.	
9084/P	Single core, 23/36 S.W.G., polyvinyl chloride (P.V.C.) insulated, flexible, copper sheathed.	
9085/P	Twin core, 23/36 S.W.G., polyvinyl chloride (P.V.C.) insulated, flexible, copper braided.	
9086/P	Triple core, 14/36 S.W.G., polyvinyl chloride (P.V.C.) insulated, flexible, copper braided.	

Pattern No.	Electric Cable :—	Description
9313	Two core, 28/0·012 rubber insulated, flexible, copper braided.	
9314	Four core, 28/0·012, rubber insulated, flexible, copper braided.	
9582	Single core, 36/0·012 in., reinforced, rubber insulated, flexible, cotton braided and compounded.	
9583	Twin, 1/0·052 cadmium copper, rubber insulated, copper screened, tough rubber sheathed and braided.	
9749A	Single core, lead cased, 1/0·052 paper insulated for radio frequencies.	
13058	Two core, 110/0·0076, rubber insulated, tough rubber sheathed.	
13148	Eight core, 14/0·0076, copper, plus 3/0·0076 phosphor-bronze, rubber insulated, T.R.S. and canvas reinforced, flexible.	
13155	Two core, 1/0·032, rubber insulated, T.R.S., screened, cotton braided and compounded.	
13199	Two core, 7/0·018, solid filled, rubber insulated, screened T.R.S., cotton braided and compounded.	
13199C	Two core, 7/0·018, solid filled, rubber insulated, screened, T.R.S., cotton braided and compounded, but unsuitable for use on submarines.	
13470	Single core, airspace insulated, 1/0·044, self-locating conductor, L.A. or T.R.S. sheathed.	
13484	As Pattern 13828 without P.V.C. sheathing and metallized paper but with braided tinned copper wire.	
13493	Single core, 7/0·012 polythene insulated, high tension.	
13494	Three core, 7/0·012, polythene insulated, high tension.	
13495	Five core, 7/0·012, polythene insulated, high tension.	
13496	Seven core, 7/0·012 polythene insulated, high tension.	
13497	Nine core, 7/0·012, polythene insulated, high tension.	
13576	Five core, 14/0·0076, copper, plus 3/0·0076 phosphor-bronze, T.R.S., oilproof taped, fire-resisting braided and tinned P.B. wire braided.	
13578	Six core, 14/0·0076, rubber insulated, screened, T.R.S.	
13801	Uniradio No. 1, 1/0·056, solid dielectric, T.C.W. braid, vinyl resin sheathing.	
13802	Uniradio No. 2, 1/0·056, solid dielectric, lead sheath, served.	
13803	Uniradio No. 3, 1/0·056, solid dielectric, lead sheath, steel wire armoured and served.	
13804	Uniradio No. 4, 7/0·032, solid dielectric, T.C.W. braid, vinyl resin sheathing.	
13805	Uniradio No. 5, 7/0·032 solid dielectric, T.C.W. braid, vinyl resin sheathing.	
13806	Uniradio No. 6, 1/0·036, air-spaced and poly. tube, dielectric, T.C.W. braid, vinyl resin sheathing.	
13808	Uniradio No. 8, 1/0·128, air-spaced, lead sheath, steel tape armoured and served.	
13809	Uniradio No. 9, 1/0·103, air-spaced, copper strips held by steel tapes, lead sheathed armoured and served.	
13810	Uniradio No. 10, 1/0·144, solid dielectric, lead sheath.	
13811	Duradio No. 11, 7/0·032, solid dielectric metallized paper and T.C.W. braid, vinyl resin sheathing.	
13812	Duradio No. 12, 7/0·032, solid dielectric, metallized paper and T.C.W. braid, vinyl resin sheathing.	
13813	Duradio No. 13, 7/0·032, solid dielectric, lead sheath served.	
13816	Duradio No. 16, 1/0·029, solid dielectric, lead sheath, lapping of impregnated cotton tape.	
13817	Uniradio No. 17, 7/0·048, solid dielectric, T.C.W. braid, vinyl resin sheathing.	
13818	Uniradio No. 18, 7/0·022, air-spaced and poly. tube dielectric T.C.W. braid, vinyl resin sheathing.	
13819	Uniradio No. 19, 7/0·022, air-spaced and polythene tube dielectric T.C.W. braid.	
13820	Duradio No. 20, 7/0·022, air-spaced and poly. tube dielectric T.C.W. braid, vinyl resin sheathing.	
13821	Uniradio No. 21, 1/0·056, solid dielectric T.C.W. braid, vinyl resin sheathing.	
13823	Uniradio No. 23, 1/0·155, air-spaced, lead sheath, steel tape armoured and served.	

Pattern No.	Description
13824	Uniradio No. 24, 1/0·103, air-spaced, copper strips held by steel tapes, lead sheath.
13825	Uniradio No. 25, 1/0·056, solid dielectric, lead sheath.
13826	Duradio No. 26, 1/0·029, solid dielectric, lead sheath.
13827	Uniradio No. 27, 1/0·155, air-spaced, lead sheath.
13828	Duradio No. 28, 1/0·029, solid dielectric, metallized paper and T.C.W. braid, vinyl resin sheathing.
13829	Duradio No. 29, 7/0·032, solid dielectric.
13830	Duradio No. 30, 7/0·022, solid dielectric.
13831	Uniradio No. 31, 1/0·029, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13832	Uniradio No. 32, 1/0·022, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13833	Uniradio No. 33, 1/0·022, solid dielectric, lead sheath.
13834	Uniradio No. 34, 1/0·128, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13835	Uniradio No. 35, 1/0·056, solid dielectric, lead sheath.
13836	Uniradio No. 36, 1/0·128, solid dielectric, lead sheath.
13837	Uniradio No. 37, 7/0·032, solid dielectric, lead sheath, served.
13838	Duradio No. 38, 7/0·032, solid dielectric, lead sheath.
13839	Uniradio No. 39, 1/0·036, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13840	Duradio No. 40, 7/0·032 solid dielectric, metallized paper and T.C.W. braid, vinyl resin sheathing, and served.
13841	Uniradio No. 41, 1/0·022, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13842	Uniradio No. 42, braided inner conductor, 0·2 diameter, solid dielectric, T.C.W. braid, vinyl resin sheathing.
13930	Single core, 7/0·0084, cotopa insulated, copper braided, cotton taped and braided.
13931	Pyrotenax, single core, int. diam. of sheath 0·650, outside diam. 0·750, core diam. 0·169.
13932	Pyrotenax, single core, int. diam. of sheath 0·540, outside diam. 0·625, core diam. 0·140.
13933	Pyrotenax, single core, int. diam. of sheath 0·430, outside diam. 0·5, core diam. 0·113.
13934	Pyrotenax, single core, int. diam. of sheath 0·321, outside diam. 0·375, core diam. 0·084.
13935	Pyrotenax, single core, int. diam. of sheath 0·190, outside diam. 0·250, core diam. 0·051.
13936	Pyrotenax, single core, int. diam. of sheath 0·141, outside diam. 0·187, core diam. 0·038.
13937	Pyrotenax, single core, int. diam. of sheath 0·095, outside diam. 0·125, core diam. 0·025.
13938	Pyrotenax, single core, int. diam. of sheath 0·650, outside diam. 0·750, core diam. 0·080.
13939	Pyrotenax, single core, int. diam. of sheath 0·540, outside diam. 0·625, core diam. 0·067.
13940	Pyrotenax, single core, int. diam. of sheath 0·430, outside diam. 0·5, core diam. 0·054.
13941	Pyrotenax, single core, int. diam. of sheath 0·321, outside diam. 0·375, core diam. 0·039.
13942	Pyrotenax, two core, int. diam. of sheath 0·650, outside diam. 0·750, core diam. 0·12.
13943	Pyrotenax, two core, int. diam. of sheath 0·540, outside diam. 0·625, core diam. 0·102.
13944	Pyrotenax, two core, int. diam. of sheath 0·430, outside diam. 0·5, core diam. 0·081.
13945	Pyrotenax, two core, int. diam. of sheath 0·321, outside diam. 0·375, core diam. 0·060.
13946	Pyrotenax, two core, int. diam. of sheath 0·204, outside diam. 0·250, core diam. 0·033.
13947	Pyrotenax, two core, int. diam. of sheath 0·155, outside diam. 0·187, core diam. 0·025.

Pattern No.	Description
13948	Pyrotenax, two core, int. diam. of sheath 0·572, outside diam. 0·656, core diam. 0·196.
13949	Pyrotenax, two core, int. diam. of sheath 0·54, outside diam. 0·625, core diam. 0·052.
13950	Pyrotenax, two core, int. diam. of sheath 0·270, outside diam. 0·328, core diam. 0·034.
13951	Pyrotenax, two core, int. diam. of sheath 0·650, outside diam. 0·750, core diam. 0·505.
13960	Pyrotenax, single core with steel sheath, internal diam. of sheath 0·65, outside diam. 0·75, core diam. 0·169.
13962	Pyrotenax, two core, with steel sheath, internal diam. of sheath 0·650, outside diam. 0·75, core diam. 0·12.
13990	Single core, 7/0·0084, cotopa insulated, copper braided, vinyl resin sheathed.
13991	Single core, 1/0·028, cotopa insulated, lead alloy sheathed.
13992	Single core, 1/0·052, air-spaced, insulated lead alloy sheathed.

(A.F.O. 3020/38 is cancelled.)

3560.—W/T Installations, Types 89 and 89M—Fitting-out Information

(R.E. 11009/44.—6 Jul. 1944.)

A.S.E. Preliminary Specification No. B.381/44 has been prepared to show the method of fitting and wiring W/T installations, Types 89 and 89M.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, Eastern Fleet and Western Approaches; to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Ceylon and Rosyth; to the Flag Officers-in-Charge, East Africa, West Africa; to the Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); to the Commodore, Algiers; to the Commodores Superintendent, Gibraltar, Malta and Simonstown; to the Commodores-in-Charge, Sheerness and Halifax; to the Commodore Commanding R.I.N., Bombay; to the Captain-in-Charge, Bermuda; to the Captains Superintendent, Alexandria and Durban; to the Naval Officer-in-Charge, Londonderry; to the Naval Headquarters, India; to the Deputy Superintendent, Pembroke; to the Naval Secretary, Wellington; to the Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; to the Commanding Officers H.M. Ships "Helder," "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor" and "Vectis"; to the Commanding Officer, Combined Operations Naval Unit, Calshot; to the Captain, Major Landing Craft; to the Captain, G.S.1; to the Flag Officer, Unallocated Landing Ships; to the Secretary, Naval Board (N.D.A.), Ottawa; to the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the B.A.M.R., Washington.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; 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 Types 89 and 89M are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.381/44 in accordance with the procedure laid down in A.F.O. 790/40.

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 destroyed.

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

3561.—Attack Teacher A/S.345—Establishment List

(N.S. 104664/44.—6 Jul. 1944.)

A revised Establishment List No. A/S100, dated 11 May 1944 (superseding Establishment List No. A/S.100, dated 22 Sept. 1943), of Naval Stores comprised in attack teacher A/S.345 for ships, shore establishments and mobile A/S training units, has been prepared and copies will be distributed to the Services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre.

2. A supplement to the Establishment List No. A/S.100 containing details of the stores to be held at bases as a ready use stock for the upkeep of attack teacher A/S345, has also been prepared. Copies of the supplement will be supplied to the authorities concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre.

3562.—Echo Sounding, Type 765 (Series), "Ship" Sets—Introduction

(A/S.M. 2601/44.—6 Jul. 1944.)

Following the decision to cease production of "Dual Purpose" and provide only "Navigational" E/S sets in future, a new general purpose *ship* set of magneto striction type known as Type 765 has been developed and will shortly be available for fitting, as may be authorised.

2. The following existing *ship* sets of magneto striction type can also be converted to Type 765 (Series), as and when these conversions are approved:—

- (a) "Dual Purpose" sets, Types 761 and 761P.
- (b) "Navigational" sets, Types 758N, 758P, 758Q, 764, 764A and also (Hughes commercial) Type M.S. XII.

3. Type 765 (Series) sets are designed for operation from either 110 or 220 volt D.C. supplies, and incorporate variations (which are indicated by first and second suffix letters to the type number) to suit differing requirements.

4. First suffix letters are used to denote alternative arrangements for providing the 230 volt, 50 cycle A.C. supply required for the amplifier, and second suffix letters to denote the alternative arrangements of oscillators (and associated items) to suit different types of vessels. The schematic diagram in A.F.O. Diagram 204/44 illustrates in more detail the various alternatives, and scrutiny should enable the particular Type 765 (Series) set best suited to any vessel to be determined.

5. Certain improvements on earlier E/S sets of M.S. type which have been found practicable, have been incorporated in Type 765. The chief improvements are:—

- (a) An entirely new amplifier taking its supply (via a power unit) from an A/C source. This eliminates the need for the dry H.T. battery, and the L.T. cells and their associated charge/discharge board, required in earlier sets.
- (b) Higher amplification to give deeper soundings under favourable conditions and better control of sensitivity to give optimum performance under less favourable conditions.
- (c) A flashing unit to facilitate periodical re-magnetization of the receiving oscillator.
- (d) A transmission ON/OFF switch in the recorder for use when "snap" soundings are required.
- (e) A more robust recorder scale.
- (f) Omission from the recorder of all non-essential features. This greatly simplifies the mechanism and internal wiring of the recorder, and also the making of lining-up adjustments. By simplifying manufacture, it also permits more rapid production, which is an important factor in view of the large requirements to be met.

6. The following are the principal non-essential features, incorporated in earlier recorders, which have been omitted:—

- (a) The spent record spool and tank, and also the heater element fitted in the tank for drying and fixing records as they are obtained. On the comparatively rare occasions when it is necessary to retain records, they can be torn off in lengths and placed between sheets of blotting paper to exclude the light until it is convenient to dry and fix them (in a dim light).
- (b) All auxiliary marking arrangements for making depth marks, time marks, and fix marks, and also the electric pencil. A "copying" pencil (preferably a soft one), as supplied with ships' stationery stores, can be used instead of the electrical pencil for annotating the record.

7. *Literature*.—Instructions for Installing (A/S 7314), Establishment List of Stores (A/S 124), and Handbook (A/S.H. 130) are applicable and are in course of preparation. A/S.H. 130 will be a temporary handbook which will later be replaced by B.R. 1040.

3563.—Aircraft Radio—Barracuda Aircraft—TR 1366 Equipment—Output Impedance Adjustment when used with SCR 522

(A.C.R.D./A.D.P. 2699/44.—6 Jul. 1944.)

When SCR 522 equipment is installed additionally to the TR 1366, care must be taken to ensure that the impedance tappings for the Pilots' and Observers' stations on the latter set are adjusted for low impedance, and that receivers, telephone, Type 32 (Ref. No. 10A/13466), are fitted in helmets used by Pilots and Observers. The high impedance tappings should continue to be used for the Telegraphist Air Gunners' station, with Type 16 high impedance telephones.

2. This arrangement will apply until such time as low impedance head telephones (Type AN/BH1) are available.

3. Squadrons will be supplied with receivers, telephone, Type 32 (Ref. No. 10A/13466), on demand.

3564.—Aircraft Radio—Receivers Type R.1155 Series—Removal of D/F Circuit Valves

(A.C.R.D. 1257/44.—6 Jul. 1944.)

This Order is issued to clarify the position concerning the removal of the visual D/F switching and meter valves in Type R.1155 receivers.

2. A.P. 1186, Vol. 1, Sect. 3, Chap. 6, paragraph 125, states that these valves—V 1, V 2 and V 9—may be removed from the receiver when this is used solely as a communication receiver.

3. Although these valves are not used they are *not* to be removed, as this causes too great a reduction in the load on the power unit with a consequent increase in heater voltage to the remaining valves.

4. As the valves are not used, it is permissible to exchange these valves for known defective types, always providing that the defect is not a burnt-out heater or shorted electrodes.

3565.—Aircraft Ball Bearings

(N.S. Air 2266/44.—6 Jul. 1944.)

The Appendix to A.F.O. 5011/43 is to be amended as follows:—
Section 27S. Existing Section and Reference Number.

19 For "26 AZ/142" read "26A/2142";

(A.F.Os. 5011/43 and 873/44.)

3570.—Cable electric, Pattern 13952—Introduction

(N.S. 25302/44.—6 Jul. 1944.)

Electric cable, Pattern 13952, 2-core, 23/0076-in., Polythene insulated and screened, for use in connection with W/T and Radar apparatus has been added to the Rate Book of Naval Stores under Subhead F1C, Part 1.

2. Arrangements have been made for the purchase of 5,000 yards of cable, Pattern 13952, for distribution, as follows:—

R.N. Store Depot, Oldham	...	...	4,000 yards.
Chatham	...	...	100 yards.
Devonport	...	...	100 yards.
Portsmouth	...	...	100 yards.
Rosyth	...	...	100 yards.
Mersey	...	...	100 yards.
Newcastle	...	...	100 yards.
Severn	...	...	100 yards.
Lathalmond	...	...	100 yards.
Leeds	...	...	100 yards.
Carfin	...	...	100 yards.

3. It is anticipated that delivery of the cable to the depots detailed above will be made by the middle of August, 1944.

3571.—Calibration of Altered and Additional Wing Oil Fuel Tanks and the After Ballast Tank When Arranged to Carry Oil Fuel—REPORTS*"Shoreham," Repeat "Shoreham" and "Grimsby" Class Sloops*

(D. 9767/44.—6 Jul. 1944.)

With reference to the instructions to extend certain wing oil fuel tanks and to fit the after ballast tank to carry oil fuel in the above-mentioned ships, "as fitted" calibration tables are to be prepared by calculation for all altered tanks. The work is to be carried out at one of H.M. Dockyards.

2. The calibration tables should be prepared on tracing linen for each ship at the first convenient opportunity. One linen print should be supplied to the Commanding Officer of the vessel and the tracing, together with a linen print, should be forwarded to the Admiralty.

*(This Order is to be retained until complied with.)***3572.—Embarking Dangerous Acids—Precautions**

(N.L. 8513/44.—6 Jul. 1944.)

An accident has occurred in one of H.M. ships while jars of sulphuric acid were being struck down through a ladderway. A jar was being carried over the 2 ft. 6 in. coaming surrounding the hatch when it struck against the coaming and broke. The contents were spilled down the hatchway, causing injuries to ratings below.

2. The coamings round the hatches, over which jars have to be lifted, should be guarded to minimize the risk of a jar breaking through contact with the edge of the coaming and care is to be exercised when striking down such dangerous acids.

3573.—Fire Fighting Equipment—Methyl Bromide, Remote Control—Inspection Petrol Engined Boats and Craft

(E.-in-C./D.N.E. (C.O.) 3990/43.—6 Jul. 1944.)

Instances have been reported where the remote control for the above equipment has jammed and prevented operation from the remote operating position.

2. To ensure that the remote control fittings and cable are in an efficient working condition, the methyl bromide fire extinguishing equipment in all craft and boats so fitted is to be examined at the earliest opportunity. Where necessary, the cable is to be withdrawn from the conduit and greased with G.S.C.S. 1653 grease.

3. After first fitting safety clips to the plungers of ALL cylinders, each cable in turn should be disconnected from the operating lever at the base of the cylinder by withdrawing the pin connecting the lever to the fork on the end of the cable. Whilst maintaining a pull on the cable at the extinguisher end to prevent the formation of kinks in the cable, the remote control lever should be operated several times to determine that all working parts are free. Should it be necessary to withdraw the cable, care is to be taken to ensure that no foreign matter, e.g., threads of cotton-waste or grit, is allowed to enter the conduit, and for this reason the grease should be applied to the cable with the naked hands.

4. When re-assembling the equipment care is to be taken that the locking springs on each end of the cable are fully engaged and that the cable does not project through the locking springs by more than one thread. The locking spring at the extinguisher end of the cable must be in contact with the bottom of the bore of the fork before tightening the spring locking gland nut at the top of the fork. It is essential that a clearance of $\frac{1}{16}$ -in. \pm 0.015-in. should be allowed between the cam and associated plunger head of each cylinder valve.

5. On completion of the examination and re-assembly of the equipment the safety clips must be removed from the cylinders.

6. The equipment is to be examined and the controls operated at monthly intervals. The cable is to be re-greased annually or at more frequent intervals if found necessary.

3574.—Kneeling Mats for W.R.N.S. Ratings

(N.S. 14949/44.—6 Jul. 1944.)

A kneeling mat, for W.R.N.S. ratings employed in scrubbing or polishing floors, has been introduced under Subhead E.4 of the Authorised List of Naval Stores.

2. These kneeling mats are not identical with kneeling pads for church purposes, and the two articles are *not* interchangeable.

3. Initial purchases of kneeling mats have been arranged from Messrs. Maple Ltd., under Contract C.P. 10D/22376/44, dated 25th May, 1944, and from Messrs. Greaves and Thomas Ltd., under Contract C.P. 10D/22377/44, of the same date, for delivery as follows:—

	Ports- mouth	Devon- port	Rosyth	Park Royal	Chatham
Messrs. Greaves and Thomas Ltd.	200	200	300	100	200
Messrs. Maple Ltd. ...	200	200	300	100	200

4. Issues should be on the basis of one kneeling mat for every three W.R.N.S. Stewards borne.

3575.—Loading of Topmasts*H.M. Cruisers, C.Os., Yards, P.S.Os., P.E.R.Os.*

(D. 9514/44.—6 Jul. 1944.)

Due to the development of Radar, etc., the masts of most cruisers, and particularly the foremasts, are carrying a considerably greater load than was anticipated when the masts were first designed. Consequently, any contemplated increase in loading (such as by the fitting of additional or heavier aerials, brackets, etc.) requires investigation to ensure that such increased loading will not endanger the masts due to stresses set up by rolling, pitching, etc.

2. Attention is therefore specially directed to the necessity of obtaining specific Admiralty approval for each ship before making any additions to the loading of masts in cruisers.

3576.—Loss of Methyl Chloride Cylinder No. 4436—REPORT

(N.S. 24621/44.—6 Jul. 1944.)

A Mediterranean Station Order has failed to reveal the whereabouts of Methyl Chloride Cylinder, Admiralty Number 4436, which is due for test not later than 4 Mar. 1945.

2. Further particulars shown on the History Sheet, Form D.215, are as follows :—

Manufactured by Chesterfield Tube Co., Ltd.
Maker's No. 973188.

Details of cylinder

Diameter (external)	...	...	...	5½ (in.)
Water capacity	...	...	...	21 (lb.) 12 (oz.)
Gas capacity	...	...	...	16 (lb. free gas)
Weight empty	...	...	...	36 (lb.) 8 (oz.)

3. If the cylinder is located, the fact should be reported immediately to the Director of Stores (4A), Admiralty, and to the Commander-in-Chief, Mediterranean Station.

(C.-in-C., Mediterranean, Ref. No. 3794/Med. 207/4/3 of 27 May 1944.)

3577.—“Mobilite” Type Burners—Introduction and Provision for M.F.Vs.

(45-ft. and 61½-ft. Motor Fishing Vessels.)

(N.S. 24480/44.—6 Jul. 1944.)

In order to provide greater reliability in the burning of commercial type oil navigation lanterns used in 45-ft. and 61½-ft. motor fishing vessels, 1640 “Mobilite” type burners have been requisitioned for purchase for delivery to Mersey Area.

2. Supply of 10 No. to each of the following M.F.Vs. will be arranged without demand by the Naval Store Officer, Preston :—

61½-ft. Nos.						
1	27	47	66	91	112	137
2	28	48	67	93	115	141
3	29	49	68	94	116	142
5	30	50	69	95	117	143
6	31	51	71	96	118	144
7	32	52	72	97	121	152
9	33	53	73	99	122	153
12	34	54	75	100	123	154
14	36	55	76	101	124	155
15	37	56	77	102	125	157
17	38	57	80	103	126	158
18	39	58	81	105	129	159
19	40	59	82	106	130	160
20	41	60	83	107	132	177
23	42	61	84	108	133	179
24	43	62	85	109	134	180
25	44	64	89	110	135	190
26	45	65	90	111	136	

45-ft. Nos.						
607	617	627	635	646	656	671
609	618	628	636	647	657	674
611	621	629	637	648	658	675
613	623	630	638	649	661	
614	625	633	639	652	667	
615	626	634	645	655	669	

3. As the most satisfactory burning of the commercial type navigation lanterns with “Mobilite” type burners is obtained by using paraffin oil, this oil should whenever possible be used with these lanterns. The Board of Trade recommend paraffin oil of a good quality having a close test flash point of at least 100° F.

4. The Establishment Lists of Naval Stores concerned should be amended.

3578.—Manila Cordage—Restrictions in Use Of

(D. 08353/44.—6 Jul. 1944.)

In view of the rapidly decreasing stocks of manila, and the prospects of any improvement in the supply position during 1944-45 being nil or negligible, further curtailment of the services for which manila as now authorized in A.F.O. 4793/42 is essential, and pending issue of further instructions the use of pure or blended manila cordage is to be restricted to the following Admiralty services :—

Pure Manila—(a) Boats' falls and ammunition whips, 2-in.-4½-in. circ. inclusive.

(b) Hawsers for ocean tug rescue work, 12-in. circ. and above.

(c) Special for operational requirements.

Blended Manila—(d) Towing springs under 12-in. circ.

(50 per cent. manila,
50 per cent. line sisal.)

2. Demands forwarded to the Admiralty for cordage of the above-mentioned descriptions are to indicate the services for which required.

3. Requirements under (c) should be forwarded to the Admiralty for decision.

4. Paragraphs 2 (a) and (b), and 7 of A.F.O. 4793/42, should be regarded as cancelled.

(A.F.O. 4793/42.)

3579.—“Nuswift” Extinguishers—Revised Allowances

(N.S. 37467/43.—6 Jul. 1944.)

The allowances of “Nuswift” fire extinguishers to certain classes of ships and craft have been revised and are now to be as shown in the appendix.

2. Vessels concerned, in commission, should forward demands for extinguishers and spare charges to their storing yards or naval store depots accordingly to complete to these revised allowances. Supply to vessels under construction should be adjusted by warrant and supplying yards or depots concerned.

3. The number of spare charges, viz., four per extinguisher, will remain unchanged.

4. The Sea Store Establishments will be amended.

Appendix

“Nuswift” fire extinguishers—revised allowances.

<i>Class of ship</i>	<i>Allowance per ship</i>	<i>Remarks</i>
L.S.T. (Class 2)	12A	A—Additional to the portable CO extinguishers already on board.
Frigates, “Captain” class ...	8A	—
Salvage vessels :		
Twin screw	6	—
Coastal	4	—
Minelaying lighters (miners) ...	4	—
Cable ships	4	—
Yachts :		
Over 100 ft. length	5	—
Under 100 ft. length	4	—
Motor minesweepers :		
B.Y.M.S. and Y.M.S.	4A	—
105 ft. and 126 ft.	4	—

A.F.O. 1250/44

3580.—Oil for Telemotor Systems

Submarines

(P. 8430/44.—6 Jul. 1944.)

Experience has shown that at the high oil temperatures experienced in the tropics the operation of the telemotor system of submarine is improved if I.C.E. lubricating oil is used in lieu of special mineral lubricating oil which is approved for use in temperate waters.

2. The higher viscosity of I.C.E. oil results in greater output from Imo telemotor pumps owing to reduced leakage past the screws and generally to less leakage through glands, etc.

3. I.C.E. lubricating oil should be used when the operating temperature of telemotor oil is likely to exceed 100° F., but special mineral oil should always be used when the temperature falls below 80°. Between these two temperatures either oil is satisfactory.

4. The two oils mix freely and there is no occasion to drain individual units when changing oil.

3581.—P.A.Cs. and F.A.Ms.

L.C.T. (4)

(M/G. 02759/43.—6 Jul. 1944.)

Positions for P.A.Cs. and F.A.Ms. in L.C.T. (4) have been selected, and in future new construction projectors and fittings are to be placed where drawn (drawing on A.F.O. Diagram 202/44 D.N.C. 26/SA/500).

2. No alteration should be made in craft already complete, except to remove any fittings within the allowable limiting distances from the compass.

3. For convenience, positions for the balloon winch and hydrogen bottle stowage are also indicated on the drawing, in the event of its being later decided to fit this equipment. This order, however, does not authorize the fitting of balloon equipment.

(A.F.Os. 4484/43 and 5130/43 are cancelled.)

3582.—Propagas or Similar Gases—Precautions to be Observed when Using

(D. 09029/44.—6 Jul. 1944.)

Two accidents, one fatal and the other serious, occurred recently as the result of an explosion of escaped propagas from, in one case, a leaking burner's torch.

2. This gas, as now supplied, is practically odourless and is heavier than air. Investigation has failed to produce a suitable stenching agent, and local arrangements are to be made for operating the valves to propagas cylinders with spanners, the existing wheels being removed. The wheels are to be replaced prior to the return of the empty cylinders.

3. The following precautions with regard to the use of gases for cutting and welding are to be strictly adhered to:—

(i) Gas cylinders being used for cutting or welding operations in ships undergoing refit or repair in dockyard hands are not generally to be placed on board. In exceptional circumstances, where excessive lengths of piping would be required, they may be placed on board with the permission of the Constructive Department Officer in charge of the ship, but are not to be taken below the weather deck.

(ii) Officers in charge of gas burning or welding operations on ships are to arrange that the spaces in which such work is being done are well ventilated, particularly where propagas is in use, when the ventilation supply is to be led to the bottom of the space.

When propagas is being used in confined spaces, *exhaust* ventilation hoses should be used to dispose of any possible accumulation of the gas, the hoses being led to the lowest part of the compartment.

(iii) All burners, welders and others using gas are to close the valves on their torches when the latter are not actually in use, and are to take the following action on ceasing work each day:—

(a) Hand torches are to be disconnected from piping and locked up in a safe place.

(b) Valves of all gas bottles, acetylene generators and coal gas connections are to be securely closed.

(c) All hoses to be disconnected from gas supply at the bottle and generator unions, and from gas mains.

(d) In the case of "propagas" bottles the reducing valve fitting is also to be removed and put in a safe place.

(e) When burning or gas welding is done in a confined space, all hoses are to be removed from the compartment when burning or welding ceases.

The responsible chargemen are to make a search to ensure that these instructions are carried out.

(iv) Hoses are to be distinctly marked with a 6-in. coloured band at the end of each length, red for burning gas and black for oxygen.

(v) Couplings between hoses are to be made by Jubilee or similar type clips.

(A.S., Devonport, 9 Feb. 1943, No. 737.)

(A.S., Portsmouth, 14 Aug. 1943, No. 6528, 5 Apr. 1944, No. 2477.)

(A.F.Os. 1123/43, 5000/43 and 5775/43 are cancelled.)

3583.—Spares for Chernikeeff Logs—Allowances

Destroyer Depot Ships

(N.S. 20445/44.—6 Jul. 1944.)

The allowances of spare submerged mechanisms and log tubes for Chernikeeff logs to be carried in destroyer depot ships have been revised, and are now as follows:—

Pattern.	Description.	Quantity per Depot Ship.
2209	Submerged mechanism for log tubes, Patterns 2207 and 2208	3
4003	Submerged mechanism for log tubes, Pattern 4000 and 4004	3
	Chernikeeff log tubes—	
	Pattern 2207	3
	Other patterns	1

} of each of the
} patterns fitted
} in attached
} vessels.

2. Ships concerned in commission should adjust stocks to conform to these allowances, forwarding demands to storing yards or depots as necessary.

3. B.R. 332A.—Establishment of Naval Stores for Flotilla Leaders and Destroyers—will be amended.

(V.A.(D), H.F., No. H.D.476, 7 Apr. 1944.)

(A.F.Os. 3410/41 and 5186/41—not in annual volume—are cancelled.)

Section 4

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

3584.—Brooms, Bass, Pattern C. 219

(N.S./D. 3098/44.—6 Jul. 1944.)

No further supplies of Pattern C.219 brooms, bass (20 oz.) will be purchased during the war, and when the present stocks of this pattern are exhausted Pattern C.218 Brooms, bass (23 oz.) will be issued in lieu.

2. The Sea Store Establishments concerned will be amended.

3585.—W.R.N.S. Loan Clothing—Overall Suits

(V. 1/5543/42.—6 Jul. 1944.)

Naval pattern overall suits (one-piece or two-piece) which are included in the equipment authorized to be supplied on loan to certain categories of W.R.N.S. ratings are to be issued on personal loan under the conditions set out in paragraphs 19 and 20 of A.F.O. 1048/44.

2. A.F.O. 1048/44, paragraph 18, is to be amended as follows:—

After "Overalls, stewards'" insert "Overall suits—1-piece and 2-piece (naval pattern)."

(F.O.N.A.S. 1592/945/35, of 2 Mar. 1944.)

(A.F.O. 1048/44.)

3586.—Meat and Kidney Pudding—Substitution for Steak and Kidney Pudding

(V.10/47/44.—6 Jul. 1944.)

With reference to A.F.O. 2529/44, meat and kidney pudding in 1 lb. tins will be supplied in lieu of steak and kidney pudding from Home Victualling Yards and Depots when the stocks of Irish stew are exhausted.

2. The issuing price of meat and kidney pudding is 9½d. per lb.

(A.F.O. 2529/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3587.—Air Photographs—Disposal

(A.W.D. 1002/44.—6 Jul. 1944.)

The following procedure is to be adopted regarding the disposal of photographic prints and negatives taken by Naval aircraft.

(1) *Operational and Topographical.*—All photographs which show any enemy, foreign or British overseas territory, enemy ships or neutral warships, are to be sent direct to the Admiralty, addressed to the Operational Intelligence Centre. If circumstances permit the photographs should be sent in triplicate, but it is important that at least one copy should be sent with minimum delay.

(2) *H.M. Ships.*—Photographs of H.M. ships and allied warships under British operational control are to be sent to the Secretary of the Admiralty (P. Branch) in accordance with C.A.F.O. 871/42.

(3) *Naval Air Stations.*—Photographs of Naval air stations are to be rendered in accordance with C.A.F.O. 2145/42 as amended by C.A.F.O. 2193/43.

(4) Photographs called for by the Admiralty for special purposes, such as camouflage trials or harbour defences, are to be addressed to the Secretary of the Admiralty, quoting the Admiralty letter or message ordering the photographs.

2. *Negatives.*—Unless required locally for operational use, negatives should be forwarded with all operational and topographical photographs.

(C.A.F.Os. 871/42, 2145/42, 2193/43.)

(A.F.O. 5003/41 is cancelled.)

3588.—Amendments to Books

(E.F.O.—6 Jul. 1944.)

The undermentioned amendments (A.F.Os. P.428-444) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

- A.F.O. *P.428/44.—B.R. 380/G—Wildcat, Mark IV—S.C.L.—Amendment No. 4.
 *P.429/44.—B.R. 380/G—Wildcat, Mark IV—S.C.L.—Amendment No. 5.
 *P.430/44.—B.R. 380/J—Seafire Aircraft—S.C.L.—Amendment No. 5.
 *P.431/44.—B.R. 380/J—Seafire Aircraft—S.C.L.—Amendment No. 6.
 P.432/44.—O.U. 6342—Drill for 18-in. and 21-in. L.C. Tubes mounted in M.T.Bs. and 21-in. L.C. Tubes mounted in S.G.Bs.—Amendment No. 12.
 *P.433/44.—B.R. 377(B)—Barracuda—A.S.E.—Amendment No. 5.
 *P.434/44.—B.R. 377(A)—Swordfish—A.S.E.—Amendment No. 3.
 *P.435/44.—B.R. 377(C)—Firefly—A.S.E.—Amendment No. 1.
 P.436/44.—B.R. 14/1938—Drafting Regulations—Amendment No. 11.
 P.437/44.—{ B.R. 93—Manual of Victualling—Amendment No. 15.
 { B.R. 93A—Manual of Victualling—Amendment No. 9.
 P.438/44.—B.R. 642(I)—Summary of Italian Warships—Amendment No. 1
 P.439/44.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
 P.440/44.—B.R. 862A—Naval Cordite Regulations—1939—Amendment No. 13.
 P.441/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 5.
 P.442/44.—O.U. 5517 (1)—Torpedo Drill Book—General Pamphlet on Above Water Revolving Tubes—Amendment No. 14.
 P.443/44.—O.U. 5517 (7)—Torpedo Drill Book—Tubes in Destroyers, Cordite Impulse, fitted with Combined Firing Gear, 21-in. D.R. IV, etc.—Amendment No. 4.
 P.444/44.—O.U. 5517 (8)—Torpedo Drill Book—Torpedo Tubes in Destroyers, Cordite Impulse, fitted with Power Operated Stopless Training Gear—Amendment No. 1.

* Exceptionally A.F.Os. P.428-431 and P.433-435 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.

(A.F.O. 3457/44.)

3589.—A.M.S.Is.

(E.F.O.—6 Jul. 1944.)

Admiralty Merchant Shipping Instructions Nos. 38—39/44 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3456/44.)

3590.—King's Regulations and Admiralty Instructions—1943 Edition

(E.F.O. 197/43.—6 Jul. 1944.)

A new edition of K.R. & A.I. (Volumes I, II and Index—B.R. 31, 32 and 32A) embodying formal amendments promulgated to 31 Dec. 1943, is now with the press.

2. With a few exceptions (*see below*) this edition does not include amendments published in Admiralty Fleet Orders not formally promulgated by K.R. amendments. A numerical list of articles and appendices affected is contained in Volume II, Appendix XXXV.

3. Exceptionally, the following have been revised without promulgation by formal K.R. amendment :—

Articles	Articles	Appendices
474	1419	XVII, Part I, 6
589	1507 (b)	106a
720	1591 (7)	110
1130 (4-6)	1602 (4)	115
1229	1623	120
1241 (a)	1743	131
1326 (b)	1748 (6a)	136
1327	1756 (3) (b)	XXIII, Part 3, 110
1327 (a)	1818 (4)	XXXIII, A (6)
		A (7)
		C (10)
		C (19) (b)

4. Copies of this new edition should be available during July—August and will be distributed without demand in replacement of previous editions by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal.

AFO
4864
H4
*3591.—National Health and Pensions Insurance—Census of Officers from whose Pay Deductions for National Health Insurance are not being made

(P.M. 1371/44.—6 Jul. 1944.)

A certain number of cases have come to light where insurance deductions from officers' pay are not being made, but are clearly liable. In order to ensure, in so far as is possible, that errors, resulting in non-deduction of insurance contributions, are discovered and the position corrected at an early date, all officers (with the exception of those holding permanent Commissions or Warrant) from whose pay insurance deductions are not being made should be asked to make the following declaration on 10th October, 1944 :—

"Attention is drawn to the fact that no deductions are at present being made from your pay for National Health and Pensions Insurance.

Officers who are liable to be insured for health and pensions purposes, and for whom contributions are not being made by deductions from pay may be liable for arrears of contribution, or find that their insurance rights, including title to contributory pension, have been prejudiced.

You are, therefore, asked to re-affirm that you are *not* insurable for National Health and Pensions purposes, if such is the case. If you come within the following two categories, you are compulsorily insurable :—

- (i) All officers who were insurable for however short a period, during the two years immediately prior to entry into the Service.
- (ii) All officers who have been commissioned from the ranks, and who have not signed an option form signifying their desire to be excluded from insurance.

DECLARATION OF INSURABILITY

Name..... H.M.S.....
(in block letters) Ship's Book No.....
1. I declare that, in the light of the above information I am liable for am not insurance under the National Health and Pensions Scheme.
2. I have signed an option form on being commissioned from the ranks, have not signifying my desire to be excluded from Insurance.
Signature.....
Rank..... Date....."

2. The completed declarations should be forwarded to the Director of Navy Accounts (Branch 3).

3. In cases in which paragraph 1 of the Declaration of Insurability is in the affirmative, the declaration should be accompanied by a list showing, so far as can be stated, the names of the ships in which the officer served and the periods of service therein.

4. In the cases referred to in paragraph 3, Accountant Officers should institute the appropriate quarterly charges beginning with the first full quarter of the insurable officer's service in his present ship and notify the Director of Navy Accounts (Branch 3) of the action taken, in order that the question of earlier arrears can be considered. All future transfer pay documents in such cases should be noted "INSD. NHP. Quarterly contribution.....charged to....."

5. Attention is again drawn to the necessity for the correct notation of insurance particulars on Transfer Lists and pay documents as provided in Item 7 on Forms S.45 of the November, 1943, reprint. (A.F.O. 1902/43, paragraph 4 (b) and (c), and A.F.O. 3919/43, paragraph 4 (b) and (c), refer.)

(A.F.Os. 1902/43 and 3919/43.)

3592.—B.R. 640 Series, "Combined Operations Pamphlets"—Supply Authorities concerned.

(T.S.D. 392/44.—6 Jul. 1944.)

The list and scale of supply of B.R. 640 Series (C.O. Pamphlets) are to be as in the accompanying table.

Landing Ships, Landing Craft, Landing Barges and other Authorities concerned in Home Waters

2. "White Ensign" Landing Ships in Home Waters will be supplied with these pamphlets by the R.N. Store Depot, Park Royal, through their respective distributing authorities.

3. "Red Ensign" Landing Ships are not supplied with these pamphlets. But if for a particular operation the F.O.L.S.U. or Naval Force Commander considers it essential to provide the Senior Naval Officers, Transport, embarked in "Red Ensign" landing ships under his orders with some or all of the pamphlets in the B.R. 640 Series supplied to "White Ensign" landing ships, he is to apply to the Admiralty for their issue accordingly. Issue will be made to the F.O.L.S.U. or Naval Force Commander, who is to be responsible for their distribution and subsequent recovery.

4. Major and Minor Landing Craft authorities, Landing Barge authorities and the other authorities concerned in Home Waters shown in the accompanying Table, will also be supplied as in paragraph 2 above.

Landing Ships, Landing Craft and other Authorities concerned Abroad.

5. The scale of supply in the accompanying Table applies abroad as well as in Home Waters, except that there are no landing barges abroad.

The landing ship and craft authorities in the Table who are abroad will be supplied by the Regional Distribution Authorities concerned under arrangements ordered by the Naval Commander-in-Chief.

Initiation of Supply.

6. The same arrangements as are laid down for initiating supply of other Established Books to the Authorities concerned are to apply in the case of the B.R. 640 series; except that in the case of Captain M.L.C. and the Training Establishments listed, those are to demand their supplies from the Keeper of Stationery and Printing, Admiralty (copy to S.N.S.O., R.N. Store Depot, Park Royal, and to the Distributing Authorities concerned).

Scale of Supply

Authorities	Pamphlet Numbers													
	1 to 10*	11	12	13	14 (a)	14 (b)	14 (c)	14 (d)	14 (e)	15	16	17	18 to 30	31 to 50
<i>Training Establishments</i>														
H.M.S. "St. Mathew" ...														
H.M.S. "Helder" ...														
H.M.S. "Northney" ...														
H.M.S. "Dinosaur" ...														
H.M.S. "James Cook" ...														
H.M.S. "Paseo" ...														
H.M.S. "Armadillo" ...														
H.M.S. "Quebec" and for C.T.C., Inveraray.														
H.M.S. "Dundonald" ...														
H.M.S. "Dondonald II" ...														
H.M.S. "Dorlin" ...														
H.M.S. "Brontosaurus" and for C.T.C., Castle Toward.														
H.M.S. "Warren" and for C.T.C., Largs.														
H.M.S. "Manatee" ...														
H.M.S. "Medina" ...														
H.M.S. "Salecombe" ...														
<i>L.C. Bases not forming part of above</i>														
H.M.S. "Westcliff" ...	10	20	—	—	100	100	100	—	100	—	—	100	—	20
H.M.S. "Stopford" ...	5	5	—	—	50	50	50	—	50	—	—	50	—	10
All other L.C. Bases ...	5	10	—	—	50	50	25	—	25	—	—	25	—	5
All other L.C. Maintenance Bases.	1	1	—	—	1	1	1	—	1	—	—	1	—	1
<i>"White Ensign" Landing Ships</i>														
C.O. of each ship ...	2 copies of all published pamphlets.													
F.O.L.S.U. ...	2 copies of all published pamphlets; and extra copies as required on demand.													

<i>Major Landing Craft</i>														
Captain, M.L.C. ...	As required on demand.													
Squadron Commander of each Major L.C. Squadron.	1	1	—	—	1	1	1	—	1	—	—	1	—	1
Flotilla Officer of each M.L.C. Flotilla.	1	1	—	—	1	1	1	—	1	—	—	1	—	1 of 33 and 34 only.
C.O. of each Major Landing Craft, except L.C.G. (L), L.C.G. (M), L.C.S. (R) and L.C.S. (L)	1 of No. 1, 1 of No. 8 only	—	—	—	—	—	1	—	1	—	—	—	—	—
C.O. of each L.C.G. (L), L.C.G. (M), L.C.S. (R) and L.C.S. (L).	1 of No. 1, 1 of No. 5, 1 of No. 7 (b), (c) & (d), 1 of No. 8 only	—	—	—	—	—	—	—	—	—	—	—	—	—
<i>Minor Landing Craft</i>														
Squadron Commander of each Minor L.C. Squadron.	1	1	—	—	1	1	1	—	1	—	—	1	—	1 of each of 33, 34, 35(a), 35(c), 37, 38, 39(a), 40, 41(a) and (b) and 42 only.
Flotilla Officer of each Minor L.C. Flotilla.	1	1	—	—	1	12	1	—	12	—	—	1	—	1 of 33 and 34 only.
<i>Landing Barges (Naval)</i>														
Captain L.B. ...	1 copy of all published pamphlets.													
Squadron Commander of each L.B. Squadron.	As for Squadron Commanders of Minor L.C. Squadrons.													
Flotilla Officer of each L.B. Flotilla.	As for Flotilla Officers of Minor L.C. Flotillas.													

Authorities	Pamphlet Numbers													
	1 to 10*	11	12	13	14 (a)	14 (b)	14 (c)	14 (d)	14 (e)	15	16	17	20	31 to 50
Other Authorities														
Flag Officers ...	1	1	—	—	1	1	1	—	1	—	—	1	—	—
All H.M. Ships and Depot Ships not shore establishments, including O.B.Vs. and A.M.Cs.	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Loan Libraries ...	—	—	—	—	—	—	—	—	—	—	—	—	—	—

* C.O. Pamphlet No. 2, "Beach Organisation and Maintenance (Provisional), September, 1942," has been cancelled and pending the publication of a second edition has been superseded by B.R. 640(2), "A Short Pamphlet on Beach Organisation".
(A.F.Os. 495/44 and 1604/44 are cancelled.)

3593.—B.R.781—Handbook for 2-pdr., Q.F., Mark II*C Gun, on Single, Mark XV Mounting (Powered)—Obsolete
(G. 2862/44.—6 Jul. 1944.)

B.R.781 is now obsolete and all copies should be disposed of in accordance with the instructions laid down in B.R.1—Books of Reference Catalogue.

(A.F.O. 4879/43 is cancelled.)

3594.—B.R.980(B)—Revised Pages 1 and 4, and Additional Page 1A, dated April 1944, to Range Table No. 161A for B.L., 4·7-in. Gun, Mark I—Issue
(G. 2081/44.—6 Jul. 1944.)

The above-mentioned revised and additional pages to Range Table No. 161A are now in the press and 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, N.W.10, when supplies become available.

2. The revised page 1 supersedes the existing page 1, dated Oct. 1933, and the revised page 4 supersedes the existing page 4, dated Dec. 1942; all copies of which should be disposed of in accordance with the instructions in the B.R.I.—B.R. and I.D. Catalogue, when the revised pages are received.

3595.—B.R. 980(G)—Revised Page 1 and Additional Pages 7 to 10, Dated April, 1944 to Range Table No. 565 for Q.F. 5·25-in. Guns, Mark I—Issue
(G. 1956/44.—6 Jul. 1944.)

The above-mentioned revised and additional pages to Range Table No. 565 are now in the press and copies will be issued to all holders of the main table by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10 when supplies become available.

2. The revised page 1 supersedes the existing page 1, dated August, 1943, all copies of which should be disposed of in accordance with the instructions contained in B.R. 1—B.R. and I.D. Catalogue—when the revised page 1 is received.

3596.—B.R. (980K)—Range Table No. 571 for Q.F., 4-in. Guns, Mark IV, and Range Table No. 572 for Q.F. 4-in. Gun, Mark V—dated January, 1944—Issue
(G.50/44.—6 Jul. 1944.)

The above-mentioned range tables are now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

(A.F.O. 1278/44 is cancelled.)

3597.—B.R.980(X)—Revised Pages 18, dated April 1944, to Range Tables Nos. 402C and 402B for Q.F., 4·5-in. Guns, Marks I and IV—Issue
(G. 1957/44.—6 Jul. 1944.)

The above-mentioned revised pages, dated Apr. 1944, to Range Tables Nos. 402C and 402B, are now in the press and copies will be issued to all holders of the main tables by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

2. The revised page 18 to Range Table No. 402B supersedes the existing page 18, dated Nov. 1938, and the revised page 18 to Range Table No. 402C supersedes the existing page 18, dated Mar. 1941; all copies of which should be disposed of in accordance with the instructions in B.R.I.—B.R. and I.D. Catalogue, when the revised pages are received.

3598.—B.R. 980 (Z)—Trajectory Chart, No. D.N.O.4 for 2-in. Rocket Target, dated April, 1944

(G. 2082/44.—6 Jul. 1944.)

The above-mentioned trajectory chart is now in the press and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available.

3599.—S. 422(R)—Aircraft Analysis Record—Reconnaissance—Abolition of
(Sta. 10180/44.—6 Jul. 1944.)

The following has been abolished:—

S.422(R)—Aircraft Analysis Record—Reconnaissance.

3600.—Form S.1419—Ledger for Accounting for Naval Armament Aircraft Stores—Introduction

(A.S./Sta. 16213/43.—6 Jul. 1944.)

With reference to paragraph 12 of C.A.F.O. 2517/43, Forms S.1419 have now been printed and are available for supply.

2. H.M. ships carrying aircraft are, on commissioning, to be supplied with this Form by the relevant Naval Armament Depot, the established proportion line being filled in before issue. The quantities shown will represent the authorized allowances of Naval armament aircraft stores at the time the outfit is supplied and are to be kept corrected on board by:—

(a) Reference to CB/R.4252 as changes in aircraft or their equipment are made;

(b) amendments to authorized allowances as promulgated by "P" series errata to CB/R.4252, Fleet Orders, etc.

3. The following table shows the type of ledger to be used in Aircraft Carriers for accounting for the different types of N.A. stores:—

Class of Ship and Type of Stores	Ledger to be used		To be kept by	Depot which is to complete established proportion line
	For Ship's Stores	For Aircraft Stores		
<i>Carriers (Fleet and Escort)</i>				
Guns, ammunition, bombs, etc.	S.1423 (Fleet)	—	Gunner	N.A. (a)
Guns, ammunition, bombs, etc.	S.474 (Escort)	—	Gunner or Gunner (T)	N.A. (a)
Guns, ammunition, bombs, etc.	—	S.1419	Gunner (A)	N.A. (a)
Torpedo non-explosive stores	—	S.1423F	Gunner (T)	Torpedo (a)
Torpedo explosives, depth charges, etc.	—	S.1423A	Gunner (T)	N.A. (a)
Paravanes	S.1423F	—	Gunner (T)	Torpedo (a)
<i>M.A. Carriers</i>				
Guns, ammunition, bombs, depth charges, etc.	(c)	S.1419	Air Staff Officer	N.A. (b)

(a) Depot at ship's manning port.

(b) Depot supplying initial outfit of ammunition.

(c) Records in respect of ship's outfit of N.A. stores are kept by the Senior D.E.M.S. rating on D.E.M.S. Form 15 (B).

4. Instructions for keeping the accounts are printed on the Forms. Attention is drawn to the notes on war-time accounting included therein.

5. Issue of S.1419 will be made on demands addressed to the R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(C.A.F.O. 2517/43.)

3601.—W/T Frequency Publications—M/350 and Variants

(E.F.O./S.D. 08275/44.—6 Jul. 1944.)

To ensure world-wide distribution before their effective date, W/T Frequency Supplements, Feb.—Apr. 1945, will be published and distributed in Aug. 1944. The three-monthly edition—Nov.—Dec.—Jan. 1945—will not be published.

2. Meanwhile previous editions should be utilised in the manner shown in A.F.O. S.270/44.

(A.F.O. S.270/44.)

3602.—Ministry of Home Security Publications—Distribution of

(M. 211/44.—6 Jul. 1944.)

With reference to A.F.O. 2540/44, the following additional publications have been issued by the Ministry of Home Security:—

(a) A.R.P. Handbook No. 4 (2nd edition), Appendix F—Decontamination of Material.

(b) A.R.F. Handbook No. 10 (2nd edition, amended report)—Training in First Aid for Civil Defence Purposes.

(c) A.R.P. Memorandum No. 11 (3rd edition)—Gas Identification Service.

(d) A.R.P. Memorandum No. 18 (1st edition)—Civil Defence Motor Transport.

(e) Civil Defence Training Pamphlet No. 8—Notes on Rescue in the Presence of Blister Gas.

(f) Gas Identification Bulletin No. 10.

(g) Industrial Bulletin No. 12.

(h) *Miscellaneous Pamphlets*—

(i) Food and its Protection against Poison Gas (2nd edition) (Reprinted February, 1944).

(ii) Technique of Food Decontamination.

2. Distribution of copies of the above publications will be in accordance with the standards given in A.F.O. 626/44.

(A.F.Os. 626/44 and 2540/44.)

3603.—Commanding Officer, R.N. Training Units (London Area)—Postal Address

(M. 1365/44.—6 Jul. 1944.)

There have been frequent cases recently of correspondence intended for the Commanding Officer, R.N. Training Units (London Area) being addressed to the old address at 85 Thornbury Road, Isleworth, and considerable delay in correct delivery has been caused.

2. The correct postal address is as follows:—

Commanding Officer,
R.N. Training Units (London Area),
22 Penywern Road,
Earls Court,
S.W.5.

Section 6.—SHORE ESTABLISHMENTS

3604.—Balance of Civil Pay—Increase in Service Emoluments

(C.E. 7634/44.—6 Jul. 1944.)

From 1st January, 1944, whole-time observers in the Royal Observer Corps are to be granted "Service Pay" on the basis of Civil Defence "Service Pay" as set out in Part II of A.F.O. 3240/44.

2. In assessing balance of civil pay issuable to Civil Servants, appropriate reductions should be made on account of the above improvement.

(A.F.O. 3240/44.)

3605.—Overtime—Civilian Non-Industrial Staff—Claims for Work Performed at Home not Permissible.

(C.E. 9649/44.—6 Jul. 1944.)

Recently cases have arisen of overtime claims being rendered in respect of hours of work said to have been performed at home.

2. Such claims are inadmissible, and the attention of the staff is drawn to the fact that overtime is payable only in respect of actual necessary attendance at the office or place of duty. In all cases the entry in attendance books must be the actual time of arrival at and departure from the office or place of duty.

3606.—Paying Officers for Civilian Staff Employed Abroad

(D.N.A. 20208/43.—6 Jul. 1944.)

Eritrea should be deleted from the list of stations given in A.F.O. 2143/44, as an independent cash office has since been opened at Massawa, Eritrea. Forms D.135, etc., should be rendered to Admiralty Cashier, Massawa, Eritrea.

(A.F.Os. 2143/43 and 2814/44.)

3607.—Supplementary Clothing Coupons for Civilian Staff Appointed to or Returning from Stations Abroad

(C.E. 53238/44.—6 Jul. 1944.)

Civilian staffs (industrial and non-industrial) appointed to or returning from stations abroad who, owing to the clothes rationing scheme, need supplementary coupons for the purchase of additional clothing should adopt the following procedure:—

I.—Appointed to stations abroad.

(i) Applications for additional clothing coupons for the purchase of tropical or other overseas kit should be sent to:—

Board of Trade (I. & M.2),
Raleigh House,
Dolphin Square,
London, S.W.1.

The envelope should be marked "Emigrant". The following information should be given:—

- (a) Country of destination.
- (b) Whether returning overseas "from leave" or is on "first appointment".
- (c) Approximate date of sailing.
- (d) Address to which coupons should be sent.
- (e) Occupation or status.
- (f) The number of clothing coupons remaining unused out of the current ration; and
- (g) Any other relevant information.

(ii) A detailed statement of the articles which the applicant wishes to purchase, the coupon value of each article and the total number of coupons required should be enclosed with the application, together with a certificate from the Head of the Department or Branch in which he is serving, that a passage has been or is being obtained for him.

(iii) Additional coupons can only be granted for essential requirements and in view of the supply situation applicants should consider carefully whether it would not be practicable for them to make some of the requisite purchases abroad rather than in this country.

(iv) It is most important that applications should be sent in promptly. The Board of Trade give priority to applications which for good reasons cannot be made until a few days before sailing, but cannot extend it to persons who have delayed their applications unnecessarily.

II.—When returning from abroad.

(v) Applications for additional clothing coupons should be made to the nearest Collector of Customs and Excise on Form C.R.S.C.I.A., which can be obtained at any Information Centre.

(vi) Any grant of clothing coupons made by the Customs and Excise will be based on a strictly utilitarian estimate of the needs of the applicant.

(A.F.Os. 198/42 and 4076/42 are cancelled.)

3608.—Pay of Evacuated and Temporarily Transferred Non-Industrial Staff

(C.E. 53726/44.—6 Jul. 1944.)

The existing instructions concerning the pay of evacuated and temporarily transferred non-industrial staff have been consolidated in this Order.

2. Civilian non-industrial staff, including loaned staff who change their locality under the following circumstances:—

(a) Evacuation of their office.

(b) Temporary transfer in the interests of the Service or resulting from a definite invitation, either to an office already evacuated, or to a new office temporarily established, or to a permanent office—

will, whether the move is to the London postal area, an intermediate centre or a provincial area, continue to be paid on the basis ("London", "Intermediate" or "Provincial") which applied to them immediately before their move. This rule will apply to them in their existing grade and in any grade to which they may be promoted or transferred concurrently with their move or afterwards, and will apply whether or not they are treated as evacuated officers for billeting purposes, etc.

3. Similarly, the basis of payment applicable immediately before the commencement of a period of trial for promotion will be unaffected, both during and after the trial period, by such a move as is described above.

4. Staff transferred from London to intermediate centres or provincial areas will be conditioned to the normal provincial hours of attendance for the class or grade in the office to which they are transferred, except that staff temporarily transferred from London to evacuated headquarters offices, e.g., at Bath, will continue to be conditioned to their London hours.

5. Staff on first recruitment in or to any office, whether evacuated or not, are to be paid on the basis appropriate to the area in which the office is situated at the time.

6. Paragraph 2 of this Order does not apply to any permanent transfer or any voluntary transfer. Such transfers will continue to be dealt with under the normal rules. Should a temporary transfer be converted to a permanent one, remuneration should be adjusted to the "permanent transfer" basis. During war-time all transfers of civilian non-industrial staff to places within the United Kingdom are regarded as temporary transfers unless it can be certified that the transfer is of a "permanent" character.

7. Except in the case of temporary officers who retained London rights upon evacuation or transfer, and whose move may be elsewhere than to London, temporary staff transferred to a station where, so far as can be foreseen, they are likely to remain for the remainder of their service, are deemed to be permanently transferred, and should be paid at the rate (London, intermediate or provincial) appropriate to the station to which they are transferred.

(A.F.Os. 1654/41 and 1515/43 are cancelled.)

3609.—War Bonus—Non-Industrial Staffs

(C.E. 53412/44.—6 Jul. 1944.)

The existing instructions concerning the payment of the Civil Service War Bonus to non-industrial staffs have been consolidated in this Order.

2. All full-time non-industrial Civil Servants, whether established or un-established, whose remuneration (excluding bonus) does not exceed £1,000 a year (including those serving in Eire and other United Kingdom based staff serving abroad) are eligible to receive War Bonus. The amounts payable are as follows:—

Age	Staff on weekly rates of pay	Staff in receipt of annual salaries
Under 16	5s. 0d. per week	£13 1s. 0d.
16	6s. 6d. per week	£16 19s. 0d.
17	7s. 6d. per week	£19 12s. 0d.
18	10s. 0d. per week	£26 2s. 0d.
19	11s. 0d. per week	£28 14s. 0d.
20	{ (Men) ... 13s. 0d. per week	£33 18s. 0d.
	{ (Women) 12s. 0d. per week	£31 6s. 0d.
21 and over	{ (Men) ... 19s. 0d. per week	£49 11s. 0d.
	{ (Women) 15s. 6d. per week	£40 9s. 0d.

3. In order to obviate anomalies in the case of salaries in excess of £1,000 per annum, the amount and incidence of the bonus should be adjusted so as to ensure that no officer receives less in pay and bonus together than he would have received if his salary had been at the rate of £1,000 per annum.

4. When determining remuneration for War Bonus purposes, account should normally be taken of allowances. Where officers are provided with rent-free quarters, the value of these quarters should be taken into account in determining remuneration for this purpose. The value (for purposes of pension or gratuity) of board (including fuel) should similarly be taken into account.

5. Where staff on tours of duty abroad are entitled to official quarters or an allowance in lieu as part of their emoluments when serving in the United Kingdom, the same amount should be taken into account in determining their remuneration for bonus purposes as would be reckoned if they were serving at home. Otherwise allowances and benefits in kind received by staff in respect of service abroad should be ignored in this connection.

6. When determining the remuneration for War Bonus purposes of re-employed officers in receipt of a Civil Service pension awarded under the Superannuation Acts, account should be taken of the total emoluments including pension in issue to him and the amount surrendered on allocation.

7. War Bonus is reckonable for the calculation of overtime pay. The over-riding maximum overtime rates of the Clerical Class are those based on inclusive salaries of £399 11s. 0d. (men) and £320 9s. 0d. (women).

8. War Bonus is ignored in calculating starting pay on promotion. In the case of an officer on a mark-time salary, the appropriate amount of bonus is payable in addition to the mark-time salary.

9. War Bonus is reckoned as remuneration in determining insurability under the National Insurance Acts and for superannuation purposes.

10. War Bonus should be taken into account when calculating the balance of civil pay of Civil Servants serving with H.M. Forces, etc.

11. War Bonus should also be taken into account in calculating the wages of part-time non-industrial staffs.

(A.F.Os. 3012/43, 4380/43, 5937/43, 6186/43 and 1441/44 are cancelled.)

3610.—Civilian Passengers in Troop Transports

(C.E. 8694/44.—6 Jul. 1944.)

Every civilian passenger embarking in a troop transport must, in future, sign a certificate (specimen below) stating that he will conform to the ship's standing orders as issued by the Officer Commanding troops on board with the approval of the Master and any special further orders as may be issued by the Officer Commanding troops.

2. This requirement should be brought to the notice of all civilian personnel, appointed for service abroad, who will be required to conform.

Specimen—

"I hereby agree to conform on the voyage to the ship's standing orders issued by the Officer Commanding troops on board with the approval of the Master, and to any special orders that the Officer Commanding troops may see fit to issue.

Signed.....

Date

3611.—Permanent Chargemen of Trades Retained after 60

(L. 2585/42.—6 Jul. 1944.)

Permanent Chargemen of Trades, who are retained in Admiralty employment beyond the age of 60, may be regarded as supernumerary to the authorized complements of permanent Chargemen.

2. Actual vacancies, arising in the fixed complements of permanent Chargemen from the foregoing decision, may be filled in anticipation. In deciding whether such a vacancy exists, account should of course be taken of those Chargemen, who have acquired their permanency, not by selection, but by the completion of 15 years' service as Chargemen of Trades.

3. If a hired man is appointed to the post of permanent Chargeman, he should be transferred to the established list, but *outside* the quota of established numbers allowed for his trade.

4. If an established man is appointed, a vacancy may be created in established numbers by his removal to the post of permanent Chargeman; such vacancies should be filled in the usual way.

3612.—Transfer Allowance

(L. 3615/44.—6 Jul. 1944.)

Representations have been received which tend to show that certain transferred workers who have moved their homes and make no claims in respect of "continuing liabilities," excess rent, etc., may, nevertheless, have a good title on merits to the weekly payments authorised in A.F.O. 1749/44.

2. It has, therefore, been decided that payment may be made to workers (whether married or single) who have been transferred (since 3rd September, 1939), and have moved their homes, *whether or not* they are also entitled to payments in respect of continuing liabilities, etc.

(A.F.O. 1749/44.)

3613.—Copies of C.P. Orders, Acceptance Letters and Contract Correspondence—REPORT

(C.P. 80830/44.—6 Jul. 1944.)

The imperative need for the strictest economy in the use of typing and clerical labour, paper and other materials, now renders it essential to restrict the number of C.P. Orders, Contracts and Contract correspondence circulated by the Director of Navy Contracts to the absolute minimum consistent with the efficient conduct of Admiralty business.

2. All Dockyards, Naval Establishments and Depots, Inspecting Officers, etc., to whom copies are supplied are requested to review carefully their requirements and to assist in reducing the number of copies. Every care must be taken to preserve all copies received until it is clear that they have fulfilled the purpose for which they are provided.

3. Some small inconvenience must be accepted in present conditions and in large Establishments consideration should be given to arrangements whereby a copy can be passed around the various Departments of an Establishment, being thereafter held for reference in one Department; or extracts can be circulated to Departments only slightly concerned; or such other arrangements to this end as may be found most convenient.

4. A report should be forwarded to the Director of Navy Contracts, Branch 2A, Block "B", Foxhill Hutments, Bath, not later than 31st July, 1944, in the form of the schedule set out below. Full explanation must be given if in any case copies in excess of the number at present supplied are considered essential.

C.P. 80830/44

Address.....

Copies of C.P. Orders and C.P. acceptance letters (prices)

Purchase Vote and Sub-head (insert details as necessary) (1)	C.P. Orders		C.P. acceptance letters (prices)	
	Number of copies at present supplied (2)	Minimum number considered essential (3)	Number of copies at present supplied (4)	Minimum number considered essential (5)

Note.—Inspecting Officers, etc., need not fill in the column (1) but should furnish details in the columns (2) to (5) so far as Admiralty orders generally which are inspected by them are concerned.

Date..... Signature.....

3614.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F./V. 694/44,—6 Jul. 1944.)

With reference to A.F.O. 2292/44, supplies and services to Italian Merchant Ships (excluding those engaged on Admiralty service under bareboat conditions) should be treated in the same manner as similar supplies and services for Ministry of War Transport Ships.

(A.F.O. 2292/44.)

3615.—Neal 2-ton "N" Type "Rapid" Mobile Cranes.—Precautions to be taken when in use

(D. 9999/44.—6 Jul. 1944.)

An accident has occurred while lifting operations were being carried out on a Neal 2-ton "N" type "Rapid" mobile crane, due to the jib descending out of control and injuring a man who was standing by the load.

2. On this type of crane, when the derricking gear is not engaged the jib is held in position by two independent brakes, each of which is designed to hold the jib under the worst conditions of loading. These brakes are:—

- (i) A cone type brake at the back of the derricking gear sliding bevel wheel, this brake being automatically on when the derricking gear is not engaged, and
- (ii) A band brake on the end of the derricking gear worm shaft, this brake being interlocked with the derricking motion clutch pedal, so that it is always on except when the derricking clutch is actually engaged and the engine has control of the jib.

3. An investigation into the possible cause of the accident has shown that although the derricking motion was not in use at the time, the derricking gearing had been placed in engagement, thus releasing the cone brake (i), and leaving only the band brake (ii) available for holding the jib in position. Further, the band of the latter brake had become worn, and adjustment had not been maintained (due to the absence of the book of instructions usually sent out with these cranes), and moreover the brake was very oily, the combined result being that by itself it was insufficient to hold the jib.

4. The attention of all users of this type of crane is therefore drawn to the following points:—

- (a) When hoisting or lowering a load the bevel wheel drive to the derricking drum should be out of gear; both brakes will then be functioning. The derricking gearing should be engaged only when derricking of the jib is required.
- (b) The band brake on the end of the derricking gear worm shaft should be kept clean and free from oil, and should be maintained in correct adjustment in accordance with the directions given in the book of instructions issued with the crane.
- (c) This brake is inside the derricking worm gear casing, in which, through normal oiling of the worm gear, a quantity of oil gradually accumulates, with the probability of some getting on to the brake, tending to cause it to slip. It is understood from the manufacturers of this type of crane that in the latest cranes supplied arrangements have been made to keep the worm gear casing drained, but in all cranes where such drainage is not already provided, a small hole should be drilled in the bottom of the casing at the earliest opportunity, to prevent any accumulation of oil in future.
- (d) Whenever one of these cranes is transferred to another station, care should be taken that the book of instructions and any other literature and drawings received with the crane are also sent to the new destination.

This instruction should also apply in the case of transfer of any other make of crane with which books of instructions, etc., are issued.

5. During the investigation it was brought to notice that the hoisting gear brake will also tend to slip if allowed to become wet, and in cranes of this type which are not fitted with cabs the hoisting brake drum and band should, as far as possible, be protected in wet weather.

3616.—Safety of Machine Tools and Other Plant—Ministry of Labour and National Service Booklet

(D./L. 4803/44,—6 Jul. 1944.)

Attention is directed to the existence of the booklet—"Safety of Machine Tools and other Plant, No. 1, Fencing of Drilling Machine Spindles, Chucks and Tools."

2. The publication, dated 1944, is issued by the Ministry of Labour and National Service, Factory Department, and copies may be obtained from H.M. Stationery Office.

3617.—Thermos Flasks—Supply to Employees in Admiralty Establishments

(L. 6363/44.—6 Jul. 1944.)

Heads of Establishments may receive from time to time requests from employees for assistance in obtaining thermos flasks. Limited supplies of such flasks are available for purchase without permits or formality through the ordinary retail channels, but, in case of difficulty, special arrangements exist for enabling civilian employees who have a special need for such flasks to obtain them.

2. Admiralty civilian employees (whether industrial or non-industrial) who consider they have a special need for a flask, and cannot obtain one locally, should be advised to submit an application, stating the ground on which the flask is required, to their superior officer for transmission to the Secretary of the Admiralty (Labour Branch), Bath. Applications can only be considered from employees who have no other facilities for obtaining meals or hot drinks, or, alternatively, have other exceptional reasons for special treatment (e.g., need for special diet), and officers-in-charge, before forwarding applications to the Admiralty, should arrange for the grounds of the application to be investigated, and add their recommendation.

3. Where applications are approved by the Admiralty, priority certificates will be issued to the employees concerned through the Head of their Department, which will enable them to obtain the flasks through local suppliers.

4. Similar priority certificates may also be issued, in similar circumstances, in the case of workpeople employed by Admiralty contractors, and in such cases, applications should be made on behalf of the workpeople by the contractor to the Secretary of the Admiralty (Labour Branch), Bath. Contractors enquiring about the matter should be advised accordingly.

(A.F.O. 913/44 is cancelled.)