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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
5th July, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H.V. Markham

To Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (see A.F.O. 1628/45), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

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

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ADMIRALTY FLEET ORDERS

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5th July, 1945.	
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*(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

3580.—French Naval Mission in Great Britain—Appointment of Admiral Sala

(M. 05904/45.—5 Jul. 1945.)

Rear Admiral A. Sala has been appointed Head of the French Naval Mission in Great Britain (M.N.G.B.) and will perform the duties of Officer Commanding all the units of the French Navy stationed in Great Britain.

2. The address of the French Naval Headquarters in London is :—

Stafford Mansions,
Stafford Place,
Palace Street, S.W.1. (Tel. : Abbey 5600.)

and the official telegraphic address of the French Navy in Great Britain becomes M.N.G.B.

3. The Capitaine de Vaisseau Commanding the Naval Forces in Great Britain (F.N.G.B.) will undertake the direct settlement of military and administrative questions concerning F.N.G.B. which are in course of liquidation.

4. Messages originated by, or addressed to F.N.G.B. should bear the address of M.N.G.B., the words "from F.N.G.B." or "to F.N.G.B." being included in the text.

(A.F.O. 5481/42 is cancelled.)

*3581.—Cessation of Hostilities with Germany—Congratulatory Message

(M. 1331/45.—5 Jul. 1945.)

With reference to A.F.O. 2651/45 and 2665/45, the following message has been received by the First Sea Lord from the Mayor of the City of Westminster :—

"At the first meeting of the Westminster City Council held after the announcement by His Majesty's Government of Victory in Europe, the Council, after approving a loyal message to His Majesty the King, expressed the unanimous desire to convey their congratulations on this historic event to the Royal Navy, His Majesty's Army and the Royal Air Force.

I was accordingly asked, on behalf of the Aldermen, Councillors and Citizens of Westminster, to express to you their great admiration for the outstanding services which you and the officers and other ranks serving under you have rendered to the Nation, resulting in the unconditional surrender of Germany and the liberation of the enslaved countries of Europe."

The First Sea Lord has replied :—

"On behalf of the officers and men of the Royal Navy I should like to express to the Aldermen, Councillors and citizens of Westminster the pleasure which their message of congratulation will give to everyone in the Navy.

"It is a source of particular pride and gratification to the Board of Admiralty that the citizens of Westminster should thus express their appreciation of the efforts of the Royal Navy."

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

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

3582.—Air Branch—Cessation of Fleet Entries for Pilot or Observer Training

(C.W. 33618/45.—5 Jul. 1945.)

In view of the length of training involved, no further recommendations of ratings for pilot or observer training are to be made. Any rating already in possession of a Form C.W.1(T) may be allowed to proceed to interview, provided he has not previously appeared unsuccessfully before the Air Selection Board.

(A.F.O. 2397/45 is cancelled.)

3583.—Transfers from the Army—Special Pay Arrangements

(N. 3880/45.—5 Jul. 1945.)

The increases of substantive pay authorized by A.F.O. 3263/44 constitute an increment of pay within the meaning of paragraph 9 of A.F.O. 685/44 and should absorb, to the extent of the increase, any difference of pay being paid to transferees from the Army to make up the Army "mark time" rate.

2. The accounts of men in receipt of "mark time" rates of pay are to be examined and any adjustments found to be necessary consequent upon this ruling are to be made with effect from 26th May, 1945.

(A.G.Ms. 811A of 26 May and 821A of 29 May, 1945, are cancelled.)

(A.F.Os. 685/44 and 3263/44.)

3584.—Combined Operations—Pay, Drafting and Record Organization—Functions of H.M.S. "Copra"

(E.F.O./C.O.P. 7055/45.—5 Jul. 1945.)

A.F.O. 3442/45 is to be amended as follows :—

Reference at end of Order. For "A.F.O. 1655 is cancelled"

Read "A.F.O. 1655/45 is cancelled."

(A.F.O. 3442/45.)

3585.—V/S.1 and W/T.1 Rates—Payment of Difference of Pay

(N. 14505/45.—5 Jul. 1945.)

With reference to the complement amendments promulgated in A.F.O. 1015/45, payment for the acting non-substantive ratings of V/S.1 or W/T.1 to ratings eligible under the conditions of K.R. & A.I. Article 1591, clause 5 (b) (see K.R. 3/44), may be made retrospectively with effect from 1st August, 1944.

(V.A., 1st C.S., No. 404/772, 21 May, 1945.)

(K.R. & A.I., Article 1591 (K.R. 3/44.)

(A.F.O. 1015/45.)

3586.—Domestic Staffs (Naval, W.R.N.S. and Civilian)—Scales*Naval Shore Establishments*

(N. 5269/45.—5 Jul. 1945.)

The following scale of Mess Stewards is to be substituted for that shown in paragraph 3 (A) (i) of A.F.O. 255/45 :—

No. of Officers	C.P.O.	P.O.	Ldg.	Other
1-2 ...	—	—	—	—
3-8 ...	—	—	1	—
9-16... ..	—	1	—	1
17-25... ..	—	1	1	1
26-36... ..	—	1	1	2
37-48... ..	—	1	1	3
49-60... ..	—	1	2	3
61-72... ..	1	—	2	4
Above 72 ...	1	1	2	4

(A.F.O. 255/45.)

3587.—Complement of Writer Ratings*Capital Ships and Cruisers*

(N. 8549/45.—5 Jul. 1945.)

The following alterations to the authorized complements of certain capital ships and cruisers have been approved, and the schemes of complement of ships concerned are to be amended accordingly :—

- (i) *Capital ships whose authorized complement allows 1 Chief Petty Officer Writer, 3 Leading Writers and 1 Writer.*
Add :—1 Writer.
Reduce :—1 Able Seaman or Ordinary Seaman.
- (ii) *Cruisers whose authorized complement allows 1 Petty Officer Writer and 2 Writers.*
Add :—1 Leading Writer.
Reduce :—1 Able Seaman or Ordinary Seaman.
- (iii) *Cruisers whose authorized complement allows 1 Petty Officer Writer and 1 Writer.*
Add :—1 Writer.
Reduce :—1 Able Seaman or Ordinary Seaman.

2. Further, in cruisers whose authorized complement (as amended above) allows one Petty Officer Writer, one Leading Writer and two Writers, "one additional Writer will be allowed when the total numbers borne for pay exceed 850".

3. Similarly, in cruisers whose authorized complement (as amended above) allows one Petty Officer Writer and two Writers, "one additional Writer will be allowed when the total numbers borne for pay exceed 600". This is not applicable to cruisers of "C" and "D" classes.

4. A note, quoting the scale in paragraph 2 or 3 as appropriate, is to be inserted in the schemes of complement of cruisers.

(A.F.O. 2984/45 is cancelled.)

3588.—Long and Short Compass Courses for Officers—Air Branch

(C.W. 5689/45.—5 Jul. 1945.)

In order to raise the general standard of knowledge of compasses used in Naval aircraft and of methods of swinging and adjustment, two compass courses have been instituted, a long course and a short course.

2. The long course of eight weeks duration is designed to give officers a thorough knowledge, both theoretical and practical, of aircraft compasses and to equip them to be able to act as instructors and advisers in the Air Branch.

3. It is the intention that at each Observer School, T.B.R., N.O.T.U., the Fighter School, and in each operational theatre, there shall be at least one officer who has done this course to act as instructor and adviser on this subject in addition to his normal duties.

4. Long compass courses will be arranged periodically depending on requirements.

5. The selection of officers for the long compass course is made by the Admiralty, but consideration will now be given to officers who wish to volunteer for the course. The names of such officers, if recommended, should be forwarded by signal to the Admiralty, repeated to the Administrative Authority.

6. The short compass course of two weeks duration is planned to give officers sufficient knowledge of the various compasses in use to enable them to understand their characteristics and to correct them properly.

7. It is intended that where practicable at least one officer in each squadron should undergo this course, which is open to Fighter Pilots and Observers.

8. The dates of the next four short courses are as follows :—

Course.	Starts	Ends
No. 11	9th July, 1945	21st July, 1945
No. 12	24th September, 1945	6th October, 1945.
No. 13	5th November, 1945	17th November, 1945.
No. 14	10th December, 1945	22nd December, 1945.

9. Both the long and the short compass courses are held at the Admiralty Compass Observatory, Slough, and commence at 0900 on Mondays.

10. Applications for the short course referred to in paragraph 8 above are to be forwarded by signal to the Admiralty, repeated to the Administrative Authority, to reach the Admiralty not later than two weeks before the desired course. Applications should state whether accommodation is required at Slough.

(A.F.O. 772/45 is cancelled.)

***3589.—Educational Awards for the Children of Members of the Forces at Schools in Great Britain**

(P.M. 1907/45.—5 Jul. 1945.)

Enquiries are often made whether any secondary schools either offer any awards solely or primarily for the children of members of the Forces or give special consideration to such children in the matter of reduction of fees. This Admiralty Fleet Order sets out such information as is in the possession of the Admiralty on the subject; it does not claim to be a complete list of schools which offer such awards. Moreover, it is understood that a number of schools are starting war memorial funds, and that as a result of these, further awards will be offered shortly. It is expected that most of these awards will not be affected by the Education Act, 1944, but, in cases of doubt, inquiries should be made of the headmaster or headmistress of the individual schools.

2. In addition to the schools included in the list, a large number of preparatory schools belonging to the Incorporated Association of Preparatory Schools are known to be prepared to offer such awards. A full list of schools in the Association is in the preparatory schools section of the Public and Preparatory Schools Year Book (The Year Book Press, 31, Museum Street, W.C.1).

3. A certain number of scholarships of not exceeding £20 a year for day boys or £40 a year for boarders are awarded to sons of Naval and Marine officers of not less than Ward-room rank by the Royal Naval Scholarship Fund, 422, Strand, W.C.2.

4. Any further enquiries about the schools mentioned in this list should be made to the headmaster or headmistress of the schools concerned.

5. The Admiralty would be very glad to be informed of any additions or amendments to this list which persons interested may care to suggest.

Note.—The term Navy in this Admiralty Fleet Order normally includes the Royal Marines.

School		Approximate annual fees if no award is made	Value of awards annually	No. of awards annually	Whether parent may be officer or rating, O.R. or either	In which Service parent may have served	
A.—ENGLAND							
<i>London</i>							
Dulwich College, S.E.21	... (Boys)	Awards offered for sons of Old Boys killed in the war.					
Highgate School, N.6	... (Boys)	Day boys £45 Boarders £115	} Help considered for sons of Old Boys or other boys if already in the school whose fathers have died on Service.				
Latymer Upper School, King Street, W.6.	(Boys)	Special consideration given to sons of members or ex-members of the Forces.					
Mercers School, Holborn, E.C.1	(Boys)	£31 10s.	Special consideration for sons of Old Boys killed or wounded in any of the Services.				
Mill Hill School, N.W.7	... (Boys)	£160	£50	About 5	Either.	Any. Preference for Middlesex Regiment.	
University College School, Frog-nal, Hampstead, N.W.3.	(Boys)	Assistance given to sons of Old Boys who have been in the Services.					
<i>Bedfordshire</i>							
Bedford School	... (Boys)	£130 10s.	£75 £60	1 1	Either Either but must be Old Boy.	Any Any	
<i>Berkshire</i>							
Bradfield College, Berks.	... (Boys)	Awards exist for sons of Old Boys.					
King Alfred School, Wantage	... (Boys)	£84	£30	1 when vacant	Officers	Navy	
Radley College, Nr. Abingdon	(Boys)	£185	£80	2	Either	Army, Navy, R.A.F.	
And a further award available for the son of an R.A.F. officer.							
The Oratory School, Woodcote, Nr. Reading (R.C.).	(Boys)	£189	£40	5	Either	Army, Navy, R.A.F.	
Queen Anne's School, Caversham, Reading.	(Girls)	£120	£15	Not fixed	Officers	Army, Navy, R.A.F.	
Wellington College	... (Boys)	£137 for limited No. of officers' sons. £152 for boys in College. £187 for other boys.	} Reduced fees to £10 a year.		About 20 a year	Deceased officers	Army
Assistance given to sons of Old Boys who have been officers in the Army, Navy or R.A.F. and have been killed or seriously incapacitated.							
<i>Buckinghamshire</i>							
Stowe	... (Boys)	£195	£28 7s.	No limit	Officer	Army, Navy, R.A.F.	
Eton College, Windsor, Bucks.	... (Boys)	£245	£130	1 every 4 or 5 years	Officer	Navy	
Other awards exist for sons and grandsons of Old Boys.							
<i>Cambridgeshire</i>							
King's School, Ely	... (Boys)	£90	Not fixed	Not fixed	Either	Any	
The Leys School, Cambridge	... (Boys)	£150.	Special consideration given to sons of members of the Forces.				
<i>Derbyshire</i>							
Abbotsholme School, near Rocester, Uttoxeter.	(Boys)	£120-£180. Special consideration given to sons of members of the Forces.					
Repton School	... (Boys)	£167. Help given to sons of Old Reptonians who served in the Great or the present war.					
<i>Devon</i>							
Allhallows School, Rousdon	... (Boys)	£120	£36-£72	3	Regular officers	Any	
Exeter School	... (Boys)	£100 boarders £25 10s. day boys.	£25 10s.	1 when vacant	Officer	Preference given to Devons, West Surreys, R. Fusiliers and Regular Army officers; and to natives of Devon.	
Kelly College, Tavistock	... (Boys)	£138	Not fixed	Not fixed	Officer, but one award open to O.R.	Navy	
Royal United Service Orphan Home for Girls, Devonport.	(Girls)	No fees. For orphan daughters of soldiers, sailors or airmen.					
<i>Dorset</i>							
Bryanston School, Blandford	... (Boys)	£165 12s.	£15	30	Either	Army, Navy, R.A.F.	
Canford School, Wimborne	... (Boys)	£170	£30 £170)	Not fixed 1 when vacant	Either	Any	
Either if killed in this war.							
Clayesmore School, Iwerme Minster, Blandford.	(Boys)	£157 10s.	Up to £73 10s.	About 10	Either	Any	
Sherborne	... (Boys)	£165	£40	2	Regular officer	Army, Navy, R.A.F.	

School	Approximate annual fees if no award is made	Value of awards annually	No. of awards annually	Whether parent may be officer, rating or O.R. or either	In which Service parent may have served
<i>Durham</i>					
Durham School (Boys)	Special consideration	given to sons of members of Durham Light Infantry.			
Stockton-on-Tees Grammar School. (Boys)	£13 10s. and books	£13 10s. and books	1 when vacant	Either	Preference for Navy
<i>Essex</i>					
Bancroft's School, Woodford ... (Boys)	Special consideration	given to sons of members of the Forces.			
Felsted School (Boys)	£150	£40-£100	1	Either	R.A.F., R.A.F.
		£10-£30	3	Either	R.A.F.
Special conditions given to sons of members of the Forces.					
<i>Gloucestershire</i>					
Cheltenham College (Boys)	£159	£50	1	Officer	R.A.M.C.
		£12	Not fixed	Officer	Any
		Not fixed	Not fixed	Officer	R.E. or R.A.
Cheltenham Ladies' College ... (Girls)	Up to £162 Boarders } Special consideration given to daughters of officers, 1 scholarship for daughter	£60 Day Girls }			
Dean Close Memorial School, Cheltenham. (Boys)	£136 Senior School	£25	Statutory Allowance	Rank up to Captain Lieutenant Flt./Lieut.	Army Navy R.A.F.
		£15	Statutory Allowance	Rank above Captain Lieutenant Flt./Lieut.	Army Navy R.A.F.
	£120 Junior School	£15	Statutory Allowance	Rank up to Captain Lieutenant Flt./Lieut.	Army Navy R.A.F.
		£9	Statutory Allowance	Rank above Captain Lieutenant Flt./Lieut.	Army Navy R.A.F.
Clifton College (Bristol) (Boys)	£159 Boarders, £69 Day Boys	£60	1 when vacant	O.R.	Army, Navy, R.A.F.
		£60	1 when vacant	Officer	Any. Preference for Gloucestershire or Somerset Regiment.
		£20	1 when vacant	Fallen officer	Any
		Not fixed	1 when vacant	Officer	Army, Navy
		£25-100	1 when vacant	Officer	Army, Navy

Queen Elizabeth's Hospital, Bristol. (Boys)	£18	Not fixed	Not fixed	Either	Any
Westonbirt, Tetbury, Gloucester (Girls)	£190.	Special consideration given to daughters of members of the forces.			

Hampshire

St. Swithun's School, Winchester (Girls)	Bursary of £7 10s. a year offered to children of Naval parentage.				
Winchester College (Boys)	£210. Special concessions can be made for sons of persons killed or disabled by enemy action, and of members of the R.A.F.				

Hertfordshire

Aldenham School (Boys)	Assistance for sons of Old Boys killed or wounded in the war.				
Haileybury and Imperial Service College. (Boys)	£170	£30-£40	4	Either	Army, Navy, R.A.F.
Princess Helena College, Temple Dinsley, Nr. Hitchin. (Girls)	£150	£90	Not fixed	Deceased officers	Army, Navy, R.A.F.
Queen Elizabeth's Grammar School, Barnet. (Boys)	Special consideration given to sons of members of H.M. Forces.	£30	Not fixed	Officers	Army, Navy, R.A.F.
Queenswood, Hatfield, Herts. ... (Girls)	£157 10s. in main school. £141 15s. in prep. school.	£15	Not fixed	Either	Any
Reeds School, Watford (Boys and Girls)	Free education provided for children of members of H.M. Forces who have lost their lives through the war.				
St. Margaret's School, Bushey (Girls)	£150	£10-£20	3	Officer	Army, Navy, R.A.F.
The High School, St. Albans ... (Girls)	Special consideration given to children of members of H.M. Forces.				

Kent

Dover College (Boys)	£135	£21	Not fixed	Regular officer or deceased officers or O.R. killed in this war.	Navy, Army, R.A.F.
Duke of York's Royal Military School, Dover. (Boys)	No fees. Boys must be sons of members of the Regular Army who have had service in the ranks. Preference given to orphans.				
Hurstpierpoint College (Boys)	£120	£25	5	Either	Any
			1	Either	Merchant Navy

School	Approximate annual fees if no award is made	Value of awards annually <i>Kent—contd.</i>	No. of awards annually	Whether parent may be officer, rating or O.R. or either	In which Service parent may have served
Kent College, Pembury ... (Girls)	£105 boarders £31 10s. day girls	10% reduction	Not fixed	Either	Any
St. Stephen's College, Folkestone (Girls)	£130-£156	£25	3	Officer	Regular Army
Sevenoaks School ... (Boys)	£104 5s.	Special consideration given to sons of members of H.M. Forces, particularly to sons of officers killed in the war.			
Tonbridge School ... (Boys)	—	£50	Not fixed	Either if killed, captured or incapacitated in war and if connected with Kent or City of London.	Any
<i>Lancashire</i>					
Brentwood, Southport ... (Girls)	£126	£50	1	Officer	Navy, Merchant Navy, Army, R.A.F.
		£40	1	Officer	
		£30	1	Officer	
Hulme Grammar School for Boys, Oldham. (Boys)	£12 12s.-£18 18s.	Special terms for daughters of C. of E. Chaplains. Special consideration given to sons of members of H.M. Forces.			
Liverpool College ... (Boys)	£135 (senior) £125 (junior) £52 (senior) £45 10s. (junior)	£10-£15	2	Either if Old Boy, otherwise officer.	Arm. Navy, R.A.F.
Rivington Blackrod Grammar School, Rivington. (Boys)	£9 9s.	£9 9s.	1	Either	Any
Rossal School, Fleetwood ...	£145	£19	To all sons of all fathers serving.	Either	Army, Navy, R.A.F.
Stoneyhurst College, Whalley, via Blackburn (R.C.). (Boys)	£150 £126 (Prep. school)	Reduction of 20%	not fixed.	Either	Any
<i>Middlesex</i>					
St. Helen's School for Girls, Northwood. (Girls)	£150 £129 if under 13	£50 £39	2	Officer	Navy
<i>Monmouth</i>					
Monmouth ... (Boys)	£110	£15-£25	2	Either	Any
Newport High School for Boys	Special consideration for sons of Old Boys who have served in war.				
<i>Northamptonshire</i>					
Oundle School ... (Boys)	£200-£210	£50	1	Officer	Navy
St. Lawrence College, Courteenhall, Northampton. (Boys)	£135 seniors £115 juniors	Special consideration given to sons of members of H.M. forces.			
Wellingborough School ... (Boys)	£120	£15	1 or 2	Either	Any
<i>Northumberland</i>					
Newcastle-upon-Tyne Church High School, Tankerville Terrace, Newcastle, 2. (Girls)	£18-£36	£7 10s.	Not fixed	Either if below rank of Major or equivalent rank.	Any
<i>Nottinghamshire</i>					
The Beckett School, West Bridgeford, Nottingham. (R.C.) (Boys)	£15 15s.	£12 12s.	1	Either	Any except women's Services.
Trent College, Long Eaton, Nottingham. (Boys)	£150	£10 10s. £150	Not fixed Not fixed	Regular Officers Either if killed in present war.	Army, Navy, R.A.F. R.A.F.
Worksop College ... (Boys)	£150	£30	Not fixed	Either	Any
<i>Oxfordshire</i>					
St. Edwards' School, Oxford ... (Boys)	£151 15s.	£25	Not fixed	Regular Officer	Army, Navy, R.A.F.
<i>Rutlandshire</i>					
Uppingham School ... (Boys)	£186	£36	1 when vacant	Officer	Army, preferably Gurkha Regiment or Indian Army generally.
		£57	1 when vacant	Officer	Army, Navy
<i>Shropshire</i>					
Lancing College, Moor Park, Ludlow. (Boys)	£150	£50	2	Officer	Navy (including Marines and W.R.N.S.).
Shrewsbury School ... (Boys)	£210	£125	1 when vacant	Officer	Army, Oxf. and Bucks Lt. Inf.
Wriken College, Wellington ... (Boys)	£157 10s.	Up to £30	Not fixed	Either	Any

School	Approximate annual fees if no award is made	Value of awards annually	No. of awards annually	Whether parent may be officer, rating or O.R. or either	In which Service parent may have served
<i>Somerset</i>					
Chard School (Boys)	£90	£15	Not fixed	Either	Any
Crewkerne School (Boys)	£84 18s. 6d.	Not fixed	1	Officer	Any
King's College, Taunton	£132	£15	Not fixed	Either	Any
Monkton Coombe School, near Bath. (Boys)	£135	£15	Not fixed	Officer	Army, Navy, R.A.F.
Queen's College, Taunton ... (Boys)	£110	£10	Not fixed	Serving Officers or W.O.	Any, except Womens Services.
		£30	3, to boys under 12½ on June 1st.	Either	Any, except womens Services.
Royal School for Daughters of Officers of the Regular Army, Bath. (Girls)	£90 to £150 and some at £20	£20 £25	15 1	Regular officers Regular officers	Army Army
St. Katherine's, Heatherton Park, Taunton. (Girls)	£100 boarders £18 18s.-£31 10s. day girls.	£75 (Boarders only).	Not fixed	Usually officer	Any
Wells Cathedral School (Boys)	£90	£15	3-5	Either	Any

Staffordshire

Brewood Grammar School, Stafford. (Boys)	Special consideration given to sons of members of the Forces.				
Cotton College (Boys)	£105	£15 or more	Not fixed	Either	Any
Denstone College, Uttoxeter ... (Boys)	£150	£50	5	Either	Any
Queen Mary's High School, Walsall. (Girls)	£24 (juniors) £15 15s. (seniors)	} Special consideration given to daughters of members of the Forces.			
Royal Wolverhampton School ... (Boys and Girls)	Special terms for fatherless children of members of the Forces.				

Suffolk

Culford School, Bury St. Edmunds. (Boys)	£130 boys over 12 £115 boys under 12	Not fixed	Not fixed	Either	Any
Felixstowe College for Girls ... (Girls)	£141 15s. seniors £122 17s. juniors	£10 10s.	Not fixed	Either	Any

Framlingham College (Boys)	£105	£12	Not fixed	Either	Any
Woodbridge School (Boys)	£90	£12	Not fixed	Either	Any

Surrey

Charterhouse School, Godalming (Boys)	£180	£50	1 when vacant	Either	Army. Preference for Black Watch or Highland Regiment.
Cranleigh School (Boys)	£150 seniors £130 juniors	£20 or more	About 4	Officer	Army, Navy, R.A.F.
King Edward's School, Witley ... (Boys)	No fees charged for boys one of whose parents is dead or disabled.				
Royal School for Naval or Marine Officers' Daughters, Farnham Lane, Haslemere. (Girls)	£150	Not fixed	About 12	Officer of or above wardroom rank.	Navy (including Royal Marines and W.R.N.S.).
Russell Hill School, Purley ... (Boys)	} No fees charged for children whose parent has been employed as a "warehouseman, clerk or draper" and has been killed through enemy action.				
Russell School, Ballards, Addington, Croydon. (Girls)					
St. John's School Leatherhead ... (Boys)	£126	£30 or more	Not fixed	Either	Any
Epsom College (Boys)	Preference given to sons of servicemen.				
Brigade of Guards Boarding School for Girls, Beechanger Court, Caterham. (Girls)	From £17 for daughters of men who have had service in the ranks of the Guards.				

Sussex

Brighton College (Boys)	£141 7s. 6d. Boarders £64 7s. 6d. Day boys.	£30-£65	About 6 and 1 for Junior School	Officer	Army
	2 boys a year received on nomination of Association of Retired Naval Officers; fees reduced for limited number of sons of Naval or Military officers.				
Christ's Hospital, Horsham, Sussex. (Boys and Girls)	No fees unless parent or guardian able to pay. Special chances of entry for sons of officers in Navy (including Marines) and orphan daughters of Army or Navy officers.				
Eastbourne College (Boys)	£160	£33	6	Officer	Any
Roedean, Brighton (Girls)	£189 (Upper school) £165 (Junior school)	£84	2-3	Officer	Army, Navy, R.A.F.
St. Michael's, Bognor Regis ... (Girls)	Special consideration for daughters of members of the forces.				

School	Approximate annual fees if no award is made	Value of awards annually	No. of awards annually	Whether parent may be officer or rating, O.R. or either	In which Service parent may have served
Rugby School (Boys)	Total expenses about £245 In certain circumstances preference given to sons of officers in making these awards.	Various	Not fixed	Either, but mainly Officers.	Any, but mainly Army or Navy.
<i>Warwickshire</i>					
Kendal High School (Girls)	Special consideration given to daughters of members of the forces.				
<i>Westmorland</i>					
Bishop Wordsworth's School, Salisbury. (Boys)	Special consideration for sons of soldiers.				
<i>Wiltshire</i>					
Marlborough College (Boys)	£155-£185	£75	1 when vacant	Officer	Combatant Branch of Regular Army.
		£30	2 when vacant	Old Marlburian Officer	Regular Army, Navy R.A.F.
		£100	1 when vacant	Officer	Wilts. Regiment
		£105	1 when vacant	Officer	R.A.
		£70	1 when vacant	Either	Army, Navy
		£50	1 a year	Officer	R.A.F.
<i>Worcestershire</i>					
Bromsgrove School (Boys)	£146	Not fixed	Not fixed	Either	Any
King's School, Worcester (Boys)	£100	£15	4	Either	Any
Malvern College (Boys)	In deciding certain awards preference given to sons of officers especially of East Kent Regiment or Somerset Light Infantry.				
Worcester Royal Grammar School (Boys)	£80 boarders. Special consideration for sons of Service men.				
<i>Yorkshire</i>					
Ampleforth College, Yorks. (R.C.) (Boys)	£173 5s.	£30	Not fixed	Either	Any
Harrogate College (Girls)	£110-£170	£31 10s.	Not fixed	Either	Any
Leeds Grammar School (Boys)	Two awards a year of full fees to sons of members of the Forces.				
Mount St. Mary's College, Spink Hill, Sheffield (R.C.) (Boys)	Special consideration given to sons of members of the Forces.				

Rishworth School, Ripondon, Nr. Halifax. (Boys)	£90. Special consideration given to sons of members of the Forces if resident in Halifax.				
St. Peter's School, Yorks. ... (Boys)	Special consideration given to sons of members of the Forces.				
Sedbergh School (Boys)	£180	£40-£75	1 when vacant 1 when vacant 1 when vacant	Either Officer Either if Old Boy	Any Army, Navy Any
	Fund for sons of persons who have suffered through the war.				

B.—SCOTLAND

Edinburgh Academy (Boys)	£15 15s.-£47 5s., day boys £93 0s.-£99 0s., boarders + school fees Special consideration given to sons of members of the Forces after admission to the school.				
Fettes College, Edinburgh ... (Boys)	£178	£70	3 when vacant	Officer	Any
Trinity College, Glenalmond ... (Boys)	£168. Special consideration for sons of members of Army or Navy.				
Merchant Company Schools, Edinburgh. (Boys and Girls)	Special consideration for children of members of the Forces.				
St. Margaret's School for Girls, Aberdeen. (Girls)	£15-£35 + £85 for boarders.	15% reduction	2 if vacancies	Either	Any

C.—WALES

Grove Park School, Wrexham ... (Boys)	£7 7s.	£7 7s.	1	Either	4th Bn. Royal Welsh Fusiliers.
Wentworth School, Llantysilio Hall, Llangollen. (Girls)	£135 9s.-£148 1s.	10 per cent. reduction for daughters of members of the Forces.			
Ystrad Meuring Grammar School, Cardiganshire. (Boys)	£65	£10	20	Either	Any except Women's Services.

D.—NAUTICAL TRAINING

Scholarships for sons of Merchant Navy Officers

1. *Drewry Scholarship Fund*.—A sum of £10,000 has been given by Mr. H. P. Drewry, a British Merchant Shipbroker, to provide scholarships for potential Merchant Navy Deck Officers at the Nautical School, Pangbourne; H.M.S. "Worcester"; H.M.S. "Conway"; the Training Ship "Mercury" and the Navigation School of the University of Southampton. One scholarship a year will be offered at each of these five schools and each scholarship will be tenable for the normal period of the course of the school to which it is allocated. Candidates for these scholarships must be the sons of Merchant Navy or Royal Naval Reserve officers, and will be considered in the following order of preference.

- (i) Sons of officers who have been killed by enemy action during the war;
- (ii) Sons of officers who have been seriously disabled during the war by enemy action;
- (iii) Sons of officers who have died during the war while still in service, although not as a result of enemy action.

Candidates will be selected at such an age that when they have completed their school career they will be ready to go to sea. Applications for scholarships should be made to the principals of the above schools.

2. The Merchant Navy Fund, South Africa, has given the King George's Fund for Sailors, a sum of money to endow three scholarships each of £100 a year for potential Merchant Navy officers, which will be known as Merchant Navy Fund South Africa Scholarships.

The Scholarships will be available as follows:—

- (i) One at the Nautical School, Pangbourne, for three years. (Age on application, 14–15.)
- (ii) One at H.M.S. "Worcester" for two years. (Age on application, 15–16.)
- (iii) One at H.M.S. "Conway" for two years. (Age on application, 15–16.)

Candidates must be sons of officers or ex-officers of the Merchant Navy and will be considered in the following order of preference:—

- (i) Sons of officers killed as a result of hostilities in the present war, or who may have died as a result of such hostilities;
- (ii) Sons of officers who have been seriously disabled by enemy action in the present war;
- (iii) Sons of officers who have died during the war while still serving, though not as a result of enemy action;
- (iv) Sons of officers or ex-officers of the Merchant Navy.

The scholarships will not be competitive. The candidates will be selected subject to their eligibility in accordance with the conditions of the training establishments concerned, by the Elder Brethren of the Trinity House, London, to whom application should be made.

The scholarships will commence with the January term and application should be made before the 31st August preceding.

3. *Royal Naval College, Dartmouth*.—The annual fees are £150. Extras amount to about £40.

Scholarships.—The Admiralty offer 20 scholarships each term, ten to boys from grant-aided schools, and up to ten to boys from other schools. One additional scholarship is offered each term to the son of a Naval rating or ex-rating.

The scholarships are awarded in order of merit determined by places obtained in the Entrance Examination, subject only to the candidate satisfying an Interview Committee and the Medical Board that he is likely to develop into a satisfactory Naval officer. In the selection no regard is paid to the status or financial position of the parents.

If the "net" income of the parent falls below £300 a year the parent is relieved of every form of expense for the cadet while at the College, covering the whole cost of training, maintenance, uniform and clothing, travelling expenses to and from the College, medical and dental treatment at the College and all incidental expenses. Other parents of winners of scholarships, depending on their incomes, pay an all-in fee towards all the above items, varying from a minimum of £1 a term to a maximum of £65 a term.

King's Cadetships.—King's Cadetships are awarded to the sons of any officer or man of the Royal Navy or Royal Marines whose death is attributable to war service, and under similar conditions, to the sons of officers of the Army and R.A.F.

A King's Cadet is allowed the financial privileges attaching to a scholarship.

Other forms of financial assistance.—The Admiralty allow payment of reduced fees on behalf of any Cadet if the financial circumstances of his parents justify them.

Financial assistance in the form of annual grants may also be given from the following funds:—

"The Gordon Thursby Campbell Exhibition", to sons of Naval officers.

"The Charles Meyrick Hicks Exhibition", to sons of Clergymen of the Established Church of England.

Awards of up to £60 a year may also be made from the Argyll Naval Fund to the sons of Highland gentlemen.

E.—*Royal Hospital School, Holbrook, Suffolk*

Admission is restricted to the sons of men who have served in the Royal Navy, Royal Marines or Mercantile Marine. Boys are admitted at the age of 11 or 13, preferably at the earlier age when they are leaving their primary school. Application for admission may be made at the age of 9. All candidates are required to pass an educational and medical examination before acceptance. Fees ranging from £3 to £6 a term are normally payable, according to the means of the parents; but in the case of boys who are fatherless, no fees whatever are charged. Application forms and further information may be obtained from the Director of Greenwich Hospital, 14, Buckingham Gate, London, S.W.1.

(A.F.O. 960/40 is cancelled.)

3590.—*Royal Naval Air Units—Current Scales of Manning—Amendment*

(N./A.O.D. 125/45.—5 Jul. 1945.)

The following amendments are to be made to A.F.O. 2685/45:—

Add to Note IV (a):—

"For Barracuda squadrons equipped with 'scanners', add 1 Air Artificer (L) and reduce 1 Ldg. or Air Fitter (L)".

Add to Note IV (b):—

"For Swordfish squadrons equipped with 'scanners', add 1 Air Artificer (L)".

(A.F.O. 2685/45.)

3591.—*Manpower—Re-allocation—Amendments to A.F.Os. Consequent on Issue of B.R. 1281—"Release Instructions"*

(C.W. 40623/45.—5 Jul. 1945.)

A.F.O. 1966/45. For "A.F.O. 1140/45" read "B.R. 1281 (1)".

A.F.O. 2407a/45, paragraph 1. For "A.F.O. 1140/45" read "B.R. 1281 (1)".

A.F.O. 2834/45, paragraph 1. Delete "A.F.O. 1808/45, paragraphs 172–174 are superseded by this Order".

A.F.O. 2870/45, paragraph 16. For "A.F.O. 2545/45" and "A.F.O. 2652/45" read "B.R. 1281 (1)".

A.F.O. 2874/45, paragraph 20 (X). For "A.F.O. 2223/45" read "B.R. 1281 (1)".

A.F.O. 2874/45, paragraph 22. For "A.F.O. 2545/45" and "A.F.O. 2652/45" read "B.R. 1281 (1)".

A.F.O. 3118/45, paragraph (i). For "A.F.O. 2661/45" read "B.R. 1281 (1)".

A.F.O. 3118/45, paragraphs (ii) and (iii). For "A.F.O. 1808/45" read "B.R. 1281 (1)".

A.F.O. 3119/45, paragraphs 1, 4 and 6. For "A.F.O. 2835/45" read "B.R. 1281 (1)".

A.F.O. 3122/45, paragraphs 1, 12 and 13. For "A.F.O. 2835/45" read "B.R. 1281 (1)".

3592.—Burning and Welding Operations on Tanks, Buoys and Compartments which may contain Combustible Gases or Materials—Precautions

(L. 17375/44.—5 Jul. 1945.)

Attention is drawn to A.F.O. 3713/45 in Section 6 of this issue.

3593.—Manpower—Re-allocation—Civil Servants—Volunteering for Further Service—REPORTS

(C.W. 1004/45.—5 Jul. 1945.)

Any permanent Civil Servant who wishes to volunteer to continue to serve in the Royal Navy or the Royal Marines after his turn for release in Class A arrives should state when making his application that he is a permanent Civil Servant, giving the name of the department to which he belongs and his position in that department. All such cases are to be reported to the Admiralty (by signal if abroad) stating any non-substantive rating held and whether retention is recommended in order that there may be consultation with the civil employing department to determine, in the light of the individual's special value in the naval service and in his civilian capacity respectively, whether he should be accepted as a further volunteer or not. If it is decided that the individual must return to civil duty he will not be accepted as a volunteer for further service but will be released in his turn or as soon after as possible.

2. Civil servants who are allowed to remain in the Navy as volunteers for further service will continue to be eligible for balance of civil pay under the standing rules and will have their reinstatement rights preserved until they are finally released on general demobilisation.

3. Civil servants who have applied in accordance with the above arrangements to volunteer for further service may be retained in their ships and establishments while their case is under consideration at the Admiralty.

***3594.—Honours and Awards—"London Gazette" Supplement of the 26th June, 1945**

(H. & A.—5 Jul. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,
St. James's Palace, S.W.1.
26th June, 1945.

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 British Empire

Acting Temporary Lieutenant (Sp.) William Douglas Hatton, R.N.V.R. (Rugby),
for gallantry, skill and devotion to duty in disposing of damaged ammunition in the magazines of one of H.M. Ships after she had been torpedoed.

Temporary Lieutenant (Special) Francis Nankivell, R.A.N.V.R.,
for courage, skill and undaunted devotion to duty in exceptionally hazardous operations.

Temporary Lieutenant (E) Joseph James Wilson, R.N.R. (Gidea Park, Essex),
Temporary Surgeon Lieutenant Albert Kenneth Mighton, R.Q.N.V.R. (Ontario).

for bravery, determination and great devotion to duty, whilst serving in H.M.S. "Affleck", when an explosion caused the whole of the ship to be penetrated by chlorosulphonic acid fumes. In spite of the appalling conditions the casualties were properly tended and the ship brought back to safety.

Temporary Engineer Lieutenant Maurice Corrigan, R.A.N.R.(S),
for gallantry, devotion to duty and good leadership whilst serving in H.M.A.S. "Gascoyne", in helping to control serious fires that broke out in another vessel.

Mr. Ernest Percival Shilson, Warrant Shipwright, R.N. (Saltash),
for skill, initiative and zeal, whilst serving in H.M.S. "Valiant".

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

Temporary Acting Lieutenant-Commander James Kerr Woodrow, G.M., R.N.V.R. (Bridge O'Veir),

for gallantry, skill and inspiring devotion to duty in disposing of damaged ammunition in the magazines of one of H.M. Ships after she had been torpedoed. Lieutenant-Commander Woodrow handled the first batch of damaged ammunition by himself in order to give confidence to his party.

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

Leading Stoker Jack Heap, P/KX.88209 (Glasgow),
Stoker First Class Alexander Morrow Bell, P/KX.119070 (Glasgow),
Stoker First Class Alexander Black Hardie, C/KX.114850 (Kilsyth),
Stoker First Class Tom Nixon, P/KX.135029 (Newcastle),

for gallantry, skill and devotion to duty in disposing of damaged and crushed ammunition in the magazines of one of H.M. Ships after she had been torpedoed.

Able Seaman Reginald Frank Peel, 15187, R.A.N.R.,
for courage, skill and undaunted devotion to duty in hazardous operations.

Chief Stoker Robert John Corpes, P/KX.66954 (Blackpool),
Electrical Artificer Third Class Bertram John Humphrey, P/MX.78684,
Stoker Petty Officer Sydney Pearce, P/KX.83755 (Rustington, Sussex),

for bravery, determination and great devotion to duty, whilst serving in H.M.S. "Affleck", when an explosion caused the whole of the ship to be penetrated by chlorosulphonic acid fumes. In spite of the appalling conditions the ship was brought back to safety.

Chief Stoker Alfred Wrench, 17718,
for gallantry, devotion to duty and good leadership, whilst serving in H.M.A.S. "Gascoyne", in helping to control serious fires in another vessel.

Chief Petty Officer Charles Graham Norton Anscomb, D.S.M., C/J.107352,
for bravery, resolution and great devotion to duty.

Chief Shipwright John William Boyden, P/M.38660 (Portsmouth),
for skill, initiative and fine leadership whilst serving in H.M.S. "Valiant".

Lance Bombardier Leslie Horace Davis, 5119904, Third Regiment, Maritime Royal Artillery,

for gallantry, steadfastness and devotion to duty in the rescue of survivors and recovering the bodies of the dead following the torpedoing of his ship

ADMIRALTY,
Whitehall,
26th June, 1945.

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

For outstanding skill, courage and devotion to duty in hazardous mine-sweeping operations in the ports of Northern France after the invasion :

Bar to the Distinguished Service Cross

Temporary Lieutenant James Owen Thomas, D.S.C., R.N.V.R. (Daventry).

The Distinguished Service Cross

Temporary Lieutenant John Robertson Armstrong, R.N.V.R. (Wimbledon).

The Distinguished Service Medal

Petty Officer Motor Mechanic Archibald Cree, P/MX.99954 (Monkton, Ayrshire).
Telegraphist James McWilliam, D/JX.230486 (Methlick, Aberdeen).

Mention in Despatches

Temporary Lieutenant Allan Stanley Batham, R.N.V.R. (Wraysbury, Bucks).
Temporary Lieutenant Robin Montrose Messenger, R.N.Z.N.V.R. (Shortlands, Kent).
Temporary Sub-Lieutenant William John Baker, R.N.V.R. (East Molesey).
Temporary Sub-Lieutenant Ernest Charles Nunn, R.N.V.R. (Weymouth).
Temporary Acting Petty Officer George Walker Goodall, C/JX.313812 (Rutherglen, Lanarkshire).
Petty Officer Motor Mechanic Charles Frederick Sisson, P/MX.117039 (Bulwell, Notts).
Temporary Acting Leading Seaman John William Benns, C/JX.177939 (London, E.16).
Able Seaman Paul Collier, P/JX.426954 (Bexhill, Sussex).
Able Seaman Kenneth Henry Edwin Lavers, P/JX.275913 (Harrow).
Able Seaman John McGuinness, C/JX.299126 (Cambuslang, Nr. Glasgow).
Able Seaman Arthur John Prewitt, P/JX.389625 (Eastleigh, Hants).
Able Seaman Benjamin Williamson, P/JX.349103 (Melton Mowbray, Lincs).
Able Seaman Albert Wood, C/JX.367307 (Stalybridge, Cheshire).
Acting Able Seaman William Arthur Gostling, P/JX.326526 (Islington).
Acting Able Seaman Hugh McCusker, C/JX.227046 (Consett, Co. Durham).
Acting Able Seaman John Smith, P/JX.296243 (Aberdeen).
Ordinary Telegraphist Frank William Robert Carver, P/JX.361091 (Eastcote).

For bravery, resolution and good leadership, while serving in H.M.S. "Ekins", in successful attacks on the enemy :

Bar to the Distinguished Service Cross

Lieutenant Anthony Richard Taudevin, D.S.C., R.N.V.R.

For gallantry, skill and fine seamanship, whilst serving with Light Coastal Forces in successful attacks against enemy shipping off Pazzeno and Savona :

Bar to the Distinguished Service Cross

Temporary Lieutenant Charles James Jerram, D.S.C., R.N.V.R. (Romford, Essex).

The Distinguished Service Cross

Temporary Sub-Lieutenant Gordon Hooker Bullwinkle, R.N.V.R. (Beckenham).
Temporary Sub-Lieutenant John Ernest Harley Collins, M.B.E., R.N.V.R.

The Distinguished Service Medal

Able Seaman Ronald Stanley Ellis, P/JX.383831.

Mention in Despatches

Temporary Lieutenant Edward Henry Godfrey Lassen, D.S.C., R.N.Z.N.V.R.
Temporary Sub-Lieutenant Denis Wyndham Hudson, R.N.V.R. (Leeds 8, Yorks).
Temporary Leading Seaman Coxswain Edward Thomas Brookes, D/JX.255494.
Leading Seaman Leslie Frederick William Reeve, P/JX.325180 (Luton, Beds).
Able Seaman Albert Gore, D/JX.352273 (Dunstable).
Able Seaman Leslie Ronald Heritage, P/JX.391149.

For courage, determination and devotion to duty in a successful engagement with a force of E-boats :

The Distinguished Service Cross

Temporary Lieutenant Alexander Dunlop Foster, R.N.V.R. (Ditchling).

The Distinguished Service Medal

Temporary Acting Leading Stoker Stanley Dean, P/KX.104197 (Somercotes, Derby).

Able Seaman Frank Ibbotson, C/JX.352982 (Doncaster).
Able Seaman George Edward Ryves, P/JX.427120 (Southampton).

Mention in Despatches

Lieutenant William Gordon Smith, R.N.V.R.
Temporary Lieutenant Albert Thomas Joseph Harrington, R.N.V.R. (Gillingham).
Temporary Lieutenant (E) John Arthur Stothard, R.N.R.
Temporary Sub-Lieutenant Peter Rigby-Jones, R.N.V.R. (Droichead, Nua, Eire).
Petty Officer Motor Mechanic Thomas Clifford, P/MX.636809 (Mansfield).
Able Seaman Harry Arthur Brooker, J/X.234133.
Able Seaman William Shirley Derbyshire, D/JX.198054 (Chadwell Heath).
Able Seaman John Patrick Frith, P/JX.429829 (Staines).
Able Seaman Norman Heys, P/JX.421338 (Accrington).
Able Seaman George Wright Watson, P/JX.349158 (Cupar, Fife).
Telegraphist Richard Elwyn Granville, D/JX.610217 (Rhondia).
Sick Berth Attendant William George Patey, C/MX.111397.

For bravery, skill and undaunted devotion to duty in an offensive air sweep and hazardous reconnaissance operations in the Far East :

The Distinguished Service Cross

Temporary Sub-Lieutenant (A) Andrew Sachnovsky, R.N.V.R. (London).
Temporary Sub-Lieutenant (A) Roger Smith Foxley, R.N.Z.N.V.R. (Gisborne, N.Z.).
Temporary Sub-Lieutenant (A) James Stuart McNea, R.N.V.R. (Porth).

Mention in Despatches

Acting Lieutenant-Commander (A) James Falk Arnold, R.N. (Reading).
Lieutenant (A) James Hamilton Wilson, R.N.V.R. (Hove).
Temporary Lieutenant (A) Brian Arthur MacCaw, D.S.C., R.N.V.R. (Seaview, I.O.W.).
Chief Petty Officer Abram Dell, FAA/FX.76787 (Paisley, Scotland).
Temporary Chief Petty Officer (A) John Trevor Lloyd, FAA/FX.88942 (Llandudno).
Air Artificer Fourth Class William Charles Stanfield, FAA/SFX.1549 (Southampton).

For courage, daring and tenacity, whilst serving in H.M.S. "Searcher", in air strikes off the coast of Norway under very difficult weather conditions :

The Distinguished Service Cross

Acting Lieutenant-Commander Ronald Arthur Bird, R.N. (Largs, Ayrshire).
Temporary Acting Sub-Lieutenant (A) Alan Frederic Womack, R.N.V.R. (East Croydon).

Mention in Despatches

Temporary Sub-Lieutenant (A) John Anthony Pullin, R.N.V.R. (Oxhey, Herts).
Temporary Acting Leading Seaman Robert Stewart Paterson Bathgate, D/SSX.19913 (Aberdeen).

For courage, skill and undaunted devotion to duty in exceptionally hazardous operations :

Mention in Despatches

Temporary Lieutenant (Special) Harold Leon Billman, R.A.N.V.R. ✓

For gallantry, skill and devotion to duty in disposing of damaged ammunition in one of H.M. Ships after she had been torpedoed :

Mention in Despatches

Able Seaman Wilfrid Blunt, P/SSX.12890.
Able Seaman Arthur Samuel Hartley, P/JX.209880.
Able Seaman James Quinn, P/JX.262729.

For bravery, determination and great devotion to duty, whilst serving in H.M.S. "Affleck", when an explosion caused the whole of the vessel to be penetrated by chlorosulphonic acid fumes. In spite of the appalling conditions the damaged vessel was brought back to safety :

Mention in Despatches

Lieutenant Robert Edmund Lloyd, D.S.C., R.N. (Exford, Somerset).
Lieutenant William Grant, R.N.V.R. (Langbank, Renfrewshire).
Chief Electrical Artificer Frank Lorraine Clay, P/MX.50919 (Portsmouth).

Leading Stoker Richard Thomas Ferguson, P/KX.86667 (Needham, Suffolk).
Able Seaman John Frank Coughtrey, P/JX.217606.
Sick Berth Attendant John Thomas Wollers, P/SBRX.7965.

For gallantry, devotion to duty and good seamanship whilst serving in H.M.A.S. "Gascoyne" in helping to control serious fires which broke out in another vessel:

Mention in Despatches

Stoker Petty Officer Herbert John Rigg, R.A.N.R., 20879. ✓

For skill, initiative and fine leadership, whilst serving in H.M.S. "Valiant":

Mention in Despatches

Mr. Cyril Robert Mortimore, Temporary Warrant Electrician, R.N.
Shipwright Fourth Class Roy Northover, P/MX.59433.
Petty Officer Edmund Thomas Shepherd, P/JX.131530.
Petty Officer Frank Walker, P/JX.143230.
Stoker Petty Officer Stanley Charles Byron, P/KX.82924.
Blacksmith First Class George Harold Ludford, P/M.38905.

For gallantry, steadfastness and inspiring devotion to duty whilst serving with the 45th Royal Marine Commando during the liberation of Holland:

The Distinguished Service Cross

The Reverend Reginald Haw, B.A., Temporary Chaplain, R.N.V.R.

For bravery and undaunted devotion to duty:

Mention in Despatches

Sub-Lieutenant Kimball George Patterson, R.A.N.V.R. ✓
Able Seaman Gordon Lockheed, P/JX.183136.

For gallantry and outstanding devotion to duty whilst engaged in test-flying operations:

Posthumous Commendation for Valuable Service in the Air

Lieutenant-Commander (A) Francis Charles Furlong, R.N.V.R.

The following amendment where underlined is made to previous orders of Honours and Awards under the headings shown:—

A.F.O. 3438/45

Distinguished Service Cross

The publication of the award of a Distinguished Service Cross to Temporary Acting Lieutenant Commander Adam Nicholson Robertson, R.N.V.R. is cancelled, as this award had already been published in A.F.O. 3434/45.

***3595.—National Health Insurance—Additional benefits obtained by joining Approved Societies**

(P.M. 1971/45.—5 Jul. 1945.)

All ratings enlisted in the United Kingdom and certain officers are compulsorily insurable during service and become eligible for the statutory benefits of the National Health Insurance Scheme for at least 18 months after discharge irrespective of whether they continue to be insured in civil life.

2. The statutory benefits are free medical attention and medicine, maternity benefit, and sickness benefits (payment during absence from work through illness).

3. Where an Approved Society has the necessary surplus funds, it may provide its members with additional benefits. These benefits include additional maternity benefit and sick pay, dental and ophthalmic treatment and surgical appliances, but they are available only to the members of the Societies which provide them.

4. If you were a member of an Approved Society before you enlisted, or have joined a Society since then, you continue to be a member of that Society after your discharge and you will be eligible to receive through them the statutory benefits and any of the additional benefits which they provide, and the rest of this Order does not apply to you.

5. If you have not joined an Approved Society you will, on discharge, be made a member of the Navy, Army and Air Force Insurance Fund for a limited period. During this period you will be eligible for the statutory benefits only, but not for any additional benefits. You can qualify for additional benefits only by joining an Approved Society providing these benefits. In your own interests you should, therefore, make every effort to join an Approved Society without delay.

6. A list of Approved Societies, giving addresses, may be seen at certain Employment Exchanges, or at the local offices of the Ministry of National Insurance, the addresses of which may be obtained from any Post Office.

7. An Approved Society may refuse your application for membership on the grounds of disability or poor health. If they do so you should at once send their refusal to the Navy, Army and Air Force Insurance Fund, when you will be admitted to full membership of that Fund and so become entitled to additional benefits. If you are awarded a disability pension of 40 per cent. or over you are automatically entitled to full membership of the Navy, Army and Air Force Insurance Fund and you should, therefore, notify that Fund if you are awarded such a pension.

8. The address of the Fund is:—

The Navy, Army and Air Force Insurance Fund,
Ministry of National Insurance,
Blackpool,
Lancs.

9. In all communications to Approved Societies or to the Ministry of National Insurance, quote your official number.

3596.—Commissioned Officer Paid on Ex-Cadet Scale—Ineligible for Pay or Allowances Authorized for Warrant Officers

(C.W./D.N.A. 26729/45.—5 Jul. 1945.)

Several instances have come to light recently of officers paid on the ex-cadet scale, who have been carrying out the duties of Warrant Officers or Commissioned Officers from Warrant Rank, having been credited with allowances which are payable to Warrant Officers or Commissioned Officers from Warrant rank only.

2. Although, owing to war conditions, it has been necessary in certain cases to relieve Warrant Officers by Commissioned Officers paid on the ex-cadet scale, no change has been made in the policy of keeping the pay and allowance scales of ex-cadet officers on the one hand, and of Warrant Officers on the other hand quite distinct within their own spheres. Commissioned Officers paid on the ex-cadet scale therefore retain their entitlement to pay and allowances on the ex-cadet scale under all circumstances, irrespective of the nature of their appointments, and are ineligible to receive rates which are laid down for Warrant Officers or Commissioned Warrant Officers, e.g., Dual Duties Allowance under A.F.O. 2120/40.

(A.F.O. 2120/40.)

3597.—Promotions from the Lower Deck to Permanent Commissions (Supply and Secretariat Branch)

(C.W. 29872/45.—5 Jul. 1945.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant (S) R.N., have been made to date 30th May, 1945:—

Smith, Daniel	C.P.O. Writer (Ty.)	C/MX.56438
Lovell, Thomas William	C.P.O. Writer (Ty.)	C/MX.56429
McGoldrick, Joseph Augustine	S.C.P.O. (Ty.)	C/MX.58672
Green, Peter Gordon	C.P.O. Writer (Ty.)	P/MX.58763
Smith, Albert Stanley	C.P.O. Writer (Ty.)	C/MX.60889
Butlin, Charles Edward	C.P.O. Writer (Ty.)	P/MX.57197
Clark, Douglas Sydney	S.C.P.O. (Ty.)	D/MX.63715

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

3598.—Periodicals—Production by Naval Authorities

(D.P.S./P(L) 964/45.—5 Jul. 1945.)

A number of local periodicals are being published by Naval authorities at home and abroad for purposes of entertainment and the dissemination of information of local interest.

2. The Admiralty can give no assistance in obtaining supplies of paper for such ventures in the United Kingdom since Paper Control regulations make it impossible to get paper for such publications either from stocks held by printers or from new paper licenced by the Paper Control. Their Lordships wish it to be known, however, that such enterprises, wherever they can be put in hand by local arrangements, have their full support. It is hoped that on foreign stations, where paper control regulations do not apply, the local production of periodicals will be undertaken wherever a suitable person can be found to edit a magazine which will combine entertainment and interest value with a policy directed towards the best interests of the Service.

3. An organization called the Forces Unit exists at the Ministry of Information for passing material for publication, including photographs, to Service periodicals abroad. The Editor of any local Naval periodical who would like to make use of this service should get into touch with the Forces Unit, Room 625, Ministry of Information, Russell Square House, London, W.C.1. stating what facilities are required. The staff of the Forces Unit is very small and the assistance that can be given is therefore limited, but the kind of material that it can supply is—

- Articles of special Naval interest.
- Selected articles of general interest.
- Material about the Far East.
- Occasional "specials" when specially asked for.

4. Commanding Officers are responsible for the censorship of periodicals issued within their commands. A copy of each issue is to be forwarded to the Admiralty.

(A.F.O. 3952/44 is cancelled.)

***3599.—Time Expired Continuous Service Ratings holding Temporary R.N.V.R. Commissions—Retired Pay, etc., Conditions**

(P.M./C.W. 42962/43.—5 Jul. 1945.)

Time Expired Continuous Service ratings who have been granted Temporary R.N.V.R. commissions while continuing to serve on their extended first continuous service engagement may now qualify for Retired Pay or Gratuities in accordance with the conditions below. This arrangement cannot be extended to ratings who actually took their discharge before the war at the end of their first engagement.

2. (i) On normal termination of service, or if invalidated for a disability not attributable to the service:—

(a) After not less than 15 years' service—

£60 a year { plus £2 (Non-Mechanical Branch), or £2 10s. (Mechanical Branch), for each complete year of total service as rating (from the age of 18) and officer; and
£4 10s. for each complete year of service as Temporary R.N.V.R. officer.

(b) If with less than 15 years' service.—Gratuity of £50 for each year of service from age 18. Time as rating counts as single time, and time in commissioned rank as double time.

(ii) If invalidated for a disability attributable to Naval Service in commissioned rank during the war, after less than 15 years' service:—

Retired pay as laid down at (i) (a) above, with a deduction of £5 for each complete year short of 15, plus disability addition on the scale for permanent officers (£30 to £150 a year according to the degree of disablement) or, if more favourable than retired pay plus disability addition, disability retired pay on the scale for temporary officers as laid down in the Naval War Pensions Regulations.

3. Widows' and dependants' pensions and allowances.—If death is due to wound, injury or disease directly attributable to naval service in commissioned rank during the war, pensions and allowances will be payable to widows, children, parents and certain other dependent relatives at the rates and under the conditions of the Naval War Pensions Regulations.

The "ordinary" pensions and allowances provided for the widows and relatives of permanent officers whose deaths are not attributable to naval service will not be payable.

3600.—H.M.N.Z. Ships Serving Outside N.Z. Waters—Drafting of Ratings to Fill Vacancies in Complement

(N. 12815/45.—5 Jul. 1945.)

The general policy with regard to drafting of ratings to H.M.N.Z. ships outside N.Z. waters is that no Imperial rating should be drafted to these ships if there is an N.Z. rating available to fill a vacancy in the complement, and that when an Imperial rating signs an agreement for loan service with the Royal New Zealand Navy, he should normally be retained on loan for the full period of three years.

2. If a vacancy occurs in the complement of one of H.M.N.Z. ships when away from New Zealand and attached to a Fleet or Station of the Royal Navy, the following procedure is to be adopted:—

(a) Application is to be made to the drafting authority of the Fleet or Station to which the ship is attached, and a New Zealand rating should be drafted, if available, from the pool.

(b) If a New Zealand rating is not available, the Fleet or Station drafting authority should apply by signal to H.M.N.Z. ship "Philomel" H.M.N.Z. ship "Philomel" will report immediately either:—

(i) that a New Zealand rating is being drafted.

(ii) that a New Zealand rating cannot be drafted at once but should be available within a specified period, or

(iii) that a rating of the category required cannot be provided from the Royal New Zealand Navy.

(c) In the case of (b) (i) and (ii) above, if the vacancy must be filled at once and an Imperial rating is available, he is to be provided temporarily by the local R.N. drafting authority until the New Zealand rating joins H.M.N.Z. ship concerned.

(d) In the case of (b) (iii), H.M.N.Z. ship "Philomel" is to apply to the High Commissioner for New Zealand in London for an Imperial rating to be drafted to R.N.Z.N. on loan, under the arrangements in A.F.O. 511/44, Section C, and A.F.O. 3818/44, paragraph 4. In the meantime a temporary relief, if available, is to be drafted by the local R.N. drafting authority, preferably a volunteer. If this man is a volunteer for loan to R.N.Z.N., his name and reasons for volunteering should be communicated by the R.N. drafting authority concerned to H.M.N.Z. ship "Philomel", who will forward his name to the High Commissioner in London with a view to the rating being considered as the permanent relief.

3. Imperial ratings drafted temporarily to one of H.M.N.Z. ships in accordance with the arrangements in the preceding paragraph are not to be permitted to sign an agreement for loan service with the Royal New Zealand Navy, but if they are required to serve in one of H.M.N.Z. ships for a longer period than 14 days, they are to receive rates of pay and allowances under New Zealand Naval Regulations as from the date of joining H.M.N.Z. ship concerned. These ratings will be relieved in due course by New Zealand ratings or Imperial ratings on loan agreement. On foreign stations they will be subject to the normal station rules for relief on account of length of foreign service, a relief being provided by the local drafting authority if a New Zealand rating (or Imperial rating on loan agreement) has not become available by that time. They will also be placed on the Fleet or Station roster for return to the United Kingdom, and on the expiration of their normal term of service abroad, a relief will be provided from the local R.N. drafting pool, if their turn arrives before they are relieved in the N.Z. ships.

4. When Imperial ratings are necessarily drafted by Home Depots to one of H.M.N.Z. ships without option, they may at any time later be invited to sign an agreement for loan service with the Royal New Zealand Navy.

5. The conditions of service of Imperial ratings who sign loan agreements for service in the N.Z. Navy are set out in A.F.O. 511/44.

6. When Imperial ratings serving on loan agreements request, on compassionate grounds, to remain on loan to the R.N.Z. Navy and/or take their discharge in New Zealand on expiry of their loan agreements, the circumstances are to be reported to the Naval Secretary, Navy Office, Wellington (with copies of the report to the Commodores of their Home Depots) sufficiently early to enable decision to be communicated on their request before their agreements expire. Should they be relieved in their billets before this decision is given, they should be held in the local station pool meanwhile.

7. The above arrangements constitute a war-time measure and are to remain in force until further notice.

8. The procedure for obtaining reliefs when a New Zealand ship is in U.K. waters remains unaffected by the foregoing instructions.

(A.F.Os, 511/44 and 3818/44.)

***3601.—Royal New Zealand Naval Reserves—Recruitment of Civil Affairs Officers in the Military Administrations to be set up in Re-Occupied Far Eastern Territories.**

(C.W. 35025/45.—5 Jul. 1945.)

Officers of the Royal New Zealand Naval Reserves (both permanent and temporary) and Temporary Royal New Zealand Naval Officers may volunteer for appointment as Civil Affairs Officer in the military administrations to be set up when Burma, Malaya, Borneo, Hong Kong and other Far Eastern territories are re-occupied, under a scheme which has been drawn up by the Imperial Army Council. Preliminary details concerning application and appointment are contained in the appended copy of the Army Council scheme under which officers of the Imperial Army and Royal Air Force may make application for appointment.

2. This scheme is entirely separate from the general question of recruitment for His Majesty's Colonial Service (Permanent Service).

3. Applications from officers serving in the Royal New Zealand Navy are to be forwarded through the usual service channels to the Naval Secretary, Navy Office, Wellington, and provided arrangement can be made for their release, applications will be forwarded to the Imperial Authorities for consideration in conjunction with applications from officers of the New Zealand Army and the Royal New Zealand Air Force who are also open to participation in this scheme.

4. Officers serving on loan to the Royal Navy should make application through the usual service channels to the New Zealand Naval Affairs Officer, Halifax House, Strand, London.

APPENDIX

SCHEME FOR THE APPOINTMENT OF OFFICERS TO CIVIL AFFAIRS STAFF POSTS IN THE MILITARY ADMINISTRATIONS TO BE SET UP IN RE-OCCUPIED FAR EASTERN TERRITORIES

1. Application may be either:—

(a) For general service in civil affairs during the period of military administration only, or

(b) For the special terms set out in paragraphs 3 to 5 below. Regular army officers in the United Kingdom and candidates for regular commissions may not apply for (b).

2. Age limits are 22 to 55 with medical categories A or B (other than B non-tropical).

Terms of service are briefly as follows:—

(i) Selected officers will attend a course of instruction in the United Kingdom which will include appropriate language course.

(ii) Selected officers will normally be posted as staff officers (civil affairs) and will receive pay appropriate to United Kingdom staff officers

in the command concerned. No financial terms for Dominion officers has yet been considered but presumably they will follow normal arrangements.

(iii) Civil affairs appointments will be graded:—

- | | |
|-----------------------|-----------------------|
| (1) Brigadier | (2) Colonel |
| (3) Staff Officer I | (4) Staff Officer II |
| (5) Staff Officer III | (6) Staff Lieutenant. |

3. Military administration of British territory will be superseded as soon as possible by civil administration. It is hoped that as far as possible staff officers will be selected who are suitable and willing to be appointed as civil officers when military administrations are terminated. Officers who are not over 45 are invited to apply for the special terms offered:—

(a) by Colonial Office from Malaya and Hong Kong, and

(b) by Burma Office for Burma.

Terms similar to (a) will probably also be applicable to North Borneo.

4. *Malaya and Hong Kong.*—Candidates for future employment under the civil government of these territories will be interviewed by the Colonial Office during the training course in the United Kingdom. If recommended for appointment they will be given an undertaking, provided they qualify at the training course that at the conclusion of the period of military administration, they will be offered an appointment on contract to the Civil Service, subject to physical fitness and a satisfactory report from the Chief Civil Affairs Officer; and subject to their release from the Army. The terms of the contract will be as follows:—

(i) The period of service in the military administration will be regarded as a period of probation, which will count with effect from the date of posting as staff officer (Civil Affairs) as service qualifying for leave during subsequent employment in civil administration.

(ii) The contract will normally be for a period of ten years with an option on the officer's part of termination after three or five years' service. The contract will be liable to termination at any time by the Government for misconduct or inefficiency.

(iii) On satisfactory completion of his contract an officer will receive a gratuity of £25 for each completed period of three months service (including approved leave) or at an increased rate of £37 10s. for each period of three months' service on a salary of £1,200 a year or over.

(iv) Officers serving on contract who are in all respects eligible under appropriate regulations, may apply for permanent and pensionable appointments in the Colonial Service as soon as general recruitment re-opens. Officers selected for permanent appointment will be allowed to count the whole of their previous service under contract as pensionable service, in return for relinquishing the right to the gratuity under the contract.

5. *Burma.*—Officers serving in Civil Affairs whose military service has been satisfactory and who possess the requisite qualifications will be eligible for consideration, at the end of the period of military administration, for appointment under the Civil Government of Burma.

3602.—Reservation of Sleeping Berths through Ministry of War Transport Priority Scheme—Change in Regulations

(C.W. 40439/45.—5 Jul. 1945.)

With reference to A.F.O. 788/45 the Ministry of War Transport have stated that the difficulty in co-ordinating demands for sleeping berths has necessitated certain alterations in the procedure for the reservation of sleepers by Service personnel and Government officials travelling on duty. As from Wednesday, June 27th, all applications for sleeping berths on trains from London must be submitted to P.R.T.O., Admiralty (Telephone: Whitehall 9000, Ext. 945), 24 hours earlier than hitherto; i.e. by 1700 hours two days prior to the proposed date of travel.

Arrangements for reserving berths on trains to London are unchanged.

2. The Ministry of War Transport also state that considerable difficulty has been caused by the failure of personnel for whom priority reservations have been made to occupy berths or to cancel the reservation. It should be clearly understood that if a person to whom a priority berth has been allocated is unable to travel, notification should be made to the appropriate authorities shown below in order that the berth may be re-allocated:—

- (a) Up to the time shown below to P.R.T.O., Admiralty (Telephone : Whitehall 9000, Extension 945).
- | | | |
|-----------------------------|-----|------------------------------|
| All trains to London ... | ... | 3 p.m. on the day before the |
| Glasgow to Birmingham train | } | journey. |
| Birmingham to Glasgow ... | | 1 p.m. on the day before the |
| | | journey. |
| All trains from London ... | ... | 3 p.m. on the day before the |
| | | journey. |

(b) After these times, to the Sleeper Reservation Office at the departure station.

3. Obviously the redistribution of unrequired berths should be made as fairly as possible, and for this purpose even last-minute cancellations are preferable to none at all.

(A.F.O. 788/45.)

3603.—Medical Attendance on Leave—Revised Scale of Payment for Civil Medical Practitioners

(C.E. 8381/45.—5 Jul. 1945.)

The scale of fees authorized by K.R. & A.I., Article 1440, to be paid to civilian medical practitioners attending Naval ratings taken ill when on leave has been revised as follows with effect from 1st June, 1945:—

- (a) Visit by a rating to the doctor's residence or surgery : 4s. per consultation.
 (b) Visit by the doctor to the home of a rating distant not more than two miles from doctor's residence : Day, 6s. ; Night (10 p.m.—7 a.m.), 10s.
 (c) Fee of 1s. for supply of medical certificate to a Naval rating taken ill on leave who, on account of sickness, is unable to return to duty at the end of a leave period.
 (d) Distance fee in respect of visits over two miles from doctor's residence (in one direction only) : 9d. per mile or part of a mile.

These fees are limited to a total payment of £1 per visit.

2. The fees are inclusive of the cost of any necessary medicine. In any case where, in view of exceptional circumstances, the Commanding Officer is of the opinion that if the fee admissible under this Order is inadequate, the facts should be reported to the Admiralty for consideration, full particulars of the circumstances including time and duration of visit and nature of the disability being given.

(K.R. and A.I. 1440.)

*3604.—Radar Control and Radar Plot Ratings—Training at Sea—REPORTS

(N. 15067/45.—5 Jul. 1945.)

As a temporary measure, R.C.1, R.C.2, R.P.1 and R.P.2 may, notwithstanding the provisions in columns 4, 5 and 6 of Tables D and E of A.F.O. 5394/44, be rated and paid as such, with the suffix "U" (unqualified) added to their rating, after examination by the following officers:—

R.C.1 and R.C.2 by qualified Gunnery and Radar Officers.

R.P.1 and R.P.2 by qualified Navigating, Fighter Direction and Radar Officers.

2. Men thus selected and qualified for this advancement in these non-substantive ratings must have shown themselves fully capable of carrying out the duties for which such a rating is allowed in their own ship. In the case of men selected and qualified for this advancement ashore, this provision is to be taken as applying to every class of ship.

3. Their names should be added, when rated with the suffix "U", to the Commander-in-Chief or station monthly report of substantive advancements. Men

so rated are to wear the badge appropriate to their new rating. On subsequently passing the normal qualifying course (see paragraph 4 (a)) their seniority will be reckoned from the date of award of the "U" qualification.

4. A man whose non-substantive rating bears the suffix "U" will be considered fully eligible for drafting in his new rating unless:—

- (a) He subsequently fails after a qualifying course in the normal manner, which course must be carried out on the next occasion of his being discharged to his depot, or
 (b) He is found unsuitable for his new rating at sea and reverted.

5. Before an R.C.2/R.P.2 "U" rating can be recommended for 1st Class "U" rating, he must have at least one year's satisfactory sea service and employment in the rating of R.C.2/R.P.2 "U".

6. Ratings advanced from R.C.2/R.P.2 "U" to R.C.1/R.P.1 "U" must subsequently qualify at the earliest opportunity in the 2nd Class rating before they can be accepted for 1st Class rating.

7. Men holding the non-substantive ratings of R.C.2/R.P.2 (P) or R.C.1/R.P.1 (P) can be trained at sea and rated R.C.2/R.P.2 "U" or R.C.1/R.P.1 "U" respectively.

8. The provisions of this A.F.O. apply only to Seaman ratings and are not open to Seaman (Radar) ratings.

(A.F.Os. 2845/42 and 5394/44.)

*3605.—Accelerated Promotion

(C.W. 40646/45.—5 Jul. 1945.)

The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Lieutenant from the dates shown:—

Executive

T. S. Coleman ...	...	B.Y:M.S. "2006" ...	...	1st May, 1945
R. D. Perry ...	...	"Vimy" ...	...	1st July, 1945
John Matthews (2) ...	...	"Kilchattan" ...	...	1st July, 1945
N. M. Baldwin ...	...	"Lapwing" ...	...	1st July, 1945
S.F. Wylie ...	...	"Drake" for M.M.S. "295" ...	...	1st July, 1945
P. W. Quail ...	...	"St. Angelo" for M.M.S. "34" ...	...	1st July, 1945
J. M. D. Parnell ...	...	"Antigua" ...	...	1st July, 1945
G. R. H. King ...	...	"Balfour" ...	...	1st July, 1945
J. Fotheringham ...	...	"Guardian" ...	...	1st July, 1945
R. H. Williams ...	...	"Sober Island" ...	...	1st July, 1945
J. R. Langford ...	...	"Lochinvar" (for "Boyne") ...	...	1st July, 1945
Walter James Brown ...	...	"Copra" (L.C.T.) ...	...	1st July, 1945
L. G. Harvey ...	...	"St. Helena" ...	...	1st July, 1945
J. E. H. Collins, M.B.E. ...	...	"Gregale" for M.T.B. "406" ...	...	1st July, 1945
Charles Taylor ...	...	"Foulness" ...	...	1st July, 1945
C. M. Stray ...	...	"Lochinvar" for M.M.S. "1008" ...	...	1st July, 1945
H. B. G. Christiansen ...	...	"Inver" ...	...	1st July, 1945
R. J. Bailey ...	...	"Hotspur" ...	...	1st July, 1945
P. R. Perrott ...	...	"Mantis" for M.L. "1006" ...	...	1st July, 1945
J. C. Wells ...	...	"Cotton" ...	...	1st July, 1945
C. G. Smith ...	...	"Copra" (L. C. T.) ...	...	1st July, 1945
G. H. Bullwinkle ...	...	"Gregale" (for M.T.B. "422") ...	...	1st July, 1945
H. C. Prior ...	...	"Parrett" ...	...	1st July, 1945
Alexander Fraser (2) ...	...	"St. Clement" ...	...	1st July, 1945
J. D. Croft ...	...	"Dominica" ...	...	1st July, 1945
N. L. Macdonald ...	...	"Icarus" ...	...	1st July, 1945
R. E. Meilke ...	...	"Findhorn" ...	...	1st July, 1945
D. Plant ...	...	"Suffolk" ...	...	1st July, 1945
J. W. Willecox ...	...	"Offa" ...	...	1st July, 1945
C. A. Wilkinson ...	...	"Royalist" ...	...	1st July, 1945
G. P. H. James ...	...	"Gregale" for M.T.B. "378" ...	...	1st July, 1945
G. V. Petersen ...	...	"Sakara" ...	...	1st July, 1945
A. L. W. Stevens ...	...	"Howe" ...	...	1st July, 1945

Flying

W. Park ...	"Heron" ...	1st January, 1945
D. R. H. Phillips ...	"Ringtail" ...	1st July, 1945
J. H. S. Pearce ...	"Ringtail" ...	1st July, 1945
E. J. Hawkins ...	"Indomitable" ...	1st July, 1945

Air Engineer

G. L. Gunstone ...	"Sanderling" ...	1st July, 1945
C. R. W. Hughes ...	"Condor" ...	1st July, 1945
D. E. S. Wisken ...	"Condor" ...	1st July, 1945
D. P. Appleby ...	"Jackdaw" ...	1st July, 1945
W. A. Adam ...	"Peewit" ...	1st July, 1945

Engineer

W. M. Sword ...	"Nabaron" ...	1st July, 1945
A. K. Garraway ...	"Daedalus" ...	1st July, 1945
O. K. Hibbert ...	"Cobra"—L.C. ...	1st July, 1945
D. E. B. Macrae ...	"Boscawen" ...	1st July, 1945
R. J. Pickering ...	"Hadleigh Castle" ...	1st July, 1945
F. W. Mulcare ...	"Chinkara" ...	1st July, 1945
V. C. Whiffen ...	"Dragonfly" ...	1st July, 1945

Electrical

P. Sieber ...	"St. Tudno" ...	1st July, 1945
W. Barker ...	"Indefatigable" ...	1st July, 1945
R. A. Beacon ...	"Cobra" M.B.U. "51" ...	1st July, 1945
E. S. Williams ...	"Lanka" ...	1st July, 1945

Supply and Secretariat

F. W. G. Gant ...	"Jackdaw" ...	1st July, 1945
D. A. Sealey ...	"Cobra" ...	1st July, 1945
R. P. Bishop ...	"Chinkara" ...	1st July, 1945
E. J. Andrews ...	"President" (D. of S.) ...	1st July, 1945
A. C. Long ...	"Daedalus II" ...	1st July, 1945
P. A. Hawkins ...	"Forward" ...	1st July, 1945
W. A. Dawkins ...	"Blenheim" ...	1st July, 1945
K. J. Fooks ...	"Euroclydon" ...	1st July, 1945
S. Dobb ...	"Ferret" ...	1st July, 1945
A. E. D. Barrie ...	"Nabswick" ...	1st July, 1945
E. C. Lean ...	"Hamilcar" ...	1st July, 1945
C. H. B. Lockley ...	"Woolwich" ...	1st July, 1945
J. T. Sinclair ...	"Lanka" ...	1st July, 1945
D. F. Buchanan ...	"Daedalus" ...	1st July, 1945
F. E. Stirland ...	"Vernon" (D) ...	1st July, 1945

Special (CY)

E. W. Sellick ...	"Odyssey" ...	1st July, 1945
R. C. Wilks ...	"St. Angelo" ...	1st July, 1945
W. J. R. Bruce ...	"Eland" ...	1st July, 1945

Special

J. E. Coates ...	"President III" ...	1st July, 1945
B. J. Jansen ...	"President III" ...	1st July, 1945
Arthur Osborne Jones ...	"President" (N.A. & S.L.) ...	1st July, 1945
W. G. Fleming ...	"President III" ...	1st July, 1945
W. L. Hoenes ...	"Pembroke" ...	1st July, 1945
R. G. J. Moody ...	"Kongoni" ...	1st July, 1945
E. J. F. Hackett ...	"Europa" ...	1st July, 1945
M. A. Ansell ...	"Hathi" ...	1st July, 1945
L. D. Hook ...	"Safeguard" ...	1st July, 1945
F. C. A. James ...	"Yeoman" ...	1st July, 1945
C. H. Chapman ...	"Indomitable" ...	1st July, 1945
L. C. J. Rowson ...	"Gregale" ...	1st July, 1945
A. R. Cooke ...	"Queen" ...	1st July, 1945
L. Broadhurst ...	"Heron" ...	1st July, 1945
A. H. Wilcockson ...	"Royal Albert" ...	1st July, 1945

Executive S.A.N.F.(V)

G. G. Macfarlane ...	"Braganza" ...	15th January, 1945
G. Casey ...	"Vernon" (D) ...	1st July, 1945
T. G. Wallace ...	"Nigella" ...	1st July, 1945

Supply and Secretariat S.A.N.F.(V)

E. A. Hill ...	"Foliot" ...	1st July, 1945
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2. The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Acting Lieutenant from the dates shown:—

Executive

J. A. Davis ...	"Formidable" ...	1st July, 1945
A. Storer ...	"Vernon" (D) ...	1st July, 1945

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

(A.F.O. 4067/44.)

3603.—Royal Naval Club, Portsmouth

(C.W. 36112/45.—5 Jul. 1945.)

At the Annual General Meeting of the Royal Naval Club held on the 26th April, 1945, the following resolution was passed:—

"Commissioned Officers of the R.N.R. and R.N.V.R. and Midshipmen who have attained the age of 17 years, be eligible to become full members of the Club, subject to election by Committee ballot."

3607.—Naval Pay and Identity Book—Form S.43 A

(N. 30773/44.—5 Jul. 1945.)

The following order consolidates the instructions for the use of Form S.43A, Naval Pay and Identity Book. It is important that these instructions be carried out for the benefit of all concerned.

2. The book is in future to be issued to all Naval and Royal Marine personnel (including R.N.P.S.; T.124 and variants, including Cable Ship Agreement; W.R.N.S.; Q.A.R.N.N.S.; V.A.D.s; and Dominion and Colonial Naval personnel on loan to the R.N.), except officers with "time only" commissions. The issuing authority is the ship or establishment in which the persons concerned are serving. D.E.M.S. ratings will retain the D.E.M.S. pay book for use as such, but will be issued with S.43A for use solely as an identity certificate. S.43A will not be issued to Merchant Navy gunlayers.

3. When the book is issued to officers the spaces for date of birth and for photograph of bearer should not be completed as all officers are already in possession of a Naval Identity Card (Form S.1511).

4. Officers should always carry their S.43A when away from their normal source of payment. It is essential that ratings shall always carry their S.43A on their persons; they must not be kept in a kit bag, ditty box or respirator haversack.

5. Forms S.43A should be mustered at each general payment and ratings going on leave should be called upon to produce these forms before being allowed to proceed.

6. Issues.—(a) Authorities holding stocks of S.43A are to ensure that issues are adequately controlled in order to prevent the unauthorized use of blank books and control should be maintained as directed by commanding officers.

(b) Issuing authorities are to insert the details of name, rank or rating, date of birth, and official number in ink. A date stamp, initiated by an officer, may be used for the "pay book issued by", "ship" and "date" entries.

The space for the ship's book number is to be completed in pencil with the name of the ship in which the holder is serving and the ship's book number.

(c) The signature of the holder is to be in ink.

(d) Next-of-kin entries should be completed by the holder in pencil.

(Note.—The revised edition of Form S.43A will have a detachable pay section, the front page of which is to be completed in ink except for the ship's book number.)

7. *Photographs.*—(a) In the case of ratings the bearer's photograph (passport type, head and shoulders only, in uniform and without cap) should be pasted in the space provided. Members of the W.R.N.S. may be photographed in bluetta overalls during their initial training period. Photographs should then be partly over-stamped with the official stamp of the issuing authority.

For the purposes of security in the case of Royal Marine field units, details of the unit on the stamp itself should be covered when over stamping a photograph, or a different official stamp should be used which does not give such details.

(b) Official arrangements may be made by the issuing authority for photographs to be taken of the men concerned or, alternatively, the men may be permitted to produce their own photographs in which case a payment of 6d. each may be made. If obtaining the photograph would cause delay in the issue of S.43A, it may be issued without the photograph. In that case, the ship's stamp should be placed in the space provided and the photograph inserted at the earliest opportunity.

(c) In order to avoid any difficulty in identifying the holders when wearing a different uniform from that in which they were originally photographed or when they have undergone facial change (e.g., a seaman becoming a Petty Officer, or when the holder grows a beard), new photographs should be taken and affixed to the books, where possible, whenever such an alteration takes place. New photographs need not be inserted for W.R.N.S. on change from bluetta overalls to uniform kit after enrolment.

8. *Losses.*—(a) In the event of a rating's S.43A being stolen or lost, the facts are to be reported immediately to the Commanding Officer, who should report the matter to the Director of Naval Intelligence, and to the local police at home or in accordance with local orders abroad. Recoveries of lost forms S.43A are to be similarly reported, stating how recovery was effected.

(b) The loss should be carefully enquired into and, if it is considered due to negligence, disciplinary action should be taken, including a charge for a new photograph at the Commanding Officer's discretion.

9. *Replacements.*—(a) When a new S.43A is issued to replace one lost or worn out, the issuing officer is to endorse the new one in red ink "duplicate", and "fair wear and tear", "accidental loss" or "negligence" as applicable. Care is to be taken to transfer *all* notations from the old form to the new.

(b) The authority who issues the duplicate S.43A is responsible for inserting particulars of free railway warrants which are to be regarded as having been issued during the current year. In some ships full particulars will be available; in others an estimate will have to be made, in which all factors including the circumstances of the loss are to be taken into account. In the absence of any record or clear evidence, railway warrants are only to be issued in respect of the broken period since the date of issue of the new pay book in accordance with the scale in A.F.O. 3843/42, paragraph 30.

10. *Pay.*—(a) To ensure uniformity, notations regarding rates of daily pay, etc., are to be shown separately in the following order. For officers: Full pay; 25 per cent. bonus (if applicable); W.S.I.; marriage and children's allowances as set out in A.F.O. 4392/43, Appendix 3, paragraph 6; and any allowances paid on a continuous basis (e.g. continuous specialist allowances or flying pay) but *not* compensatory allowances. Allotments and income tax notation (a) should be shown in column 2. For ratings: Rating; non-substantive rating; G.C. badges; W.S.I.; a notation "+K.U.A."; and whether "G", "T" or "U.A."

e.g. 27.0	e.g. 4.4
8.9	0.3
5.0	0.3
M.A. (O), Sch. B (2) 6.6	1.0
2.6 (G)	+K.U.A.
	G.

Details of non-substantive ratings are *not* to be given. Rates of allotment should be shown in column 2, together with the weekly rate of I.T. in red ink, if chargeable.

(b) Forms S.43A for every officer and man should be checked, if possible at least once a quarter and it is important that these forms are complete in every detail before officers and ratings are discharged from ships.

(c) Forms S.43A of officers and men being sent home from abroad are to be completed with the balance at the time of discharge from their ship or establishment, the pounds credit or debit amounts being written in words together with the date on which the balance was struck. Advances of pay on the way home are to be entered by the paying authority.

(d) Advances of pay made to ratings proceeding abroad are to be noted in S.43A, the particulars required being the amount, date of payment, and the date to which payment has been made.

(e) When officers are promoted or ratings are advanced or disrated, the ship on whose books they are borne for pay is responsible for altering the form. Similarly, when the rate of allotment or income tax is altered, or a new allotment is declared, the form is to be amended at the time.

(f) The rate of pay shown in the form may normally be used as a guide when it is necessary to make advances of pay to officers and ratings for whom no pay documents are available.

Notations are not to be made of payments by the ship or establishment in which an officer or man is borne for pay or victuals. Casual advances to officers and men who are not borne for pay or victuals are to be noted in S.43A in addition to being communicated to the ship or establishment in which borne for pay.

(g) When, however, it is intended that S.43A shall be used as a pay document to officers and ratings who are to be employed on a particular operation, this will be ordered by Commanders-in-Chief or Senior Officers. The following instructions are then to be observed. The pay portion of the form should be checked and a date inserted from which the net rate is issuable. An emergency pay list (S.1039), prepared in accordance with K.R. & A.L., Article 1768, Clause 2 (c), should be given to the Officer Commanding the unit. If there is any alteration in rank or rating, variation of allotment or other change of circumstances affecting net rate of pay, the Supply Officer of the ship or establishment carrying the pay account should inform the unit of the new rate.

(h) C.O. personnel and all other officers and ratings borne on the books of "Copra" and "Copra" (base) use Forms S.43A at all times for purposes of pay. In their case the instructions in clauses (a) and (g) above do not apply. Detailed procedure for use of pay book and P.B.A.F. can be found in current A.F.Os. on C.O. pay organization.

11. *Clothing.*—(a) Form S.43A is to be examined before any officer or man is discharged from a ship or establishment in order to recover any returnable loan clothing.

(b) As a general rule gratuitous issues of clothing, other than those items which are part of a rating's kit and which are recorded in his kit list, are to be noted in Forms S.43A. Issues of clothing on personal loan and taken off charge by supply officers are to be similarly noted. Examples of the issues in question are: C.O. kits, tropical and anti-malarial clothing, cooks' galley boots, etc. Payment of officers' stewards' dress allowance afloat is also to be noted.

Examples of the special additional notations to be made so far as officers are concerned are: purchases of rationed clothing (e.g., towels, sheets, pillow cases) and issues of clothing coupons, etc.

The instances where notations should be made regarding the foregoing are indicated in the relevant current A.F.Os.

12. *Leave and Free Railway Warrants.*—(a) Particulars of leave granted and free railway warrants issued must be inserted in S.43A.

(b) Particulars of payment of special leave allowance to Naval Air Arm and submarine operational personnel in accordance with current A.F.Os. must be noted in S.43A.

(c) The leave of any rating who has lost his S.43A through negligence should, in the absence of evidence to the contrary, be regarded as completed on the date of issue of a new book.

13. *Officers promoted from lower deck.*—In the case of officers promoted from the lower deck or from the ranks, forms S.43A used as a rank or rating are to be withdrawn and new ones issued in the ship or establishment where the officer first joins for duty after promotion.

14. *Discharge from the Service.*—Officers and men discharged from the Service for any reason are to surrender forms S.43A and the fact is to be noted in the ledger. In cases where officers or men are discharged direct to the shore from, or die in, naval or other hospitals, or men are discharged direct to the shore from one of H.M. detention quarters or prisons, forms S.43A are to be withdrawn by the hospital, detention quarters or prison concerned and, after cancellation, are to be returned to the establishment carrying the pay account. In the case of discharge from hospital care should be taken to see that, when S.43A is surrendered, form S.1559 (or R.111 for Royal Marines), which will act as a provisional identity document, is issued.

When no longer required, cancelled forms S.43A should be disposed of as confidential waste.

15. *Wallets for and repairs to forms S.43A.*—Wallets to contain pay books are available as victualling stores for use in the tropics. Transparent lasso-phane tape is supplied as a stationery item for repairs to pay books.

(K.R. & A.I., Articles 1746(10) and 1768, clause 2 (c).)

(C.A.F.O. 736/41 and A.F.Os. 1363/45, 3843/42, 4392/43 and 3682/45.)

(A.F.Os. 4611/41, 5615/41, 1260/42, 1361/42, 4504/42, 4723A/42, 5349/42,

5749/42, 1059/43, 1436/43, 2484/43, 2485/43, 2942/43, 3411/43, 3923/43,

4134/43, 1430/44, 1477/44, 2464/44, 5025/44, 6809/44 and 904/45 are cancelled.)

3608.—South African Naval Forces—Cost-of-Living Allowances

(N. 9675/45.—5 Jul. 1945.)

With reference to A.F.O. 3022/43, paragraphs 31 and 32, the cost-of-living allowances for personnel of the S.A.N.F. have been revised with effect from 1st January, 1945, and 1st April, 1945, respectively.

2. *The following rates are payable in respect of the period 1st January to 31st March, 1945 :—*

	<i>Per diem</i>
	<i>s. d.</i>
<i>Married personnel—</i>	
Commanders and above, except Medical Officers	4 7
Lieutenant-Commanders, Lieutenants, Sub-Lieutenants, Commissioned Warrant Officers and Warrant Officers, except Medical Officers	5 4
Surgeon Lieutenants, over one year's seniority as such, and above	4 7
Surgeon Lieutenants with less than one year's seniority as such...	5 4
Midshipmen	1 6
Artisan ratings with basic pay of fifteen shillings a day and over...	5 4
Artisan ratings with basic pay of under fifteen shillings a day ...	4 7
All other ratings	4 7

Single personnel—

All officers and ratings	1 6
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3. *The following rates are payable from 1st April, 1945 :*

	<i>Per diem</i>
	<i>s. d.</i>
<i>Married personnel—</i>	
Commanders and above, except Medical Officers	4 7
Lieutenant-Commanders, Lieutenants, Sub-Lieutenants, Commissioned Warrant Officers and Warrant Officers, except Medical Officers	5 9
Surgeon Lieutenants, over one year's seniority as such, and above	4 7
Surgeon Lieutenants with less than one year's seniority as such...	5 9

Married personnel—contd.

	<i>Per diem</i>
	<i>s. d.</i>
Midshipmen	1 8
Artisan ratings with basic pay of fifteen shillings a day and over...	5 9
Artisan ratings with basic pay of under fifteen shillings a day ...	4 11
All other ratings	4 11

Single personnel—

Commanders and Lieutenant-Commanders	1 6
Lieutenants, Sub-Lieutenants, Commissioned Warrant Officers and Warrant Officers	1 8
Surgeon Lieutenants and above	1 6
Midshipmen	1 8
Artisan ratings	1 8
All other ratings	1 8

(A.G.Ms. 544A, 3 Apr., 562A, 6 Apr. and 654A, 24 Apr., 1945, are cancelled.)
(A.F.O. 3022/43.)

3609.—Admiralty Surgeon and Agent

Haxey

(C.E. 12455/45.—5 Jul. 1945.)

Mr. C. B. Dyson, M.R.C.S., L.R.C.P. of Green Hill House, Haxey, near Doncaster (Telephone : Haxey 202), has been appointed Admiralty Surgeon and Agent for Haxey, vice Mr. A. W. Marrison.

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

3610.—W.R.N.S.—Authorized Categories—REPORTS

(N./D.P.S. 805/45/M.—5 Jul. 1945.)

The Appendix to this Order gives a revised list of authorized W.R.N.S. categories. This list will be amended as necessary from time to time.

2. The names of any serving W.R.N.S. ratings (and brief details of their duties) who are at present classified in a category not included in the Appendix, or who cannot properly be reclassified in an authorized category, are to be reported to the Admiralty. This does not apply to ratings of the General Duties category who are carrying out duties proper to that category, e.g., Groundsman, Kit Marker, Signal Exercise Corrector, Sorter, Storekeeper, Telephone Attendant, etc.; nor in the case of specialized categories, to such ratings as T/P Operators trained in maintenance duties and W/T ratings trained in H/F D/F.

3. With reference to column 5 of the Appendix, where standard tests for advancement in category have been imposed, these have been promulgated by A.F.O. Instructions will be issued by the same means as and when tests are introduced for other categories.

4. Where arrangements for a central roster are authorized for a particular category, the appropriate drafting authority is the Superintendent, W.R.N.S., of the command concerned. The responsible Superintendent, W.R.N.S., is to be communicated with in regard to drafting, advancement, changes in status, etc., of members of those categories, to the same extent and in the same manner as is the Commodore, R.N. Barracks, Lee-on-Solent, in respect of W.R.N.S. ratings belonging to Air Arm categories.

5. The authorized names of W.R.N.S. categories are always to be used when referring to them, and the attention of officers responsible for initiating Service Certificates is drawn to the importance of ensuring that the correct names of categories are invariably used.

Appendix

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether local training permitted	Length of training course	Drafting records and advancement roster maintained by—(Superintendents, W.R.N.S., unless otherwise stated)

General Service—Specialized categories

A/G		Obsolescent		Home Commands
A/M		Obsolescent		Chatham
Boat Driver		Obsolescent		Home Commands
Book Corrector	Either	Yes	—	Home Commands
Chart Corrector	Either	Yes	—	Home Commands
Cinema Operator	Mobile	No	2 weeks	Chatham
Classifier	Mobile	No	1 month	Chatham
Clothing	Either	No	4 weeks	Home Commands
Coder	Mobile	No	5 weeks	Home Commands
Coder (S)		Obsolescent		Home Commands
Cook (O)	Either	No	6 weeks	Home Commands
Cook (S)	Either	No	6 weeks	Home Commands
D.G. Recorder		Obsolescent		Home Commands
Drawing Duties	Either	Yes	—	Home Commands
Gardener	Either	Entered already trained.		Home Commands
Gunnery Control		Obsolescent		Portsmouth
Gunnery Experimental Assistant		Obsolescent		(a) Portsmouth
Hairdresser	Either	Entered already trained.		Home Commands
Linguist	Mobile	No	No set course.	(a) Chatham
Mail Clerk	Either	No	4 weeks	Home Commands
Mess Caterer	Either	No	8 weeks	Home Commands
M.Q.		Obsolescent		Home Commands
M/T Driver	Either	No	5-6 weeks	Home Commands
Naval Stores	Either	No	4 weeks	Home Commands
Photographer		Obsolescent		Home Commands
Plotter		Obsolescent		(b) Home Commands
Printer		Obsolescent		(b) Home Commands
Q.O.		Obsolescent		Portsmouth
Quarters Assistant	Mobile	No	12 weeks	Home Commands
Radar Operator	Mobile	No	3 weeks	Portsmouth
Radio Mechanic (R.R.)	Mobile	No	Up to 36 weeks	(a) Portsmouth
Radio Mechanic (W.M.)	Mobile	No	Up to 36 weeks	(a) Portsmouth
Recruiting Assistant	Mobile	No	1-2 weeks	(a) Home Commands
Regulating	Either	No	12 weeks	Home Commands
S.D.O. Watchkeeper		Obsolescent		Home Commands
Ship Mechanic (L.C.)		Obsolescent		Portsmouth
S.O.		Obsolescent		Portsmouth
Special Duties (Linguist)		Obsolescent		(c) Chatham
Special Duties ("Pembroke V")	Mobile	Yes	—	Chatham
Submarine Attack Teacher	Either	Yes	—	Portsmouth
Switchboard Operator (T)	Either	No	3 weeks	Home Commands
		Obsolescent		(a) Portsmouth

Appendix

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether local training permitted	Length of training course	Drafting records and advancement roster maintained by—(Superintendents, W.R.N.S., unless otherwise stated)

General Service—Specialized categories—contd.

Tailoress	Either	Entered already trained.		Home Commands
Topographical	Either	Yes	—	Chatham
T/P Operator	Either	No	3 weeks	Home Commands
Victualling	Either	No	4 weeks	Home Commands
V/S		Obsolescent		Home Commands
Welfare Worker	Mobile	No	Up to 3 months	(a) Chatham
Writer (General)	Either	No	4 weeks	Home Commands
Writer Pay	Either	No	4 weeks	Home Commands
Writer (R.M.)	Either	No	4 weeks	Plymouth
Writer (Shorthand)	Either	No	1 week	Home Commands
W/T		Obsolescent		Home Commands

General Service—Unspecialized categories

Boat's Crew		Obsolescent		Home Commands
Laundrymaid	Either	Yes	—	Home Commands
Maintenance		Obsolescent		(d) Home Commands
Messenger	Either	Yes	—	Home Commands
Net Defacee		Obsolescent		Home Commands
Steward (G)	Either	(e) No.	(e) 3 weeks	Home Commands
Steward (O)	Either	No	4 weeks	Home Commands
General Duties	Either	Yes	—	(d) Home Commands

Air Arm—Specialized categories

Aircraft Direction	Mobile	No	6 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Air Mechanic (A)		Obsolescent		Commodore, R.N. Bks., Lee-on-Solent.
Air Mechanic (E)		Obsolescent		Commodore, R.N. Bks., Lee-on-Solent.
Air Mechanic (L)		Obsolescent		Commodore, R.N. Bks., Lee-on-Solent.
Air Mechanic (O)		Obsolescent		Commodore, R.N. Bks., Lee-on-Solent.
Air Stores	Either	No	4 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Air Synthetic Trainer	Either	Yes	—	Commodore, R.N. Bks., Lee-on-Solent.
Bomb Range Marker	Mobile	Yes	—	Commodore, R.N. Bks., Lee-on-Solent.
Cine Gun Assessor	Mobile	No	4 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Meteorological	Either	No	6 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Photographic Assistant	Mobile	No	11 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Radio Mechanic (A.C.M.)	Mobile	Not applicable		Commodore, R.N. Bks., Lee-on-Solent.
Radio Mechanic (A.R.M.)	Mobile	No	Up to 36 weeks.	Commodore, R.N. Bks., Lee-on-Solent.

Appendix

(1)	(2)	(3)	(4)	(5)
Category	Mobile or Immobile	Whether local training permitted	Length of training course	Drafting records and advancement roster maintained by—(Superintendents W.R.N.S., unless otherwise stated).
Radio Mechanic (A.W.M.).	Mobile	No	Up to 36 weeks.	Commodore, R.N. Bks., Lee-on-Solent.
Safety Equipment Assistant.	Mobile	No	5 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Safety Equipment Worker.	Mobile	No	12 weeks	Commodore, R.N. Bks., Lee-on-Solent.
Vision Tester ...	Mobile	Yes	—	Commodore, R.N. Bks., Lee-on-Solent.

Notes.—(a) Drafting Records only—no roster advancement.

(b) Advancement to leading rate is not by roster.

(c) Drafting records kept at R.N.T.E.; Southmead; no roster advancement.

(d) Drafting records only—no advancement.

(e) Centralized training is not yet in force and local training is permitted.

(A.F.Os. 4864/42, 352/43 and 3611/45.)

(A.F.Os. 1901/43 and 3944/44 are cancelled)

3611.—W.R.N.S.—Cessation of Allocations and Transfers to Certain Categories— REPORTS

(N./D.P.S. 805/45/M.—5 Jul. 1945.)

The reduced number of women authorized for the Women's Royal Naval Service and the implementation of the Re-allocation Plan, resulting in a large overall reduction in the total strength of that service, makes it impracticable to replace wastage in every category of W.R.N.S. ratings, and it has therefore been necessary to declare a number of categories obsolescent.

2. The categories declared obsolescent are listed in the Appendix to this Admiralty Fleet Order and are not to receive any further additions of strength, either by allocation of newly recruited personnel or by transfer from other W.R.N.S. categories.

3. When the supply of W.R.N.S. ratings in these categories becomes exhausted, it will be necessary to meet requirements in one of two ways, viz. :—

(a) by the recruitment of civilians where suitable and available; or

(b) by drafting men of equivalent ratings as indicated in column 2 of the Appendix to this Order.

Where the requirements are for the filling of approved billets (e.g., replacement of wastage) it must be clear that the requirement is essential and that wastage cannot be absorbed by re-distribution of duties over the remaining staff. Where the requirements are completely new, they must satisfy the conditions of A.F.O. 6373/44

4. As a particular W.R.N.S. category diminishes in strength, it may be necessary to re-distribute the ratings of the category serving in any one command, in order to simplify administration.

5. Where these arrangements involve alteration of Schemes of Complement, the facts should be reported to the Admiralty so that the necessary amendments may be issued. W.R.N.S. regulating and quarters staff should be reduced pro rata to reductions in W.R.N.S. personnel.

6. For the reason stated in the first paragraph of this Order, it may not always be possible to maintain the strength of W.R.N.S. categories not now scheduled for obsolescence, and endeavour should always be made to absorb wastage by re-distribution of duties over the remaining staff. Proposals for the employment of W.R.N.S. ratings on duties not already covered by existing categories, can no longer be entertained.

7. Besides the categories listed in the Appendix, the following categories have already been declared obsolescent or obsolete :—

Category	Disposal
A.A. Target Operator ...	Redundant.
Boom Defence ...	Redundant.
Courier ...	Abolished.
Coder (S) ...	Assimilated in Coder category.
S.D.O. Watchkeeper ...	
Despatch Rider ...	Assimilated in M/T Driver category.
Special Duty (Linguist) ...	Redundant, or to be assimilated in new category of Linguist.
Typist ...	Assimilated in Writer (General) category.
Aircraft Checker ...	
Fabric Worker ...	Redundant.
Parachute Packer ...	
Q.O. (A) ...	
Maintenance (Air) ...	

W.R.N.S. Categories	Appendix	Male Equivalents
A/G	Seaman.
A/M	Signalman, A/M.
Boat Driver	Stoker.
D.G. Recorder	Seaman.
Gunnery Control	Seaman with non-substantive Gunnery rate.
Gunnery Experimental Assistant	
M.Q.	Seaman or Stoker
Photographer	(See Note (i)).
Plotter	(See Note (ii)).
Printer	Printer, R.M., or Writer (See Note (iii)).
Q.O.	Seaman, Q.O.
Ship Mechanic (L.C.)	Male Ship Mechanic (L.C.).
S.O.	Telegraphist (S).
(T)	Wireman or Seaman with non-substantive torpedo rate.
V/S	Signalman.
W/T	Telegraphist.
Boat's Crew	Seaman.
Maintenance	Seaman or Stoker.
Net Defence	Seaman.
Air Mechanic (A), (E), (L) and (O)	Male Air Mechanic.

Notes.—(i) There are few of these ratings, and Commanders-in-Chief should propose suitable replacements where necessary.

(ii) Not applicable as there are surplus Plotters.

(iii) It may be suitable to draft W.R.N.S. Writers (General) to some of these billets.

(A.F.Os. 6373/44 and 3610/45.)

(A.F.O. 5007/44 is cancelled.)

3612.—W.R.N.S.—Promotion of Officers

(C.W. 26198/45.—5 Jul. 1945.)

A.F.O. 2702/45 is to be amended as follows :—

Under "To First Officer, W.R.N.S.", add :—

Miss Oonagh Gardiner "Lucifer"

(A.F.O. 2702/45.)

1 April, 1945

3613.—W.R.N.S.—Payment of Provision Allowance to Officers and Ratings Permitted to Live Out on Compassionate Grounds

(C.W. 25409/45.—5 Jul. 1945.)

W.R.N.S. officers and ratings who are permitted to live out for compassionate reasons are to receive provision allowance with effect from 1st June, 1945.

2. This is a wartime concession.

(A.F.O. 5703/43.)

3614.—Laundries in H.M. Ships

(N./D.P.S. 402/45/S.C.—5 Jul. 1945.)

Laundries will be fitted in all capital ships, aircraft carriers and cruisers as opportunity offers, and laundry machinery has been provided in escort carriers. This is being done to improve the overall standard of personal cleanliness and thus the health and efficiency of the ships' company. An improvement in the habitability of living spaces, especially in tropical climates should result from the avoidance of washing and drying in or near living quarters.

2. The prices to be charged should be kept as low as possible in order to induce the ships' companies to use the laundries rather than the less efficient hand method. The ships' companies should not, however, be altogether prohibited from doing their own washing.

3. It is not the intention at present to provide any additional complement to man these laundries, and ships must make arrangements on board to run them with volunteers. The direction of the laundry should be vested in a committee of officers and ratings, presided over by the Executive Officer.

4. The committee should decide on the charges for laundry and the rates of remuneration of men working in the laundry and the conditions of work. The prices to be charged should be fixed so as to cover the cost of the remuneration of the laundry staff and of materials required to be purchased for its operation. The men performing the work are to be remunerated direct by the committee. Materials purchased from Government stocks on board are to be paid for in cash which is to be taken on charge by the Supply Officer, under the appropriate code letter headings. Soap flakes, powders, etc., should be obtained from N.A.A.F.I. or by direct purchase from manufacturers. Care should be taken to use only the proper materials.

5. It is very desirable that at least two of the men working in the laundry should have some instruction in laundry work, and, wherever possible, arrangements should be made for such men to receive instruction at a local laundry. Travelling expenses and subsistence allowances, subject to the usual conditions, may be paid to not more than four men selected for this work, this A.F.O. being quoted as the authority. The cost of this service should be charged to Naval funds and not included in the laundry prices. It is possible that trainees can be taken in laundries at the R.N. Hospitals, Haslar, Plymouth and Chatham, and any necessary arrangements should be made between the ship and the hospital direct. Training in laundry equipment for Naval personnel can also be arranged at the following Army establishments:—Catterick Ordnance Depot, Catterick Camp, Yorks. (Northern Command) and W.D. Laundry, Irthlingborough (Eastern Command). Arrangements should be made by Commanding Officers, direct with the Deputy Director, Ordnance Services (D.D.O.S.) of the Army Command in which they are based.

6. The above instructions are issued as an interim measure pending the result of consideration which is now being given to the permanent arrangements which will be necessary when laundries become an established feature of H.M. ships and establishments. Meanwhile, officers should forward to the Admiralty suggestions for improvement in the layout and in the equipment.

(A.F.O. 6697/44 is cancelled.)

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

3615.—Aircraft Bombs—Precautions when Fuzing

(G. 010681/45.—5 Jul. 1945.)

When fuzing aircraft bombs, using pistol/detonator combinations, hand pressure only is required for screwing home the pistol.

If any obstruction is encountered the pistol should be removed and the bomb examined to determine the fault. If necessary a new pistol should be used. Care is to be exercised to determine that the detonator is correctly inserted (i.e. fully home).

2. Failure to observe these instructions may result in accident or may cause damage to components resulting in failures.

3. Instructions for fuzing contained in Sections 10 and 11 of A.P. 2852A Volume I are, as far as applicable to Naval conditions, to be observed.

(A.P. 2852A, Vol. I.)

3616.—Aircraft—General—Quick Release Gun Mountings

Avenger I and II, Corsair I and II, Hellcat I, Wildcat IV, V and VI

(G.07066/45.—5 Jul. 1945.)

The following inspections and modifications are to be applied at earliest opportunity to quick-release mountings for Browning, 0.50-in. fixed guns:—

- (i) Remove the quick-release mountings from guns.
- (ii) Inspect the mountings to ensure balls are protruding fully and held in the locked position of the ring. Ensure the balls are clear when the ring is in the fully unlocked position.
- (iii) Inspect the position of the inner sleeve relative to the spring casing and ensure the punch marks on the bottom face are in line.
- (iv) If any doubt remains as to the relative position of the knurled ring and the spring casing, the mounting should be stripped, to ensure that when the ring is in the locked position against the stop, the balls are at the top of the actuating cam, i.e., that the balls are held at their full inward travel.
- (v) Drill on one of the punch marks a No. 6 B.A. tapping hole, screw in and sweat a $\frac{3}{16}$ -in. 6 B.A. steel screw, smooth off the outer surface.
- (vi) Make two vertical marks in line, one on the knurled ring and one on the outer sleeve.
- (vii) Apply a mixture of Prussian blue and oil to the spigot and fit the quick-release mounting, remove, and repeat the operation several times, noting on each occasion the markings made. The balls should be seated well in the cannellure and marking should be obtained on the inside of the cannellure. Markings should also be obtained on the coned surface of the spigot as shown in A.F.O. Diagram 244/45. If markings are only obtained on the upper radius of the cannellure the mounting is unserviceable in this condition and the interchanging of mountings should be tried.
- (viii) If satisfactory mating cannot be achieved the spigot should be removed from the aircraft and the coned surface carefully stoned down in a lathe taking care to preserve the original taper of the spigot. The fit of the quick-release to the spigot must be checked at frequent intervals as described in sub-paragraph (vii). Where the removal of the front mounting spigot is difficult, the spigot may be lapped down in position by using the quick release as follows:—
 - (a) Lock the knurled ring in the fully UNLOCKED position with suitable clip.
 - (b) Fill the ball seatings with mineral grease.
 - (c) Apply a mixture of carborundum paste and oil to the spigot.

- (d) Place the quick release on the spigot and lap down by a rotary movement of the quick release.
- (e) Frequently check the fit of the quick release to the spigot and lapping should be stopped as soon as correct marking is obtained as described in sub-paragraph (vii).
- (f) Clean the spigot and wash the quick release in oil, ensuring that all traces of the carborundum paste and mineral grease are removed. Unlock the knurled ring.
- (ix) When the conditions of sub-paragraph (vii) have been satisfied, fit the quick release to the spigot and measure the distance between the scribed lines. The maximum permissible distances are three-quarters of an inch for front mountings, and half an inch for rear mountings. If these distances are exceeded interchanging of quick-release mountings should again be tried and tested as in sub-paragraph (vii). If mounting still fails to meet the conditions of sub-paragraphs (vi) and (vii) the mountings are unserviceable and must be replaced.
- (x) Having satisfactorily mated the mountings, modify the quick release as follows:—
- Grind off a part of the knurled ring and a position of the top surface of sufficient depth to remove the case-hardened skin. Using a No. 54 H.S. drill (approx.), drill a hole diagonally through the top corner of the ring as shown in A.F.O. Diagram 244/45. Front mountings can be locked in the open position to facilitate these operations.
 - With the knurled ring in the fully-locked position (off the spigot) and using a No. 54 drill (approx.), drill a hole through the outer sleeve immediately below the hole in the knurled ring, as shown in A.F.O. Diagram 244/45.
 - Remove the sharp edges from both holes.
- Note.*—Owing to restricted space when guns are mounted there will be difficulty in securing the locking wires, therefore the position of the holes must be carefully selected beforehand.
- Where jubilee clips are used to assist unlocking of the mountings, a hole should be drilled in the clip as necessary to clear the hole in the knurled ring. Jubilee clips on rear mountings may be dispensed with.
 - Suitably mark the quick release with the aircraft serial number and the gun position.
 - Before mounting the gun in the aircraft insert a suitable length of soft iron wire through the hole in the knurled ring and another length through the hole in the outer casing. Twist each wire up separately.
 - Mount the gun in the aircraft and tap it down to ensure positive locking of the ring and secure by twisting the two locking wires together.

2. Retrospective action is not required unless inspection reveals defects in application of previous modification.

3. All 0.50-in. fixed gun mountings are to be salvaged from crashed aircraft, and where serviceable are to be retained for use as spare mountings.

4. Record on the log card quoting this A.F.O.

(A.F.O. 2434/45 and A.F.O. Diagram 152/45 are cancelled.)

3617.—Aircraft—Gun Installations—Prevention of Accidents and Unloading Procedure

(G.N.L. 4660/45.—5 Jul. 1945.)

Pilots, on taking over an aircraft before flight, are to ensure that the master switch, gun switches, firing button, etc., where applicable are to "OFF" or "SAFE" and are not set to "ON" or "FIRE" until the aircraft is clear of the ship or station.

2. On all occasions before circuiting the ship or station prior to landing, pilots are to ensure that the master switch, gun switches, firing button, etc., where applicable, are set to "OFF" or "SAFE" irrespective of whether the guns have been fired or not.

3. Turret guns and free guns are not to be loaded until after take-off and the aircraft is clear of the ship or station.

4. Where 20 mm. Hispano guns are fitted with hydraulic cocking gear, on no account are gun charging handles to be operated in the air when set to "FIRE", irrespective of whether stoppages have occurred or not. Before circuiting the ship or station prior to landing, the gun charging handles are to be turned to "SAFE" and depressed. The handles are to remain in the "SAFE" position until the guns are unloaded.

5. With guns which are not fitted with a rear sear there is a risk of a cook-off occurring to a round waiting in the chamber of a hot gun. As this risk may last for a period of ten minutes the following procedure is to be carried out on 0.30 and 0.50-in. Browning guns mounted in Naval aircraft in addition to the instructions contained in paragraphs 1, 2 and 3 above:—

- Immediately after firing or as soon as operational conditions permit, turret guns and free guns are to be trained on a safe bearing and clear of aircraft structure whilst there is a round in the chamber. Whether firing has taken place or not, turret guns and free guns must be unloaded before the aircraft makes its circuit prior to landing on a ship or station.
- In fixed wing-guns with cable or hydraulic cocking gear the breech blocks are to be withdrawn and held to the rear immediately after firing or as soon as operational conditions permit. Whether firing has taken place or not, if the guns have been loaded the breech blocks must be withdrawn and held to the rear before the aircraft makes its circuit prior to landing on a ship or station. The only exception is that laid down in sub-paragraph (iii) below.
- In order not to destroy evidence of stoppages which may occur, fixed wing guns are not to be recocked before landing during or on completion of an air firing test at first installation but every precaution is to be taken to ensure that immediately after landing the aircraft is pointed in a safe direction and that personnel are not allowed within the danger area until the guns are unloaded.

6. Turret guns and free guns, not covered by paragraph 5 (i) above are to have their safety catches, where fitted, put to "SAFE" immediately after firing or as soon as operational conditions permit. Before circuiting the ship or station prior to landing, the guns are to be unloaded and in the case of free guns which are magazine fed all magazines are to be stowed clear of the guns.

7. When unloading guns, accidents have occurred owing to personnel adopting an unorthodox drill which in the case of the Browning type gun consists of removing the back plate and return spring so that easy cocking of the breech block is possible. The only permissible unloading drill for guns mounted in Naval aircraft is as follows:—

(a) 0.30 and 0.50-in. Brownings.

- Obtain the pilot's report.
- Ensure the guns are pointing in a safe direction.
- Ensure all firing control switches, firing buttons and safety catches, where applicable, are to "OFF" or "SAFE".
- Raise the breech cover.
- Remove the belt from the feedway and flake the belt back into the ammunition tank.
- Where the breech block is already held to the rear by the cocking gear, remove the round from the face of the breech block. When the breech block is in the forward position, cock the gun and remove the round from the face of the breech block.
- Ensure the chamber is clear.
- Allow the breech block to go forward.
- Close the breech cover.
- When all guns have been unloaded place all firing control switches, etc., where applicable, to "ON", "GUNS" or "FIRE" and press firing button.

(xi) Place all firing control switches, etc., where applicable, to "OFF" or "SAFE".

(b) 0-303-in. Brownings.

- (i) Obtain the pilot's report.
- (ii) Ensure the guns are pointing in a safe direction.
- (iii) Ensure all firing control switches, firing buttons, hand-operated Fire and Safe units, etc., where applicable, are to "OFF" or "SAFE".
- (iv) Raise the breech cover.
- (v) Remove the belt from the feedway and flake the belt back into the ammunition tank.
- (vi) If the breech block is not already held to the rear by the rear sear, withdraw the breech block. Remove the round from the face of the breech block.
- (vii) Ensure the chamber is clear.
- (viii) Allow the breech block to go forward by operating the rear sear release unit by hand.
- (ix) Close the breech cover.
- (x) When all guns are unloaded place all switches, firing buttons, etc., where applicable, to "ON", "GUNS" or "FIRE" and press firing button.
- (xi) Place all switches, firing button, etc., where applicable, to "OFF" or "SAFE".

(c) 20 mm. Hispano.

- (i) Obtain the pilot's report.
- (ii) Ensure the guns are pointing in a safe direction.
- (iii) Ensure all firing control switches, firing button, sear release units, safety catches, etc., where applicable, are set to "OFF" or "SAFE". Disconnect the wander lead-plug where fitted.
- (iv) Where applicable; check that the air pressure of the pneumatic system is sufficient to cock the guns. In the case of hydraulic cocking, build up the pressure by means of the hand pump in the pilot's cockpit.
- (v) Where pneumatic cocking applies, place the lever of the cocking valve to "ON" and hold in this position; on hydraulic cocking systems, turn the gun charging handles in the pilot's cockpit to "SAFE", if not already in this position, and depress; in the case of manual cocking operate the hand cocking unit and ensure the breech block is right to the rear and held by the sear.
- (vi) Remove the B.F.M. or magazine.
- (vii) Ensure the breech and chamber of the gun are clear.
- (viii) Where applicable allow the lever of the pneumatic cocking valve to return to the "OFF" position or in the case of hydraulic cocking systems turn the gun charging handles to "FIRE".
- (ix) Place switches, firing button, sear release units and safety catches, etc., where applicable, to "ON", "GUNS", "FIRE" and connect the wander lead plug where fitted. Press the firing button and ensure the breech blocks have gone forward.
- (x) Place all switches, etc., referred to in (ix) above to "OFF" or "SAFE" and disconnect the wander lead plug where fitted.

(d) Vickers G.O.

- (i) Ensure the gun is pointing in a safe direction.
- (ii) Put the safety catch to "SAFE".
- (iii) Pull the cocking handle to the rear as far as it will go and then return it slowly to its forward position, ensuring the piston and breech block are held to the rear by the sear.

Note.—This is to be carried out whether the piston and breech block are known to be held to the rear by the sear or not.

- (iv) Remove the magazine.
- (v) Ensure the breech and chamber of the gun are clear.
- (vi) Put the safety catch to "FIRE" and press the trigger.
- (vii) Place the safety catch to "SAFE".
- (viii) Place the magazine in its correct stowage.

(A.F.O. 6408/44 is cancelled.)

3618.—Guns—Browning, 0-50-in. (all types)—New Type Accelerators and Detent Springs

(A.S. 2383/44.—5 Jul. 1945.)

A modification has been introduced to accelerators (R.A.F. Ref. 107K/1, U.S. Part No. C. 8141) for Browning, 0-50-in., guns. Accelerators are now being received from America with a flat in place of the lip at the base and are in two categories, (a) new manufacture known as modification 19—i.e., C.8141—19, and (b) old type converted. The latter may be distinguished by the fact that part of the lip still appears.

2. A new type spring detent No. 3 has also been introduced incorporating a retaining latch which fits into the entry recess on the detent spring guide of the lock frame with the object of preventing fore and aft movement. The tolerances on this recess were, however, not limited until the introduction of this spring. Consequently the retaining latch is not effective on a large number of guns, a total fore and aft movement of approximately $\frac{1}{16}$ in. still being possible in some cases. No movement is permissible.

3. Fitting of new type spring should be done in R.N. armament depots as follows:—

- (i) Where guns are already modified to N.O.D. 3131/1B, and a new type spring fitted has fore and aft movement, the spring is to be fitted in a similar manner to the old type (see paragraph (iii) below).
- (ii) If the new type spring fitted has no fore and aft movement, the pin should be removed and the spring left undrilled, the forward end of the spring being adjusted as necessary to obtain clearances laid down in N.O.D. 3131/1B.
- (iii) Where modification to N.O.D. 3131/1B is to be done, and a new type spring is to be fitted, the pin should not be fitted to the lock frame until it is known whether it is required.

4. When the new type spring is fitted, no attempt is to be made to adjust the oil buffer in situ. When adjustment is required the recoiling mass is to be moved to the rear before making any adjustment.

5. When guns are found fitted with new type accelerators, an old type slave accelerator should be used to obtain the clearance between accelerator horns and lock frame, and the spring (new or old type) fitted and secured if necessary. New type accelerator is then to be replaced, when it will be found that no clearance exists between the accelerator horns and lock frame, this condition being acceptable. Accordingly all types of accelerators may be fitted to guns provided that (a) if old type springs are fitted they are secured as in N.O.D. 3131/1B, (b) if new type springs are fitted and no fore and aft movement is possible, or (c) the new type spring has been secured as in N.O.D. 3131/1B.

6. Fitment of springs detent No. 3 should only be carried out by R.N. armament depots and the allowance of springs detent No. 3, Ref. 107K/221, to H.M. ships and R.N. air stations is being cancelled. Ships and stations holding these springs should return them forthwith. Arrangements have been made for all spare lock frames to be issued from R.N. armament depots complete with detent spring and accelerator. Lock frames requiring replacement of springs should be exchanged at the nearest R.N. armament depot. All spare lock frames should have the spring and accelerator modified and adjusted as necessary before issue by R.N. armament depots.

7. Guns fitted with new type springs which have no fore and aft movement, and which are not therefore secured as in N.O.D. 3131/1B, should be stamped "UM" on the rear end of the lock frame instead of "M". All guns are to be stencilled "N.O.D. 3131/1B" in 1 inch block letters on the top plate at rear of gun.

8. If an old type accelerator is fitted in replacement, the clearance as in N.O.D. 3131/1B is normally destroyed. It has therefore been decided that replacement of accelerators by H.M. ships, R.N. air stations, etc., repair yards and receipt and despatch units will be by accelerators with a flat. H.M. ships and air stations holding stocks of the old pattern accelerators are to return them to the appropriate R.N. armament depot, quoting this A.F.O., demanding modified or new pattern accelerators in lieu. In depots all stocks of spare accelerators are to be modified in accordance with I.P. N.O.D. 3131/11.

9. Nomenclature of the items quoted is :—

<i>R.A.F.</i>	<i>American</i>
Lock Frame Detent Spring	Tube oil buffer lock
Lock Frame	Body oil buffer tube

(A.F.O. 4962/43.)

(A.F.O. 5902/44 is cancelled.)

3619.—Aircraft—Wildcat—Re-arming

(G/N.L.4660/45.—5 Jul. 1945.)

A rearming drill for Wildcat aircraft has been produced in the B.R. 780 Series and will be issued shortly.

2. (i) To simplify the loading and unloading of Browning 0.50-in. guns mounted in Wildcat aircraft a tool has been designed so that the guns can be cocked from the gun bay when the wings are folded. This tool consists of :—

(a) a tube fitted with a pulley.

(b) a length of cable with a handle at one end and a bracket and bracket locking device at the other.

(ii) The tube fits over the buffer tube of the gun back plate and the bracket on the cable fits over the end of the link which already connects the existing cable (which runs from the pilot's cockpit to the gun bay) to the bell-crank lever of the No. 3 loading mechanism. The bracket locking device prevents the bracket from slipping off the link.

(iii) The design of the tool is such that it is fully interchangeable for all guns mounted in Wildcat, irrespective of whether the No. 3 loading mechanism is fitted to the Port or Starboard side of the gun or which type of link is connected to the bell-crank lever. Instructions for the local manufacture of the tool will be promulgated shortly.

3. Until the rearming drill and cocking tool are available, the loading and unloading of the guns, as far as is possible, is to be done with the wings spread, the cocking of the guns being carried out from the pilot's cockpit by means of the gun chargers. Where circumstances do not permit the guns to be loaded and unloaded with the wings spread, the difficulty in cocking the guns from the pilot's cockpit with the wings folded will have to be accepted. On no account are parts of the gun to be removed to make the cocking of the guns easier.

3620.—Ammunition—Boxes, A.S.A., 0.303-in., Half-Naval, H.3, Mark IE—Withdrawal of Defective

(A.S./C.I.N.O. 1460/45 (B107).—5 Jul. 1945.)

Certain boxes, A.S.A., 0.303-in., half-Naval H.3, Mark IE, have been made up with defective linings and are to be withdrawn from service. The defect is such that the linings will probably corrode and this may affect the contents.

2. Defective boxes can be identified by the marking H.3 IE $\frac{S. \& P.}{43}$ or H.3 IE $\frac{S. \& P.}{44}$ branded on both ends of each box.

3. All such boxes (filled or empty) that may be on board are to be returned to the nearest R.N. Armament Depot at the earliest opportunity. Ammunition in replacement of that landed should be demanded at the same time.

4. R.N. Armament Depots are to arrange for early opening of all such filled boxes in stock or landed as a result of this order. Ammunition packed therein should be visually examined for signs of corrosion and all serviceable rounds repacked in serviceable boxes and merged into stock. Any rounds showing signs of corrosion should be dumped.

5. Linings are to be extracted from all boxes referred to in paragraph 2 above and brought to produce. The unlined boxes may be utilized for transport purposes.

3621.—Ammunition—2-in. Rockets—Care of Fuzes

(G/N.L. 9963/45.—5 Jul. 1945.)

An accident has recently occurred in which a 2-in. rocket shell detonated when being unfuzed. This may have been due to rough usage applied to the fuze at some previous time.

2. Attention is drawn to B.R. 816, Section I, paragraph 12, last sentence and to paragraph 18.

(B.R. 816.)

3622.—Ammunition—Miscellaneous Weapons, Rockets and A.A.D.—Apparatus, 2-in. Rocket Tails

(G.07864/45.—5 Jul. 1945.)

Trouble has been experienced with 2-in. Rocket tails fitted with tinned plate closing discs due to fragments of the disc, on firing, fouling the Projector Contacts.

2. Unless the metal is removed before reloading subsequent missfires may occur. The fouling of contacts is not easily detected at night.

3. Tinned plate closing discs are fitted to the following 2-in. rocket tails.

Tail, Propelling, Rocket U 2-in., Mark VI, lot 6 onward, filled June, 1943.

Tail, Propelling, Rocket U 2-in., Mark VII, all lots.

Tail, Propelling, Rocket Target, 2-in., Mark II, lot 81, onwards, filled April, 1944.

Motor, Rocket 2-in. No. 5, Mark I (Amuck) all lots.

3623.—Projectiles, Illuminating, Holman Projector—No. 1, Mark I, and No. 1, Mark I*—Dumping

(A.S./C.I.N.O. 5904/44.—5 Jul. 1945.)

Any projectiles, illuminating, No. 1, Mark I, and No. 1, Mark I*, on board ship should be dumped in weighted packages at the first opportunity. Lids of packages should be firmly secured to prevent the store breaking loose and the packages should be suitably holed to ensure rapid sinking. If this cannot be arranged on board, all Mark I and I* projectiles should be landed at the nearest R.N. Armament depot for dumping as soon as convenient, quoting this Admiralty Fleet Order as authority.

2. Projectiles, illuminating, No. 1, Mark II, should be drawn in lieu if required.

(A.F.Os. 3011/44 and 403/45 are cancelled.)

3624.—Ammunition—Pyrotechnics—Generators, Smoke, No. 16, Mark I—Error in Manufacture entailing Change in Method of Operation

(C.I.N.O. 4333/45.—5 Jul. 1945.)

Due to an error in manufacture a number of generators, smoke, No. 16, Mark I, have been produced with an excess of solder securing the tear-off disc to the baffle plate.

2. This resists removal by hand and the disc can only be torn off with the aid of a pair of pliers.

3. The lots concerned are W.A.E. Co., Lots 602 to 701 inclusive.

3625.—Ammunition—2-pdr.—Unhooking of Links Connecting

(A.S. 4779/45.—5 Jul. 1945.)

Investigation into the unhooking of links connecting have shown that the failures are due to the following causes :—

(i) Faulty drill. If links connecting are not correctly positioned and completely hooked over the round adjacent, the link will not be free to operate properly and unhooking is likely to result.

(ii) Mal-treatment of links connecting by use of hammers instead of the tool provided for the connecting of belts whereby the hook is opened out and fouls the backbone of the adjacent link.

(iii) The fact that there are still in service a number of links ammunition manufactured prior to 1940 and which have not yet been modified to the present design.

2. Action has been taken to withdraw ammunition (not connecting) links manufactured prior to 1940 for modification as opportunities offer. Ships should ensure that the end link *remote* from the link connecting of any belt is of a date of manufacture 1940 or later—demands being furnished to the nearest R.N. armament depot for a small number to be supplied for use in the event of exchange being found necessary.

3. Ammunition links modified subsequent to this Order will bear a distinctive marking in order to distinguish them from unmodified links. This will consist of a centre-pop mark on either of the two rivets adjacent to the gap.

4. *R.N. Armament Depots.*—(i) *Ammunition links.*—(a) Those manufactured prior to 1940 found with ammunition passing through depots for laboratory examination are to be replaced by links of later manufacture or by links (if made prior to 1940) which conform to design N.O.D. 2190/3 dated 23 January, 1939, or later.

(b) All loose links of manufacture earlier than 1940 in store, together with those discovered vide paragraph 4 (i) (a) are to be modified as necessary to conform to dimensions in N.O.D. 2190/3 dated 23 January, 1939, or later and to accept I.N.O. gauge 39077 (distance from centre line to back of slot).

(c) Modified links should be marked with a centre-pop mark on either of the two rivets adjacent to the gap in order to distinguish them from unmodified links.

(d) A supply of links has been sent to foreign depots to meet ships' demands vide paragraph 2.

(ii) *Connecting Links.*—All linked ammunition coming forward for examination is to be specially put up for inspection of connecting links as regards conformity to design. Details of the actual inspection required, dimensions, etc., have been promulgated in A.S.O. 32/44/B.109 of 27 April, 1944.

(A.F.Os. 1944/44 and 2862/44 are cancelled.)

3626.—Ammunition—40-mm., Bofors, U.S.A.—Chargers, Marks I, II and III
(A.S. 6698/45.—5 Jul. 1945.)

It has not yet been possible to overhaul all stocks of U.S.A., 40-mm. Bofors ammunition, in order to examine and rectify as necessary U.S.A. chargers, Marks I, II or III.

2. Ships must therefore continue to expect to receive ammunition with unmodified chargers and comply with the directions laid down in A.F.O. 4285/43 and A.F.O. 1430/45.

3. *R.N. Armament Depots.*—All possible action is to be taken to expedite the examination and rectification as necessary of chargers, Marks I, II and III.

(A.F.Os. 4285/43, 1430/45 and 3167/45.)

3627.—Ammunition—4-in.-6-in., Cartridges, Q.F., 4-in., Mark XVI* and XXI Gun, Practice, H.A., Cordite, N/S. 164-048, Lot X.3137—Withdrawal
(A.S/G. 023510/44.—5 Jul. 1945.)

It has been established that the ballistics of Lot X.3137 cordite N/S.164-048 are inconsistent and the acceptance of this lot for Naval Service ammunition has therefore been rescinded.

2. Cordite of this lot was used in Canada for assembly of Cartridges, Q.F., F.A., 4-in., XVI* and XXI gun, Practice H.A.

3. Any of this ammunition of this lot number, which may be regarded as coming within category (b) of C.A.F.O. 991/42 (i.e. not dangerous, but may have a percentage of failures to function) on board H.M. ships is to be landed at the first opportunity and other ammunition drawn in lieu.

4. R.N.A. Depots only—all ammunition assembled with Lot X.3137 now in stock and any which may be received in future is to be broken down and the quantities so dealt with reported to D.A.S., Bath.

5. The recovered cordite charges are to be destroyed.

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

3628.—Ammunition Supply—Naval Armament Depots, Supply, Tests and Returns of Ammunition—Destruction of Propellant

(A.S. 7001/44.—5 Jul. 1945.)

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

Index	Cartridges into which filled
S.P.D.X.1777	Q.F., 4-in., 50-calibre.
S.P.D.2399	Q.F., 4-in. 50-calibre
S.P.D. 2415	Q.F., 1-pdr.

2. At depots both at home and abroad all cartridges so received, together with any in store, are to be broken down and the propellant destroyed.

3629.—Ammunition Supply—Ready-Use and Magazine Lockers—Verification that all explosives have been removed

(G.5407/45.—5 Jul. 1945.)

Instances have occurred recently of H.M. Ships returning live ammunition in reputedly empty lockers.

2. Serious consequences are liable to result from such errors and in future all lockers are to be examined before being landed and certified as empty on return notes.

3. When ammunition lockers are being brought to produce, they are to be opened and examined before burning or other operations are commenced.

4. The attention of Ship's Officers is drawn to Article 123 of the Naval Magazine and Explosive Regulations.

(N.M.E.R. 1941 and A.F.O. 139/45.)

(A.F.O. 3285/43 is cancelled.)

3630.—Anti-Aircraft Fire Control—Close Range Weapons—Directors H.A. and H.A./L.A. (H.A.C.S.)—Gyro Rate Units, Marks I, II and III—Return of Defective—REPORTS

(H.M. Ships and Dockyards concerned.)

(G.010324/45.—5 Jul. 1945.)

It is stated in B.R. 919(F) (Handbook on the H.A.C.S. Gyro Rate Unit, Mark II), paragraph 72, that defective G.R.Us. should be returned to a dockyard for repair; paragraph 76 (by amendment P.308/44) states that if the gyro fails the whole unit should be returned to the manufacturers.

2. Defective units, Marks I, II and III, are in all cases to be returned to the manufacturers (those made by Messrs. George Kent, Ltd., are to be returned to the Sperry Gyro Co., Ltd., Great West Road, Brentford, Middlesex) as repairs cannot be undertaken elsewhere. The serial numbers of such units should be reported to the Admiralty. This applies also to any defective G.R.Us. already in dockyards.

3. The handbook will be amended in due course.

(B.R.919 (F))

(A.F.O. 975/44 and C.A.F.O. 434/45.)

3631.—Armament Stores—Handspikes, Holding Down Rings—Transfer from Vote 9 to Vote 8

(A.S. 4686/45.—5 Jul. 1945.)

Handspikes, holding down rings have in the past been used for the following services :—

- Q.F., 6-pdr. Hotchkiss guns on recoil mountings.
- Q.F., 3-pdr. Hotchkiss guns on recoil mountings.
- Machine gun cone mountings.

2. As there are no machine gun cone mountings now issued to service, there is no Vote 9 requirement for these handspikes and they are to be transferred to Vote 8 (gun mounting) charge.

3. R.N. Armament depots will issue all stocks of handspikes to the local Officer in Charge of Gun Mounting Stores.

3632.—L.C.G.(M)—Marking of G.B.I.

(G./D.C.O.M. 833/45.—5 Jul. 1945.)

To facilitate lining up the turrets in L.C.G.(M) it has been found of assistance if the brass securing ring for the glass cover of the modified G.B.I. in each turret is marked at 0°, red 90°, green 90° and 180°.

2. This modification should be carried out in all L.C.G.(M), the work being completed by base staff.

3633.—Guns—Q.F., U.S., 5-in., 38 Cal.—Bolts, Securing, Breech Block Shelf—Modification

(A.S/G. 1816/45.—5 Jul. 1945.)

The following modification is approved :—

Gun	...	...	Q.F., U.S., 5-in., 38 Cal., with housings, Mark I and Mods, Mark II and Mark II Mod. I.
Parts affected	...	...	Breech block shelf and securing bolts.
Purpose	...	...	To prevent loosening of the breech block shelf securing bolts.
Nature of modification	...	...	Preparation of breech block shelf and securing bolts, and fitting locking screws.
Drawing	...	...	N.O.D. 3144/3.
New parts required	...	...	Two locking screws which are to be provided locally.
By whom to be done	...	...	R.N.A. depots.
Degree of urgency...	...	...	At first opportunity.

3634.—Gun Mountings Fitted with R.P.C.

(D.N.C./G. 03000/45.—5 Jul. 1945.)

Attention is drawn to the danger of siting gear within the swept arc of the barrels of an R.P.C. mounting in such a manner that a physical foul can occur.

2. Since R.P.C. mountings cannot be fitted with variable safety depression control gear, such obstructions seriously limit the arcs of fire of the guns on all bearings and may cause damage to the material involved.

3635.—Gun Mountings—Vote 8 IIIG Heavy Stores—Storage—REPORTS

Home Dockyards—Gun Mounting Depots, F.O.G.M.Os.

(G. 07644/44.—5 Jul. 1945.)

It is vitally necessary to make the most economical use of covered storage space under cranes for Vote 8 IIIG heavy gear, and with this end in view it has been decided that storage in the Gun Mounting Stores of the Dockyards, the Gun Mounting Depots and of Gun Mounting Stores controlled by F.O.G.M.Os. is to be co-ordinated by the Director of Naval Ordnance, Admiralty, Bath.

2. Reports should be forwarded to the Director of Naval Ordnance, Bath, to arrive on Saturday of each week, stating the floor space available under each type of crane of 5 tons capacity and upwards. Arrivals and releases expected during the ensuing week should be added if known. Reports forwarded by teleprinter should take the following form, viz. :—

" From.....To D.N.O., Bath.

Reference A.F.O. 3635/45 read in four columns :

Eighty tons	...	A ₂	...	B ₁	...	C _{nil}
Thirty tons	...	A ₃	...	B _{nil}	...	C ₂
Twelve tons	...	A ₆	...	B ₂	...	C ₃
Ten tons	...	A _{nil}	...	B _{nil}	...	C ₁
Five tons	...	A ₅	...	B _{nil}	...	C _{nil}

A—represents floor space available.

B—expected arrivals.

C—expected releases."

All expressed in terms of hundreds of square feet of floor space, e.g., the first line of the above signal would read :—

" Under 80 tons cranes, 300 square feet available, 100 square feet earmarked for arrivals expected within the week, no space expected to be vacated."

Note.—Details of space available in the open are not required.

3. Disposal instructions for all Vote 8 IIIG heavy gear for which storage is desired are to be obtained from the D.N.O., Bath.

4. Where it is considered that items of gear occupying covered storage are beyond economical repair and could be brought to produce, special reports should be forwarded to the D.N.O., Bath, giving full details including register numbers or drawing numbers as appropriate.

5. It is most unlikely that the storage position will be eased for some considerable time, and it is therefore important that the reports called for herein should be rendered promptly.

For the same reason it is essential that floor space under heavy cranes is not occupied by equipment for which a lighter crane is suitable.

To enable the best use to be made of covered storage all equipments which can be adequately preserved or for which scapping instructions have been given should be put in open storage.

(A.F.O. 2746/44 is cancelled.)

3636.—Gun Mountings—4.7-in. C.P., Mark XXII—Fitting of Modified Rammer Control Cylinder

" S," " T," " U," " V" and " W" Class Destroyers

(G. 06820/45.—5 Jul. 1945.)

Trials of a rammer control cylinder as modified for 4.5-in. C.P., Mark V and 4.5-in. R.P. 50, Mark V Mountings have been carried out on a 4.7-in. C.P., Mark XXII Mounting and proved entirely satisfactory, reduction of shock on the rammer compressor bracket by cushioning the end of ramming stroke being an advantageous feature.

2. In view of the fact that, since Oil D.T.D. 44D. has been used as the working fluid in the control cylinders, very few failures have been reported, retrospective fitting to all 4.7-in. C.P., Mark XXII Mountings of this type of cylinder is not contemplated. In cases, however, where control cylinders are defective to such an extent that effective repairs cannot be made and where replacement is absolutely necessary, the modified cylinder should be fitted.

3. Removal of defective cylinder and fitting the modified type entails removal of mantlet plates and the brackets supporting rammer spring case, and therefore can only be undertaken during refit, the work to be done by Dockyards or refitting bases.

4. Arrangements for supply of modified cylinders will only be made on application to D.N.O., Admiralty, Bath, as a result of an item having been inserted in a Ship's Defect List. This application should be accompanied by a statement from the Refit Authority concerned that the existing control cylinder is in a condition which warrants its replacement.

3637.—Gun Mountings—4.5-in. Twin, Marks II, R.P.10 II**, III and R.P.10 IV (Reg. No. 1)—Modifications to Elevating and Training L.P.C. Handwheels

(G. 018040/44.—5 Jul. 1945.)

- (a) *Ships, Establishments and Authorities concerned.* Ships, depot ships, dockyards and repair establishments.
- (b) *Types and Marks of Mountings* 4.5-in. Twin Mountings, Marks II, R.P.10 II**, III, and R.P.10 IV (Reg. No. 1).
- (c) *Part of Mounting affected* ... Elevating and training gear—L.P.C. handwheel and hand operating shaft.

- (d) *Purpose of modification* ... To overcome a foul which occurs between the light excluders and the L.P.C. handwheels at the layers and trainers' positions when the guns are depressed below 12 degrees elevation when full range is on the sight.
- (e) *Nature of modification* ... (i) A quadrant of the layers and trainers L.P.C. handwheels should be cut away as indicated on A.F.O. Diagram 243/45.
 (ii) To ensure that the cut away portion of the rim of the handwheel is in line with the light excluder when the handwheel is housed, a locking pin should be placed through the gear box cover and hand operating shaft.
 (iii) Flats should be cut on the shaft as indicated, to facilitate drilling of hole which should be drilled with the shaft in position.
 (iv) A tally should be screwed to the lower portion of the light excluder in the most prominent position.
- (f) *Drawing or A.F.O. Diagram...* Drawing No. G.R.6935, A.F.O. Diagram 243/45.
- (g) *By whom to be done* ... Ships' staff, with the assistance of the dockyards, depot ships and repair establishments.
- (h) *When to be done (or degree of urgency).* At first convenient opportunity.
- (j) *Whether to be treated as an A. and A. or as a defect.* As a defect.

(A.F.O. 1184/45 is cancelled.)

3638.—Gun Mountings—4-in. H.A. Twin, R.P.50 Series, Mark XIX—Percussion Firing Gear—Interlock for Mountings fitted with Safety Firing Switch Gear

(G. 07878/45.—5 Jul. 1945.)

- (a) *Ships, Establishments and Authorities.* C.Os. ships concerned, depot ships, dockyards and repair establishments.
- (b) *Types and Marks of mountings* 4-in. H.A. Twin, R.P.50 series, Mark XIX, mountings fitted with safety firing switch gear.
- (c) *Part of mounting affected* ... Percussion firing gear.
- (d) *Purpose of modification* ... To lock the palm lever in order to prevent accidental firing by percussion and to ensure that the breech worker verifies that the indicator is in the "MADE" position before firing by percussion.
- (e) *Nature of modification* ... Fit locking levers, brackets, instruction plates, etc., as detailed on A.F.O. Diagram 246/45 (1-2).
- (f) *Drawing or A.F.O. Diagram...* (Drawings Nos. N.39390 and N.39391) A.F.O. Diagram 246/45 (1-2).

Note.—Requests for copies of the drawings of this gear, i.e., Drawings Nos. N.39390 and N.39391, for the Home Fleet should be addressed to the nearest dockyard—Portsmouth, Devonport, Chatham, Rosyth—all of which have been supplied with tracings.

Half plate negatives of these drawings will be forwarded to all the bases holding sets of drawings for this mounting including Canadian, Australian and New Zealand authorities.

- (g) *By whom to be done* ... To be advanced as far as possible by ship's staff who should be assisted as necessary by depot ships, dockyards and repair establishments.
Note.—For new construction, fitting out authorities should arrange for this gear to be manufactured locally and fitted to mountings not so fitted.
- (h) *When to be done* ... At earliest possible opportunity.
- (i) *Whether to be treated as an A. and A. or as a defect.* A. and A. classification "A".

3639.—Target Indicating Systems—P.C.O., Captain's and A.D.O. Sights—Drying-out

(G.09151/45.—5 Jul. 1945.)

A report has been received from one of H.M. Ships that A.D.O. sights T.195 were very difficult to keep dry internally, and that desiccator unions had been fitted by ship's staff for use with a portable hand pump desiccator.

2. These sights, as well as earlier types of P.C.O., Captain and A.D.O. sights, are sufficiently watertight for service in normal climates, but get unduly damp under moist tropical conditions, particularly when the sight has to be opened up for repairs or adjustments.

3. Silica gel dryers are unsatisfactory with these large sights and arrangements. are being made for future production of T.194 and 195 sights and to T.166, 169, etc., which are returned to the makers for modification to be fitted with desiccator unions Pattern 12119.

4. Commanding Officers of H.M. Ships fitted with sights of these types may, if they so desire, fit Pattern 12119 unions by ship's staff.

5. In view of the comparatively small numbers required, the supply arranged in A.F.O. 1471/45 will cover this additional requirement.

(A.F.O. 1471/45.)

3640.—Respirators, Anti-Gas, Restricted Withdrawal of Grades B and C and Suspension of Issue of Grade A

(M./L.D. 5071/45.—5 Jul. 1945.)

Grade "B" (Civilian Duty) and Grade "C" (General Service) respirators should now be withdrawn from civilian employees and from Naval personnel on discharge of the holders in the United Kingdom. Grade "A" (General Civilian) should no longer be issued in lieu.

2. In permanent Admiralty civil establishments approximately 10 per cent Grade "C" now held should be retained for training purposes. All the remainder Grade "B" and "C" should be returned to the appropriate armament depots.

3. Microphone respirators issued in accordance with C.A.F.O. 1618/44 are to be withdrawn from personal issue and should be retained by establishments pending further instruction.

4. Where stocks of Grade "A" respirators and component parts are held for replacement purposes, they should be returned to the local authority. Civilians holding Grade "A" (civilian) respirators drawn from the local authority will return them in accordance with local civil defence instructions.

5. On withdrawal all respirators are to be disinfected in accordance with instructions in paragraphs 299 and 302 of B.R. 1062 "Defence against Gas".

(C.A.F.O. 1618/44.)

(A.F.O. 3781/42 is cancelled.)

3641.—Preservation, Identification and Packaging of Naval Electrical Equipment, Including Base and Depot Ship Spares, for Shipment and Storage Overseas Overseas, Dockyards and Bases Concerned

(D. 5742/45.—5 Jul. 1945.)

An increasing amount of electrical equipment is being despatched to overseas bases where storage space is often of a temporary and inadequate nature, open storage being necessary in some instances. The higher temperatures and humid conditions prevailing at such bases and the long periods in transit and storage necessitate very careful attention being given to adequate packing and treatment of gear before despatch. As in many instances the ultimate destination before unpacking is not known to the consignor, it is essential that a standard method of packing and treatment before despatch be adopted irrespective of the destination quoted.

The method to be adopted shall in general be as given in the "British Standard Packaging Code", B.S.1133, and Supplement No. 2 to B.S.1133, copies of which may be obtained from the British Standards Institution, 28, Victoria Street, Westminster, London, S.W.1.

This order does not supersede the specification for tropical packaging of "D" (i.e., base) spares for remote power control electrical equipment, issued direct to Admiralty regional electrical engineers and to contractors concerned.

2. *Preservation*.—Exposed ferrous parts shall be thoroughly cleaned before being treated in accordance with paragraph 3 below. The detailed instructions to be followed in regard to cleaning and corrosion prevention are contained in Section 3 of B.S.1133.

In general, all residue, swarf, dirt and grease are to be removed, if necessary using a solvent, e.g., petrol, kerosene, etc. The items must be thoroughly dried, the cleaned surfaces being handled with gloved hands, to avoid the possibility of corrosion from perspiration.

3. When clean and dry, ferrous parts shall be coated with one of the following materials, the appropriate one being selected according to the nature of the part concerned:—

(a) *Pattern 1178—Composition, Rust Preventive, to Specification C.S.1033.*—

This is a solvent deposited tough film, applied by dipping, brushing or spraying which forms a fairly hard film easy to remove with common solvents (petrol, kerosene, etc.). It affords protection over a long period and is suitable for the treatment of shafting, highly finished and normal machined surfaces. It must be cleaned off working parts before use and therefore should not be applied to more intricate parts where its removal will present difficulties, e.g., it must not be applied to ball or roller bearings.

(b) *Pattern 861—Grease, General Service (G.S.) to Specification C.S.881.*—

A thick film, applied by brush or hand, capable of withstanding the highest tropical temperatures. It must be cleaned off all lubricating surfaces before use by wiping with a clean cloth.

(c) *Pattern 890 Mineral Jelly to Specification C.S.1317 and K.1001.*—A soft

thick film, applied by dipping or brushing, particularly suitable for ball and roller bearings. The coating is best cleaned off articles before use particularly to ensure freedom from dirt, but meticulous cleaning is not necessary, as any residual material will disperse harmlessly in the lubricant.

4. Waterproofed labels shall be attached to equipment treated as in paragraph 3 above, indicating where preservative has been applied and the method of removal of that preservative.

5. Parts after being treated with preservative, Pattern 1178, are to be wrapped in waxed paper, Pattern 4634, and parts treated with grease (G.S.), Pattern 861, or mineral jelly are to be wrapped in either cellulose film, Pattern 4635, or greaseproof paper, Pattern 4636.

Small parts or assemblies which do not require the application of a preservative shall be wrapped in waxed paper, Pattern 4634, sealed with adhesive tape, Pattern 4631, and placed in cartons, which shall in turn be wrapped with mouldable wrap, Pattern 4637, and sealed by dipping in wax, Pattern 876. After "setting" and before final packing dip-coated packages shall be wrapped with Kraft or similar

paper to prevent adherence of the packages to each other when subjected to tropical temperatures.

For details of wax-dipping, see page 366 of B.S.1133. Where facilities are not yet available for dipping, the packages shall be sealed by brushing at the seams with wax, Pattern 876, or self-adhesive tape, Pattern 4631.

Slip-lid tins may also be used for small items, the lids being sealed by soldering or by adhesive tape, Pattern 4631.

6. *Packing Cases*.—The necessity for adequate mechanical protection cannot be too strongly stressed, and Section 5 of B.S.1133 is to be worked to except where modified by this Admiralty Fleet Order. Cases, internal battens, housings, etc., shall be constructed of imported timber wherever possible, of not less than 1 in. thickness and maximum moisture content of 18 per cent. Where shafts, etc., are fitted on wooden blocks or housings, points of contact must be protected by strips of mouldable wrap. Oak, sweet chestnut or western red cedar are not to be used for the construction of cases or of any internal fittings since these woods have marked corrosive properties. Cement coated nails shall be used in the construction of cases, except for the lid, which shall be screwed down with non-ferrous screws.

Packing cases shall be lined with sheet metal, or with a waterproof liner bag. Waterproof liner bags shall be sealed after packing with "adhesive waterproof", Pattern 4681. Metal linings shall be of zinc, tin plate or terneplate, or as specified, and shall be hermetically sealed by soldering.

Cases shall be so constructed that when packed, and where the gross weight does not exceed 100 lb. they will be capable of withstanding, without damage to the case, lining or contents, a drop of 5 ft. on to any side, edge or corner.

7. *Desiccant*.—A suitable amount of silica gel, Pattern 182, or quick lime, shall be included with all equipment, the amount required being calculated from the following formulae:—

$$\text{Weight (in lbs.) of silica-gel} = 0.2A + 0.5D.$$

$$\text{Weight (in lbs.) of quicklime} = \frac{1}{2}(0.2A + 0.5D).$$

where A = area in square feet of the cover immediately surrounding the component packed.

D = weight (in lbs.) of timber inside the sealed enclosure.

The desiccant may be contained in a fine cloth bag firmly secured to the gear, or in the case of quicklime, "Dryers, air", Patterns 919, 939 or 940 may be employed.

8. *Cushioning Materials*.—Details of cushioning materials to be employed are given in Section 12 of B.S.1133. All materials shall be thoroughly dried out before use. Blocks of felt give good protection from mechanical shock. Wherever possible felt with a covering of rubber-like material over all faces should be used, cut ends being treated with a waterproof adhesive compound such as Bostic cement.

It is important that when using such materials the grade used, i.e., hard, medium hard, etc., is such that the strips retain some resiliency when the case is in any position.

9. *Marking and Identification*. See Section 6 of B.S.1133.—All packages, at each stage of packing, shall have an identification label attached, the final label being protected by waterproof transparent tape or other suitable means. A packing list enclosed in a waterproof envelope shall be attached to the inside of the wooden lid of each packing case.

Every packing case shall be marked on the outside in red with a 2-in. high "T" in a circle and 1-in. figures to denote the month and year of packing, using waterproof paint, in addition to the markings laid down in contract specifications.

10. *Schedule of Preservation and Packaging*.—The schedule given below comprises a few typical items only. In general, the recommendations given in Supplement No. 2 to B.S.1133 for Electrical and Telecommunications Equipment are to be followed, except in such instances where special requirements such as the provision of testing leads, are laid down in existing Admiralty Specifications.

Prior to packing, all coils, armatures and fractional horse-power motors are to be stove dried or subjected to equivalent treatment, e.g., heat run, in accordance with Admiralty Standard Electrical Specification No. 2, Clause 31 (j) and (4) or No. 3, Clause 59, the cleaning and preservation of items to be so treated, being carried out when the items are nearly cold.

11. Arrangements are to be made by officers concerned for electrical equipment landed from ships abroad (other than for immediate refit by local authorities) to be treated and packed generally on the lines quoted above, if not already so treated and packed.

12. Overseers should inform contractors concerned with the packing of gear, of the requirements of this order, and draw their attention to the Packaging Code B.S.1133 and Supplement No. 2 to the Code. The latter gives the address from which copies of the C.S. Specification may be obtained.

Contractors may be supplied with the temporary protectives (preservatives) from Naval store stocks if they cannot be obtained by the contractors from commercial sources. Packaging materials will be supplied direct to contractors on receipt of demands on Form D.501 from overseers.

13. Consideration will be given by Admiralty to any other method of packing in which contractors may be experienced, e.g., the use of welded steel cases.

14. A pamphlet covering the provisions of this Order is being prepared for issue to all contractors concerned with packing and despatch of electrical equipment.

SCHEDULE

Designation.	Treatment and Method of Application.	Preservative.	Method of Packaging.
Armatures	Bright ferrous parts sprayed, hand brushed, or dipped in preservative.	C.S.1033, Pattern 1178.	In accordance with Admiralty Standard Electrical Specification No. 2. For small armatures a number of canisters should be enclosed in a wooden packing case with sealed waterproof liner bag.
Field coils	No treatment	—	As for armatures.
Complete machines ...	Exposed ferrous parts sprayed, hand brushed, or dipped in preservative.	C.S.1033, Pattern 1178 or C.S.881, Pattern 861.	As for armatures. Provision for testing to be generally as laid down in Admiralty Standard Electrical Specification No. 2. Clause 31 (8). The inner end of the testing leads shall be so connected to the current carrying parts that they will be in circuit when the machine is being tested.
Bearings	Dipped in preservative...	C.S.1317 and K.1001 (mineral jelly), Pattern 890.	Wrapped in two thicknesses of greaseproof paper, Pattern 4636, in sealed cartons, in wooden packing case with sealed waterproof liner bag.
Silk and cotton covered coils (other than field coils).	No treatment	—	Individually wrapped in waxed paper, Pattern 4634, in airtight, slip-lid, tin-plate canisters. Lids sealed by soldering or with adhesive tape, Pattern 4631. A number of canisters in wooden packing case with sealed waterproof liner bag.

Designation.	Treatment and Method of Application.	Preservative.	Method of Packaging.
Insulating materials	No treatment	—	Mica and micanite in existing envelopes, as supplied, which should be sealed; insulating and adhesive tapes, synthetic resin bonded materials wrapped in waxed paper, Pattern 4634; in sealed cartons or tins, or wrapped in mouldable wrap; Pattern 4637, and sealed. Finally, in wooden packing case with sealed waterproof liner bag.
Motor starters and controllers.	Exposed bright ferrous parts brushed with preservative.	C.S.881, Pattern 861.	Cable entries, if drilled, to be plugged with wood. Gear below 50 lb. in weight, in wooden case, with waterproof liner bag. Gear above 50 lb., in rigid framework as necessary, in wooden packing case with sealed waterproof liner bag, or alternatively in hermetically sealed metal lined case.
Circuit breakers ...	Tripping mechanism secured. Bright ferrous parts brushed with preservative.	C.S.881, Pattern 861.	In rigid framework, in wooden packing case with sealed waterproof liner bag, or alternatively in hermetically sealed metal lined case.
Fuse release switches and similar apparatus, watertight to 1½ lb. per sq. in. and above.	Exposed bright ferrous parts brushed with preservative.	C.S.881, Pattern 861.	Blank off glands and seal. In rigid framework as necessary, in wooden packing case with sealed waterproof liner bag.
Spare parts for control gear, breakers, etc. (other than coils).	Bright ferrous parts brushed with preservative.	C.S.881, Pattern 861.	Wrapped in waxed paper, Pattern 4634, in sealed cartons, in wooden packing case with sealed waterproof liner bag, or alternatively, parts fixed on tray in hermetically sealed metal lined case.
Switchboards, charging boards, etc.	Bright ferrous parts, brushed with preservative.	C.S.881, Pattern 861.	In rigid framework, in wooden packing case with sealed waterproof liner bag, or alternatively in hermetically sealed metal lined case.
Fractional H.P. electric fans.	Exposed bright ferrous parts brushed with preservative.	C.S.881, Pattern 861.	Vents to be sealed with mouldable wrap, Pattern 4637, in wooden packing case with sealed waterproof liner bag, or alternatively in hermetically sealed metal lined case.
Wire insulated, with cotton, silk or enamel.	No treatment	—	Wrapped in waxed paper, Pattern 4634, in sealed cartons, in wooden case with sealed waterproof liner bag.

Designation.	Treatment and Method of Application.	Preservative.	Method of Packaging.
Searchlight and signalling projectors.	All exposed gears and bearing surfaces brushed with preservative. Enclosures for gears and all bearings to be filled with the normal working grease. Bright ferrous parts brushed with preservative.	C.S.1317 and K.1001 (mineral jelly), Pattern 890. C.S.881, Pattern 861.	In wooden packing case with sealed waterproof liner bag.
Arc lamps	No treatment except as provided for in manufacturing specification.	—	In own case, extra clamping being provided where necessary in outer wooden packing case with sealed waterproof liner bag.
Portable signalling lanterns.	Exposed ferrous parts brushed with preservative.	C.S.881, Pattern 861.	In own case, in outer wooden packing case with sealed waterproof liner bag.
Sets of spare arc lamp parts.	Gears and ball bearings dipped in, or brushed with preservative.	C.S.1317 and K.1001 (mineral jelly) Pattern 890.	Parts wrapped in greaseproof paper, Pattern 4636, or waxed paper, Pattern 4634, in own wooden case, in outer wooden packing case with sealed waterproof liner bag.
Carbons for arc lamps.	No treatment	—	Fifty carbons, each separately wrapped in waxed paper, Pattern 4634, in sealed tin canister. A number of canisters in wooden packing case with sealed waterproof liner bag. Positive and negative carbons to be packed in separate canisters.

3642.—Emergency Electrical Supply Arrangements—British-Built Major War Vessels (except Submarines)

(T. 424/45.—5 Jul. 1945.)

A.F.O. 3353/45 is to be amended as follows:—

At the end of the Order, list of A.F.Os. and C.A.F.Os. cancelled, delete A.F.O. 1340/41 and insert C.A.F.O. 1340/41.

(A.F.O. 3353/45.)

3643.—Lights, Gun Ready Use Locker—Removal of—As. and As.

Submarines

(D./P. 7076/45.—5 Jul. 1945.)

- "A" class item No. 14.
- "S" class item No. 624.
- "T" class item No. 626.
- "U" class item No. 580.

River and Minelayer class item No. 566. Classification "B".

2. Operational experience has shown that pressure tight lighting fittings fitted over gun ready use lockers are not required.

3. These fittings, together with associated pressure-tight terminal boxes, A.P. 8150 (where fitted), are to be removed at the first convenient opportunity. The glands in the pressure-tight junction boxes are to be blanked.

4. The work involved is to be carried out by ships' or depot ships' staff.

5. Separate instructions have been issued by the Admiralty for submarines under construction.

(Admiral (S/M), 2 May, 1945, No. 673/S.M. 552.)

(A.F.O. 1207/41 is cancelled.)

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

3644.—Dimmer, Pattern 18962—Introduction of

(N.S. 15409/45.—5 Jul. 1945.)

A new dimmer, Pattern 18962, 24-volt, 27-watt, has been introduced and added to the Authorized List of Naval Stores under Subhead F2B to meet the following initial requirements:—

(a) For dimming minesweeping lights in M.Ls., and H.D.M.Ls. A. and A. item. Nos. 209 and 57 refer respectively.

(b) For dimming chart table light, Pattern 17014, when fitted in coastal craft and other motor craft. The necessary A. and A. item will be raised for the coastal craft concerned by D.C.F.M., Admiralty. Separate instructions have been issued for new construction craft concerned.

2. The dimmers required for craft concerned in Home waters should be demanded from S.N.S.O., Portsmouth; for craft abroad demands should be forwarded to the normal storing yard. The dimmers required for new construction vessels will be delivered direct to the firms concerned without demand.

3. Purchase of 200 dimmers has been arranged from Messrs. Aish & Co. under C.P.58467/45 for delivery to S.N.S.O., Portsmouth, and the shipyards concerned.

4. The following shipments should be arranged by S.N.S.O., Portsmouth.

Bombay	Ceylon	Malta
24	24	24

Separate arrangements are being made for supply of three spare dimmers to each of H.M. Ships "Cape Wrath," "Mull of Kintyre," "Mull of Oa" and "Mull of Galloway," and one to each of H.M. Ships "Derby Haven" and "Woodbridge Haven."

3645.—21-in., Marks II***, II****, IV-IV* and V Torpedoes—New Design Tool for Extracting Fuel Bottle Strainers

(T. 08840/45.—5 Jul. 1945.)

Existing pattern Tools, St. No. 1156, for extracting fuel bottle strainers from 21-in., Marks II***-V torpedoes, are made from ½-in. diameter steel bar split down the centre and machined to size. A revised simplified design, as shown in A.F.O. Diagram 245/45 and made from smaller section round wire, has been introduced for future manufacture.

2. The two designs of Tools, St. No. 1156, are to be considered interchangeable in supply.

3646.—Trolleys, Torpedo Transporting, Pattern 1351—Revised Allowance

Cruisers of "Swiftsure" and "Tiger" Classes

(N.S. 26440/45.—5 Jul. 1945.)

In order to reduce topweight and ease upper deck stowage space, the allowance of torpedo transporting trolleys, Pattern 1351, to cruisers of "Swiftsure" and "Tiger" classes, in which ships there is only one short route for torpedo embarkation, has been reduced from two to one per ship.

2. Ships concerned in commission and already supplied with two of these trolleys should arrange for the return of one to the nearest dockyard. Supply to ships under construction should be adjusted by the warrant yard.

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

3647.—U.S.A. Torpedoes, 22·4-in., Mark 13, Mods. 1, 2A, 3, 4, 5, 6, 7, 8 and 9—Fitment of Depth Rudder Stops

(T. 08826/45.—5 Jul. 1945.)

In order to avoid possible damage to the depth rudders and their linkage systems in the torpedoes referred to above, stops are to be fitted to limit the up and down travel of the depth rudders.

2. The necessary new parts required for the alterations are as follows and they will be supplied ready for fitting at the position shown in Fig. 1 of A.F.O. Diagram 242/45 :—

Item No.	Nomenclature	No. required per torpedo
3	Rudder stop, port, St. No. 13464	1
	Rudder stop, starboard, St. No. 13465	1
4 and 6	Rivet, $\frac{3}{8}$ -in. diameter, $\frac{1}{8}$ -in. long, Stock Part 1002 ...	8
5	Rivet, $\frac{3}{8}$ -in. diameter, $\frac{1}{4}$ -in. long, Stock Part 18533 ...	4

3. The work is to be carried out as follows :—

- Check both depth rudders, item 1, Fig. 1, for alignment with zero lines on the tail cone, item 2. Both rudders must line up with zero lines simultaneously; if not, they must be adjusted before the new parts are fitted. Adjust rudder travel to 1 division up and 4 divisions down.
- Remove the tail cone from the torpedo, remove the propeller sleeve bearing from the tail and clean the tail cone of all grease, etc.
- Extend the "ZERO" mark of port rudder throw positions forward about $\frac{1}{2}$ -in. with scriber or other tool.
- Grip the tail cone in a bench vice with the starboard tail fin in the vice jaws.
- Install the port rudder stop as follows :—
 - Clamp the port rudder stop, item 3, in its approximate position (Fig. 1) and adjust it until the port depth rudder is limited to $1\frac{1}{2}$ divisions up and $4\frac{1}{2}$ divisions down by the projections on the stop. Keep the after edge of the stop, item 3, as nearly as possible flush with the after face of the tail cone, item 2.
Note.—It may be necessary to make slight adjustments of the projections on the stop by bending in order to obtain complete lengthwise contact between the rudder and stop in both positions whilst still maintaining the $1\frac{1}{2}$ up and $4\frac{1}{2}$ down limits of rudder travel.
 - With the rudder stop securely clamped in its proper position and adjusted, drill the six $\frac{3}{8}$ -in. diameter radial rivet holes in the tail cone using the stop, item 3, as a jig. The two aftermost holes must be drilled parallel to the after face of the tail and the remaining four holes perpendicular to the surface of the tail cone as shown in Fig. 2 of A.F.O. Diagram 242/45.
 - Remove the rudder stop and remove all burrs on the inside and outside of the tail cone and any on the rudder stop itself.
 - Check that the $\frac{3}{8}$ -in. diameter rivet holes in the stop, item 3, are countersunk on the outer side (approximately to 0·28-in. diameter, 90° included angle), replace the stop on the tail and re-clamp it in its proper position.
 - Insert the two foremost rivets, item 4, Fig. 1, from the inside of the tail and rivet over the outer ends, holding up the rivets meanwhile with a steel bar inside the tail cone. See Note at (vii).
 - Remove the clamps and insert the two after rivets, item 5, from inside the tail cone. It may be necessary to file the heads of the rivets to make them fit. Rivet over the outer ends of the rivets holding up the rivets meanwhile with a suitably shaped steel bar inside the tail cone. See Note at (vii).

- Insert the two remaining rivets, item 6, from inside the tail and rivet over the outer ends holding up the rivets meanwhile as in (v).

Note.—If the rivets are over-long they may be shortened to suit their respective positions. During riveting care must be taken not to damage the tail cone.

- Remove the tail cone from the vice and re-clamp it, but with the port horizontal tail fin in the vice jaws.
- Install the starboard depth rudder stop using the same method as outlined in paragraph (e) above.
- Check depth rudder movements for $1\frac{1}{2}$ up and $4\frac{1}{2}$ down, noting that port and starboard rudders meet their respective stops practically simultaneously. Stops may be touched up if necessary by filing to fulfil this condition.
- Dress the rivet heads down flush with surfaces of depth rudder stops.
- Clean the tail cone of all metal chips, filings, etc. Assemble the tail replace on torpedo and grease in usual manner.

4. A number of torpedoes may already have rudder stops assembled and adjusted for limits other than $1\frac{1}{2}$ up and $4\frac{1}{2}$ down. If so, such stops must be removed and changed in order to obtain the new limits of rudder travel, viz.: $1\frac{1}{2}$ up and $4\frac{1}{2}$ down. This work is to be carried out as follows :—

- Remove the tail cone from the torpedo and dismantle it as in paragraphs 3 (a) and 3 (b).
- Drill out the countersunk heads of the existing rivets and knock out the eight rivets which secure the existing rudder stops to the tail cone.
- The existing rudder stops are no longer required and are to be brought to produce, and replaced by two new stops and rivets as listed in paragraph 2 above, the method of fitting being as detailed in paragraph 3 (c) to (k). In the case of the two forward and after rivets the holes in the brackets, item 3, should line up with the holes in the tail already drilled for the previous brackets, but if they do not, the holes in the bracket may be eased to suit. After such easing, the holes in the bracket must be re-countersunk by filing if necessary, to ensure that the peening of the rivet will give a good hold on the bracket. The remaining two rivet holes in each bracket will require new holes drilled in the tail as stated in paragraph 3 (e) (ii).

5. Torpedoes already fitted with $1\frac{1}{2}/4\frac{1}{2}$ stops of U.S.A. design may also be met with. Experience has shown these to be insufficiently robust and paragraph 4 above applies.

6. Torpedoes of the types affected are to be modified by depots, depot ships or ships' staffs as opportunity offers, the necessary sets of parts being requisitioned from torpedo depots as below, to whom supplies will be made on receipt from manufacture :—

Superintendent, R.A.N.T.F., Sydney ...	For ships, etc., in S.W. Pacific.
T.E.O., Colombo	For ships, etc., in E. Indies.
T.E.O., Rosyth	For ships, etc., in Home Waters.
OR	
T.E.O., Stoke Canon	

On completion, a notation is to be made in the Torpedo Record Book, quoting T.D.I. 2240 and Navord Ordalts No. 1612, Revision D and 1624.

3648.—Bottle Transmitters—Modification

(N.S. 18580/45.—5 Jul. 1945.)

To facilitate production and to provide means of re-synchronising the output transmission conveniently, modifications have been made to the design of Bottle Transmitters (Subhead F3B), Patterns 4355 series and 4356 series.

2. As the modifications are extensive, new pattern numbers have been assigned, under Subhead F3B (Section 40E of B.R.35) to the new design transmitters as follows:—

Pattern Number	Description
5355S	Bottle Transmitter (Mod.), Sperry type output transmission fitted with Pattern 1730P Sperry type driving motor.
5355M	Bottle Transmitter (Mod.), Sperry type output transmission fitted with Pattern 9298 "M" type driving motor.
5355S, 50 v. ...	Bottle Transmitter (Mod.), Sperry type output transmission fitted with Pattern 1719P Sperry type 50-volt driving motor.
5356S	Bottle Transmitter (Mod.), "M" type output transmission fitted with Pattern 1730P Sperry-type driving motor.
5356M	Bottle Transmitter (Mod.), "M" type output transmission fitted with Pattern 9298 "M" type driving motor.
5356S, 50 v. ...	Bottle Transmitter (Mod.), "M" type output transmission fitted with Pattern 1719P Sperry type 50-volt driving motor.

3. Until production will permit of general supply of the new transmitters, those of Pattern series 4355 and 4356 will continue to be issued until stocks have been expended.

4. The Rate Book of Naval Stores will be amended.

3649.—Condensers, Packing, Cranes—Return of Empty Cardboard Packing Tubes
Home Dockyards and Repair Authorities
(D. 13691/45.—5 Jul. 1945.)

Delivery of new sets of Cranes packing is being delayed due to shortage of cardboard packing tubes. In future all these tubes should be returned direct to Messrs. Crane Packing Co., Ltd., Slough, Bucks.

3650.—C.S.A. Smoke Apparatus—Adaptors for Destroyer and M.L. Type
H.M. Destroyers and Craft.
(D./T. 05027/45.—5 Jul. 1945.)

In order that 6-lb. sprayers, Pattern No. 2670, may be used in lieu of 25-lb. sprayers in destroyer and M.L. type C.S.A. apparatus, it has been necessary to arrange for the supply of special reducing adaptors.

2. Arrangements are accordingly being made for stocks of adaptors to be provided as follows:—

H.M. Dockyard, Chatham... ..	500 in No.
H.M. Dockyard, Portsmouth	500 in No.
H. M. Dockyard, Devonport	500 in No.
H.M. Dockyard, Rosyth	500 in No.

3. Commanding Officers of destroyers and craft requiring adaptors should make demands on the nearest dockyard, the quantity demanded being based on one adaptor per spray fitted.

3651.—L.C.T.3 and L.C.T.4—Aerial Down Leads
(D.C.O.M. 1754/45.—5 Jul. 1945.)

Attention has been drawn to the fact that in certain L.C.T.3 and L.C.T.4 being prepared for service in the East no provision has been made for the aerial down leads to pass through the awnings.

2. Separate instructions have been issued to refitting authorities to ensure that suitable arrangements are made in future vessels, but for craft in service the necessary cutting and lacing of awnings should be carried out by Base Staffs; the work being treated as a defect.

3. Care should be taken to ensure that the holes are cut large enough to avoid any possibility of the aerials touching the awning.

3652.—Radar, Type 961, and Aerial Outfit, AUN., Fitting-out Information
(R.E. 11162/45.—5 Jul. 1945.)

A.S.E. Installation Specification No. B.606 has been prepared to show the method of fitting and wiring Radar, Type 961, and Aerial Outfit AUN.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies, and Western Approaches; V.A. (Q)., Melbourne; R.A.D. British Pacific Fleet; Rear Admiral Fleet Train; Admirals Superintendent, Chatham; Devonport, Portsmouth, Orkneys, Rosyth; Commodore East Africa; Flag Officers, West Africa, Ceylon, Tunisia; Flag Officers-in-Charge, Milford Haven, Aden (for Radar Officers); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodore Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown, Ceylon, Commodore-in-Charge, Halifax; Commanding Officers, H.M. Ships "Artifex", "Resource", "Assistance" and "Diligence"; Commanding Officer, H.M.I.S. "Chamak"; Captains Superintendent, Alexandria, Durban, Kilindini; Deputy Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Dunstaffnage and Corpach; B.A.D., Washington.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London and East Coast, South Wales, Belfast, Scottish and North Eastern Areas; Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, London and South Eastern, Midland and South Wales, South-Western and Northern Ireland Areas.

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar, Type 961, and Aerial Outfit AUN. are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.606.

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

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

3653.—Radar, Types 276, 277 and 293/M—Provision of Duplicate Alternators for A.C. Supply Outfit DUG—As. and As.

Ships concerned

(R.E. 01948/45.—5 Jul. 1945.)

Ships fitted with an A.C. supply outfit DUG for use with Types 276, 277 and 293/M but which, owing to shortage of stores, were supplied with only one alternator, are to insert an item, classification "A", in their next list of As. and As. "To complete A.C. Supply Outfit DUG for use with Radar, Types 276, 277 or 293/M", quoting this Admiralty Fleet Order as authority.

2. Ships concerned are to demand the following items, quoting this Order, from S.N.S.O., Haslemere, Sydney, Durban or Malta, as appropriate, when work is taken in hand:—

Pattern Nos. 1332/A	Alternator, motor, 8-kW., 110-volts supply	1
or 6596A/B	Alternator, motor, 8-kW., 220-volts supply	1
Pattern No. W.3476	Switch (drum type) machine change over	1

3. Demands on bases abroad are not to be raised before 1st August, 1945.

3654.—R.N. Shore Wireless Stations—Unauthorized Modifications to Radio Apparatus—REPORTS

Commanders-in-Chief and Flag Officers on Shore, R.N. Shore Wireless Stations, other than R.N. Air Stations and "Y" Stations

(R.E.—5 Jul. 1945.)

There is reason to suppose that unauthorized modifications have been made to radio apparatus and layouts approved by the Admiralty without prior Admiralty approval being obtained.

2. Unauthorized modifications and diversions from approved layouts have the following disadvantages:—

- (a) Apparatus fails to meet the requirements for which it was designed.
- (b) International regulations may be infringed or unnecessary radio interference caused.
- (c) Breakdowns become more frequent.
- (d) Maintenance, particularly by personnel who subsequently man the stations, is rendered more difficult.
- (e) Real defects and the results of experience are not fully ventilated or brought to the notice of the Admiralty.
- (f) Demands for stores cannot be properly forecast.
- (g) The object of plans designed to allow for future expansion, the introduction of new equipment and modern practices are defeated.

3. For the above reasons it has been decided that no local modifications to apparatus or layouts of stations which have been approved by the Admiralty are to be made without prior Admiralty approval, except in emergency, when the procedure in paragraph 4 below is to be followed. As far as Admiralty Signal Establishment drawings are concerned, the restrictions in this paragraph do not apply to those showing "typical" layouts nor to the layouts of mobile or plan assembled stations.

4. In emergency, Flag Officers and Naval Officers-in-Charge may approve temporary modifications to repair apparatus at permanent installations which would otherwise be unserviceable and to the aerial systems of shore stations, but in all cases where such approval is given, the details must be reported in writing to the Admiralty. For the purposes of this paragraph, the Admiralty will deal with modifications to R.N. W/T Station, Whitehall.

(A.F.O. 947/45.)

3655.—Lanterns, Signalling, Patterns 5110E, 5153, 1038, etc.—Spares for

Submarine Depot Ships and Bases

(N.S. 18245/45.—5 Jul. 1945.)

To facilitate repairs to lanterns, Patterns 5110E and 5153, the undermentioned spares have been introduced for issue to Submarine Depot Ships and Bases, as Depot Ship Spares, and have been added to the Authorized List of Naval Stores under Subhead F2A:—

(a) Spare parts for lantern, signalling, Aldis, Pattern 5110E.

Pattern	Description
53971	Aeroscope.
53973	Mirror, complete with housing.
53974	Set of screws and locking nuts.
53975	Trigger, signalling.
57535	Switch lever, with contacts.
57536	Block terminal, with fixed contacts.

(b) Spare parts for lantern, hand signalling, 6-in., Pattern 5153.

53976	Switch, complete.
53977	Trigger.
53978	Contacts.

2. Contacts, set of, including switch grip, Pattern 53972, has been replaced by switch lever, with contacts, Pattern 57535, and block terminal with fixed contacts, Pattern 57536. Storing yards should, however, issue Pattern 53972 until stocks are exhausted.

3. The allowances of the items mentioned in paragraph 1 above for every five or less submarines attached are as follows:—

Pattern	Allowance
53971	1
53973	2
53974	2
53975	2
57535	10
57536	2
53976	1
53977	1
53978	1

4. Endeavour has been made to introduce spares for signalling lanterns, Pattern 1038, but it has been found that owing to recent modifications in design, replacement parts are not interchangeable. Each submarine depot ship and base will, however, be allowed, as depot ship spares, one battery, Pattern 1040, for these lanterns, for every four or less submarines attached (lanterns, Pattern 1038, are already allowed on this basis).

5. Spares of the following articles should be held by Depot Ships and Bases, as for other consumable stores required for maintenance of attached submarines:—

Pattern No.	Description	Remarks
5154	Front glasses ...	For 6-in. hand signalling lantern, Pattern 5153.
W2175	Front glasses ...	For intermediate signalling lantern, Pattern W2174.
1039A	Lamps, 2-volt ...	For signalling lantern, Pattern 1038.

6. Ships and bases concerned, in commission, should forward demands for stores in accordance with paragraphs 3 and 5 above to their storing yards or Naval Store Depots accordingly. Storing yards or depots should obtain requirements from Haslemere in accordance with usual procedure.

7. The Sea Store Establishment concerned will be amended.

(A.F.O. 1710/44 is cancelled.)

3656.—Receiver P58—Pattern 53997—Serial Numbers 91—97—Incorrect Labelling of Pattern Number

(R.E. 11178/45.—5 Jul. 1945.)

Receiver P58, Pattern 53997, serial numbers 91 to 97 inclusive, may have gone into service with Pattern 53997A engraved on the front panel. These receivers are in fact Pattern 53997.

2. Any ship holding a receiver with any one of these serial numbers should check the pattern number and delete the "A" if not already done.

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

3657.—Asdic Installations, Type 132 Series—Establishment List

(N.S. 013201/45.—5 Jul. 1945.)

Establishment List No. A/S. 32, dated 3rd May, 1945, of Naval Stores, comprising Asdic installations, Types 132, 132S, 132V and 132VS (superseding Establishment List No. A/S. 32 for Types 132, and 132V dated 2nd September, 1943) has been prepared and copies will be distributed to the services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Copenacre, Hawthorn, Wiltshire.

3658.—Testing Instruments for A/S Equipment—Establishment List

(N.S. 014326/45.—5 Jul. 1945.)

Establishment List No. A/S 139, dated 24th May, 1945, comprising Testing Instruments for A/S Equipment is now available at R.N. Store Depot, Copenacre, Hawthorn, Wiltshire, and will be distributed to the services concerned by the Superintending Naval Store Officer.

(C.A.F.O. 794/45.)

3659.—Rotol Propellers—Hydraulic Governor Units—Servicing Instruction/Propellers/2

(A.M.R. 271/44.—5 Jul. 1945.)

A.F.O. 1975/44 is cancelled.

3660.—Aircraft Radio—Modifications Summary

(N.A.R. 503/45.—5 Jul. 1945.)

The undermentioned modifications were authorized by the Radio Modifications Committee during February and March. Details have now been promulgated to the Service and units holding equipments concerned are to ensure that the modifications have been embodied and modification labels properly annotated.

1	2	3	4	5	6	7
Item	Equipment	Description of Modification	Modification Number	Classification	Promulgation	Remarks
1	A.S.V. Mark XI	Arising of Relay Contacts in TR.3505/7	28/1	3B	A/L Ref. DNAR/RAD/665K	
2	A.S.V. Mark XI	Temporary Modification to Fan Beam. Scanning Units 13 and 78.	33/1	3A	No.	
3	A.S.V. Mark XI	Final modification to Fan Beam. Scanning Units 13 and 78.	46/2	2	A/L Ref. DNAR/RAD/665K.	
4	A.S.V. Mark XI	To prevent failure of C1 and C2 in TR.3505/7.	55/1	2	A/L Ref. DNAR/RAD/665L.	
5	A.S.V. Mark XI	Conversion of Amplifier A.3583 to W.W. Plug version.	50/1	3A	No	Modification work being carried out at Pre-issue Test Centres, Perth and Barwell.
6	AN/APS.4	Modification to allow use of four Indicator Units in Anson Class-rooms. Special order only.	7/1	2	CB.3147 (2)	Modification should be deleted on return to stores.
7	SCR.522	Locking of T.R. Switch. Controller Electric Type 5003.	52/1	2	A.F.O. 1753/45.	
8	SCR.522	Locking of T.R. Switch. Controller Electric Type 3.	53/1	2	A.F.O. 1753/45.	
9	TS. Type 202...	To facilitate calibration of Range Markers.	8/1	2	C.B. 3147 (2).	
10	TS. Type 205 ...	To make visible RF. pulse shape...	18/1	3A	A/L Ref. DNAR/RAD/665K.	

(A.F.O. 3373/45.)

3661.—Alterations and Additions*H.M. Rescue Tugs, "Bustler", Diesel Class*

(A.D./P. 7133/45.—5 Jul. 1945.)

The following decision on an A. and A. to H.M. Rescue Tugs, "Bustler", diesel class, is promulgated in continuation of A.F.O. 2476/45:—

Item	Authority	Decision
18. To improve further the workshop facilities by fitting one bench electric grinder, for use in conjunction with the 6-in. S.S. and S.C. lathe, to be sited in a position selected by the ship's officers.	P. 7133/45	Approved Classification "B"

(A.F.Os. 4349/43 and 2476/45.)

3662.—Electric Cables, Patterns 13450 to 13452, 13454 to 13459, 12711 to 12714—Introduction

(N.S. 18804/45.—5 Jul. 1945.)

The electric cables, multicore, varnished cambric insulated, lead alloy sheathed, as detailed in the following specification, have been introduced for 400-volt A.C. supply services on H.M. ships, and added to the Rate Book of Naval Stores under Subhead F.I.C., Part 1, page 1338 (new edition).

1	2	3	4	5	6	7	8	9	10	11	12	13	14
Pattern No.	No. of Cores.	No. and diameter (ins.) of wire in conductor.	Diameter over conductor.	Nominal sectional area.	Current carrying capacity.	Radial thickness of insulant on each core.	Diameter over laid-up cores.	Radial thickness of insulant over laid-up cores.	Diameter over insulant laid-up cores.	Radial thickness of lead alloy sheath.	Diameter over lead alloy sheath.	Max. conductor resistance per 1,000 yds. at 60° F.	Dielectric strength test pressure.
13450*	2	7/-029	0.087	0.0045	12	0.035	0.314	0.020	0.354	0.060	0.474	5.387	3,500 volts between conductors
13451*	2	7/-036	0.108	0.007	22	0.035	0.356	0.020	0.396	0.060	0.516	3.496	2,000 volts between conductors
13452*	2	7/-052	0.156	0.0145	46	0.035	0.452	0.020	0.492	0.060	0.612	1.675	3,500 volts between conductors
13454	2	19/-052	—	0.04	83	0.035	0.504	0.020	0.544	0.060	0.664	0.6184	2,000 volts between conductors
13455*	3	7/-029	0.087	0.0045	11	0.035	0.338	0.020	0.378	0.060	0.498	5.387	3,500 volts between conductors
13456*	3	7/-036	0.108	0.007	20	0.035	0.383	0.020	0.423	0.060	0.543	3.496	2,000 volts between conductors
13458	3	7/-052	0.156	0.0145	40	0.035	0.487	0.020	0.527	0.060	0.647	1.675	3,500 volts between conductors
13459	3	19/-052	—	0.0225	53	0.035	0.473	0.020	0.513	0.060	0.633	1.106	2,000 volts between conductors
12711	3	19/-064	—	0.04	73	0.035	0.557	0.020	0.627	0.060	0.747	0.6184	3,500 volts between conductors
12712	3	19/-064	—	0.06	95	0.035	0.688	0.020	0.728	0.060	0.848	0.4082	2,000 volts between conductors
12713	3	19/-083	—	0.10	134	0.035	0.848	0.020	0.888	0.060	1.008	0.2427	3,500 volts between conductors
12714	3	37/-083	—	0.15	172	0.035	0.998	0.020	1.038	0.060	1.178	0.1657	2,000 volts between conductors
	3	37/-083	—	0.20	207	0.035	1.129	0.020	1.169	0.070	1.309	0.1247	3,500 volts between conductors

* Circular conductors, remainder shaped.

2. Arrangements have been made for the purchase of stocks of the above cables for delivery to Mersey Area, and Carfin, and delivery has now commenced.

3663.—Carbon Brushes for Electrical Machinery—Replacements

L.C.T., Marks 1 to 4 and 8, L.C.F., L.C.G.(L), L.C.T.(R), L.C.G.(M), Marks 1 and 2, L.O.S.(R)

(N.S./D.C.O.M. 5069/44.—5 Jul. 1945.)

Spare carbon brushes for electrical machinery, of patterns and quantities to suit makes of machinery fitted, are to be carried by all British built major landing craft. The basis of supply is given in the appendix hereto.

2. Supply to craft in commission should be arranged by bases to which the craft are allocated. Commanding Officers of new construction craft should demand spare carbon brushes, according to the types of electrical machinery fitted.

3. Demands for flotilla allowances of spare brushes are to be collated by the Flotilla Officers so that they are in accordance with the equipment of the craft in the particular flotilla.

4. Spare carbon brushes of *non-Admiralty pattern* are initially supplied with the small electrical spares for the machinery concerned. Subsequent requirements should be obtained by demand on the Landing Craft Material Supply Officer in the area concerned.

5. The establishments of stores will be amended.

Appendix

Pattern No.	Description	Denom. of Qty.	Quantity per craft	Quantity per Flotilla of 12 craft	Remarks
<i>Generators</i> —					
6798	Mawdsley, 15 kW. ...	No.	24	48	
6800	Harland, 15 kW. ...	"	24	24	
6800	Mawdsley, 5 kW. ...	"	8	16	
6800	English Electric, 5 kW. ...	"	8	16	
14026	Mawdsley, 30 kW. ...	"	24	24	
14026	Harland, 30 kW. ...	"	24A	24A	A-48 for L.C.T.(8).
6797	2 kW., L.P., Lawrence Scott	"	12	24	
6797	2 kW., L.P., Stone ...	"	12	24	
<i>Capstans</i> —					
6798	S.P., Mawdsley, 10 H.P., Type 90S	"	8	16	
6798	C.C., Lawrence Scott, 10 H.P.	"	8	16	
6800	S.P., Mawdsley, 10 H.P., Type 120S (10-ton)	"	8	16	
6797	C.C., Lawrence Scott, 9 H.P. (10-ton)...	"	8	16	
<i>Bilge pump</i> —					
6800	70-ton, W.S., Bruce Peebles, 7.4 H.P.	"	8	16	
6800	70-ton, W.S., Mawdsley 7.4 H.P.	"	8	16	
6800	20-ton, W.S., Mawdsley, 2.0 H.P.	"	8	16	
6800	20-ton, Dry, Mawdsley, 5.0 H.P.	"	8	16	
6794	70-ton, Dry, M. Vickers, 8 H.P.	"	8	16	
6795	W.S., 2.5 H.P. ...	"	12	24	
6796	70-ton, Electrodynamic Construction Co.	"	8	16	

Pattern No.	Description	Denom. of Qty.	Quantity per craft	Quantity per Flotilla of 12 craft	Remarks
6795	<i>Ballast pump</i> :— 460-ton, Campbell Isherwood	No.	12	24	
	<i>Fans</i> :—				
6802	5-in., Verity	"	12	24	
6802	5-in., K. Blackman	"	12	24	
6802	7½-in., Verity	"	12	24	
6802	7½-in., G.E.C.	"	12	24	
6802	7½-in., K. Blackman	"	12	24	
6796	12½-in., K. Blackman	"	12	24	
6801	12½-in., S. Elect. Motors	"	12	24	
	<i>Steering motor</i> :—				
6800	Mawdsley	"	12	24	
	<i>Winch Motors</i> :—				
6794	Metropolitan Vickers	"	8	16	
6796	Campbell & Isherwood	"	16	32	
6802	Refrigerators "Sterne" Mawdsley ½ h.p.	"	12	24	
6802	Cooling machinery (Allen)	"	10	20	
6802	Fresh water pump (E.P.E.)	"	10	20	
6802	Fuel oil pump (S.E.M.)	"	10	20	
6798	Bow door motor	"	8	16	
6800	Battery charging motor, Crompton Parkinson	"	8	16	
6804	Motor operated shunt field regulator	"	8	16	

3664.—Pumping Arrangements—Improvements—As. and As.

*Destroyers and Leaders—Fleet "J", "K", "L", "N", "O"
and "Tribals"*

(D. 028030/44.—5 Jul. 1945.)

In order as far as practicable to bring the pumping facilities in the above-mentioned vessels up to the standard of later Destroyers where the main suction consists of three independent sections, each operated on by its own pump but capable of being inter-connected when required, the modifications detailed in paragraph 2 below are to be carried out in the ships concerned.

2. The suction main, where not already sub-divided, is to be divided into three separate sections by fitting isolating valves, geared to the upper deck. In Fleet "N" and earlier classes where two fixed pumps are at present fitted an additional 20-ton electric hull and fire pump is to be fitted on the lower deck aft, the most suitable position being selected at the ship. The isolating valves referred to above are to be so positioned that each section of the suction main can be served direct by one pump; or, where it would be a more convenient arrangement, the forward pump may be repositioned on the lower deck forward.

3. Administrative authorities concerned are to include an item, classification 'A', to cover the work involved in the next class list of alterations and additions.

(A.F.O. 2000/44.)

3665.—Safety Torch, Pattern 19570—Precautions to be Observed when Used in Dangerous Areas

(N.S./T. 972/45.—5 Jul. 1945.)

Safety torches, Pattern 19570, and substitute patterns supplied for the use of damage control, electrical repair and other personnel for use in dangerous areas must be dismantled and assembled only in safe areas.

2. Holes are provided on all safety torches for wire sealing to prevent accidental and irresponsible dismantling and ships' officers are to ensure—

- that all safety torches in use are efficiently sealed before issue irrespective of where they are used or stowed,
- that torches are dismantled only in safe areas.

3666.—Fire Extinguishers for Electrical Equipment

(N.S. 15444/45.—5 Jul. 1945.)

A number of demands have been received for fire extinguishers in excess of the authorized establishments for use in compartments containing electrical equipment.

2. Extensive trials are being carried out at H.M.S. "Vernon" to determine the best means of dealing with electrical fires in H.M. Ships and Submarines. Pending the results of these trials, no further demands are to be made for fire extinguishers for use in compartments containing electrical equipment, other than those at present authorized for such compartments.

(C.-in-C.E.F.'s. 1902/EF 367/M (A), 17 Aug. 1944; C.O. "Anson's" No. 101, 3 Feb. 1945, to S.N.S.O., Devonport; Captain H.M.S. "Excellent's" M.101/3, 18 May 1944.)

3667.—Foam-making Branchpipes, F.B.2 (S)—Choked Suction Spills

Aircraft-Carriers, Capital Ships, Monitors, Cruisers, Repair and Depot Ships

(D./C.P. 72352/45.—5 Jul. 1945.)

A considerable number of spills issued prior to this date have been found choked with lead deposited in the bore during the process of coating. Spills which have been examined to verify that the bore is clear have the elbow on the end painted red to distinguish them from those which have not been examined.

2. Commanding Officers of ships to which this equipment has been issued are to examine all spills supplied to ascertain whether the bore is fully or partially choked. To carry out this examination, a ⅜-in. hole is to be drilled in the centre of the closure at the strainer end through which the bore should be sighted with the elbow end held to a bright light. If a spill is found to be choked it may be cleared by heating it in the vicinity of the obstruction, taking care during this operation to tilt the spill so that the molten lead will run out from the open end. After examination the elbow should be painted red.

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

3668.—Forms A.44—Issue/Receipt Voucher for Appendix "A" Equipment on Transfer of Aircraft

(N.S. Air 17061/44.—5 Jul. 1945.)

The new form A.44 is now available and should be used for receipt purposes when transferring Appendix "A" equipment in naval aircraft.

2. Initial distribution of this form will be made without demand to the following scales.

	Types of aircraft normally borne or repaired	Other aircraft Types
<i>Home Stations</i>		
A Stations	... 2 books for each type	1 book for each type
B Stations	... 1 book for each type	1 book for each type
Repair Yards	... 2 books for each type	1 book for each type
Maintenance yards	2 books for each type	1 book for each type
R.D.Us.	... 5 books for each type	1 book for each type
Fleet, Light Fleet and Escort Carriers	2 books for each type	1 book for each operational type
<i>Ships and Establishments Overseas</i>		
M.O.N.A.Bs.	... 5 books for each type	1 book for each type (operational)
T.A.M.Ys...	... 5 books for each type	1 book for each type (operational)
Maintenance Ships	5 books for each type	1 book for each type (operational)
H.M.S. "Unicorn"	5 books for each type	1 book for each type (operational)

Roosevelt Field—Following quantities:—

Avenger III (when issued)	10 books
Corsair IV (when issued)	10 books
Wildcat VI	10 books
Hellcat II	10 books

3. A and B stations, repair and maintenance yards and all carriers overseas will be supplied with double the quantities allowed for these services on the home station.

4. Carriers before leaving the home station for overseas should demand to complete to double the allowance detailed above.

5. The instructions regarding the disposal of the several copies, which follows Part D on the reverse of the form, should be amended as follows:—

<i>Part A</i> <i>Signed by</i>	<i>Part D</i> <i>Signed by</i>	<i>Disposal</i>
Duplicate ... As for original	1. Ferrying Pilot 2. Officer receiving aircraft.	Passed by officer taking custody to S.O.(S).
Triplicate ... As for original (receipt voucher)	S.O.(S) of consignee unit only.	Returned to S.O.(S) of consignor unit for retention.

6. Replenishment demands should be forwarded to:—

The Superintending Naval Store Officer,
R.N. Store Depot,
191a Askew Road,
Shepherds Bush,
London, W.12.

(A.F.O. 1200/45 is cancelled.)

3669.—Oiling at Sea—Metallic Hose—Surplus

(N.S. Fuel 11474/45.—5 Jul. 1945.)

On receipt of the 5-in. rubber hose for oiling at sea, all metallic hose carried by H.M. ships, cruisers and above, in excess of that required for internal use, should be landed at the nearest Naval Store Depot.

(A.F.O. 2343/45.)

3670.—Deck Coverings for H.M. Ships

New Construction Ships, Large Refits and Repairs

(P./D. 20612/44.—5 Jul. 1945.)

The following table gives a general guide to the types of deck covering to be used in new construction ships. Local conditions such as the insulation of living spaces, etc., under the decks influence the treatment of portions of the deck in different classes of ships, and are taken into account when deck covering drawings are prepared. Suitable timber for weather deck coverings is at present in short supply, and its use has to be restricted even where weight considerations would permit.

<i>Forecastle and Upper Decks</i>	<i>Location</i>	<i>Type of Covering</i>
<i>Battleships</i> ...	Before the breakwater ...	Bare steel with tread strips.
<i>Cruisers...</i> ...		
<i>Depot ships</i> ...	Remainder	Wood or plastic composition as hull specification.
<i>Aircraft Carriers</i>	Flight deck	Non-slip paint.
	Forecastle and quarter decks	Wood or plastic composition as hull specification.
<i>Destroyers</i> ...	Hangars	Bare steel.
	Before the breakwater ...	Bare steel with tread strips.
	Remainder	Plastic composition in walking spaces, elsewhere non-slip paint.

<i>Forecastle and Upper Decks</i>	<i>Location</i>	<i>Type of Covering</i>
<i>Frigates...</i> ...	Forecastle and quarter decks	Bare steel with tread strips.
<i>Corvettes</i> ...		
<i>Minesweepers</i> ...		
<i>Other weather decks.</i>	Remainder	Plastic composition in walking spaces.
	Boat decks, gun sponsons and platforms, searchlight platforms, open bridges, signal decks, etc.	Plastic composition where men stand or where there is traffic, otherwise bare steel with tread strips or non-slip paint.
Compass platform		Wood gratings.
<i>Accommodation spaces.</i>	Mess decks, dining hall, officers' messes, cabins, flats and passages outside cabins and where there are hammock billets.	Linoleum (see paragraphs 2 and 3).
	Recreation spaces, church, lecture rooms, cinema, prisons, pantries, canteen, etc.	
<i>Offices</i>	All offices, including signal, Radar, W/T, pay, victualing, stores offices and similar spaces.	Linoleum (see paragraphs 2 and 3).
<i>Storerooms, etc....</i>	Storerooms and issue rooms normally occupied such as main Naval stores, etc.	Linoleum in way of desk and serving counter, bare steel with tread strips elsewhere.
	Storerooms infrequently occupied.	Painted steel.
	Flour stores, provision rooms, canteen stores, potato and vegetable stores.	Painted steel with wood gratings under the stowages.
<i>Galleys, etc.</i> ...	Galleys, bakeries, preparing rooms, serveries, sculleries, beef screen.	Cement and tiles.
<i>Heads and Wash-places, etc.</i>	Heads, W.C's., urinals, bath-rooms, washplaces, laundries and decontamination spaces.	Cement and tiles. Gutterways to be provided in large bath-rooms to ensure good drainage.
<i>Machinery spaces</i>	Engine room and boiler room floor plates.	Chequered steel, unpainted.
	Auxiliary machinery spaces... Capstan machinery compartment.	Chequered steel, unpainted. Bare steel, except where hammock billets are fitted.
<i>Passages and Flats.</i>	Other than those used for sleeping billets.	Bare steel. Tread strips to be fitted in athwartship passages and wide fore and aft passages, except that for the latter the sides clear of walking may be painted.

Forecastle and Upper Decks Workshops ...	Location	Type of Covering
	Heavy workshops, including engineers, blacksmiths, coppersmiths, plumbers, ordnance and electrical workshops.	Bare steel with tread strips.
	Light workshops, including optical instrument, Radar, gyro adjusting rooms, other workshops where high voltages are used, such as aircraft workshops, aircraft W/T test room, light wood-working, including shipwrights and joiners shop.	Linoleum in working spaces around benches where men stand, to reduce risk of damage to delicate instruments, sharp edge tools, etc.
Sick Bay, etc. ...	Sick bay, including surgeon's examining room, dispensary, isolation ward, surgical dressing room, medical distributing stations, dental surgery.	Linoleum.
	Operating theatre, ablution compartments, sick bay W.C's. and bathrooms.	Cement and tiles.
Photographic rooms.	Office and printing room. ... Developing room and chemical-mixing room.	Linoleum. Cement and tiles.
Magazines and Shell Rooms	Including handing rooms, bomb rooms, etc.	Bare steel and tread strips.
Miscellaneous Compartments.	Drying rooms... .. Chart house, wheel house, primary steering positions, damage control head-quarters and stations, chart and chronometer room, gyro compass room, telephone exchange, switchboard rooms, transmitting stations, compartments where floor is lagged, such as action information centre, briefing rooms, ready rooms, aircraft control room, air direction room, operations room, target indicating, Radar display rooms, etc.	Painted steel. Linoleum.
	Metadyne rooms	Painted steel.
	Battery-charging rooms and low power rooms.	Bituminous acid-resisting paint.
	Cloakrooms	Painted steel.
	Balloon-filling station ...	Bare steel with tread strips.
	Parachute-packing room ...	Bare steel with tread strips.

2. In order to reduce fire and smoke risks, *linoleum* where fitted should be kept to a minimum. It should be laid where practicable in rectangles clear of fittings. Edge strips should be fitted at exposed edges liable to damage if unprotected. Tread strips should be fitted in way of ladderways and doorways to protect the linoleum. Linoleum of $\frac{3}{16}$ -in. thickness should be secured direct to the steel deck, but where a considerable amount of flushing of the deck is necessary such as in cruisers or larger ships, $\frac{1}{4}$ -in. underlay of approved material may be used and $\frac{1}{4}$ -in. linoleum superimposed. Experimental work is in hand with a view to the provision of fire-retardant linoleum, or fire-retardant plastic composition for interior deck coverings and a further order will be issued when supplies become available.

3. In compartments where linoleum is laid, the spaces not covered by linoleum should be painted with not more than two coats of quick-drying deck paint, Specification D.N.C./M./72, tinted as necessary to suit the floor colour scheme of the compartment concerned.

4. The approved plastic deck coverings for weather decks are Semtex, Paratex and Supertex materials containing reclaim rubber.

5. The approved non-slip deck paints are supplied by Messrs. International, Messrs. Craig & Rose, Messrs. Sherwood and Messrs. Wilson.

6. The above instructions are in general applicable to new construction ships, subject to overriding weight considerations in particular classes of vessels, and ships now under construction should be finished in the manner set out above, provided the work has not already been completed and no delay in completion is involved. Where, however, additional weight would result through compliance with these instructions the amount should be reported and confirmation obtained that such increase is acceptable, or proposals should be made for compensation by the omission of weights of equivalent moment.

7. For existing ships this Order should not be regarded as authority for carrying out alterations and additions, but should be used for guidance in ships undergoing large refits or repairs involving extensive renewal of decks or deck-coverings, subject to safeguards of paragraph 6.

(A.F.O. 1251/44, paragraph 9, and A.F.O. 3435/44 are cancelled.)

3671.—Fire—Retardant—Scheme of Painting for H.M. Ships

(D. 027489/44.—5 Jul. 1945.)

To improve the fire resistance of paint surfaces in H.M. ships, one coat of aluminium paint followed by one coat of titanium flattening, Pattern 374, is the present approved scheme of painting. A second coat of aluminium paint is applied only where excessive corrosion conditions prevail, e.g. bathrooms, washplaces, galleys; laundries, bakeries, etc. Hitherto, due to the short supply of titanium, the covering of titanium flattening has been restricted to accommodation spaces where a white finish was required.

2. Titanium oxide is now available for all essential services, and while it is still desirable to exercise economy in its use, all inboard aluminium paint coatings should be given a finishing coat of titanium flattening, Pattern 374. Two coats should be applied where necessary for a good appearance, to the satisfaction of the Principal Ship Overseers, refitting authority, etc.

3. The white titanium flattening, Pattern 374, can be tinted where necessary to meet approved colour schemes without reducing its fire retardant qualities, but oil or varnish should not be added.

4. Weather work, watertight compartments, etc., are to be painted as laid down in the paint economy scheme now in force.

The use of cork cementing and anti-condensation paint is to be restricted to the essential minimum.

5. Action should be taken to implement this Admiralty Fleet Order as soon as possible, but in view of shortage of labour in H.M. dockyards and shipyards, the work in existing ships should be carried out as far as practicable by ship's staffs.

Compartments containing, or adjacent to, stores which will burn freely should be dealt with first and the work through the ship progressed at the discretion of the ship's damage control officer as regards priority of compartments to be dealt with.

6. Trials of new types of synthetic fire retardant paints are in hand and a further order will be promulgated when such paints become available.

(A.S. Portsmouth Y.L., 13 Dec. 1944, No. 8435.)

(A.S.C.B.S., 6 Mar. 1945, No. 6616.)

(A.F.Os. 1707/44 and 6740/44 are cancelled.)

3672.—Shellac Varnish—Pattern 1315—Obsolescence

(N.S. 21005/44.—5 Jul. 1945.)

There is no longer a requirement for shellac varnish, Pattern 1315, and it is accordingly being deleted from the Rate Book for Naval Stores.

2. Existing stocks should be used for suitable electrical services until exhausted.

(A.F.O. 1067/26 is cancelled.)

3673.—Azimuth Scales for Link Trainer

(N.S. Air 7599/45.—5 Jul. 1945.)

R.A.F. Ref. No. 106L/9U.K. Azimuth Scale has been introduced for use with the link trainer, and will be allowed to services on the basis of one per link trainer held.

2. Stocks are not yet available but supply will be made without demand on receipt of deliveries from Air Ministry.

3. The azimuth scale, graduated in degrees (15° – 0° – 15°) and attached to the trainer base provides the instructor with a more accurate indication of trainer heading than is possible with existing heading tabs, mounted on link trainer octagon.

4. *Method of assembly.*—Screw the azimuth scale (with 28S/2679, screws, wood, No. 8 × 1-in. roundhead, 2 off) to the trainer base on the face nearest desk. The upper edge of the scale to be flush with the top surface of the square base and midway between the uprights. The back edge of the scale is recessed to clear existing fixed datum tab, which should coincide with the zero mark on the scale.

5. *Modification records.*—An entry is to be made in the appropriate page of the link trainer log book.

3674.—Harbour Service Craft, Preparation of, for Service Abroad

(N.S. 20499/45.—5 Jul. 1945.)

It has been represented that harbour service craft, M.F.Vs., etc., brought around by coastal passage to a port by runner crew, preparatory to proceeding abroad either under their own power or by shipment, are arriving with inaccurate details of naval stores on board, no inventories S.1099D, or lists of additional stores supplied for the use of runner crews.

2. The procedure laid down in A.F.O. 642/45, Appendix 5, covers the several categories of harbour service craft proceeding abroad as referred to in Appendix 4 of the order, and indicates how the stores on board are to be accounted for and the inventories disposed of.

3. To avoid subsequent accounting confusion it is essential that each vessel, irrespective of the mode of transfer, should have a complete and accurate record of the naval stores on board, and the attention of all concerned should therefore be drawn to the necessity for strict compliance with the instructions contained in A.F.O. 642/45.

(A.F.O. 642/45.)

3675.—Aircraft—Apparatus, Sea-water De-salting (Permutit)—Introduction for Multi-seater Dinghies

(N.S. Air 3954/45.—5 Jul. 1945.)

In order to augment the supply of drinking water available to ditched crews, the undermentioned apparatus (short title, W.P.R.), which provides $4\frac{1}{2}$ pints of drinking water, is hereby introduced.

Stores Ref. No. Description
27C/2119 Water Purifying Equipment.

Allowances to ships and services will be in accordance with the following scales shown:—

Ref. No.	Description	B.R. 378				B.R. 377		R.N. Aircraft		H.M.S. " Unicorn "	Component Repair Ships	M.O.N.A.Bs.
		Maintenance Stock				R.N. Aircraft Stations		Repair Yards	Maintenance Yards			
		1 Squadron	2 Squadron	3 Squadron	4 Squadron	Class " A " Main Store	Class " B "					
2119	Section 27C Water purifying equipment	12	20	32	40	24	12	24	24	30	24	24

2. One complete apparatus consists of a drinking vessel with lid, into which are packed a flexible purifier, a waterproof bag and nine charges of chemical reagent.

3. Instructions for operating each apparatus are printed on a piece of waterproof paper which is wrapped round the waterproof bag.

4. The scale of issue is four apparatus per " M " and " L " type dinghy in multi-seater aircraft.

5. Each apparatus will replace one can of water (Stores Ref. No. 27P/8), leaving two cans of water in each dinghy pack. It is important that one can only of water is replaced by one sea-water de-salting apparatus, and that the cans of water are not removed until the de-salting apparatus is available for installation in the aircraft dinghy emergency pack.

6. Water, canned (Stores Ref. No. 27P/8), rendered surplus to requirements by the introduction of this apparatus is to be returned to the appropriate Victualling Store Depot.

7. Supply of 24 in number will be made without demand from R.N. Store Depot, Llangennech, to R.N. Air Station, Piarco.

8. Other services concerned should forward demands to their normal sources of supply of air stores, quoting this Admiralty Fleet Order as authority for supply, except that services which normally demand on Copenacre should in this instance forward demands to R.N. Store Depot, Midland Area, Stafford. Issues to new services will be made with their original outfit of stores.

9. The necessary distribution of stocks is being arranged, and supplies to ships and services should commence forthwith.

10. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to Foreign Stations. Details of the quantities being supplied are being forwarded direct to (S) Naval Store Officers concerned.

11. Aircraft Stores Establishments and Appendices "A" will be amended in due course, meanwhile Establishments held by H.M. Dockyards, R.N. Air Stations, Stores Depots, etc., should be amended in manuscript.

3676.—Sea Rescue Apparatus, Type "F", Mark II—Introduction

(N.S.051228/45.—5 Jul. 1945.)

A small supply dropper of aerodynamic shape for Air/Sea Rescue work, known as Sea Rescue apparatus, Type "F", Mark II (Stores Ref. 15B/112) is hereby introduced. This item can be carried externally on any aircraft equipped with a universal bomb carrier at speeds up to 450 m.p.h. The contents can be varied at will, the choice being dictated by circumstance and the needs of the emergency, providing the total weight of such contents does not exceed 14 lb.

It is the only Air/Sea Rescue dropping apparatus which will successfully drop T.3180 (Walter) without risk of damage.

Allowances to Ships and Services will be in accordance with the following scales:—

Ships (B.R. 378).

Ref. No.	Description	Articles in use	Remarks
112	<i>Section 15B</i> Sea Rescue Apparatus Type "F", Mark II	(P)	(P)—Fleet Carriers 25, Light Fleet Carriers 20, Escort Carriers 10.
		(Q)	(Q)—Additional allowance of 5 to Assault Escort Carriers.

2. Services concerned should forward demands for the Sea Rescue Apparatus, Type "F", Mark II (Stores Ref. 15B/112) to their normal sources of supply of Air Stores, quoting this order as authority for supply. Issues to new Services will be made with their initial supply of stores.

3. *Deliveries*.—As deliveries are not expected to commence before the end of July, 1945, hastening action on any demands lodged should not be taken before this date.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to Foreign Stations.

Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

5. Aircraft Stores Establishments will be amended in due course; meanwhile Establishments held by H.M. Dockyards, R.N. Air Stations, Stores Depots, etc., should be amended in manuscript.

3677.—Oropesa Minesweeping—Fitting of Davits for Hoisting Oropesa Floats in Converted Trawlers

Dockyards, W.P.Ss., E.R.Os., etc.

(N.S. 22594/45.—5 Jul. 1945.)

A.F.O. 2063/43 is hereby cancelled, reports called for in paragraph 5 being no longer required.

(A.F.O. 2063/43 is cancelled.)

3678.—Kingstons—Zinc Protectors Submarines

(D/P.05378/45.—5 Jul. 1945.)

Portions of worn zincs fitted inside the gratings to kingstons of H.M. Submarines have occasionally broken away and caught in the seat of the valve.

2. These zincs, where fitted inside the gratings, are to be removed and positioned outside in all Submarines at the first opportunity.

3. This work is to be carried out as a defect.

(Admiral (S/M), 25 Mar., 1945, No. SM. 490/324, and 20 May, 1945, No. SM. 490/402.)

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

3679.—Amendments to the List of Special Stores "U" and 1940 "S" Class Submarines

(N.S. 21890/45.—5 Jul. 1945.)

In consequence of the modification made to the piston rings fitted in hydraulic indicator system by A.F.O. 5787/44, the following amendments are to be made to the list of Special Stores:—

Delete sketch number and description of existing rings, and insert as follows:—

Sketch No.	Description
(Col. 3)	(Col. 4)
Q.4 size 1 ...	{ Angle indicator piston (receiver). Bonded synthetic rubber cup ring, max. dia., 1.22-in., depth, 0.35-in.
Q.4, size 2 ...	{ Angle, indicator piston (transmitter). Bonded synthetic rubber cup ring, max. dia., 1.00-in., depth, 0.35-in.

2. Submarines should obtain copies of the new sketch from the depot ship's copy of A.F.O. Diagram 376/44. The sketch should be numbered as indicated above.

(Admiral (Submarines) No. S.M. 872/668, 24 Apr. 1945.)

(A.F.O. 5787/44.)

3680.—Wireless—Transmitter—Type TCS—Fitting—As. and As. Submarines

(P/R.E. 10876/45.—5 Jul. 1945.)

Item Nos. ...	"S" class 628 ...	Minelayer class 568.
	"T" class 631 ...	
	"U" class 583 ...	
	"A" class 16 ...	Classification "A".

2. It has been approved to fit a transmitter and 220 volt DC power unit of Type TCS in operational Submarines.

3. The work is to be undertaken by Submarine's and Depot Ship's staffs.

4. Captains (S/M) on the Home Station should request Admiralty allocation of the necessary sets through Admiral (Submarines)

5. Captains (S/M) abroad should demand equipments from the appropriate S.N.S.O.

6. Fitting out information is given in Installation Specification B.603 and on revised W/T office layout drawings, which will be circulated to authorities concerned.

7. Establishment List No. AE2 for Type TCS will be amended to include the necessary stores required.

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

3681.—Towing Wires for Docks, etc.

(D/T.D. 1588/45.—5 Jul. 1945.)

A report has been received that wire pendants and bridles recently supplied for tow, have been made of rigging wire, and that these wires on being turned round bollards, and when subject to any extra strain, have in some cases carried away.

2. Towing pendants and bridles for docks, etc., are specified to be made of flexible steel wire rope and fitted with soft eyes to fit over bollards. All pendants and bridles not so constructed should be replaced.

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

Section 4**OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS*****3682.—Pay Book Wallet**

(V/1/3812/45.—5 Jul. 1945.)

A waterproof container, to be known as the pay book wallet, is being provided for the protection of naval pay and identity books—Form S.43a—in hot climates, and one of these wallets will be compulsory kit for naval and W.R.N.S. ratings on stations where tropical clothing is worn so long as the carrying of pay and identity books is required.

2. An initial gratuitous issue of a pay book wallet is to be made to every naval and W.R.N.S. rating at present serving on a station on which tropical clothing is worn, and to every naval air rating now serving in first line squadrons at home. A wallet is also to be issued gratuitously, so long as the carrying of pay and identity books is required, to every naval and W.R.N.S. rating who has not already received one who is drafted in future to a station on which tropical clothing is worn, and in the case of ratings of the Naval Air Arm to every rating who has not already received one who is drafted to a first line squadron or detailed for service in first line squadrons forming in the U.S.A. or Canada. All issues of the wallets subsequent to the initial gratuitous issue are to be on repayment.

3. Officers may take up the pay book wallet on repayment.

4. The issuing price of the wallet is sixpence exclusive of purchase tax, and eightpence inclusive of purchase tax.

5. Stocks of the wallets have been provided at the following victualling yards or depots at home:—

- Superintendent,
Royal Victoria Yard, S.E.8.
- Superintending Victualling Store Officer,
South Western Area, Launceston, Cornwall.
- Superintending Victualling Store Officer,
Lancashire Area, Accrington, Lancs.
- Superintending Victualling Store Officer,
Midland Area, Leicester.
- Victualling Store Officer,
H.M. Victualling Depot, Jamestown.

Supplies are being sent to the victualling yards abroad. Ships, etc., are to demand the quantities required for issue under this order from the most convenient victualling yard or depot at which they are stocked. For the present demands should be restricted to current requirements only. Particulars of the quantities which are being sent to victualling yards abroad have been communicated to the Victualling Store Officers concerned, who are to inform the Admiralty (D. of V.) by signal of further requirements.

(A.F.Os. 5781/43 and 1048/44.)

3683.—Naval Stores—Returns not to be made to West Riding Area

(N.S. 24661/45.—5 Jul. 1945.)

There are no facilities at R.N. store depots in the West Riding area for dealing with returns of stores from H.M. ships and establishments.

2. No stores should, therefore, be returned to Superintending Naval Store Officer, West Riding (Leeds), but ships and establishments should forward such returns to the nearest dockyard or N.S. depot other than Leeds.

**3684.—Stores for H.M. Ships and Establishments at Northern Bases—Transfer of
Railhead from Aberdeen to Invergordon**

(N.S. 1388/45.—5 Jul. 1945.)

As from Monday, 8th July, 1945, all stores and materials for ships and Naval establishments in the Orkneys which have hitherto been forwarded *c/o* Naval Store Officer, Regent Quay, Aberdeen, are to be addressed *c/o* Naval Store Officer, Invergordon, for onward transport to the Orkney Islands. It should be noted that this applies to all consignments intended for R.N. air stations, Hatston, Twatt and Grimsetter, and other shore establishments at Kirkwall.

2. Stores sent by passenger train should, normally, also be forwarded to Invergordon but, exceptionally, items which are of urgency "A", i.e., of utmost priority, should be consigned to the ultimate consignee *c/o* Naval Store Representative, L.M.S. Station, Thurso. Such packages will be shipped by the daily Mail Steamer and it is essential to restrict such traffic to the lowest possible limit.

3. All D.80 forms (4th copies) and advices of despatch of packages to Invergordon should be posted to the Naval Store Officer, Invergordon, and *not* to the ultimate consignee.

4. The principal firms who despatch private and bonded stores are being notified of the change of address for such consignments but mess secretaries and others concerned should also take steps to notify all firms which hold their orders.

5. Ships or establishments which place contracts or orders direct with firms for engineering and special items for delivery *c/o* Naval Store Officer, Aberdeen, should, as from 8th July, give the address as *c/o* Naval Store Officer, Invergordon, and should also notify the change of address to all firms who hold unexecuted orders. The necessity for advices of despatch to be posted to Naval Store Officer, Invergordon, should be emphasized.

6. Packages which are within the parcel post limits for size and weight are to be forwarded direct to shore establishments and *not* via Naval Store Officer, Invergordon. Postal packages for H.M. ships are to be addressed to the ship concerned *c/o* G.P.O., London.

7. Stores for H.M. ships and establishments in the Shetlands (Lerwick, etc.) should not be forwarded *c/o* Naval Store Officer, Invergordon. These should continue to be forwarded to Aberdeen for shipment by the North of Scotland, etc., Steam Navigation Co. A separate A.F.O. is being issued regarding such consignments.

(C.A.F.O. 2179/43 cancelled from 8th July, 1945.)

**3685.—Despatch of Stores for H.M. Ships and Establishments in the
Shetland Islands**

(N.S. 1388/45.—5 Jul. 1945.)

Stores and materials for H.M. ships and establishments in the Shetland Islands (Lerwick, etc.) should continue to be addressed to the ultimate consignee *c/o* Naval Store Officer, Regent Quay, Aberdeen, *up to the 8th July, 1945, after which date* they are to be addressed to the ultimate consignee *c/o* Naval Officer-in-Charge, Lerwick, *c/o* North of Scotland, etc., Steam Navigation Co., Matthews Quay, Aberdeen.

2. For any packages of exceptional dimensions or exceeding three tons dead-weight, it will be necessary to arrange freight by all sea route and details of such items should be reported to the Director of Stores, Admiralty, in order that the necessary arrangements for transport may be made.

3. Stores for H.M. ships and establishments in the Shetland Islands are *not*, in any circumstances, to be consigned via Invergordon, Thurso, Lyness or Kirkwall.

3686.—Supply of Cheese—Demands

(V. 14/2358/45.—5 Jul. 1945.)

The Ministry of Food has asked that demands for cheese on the Area Distribution Officers in accordance with A.F.O. 3405/45 shall be rendered *in duplicate* on Form S.549 and, so far as is practicable, limited to one demand a month from each ship and establishment demanding and despatched on the first day of each month.

2. The following *amendment* is necessary to the list of Ministry of Food Distributors' Offices in Appendix B of A.F.O. 3405/45:—

Against:—

Mr. S. Roberts,
139, Corn Exchange, Hanging Ditch,
Manchester, 4.

Against:—

Mr. J. P. Morgan,
Office No. 19,
Prudential Exchange Building,
8, Victoria Street, Liverpool, 2.

(A.F.O. 3405/45.)

Delete:—

Birkenhead,
Bootle, Liverpool.

Add:—

Birkenhead,
Bootle, Liverpool.

3687.—Supplies of Fresh Provisions to Small Ships

(V3/2565/43.—5 Jul. 1945.)

H.M. Ships not carrying their own victualling accounts (other than the small vessels and landing craft for which the cash messing system is prescribed by A.F.Os. 2974/45 and 3116/45) should not demand fresh provisions direct from Admiralty contractors, when they are at Naval bases, as this gives rise to difficulty in accounting.

2. *Unless otherwise laid down in local orders* the procedure for obtaining supplies of fresh provisions at Naval bases and ports other than Liverpool is as follows:—

(a) *Naval bases where there is no victualling yard or depot.*—Destroyers, corvettes and smaller vessels should demand supplies from the Base Supply Officer, who should make the necessary arrangements for obtaining supplies from contractors, supervising distribution, etc. The Base Supply Officer should obtain receipts from the vessels concerned, take the supplies on charge in his account, and furnish receipts on Form S.92 to the contractors. He should communicate particulars to the accounting base of the ships concerned, following the usual procedure for supplies of victualling stores.

(b) *Naval bases where there is a victualling yard or depot.*—Destroyers and corvettes should demand supplies from the victualling yard or depot. Should it be necessary to obtain requirements direct from contractors owing to the non-availability of stocks, the vessel should pass the invoices or particulars, duly certified, to the Base Supply Officer at the port of supply, who should furnish the necessary receipt to the contractor on Form S.92. At ports where there is no Base Supply Officer the receipt should be granted by the vessel's accounting base under the arrangement laid down in paragraph 2 (c). Smaller vessels, e.g., trawlers, should demand supplies from the Base Supply Officer, except at certain places where special authority has been given for supplies to be demanded from the victualling yard or depot. When supplies are made by the Base Supply Officer the procedure indicated at (a) above should be followed.

(c) *Ports where there are Admiralty Contractors, but no victualling yard or depot or Base Supply Officer.*—Supplies should be obtained direct from the Admiralty contractors, who should be requested to send a copy of the invoice for each supply to the accounting base. Receipts on Forms S.92 or D.55 as appropriate, should be forwarded to the contractor monthly by the accounting base.

3. *At Liverpool* where conditions are exceptional the procedure laid down in paragraph 2 (c) should be followed.

4. Fresh provisions drawn under Admiralty contracts should not be paid for in cash unless such a procedure has been specially ordered.

(A.F.Os. 2974/45 and 3116/45.)

(A.F.O. 5692/44 is cancelled.)

3688.—Supply of Provisions—Royal Canadian Navy—United Kingdom and Other Theatres of Operation

(V.3/4575/45.—5 Jul. 1945.)

In order that all Admiralty facilities for victualling, and the accounting in connection therewith, be made available to the Royal Canadian Navy for all H.M.C. Ships and Establishments, the following procedure is to be adopted from the date of the receipt of this Order.

2. Demands for all types of victualling supplies (except non-common items as in paragraph 5) as and when required by H.M.C. Ships and Establishments will be placed with H.M. Victualling Yards and Depots, Victualling Store Issuing Ships, R.N. Supply Officers or N.A.A.F.I., and demanded in accordance with existing Admiralty Regulations and Local Port Orders, except as affected by Canadian Naval Regulations governing the scale of victualling.

3. *Naval bases in the United Kingdom and abroad.*—Where there is a victualling yard, victualling depot or victualling store issuing ship, supplies will be demanded therefrom and the supplies made are to be invoiced to the H.M.C. Ship and reported to the Director of Navy Accounts for claim against the Canadian Government on Form V.108 in the usual way. The supply notes should be clearly marked "Chargeable to the Canadian Government". A copy of each supply note is to be forwarded to the Commanding Officer, H.M.C.S. "Niobe" for issues in the United Kingdom, and to the Director of Victualling, Naval Service Headquarters, Ottawa, for issues in other theatres of operation. The copies are to be forwarded monthly.

4. *Naval bases where there is no victualling yard, victualling depot or victualling store issuing ship.*—When it is necessary for a R.N. Supply Officer to arrange supply through Admiralty contractors to meet demands, he is to maintain a separate record of supplies ordered for H.M.C. Ships or Establishments without passing them through his provision account.

(a) *In the United Kingdom.*—The R.N. Supply Officer should furnish a separate receipt to the contractor on Form S.92 for the quantities obtained and payment will be made to the contractor in the usual way by the Director of Navy Accounts. Payment for supplies obtained from firms who are not Admiralty contractors should be made by the R.N. Supply Officer in the usual way. In each case the vouchers should be clearly marked "Chargeable to the Canadian Government". The Supply Officer is to report the details of these supplies monthly to the Commanding Officer, H.M.C.S. "Niobe".

(b) *In other theatres of operation.*—When it is necessary for a R.N. Supply Officer to purchase supplies in order to meet H.M.C. Ships' demand that officer is to make payment and obtain a receipt either on the supplier's invoice or separately. The suppliers' invoice, clearly marked "chargeable to the Canadian Government", and supported by the receipt furnished by the H.M.C. Ship or Establishment supplied, is to be forwarded as a voucher to the cash account and details of such purchases, together with a reference to the cash voucher on which payment has been effected, are to be reported to the Director of Victualling, Naval Service Headquarters, Ottawa, monthly.

5. *Non-common victualling supplies.*—(a) Any supplies not available from Admiralty sources that are included in R.C.N. scales will be supplied from Canada to the nearest R.C.N. base in the United Kingdom, and are to be drawn by H.M.C. Ships and Establishments as required.

(b) In the case of the Pacific theatre of operations, special R.C.N. items will be supplied from Canada to the Admiralty for issue to H.M.C. Ships or Establishments. An account of such issues will be rendered to Naval Service Headquarters by the Admiralty.

6. Accounts for purchases from N.A.A.F.I. are to be sent direct to the Director of Navy Accounts for payment as a charge against the Canadian Government and such accounts should be supported by a receipt from the ship or establishment supplied. Copies of N.A.A.F.I. invoices will be forwarded by N.A.A.F.I. to the Canadian Naval Authorities indicated in paragraph 3 above.

7. All accounts for victualling supplies issued through Admiralty sources, payments made to contractors and N.A.A.F.I. and payments made through cash accounts are recoverable from the Canadian Government, and recovery will be made by the Director of Navy Accounts. (All Supply Notes, Forms S.92, etc., will have been marked "Chargeable to the Canadian Government").

8. The reports to the Admiralty required under paragraph 1 of Art. 1942, K.R. & A.I. of supplies made by H.M. Ships, etc. to H.M. Canadian Ships, etc. should continue to be forwarded.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3689.—Handbook Amendments

(A.S.E.—5 Jul. 1945.)

The following Books of Instruction have been modified by Amendment :—

S.S. 165—Type 86M—(Amendment No. 2).

S.S. 167—Type 87M—(Amendment No. 2).

2. Authorities and ships in the United Kingdom should demand copies from S.N.S.O., Haslemere; ships abroad should demand copies from their respective storing yards.

3690.—Amendments to Books

(E.F.O.—5 Jul. 1945.)

The undermentioned amendments (A.F.Os. P.513-561/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elvedon Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth Book Office, R.N. Port Library, Devonport.

Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire

A.F.O. *P.513/45.—B.R. 377 (General)—A.S.E.—Amendment No. 35.

***P.514/45.**—B.R. 377 (General)—A.S.E.—Amendment No. 36.

P.515/45.—B.R. 642 (J) Summary of Japanese Warships—Amendment No. 2.

***P.516/45.**—B.R. 383—A.S.E.—Amendment No. 11.

P.517/45.—B.R. 274/43—Handbook and Drill for 20 mm. Oerlikon Machine Gun, Marks II, II U.S.N. and IV U.S.N., on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings, 1943—Amendment No. 16.

A.F.O. P.518/45.—B.R. 966—Handbook for the 4.7-in., Q.F. Gun, Mark IX**, on C.P., Mark XVIII Mountings, 1938—Amendment No. 5.

P.519/45.—B.R. 1066—Advancement Regulations—Amendment No. 1.

P.520/45.—B.R. 1086C—Coastal Forces Gunnery Handbook, Volume III—Gun Drills in Coastal Force Craft—Amendment No. 2.

P.521/45.—B.R. 1245—Handbook for 4.7-in., Mark IX**, Q.F. Gun on the 4.7-in., C.P., Mark XXII Mounting, including 4.5-in. Mark IV Gun on the 4.5-in. Single, Mark V Mounting—1943—Amendment No. 6.

P.522/45.—O.U. 6319—Explosive Regulations for Controlled Mining Bases, 1939—Amendment No. 5.

P.523/45.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 30.

***P.524/45.**—B.R. 380/B—Barracuda—Standard Airframe Transfer List and "M" Lists—Amendment No. 17.

***P.525/45.**—B.R. 380/B—Barracuda—Amendment No. 18.

***P.526/45.**—B.R. 380/Y—Sea Otter—Standard Airframe Transfer List and "M" Lists—Amendment No. 2.

***P.527/45.**—B.R. 380/Y—Sea Otter—Amendment No. 3.

***P.528/45.**—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 17.

***P.529/45.**—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 7.

***P.530/45.**—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 8.

***P.531/45.**—B.R. 378 (General)—A.S.E.—Amendment No. 74.

***P.532/45.**—B.R. 378 (P)—Corsair—A.S.E.—Amendment No. 9.

***P.533/45.**—B.R. 378 (P)—Corsair—A.S.E.—Amendment No. 10.

***P.534/45.**—B.R. 378 (P)—Corsair—A.S.E.—Amendment No. 11.

P.535/45.—B.R. 7/41—Censorship and Treatment of Naval Mails and Telegrams in Time of War—Amendment No. 9.

P.536/45.—B.R. 317 (1)—Mining Drill Book, General Instructions Buoyant Mines—Amendment No. 13.

P.537/45.—B.R. 859—Regulations for Maintenance of 21-in., Mark VIII-VIII** Torpedoes—Amendment No. 17.

P.538/45. { B.R. 1034 (3) (formerly C.B. 4239 (3))—Amendment No. 2.
A.P. 2813A (3) (formerly C.D. 257 (3))—Amendment List No. 2.
Handbook of Components and Testing Apparatus for Independent Mines—Batteries.

P.539/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 2.

P.540/45.—B.R. 1005—Regulations for Maintenance of 21-in., Mark IX*-IX** and IX N.A.B. Torpedoes—Amendment No. 11.

P.541/45.—B.R. 863—Royal Naval Air Station Magazine and Explosive Regulations, 1943—Amendment No. 9.

P.542/45.—B.R. 980 (B)—R.T. No. 232 for 4.7-in. Guns—Amendment.

P.543/45.—B.R. 980 (K)—R.T. No. 245 for 4-in. Guns—Amendment.

P.544/45.—B.R. 980 (K)—R.T. No. 328 for 4-in. Guns—Amendment.

P.545/45.—B.R. 980 (K)—R.T. No. 358A for 4-in. Guns—Amendment.

P.546/45.—B.R. 980 (K)—R.T. No. 358B for 4-in. Guns—Amendment.

P.547/45.—B.R. 980 (K)—R.T. No. 369 for 4-in. Guns—Amendment.

P.548/45.—B.R. 980 (K) (formerly O.U. 6090 (K))—R.T. No. 438 for 4-in. Guns—Amendment.

P.549/45.—B.R. 980 (K)—R.T. No. 469 for 4-in. Guns—Amendment.

P.550/45.—B.R. 980 (K)—R.T. No. 482 for 4-in. Guns—Amendment No. 2.

P.551/45.—B.R. 980 (K)—R.T. No. 571 for 4-in. Guns—Amendment No. 1.

P.552/45.—B.R. 980 (W) (formerly O.U. 6090 (W))—R.T. No. 206 for 8-in. Guns—Amendment.

P.553/45.—B.R. 980 (W) (formerly O.U. 6090 (W))—R.T. No. 209 for 8-in. Guns—Amendment.

P.554/45.—B.R. 980 (W) (formerly O.U. 6090 (W))—R.T. No. 374 for 8-in. Guns—Amendment.

P.555/45.—B.R. 980 (X)—R.T. No. 423 for 4.5-in. Guns—Amendment.

P.556/45.—B.R. 980 (D) (formerly O.U. 6090 (D))—R.T. No. 261 for 15-in. Guns—Amendment.

P.557/45.—B.R. 291—Tables showing Particulars in regard to Naval Ordnance 1942—Amendment No. 31.

P.558/45.—B.R. 980 (B)—R.T. No. 412 for 4.7-in. Guns—Amendment.

A.F.O. P.559/45.—B.R. 980 (G)—R.T. No. 409 for 5·25-in. Guns—Amendment.
P.560/45.—B.R. 980 (X)—R.T. No. 399 for 4·5-in. Guns—Amendment.
P.561/45.—B.R. 980 (X)—R.T. No. 581 for 4·5-in. Guns—Amendment No.3.

* *Exceptionally A.F.Os. P.513, 514, 516 and 524-534 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.*
 (A.F.O. 3550/45.)

3691.—Taranto—Correct Address for Letters, Account Vouchers, Advance Copies of Packing Notes, etc.

(N.S. 1494/45.—5 Jul. 1945.)

Considerable inconvenience is being caused by the use of incorrect addresses on correspondence intended for the Naval Store Officer, Taranto. All letters, account vouchers, advance copies of packing notes, etc., intended for the Naval Store Officer should be addressed as follows:—

Naval Store Officer,
 R.N. Base,
 Taranto,
 Italy.

2. Care should be taken to differentiate between Taranto (Italy) and Toronto (Canada).

3692.—Information about the Far East and the War against Japan—Distribution of Literature

(D.P.S.—5 Jul. 1945.)

Copies of "A Pocket Guide to Malaya," containing information about places of interest, peoples, customs, languages, etc., are being distributed with this issue of A.F.Os.

2. Distribution is based on a sliding scale depending on the number of copies of "The Dittybox" supplied to ships and establishments, and will include Major Landing Craft but not trawlers, M.T.Bs. or M.G.Bs.

3. Further copies required should be demanded from the Editor of Fleet Orders, c/o H.M. Stationery Office Press, Wealdstone, Middlesex, or from the appropriate Distributing Authority.

3693.—Form S.1021—Officer's National Health and Pensions Insurance—Introduction

(D.N.A./P.M. 466/45.—5 Jul. 1945.)

The form of particulars shown in A.F.Os. 1902/43, paragraph 9, and 3919/43, paragraph 14, relating to Officers' National Health and Pensions Insurance, has been printed as a Form in the "S" series with the number quoted above.

2. Demands from ships and establishments at home should be addressed to Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, whilst ships, etc., abroad, in accordance with A.F.O. 2697/42, should demand on the appropriate (Superintending) Naval Store Officer, to whom supplies are being made for distribution.

(A.F.Os. 2697/42, 1902/43 and 3919/43.)

3694.—Ship's Libraries

(V. 5/6159/43 and V. 5/4935/45.—5 Jul. 1945.)

The arrangements for the supply of books for Ship's Libraries in H.M. Ships and Establishments by the Admiralty and by the R.N. War Libraries have been reviewed.

2. Supplies of recreational library books by the R.N. War Libraries will in future be restricted to H.M. Ships and Establishments with complements of 250 or less and the supply of Ship's Libraries to such Ships and Establishments by the Admiralty will be discontinued.

3. *Libraries supplied by the Admiralty.*—Ship's Libraries will be supplied by the Admiralty to Ships and Establishments on the following scale:—

Complements of over 1,000	... ..	1st class library of 1,500 books
" between 651 and 1,000	... ..	2nd class library of 1,100 books
" " 401 and 650...	... ..	3rd class library of 800 books
" " 251 and 400...	... ..	4th class library of 500 books

4. Under present conditions it is not practicable to issue books in accordance with a standard Ship's Library Catalogue, and libraries will, therefore, consist of books of miscellaneous titles. A circulating set system cannot be operated under existing conditions. Nevertheless the variety of books available to a particular ship or establishment over a period will be increased if exchanges are made between Ships and Establishments. Books which are considered to have been sufficiently widely read may, therefore, be exchanged for an equal number with another ship or establishment by mutual arrangement provided that this is done in minimum units of 50 books at a time.

5. The augmented allowances of books set out in paragraph 3 will be applied to ships commissioning from the date of this Order; demands should be forwarded to the Admiralty (Director of Victualling). Owing to the present shortage of books demands from other ships and establishments to complete libraries to the new scales should not be lodged pending further instructions.

6. Books should be accounted for in accordance with the directions contained in K.R. & A.I., Article 1859, and losses dealt with under Article 1884. The value should be based on the average price of 4s. 6d. per book new, except where this is known to be appreciably less or more than the original price of the particular book lost. There is no objection to payment for lost or damaged books being made, at the discretion of the Commanding Officer, from local library funds, provided that the loss or damage is not due to culpable negligence. All unserviceable books are to be returned to the nearest Victualling Depot.

7. *Libraries supplied by the R.N. War Libraries.*—Libraries for Ships and Establishments with complements of less than 250 will be supplied by the R.N. War Libraries in accordance with the arrangements detailed in A.F.O. 4905/43, paragraph 23, which should be amended in manuscript accordingly.

8. Applications should be made through Port Amenities Liaison Officers in accordance with paragraph 24. These Officers should demand and maintain sufficient R.N. War Libraries units in sacks to meet up to two month's requirements of small ships.

9. *General.*—Any books supplied in the past by R.N. War Libraries to ships and establishments now entitled to libraries in accordance with paragraph 3 may be retained pending the receipt of Admiralty supplies; they should then be returned to the nearest Port Amenities Liaison Officer. Similarly ships with complements of 250 or less should retain circulating library sets supplied by the Admiralty until they have received their supplies from the R.N. War Libraries, when the circulating library sets should be returned to the nearest Victualling Depot.

10. Depot ships have hitherto included the complements of their tenders when demanding libraries. In future separate libraries will be supplied to each vessel, either by the Admiralty or by the R.N. War Libraries, according to complement. All demands should state the numbers of officers and ratings for whom libraries are required and should confirm that there is no access to the ship's library in the main establishment. Demands from tenders with complements of over 250 should, in addition, be countersigned by the Supply officer of the parent establishment.

11. One copy of the King's Regulations and Admiralty Instructions is to be allocated to the Ship's Library out of the supply allowed to the Ship.

12. The instructions contained in B.R. 93, Manual of Victualling, Volume I, Chapter XVI, Section D, are suspended.

(A.F.Os. 4905/43 and 1485/45.)

(A.F.O. 6336/44 is cancelled.)

3695.—Mail Bags—Method of Sealing

(M. 2078/45.—5 Jul. 1945.)

Attention has been called to the loose and inefficient way in which mail bags, particularly air-mail bags, despatched by H.M. ships and Naval establishments overseas, are sealed.

2. It should not be possible to insert anything into or extract anything from the bag once it has been sealed.

3. When a mail bag is sealed, the neck of the bag should not be gathered in or screwed round indiscriminately, but the bag should be taken at the top by the seam or seams and folded neatly into three. Having done this, the neck of the bag should again be folded into three and securely tied with a double thickness of string.

4. The seal must be as close to the neck of the bag as possible. Where lead seals are used, they must be firmly pressed.

3696.—Campaign Stars and Defence Medal—Issue of Ribbons and Emblems—Establishment of Claim Form for (S.1602)

(Sta./H. & A. 559/45.—5 Jul. 1945.)

The form required in connection with the issue of ribbons and emblems, a specimen of which is printed in Section IV of A.F.O. 3115/45, has been established as S.1602, and will be printed in pads containing the instructions and 100 forms.

2. A first issue to major war vessels will be made from the R.N. Store Depot, Park Royal, without demand, when available, on the basis of one pad for every 80 officers and ratings borne. Shore establishments and depot ships are to demand, on the same basis, for personnel borne, whether ashore or afloat, as follows:—

(a) *Home.*—From the Superintending Naval Store Officer, Royal Naval Store Depot, Elveden Road, Park Royal, London, N.W.10.

(b) *Abroad.*—From the appropriate (Superintending) Naval Store Officer.

2. The requisite supplies will be made, without demand, to (Superintending) Naval Store Officers abroad to enable demands to be met.

(A.F.O. 3115/45.)

3697.—A.M.D.Is.

(E.F.O.—5 Jul. 1945.)

There are no Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 3558/45.)

3698.—Air Publications Distributed during the Week Ending 16th June, 1945

(N.S. Air 8858/45.—5 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast:—

<i>General Publications</i>		
<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1095F, Vol. II, Part 1.	Electrical Equipment Manual—American Aircraft.	Initial General.
A.P. 1275C, Vol. II, Part 1.	Instrument Manual—American Instruments.	Initial General.
A.P. 1803B, Vol. I ...	Lockheed Aircraft Hydraulic Equipment	Initial General.
A.P. 1803D, Vol. I ...	Dowty Aircraft Hydraulic Equipment ...	Initial General.
A.P. 2852A, Vol. 1 ...	Bomb Dump Procedure and Bombing-up of Aircraft.	Initial General.
A.P. 3045 ...	Salvage ...	Initial General.

General Publications—contd.

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.N. 03-5-74 (dated 20th February, 1945)	Handbook of Instructions with Parts Catalogue for Starting Vibrators, Models VJR.24B.6 and VJR.24B.6X.	Initial General.
A.N. 03-5CB-3 (dated 15th February, 1944).	Handbook of Instructions with Parts Catalogue for Cartridge Engine Starter Navy Type III.	Initial General.
NAVAER 03-10-511 (dated 1st July, 1944).	Self Sealing Fuel Cell Fitting Replacement Catalogue.	Initial General.
A.N. 03-20BJ-1 (dated 20th February, 1945).	Handbook of Operation, Service and Overhaul Instructions for Electric Propellers, Models C.532D and C.5325D (Curtiss-Wright).	Initial General.
A.N. 05-15-22 (dated 15th February, 1945).	Preliminary Handbook of Installation, Operation and Service Instructions for Mark 9 Compass.	Initial General.
NAVAER 05-50-519 (dated 1st March, 1944).	General Instructions for the Installation of Flush Static Vents and Static Lines.	Initial General.
A.N. 05-70-12 (dated 1st June, 1944).	Handbook of Operation and Service Instructions for Type AN. 5770-1 Manifold Pressure Gauge.	Initial General.
A.N. 08-40BC906-2 (dated 15th September, 1944).	Handbook of Maintenance Instructions for Frequency Meters BC-906-C, -D and -E.	Initial General.

3699.—Air Publications Distributed during the Week Ending 16th June, 1945

(N.S. Air 8858/45.—5 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12:—

<i>A.P. No</i>	<i>Description</i>	<i>Distribution</i>
<i>(i) Airframe and Aero-Engine Publications</i>		
AN. 01-1A-1 (dated 1st July, 1944).	General Manual for Structural Repair...	Initial General.
AN. 01-1A-7 (dated 10th November, 1944).	Engineering Handbook Series for Repair of Wood Aircraft Structures.	Initial General.
AN. 01-1A-12 (dated 25th October, 1944).	Engineering Handbook Series for Aircraft Repair-Maintenance and Repair of Transparent Plastics.	Initial General.
AN. 01-90-3 (dated 5th May, 1944).	Structural Repair Instructions for Navy Model SNB-2 Aircraft.	Initial General.
AN. 02-10AB-2 (dated 15th February, 1945).	Service Instructions for R.985-AN-1, -2, -3, -4, -6, -8, -10, -12, -12B and -14B Engines.	Initial General.
Nav-Aer 01-45QA-13 (dated 21st September, 1943).	Report No. 6172 for Corsair, Mark I Aircraft.	Initial General.
<i>(ii) Miscellaneous</i>		
P.A.P. 26 (with A/L. 1)	Hydraulic Loading Mechanism (Bendix Type) for the .50-mm. Browning Gun.	Initial General.
<i>(iii) Air Diagrams</i>		
A.D. 3207C, Sheet 1 (October, 1944).	Mosquito (Merlin 72 and 76) Oil System	Initial General.
AD. 4243, Sheet 1 (January, 1945).	Cartridge Signal Double Star, 1½-in., Mark V.	Initial General.

3700.—Air Publications Distributed during the Week Ending 23rd June, 1945

(N.S. Air 8858/45.—5 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
(i) <i>Airframe and Aero-Engine Publications</i>		
A.P. 2816A, Vol. I ...	Spitfire, Mark 21, Aircraft ...	Initial General.
A.P. 6089 (Ground Handling Notes.)	Messenger Aircraft ...	Initial General.
A.N. 01-60FE-1 (dated 5th January, 1945).	Pilot's Flight Operating Instructions for Harvard IIA Aircraft.	Initial General.
(ii) <i>Air Diagrams</i>		
A.D. 2778, Sheets 1 and 2 (dated November, 1944) (supersedes A.D. 2150).	Merlin Oil Circulation Diagram Single Speed Central Entry Supercharged Engine.	Initial General.
A.D. 3209, Sheet 1 (dated January, 1945).	Mosquito Main Structure ...	Initial General.
A.D. 4182, Sheets 1 and 2 (dated December, 1944).	Centaurus Oil Circulation ...	Initial General.
R.N. Air Diagram A/52	Corsair Hydraulic System ...	Initial General.
(iii) <i>B.Rs.</i>		
B.R. 777 ...	Naval Aircraft Code ...	Initial General.

3701.—Air Publications Distributed during the Week Ending 23rd June, 1945

(N.S. Air 8858/45.—5 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast :—

A.P. No.	Description	Distribution
<i>General Publications</i>		
A.P. 1086C, Book 6 (iii)	Vocabulary of American Equipment for the R.A.F.—Radio, Telephone and Telegraph Stores (Sections 110J to QB).	Initial General.
A.P. 2034C, Vol. II, Part 1.	Maintenance Equipment for Armament Turret.	Initial General.
A.P. 2662A ...	Standard Repairs for Airframes ...	Initial General.
AN. 03-1-51 (dated 20th January, 1945).	Handbook of Instructions with Parts Catalogue for Engine Mounting Systems.	Initial General.
AN. 03-10ED-1 (dated 20th January, 1945).	Handbook of Instructions with Parts Catalogue for Engine-Driven Fuel and Water Pumps.	Initial General.
AN. 03-30-110 (dated 15th January, 1945).	Handbook of Instructions with Parts Catalogue for Dural Seat Single Hydraulic Selector Valves.	Initial General.
AN. 05-35A-3 (dated 15th February, 1945).	Handbook of Installation, Operation, Service and Overhaul Instructions with Parts Catalogue for Civil Date Indicator Aircraft Clock, 8-Day, 24-Hour Dial.	Initial General.
TO. 05-65A-2 (dated 15th February, 1944).	Parts Catalogue for Electrically-Operated Fuel Level Gauges (Liquidometer).	Restricted (advance copies).

3702.—U.S. Radio Equipment—Modifications to U.S. Handbook for Transmitter TAJ-11

(A.S.E.—5 Jul. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will not be issued.

1. Note 1 to schematic Diagram No. W-7351420, delete and substitute :—

“ For 440 volt operation connect primary of T-103 terminal 6 to terminal 7. Remove jumpers 5 to 7 and 6 to 8. T-103 now shown for 220 volt operation.”

3703.—U.S. Radio Equipment—Modifications to U.S. Handbooks for Transmitters TBL5, 6 and 7

(A.S.E.—5 Jul. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will not be issued.

The following correction is to be made to Preliminary Instruction Books TBL5/6 and TBL7.

TBL5/6, Page 95, Paragraph 4, 19.

Symbol	Equipment	Rating
For F-3 and F-4 ...	115 volts D.C. 440/3/60 ...	6 amp. 250 volts
Read F-3 and F-4 ...	115 volts D.C. 440/3/60 ...	15 amp. 250 volts

TBL7, Page 71, Paragraph 4, 19.

Symbol	Equipment	Rating
For F-3 and F-4 ...	115 volts D.C. 440/3/60 ...	6 amp. 250 volts
Read F-3 and F-4 ...	115 volts D.C. 440/3/60 ...	15 amp. 250 volts

1. Figure 28 (440 volts, 3-phase, 60-cycle power supply) of the Model TBL7 preliminary instruction book fails to show the connection between L23 and L24.

2. The above error is being corrected in the final books for this equipment.

3704.—U.S. Radio Equipment—Modifications to U.S. Handbooks for Model TBK13

(A.S.E.—5 Jul. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will not be issued.

(1) Drawing P. 7708396 contained in the preliminary instruction books furnished with the first group of Model TBK13 equipment indicates improper connection to terminals No. 22 and 23 of the transmitter unit. The 1,000 volt lead from the bias generator should be connected to terminal No. 22 and the 275 volt lead should connect to terminal No. 23. In other words, the connections to terminals No. 22 and 23 are reversed on Drawing P. 7708396.

(2) The above error has been corrected on drawings being distributed at the present time. Corrections should be made on all available copies in the field in order to prevent possible improper connections and resultant damage to the equipment.

3705.—Concession Telegram Scheme for South African Naval Personnel

(M. 1763/45.—5 Jul. 1945.)

A scheme for concession telegrams to and from South Africa has been introduced for South African Naval personnel serving away from that country in H.M. South African ships or seconded to the Royal Navy.

2. The regulations will be generally as in A.F.O. 2583/44, but the following variations should be noted :—

(a) *Messages Outwards from South Africa.*—Outgoing concession telegrams will be addressed to S.A.N.F. personnel, c/o Dirsan, Cape Town, at the ordinary inland rates. The eligibility of any message to be determined by the Director S.A.N.F.

(b) *Messages Inwards to South Africa.*—Inward concession telegrams will be handed to the Post Office by the Director S.A.N.F. on franked telegram forms at Cape Town, specially endorsed in bold script “Concession Telegram”. The Post Office will render to the Director S.A.N.F. a monthly account in respect of such messages, and recovery of the charges from the sender will be the responsibility of the S.A.N.F.

3. No accounting is required to be undertaken by H.M. ships, and messages may be freely handled over Naval W/T and L/T circuits.

(A.F.O. 2583/44.)

Section 6.—SHORE ESTABLISHMENTS

3706.—Fires Occurring in Naval and Shore Establishments

(M./L.D. 05088/45.—5 Jul. 1945.)

A.F.O. 3571/45 is to be amended as follows :—
Paragraph 6, last line. For A.F.O. 1151/44 read A.F.O. 1115/45.
Reference at end of Order. For A.F.Os. 1151/44 and 5838/44 read A.F.Os. 5838/44 and 1155/45.

(A.F.O. 3571/45.)

3707.—Respirators, Anti-Gas, Restricted Withdrawal of Grades B and C and Suspension of Issue of Grade A

(M./L.D. 5071/45.—5 Jul. 1945.)

Attention is drawn to A.F.O. 3640/45 in Section 3 of this issue.

3708.—Civilian Non-Industrial Staffs—Annual Leave

(C.E. 6146/45.—5 Jul. 1945.)

Paragraph 4 of A.F.O. 490/45, restricting the annual leave of staff who are engaged on "resident" inspection duties in outside industry to that given to non-industrial staff in private employment in the same establishment, is cancelled.

(A.F.O. 490/45.)

3709.—Volunteers for Harvesting—Non-Industrial Staff

(C.E. 4996/45.—5 Jul. 1945.)

Mr. G. I. Dove, Ministry of Labour and National Service, Regional Office, Quay Street, Manchester, 3 (Telephone—Blackfriars 8821), has replaced Miss D. Ray as the Civil Service Area Organizer for the North Western Area.

2. The appendix to A.F.O. 1514/45 should be regarded as modified accordingly.

(A.F.O. 1514/45.)

3710.—Passive Defence—Removal of Passive Defence Works

(C.E.-in-C. 02758/45.—5 Jul. 1945.)

The instructions herein refer to the removal of Passive Defence Works in Admiralty Establishments at home. It must be borne in mind that additional labour will not be available for such works, and that many materials remain in short supply. Removal of P.D. works must therefore be kept to a minimum, being undertaken only when marked advantages will result.

2. The following may be removed without prior reference to Admiralty.

Permanent Black-out by paint, hessian or similar methods of obscuration, except where extensive replacement of glass is necessitated.

Anti-shatter protection to glazing, where improvement of natural lighting and/or ventilation will result.

Blast walls and revetments, where natural lighting or ventilation is improved by their removal, or where their presence causes obstruction or real inconvenience.

Fire-resisting layers on upper floors, where the space made available can be usefully used.

Shoring in basements etc., where of a temporary nature.

(Note.—If advantage has been taken of the shores to increase the load on the floor above, the normal floor loading must be reverted to prior to removal of shores.)

Air raid shelters, where these constitute a hazard or obstruction or in cases where their sites are required for other purposes.

Camouflage netting, etc., where removal improves access and working conditions or where salvage of supporting structures, etc., is desirable.

4. The following are not to be removed or substantially modified without reference to Admiralty :—

Fire fighting installations.

Decontamination or gas cleansing stations.

Other buildings of permanent construction capable of adaptation for other purposes.

3711.—Reservation of Sleeping Berths through Ministry of War Transport Priority Scheme—Change in Regulations

(C.W. 40439/45.—5 Jul. 1945.)

Attention is drawn to A.F.O. 3602/45 in Section 2 of this issue.

3712.—Calcium Chloride—De-restriction of Supply

(C.E.-in-C. 76435/45.—5 Jul. 1945.)

The system of allocation of calcium chloride to manufacturers of waterproofing compounds has been abolished by the Ministry of Works. Certificates in connection with the supply of calcium chloride or approved proprietary compounds containing calcium chloride are no longer necessary. Applications for calcium chloride should in future be addressed to the suppliers.

(A.F.O. 2312/43 is cancelled.)

3713.—Burning and Welding Operations on Tanks, Buoys and Compartments which may Contain Combustible Gases or Materials—Precautions

(L. 11782/45.—5 Jul. 1945.)

A fatal accident occurred recently when welding was being carried out on the buoyancy chamber of a light buoy; it is suspected that gas had escaped from the gas chamber of the buoy into the buoyancy chamber and that the heat generated in the welding operations caused the explosion.

2. The attention of all persons engaged in welding and burning operations should be drawn to the necessity for "looking on the other side" and, before attempting to weld or burn on the structure of any closed compartment such as a tank, buoy, etc., to ensure that the access cover has been removed, the compartment tested, ventilated and certified as gas free, notwithstanding the removal of any combustible material.

3714.—Maintenance Allowance—Extension of

(L. 17375/44.—5 Jul. 1945.)

It has been decided to extend the scope of the instructions for the payment of the maintenance allowance to cover all metal-working trades where the men are carrying out maintenance work within the meaning of the term as used in A.F.O. 671/43.

2. The decision is effective as from the beginning of the first full pay period following 18th May, 1945.

(A.F.O. 671/43.)

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