

HEAD OF "P" BRANCH

A.F.Os. 3618—3778/44

(See A.F.O. Diagram Issue No. 29/44)

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Not to be communicated to anyone outside H.M. Service

ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

13th July, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels and C.O. Craft (See A.F.O. 3758/44), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

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

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ADMIRALTY FLEET ORDERS

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No. Subject.

13th July, 1944.

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- 3767. B.R. 640 (41C)—Issue of Revised Edition.
- 3768. B.R. 867—Handbook and Drill for the 20-mm. Oerlikon Guns, Mark II, on twin Mark V (Powered) Mounting—Additional Distribution.
- 3769. B.R. 980 (J)—Trajectory Chart—O.B. Diagram No. 124 for B.L. 6-in. Gun, Mark XII, dated June, 1944—Issue.
- 3770. B.R. 1074—Addendum No. 2 to the Handbook and Drill for L.C.T. (R), 5-in. Rocket Equipment in Converted Landing Craft (Tank)—Instructions for the User on the Maintenance and Repair of the Equipment—1944—Issue.
- 3771. B.R. 1075—Drill for Pom Pom Director, Mark IV—Issue.
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- 3776. Paying Officers for Civilian Staff Employed Abroad.
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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.

3618.—Message on United States National Day—July 4th

(M. 2663/42.—13 Jul. 1944.)

The following message was sent to the Secretary of the Navy, Washington :—

“ On the occasion of the National Day of the United States, July 4th, I have much pleasure in sending once more, on behalf of the Board of Admiralty and the officers and men of the Royal Navy, cordial greetings to our gallant comrades of the United States Navy. Our two Navies, with those of our Allies, have every reason to congratulate themselves on the present position of the war at sea. The Nazi naval power has been crippled, the Japanese navy is being decisively beaten whenever it ventures to give battle, and is being relentlessly driven from its bases in occupied islands in the Pacific.

The success which has attended the greatest amphibious operation of all time justifies the hope that Hitler's Fortress will be subdued at no distant date, thus enabling the full might of our combined forces to concentrate on bringing about speedy victory in the East.—A. V. Alexander.”

3619.—British Admiralty Maintenance Representative—British Admiralty Supply Representative, Washington—Amalgamation

(C.E. 51486/44.—13 Jul. 1944.)

The posts of British Admiralty Maintenance Representative and British Admiralty Supply Representative in Washington have been amalgamated as from 12th June, 1944.

2. Rear-Admiral J. W. A. Waller has relieved Vice-Admiral J. W. S. Dorling, C.B., B.A.S.R., and Vice-Admiral Sir Wilfred F. French, K.C.B., C.M.E., B.A.M.R., with the new title of British Admiralty Maintenance and Supply Representative (B.A.M.S.R.)

3. Official letters for B.A.M.S.R. in his capacity as Administrative Authority and S.N.O. for all British Naval Personnel in the U.S.A., should be addressed to “ B.A.M.S.R.” All other official communications should be addressed to the B.A.D. All signals should be addressed to B.A.D. (telegraphic address BRITMAN, Washington, D.C.).

4. The address of B.A.M.S.R. is Arlington Hotel, 1025, Vermont Avenue, Washington, D.C. (Postal address P.O. Box 165, Benjamin Franklin Station, Washington, D.C.)

(C.A.F.Os. 2100/41, 624/42 and A.F.O. 3075/42.)

Cancelled by 3620.—Major Landing Craft—Status

(M./C.O.D. 0140/44.—13 Jul. 1944.)

The types of landing craft that are to be considered “ Major Landing Craft ” for purposes of this Order are those so designated in the “ List of Titles ” in the current Confidential A.F.O. on “ Nomenclature of Landing Ships, Craft and Barges.”

2. When manned for bringing into service all Major Landing Craft become “ commissioned ships ”, and are to have the status of “ tenders ”. Those already in commission, and those coming forward from new construction or reserve, are to be termed “ commissioned as tender to H.M.S. “ Copra ”.

They cease to be in commission when formally paid off into reserve, whether or no Naval care and maintenance parties are provided for their preservation while in reserve.

3. While the pay accounts of all Major Landing Craft are centralized in H.M.S. “ Copra ”, flexibility is essential to meet the frequent changes in the allocation of these craft and the large numbers involved. They will therefore continue to be subject to special administrative instructions, which modify the normal relation of tenders to their parent ship, and provide for their local administration upon a world-wide basis.

N.B.—The functions of H.M.S. “ Copra ” are laid down in A.F.O. 5941/43.

4. The discipline of personnel serving in Major Landing Craft is to continue to be regulated under the provisions of A.F.O. 2315/44.

(A.F.Os. 5941/43 and 2315/44.)

3621.—Safety Precautions on R.P. Ranges

(A/A.W.D.607/43.—13 Jul. 1944.)

Great care in the use of R.P. heads must be observed in training, as experience has shown that ricochets may travel up to 200 yards from the point of impact at 110deg. to the line of attack.

2. This is particularly applicable when 25-lb. A.P. or S.A.P. heads are being used instead of concrete or filled practice heads.

3. Range markers are not, therefore, to leave the shelters until all *debris* has fallen to earth.

3622.—R.N. Air Station, Eastleigh—Establishment of Safety Equipment School

(A.110/44.—13 Jul. 1944.)

A Safety Equipment School has been established at R.N. Air Station, Eastleigh, at which Safety Equipment Officers and Ratings will be trained in the supervision, maintenance, installation and fitting, etc., of all safety equipment. The school is also to undertake the investigation of operating failures and defects in equipment, putting forward proposals as necessary for improvements and modifications to equipment.

2. Safety equipment includes :—

Parachutes.
Dinghies.
Supply dropping apparatus.
Aircrew emergency packs.
Air/Sea rescue apparatus.
Mae Wests.
CO₂ cylinders.
Dinghy operating heads.

All *Flying clothing*, including :—

Masks, oxygen.
Microphones and microphone assemblies.
All types of flying suits.
Oxygen apparatus (excluding airframe parts).

Safety equipment ratings, with whose instruction the school is chiefly concerned, will be trained in the maintenance, installation, fitting, etc., of all these items.

3. Details of the functions of Safety Equipment Officers at R.N. Air Stations and in carriers are promulgated in A.F.O. 3628/44. Details of the introduction of the new non-substantive ratings, Safety Equipment workers and Safety Equipment assistants, together with their duties and rates of pay, have been promulgated in A.F.O. 1183/44.

4. Letters intended for the Safety Equipment School should be addressed to :—

The Commanding Officer,
R.N. Air Station,
Eastleigh,
Southampton Airport,
Southampton.

(A.F.O.s 1183/44 and 3628/44.)

(A.F.O. 2836/44 is cancelled.)

3623.—Flying Accidents—Procedure for Reporting and Investigating

(A. 01147/44.—13 Jul. 1944.)

There are indications that the present 48-hour rule for the definition of minor accidents is not being interpreted in a uniform fashion and that the cumulative effect of such variations on the data obtained for the Service as a whole may be appreciable. It is not intended that the definition should apply to accidents where the restoration of an aircraft to serviceability within the time limit is accomplished by replacement of a major component.

2. Their Lordships desire it to be more generally understood that an incident reported on Form A.25 is not necessarily a reflection on the pilot or unit concerned, and that the data obtained are required not only for investigation into the causes of accidents and possible remedial action, but also for calculations affecting requirements for replacements, the provisioning of spares, and other material questions. It is in the highest interests of the Service, therefore, that the information available from reports on flying accidents should be as complete as possible.

3. A.F.O. 4257/43 is to be amended as follows:—

Paragraph 3 (v). After "48 hours" add "or if the aircraft sustains damage requiring the replacement of any of the following major components even if replacement can be effected within 48 hours:—

engine	propeller	wing
undercarriage leg	tail-wheel	nose-wheel
tail plane	rudder	aileron
elevator "		

Paragraph 8 (e), Definition of Minor accidents, fourth line. After "time of the accident" insert "(as defined in paragraph 3 (v) above.)"

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

*3624.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft

(G.D. 0540/44.—13 Jul. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 30th June, 1944:—

	Confirmed	Probable	Damaged
*By H.M. Ships	663	221	329
*By H.M. Ships and Merchant Ships jointly ...	161	29	21
By Merchant Ships and Fishing Vessels ...	141	48	120
	965	298	470
Last reported totals (31st May, 1944) ...	946	298	467
Increases	19	—	3

* Including units of the Netherlands, Norwegian, Greek, Polish and French Naval Forces serving with the Royal Navy.

Brief details of the successes credited to H.M. Ships and Merchant Vessels obtained from reports received during June, 1944, are as shown below:—

Confirmed	Probable	Damaged
<i>H.M. Ships</i>		
H.M.S. "Delhi" (2)	Nil	
H.M.S. "Bellona" (1)		
H.M.S. "Erebus" (2)		
H.M.S. "Tetcott" (1)		
H.M.S. "Scarab" (1)		H.M.S. "Onslow" (1)
H.M.S. "Vagrant" (1)		H.M.L.C.S. (M)'s. from S.S.
H.M.S. "Lady Madeleine" (1) ...		"Duchess of Bedford" and
Force "A" (1)		S.S. "Sobieski" (1).
Escorts to Convoy UGS. "37" (1)		
H.M.L.C.I. (L) "241" (1)		
H.M.L.C.I. (L) "295" (1)		
H.M.L.S.T. "413" (1)		

Confirmed	Probable	Damaged
<i>H.M. Ships and Merchant Vessels jointly</i>		
Escorts Merchant Ships in Convoy	Nil	Nil
UGS. "36" (1).		
H.M. Ships and Merchant Ships off		
Avola (2).		
<i>Merchant Ships and Fishing Vessels</i>		
S.S. "Monarch of Bermuda" (1)	Nil	M.Vs. "Chinese Prince" and
S.S. "Tobruk" (1)		"Reina del Pacifico" (1).

Enemy Aircraft Shot Down by Naval Aircraft

The results are as follows from the beginning of the war to 30th June, 1944:—

	Confirmed	Probable	Damaged
Present totals	261	44	162
Last reported totals (31st May, 1944) ...	259	43	160
Increases	2	1	2

Brief details of the successes credited to Naval aircraft obtained from reports received during June, 1944, are as follows:—

	Confirmed	Probable	Damaged
896 Squadron: H.M.S. "Pursuer"	1	—	—
No. 3 Naval Fighter Wing	1	1	2

Further to A.F.O. 3109/44, details of successes scored in May, 1944, are as follows:—

	Confirmed	Probable	Damaged
819 Squadron: H.M.S. "Activity"	1	—	—
816 Squadron: H.M.S. "Activity"	—	1	—
800 Squadron: H.M.S. "Emperor"	3	—	—
882 Squadron: H.M.S. "Searcher"	2	—	—
Squadron: Ship not yet reported	2	—	—
800 and 804 Squadrons: H.M.S. "Emperor"	4	1	—
898 Squadron: H.M.S. "Striker"	—	—	1
824 Squadron: H.M.S. "Striker"	—	—	1
835 Squadron: H.M.S. "Nairana"	2	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 3109/44 is cancelled.)

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

*3625.—Honours and Awards—"London Gazette" Supplement of 4th July, 1944
(H. & A.—13 Jul. 1944.)

ADMIRALTY,
Whitehall,
4th July, 1944.

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

For outstanding leadership, zeal and devotion to duty in successful operations in Light Coastal Craft:

Second Bar to the Distinguished Service Cross

Temporary Lieutenant George James MacDonald, D.S.C., R.N.Z.N.V.R. (Wellington, New Zealand).

For courage, resolution and skill in H.M.S. "Nene" and H.M. Canadian Ships "Calgary," "Snowberry" and "Waskesiu" in successful operations against U-Boats in the Atlantic:

The Distinguished Service Cross

Commander John Dudley Birch, R.D., R.N.R. (Surbiton).
Temporary Acting Lieutenant-Commander Arthur Charles Palmer, R.N.R. (London).
Temporary Lieutenant-Commander James Philip Fraser, R.C.N.R. (Halifax).
Lieutenant John Hobart Lincoln, R.C.N.V.R. (Calgary, Alberta).

The Distinguished Service Medal

Yeoman of Signals Albert Ernest Blood, P/JX.139771 (Aylesbury).
Able Seaman John Herren Rickard, V.16076, R.C.N. (Port Arthur, Ontario).
Able Seaman Thomas Stephenson, V.17675, R.C.N. (Toronto).
Able Seaman Beverly Murray Stoner, V.48169, R.C.N. (Toronto).
Able Seaman John Robert Wigg, P/JX.129214 (Ynysddu, Mon.).
Stoker First Class Andrew Forbes Scott, P/KX.159789 (Bothwell).

Mention in Despatches

Temporary Acting Lieutenant-Commander Henry Knox Hill, R.C.N.V.R. (Toronto).
Temporary Lieutenant James Alexander Dunn, R.C.N.V.R. (Vancouver).
Temporary Lieutenant James Farmer, R.C.N.V.R. (London, Ontario).
Temporary Sub-Lieutenant William Edwin Gardner, R.N.V.R. (Montrose).
Acting Chief Engine Room Artificer Third Class John Gerald O'Brien, V.48991, R.C.N. (Montreal).
Petty Officer Martin John Terrence Fortune, V.15166, R.C.N. (Prince Rupert, B.C.).
Acting Petty Officer Aubrey McGee, 2580, R.C.N. (Halifax, Nova Scotia).
Leading Radio Mechanic Augustus John James, P/MX.126093 (Bristol).

For bravery and devotion to duty when a Light Coastal Craft was set on fire during an action with the enemy:

The Distinguished Service Medal

Able Seaman Alfred Roy Day, C/JX.376546.

Mention in Despatches (Posthumous)

Acting Chief Motor Mechanic Joseph Alan Buckley, P/MX.116188 (Birkdale).
Able Seaman Ronald Wyndham Jones, P/JX.421023 (Bolton).

For gallantry in carrying a wounded man to safety under shell and machine gun fire during operations in the Arakan:

The Distinguished Service Medal

Able Seaman Charles Frederick Malyon, C/JX.167181 (St. Albans).

For outstanding services in planning and carrying out an operation in the Arakan in close co-operation with the Army:

Mention in Despatches

Captain Eric George McGregor, D.S.O., R.N.
Lieutenant John Charles Grattan, D.S.C., R.N.
Temporary Lieutenant Henry George Leeke, R.N.V.R.
Chief Petty Officer Anthony Frederick George, R.I.N., 76539 (Mazagon, Bombay).
Chief Petty Officer Sardha Kalashir Parshad, R.I.N., 76475 (Poona).
Petty Officer Edward Henry Pirks, C/JX.136995 (Fulham).
Acting Leading Seaman Edward John Peasley, P/JX.166792 (Banstead).
Able Seaman Harry Kimberley, C/JX.169896.
Able Seaman Abdul Hars, R.I.N., 101001 (Bathamwala, Jhelua).
Able Seaman Lal Hussain, R.I.N., 100621 (Niamwal, Guherat).
Able Seaman Mohammed Yaqub Khan, R.I.N., 100443 (Fagwada, Punjab).
Stoker Second Class Sadashir Rankrishna Thedake, R.I.N., 13809.

For courage and devotion to duty in a Defensively Equipped Merchant Ship which was heavily attacked from the air off the Salerno beaches:

The Distinguished Service Medal

Acting Able Seaman Ralph William Henry Morgan, D/JX.313533 (Bristol).

Mention in Despatches

Temporary Lieutenant Sidney Harold James Taylor, S.A.N.F.
Temporary Acting Petty Officer Albert John Clark, P/J.76960 (Guildford).
Temporary Acting Leading Seaman Robert Forrest Malcolm, P/JX.183458 (Shotts, Lanarkshire).

For bravery and devotion to duty:

Commendation

Able Seaman Albert Henry Horlock, C/JX.171568.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by King George of the Hellenes for services to the Greek Navy:—

The Gold Cross for Conspicuous Gallantry

Lieutenant Hector Joseph Horgan, R.N.V.R.

The War Cross, Third Class

Acting Constructor Commander William George Perry, R.C.N.C.
Lieutenant Alan Doxford MacIlwraith, R.N.V.R.
Lieutenant Terence Collins, R.A.N.V.R.
Lieutenant Basil Laurence Bourne, R.N.V.R.
Lieutenant Maurice Mountstephens, R.N.V.R.
Lieutenant Bernard Louis Knight-Lacklan, R.N.V.R.

3626.—Honours and Awards—United States Naval Reserve

(H. & A. 402/44.—13 Jul. 1944.)

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

Mention in Despatches

Lieutenant Richard James Foote, D-V(G), U.S.N.R.,

for outstanding devotion to duty and good services in the planning and execution of an operation carried out in one of the United States L.C.Is.

2. This award will not be gazetted.

3627.—Honours and Awards—French Navy

(H. & A. 506/44.—13 Jul. 1944.)

The King has been graciously pleased to approve the following awards for distinguished services in the French Ship "La Combattante":—

Distinguished Service Cross

Capitaine de Corvette André Patou, French Navy.

Distinguished Service Medal

Quartier Maître René Bihl, 222 French Navy 43.

Mention in Despatches

Enseigne de Vaisseau François Henry Paul Corbasson, French Navy.

Enseigne de Vaisseau Jean Claude Gardin, French Navy.

Matelot Antoine Martinez, 441 French Navy.

2. These awards will not be gazetted.

3628.—Safety Equipment Officers—Duties of

(A. 110/44.—13 Jul. 1944.)

The following definition of the duties of the Safety Equipment Officer at Naval air stations and in carriers is promulgated:—

(i) He is to be responsible to the Captain through the Commander (F), for the organization and efficiency of the safety equipment section and for the work of the safety equipment ratings employed therein. He is to ensure that repairs, inspections and modifications of safety equipment are carried out in accordance with current regulations. He will be responsible to the officer holding the aircraft on charge for the installation in the aircraft of aircraft dinghies, operating heads and CO₂ cylinders.

(ii) He is to act as technical adviser to the Accountant Officer on safety equipment matters. By frequent inspection of stocks of flying clothing and safety equipment held by the Accountant Officer, he is to ensure that these are complete, serviceable and modified up to date and is to loan sufficient safety equipment ratings to the Accountant Officer for this purpose.

To ensure that items are issued correctly assembled and fitted—he will, at the request of the Accountant Officer, give a course of instruction to those supply ratings who handle safety equipment.

(iii) He is responsible for investigating and reporting on operative failures and defects in safety equipment referred to him by squadrons, or other departments (see A.F.O. 3629/44).

(iv) He is to attend all "ditching" and "abandon ship" drills carried out by all flying units on the station, both first and second line, and will satisfy himself that these are carried out in accordance with current instructions.

(v) He is responsible for the technical inspection of flying clothing of all types at "Quarterly Checks" (see A.F.O. 2103/44, paragraph 8 (vi)).

(vi) He is to assist and advise Squadron Commanders, Air Engineer Officers and Squadron Safety Equipment Officers and is to give such lectures and demonstrations as may be required to ensure that air crews are fully conversant with the use of their safety equipment.

(vii) He is responsible for advising on the safe custody, care, maintenance, modification and repair of all secret and confidential safety equipment.

2. The officer appointed for safety equipment duties is not to be employed on other duties to the detriment of his primary duties.

3. Pending the appointment of qualified Safety Equipment Officers to Naval Air Stations, the duties are to be carried out by the Lieutenant Commander (Flying), assisted by the Parachute Officer.

4. *Safety Equipment Officers in Aircraft Carriers.*—The duties of the Safety Equipment Officer in aircraft carriers are normally to be undertaken by the Hangar

Control Officer, who will undergo a four weeks' course at the School of Safety Equipment, R.N. Air Station, Eastleigh, as an extension to the syllabus of training referred to in C.A.F.O. 2132/43, which will be amended in due course.

5. Attention is also drawn to A.F.O. 3739/44.

(A.F.Os. 2103/44, 3629/44, 3739/44 and C.A.F.O. 2132/43.)

3629.—Air Safety Equipment—Procedure for Reporting Operating Failures and Defects

(A. 110/44.—13 Jul. 1944.)

Operating failures and defects in safety equipment are to be reported in manuscript pending production of a defect form by Admiralty, by the Squadron Commander or the Officer on whose charge the equipment is at the time of the failure. The Station or Ship Safety Equipment Officer is to investigate the matter and add his remarks before forwarding the report to his Commanding Officer. One copy of the report is to be forwarded to the Administrative Authority concerned and two copies to the Commanding Officer, R.N. Air Station, Eastleigh, the latter being responsible for making technical recommendations to the Admiralty.

2. In cases which fall within the province of the Air Engineer Officer, as well as the Safety Equipment Officer, the former is to render Form A.21 in accordance with current regulations.

(A.F.O. 5929/42.)

3630.—Safety Equipment Ratings—Qualifications, Advancement, Transfer

(N/D.P.S. 576/44.—13 Jul. 1944.)

With reference to A.F.O. 1183/44 the following further details concerning the new non-substantive ratings are promulgated for information and guidance.

2. Naval Airmen, 2nd class and Ordinary Seamen are *not* eligible to hold the non-substantive rate of safety equipment worker or assistant. When such ratings have been trained and are employed in complement vacancies, however, they may be granted the Acting rating and pay of Safety Equipment Assistant, with confirmation as Safety Equipment Worker or Safety Equipment Assistant as applicable on reaching the A.B. grade.

3. All ratings who qualified after course at Hereford must pass the examination laid down in A.F.O. 2836/44 before confirmation as Safety Equipment Worker. Ratings at home and abroad, coming into this category, may be granted the acting rate with pay (provided that they are employed in complement vacancies) until such time as they have an opportunity to do the examination, which in the case of ratings at home should be done as soon as possible. Failure to pass this examination will entail relegation to Safety Equipment Assistant. Such ratings will then come under the rules laid down in paragraph 10 of A.F.O. 2836/44.

Ratings, ex-Hereford, who pass the examination for Safety Equipment Worker will be granted the confirmed rate as from the date of completion of the course or the issue date of A.F.O. 1183/44, whichever is the later.

4. All applications for examination by ex-Hereford ratings are to be forwarded to the Commodore, R.N. Barracks, Lee-on-Solent (copy to C.O., R.N. Air Station, Eastleigh).

5. The names of ex-Hereford ratings who:—

(i) Have completed the course at Hereford, passed the examination at Eastleigh and are eligible to hold the Safety Equipment Worker rate.

(ii) Have completed course at Hereford but have not passed the examination and are not eligible to hold the confirmed rate of Safety Equipment Worker,

will be promulgated to Ships and Establishments by the Commodore, R.N. Barracks, Lee-on-Solent.

6. The drafting records of all safety equipment ratings are to be transferred to and maintained by the Commodore, R.N. Barracks, Lee-on-Solent.

7. Seaman Branch ratings (H.O., Reservist or Time Expired) at present employed on Safety Equipment Work should be given the option of transfer to the Naval Airman (G.D.) Branch with their equivalent rating and seniority.

8. Seaman Branch ratings (C.S. and S.S.) *at present employed* on Safety Equipment work or as Fabric Workers will be permitted to transfer to the Naval Airman branch (not G.D.) with existing seniority and status, if they so volunteer and are recommended. No alterations in their engagement will be entailed by such transfer, which will be on the understanding that they will be absorbed into the General Duties Branch of the Air Arm when this has been settled.

9. Action to transfer Seaman Branch ratings, who volunteer, should be taken accordingly and reported to the Commodore, R.N. Barracks, Lee-on-Solent. Transfers will be made from the date of this Order.

(A.F.Os. 1183/44 and 2836/44.)

3631.—Instructor Officers—Specialist Meteorological Allowance

(C.W. 25705/44.—13 Jul. 1944.)

A Specialist (Met.) Allowance of 2s. 6d. a day has been introduced for officers of the rank of Instructor-Lieutenant and Instructor Lieutenant-Commander who are qualified in Meteorological duties.

2. The allowance is payable under the general conditions of K.R. & A.I. Art 1566, and takes effect from 10th May, 1944.

(K.R. & A.I. 1566.)

3632.—Special Branch Cypher Officers, R.N.V.R.—Promotion of H.O. Ratings

(C.W. 10360/44.—13 Jul. 1944.)

With reference to A.F.Os. 4673/43 and 1476/44, the Admiralty Selection Board (Cypher) will in future be held on the Monday preceding Admiralty Selection Boards (Accountant), i.e. on the last Monday in January, March, May, July, September and November. The next Board will accordingly be held on Monday, 31st July, and candidates for this and subsequent Boards should be discharged in time to join R.N. Barracks, Chatham, not later than the preceding Friday.

2. The attention of Commanding Officers is drawn to the fact that the chances of selection are much greater in the case of younger candidates, as experience has shown that very few ratings in the late thirties and over are able to assimilate the necessary knowledge during training. Ratings over 35 years of age should not, therefore, be recommended unless they are considered exceptionally outstanding. It should also be borne in mind that a knowledge of typewriting is a considerable help, and will be taken into account by the Selection Board.

(A.F.Os. 1163/43, 1789/43, 4673/43 and 1476/44.)

3633.—Temporary Commissions—Special (Executive) Candidates—Discharge for Interview

(C.W. 51312/43.—13 Jul. 1944.)

With reference to paragraph 2 of A.F.O. 1650/44, C.W. candidates for Special Branch (Executive) commissions who are recommended for interview may now be discharged to R.N. Barracks, Portsmouth, or R.N.P.S. Depot, Lowestoft, as applicable, without further authority from the Admiralty.

(A.F.O. 1163/43.)

3634.—Training Establishments—Visits by Training Officers of Ships

(E.F.O./N.T. 18/44.—13 Jul. 1944.)

A.F.O. 3258/44 is to be amended as follows:—

Paragraph 2, line 7. Delete "... where C.W. candidates are trained as Leading Seamen ..." Substitute "... where C.W. candidates are trained and Leading Seamen ..."

(A.F.O. 3258/44.)

3635.—Royal Norwegian Navy—Advance of Pay to Midshipmen

(D.N.A. 656/44.—13 Jul. 1944.)

Midshipmen, Royal Norwegian Navy, serving in H.M. Ships stationed in Home Waters and in Home Shore Establishments receive their pay about the 20th of each month direct from the Royal Norwegian Accounts Office, London. From these payments they are required to defray their mess bills and other expenses, and no advances are therefore to be made by the Accountant Officers of H.M. Ships and Establishments.

2. Midshipmen, Royal Norwegian Navy, serving in H.M. Ships and Establishments abroad are to receive monthly pay advances from the Accountant Officers at the rates indicated below, the amounts being brought to account in the Cash Account as a charge to the Royal Norwegian Navy. The necessary action to recover from the Royal Norwegian Navy will be taken by the Director of Navy Accounts. The rates of advances are as follows:—

	Midshipmen 3rd Class per month.	Midshipmen 2nd Class per month.	Midshipmen 1st Class per month.
	£ s. d.	£ s. d.	£ s. d.
30 days ...	13 0 7	12 16 6	12 12 7
31 days ...	13 8 0	13 4 1	13 0 0

3. Information as to the individual rates of pay will in each case be furnished to Commanding Officers through the British Naval Liaison Officer to the Royal Norwegian Navy, London.

4. Accountant Officers making advances under paragraph 2 are to forward a monthly statement thereof to the Norwegian Accounts Officer, Norway House, 21 Cockspur Street, London, S.W.1., and to the Director of Navy Accounts (Branch 4A), Northwick Park Hutments, Harrow, Middlesex.

5. Where these arrangements are not already in force, they are to be adopted commencing with the month of July 1944.

*3636.—Pre-Natal Allowance for R.N. and R.M. Officers

(C.W. 24676/44.—13 Jul. 1944.)

Pre-natal allowances payable in respect of the children of Naval and Marine officers have been instituted with effect from 1st May, 1944.

2. Payment of this allowance will be made only in the case of officers who, on the date on which payment falls due (*vide* paragraph 8) are in receipt of Marriage Allowance, Schedule A or Schedule B (Old Rates or Revised Rates).

3. Pre-natal allowance will be issued in a single payment, amounting normally to £9 2s., i.e. the equivalent of 91 days' Children's Allowance at the standard rate of 2s. a day. In the case of junior officers in receipt of the Revised Rates of Marriage Allowance, which are higher for an officer with a child or children than for a childless officer, the difference between these two rates will be included in the amount of the Pre-natal Allowance paid in respect of the officer's first child only.

4. Rates of Pre-natal Allowance will accordingly be as follows:—

Rank or Relative Rank	For first child	For second and each subsequent child
	£ s. d.	£ s. d.
(i) Officers on Old Rates of Marriage Allowance, Schedules A, B(1) or B(2)		
All officers, irrespective of age or rank ...	9 2 0	9 2 0
(ii) Officers on Revised Rates of Marriage Allowance, Schedules A or B		
Sub-Lieutenant, R.N. ...	} 20 9 6	} 9 2 0
Acting Sub-Lieutenant, R.N. ...		
Midshipman, R.N. ...		
Lieutenant, R.M. (Direct Entry) less than 4 years from date of entry (or less than 4 years from date of promotion to Probationary 2nd Lieutenant in case of Corps Commission Officers).		
Probationary Lieutenant, R.M. ...		
2nd Lieutenant, R.M. ...		
Commissioned Officer from Warrant Rank, R.N. and R.M.		
Warrant Officer, R.N. and R.M. ...		
Commissioned Officer, R.M., promoted from Temporary Warrant Rank or from Pensioner N.C.O.		

Rank or Relative Rank	For first child	For second and each subsequent child
Lieutenant, R.N.	15 18 6	9 2 0
Lieutenant, R.M. (Direct Entry) over 4 years from date of entry (or 4 years from date of promotion to Probationary 2nd Lieutenant in case of Corps Commission Officers).		
Lieutenants, R.M. (ex-Gunner)		
Lieutenant, R.M. (Quartermaster)		
Captain, R.M. (Quartermaster)		
Lieutenant, R.M. (R.N. School of Music)		
Captain, R.M. (R.N. School of Music)		
Chief Schoolmaster (Lieutenant, R.M.)	9 2 0	9 2 0
Officers of higher ranks than those shown above...	9 2 0	9 2 0

5. In the case of multiple births, a supplementary payment of £9 2s. will be made, after birth, for each additional child.

6. Where officers are promoted from the lower deck while rating's pre-natal allowance is in issue, the full officer pre-natal allowance, less the amount already issued prior to promotion, will be payable.

7. For the purpose of determining the rate of, and eligibility for, pre-natal allowance the status and circumstances of the officer will be those existing on the date on which payment of the allowance falls due (*vide* paragraph 8).

8. Payment of pre-natal allowance falls due on whichever is the *latest* of the following dates :—

- the date 91 days before the expected date of birth of the child.
- the date of entry of the officer.
- the date of promotion of the officer from the lower deck or from the ranks
- 1st May, 1944.

9. Payment of pre-natal allowance will be made direct to the wife by the Director of Navy Accounts as soon as possible after it falls due. It will *not* be credited to the officer, either on the ledger or otherwise.

10. Pre-natal allowance will be paid to the wife or widow of a missing or deceased officer provided that at the time when payment falls due she is in receipt of a temporary allowance under the provisions of A.F.Os. 3360/41 and 2122/43.

11. Applications for payment may be made by either husband or wife. They should state (a) the full name and rank of the officer; (b) the full name of the wife; and (c) a certificate by a doctor or State-certified midwife, stating the date (specifying day and month) on or about which the birth of the child is *expected* to take place. Applications should be forwarded to the Director of Navy Accounts, Branch 4, Northwick Park, Harrow, Middlesex, not earlier than four months before the expected date of birth.

12. In the case of wives resident outside the United Kingdom, where application by letter to the Director of Navy Accounts would entail delay, application may be made to the nearest Naval Accountant Officer. The Accountant Officer will report the necessary particulars of the case by signal, microgram or other fast route to the Director of Navy Accounts, who will authorize local payment of the pre-natal allowance. No payments are to be made except on the authority of the Director of Navy Accounts.

13. Pre-natal allowance is to be taken into account in assessing Balance of Civil Pay, *vide* A.F.O. 3240/44, paragraph 2.

(A.F.Os. 3360/41, 2122/43 and 3240/44.)

("A" Message 113A of 27th May, 1944, is cancelled.)

3637.—Complement Amendments—H.M. Coastal Craft

(N./A./S.W. 515/44.—13 Jul. 1944.)

The following amendment is to be made to the scheme of complement of H.M. Coastal Craft, issued with Admiralty Letter N./D.P.S. 157/42/M. of 8 Mar. 1943, and amended by A.F.O. 3128/44 :—

Amend Note (h) to read as follows :—

- In "B" type M.Ls. fitted with asdics and employed on the Mediterranean and South Atlantic stations, *add* 1 A.B. and, without further substantive alteration, 3 S.D. (C.F.).
- In "B" type M.Ls. fitted with asdics and employed at Trinidad, *add* 1 A.B. and, without further substantive alteration, 2 S.D. (C.F.).
- In "D" type M.T.Bs. fitted with asdics, *add* 1 A.B. and, without further substantive alteration, 2 S.D. (C.F.).
- In all coastal craft fitted with asdics other than those referred to in (h) (i), (ii) and (iii) above, *add* A A.B. (S.D.) (C.F.).

(A.F.O. 3128/44.)

*3638.—Examination for Warrant Engineer and Warrant Mechanician, February, 1945—REPORT

(C.W.31214/44.—13 Jul. 1944.)

The next professional examination for the ranks of Warrant Engineer and Warrant Mechanician will be held on Monday, 5th February, 1945.

2. The following revised procedure is to be brought into force for the conduct of this examination.

3. Candidates for the examination are to forward their applications on Forms S.584 through their Commanding Officers as required by administrative authorities of the ships or establishments in which they are serving.

4. Commanders-in-Chief and administrative authorities at home and abroad are to retain for the time being the Forms S.584, and are to inform the Admiralty by signal not later than 1st October, 1944, of the number of candidates in their commands (a) for Warrant Engineer and (b) for Warrant Mechanician in the following form :—

From (Administrative Authority)

To Admiralty.

A.F.O. 3638/44, paragraph 4.

(a) (number of candidates for Warrant Engineer)

(b) (number of candidates for Warrant Mechanician)

"Nil" returns are to be rendered.

5. On receipt of the report called for in paragraph 4, the examination papers required, with a proportion of spare sets, will be forwarded to Commanders-in-Chief and Administrative Authorities. The spare sets are for the use of candidates who are eligible to take the examination but whose application, through no fault of their own, did not reach the Administrative Authority by the prescribed date. A small number of sets of examination papers will also be forwarded to Administrative Authorities rendering "Nil" returns for the same purpose. These spare sets may, after the examination is over, be used for instructional purposes. Duplicate sets will be forwarded without demand to replace packets enclosed in mails reported lost. Each set of examination papers will bear a number which will be the examination number of the candidate.

6. In the event of any candidate for whom examination papers have been demanded having been transferred elsewhere since his application was first made, the application on Form S.584, together with copies of the examination papers, are to be forwarded to the Administrative Authority of the ship or establishment to which he has been drafted in order that they may be available for him by the date of the examination.

7. Where the results of the February, 1944, examination are not known in time, candidates who are desirous of sitting again in the event of being declared unsuccessful in their previous attempt should be included in the numbers of candidates reported in accordance with paragraph 4.

8. No application to sit for the examination received by Administrative Authorities after the date fixed for the examination is to be considered unless it is evident that it has been delayed through no fault of the candidate and that he would suffer hardship by missing the examination. Such exceptional cases

are to be reported in writing to the Admiralty and, if the circumstances warrant it, a separate set of examination papers will be prepared and forwarded and a date fixed for the examination to be taken.

9. The worked papers from each command or station are to be forwarded to the Admiralty (E.-in-C. Dept., London), accompanied by the Form S.584, for all candidates who took the examination and completed Forms B and C enclosed with the examination papers. At the same time, the Admiralty is to be informed by signal of the number of candidates who took the examination for whom worked papers have been forwarded in the following form:—

From (Administrative Authority)

To Admiralty

A.F.O 3638/44, paragraph 9

Worked papers despatched.....(date).....as follows:—

(a) (Number of papers for Warrant Engineers)

(b) (Number of papers for Warrant Mechanics).

10. The receipt of worked examination papers will similarly be acknowledged Commanders-in-Chief and Administrative Authorities concerned.

11. Form S.584 in respect of any candidate whose application is subsequently withdrawn is to be destroyed and not forwarded to the Admiralty.

12. Before a candidate is to be allowed to sit for this examination, Commanding Officers are to satisfy themselves that the candidate is eligible in all respects in accordance with K.R. & A.I., Art. 313, except that the temporary relaxation of the age limits already laid down will also apply to the 1945 examination, i.e. candidates must be under the age of 40 on the 1st October, 1945.

(A.F.O. 3236/41 is cancelled.)

*3639.—Qualifying Course for Warrant Telegraphist

(C.W. 30539/44.—13 Jul. 1944.)

The following candidates have been selected to undergo the qualifying course for the rank of Warrant Telegraphist at H.M. Signal School, Portsmouth, commencing on 11th September, 1944:—

Name	Rating and Official Number	Present whereabouts	Date Qualified Educationally	Date Passed W/T 2	35th Birthday
W. T. Rich	C.P.O. Tel. C/J.112690	H.M.S. " Nile "	Nov. 1942	15.12.37	23. 7.45
R. H. Hensman	C.P.O. Tel. P/JX.135112	H.M.S. " Fabius "	Mar. 1937	15. 9.38	29.11.49
H. W. Garton	C.P.O. Tel. P/JX.138763	H.M.S. " Rosemary "	Nov. 1941	1. 4.39	12. 8.51
W. A. Rayner	P.O. Tel. C/JX.133884	H.M.S. " Eastbourne "	Oct. 1941	15. 6.38	4.11.48
R. W. Iggleden	P.O. Tel. C/JX.134626	H.M.S. " Moreta "	Nov. 1940	1. 5.39	14. 9.40
E. J. Tibble	P.O. Tel. D/JX.135201	H.M.S. " Canopus "	Mar. 1942	1. 4.39	9. 4.50
G. C. Stevens	P.O. Tel. P/JX.135583	H.M.S. " Shakespeare "	Nov. 1940	1. 7.39	17.10.40
R. E. Everett	P.O. Tel. C/JX.135503	H.M.S. " Wara "	Nov. 1940	1.10.42	24. 8.50
E. C. Childs	P.O. Tel. C/JX.141990	H.M.S. " Euryalus "	Nov. 1937	1. 6.42	20.12.53
C. J. J. Kemp	P.O. Tel. P/JX.142047	H.M.S. " Worcester "	Nov. 1942	1. 4.44	17. 3.53
C. D. Hines	P.O. Tel. P/JX.139612	H.M.S. " Tumult "	Mar. 1942	1. 1.43	1.12.52

2. The above-named ratings should join H.M. Signal School, p.m. Sunday, 10th September, 1944.

3640.—University of Durham—Chair of Surgery—Notification of Vacancy

(M.D.G. 33780/44.—13 Jul. 1944.)

The University of Durham is considering a whole-time appointment to the vacant Chair of Surgery, tenable at King's College, Newcastle-upon-Tyne. Clinical and other necessary facilities for the Professor will be provided in the Royal Victoria Infirmary, Newcastle-upon-Tyne. The salary of the Chair is £2,000.

2. The University has decided to invite applications for the Chair at once, and to fix 31st December, 1944, as the preliminary date by which applications should be received; but the University will make no appointment until it is satisfied that persons serving overseas have had full opportunity to apply, and the Professor, if on national service, will not be required to take up his duties until his release from such service on the termination of hostilities or on such earlier date as may be possible.

3. Applications should be made to W. R. Niblett, Acting Registrar, University Office, 46, North Bailey, Durham, from whom further particulars may be obtained. Applicants who cannot communicate with him before 31st December, 1944, are invited to apply as soon as possible thereafter.

3641.—Special Courses for Petty Officer and Leading Seaman

(N. 9311/44.—13 Jul. 1944.)

The last two lines of paragraph 5 of A.F.O. 1316/44 are to be amended to read as follows:—

"The date of advancement will be the date of completion of six months sea service as a Leading Seaman (including acting time), but this may not be earlier than the date of passing the course in H.M.S. 'Excalibur'."

2. This alteration is to come into effect for the next class to enter H.M.S. "Ganges" after the date of issue of this order; ratings of all previous classes will continue to receive their acceleration as already promised.

(A.F.O. 1316/44.)

3642.—London Allowance

(N. 16109/44.—13 Jul. 1944.)

Payment of London Allowance of 6d. a day to naval ratings and R.M. other ranks living or employed in London, who are not already in receipt thereof, is authorized with effect from 14th June, 1944, subject to the following conditions:—

(a) The man is in receipt of lodging allowance.

(b) If married, the man's wife is not in receipt of the special allowance of 3s. 6d. a week payable in addition to ordinary Marriage Allowance on account of residence in London.

2. Ratings or other ranks for whom London Allowance has already been authorized may continue to receive it under the same conditions as at present.

3. London Allowance may be used either to supplement lodging allowance or for daily travelling expenses to a cheaper district. Any payments now being made to ratings or other ranks for daily travelling expenses in London should accordingly cease and no further payment of this nature should be authorized.

4. London Allowance of 6d. a day is free of income tax.

(A.N.C., E.F., No. 872/X/0750/2/3, 20 Apr. 1944.)

3643.—Communications Ratings—Not to be Transferred to R.N. Patrol Service

(N. 16118/44.—13 Jul. 1944.)

A.F.O. 3791/43 is applicable to "H.O." ratings only, and C.S. and S.S. ratings (i.e. men serving on regular engagements) are not eligible for transfer to the R.N. Patrol Service.

2. Any C.S. or S.S. Communication ratings who may have been transferred should be reverted to General Service in their original Port Divisions.

(Commodore, Patrol Service Central Depot, No. C.8/3/73786, 30 May, 1944.)

(A.F.O. 3791/43.)

3644.—Artisan Branches—Increase of Chief Rates

(N. 13549/44.—13 Jul. 1944.)

With a view to improving the prospects of advancement to the C.P.O. rate in the Artisan branches, it has been decided to increase the proportion of Chief rates in these branches by 50 per cent. during the next 3 or 4 years.

3645.—Electrical Artificers—Transfer to Air Artificer (L.O.)

(N. 7711/44.—13 Jul. 1944.)

With reference to A.F.O. 6255/42, paragraph 5, Electrical Artificers who are serving with the Fleet Air Arm on aircraft electrical equipment are eligible to transfer to the rating of Air Artificer (L.O.) and are to be given the option of direct transfer.

2. Electrical Artificers who are serving with the Fleet Air Arm on aircraft torpedoes or who have previously served in carriers or at Naval air stations may volunteer to transfer to Air Artificer (L.O.). They will be placed on roster by date of application and transferred by the Commodore of their depot to the numbers required. The number of transfers will be regulated to the requirements of the General Service and the Fleet Air Arm, and ratings concerned must have been employed on electrical duties for at least one year since qualifying at the Torpedo School.

3. Transfer will be voluntary and, in the first stage, will be to Air Artificer (L) until conversion course in ordnance work has been completed, when the full rating of Air Artificer (L.O.) will be assumed. Pay and conditions of service will be as for other Air Artificers, and former service will reckon as if in the Electrical Artificer Branch. Advancement, when due, will not be delayed through waiting for conversion course. Opportunities for promotion to Warrant Aircraft Officer will be similar to existing opportunities to Warrant Electrician.

4. Applications, with date of volunteering and full particulars of ratings concerned, should be reported by signal to Commodore of man's depot, repeated to Combrax, Lee-on-Solent.

5. Attention is drawn to A.F.O. 542/44.

(A.F.Os. 342/43, 908/43 and 3258/43 are cancelled.)

(A.F.Os. 6255/42 and 542/44.)

3646.—Maintenance of Optical Instruments in the Fleet—Employment of Ordnance Artificers (O)

(G. 011972/44.—13 Jul. 1944.)

A.F.O. 5694/43 is to be amended as follows:—

Paragraph 1.—For "Light Fleet Aircraft Carriers" read "Light Fleet Aircraft Carriers 1943 programme".

(A.F.O. 5694/43.)

3647.—Training in Semi-Diesel Engines—Arrangements

(N./S.V.P. 1238/42.—13 Jul. 1944.)

Arrangements have been made by means of which Enginemmen detailed to operate Semi-Diesel engines, but lacking previous experience of them, may be sent to the Royal Norwegian Slipway and Repair Shop, Buckie, for three days' instruction. This arrangement applies both to civilian or Naval, permanent or runner crews.

2. Excellent facilities are provided, the syllabus in brief being as follows:—

1st day—Instruction on dismantled engine.

2nd day—Instruction afloat in stopping and starting.

3rd day—Instruction on manœuvring and handling propeller.

3. Not more than four persons should be sent at one time, and arrangements should be made direct with the Royal Norwegian Slipway; a copy of the drafting instructions should be sent a week in advance to D.S.V.P., Admiralty, F.O.I.C., Aberdeen and the R.N.O., Buckie.

4. Before men are sent on course they should, if possible, be aware of the actual make of engine they will later be in charge of whilst they are on harbour or other service.

3648.—Deserters—Nominal Bearing

(N.L. 2042/44.—13 Jul. 1944.)

Difficulty is being experienced in deciding whether to authorize discharge from ships' books under K.R. & A.I., Article 589, Clause 1 (a), owing to lack of information regarding any offences the men may have committed.

2. To obviate this, the conduct sheets of deserters whose names are being transferred to Depot books are to be endorsed "No objection to removal from ship's books," or that there is some objection, details of which are to be stated.

(K.R. & A.I., Arts. 558, 589 and 1720A.)

(A.F.Os. 2482/42, 2483/42 and 2484/42.)

(C.in-C., Nore, No. 648/114/1 of 3 Feb. 1944.)

3649.—W.R.N.S.—Promotion of Third Officers

(C.W. 27654/44.—13 Jul. 1944.)

A.F.O. 550/44 is to be amended as follows:—
Paragraph 9. Add:—

Officer-in-Charge of the larger Fleet Mail or Censorship Offices.

(A.F.O. 550/44.)

3650.—W.R.N.S. (A/M)—Advancement

(N. 4831/44.—13 Jul. 1944.)

It has been approved for complements of W.R.N.S. (A/M) ratings to be calculated in future on the same lines as those of Signalmen (A/M), that is, 1 Leading rate is to be included in each 4 (A/M) ratings allowed, and 1 P.O. Wren (A/M) in lieu of a Leading rate in each 12 (A/M) ratings allowed.

2. Advancement to P.O. Wren (A/M) will be by roster and no professional qualification is required.

3. Paragraphs 5 and 6 of A.F.O. 2130/43 are cancelled.

(A.F.Os. 2130/43, 4794/43 and 15/44.)

***3651.—W.R.N.S. M/T Drivers—Volunteers Required**

(N. 8936/44.—13 Jul. 1944.)

Volunteers are required for transfer to the W.R.N.S. category of M/T Driver.

2. Candidates, who need not have had previous driving experience, must be of good physique and at least 5 ft. 4 in. in height. They will be accepted at present only from unspecialized categories and leading and higher ratings will not be allowed to transfer.

3. A course of training in driving, maintenance and mechanism lasting approximately four weeks will be given to accepted candidates in Liverpool or London at the completion of which they will be required to pass a test.

4. During training, candidates will retain their existing rate of pay. On passing the final test, they will be transferred to the category of M/T Driver with retention of seniority for advancement purposes and with not less than their existing rate of pay, e.g. ratings formerly on the lower unspecialized rate of pay will receive the lower specialized rate and those on the higher unspecialized rate will continue thereon until qualified for the higher specialized rate. Three months' service as M/T Driver and recommendation will be required for progression to the higher specialized rate of pay.

5. Names of suitable volunteers are to be submitted to Command Superintendents, W.R.N.S., through the usual channels. Command Superintendents are in turn to forward selected applications, up to an initial maximum of 25 in each Command, to the Superintendent, W.R.N.S. (Training) in order that courses may be conveniently arranged. Applications should indicate what experience, if any, the ratings have had.

6. The foregoing arrangements are additional to the scheme recently inaugurated for the preliminary training of a limited number of M/T Drivers at Naval Air Stations and Wrens (M) (Air) are eligible for consideration as volunteers under this Order.

3652.—Civilian Technical Representatives of Aircraft Firms—Reporting of Sickness and Casualties

(A. 01134/44.—13 Jul. 1944.)

If any civilian technical representative of a British or American aircraft firm working in an aircraft carrier or at a Naval air establishment ashore becomes a casualty through enemy action, accident or sickness, a signalled report is to be made immediately by the Commanding Officer of the ship or establishment concerned, to the Admiralty (for D.A.M.R.).

2. This should be followed by a written report.

3653.—Service Ration Cards—Issue to Officers Awaiting Invaliding

(C.W. 46156/43.—13 Jul. 1944.)

All officers (including R.M., W.R.N.S. and Officers serving under T.124X and T.124T. Agreements) who are medically surveyed with a view to invaliding, and are sent on leave pending the Admiralty decision on the medical survey, are to be issued with Service ration cards by the R.N. hospitals concerned to cover the period from the date of discharge to leave until the fifty-sixth day after the date of the medical survey. Where an officer is surveyed in a non-Naval hospital, the Naval Authority to whom the report of survey is sent is to issue the ration cards.

2. When the date of invaliding is decided upon, the Admiralty will issue a certificate under A.F.O. 4668/43 enabling the officer to obtain a civilian ration card as from the date of invaliding. The officer will be required to return to the Admiralty any Service ration cards valid beyond the date of invaliding. Where, however, the date of invaliding is later than the fifty-sixth day after the date of medical survey, additional Service ration cards will be issued by the Director of Victualling at the Admiralty.

(A.F.O. 4668/43.)

(A.F.O. 1778/44 is cancelled.)

3654.—Personnel Proceeding to North Africa, Sicily and Italy—Anti-Typhus Inoculation

(M.D.G. 52811/43.—13 Jul. 1944.)

The instructions contained in A.F.O. 5460 43 are cancelled.

(A.F.O. 5460/43 is cancelled.)

3655.—National Health and Pensions Insurance—Personnel Entered into the Royal Navy, Royal Marines, W.R.N.S., V.A.D. or Q.A.R.N.N.S.R. outside the British Isles—Special Categories.

(P.M. 3150/43.—13 Jul. 1944.)

The following classes of personnel are to be excluded from the provisions of A.F.O. 4277/43, i.e. are to be dealt with for National Health and Pensions Insurance purposes as if they had joined the Naval Service in this country :—

- (a) Persons entering the Naval Service abroad on long service engagements.
- (b) T.124X, T.124T and Cable Ship ratings who are domiciled or resident in the British Isles (i.e. Great Britain, Northern Ireland, the Isle of Man and the Channel Islands) but who actually sign the agreement abroad.
- (c) Pensioners and Reservists domiciled outside the British Isles who are recalled for service.
- (d) Q.A.R.N.N.S. (Reserve) Sisters and Naval V.A.D. personnel entered under conditions applicable in the United Kingdom.

(A.F.O. 4277/43.)

3656.—Naval and Marine Personnel and Admiralty Civilian Personnel Invalided and/or On Draft from Abroad—Admission to Hospital—REPORT

(M.D.G. 9123/44.—13 Jul. 1944.)

Difficulties are sometimes experienced in tracing the whereabouts of Naval and Marine personnel and Admiralty civilian personnel invalided or taking passage to or from stations abroad who have been admitted to hospital *en route*.

2. All Naval and Marine personnel and Admiralty civilian personnel disembarked from hospital ships, transports, etc., in the United Kingdom, or while on passage to or from stations abroad, are to be reported to the ratings' respective depots or, in the case of officers and Admiralty civilian personnel, to the Medical Director-General of the Navy, by the R.N. hospital, etc., receiving the case or, in the event of admission to a non-Naval hospital, by the responsible authority ashore into whose care the officer or man has been discharged.

(A.F.Os. 3670/43 and 5849/43.)

A.F.O. 3657.—Home Hospitals—Pay Advances to Service Patients

(D.N.A. 7634/44.—13 Jul. 1944.)

The following amendments should be made to A.F.O. 687/44 :—
After paragraph 15 insert fresh paragraph :—

“15a. *Royal Australian Air Force—Officers.*—Advances approved by the Medical Officer may be made to R.A.A.F. officers within the entitlements shown in their pay books. Receipts are to be forwarded to the Home Hospitals Base Accounts Office on separate pay lists as in the case of the R.A.F. (paragraph 11).

Airmen and Airwomen.—For purposes of cash advances in hospital, airmen and airwomen of the Royal Australian Air Force are to be dealt with in every respect as though they were members of the Royal Air Force (paragraphs 11, 12 and 13 of this order), but separate pay lists are to be rendered.”

Paragraph 20, sub-paragraph 1. *Cancel and substitute :—*

“20. *Officers.*—With the exception of officers of the Australian Imperial Forces and New Zealand Forces (paragraph 14), officers of the Royal Australian Air Force (paragraph 15a) and officers of the Royal Air Force as indicated below, cash advances will not be made to officers of the Army, Royal Air Force, and Dominion Military and Air Forces in hospital. They should make their own arrangements for the encashment of cheques.”

Paragraph 20, sub-paragraph 2. *Delete “ or R.C.A.F.” in line 1.*

(A.F.O. 687/44.)

3658.—Guides (British Red Cross and Order of St. John) to Accompany Patients Discharged from Hospital

(M.D.G. 5878/44.—13 Jul. 1944.)

With reference to A.F.O. 2589/44, amputee patients who would suffer undue discomfort when travelling in 3rd class railway carriages may be issued with 1st class railway warrants.

2. Guides accompanying such cases should also be issued with 1st class warrants.

(A.F.O. 2589/44.)

3659.—Instructional Film Strip “Merchant Ship Recognition” (Serial Number SA.183)

(N.T./T.S.D./436/44.—13 Jul. 1944.)

With reference to A.F.O. 1941/44, an instructional film strip entitled “Merchant Ship Recognition”, Parts 1-4, has been completed and should be demanded from Instructional Film Libraries as referred to in A.F.O. 4251/43 (paragraph 10) by H.M. ships and establishments where Ship Recognition lectures are given and a still projector is available.

2. The film strip should be used in conjunction with B.R. 799—Primer, “Merchant Ship Recognition”. The illustrations have been copied from this

book and divided into four strips, to enable a lecturer to arrange a series of lectures or use one part covering a specific subject.

Part I.—Chapters 1, 2 and 3, demonstrate the policy to be used when recognising a merchant ship.

Part II.—Chapters 4 and 5, demonstrate how to distinguish types of merchant ships.

Part III.—Chapters 6 and 7, give hints on age and appearance of merchant ships and aids to an observer. Chapter 8 should be used as a conclusion to this lecture.

Part IV.—Gives a series of silhouettes which can be used for practice in describing a merchant ship's silhouette in accordance with Chapter 9.

(A.F.Os. 4251/43 and 1941/44.)

3660.—Instructional Film "You Too Can Get Malaria"—Serial Number B.765

(T.S.D.2170/44.—13 Jul. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "You Too Can Get Malaria" (B.765), is now available, and copies will be issued without demand in accordance with paragraph 3 below.

2. The film has a running time of approximately 30 minutes, and shows a soldier who, considering it unnecessary to take precautions against becoming infected with malaria, falls a victim, and in his delirium imagines himself court-martialled by his colleagues whom he has let down. As the film is primarily for showing on completion of training, the lessons are implied rather than stated.

3. Copies will be distributed as follows :—

	No. of copies	
	35 mm.	16 mm.
Scapa Library	2	2
Rosyth Library	2	2
Glasgow Library	2	2
Liverpool Library	2	2
Chatham Library	2	2
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1
C.-in-C., Eastern Fleet	2	2
F.O., Ceylon	2	2
S.N.O., Aden	1	1
S.N.O., Persian Gulf	1	1
F.O., East Africa	1	1
C.-in-C., South Atlantic	1	1
F.O., Levant and Eastern Mediterranean	1	1
F.O., Western Mediterranean	1	1
V.A., Malta	1	1
F.O., Gibraltar and Mediterranean Approaches	1	1
F.O.C., West Africa	1	1
S.B.N.O., Western Atlantic	1	1
N.Z.N.B.	1	1
A.C.N.B.	1	1

4. Application for copies should be made to the libraries and authorities in accordance with A.F.O. 4251/43 (paragraph 10).

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

3661.—Instructional Film "The Enemy Japan" (Serial Number G.117)

See AFO 1667/45 (T.S.D. 2196/44.—13 Jul. 1944.)

With reference to A.F.O. 4251/43, a film entitled "The Enemy Japan" (serial number G.117), produced by the U.S. Navy, is now available for distribution to units of the Royal Navy, and copies will be issued without demand as in paragraph 3 below.

2. The film is in three parts as follows, and each part can be shown as a separate film if desired :—

Part 1 The Land.

Part 2—The People.

Part 3—Dream of Empire.

3. Distribution will be as follows :—

Instructional Film Libraries—	No. of copies	
	35 mm.	16 mm.
Scapa	2	2
Rosyth	2	2
Greenock	2	2
Liverpool	2	2
Chatham	2	2
Portsmouth	2	2
Devonport	2	2
London	1	1
Londonderry	1	1
Trincomalee	2	2
Colombo	2	2
S.N.O., Aden	1	1
S.N.O., Persian Gulf	1	1
F.O., East Africa	1	1
C.-in-C., South Atlantic	1	1
F.O.L.E.M.	1	1
F.O.W.M.	1	1
V.A., Malta	1	1
F.O.G.M.A.	1	1
F.O.C., West Africa	1	1
S.B.N.O., Western Atlantic	1	1
F.O.C., Royal Indian Navy	1	1
A.C.I.C.	1	1
S.R.N.O., Bombay	1	1

4. Application for copies of these films on temporary loan shall be made in accordance with A.F.O. 4251/43 (paragraph 10).

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

3662.—Instructional Film "Streamlined Colour" (Serial Number C.1845)

(N.T./5067/44.—13 Jul. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "Streamlined Colour" (Serial Number C.1845) is now available and application for copies on temporary loan should be made to the Instructional Film Libraries referred to in paragraph 10 of the above A.F.O.

2. The film deals with the proper method of applying paint to fighter aircraft, and it is desirable that it should be seen by all maintenance ratings in the Fleet Air Arm who may be called upon to undertake such work.

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

A.F.O. 5538/44. 3663.—Instructional Film "Aerology" (Serial Number G.63)

(N.T./T.S.D.2153/44.—13 Jul. 1944.)

With reference to A.F.O. 2585/44, Part 4, in the series of instructional films on Aerology entitled "Air Masses and Fronts" is now available, and copies will be distributed without demand in accordance with paragraph 3 of A.F.O. 2585/44.

2. This film has a running time of approximately 20 minutes, and describes the troposphere, the formation of clouds, hot and cold fronts and cyclones, and explains the conditions responsible for different kinds of weather.

3. Application for copies of this film should be made to the libraries and authorities as referred to in A.F.O. 2585/44, paragraph 3, in accordance with A.F.O. 4251/43, paragraph 10.

(A.F.Os. 4251/43 and 2585/44.)

3664—Instructional Film "Eve of Battle" (Serial Number D.541)

(N.T. 5108/44.—13 Jul. 1944.)

With reference to A.F.O. 4251/43, the Ministry of Information film entitled "Eve of Battle" (Serial No. D.541) is now available for Naval instructional purposes and copies will be distributed without demand as follows:—

	No. of copies	
	35 mm.	16 mm.
Scapa Library	2	2
Rosyth Library	2	2
Glasgow Library	2	2
Londonderry Library	1	1
Liverpool Library	2	2
Chatham Library	2	2
Devonport Library	2	2
Portsmouth Library	2	2
London Library	1	1
F.O.L.E.M.	1	1
F.O.W.M.	1	1
F.O.G.M.A.	1	1
C-in-C., Eastern Fleet	1	1
C-in-C., South Atlantic	1	1
F.O.C., West Africa	1	1
F.O., Ceylon... ..	1	1
F.O.C.R.I.N.	1	1
V.A., Malta	1	1
S.B.N.O., Western Atlantic	1	1
N.Z.N.B.	1	1
A.C.N.B.	1	1

2. Application for copies should be made in accordance with A.F.O. 4251/43 (paragraph 10).

3. This film deals with the Allied preparations for the invasion of France and merits wide distribution. Owing to a shortage of film stock, further copies of this film cannot be made available and to ensure that it is distributed as speedily as possible, copies should only be retained for a short period and then returned to the issuing library by the quickest method of transport.

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

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

3665.—Guns—General—Spring Balances—Allowance

(A.S.8451/42.—13 Jul. 1944.)

A.F.O. 6281/42 reduced the allowance of spring balances to one *per ship* carrying one or more of the following types of guns:—

- 20 mm. Oerlikon
- 0.5-in. Vickers
- 0.303-in. Vickers, Lewis, Savage Lewis and Maxim
- 0.30-in. Savage Lewis.

In addition, one spring balance is allowed per 0.303-in. Vickers gun carried for use of Royal Marines.

2. Ships are to land spring balances held in excess of this allowance at the nearest R.N. armament depot as soon as possible.

(A.F.O. 6281/42.)

3666.—Guns—Q.F., 3-in., 20-cwt., Mark I—IE—Springs Actuating Firing Spindle—Replacing Mark I by Mark II

(A.S./G. 06035/43—13 Jul. 1944.)

The following modification is approved:—

Gun.—Q.F., 3-in., 20-cwt., Marks I and IC to IE.

Part affected.—Springs spindle actuating firing spindle.

Purpose.—To ensure the return of firing spindle to firing position.

Nature of modification.—Replace the present component and spare Mark I spring by Mark II pattern.

New parts required.—Mark II springs, spindle actuating firing spindle.

Particulars of springs are:—

	Mark I	Mark II
External diameter	0.97	0.98
Number of coils end to end	6½	5½
Diameter of wire	No. 13 S.W.G. (0.092)	No. 12 S.W.G. (0.104)

By whom to be done.—R.N. armament depots and ships' staff.

Degree of urgency.—Component and spare springs in service as soon as possible. No Mark I springs are to be issued by R.N.A. depots.

3667.—Guns—3-in., Q.F.—Method of Avoiding Separations when Unloading

(G. 010170/44.—13 Jul. 1944.)

In Q.F. 3-in. 50 calibre guns, trouble is often met with due to separation of the cartridge on unloading.

2. The following device has been found to work well in certain ships and is promulgated for information.

3. The round is loaded but not pushed home sufficiently to release the breech mechanism. A plywood board about 5½ ins. wide and 7 ins. deep and marked "GUN LOADED" is slipped into the grooves of the breech mortice. This prevents the round slipping back. To come to the ready the board is removed and the round pushed home.

3668.—Guns—20 mm. Oerlikon—Lanyards, Cocking

(A.S. 16347/43.—13 Jul. 1944.)

Lanyards, cocking (rope), will not in future be issued for any Oerlikon guns, except those in D.E.M.S. or fitted in Mark IX mountings.

2. Naval Proportion Book will be amended.

(A.F.O. 967/44 is cancelled.)

3669.—Guns—20-mm. and Below—Lubrication

(G. 05903/43.—13 Jul. 1944.)

Machine guns of all types of 20-mm. calibre and below mounted in ships and shore establishments are to be lubricated as set out in the table below. All previous instructions as to their lubrication are cancelled. (For aircraft guns, see C.A.F.O. 717/44.)

2. Until D.T.D. 143C is available, Cooper's grease No. 4 may be used. This will give reliable functioning down to minus 30° F.

Deck or Ground Guns

Type	Normal temperatures	Between 20° F. and 0° F.	Below 0° F.	Ammunition (at all temperatures) (a) Deck guns (b) Guns used ashore
20 mm. Oerlikon	Special mineral oil	D.T.D. 44D	D.T.D. 44D	(a) and (b) D.T.D. 143C also to be used for magazine
20 mm. Hispano	Special mineral oil	D.T.D. 44D	D.T.D. 44D	(a) D.T.D. 143C (b) Dry
0·50-in. Vickers	Special mineral oil	D.T.D. 44D	50/50 D.T.D. 44D and paraffin (M.V.O.)	(a) D.T.D. 143C (b) Dry
0·50-in. Browning (Colt).	Special X mineral oil	D.T.D. 44D	50/50 D.T.D. 44D and paraffin (M.V.O.)	(a) D.T.D. 143C (b) Dry
0·303-in. and 0·30-in. (all types).	Special mineral oil	D.T.D. 44D	50/50 D.T.D. 44D and paraffin (M.V.O.)	(a) D.T.D. 143C (b) Dry
Carbines, rifles and pistols.	Special mineral oil	D.T.D. 44D	50/50 D.T.D. 44D paraffin (M.V.O.)	(a) and (b) Dry

* The striker assembly should be very lightly lubricated with D.T.D. 44D at normal temperatures (A.F.O. 1537/42).

3. D.T.D. 44D means anti-freezing oil to Air Ministry Specifications D.T.D. 44D, and D.T.D. 143C means anti-freezing grease to Air Ministry Specification D.T.D. 143C.

(A.F.O. 1537/42 and C.A.F.O. 717/44.)

(A.F.O. 3553/43 is cancelled.)

3670.—Guns—0·50-in. Browning Machine (All Types)—Assembly and Filling of Oil Buffers

(G. 014269/43.—13 Jul. 1944.)

A. Assembly

There is a possibility of stoppages of the 0·50-in. Browning machine gun occurring at high elevation firing if the oil buffer assembly has been assembled too short.

A short oil buffer assembly may be detected by the following method :—

- (a) Remove the driving spring assembly from the gun.
- (b) Replace the back plate.
- (c) Elevate the gun to 90° elevation.
- (d) Open the cover.
- (e) Note the position of the barrel extension.
- (f) If the barrel extension drops back away from the trunnion block, the oil buffer assembly is too short. There should be no gap between the barrel extension and trunnion block.

2. If this test indicates that the oil buffer is too short, the following action should be taken to aircraft guns and guns in H.M. ships by ship's staff, and to guns in D.E.M.S. by base staffs only :—

- (a) Disassemble the oil buffer assembly and check the 3·970 + 0·014 dimension shown in A.F.O. Diagram No. 216/44.
- (b) Adjust the position of the piston head to bring the dimension within the tolerance there specified.
- (c) Reassemble, making certain that the clearance between the piston head and piston valve is between 0·04-in. and 0·05-in. (This is extremely important and must be carefully checked.)
- (d) If during re-assembly, it is discovered that the locking pin cannot be inserted in the piston rod (due to the new position of the castellated nut and piston head), correct this by interchanging parts and re-checking the 3·970 + 0·014 dimension.
It may be necessary to instal a new piston rod. Those of later manufacture are slightly longer.
- (e) After the oil buffer is re-assembled, except for the spring and spring guide, refill the cylinder and operate the piston rod several times to check for leakage. Replace the packing glands or other parts as necessary to eliminate any leakage.
- (f) Complete re-assembly, by installing spring and guide, and measure the overall length of the assembly from the rear face of the oil buffer tube to the extreme forward tip of the piston rod hook. This dimension should be between 6·525-in. and 6·553-in. If this dimension is incorrect, disassemble and interchange parts until a measurement is obtained within the tolerance.
- (g) If the oil buffer cannot be re-assembled within the limits specified, the entire assembly should be returned to the nearest Naval Armament Depot, quoting this A.F.O., and replacements drawn in lieu.
- (h) The threads of the oil buffer cap are very fine, and the greatest care should be exercised when stripping and assembling this component, to prevent stripping the threads.

3. *Oil Buffer Spring*.—The free length of oil buffer spring is approximately 5½-in.

B. New Oil Buffer Packing

1. An improved type of oil buffer packing has now been developed and is being supplied in all guns of current manufacture. This new packing consists of the following components :—

	<i>Drawing No.</i>
Packing, oil buffer gland	A.153162
Washer, oil buffer packing gland	A.153161
Spring, oil buffer packing gland	A.153163

which replace the following components previously supplied :—

	<i>Drawing No.</i>
Packing, oil buffer gland	A.9279 or A.9279A
Ring, oil buffer packing gland	A.9297
Spring, oil buffer packing gland	A.9299

2. The new type of oil buffer packing should be assembled in the cap, oil buffer tube, as follows :—

	<i>Drawing No.</i>
(a) Packing, oil buffer gland	A.153162
(b) Washer, oil buffer packing gland	A.153161
(c) Spring, oil buffer packing gland	A.153163

3. It may be found that in some guns the oil buffer packing is assembled in the reverse order, but if this method is giving satisfactory service it should not be changed.

4. Very limited supplies only are available of the new components and it will not be possible at present to exchange the complete assemblies. Demands should be limited to the number required for replacement of items as they become defective.

3671.—Guns—0.5-in. Browning (All Types)—New Spring Ejector

(G.1995/44.—13 Jul. 1944.)

A new type of Spring, Ejector, has been introduced into service, which is stronger than the original type and may readily be identified by a tang 0.18-in. in length which projects from one end.

2. If it is necessary to replace an unserviceable ejector spring, the new type should be fitted if available.

3. When fitting the new type spring the plain end is to be inserted into the spring housing in the transporter. The tang bears against the side of the ejector

3672.—Aircraft—Guns—Remote Firing Controls—Precautions Before Testing Firing Control Mechanisms

(G.2766/44.—13 Jul. 1944.)

A fatal accident recently occurred due to an aircraft gun being fired during the daily testing of the fire control mechanism, without removing the ammunition belts from the belt chutes.

In the course of testing, the guns were cocked and the firing button operated several times, the feed pawl engaged with the double loop of the first link of the belt in the chute, drawing it into the feedway : subsequent cocking caused a round to be fed into the chamber and fired.

2. On all occasions before carrying out *any* tests of the fire control mechanism, the following precautions are to be taken in addition to the normal unloading procedure :—

- (a) Ensure the firing button and/or gun master switch is at "SAFE" or "OFF".
- (b) Magazines or belt feed mechanisms are to be stowed clear of guns and ammunition belts, other than 20 mm., are to be pushed back fully into the ammunition tanks. They are to remain in this condition whilst the test is carried out.

(c) All guns are to be cocked and examined to ensure that no round remains either on the face of the breech block or in the chamber.

3. Where guns are required to be left in a loaded condition after completion of F.C.M. Tests, "Guns Loaded" notices are to be hung on the control column and, in the case of 20-mm. guns, notices are also to be hung on the mainplanes, operational conditions permitting.

(A.F.O. 4282/41 is cancelled.)

3673.—Aircraft—Guns—Hispano 20mm.—Plates Unlocking, R.A.F. Ref. 7G/472

(G. 6333/43.—13 Jul. 1944.)

Plates unlocking, R.A.F. Ref. 7G/472 comprise a left and a right hand plate complete with cotter and pin (see Vocabulary of R.A.F. Stores—A.P. 1086 Part 5) which are issued as one item.

2. To ensure efficient functioning of Hispano guns it is essential that the left hand and right hand plates be of the original pair, otherwise uneven wear will result in malfunctioning.

3. If the left or right hand plate needs replacement, both plates should be removed and Plates unlocking Ref. 7G/472 demanded in lieu.

4. When guns are stripped, unlocking plates should be wired together in pairs to ensure that they are replaced correctly.

(A.P. 1086, Part 5.)

3674.—Aircraft Guns—Armament Stores Returned after Prescribed Life for Air Service—Procedure in Respect of Returns and Further Use

(A.S. 4915/44.—13 Jul. 1944.)

R.N. air stations and H.M. ships are in future to return, to the nearest R.N. armament depot, springs or other components of F.A.A. aircraft guns which have been exchanged after the prescribed number of rounds have been fired. Such items are to be distinctly labelled, stating the reason for return and R.N. armament depots are to ensure that these stores are kept separate from unserviceable or other items.

2. The labels should quote the authority under which the exchange has been made.

3. Subject to the stores being found serviceable for further use, R.N. armament Depots are to appropriate such items for fleet requirements, instructional purposes, etc., and are on no account to issue them in satisfaction of requirements for air service. Such stores should be sentenced, unsuitable for air service.

3675.—Gun Mountings—20 mm., Marks VIIA and VIIA S/M Mountings—Fitting of Shroud Plates

Ships, Bases and F.O.G.M.Os. concerned.

(G. 01968/44.—13 Jul. 1944.)

With reference to A.F.O. 2345/44, reports have been received that difficulty is being experienced in fitting shroud plates to 20 mm., Marks VIIA and VIIA S/M mountings.

2. As the position of the holes in the trunnion brackets by which the shroud plates are secured has not previously called for very accurate drilling, it has been found that in some cases the adjustment provided by the elongated holes in the shroud plates is insufficient to allow them to be correctly positioned.

3. In such cases the width of the base of the shroud plates should be increased by welding on a steel strip, and the holes should be further elongated as necessary.

4. The work involved is to be carried out by base staffs.

(A.F.O. 2345/44.)

3676.—Gun Mountings—5.25-in., Twin R.P., 10, Mark I and Mark II—Backlash in Training and Elevating Control Motions

(G.010267/44.—13 Jul. 1944.)

Reports on 5.25-in. mountings equipped with R.P.10 system of control indicate that hunting can develop due to backlash in the universal couplings connecting the oil servo units to the control valves of the elevating and training control motions.

2. The defect can be remedied by fitting a new coupling pin with maximum clearance of 0.001-in. between the pin and the single and double eyes of the valve spindle and servo unit. To minimize wear, replace coupling pins should be case-hardened.

3677.—Gun Mountings—20-mm. Twin, Mark VC "Power" to "Hand" Change-over Valve—Retaining Control Valve in the Power Position

Ships Concerned

(G. 01962/44.—13 Jul. 1944.)

A revised method of preventing the operating lever of the hydraulic control valve moving to the "Hand" or "Emergency" position when the mounting is being operated by the main power unit is shown in A.F.O. Diagram 215/44 (G.R. 6755).

2. The manufacture and fitting of the bracket is to be carried out by ships' staffs, assisted as necessary by base staff.

(A.F.O. 1206/44 is cancelled.)

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

3678.—Gun Mountings—0.303-in. Vickers, Mark IV Mountings—Fitting of Training Stops

Coastal Force Craft and Bases

(G.08437/44.—13 Jul. 1944.)

Although it has not been the approved policy to fit training stops to 0.303-in. Vickers, Mark IV mountings, reports have been received at Admiralty indicating that, in some circumstances, stops are a requirement as a safety measure.

2. In such cases, where operational authorities consider that stops are required, Vickers Mark IV mountings should be modified in accordance with A.F.O. Diagram No. 213/44 (G.R. 6719).

3. The work is to be carried out by base staffs.

3679.—Aircraft—Ammunition—Pyrotechnics—Signals, Distress, 2 Star Red, Mark III—Introduction

(Pt. I G.02281/44.—13 Jul. 1944.)

The following store is hereby introduced into Naval Service :—
Signals, Distress, 2 Star Red, Mark III.

2. The Mark III Signal is similar to the Mark II Signal, but is of more simplified construction, and the watertightness has been improved to prevent failures likely to occur with the latter type.

3. Signals, Distress, 2 Star Red, Mark III are now being packed 288 to a Box B.485. The stowage dimensions are 25-in. × 13-in. × 12-in. and total weight is 120 lbs.

(A.F.Os. 4393/42 and 2623/43.)

3680.—Ammunition—20 mm. Oerlikon H.E., Lot H.M.C.119—Withdrawal

(A.S./G.2201/44.—13 Jul. 1944.)

20 mm. Oerlikon H.E. ammunition of Lot H.M.C.119 is liable to give short recoil and is to be withdrawn from service.

2. H.E. ammunition of this lot on board ship is to be returned to the nearest Naval armament depot or officer in charge of armament supply at the first opportunity and ammunition of other lots drawn in lieu.

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

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

3681.—Ammunition—20-mm. Oerlikon H.E. Lot H.M.C. 120—Restricted Use

(A.S./G 01595/44.—13 Jul. 1944.)

20-mm. Oerlikon H.E. ammunition of lot H.M.C. 120 has caused stoppages owing to the caps of cartridges blowing out and is to be withdrawn from ships that have not had their guns fitted with Mark II breech face pieces and returned to the nearest Naval Armament Depot or Officer-in-Charge of Armament Supply, other lots being demanded in lieu.

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

3. N.A. Depots are to issue ammunition of this lot only to ships that have had all their Oerlikon guns fitted with Mark II breech face pieces.

3682.—Ammunition—0.5-in. and below—Cartridges S.A., 0.303-in., Ball, Mark VII Lot 153, Filled R.L. 14,9/43—Withdrawal

(A.S. 6431/44/B.89.—13 Jul. 1944.)

All cartridges of the above mentioned description, make and date on board H.M. Ships and D.E.M.S. and at Naval Air Stations at Home and Abroad, are to be returned to the nearest Naval Armament Depot at the first opportunity. These cartridges are to be regarded as coming under category (B) C.A.F.O. 991/42.

2. D.E.M.S. Staff Officers should make the necessary arrangements in regard to merchant vessels.

3. 0.303-in. Ball, Mark VII ammunition of the above make and date in stock or subsequently received at Naval Armament Depots is to be brought to produce.

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

3683.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORT

(A.S. 7615/44.—13 Jul. 1944.)

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

Index	Cartridges into which filled
S.P.D. 1380	B.L. 5-in. 51 calibre
S.P.D. 1388	B.L. 5-in. 51 calibre

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

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

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

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

3684.—Ammunition—Fuzes, Primers and Tubes, Primers No. 17, Lot 112—P.L. 1941—Withdrawal

(A.S.16163/43.—13 Jul. 1944.)

All primers No. 17, Lot 112—P.L. 1941, are to be withdrawn from the service.

2. Commanding Officers of H.M. ships are to arrange for primers on board, both loose and in ammunition to be examined at the first opportunity and any ammunition containing these primers to be landed, with any loose primers, at the nearest N.A. depot. These primers are regarded as coming under category (b) of C.A.F.O. 991/42 and may be found in cartridges for the following guns :—

- Q.F., 5·25-in.
- Q.F., 4·7-in., Mark XI gun
- Q.F., 4·5-in. (F.A.)
- Q.F., 4·5-in. (Elec.) (S.L.)

3. R.N. depots at home and abroad should examine stocks as soon as possible and arrange for any primers of this description in store together with any received under this order to be brought to produce.

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

3685.—Training—Instructional Appliances—Cinema Laying and Training Teacher

(G.D. 0146/44.—13 Jul. 1944.)

A.F.O. 2750/44 Appendix I is to be amended as follows :—

Delete H.M.S. " Aggressive."
H.M.S. " Bee."
H.M.S. " Fortitude."

Add Captain (S) 3, Holy Loch.
Alexandria D.E.M.S.
Bombay D.E.M.S.

(A.F.O. 2750/44.)

3686.—C.O₂. Absorbent and Protosorb Charges—Tins for

(N.S. 25704/44.—13 Jul. 1944.)

In order to economize in the use of raw materials and to facilitate despatch by the contractor of C.O₂. absorbent, Pattern 1486, and protosorb charges, Pattern 3489, empty tins for these materials in good condition should be returned to the nearest dockyard for transit to Messrs. Siebe, Gorman & Co., Ltd., for refilling.

2. Care should be taken in opening tins containing the above mentioned materials, in order to avoid distortion and damage to the tins.

3687.—Forms S.1148 (h)—Failures of Gun Armament Material, Guns, Mountings and Fire Control Equipment—Revised Conditions for Rendering—REPORTS

(G. 01751/44.—13 Jul. 1944.)

With a view to reducing correspondence and to make clear the circumstances under which reports of failure of gun armament material are required, the instructions for the return of Form S.1148(h) as given in B.R.910 and on the form itself have been revised.

2. When reporting failure of guns, breech mechanisms and naval armament stores, Form S.1148(h) is to be used as before. Duplicate copies of the form reporting such failures should be forwarded direct to the Naval Ordnance Inspecting Officer and to the Officer in Charge of Naval Armament Depot at the port at which the ship will next visit as stated in the instructions on the form.

3. Failures of gun mounting, director firing and fire control gear and associated equipment should *not* be reported on Form S.1148(h). The usual defect lists should in the circumstances set out below, be accompanied or followed by a reference sheet as described in paragraph 4.

- (a) When in the opinion of ships' officers the report will afford new information to the administrative authorities or draw attention to a recurrence of failures.
- (b) When such information will prove helpful to other ships.
- (c) When the work of remedying the defect is beyond ships' resources and details of the failure will be of assistance to the repair authorities dealing with the defect.
- (d) When the failure is attributed to faulty material or design.
- (e) When the equipment concerned is of a new design.

4. Reference sheets reporting failure of material (as called for in paragraph 3) should give full details of the facts leading to the failure, possible causes, suggested means of prevention and particulars of the equipment, *i.e.* Mark and Register No., should always be given.

When possible the defective material should be returned for examination to the appropriate authority at the base or port next visited.

Copies of reports should be forwarded to the authority concerned at the base or port, *i.e.* Fleet or Squadron Gun Mounting Engineer Officer and Repair Overseer.

5. A revised form, S.1148(n), will shortly be issued for reporting defects on Vote 9, gun wharf items in Naval Aircraft. Until this form is issued failures of Naval aircraft gun items are to continue to be reported on Form S.1148 (h).

3688.—Torpedo Control Installations in Ships with A.W. Tubes Alignment

(Ships concerned—Dockyards—P.S.Os., E.R.Os.)

(T. 1194/44.—13 Jul. 1944.)

There have been cases when considerable errors have been discovered at the check alignment during refit, and it may be inferred that, in some cases, ships had been at sea, possibly for some time, unprepared to carry out an accurate attack.

2. The Torpedo Control Officer is responsible for the alignment of his sights (O.U. 5517 (1), paragraph 7 (viii)) and attention is called to C.B. 4317 (1), Chapter VIII, in particular Articles 539 and 577 to 581.

3. This *distant object* test, to check alignment between bridge sights (including binocular sight or separate trainers sight) and the T.D.S. on the tubes can be carried out easily and quickly at any time.

4. With the same deflection (or D.A.) set at the tubes and on the bridge in positions should be able to report "ON" simultaneously (the firing pointer all T.D.S. III* being in the centre of the salvo spread marked on the dial).

5. A valuable rough check of this can even be carried out at sea in fair weather but this should not normally be considered sufficient to make adjustments. Any error suspected should be corrected when repeating the test when next in harbour.

6. Alignment of the T.D.S. III on the tubes, with the tubes themselves (C.B. 4317 (1) 579-581), is less conveniently done, but it should not normally be necessary unless the sight bracket has been strained by damage, weather or accident.

7. The annual check alignment during refit, when the ship is in dry dock, remains essential and an item covering this *must* be in the Defect List.

8. Refitting authorities are then responsible for making the application for "Vernon's" Alignment Officer to attend on a convenient date in accordance with B.R. 633 (1).

3689.—Torpedoes—22·4 U.S.A. Mark 13—Removal of Spigot from Wing Nuts, U.S.A. Stock Group No. G.1745

(A.S. 7589/44.—13 Jul. 1944.)

Owing to the risk of damage to the charging valve threads when inserting Wing Nut, U.S.A. Stock Group No. G.1745 into a charged 22·4-in., U.S.A. Mark 13 torpedo, it has been decided that Wing Nuts G.1745 *supplied separately from Testing Sets U.S.A. Stock Group No. G.5033* should have the spigot removed.

2. This spigot is of coned-shaped section with rounded end and is sweated into the lower end of the Wing Nut. The application of slight heat should be sufficient to effect their removal. Spigots removed are to be brought to produce.

3. All Wing Nuts G.1745 used for charging purposes only *and supplied separate from Testing Sets* are to be modified by ships' staffs.

4. A corresponding instruction has been issued to Torpedo Depots.

3690.—Depth Gear of 18-in. Marks XI, XII and XV Type Torpedoes—Sweating of Centre Tube to Hydro Valve Seat

(A.S. 3439/44.—13 Jul. 1944.)

Instances have been reported in which the centre tube of the depth gear for 18-in. torpedoes has slackened back during running, and, in order to lessen the possibility of this defect occurring, it has been decided to sweat the centre tube to the depth gear seating.

2. The centre tube is to be thoroughly tinned and sweated to the hydro valve seat over the entire length of the thread but the screw locking the centre tube to the seat is not to be sweated in position.

3. The sweating of the centre tube to the hydro valve seat is being introduced into new manufacture as soon as possible, and in the event of damaged gears necessitating a stripping operation care is to be taken that the centre tubes of depth gears so modified are unsweated before any attempt is made to dismantle the gear.

4. Ships' staffs must carry out this work when the defect is discovered if the torpedo or depth gear cannot be exchanged. On other torpedoes this work may be carried out as convenient. The modification must be recorded in the top half of page 7 of history sheet.

5. Torpedoes passing through depots will have their depth gears modified when opportunity offers. The notation T.D.I. 1885 in the bottom half of page 7 indicates that this has been done.

6. Should a new depth gear be fitted at any time the entry on page 9 should include whether it is modified or not and the entries referred to in paragraphs 4 and 5 above amended as requisite.

3691.—Naval Stores for Torpedo Purposes—Revised Allowances
Capital Ships, Cruisers, Aircraft Carriers, Depot Ships, Flotilla Leaders and Destroyers
(N.S. 020293/43.—13 Jul. 1944.)

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

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

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

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

APPENDIX.

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

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

Allowances of Telescopes, Pattern 3341

<i>Capital Ships, Cruisers fitted with torpedo tubes</i>	1 for each torpedo deflection sight supplied.	1 per ship for use with gyro adjusting table
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Aircraft Carriers and Depot Ships Allowance unchanged

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

3692.—Oropesa Minesweeping Equipment—Replacement
B.A.M.S.

(T.1041/44.—13 Jul. 1944.)

B.A.M.S. are fitted with American type Oropesa minesweeping equipment as detailed in columns 1 and 2 of the schedule below. When replacement of any items becomes necessary, stores of British Naval pattern as detailed in columns 3 and 4 should be demanded and supplied in lieu.

2. Many vessels have already sweep ropes 2½-in. serrated, RH and LH, of Canadian manufacture; these should be retained. Multiplanes (but not slings) of American manufacture should also be retained until replacement is essential.

3. Except for the 2½-in. sweep ropes, all items in the outfit are as for the British Mark I Oropesa sweep, and the establishment of all items, other than those given in the schedule, should be completed in accordance with B.R.366.

(1)	(2)	(3)	(4)	(5)
Item No.	Existing Item (American Type).	U.S. Allowance.	Item No. British Replacements.	British Establishment for B.A.Ms.
1	Sweep wire, $\frac{3}{8}$ in., nominal dia. (0.745 max.), 4x8 H.G.P., steel galvanized, right-hand lay—N.D. Spec. R.22R5, Type B), 300 fms. in one length; one end whipped, the other end with thimble; wires marked from thimble end.	2	1 Rope, sweep, S.W., rope, serrated, fitted with eye each end, Pattern 8708R, $2\frac{1}{4}$ in., 750 fathoms, right-hand lay.	2
2	Sweep wire, $\frac{3}{8}$ in. nominal dia. (0.745 max.), 4x8 H.G.P., steel galvanized, left-hand lay (N.D. Spec. R.22R5, Type B), 300 fms., in one length; one end whipped, the other end with thimble, wires marked from thimble end.	2	2 Rope, sweep, S.W. rope, serrated, fitted with eye each end, Pattern 8708L, $2\frac{1}{4}$ in., 750 fms., left-hand lay.	2
3	Depressor wire, $\frac{5}{8}$ in. dia. wire rope, 6x19 H.G.P., steel galvanized, right hand lay, length 60 fms. each (N.D. Spec. 32R3), inboard end whipped outboard end with thimble, wires marked from thimble end.	1	3 F.S.W. rope, 6x24 (18 ton), $2\frac{1}{2}$ in. x 100 fms., Pattern 8700.	2
4	Shearing pin coupling, steel galvanized (16,000 lb. shearing).	1	4	—
5	Pelican hook assembly	1	5 Slip and shackle, Pattern 1915	2
6	Messenger hook, steel galvanized	2	6	—
7	Cat hook, Grade "B" steel, galvanized	3	7 Hook, Davey, Pattern 7805	3
8	... ..	—	8 { Hook, recovery, Pattern 8722 Socket for recovery hook, Pattern 8735	3 3
9	Kite multiplane depressor, Mark II, steel galvanized, complete with chain bridle, two depressor pendants, one depressor connector, two swivel snatch blocks and shackles.	2	9 { Kite-Otter, multiplane, Pattern 8711 Chain slings, kite, Pattern 8712 Ropes, kite pendants, fitted eye each end, F.S.W. rope, 6x24 (18 ton), $2\frac{1}{2}$ in. x 6 ft., Pattern 8724. Blocks, snatch, Pattern 8920 (or Pattern 8938) Shackles, bow, 4 ton, Pattern 5345 Shackles, bow, 5 ton, Pattern 5346 Kite-Otter, multiplane, Pattern 8711	2 2 3 3 3 2
10	Kite multiplane, Otter, Mark II, steel galvanized, complete with chain bridles, beam, swivels and shackles.	2	10 { Chain slings, Otter, Pattern 8713 Shackles, straight, 7 ton, Pattern 5446	4 3

(87310)

11	Float, Mark IV, with cradles, steel	3	11 Float, Pattern 8718	3
12	Float, wire, $\frac{5}{8}$ in. dia. wire rope, 6x19 H.G.P., steel galvanized, right-hand lengths: 5 ft., 10 ft., 20 ft., 30 ft.	3 of each	12 { Ropes, float, fitted thimble, Pattern 5084, each end, F.S.W., rope, $1\frac{1}{2}$ in.— 2 fms., Pattern 8704C 4 fms., Pattern 8704B 5 fms., Pattern 8704A 8 fms., Pattern 8704D 10 fms., Pattern 8704E 15 fms., Pattern 8704F 20 fms., Pattern 8704G Swivel, Pattern 8716 Shackles, Pattern 5343 Cutter, "V" frame, Pattern 8714 Cutter, "V" Sleeve, Pattern 8714A Cutter, "V" Blades, Pattern 8715	2 2 2 2 2 2 2 3 14 3 4 4 pairs
13	Cutter, Mark IX	4	13 Carpenter's stopper, Pattern No. 24	2
14	Wire rope grip, steel, Klein grip, with 4 ft. of $\frac{5}{8}$ in. dia. wire rope pendant.	4	14 Grips, bulldog, Pattern 719	12
15	Wire rope clips, steel (Laughlin safety type), for $\frac{5}{8}$ in. dia. wire.	16	15 Grips, bulldog, Pattern 718	12
16	Wire rope clips, steel (Laughlin safety type), for $\frac{3}{4}$ in. dia. wire.	24	16	—
17	Thimble and $\frac{3}{4}$ in. chain shackle, with square head screw pin at one end, thimble at each end.	—	17 Sweep measurer, Pattern 603	2
18	... ..	—	18	—

3693.—Electric Lamps and Fittings in Submarines—Protection from Damage under Shock—As. and As.

(D. 10449/44.—13 Jul. 1944.)

Item Numbers " T " Class 526
 " S " Class 523
 " U " Class 519
 Minelayers and " River " Classes 511.

Classification " A ".

2. A.F.O. 3309/44 is applicable to all operational submarines. Item numbers for the A. and A. are given above.

3. Special instructions will be issued for vessels under construction.

(A.F.O. 3309/44.)

*(This Order is to be retained until complied with.)***3694.—Conservation of Stocks of Bridges Primer, Safety, St. No. 6788**

(A.S. 02202/44.—13 Jul. 1944.)

Heavy demands for Bridges, primer, safety, St. No. 6788, are being received at Naval armament depots.

2. Attention is therefore drawn to the fact that this store is non-consumable and should be retained on board for further use each time a depth charge is expended.

3695.—Engine, 18-in., Marks XII—XV—Introduction of One Piece Unit Crank Cheek and Cam in DZ Engines

(A.S. 13892/43.—13 Jul. 1944.)

Eighteen inch, Marks XII—XV, type engines of DZ manufacture are now fitted with a crank cheek and cam forged and machined as one integral unit. Serial numbers of engines concerned are shown below.

2. If replacement of the crank cheek and unit becomes necessary during torpedo depot routines the complete crank shaft will be removed and a standard type with crank cheek, and loose cam (St. No. 5439 or St. No. 5439A), fitted.

3. The serial numbers of the DZ engines referred to in paragraph 1 above are :—

DZ. 791- 794 inclusive	DZ. 1299-1330 inclusive
802- 806 inclusive	1333-1344 inclusive
810- 816 inclusive	1346-1364 inclusive
823- 827 inclusive	1366
831- 837 inclusive	1368-1374 inclusive
838- 843 inclusive	1376
847	1378-1390 inclusive
852- 871 inclusive	1394-1428 inclusive
878- 880 inclusive	1430-1494 inclusive
881- 884 inclusive	1497-1498 inclusive
887- 900 inclusive	1504
906- 925 inclusive	1506
931- 950 inclusive	1509
952- 955 inclusive	1513-1516 inclusive
957	1519
962- 976 inclusive	1521-1528 inclusive
980- 988 inclusive	1532-1540 inclusive
990	1545-1592 inclusive
992-1000 inclusive	1595
1004-1027 inclusive	1601
1028-1036 inclusive	1605-1693 inclusive
1038-1070 inclusive	1696-1700 inclusive
1071-1076 inclusive	1704-1709 inclusive
1078-1081 inclusive	1712-1714 inclusive
1085-1090 inclusive	1718-1721 inclusive
1092-1100 inclusive	1723
1101-1105 inclusive	1726-1727 inclusive
1107-1173 inclusive	1729-1731 inclusive
1175-1192 inclusive	1738-1739 inclusive
1195-1240 inclusive	1901-1987 inclusive
1242-1244 inclusive	
1246-1297 inclusive	

3696.—Reducer Set Installation—As. and As.

1940 " S " Class Submarines

(D./P. 9050/44.—13 Jul. 1944.)

Item No. 522, classification " A ".

2. In order to prevent leakage water from the stern glands spraying the reducer set and loose water in the auxiliary machinery space splashing into the reducer set, the following modifications are to be carried out in all 1940 " S " class submarines :—

(i) Sheet metal screens are to be fixed alongside each stern gland on the inboard side (so arranged as not to impair access to the shaft brakes and stern glands or operation of shaft brakes).

(ii) The reducer set is to be raised approximately 4 inches.

3. Special instructions will be issued for vessels under construction.

*(This Order is to be retained until complied with.)***3697.—Respirators, Anti-Gas (Light Type)—Loss or Damage**

(A.S. 1853/43.—13 Jul. 1944.)

With reference to A.F.O. 608/43, prices in respect of Respirators, Anti-Gas (Light Type) are as follows :—

	s.	d.
Facepiece	6	9
Container	1	5
Haversack	4	10
Disc Fibre		1
Outfit Anti-dimming		2
	13	3

2. Attention is drawn to A.F.O. 5031/42.

*(A.F.Os. 5031/42 and 608/43.)****3698.—Coastal Force and Landing Craft—Attendance of Machinery**

(C.F.M. 1055/44.—13 Jul. 1944.)

When Coastal Forces or Combined Operations Craft are at four hours' notice or less, there is to be an engine room rating on board.

2. Whenever an auxiliary engine is running, there is always to be an Engine Room rating on duty responsible for the supervision of the engine.

3699.—Landing Craft with Paxman Main Engines and S.L.M. Gearboxes—Precautions when Under Tow

(D.C.O.M. 3660/44.—13 Jul. 1944.)

When the above craft are being towed with main engines stopped and propeller shafts trailing, steps must be taken to ensure that the temperature of the lubricating oil in the S.L.M. gearboxes does not exceed 160° F. The fire and bilge pump should, therefore, be run periodically to circulate water through the gearbox oil coolers.

2. The time during which the fire and bilge pump must be kept running will depend on the speed of tow and sea water temperature, but is unlikely to exceed half an hour in every three or four hours.

3700.—Engines, Ford V.8, Spare—Supply of—REPORTS

(D. 6764/44.—13 Jul. 1944.)

The supply of spare Vosper Ford V.8 engines as replacements for 36-ft. harbour launches in accordance with A.F.O. 1393/44 has now become restricted, owing to demands for new construction.

2. Further general supplies are not anticipated to be effected before autumn 1944.

3. Pending the availability of spare engines, engines which become defective must be refitted by local resources.

4. When the repair of engines cannot be effected within a reasonable time, particulars should be reported to Admiralty and each individual case will be considered on its merits as regards the provision of a spare engine.

(A.F.O. 1393/44.)

3701.—I.C. Engines and Spare Engine Components—Instructions for Preservation

(D.N.S. 012186/44.—13 Jul. 1944.)

Consideration has been given to the measures necessary for adequate preservation of I.C. engines packed for shipment abroad or held as spares, and of spare components for such engines. The following instructions which apply to both new and reconditioned I.C. engines and to all I.C. engine spare gear, are to be brought into force in all dockyards, bases and spare gear organizations concerned as soon as possible. Separate action is being taken to ensure that British I.C. engine manufacturers will, in future, adopt corresponding measures in respect of all engines and spare gear supplied by them.

2. *Preservation.*—Complete engines and major assemblies should be treated as set out in schedule A at the end of this order. Individual components should be treated as indicated in schedule B. It is essential that all parts should be perfectly clean and free from rust at the time of preservation.

3. *Packing.*—The methods of preservation referred to above will only be effective if the parts are packed in such a way that the preservative film is not removed by abrasion or by damage to the wrapping material. The greatest care must, therefore, be taken to ensure that all engines or components are so packed that movement in the cases is prevented and that weight is properly supported. The use of packing materials having water or oil absorbing properties should be avoided as much as possible and in no circumstances should such materials come into direct contact with metal parts.

The packing cases should be made of soft wood with a maximum moisture content of 20 per cent. 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.

Packing cases intended for overseas shipment should be completely lined with waterproof paper, care being taken that the lining is not punctured by nails or any other means.

4. Stocks of the following preservative materials referred to in schedules A and B will be established at C.F. and C.O. spare gear depots and overhaul establishments at home and abroad; Admiralty machinery depot, Erith, and dockyards, and details of the supply arrangements made will be promulgated later:—

- Solution metal preservative—C.S.1746A.
- Composition rust preservative—C.S.1033A.
- "De-watering" oil.
- Grease G.S.—C.S.881B.
- Pigmented lanoline-resin solution—D.T.D.279B.

The tectyl solutions referred to in the schedules as alternatives to the above are of American origin and may be available in certain areas from American sources. No attempt is being made to establish stocks of tectyl solutions, however, since satisfactory British alternatives are available.

SCHEDULE A

5. Preservation of I.C. engines and marine reverse gearboxes:—

<i>Designation.</i>	<i>Type of preservative.</i>	<i>Method of application.</i>
Engine assemblies, interior	Solution metal preservative—C.S.1746A. This material is essentially a lanoline solution applied by spraying or dipping. The film need not be cleaned off moving parts before use as it is soluble in petrol and lubricating oil. Alternative material of American origin—Tectyl 502.	To be sprayed internally and all external orifices either plugged or taped. Remove sparking plugs or injectors, insert nozzle of spray gun operate gun into each cylinder for a period of 5 to 10 seconds. Rotate engine and repeat, making sure that all pistons have swept out their full stroke. Spray preservative into air inlet, air filter and exhaust manifold outlets for 15–20 seconds in each case. Remove tappet and valve covers, and thoroughly spray valves, springs and tappets, and fuel injectors. Engine sump should be filled with preservative to slightly above normal oil level to permit of splash lubrication by the crank throws and engine rotated several times to ensure that the preservative circulates throughout the system, then drain sump again.

<i>Designation.</i>	<i>Type of Preservative.</i>	<i>Method of Application.</i>
Water systems	"De-watering oil." American alternative—Tectyl 511.	Drain out all water and completely fill system with "de-watering oil," then drain.
Exterior	Composition rust preservative—C.S.1033A. Alternative of American origin—Tectyl 506.	All external steel or iron parts of the engine which are not painted, or which are liable to rust should be coated with C.S.1033A by spraying or painting.
Aluminium only	Pigmented lanolin-resin solution—D.T.D.279B.	Aluminium crank cases, sumps, etc., not already painted should be protected by applying a coat of solution D.T.D.279B.
Marine reverse gear boxes (not lubricated from engine sump). Interior	Ordinary lubricating oil	Box to be filled with lubricating oil to normal level. Rotate so that all internal parts are coated with oil. All external orifices to be sealed.
Exterior	As for engines	As for engines.

SCHEDULE B.

Preservation of spare I.C. engine individual component parts:—

<i>Designation.</i>	<i>Type of Preservative.</i>	<i>Method of application and wrapping.</i>
Pistons	Grease G.S.—C.S.881B	Apply coating by hand. Wrap in waxed paper and finish with corrugated cardboard.
Piston rings	Grease G.S.—C.S.881B	Apply coating by hand. Wrap in waxed paper. Rings to be threaded over cardboard cylinder wrapped in wax paper, or other similar measures taken to ensure they are not fractured.
Camshafts	C.R.P.—C.S.1033A	Dip or spray. Cams and journals to be wrapped in waxed paper, and whole shaft then wrapped in an outer covering of canvas or jute hessian.
Crankshafts	C.R.P.—C.S.1033A	Dip or spray. Cams and journals to be wrapped in waxed paper, and whole shaft then wrapped in an outer covering of canvas or jute hessian.
Chains	Grease G.S.—C.S.881B	Grease thoroughly. Wrap in waxed paper.
Ball bearings and roller races.	Grease G.S.—C.S.881B	Grease thoroughly. Wrap in waxed paper.
Cylinder blocks	C.R.P.—C.S.1033A	Hand brush all machined surfaces.
Cylinder heads (not assemblies).	C.R.P.—C.S.1033A	Hand brush all machined surfaces.
Cylinder head assemblies with valves and valve springs fitted.	C.S.1746A	Treat as for interior of engine assemblies (see schedule A).
Cylinder liners	Grease G.S.—C.S.881B	Grease thoroughly. Wrap in waxed paper.
Bearings, main and big end.	Grease G.S.—C.S.881B	Grease, pair up and wrap in waxed paper.
Injectors	C.S.1746A	Dip injector in preservative, drain off surplus. Wrap in waxed paper.
Starter rings, gears, timing wheels, etc.	C.R.P.—C.S.1033A	Dip or hand brush. Wrap in waxed paper and canvas where necessary.
Water pumps (cast iron)	C.R.P. — C.S.1033A — and "de-watering" oil.	Fill with "de-watering" oil and drain off. Plug orifices. Dip or hand brush externally.
Water pumps (aluminium bodies).	"De-watering" oil and D.T.D. 279B.	Fill with "de-watering" oil and drain off. Plug orifices. Paint externally.
Connecting rods	Grease G.S.—C.S.881B	Grease and wrap in waxed paper.
Flywheels	C.R.P.—C.S.1033A	Dip.
Valves, tappets and valve springs.	Grease G.S.—C.S.881B	Grease thoroughly and wrap individually in waxed paper.

Designation.	Type of Preservative.	Method of application and wrapping.
Parts of fuel pumps or high precision spares.	C.S.1746A	Dip in preservative which is absolutely clean.
Carburettors, mechanical fuel pump, etc.		
External	Pigmented lanolin—resin solution—D.T.D.279B.	Hand brush.
Internal	C.S.1746A	Fill and drain. Seal all orifices.
Pulleys	C.R.P.—C.S.1033A	Dip or hand brush.
Crank cases and sumps (aluminium).		
Externally	Pigmented lanolin—resin solution—D.T.D.279B.	
Internally	C.S.1746A	Spray or brush on.
Crank cases and sumps (cast iron or steel).		
Externally	C.R.P.—C.S.1033A	Spray or brush on.
Internally	C.S.1746A	
Manifolds, induction (aluminium).	As crank cases and sumps.	
Manifolds, induction (cast iron).		
Manifolds, exhaust—		
External	C.R.P.—C.S.1033A	Spray or brush on.
Internal	C.S.1746A	Spray.
Water pipes, inlet and outlet—		
External	Aluminium—D.T.D.279B	Spray or brush on.
Internal	Steel—C.R.P.—C.S.1033A	
Machined parts with splines.	"De-watering" oil	Fill and drain.
Machined parts generally	C.R.P.—C.S.1033A	Dip or spray. Wrap in waxed paper and canvas or jute hessian.
Bronze bushes	C.R.P.—C.S.1033A	Dip or spray. Wrap in waxed paper.
Steel or cast iron bushes	Grease G.S.—C.S.881B	Grease thoroughly. Wrap in waxed paper.
Brass, gunmetal and phosphor bronze parts generally.	C.R.P.—C.S.1033A	Spray, dip, or hand brush as necessary.

Note.—In the above schedule the following alternative preservatives, of American origin, may be used if available:—

Tectyl 502—equivalent to C.S.1746A.

Tectyl 506—equivalent to C.S.1033A.

Tectyl 511—equivalent to "de-watering oil".

3702.—Cancelled

3703.—Oil Fuel Sprayers—Extension Pieces for

"Castle" Class Corvettes and "Loch" Class Frigates

(D. 8641/44.—13 Jul. 1944.)

All oil fuel sprayer bodies, pattern 13, fitted in "Castle" class corvettes and "Loch" class frigates should be fitted with extension pieces as shown in A.F.O. Diagram No. 214/44.

2. This provision should be made for spare sprayer bodies and those supplied for lighting-up purposes as well as for the sprayers provided for main steaming.

3. The extension pieces are to be 3 in. long in the cases of all vessels having boilers fitted with Admiralty 1941 type registers, referred to in the diagram as "Modified open fronts" and will generally include all "Loch" class vessels. Extension pieces, 3 in. long, will also be applicable to all "Castle" class corvettes which are fitted with 15½ in. standard Admiralty type closed front registers on their boilers.

4. This modification is to be made at the first available opportunity, the work being undertaken by the ships' staff with such assistance as may be required from the base repair authorities.

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

3704.—Turbo-Generators—Brotherhoods

Ships so fitted

(D. 10613/44.—13 Jul. 1944.)

Serious damage was caused recently when a Brotherhood turbo-generator (with its trip gear gagged) overspeeded. It was found on investigation that the screwed sleeve which allows adjustment of the compression of the spring of the governor oil relay valve had slacked back.

2. Means are to be provided positively to secure each sleeve locking nut with the sleeve at its correct adjustment, and the dust caps are to be left off.

3. In newer types where the compression is altered by an adjusting screw, means are to be provided positively to secure the screw in addition to the existing lock nut.

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

3705.—Valves, Main Steam Bulkhead and Cross Connection—Hopkinson Type

H.M.S. "Dido" and H.M.S. "Argonaut", Fast Minelayers, Intermediate Fleet and Canadian "Tribal" Class Destroyers

(D.10743/44.—13 Jul. 1944.)

With reference to A.F.O. 2631/44, Messrs. Hopkinson have stated that even though the drawings may indicate the guide as being of cast iron, they have in fact always been supplied in cast steel. In consequence, replacements for these guides are not necessary.

2. Action to replace the existing cast iron distance pieces should, however, be taken in accordance with the above-quoted order.

(A.F.O. 2631/44.)

3706.—Propeller Vibration

"Tracker" and "Smiler" Classes of Escort Carriers

(D/P. 06912/43.—13 Jul. 1944.)

It has been reported that certain of the 21ft. 8-in. diameter propellers fitted to the above-mentioned classes of ships are subject to blade vibration, sometimes known as "singing". Such vibration is usually noticeable at moderate and high speeds but not at low speeds and it can be overcome by modifications to the propeller blades as indicated in A.F.O., Diagram No. 217/44.

2. In vessels where such propeller vibration has been noted, an item is to be included in the current defect list "To change or modify propeller in accordance with A.F.O., Diagram No. 217/44".

(B.A.M.R., 18 Apr., 1944, No. S.R. 1749/44.)

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

3707.—Pumps, Hall's Steam Driven—Modification to Bridle Gear

H.M. Ships concerned

(D. 9485/44.—13 Jul. 1944.)

Instances have been reported of defects experienced with small steam-driven reciprocating pumps manufactured by Messrs. J. P. Hall & Sons, Ltd., Peterborough, due to the valve lever being insufficiently strong to withstand the tendency of the pump rod to turn, resulting in bending of the lever and consequent stoppage of the pump. This trouble has been remedied in new construction pumps by fitting double lever type bridle gear.

2. The single lever type bridle gear can be converted to the double lever type by modifying it on the lines of A.F.O. Diagram No. 212/44, which indicates the gear required for pumps of 6-in. × 5½-in. × 12 size. (For other size pumps the dimensions must be modified as necessary.)

3. Commanding Officers of all vessels in which trouble is experienced with the single lever type bridle gear of pumps manufactured by Messrs.

J. P. Hall should arrange for conversion to the double lever type at the earliest opportunity, the alteration being treated as a defect.

4. The Commanding Officers of ships in Home Waters should submit a request for the necessary gear to the refitting authorities, who should arrange manufacture or supply by Messrs. J. P. Hall if desired; those in Foreign Waters should arrange for the necessary gear to be manufactured by local resources.

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

3708.—Reconditioning of Machinery Parts for Motor Boats, Small Motor Vessels, Small Generating Sets and Miscellaneous Small I.C. Engines Installed Ashore

All Ships (including Repair and Depot Ships) Establishments including W/T Stations, B/D Depots, etc. Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseers.

(D. 5151/43.—13 Jul. 1944.)

The reconditioning of internal combustion engines and engine components of both land and marine types used in small motor boats, generating sets, etc., but excluding major overhaul of engines fitted in landing craft and coastal force craft, is to be carried out generally by local resources of ships, repair ships and repair bases. Any parts necessary to replace worn items are to be obtained from the Admiralty I.C.E. Spares Depot, in accordance with A.F.O. 3711/44.

The major overhaul of landing craft engines is to be dealt with under the special arrangements outlined in C.A.F.O. 151/44.

The method of dealing with engines and components of coastal force craft is indicated in A.F.Os. 1167/42 and 4033/42.

If repairs to an engine, other than for L.L. sweep machinery cannot be undertaken in the time available, and a spare engine is not carried aboard or immediately available, enquiries should be made for the provision of a spare engine.

Spare engine pools exist at Portsmouth, Devonport, Chatham and Rosyth Dockyards and H.M.S. "Dunluce Castle" and enquiries should first be made of these sources. If supply cannot be met therefrom demands should be referred to Admiralty.

2. Spare engines of the types quoted for L.L. Sweep machinery are held by the various firms and authorities indicated below:—

- | | |
|---|--|
| (a) Messrs. Davey Paxmans & Co., Ltd.,
Standard Iron Works,
Colchester. | Paxman 36 K.W., Type 4RQ |
| (b) Messrs. W. H. Dorman & Co., Ltd.,
Tixhall Road,
Stafford. | Dorman 36 K.W., Type 4DLS |
| (c) Messrs. Crossley Bros., Ltd.,
Openshaw,
Manchester, 11. | ... Crossley 36 K.W., Type BWB4
Crossley 70 K.W., Type BWC6 |
| (d) Messrs. J. Fowler, Ltd.,
Hunslet,
Leeds, 10. | ... Fowler 36 K.W., Type B6 |
| (e) Messrs. Leyland Motors, Ltd.,
Leyland,
Lancs. | ... Leyland 54 K.W., Type E.155/1 |
| (f) Messrs. Norris, Henty & Gardner,
Patricroft,
Manchester. | ... Gardner 54 K.W., Type 6LW |
| (g) Messrs. F. Perkins, Ltd.,
Queen Street,
Peterborough. | ... Perkins 54 K.W., Type S.6 |
| (h) Messrs. English Electric Co., Ltd.,
Willans Works,
Rugby. | ... Eng. Elect. 99 K.W., Type 6H |
| (i) Admiralty Machinery Depot,
Erith. | ... Cummings 54 K.W., Type H.1600
(American manufacture) |

3. Spare engines of British manufacture for some M.F.Vs. are available with the engine manufacturers.

4. Demands for replace engines referred to in paragraphs 2 and 3 are to be signalled to Admiralty (E.-in-C.), but when it is known that a replace engine is immediately available at the works of the firm, the demand may be met therefrom, Admiralty being informed by signal of the action taken.

5. Contracts exist with the firms quoted in paragraph 2 above for the repair of defective engines returned to the firm's works. Instructions contained in A.F.O. 2702/44 concerning the procedure to be followed concerning the supervision, etc. of the refit of engines referred to in paragraph 2(e), (f) and (g) are also to be followed in the case of the remaining engines quoted in paragraph 2 when returned to the contractors indicated.

Defective engines are to be returned complete to the pool or firm from which replacement has been obtained unless otherwise directed by Admiralty.

6. All defective engine parts, the repair of which is practicable but cannot be carried out locally, are to be forwarded to one of the following authorities as appropriate. Under no circumstances are parts for reconditioning to be forwarded to the Admiralty I.C.E. Depot, Swanmore, Hants:—

- | | |
|--|---|
| (a) For mechanical items of British manufacture other than from coastal force craft and landing craft. | Manager, Engineering Department,
H.M. Dockyard,
Portsmouth. |
| (b) For electrical items of British manufacture other than from coastal force craft and landing craft. | Electrical Engineering Manager,
H.M. Dockyard,
Portsmouth. |
| (c) For coastal force craft items ... | In home waters, Coastal Force Material Supply Officer, Luton C.W.S. Factory, Dallow Road, Luton.
In foreign waters, D.C.F.M., Admiralty, c/o S.N.S.O. Port of Discharge. |
| (d) For landing craft items ... | Landing Craft Material Supply Officer,
Staines, Middlesex. |
| (e) For American built machinery | See C.A.F.O. 809/44 |

7. Examples of items suitable for such return are as follows:—

- Crankshafts requiring trueing of journals.
- Cylinder blocks requiring reboring.
- Propeller shafts requiring straightening.
- Propellers requiring burning on of broken portions.
- Injector nozzles requiring cleaning of badly choked spray holes, which cannot be cleared by standard pricker. (Regarding the general reconditioning of fuel injection equipment for continental and British diesel machinery by the actual manufacturers or sub-contractors, the instructions in A.F.O. 6139/43 are to be complied with.)
- Electrical parts requiring rewinding which cannot be done locally.

8. When such parts are forwarded, the following information is always to be supplied for each item:—

- Ship or service.
- Engine type (including conversion type, where applicable).
- Engine serial number.
- Description of item concerned.
- Part number or drawing number of item, where known.
- Details of defect.

9. Machinery parts which are obviously beyond economic repair should be brought to produce locally.

10. The current practice of forwarding to M.E.D., Portsmouth machinery sub-assemblies which can be easily reconditioned by straightforward fitting of new components in place of worn components, is to cease.

Such work should be done by the appropriate maintenance staff or by the mechanic in charge of the machinery concerned. Examples of such work which have been sent to M.E.D., Portsmouth in the past, instead of being dealt with locally, are as follows:—

- (a) Complete carburettors which required only the cleaning of jets or fitting of new jets.
- (b) Petrol pumps which required only the fitting of new diaphragms.
- (c) Gear wheel pumps which required only the fitting of new gears, shafts and bushes.
- (d) Certain cylinder blocks which required only the fitting of new liners.
- (e) Miscellaneous items which required only the fitting of new ball or roller races.

(A.S., Portsmouth, 16 Apr. 1943, No. 3487.)

(A.F.Os. 1167/42, 4033/42, 6139/43, 2702/44 and 3711/44 and C.A.F.Os. 151/44 and 809/44.)

3709.—Replace Parts for L.L. Sweep Generator Engines—Supply

All Minesweeping Vessels (including Repair and Depot Ships and Establishments (including M.S. Bases), Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseers.

(D. 5151/43.—13 Jul. 1944.)

Correspondence and demands relative to the supply of replace parts for L.L. Sweep generator engines are to be dealt with as follows:—

- (a) For British-built machinery in strict accordance with procedure and instructions contained in A.F.O. 3711/44.
- (b) For American-built machinery in accordance with procedure and instructions contained in C.A.F.O. 809/44.

2. All demands or correspondence should be clearly marked "L.L. Sweep Machinery".

(A.S., Portsmouth, 16 Apr. 1943, No. 3486.)

(A.F.Os. 66/44 and 3711/44.)

3710.—Replace Parts for Machinery of M.M.S. and M.F.Vs.—Supply

All M.M.Ss. and M.F.Vs., Repair and Depot Ships and Establishments (including M.M.S. and M.F.V. Bases), Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseers.

(D. 5151/43.—13 Jul. 1944.)

Demands and correspondence relative to the supply and delivery of replace parts for main and auxiliary machinery, for Motor minesweepers (excluding L.L. generators, see A.F.O. 3711/44) and all Motor Fishing Vessels are to be dealt with as follows:—

- (a) For machinery of British manufacture, in strict accordance with procedure and instructions contained in A.F.O. 3711/44.
- (b) For machinery of American manufacture, in accordance with procedure and instructions contained in C.A.F.O. 809/44.

2. All demands or correspondence should be clearly marked:—
"M.M.S. Machinery" or "M.F.V. Machinery", as applicable.

3. Demands and correspondence referring to main machinery should be forwarded separately from those referring to auxiliary machinery.

(A.S., Portsmouth, 16 Apr. 1943; No. 3487.)

(A.F.O. 3711/44 and C.A.F.O. 809/44.)

3711.—Replace Parts for Motor Boats and Internal Combustion Engines, Land and Marine—Supply

See AFO 5686/46

All Ships (including Repair and Depot Ships) and Establishments (including W/T Stations, B/D Depots, etc.), Dockyards and Repair Authorities at Home and Abroad, and Emergency Repair Overseers

(D. 5151/43.—13 Jul. 1944.)

The following revised arrangements relate to the procedure to be adopted in future for obtaining replace parts of all internal combustion engines not exceeding 150 B.H.P. (including engines of other than British manufacture) as fitted in Naval service both afloat and ashore—e.g. small vessels, motor boats, small generating sets, compressor sets, pumping units, etc., with the exception of those engines referred to in paragraph 13. When it is intended that engines of powers exceeding 150 B.H.P. are to be included in this procedure, a Fleet Order specifically including such engines will be promulgated.

2. Stocks of spare parts are centralized at the Admiralty I.C.E. Spares Depot, Swanmore, Hants. Replace parts for all engines covered by this order, including those engines for which no stocks are held, are to be obtained through the organization of this depot. Demanding authorities are not to place orders direct with engine manufacturers.

3. This depot is administered by the following authorities:—

(a) For mechanical parts:—

Manager, Engineering Department,
I.C.E. Section,
H.M. Dockyard,
Portsmouth.

(b) For electrical parts:—

Electrical Engineering Manager,
H.M. Dockyard,
Portsmouth.

4. All demands, correspondence and signals for this depot are, without exception, to be addressed to the appropriate authority in paragraph 3 of this order (not to c/o Botley Post Office, Botley, Hants), and, with the exception of signals, should always be forwarded in duplicate. Mechanical and electrical correspondence must be forwarded separately to the appropriate authority.

5. Naval store forms are not appropriate to machinery parts and cause confusion and unnecessary clerical work, and are not to be used for this purpose. Special forms for use in demanding spare gear will be issued in due course; in the meantime ordinary typescript lists are suitable. If there is any doubt about correspondence arriving at its destination, a copy is to be sent by some other means, e.g. by another vessel, or by air.

6. Demands are always to provide the following information:—

- (a) Ship or service (motor boat number is not sufficient, but is always to be quoted if applicable).
- (b) Engine manufacturer.
- (c) Engine type.
- (d) Engine conversion type, if applicable.
- (e) Gear box type, if applicable.
- (f) Engine serial number.
- (g) Description of part required, including—in the case of propellers—diameter, pitch, developed area, dimensions of cone and keyway, and handing.
- (h) Part number of drawing number of parts required, if known.
- (i) Quantity of part required. The expression "sets" is not to be used.
- (j) Voltage of electrical parts.
- (k) Direction of rotation of electrical parts, clockwise or anti-clockwise, looking towards face of driving coupling.
- (l) Type and maker of screening when ordering H.T. leads.
- (m) Manufacturer's name and type number, if known, of electrical parts.

Particular attention is to be taken in the case of Ford engines to ensure that the above details are provided, because several marine conversions of Ford commercial engines are in service. Ford engines made in America, Lincoln Ford engines made in Canada, and English Ford engines made at Dagenham have parts which are not interchangeable.

7. Demands are always to indicate which of the following categories are applicable :—

- (a) Part required with utmost urgency to replace defective item of machinery which is operationally important.
- (b) Part required to replace defective item.
- (c) Part required to replace item which will probably become defective shortly.
- (d) Part required to make good spare gear appropriated.

8. The concentration of I.C.E. spare gear at a central depot enables total stocks to be kept at a low level, and manufacturers' new construction programmes are thereby interfered with as little as possible. Demanding authorities are therefore not to maintain stocks of spare gear other than those authorized unless they have specific Admiralty authority for maintaining stocks at a higher level.

9. To enable the depot authorities to decide suitable stock levels of spare gear, depot ships, bases and dockyard demanding authorities are, where practicable, to state their estimated expenditure over a period of six months of any spare parts being ordered. In the case of other ships, such information can be communicated where known, unless the vessels concerned normally demand their replacements through a depot ship, base or dockyard, in which case the authority making the demand is to furnish the information required above.

10. All packing cases received from the Motor Boat Spares Depot are to be returned to Motor Boat Spares Depot, c/o Southern Railway, Botley, Hants. Arrangements have been made for the correct returning address to be painted on the reverse of the lid of each packing case.

11. Parts which are authorized Naval stores or for which authorized Naval stores or material can be adapted, are not to be demanded from M.E.D. or E.E.M. Portsmouth, but are to be obtained through the usual stores procedure.

12. The Motor Boat Spares Depot does not deal with the following :—

- (a) Supply of initial outfits of spare gear for new machinery.
- (b) Supply of spare engines.
- (c) Reconditioning of defective engines and engine parts.

13. All authorities are to follow the above procedure in respect of all demands for replace parts for the engines referred to in paragraph 1, with the following exceptions :—

- (a) Demands and correspondence for Coastal Force craft in Home waters are to be forwarded to the Coastal Force Material Supply Officer (Luton), C.W.S. Factory, Dallow Road, Luton; and for craft in foreign waters to Director of Coastal Force Material Department, Admiralty, in accordance with instructions contained in A.F.O. 6151/43.
- (b) Demands and correspondence for Landing Craft are to be forwarded to the Landing Craft Material Supply Officer, Staines, Middlesex, in accordance with C.A.F.O. 151/44.
- (c) Demands for parts of engines of American manufacture covered by C.A.F.O. 809/44—e.g. main and auxiliary machinery of American manufacture fitted in motor mine-sweepers, Cummins engines fitted to LL sweep generators, etc.
- (d) Demands for parts for motor transport—dealt with as Naval stores.
- (e) Demands for parts for trailer pump engines.

(A.S. Portsmouth, 16th Apr. 1943, No. 3486.)

(A.F.Os. 674/34, 1167/42, 6139/43, 6151/43, and C.A.F.O. 151/44 and C.A.F.O. 809/44.)

(A.F.Os. 2415/42 and 2395/43 are cancelled.)

3712.—Replace Parts of Methyl Bromide Fire Extinguishers—Supply

(D. 8730/44.—13 Jul. 1944.)

Arrangements have been made with Messrs. The National Fire Protection Co., Ltd., Petersham Road, Richmond, Surrey, to hold available complete sets of methyl bromide remote controlled fire extinguishing equipment suitable for the following craft :—

Fairmiles "B", "D" and "H".
60 ft. C.T.
L.C.P.S.
M.A./S.B.
L.C.T.
L.B.O.
British Power boats 71 ft. 6 in. M.T.B.
A.L.C.
M.L.C.
Vosper 1943 M.T.B.
Samuel Whites M.T.B.

2. Demands for replace parts or for replace sets of equipment are to be forwarded by repair authorities to The National Fire Protection Co., Ltd., who will supply from stock.

3. The financial transaction involved will be dealt with at the Admiralty and claims are not to be accepted for any items or sets demanded and supplied by this contractor.

Copies of demands are to be forwarded to the Admiralty for information.

4. Replace parts or complete replacement sets are not to be demanded if defective parts are readily repairable without extending dates of completion of vessels concerned.

3713.—Welding—Unsuitability of Sif Bronze in Sea Water

(D. 4011/44.—13 Jul. 1944.)

Reports have been received of CO₂ condenser coils being repaired by "Sif Bronze" welding.

2. This method of repair is not suitable for parts exposed to sea water, and repairs of this nature should be effected with Easiflo solder and flux.

(A.F.O. 3071/43.)

3714.—Refrigerant Gases (Methyl Chloride and Freon)—Bulk Provision for Recharging at Alexandria and Durban

(N.S. 019155/43.—13 Jul. 1944.)

Stocks of methyl chloride and freon gases in large commercial type cylinders have been provided at Alexandria and Durban, where plant is now available for decanting into Service types of cylinders. These stocks are intended to meet requirements as under :—

Durban—Eastern and South African Commands.

Alexandria—Eastern Mediterranean, including Malta and Italian ports.

2. Western Mediterranean Command (Gibraltar and North African bases west of Malta) and Freetown should continue to obtain supplies from Admiralty, as at present.

3. H.M. ships and services should continue to obtain their requirements through the nearest dockyard or supply depot, but should take the opportunity of replenishing when visiting Durban or Alexandria.

4. Dockyards, supply depots and bases should return empty cylinders promptly for recharging to the sources of supply indicated, as the flow of cylinders is essential for maintaining supplies of the gases.

5. Initial requirements for charging and servicing new refrigerating or air conditioning plants should continue to be reported specially to the Admiralty, in order that special action may be taken to ensure timely provision of the gas required.

6. Dockyards and supply depots rendering quarterly demands to the Admiralty for gases should continue to include therein freon and methyl chloride, adding a note to the effect that the quantities required have been demanded from Durban or Alexandria.

3715.—W/T Transmitter Outfit, Types 52FH, 52FHW, 52FHV and 52CFH

(N.S. 32196/43.—13 Jul. 1944.)

Revised Establishment list No. T47 dated 20th May, 1944, of Naval stores comprised in W/T transmitting outfits types 52FH, 52FHW, 52FHV, and 52CFH, superseding list No. T47 dated 26th October, 1938, has been prepared and copies will be distributed in due course to all services concerned by the Superintending Naval Store Officer, Haslemere.

3716.—W/T Transmitter Outfit, Types 57CM, 57CMR, 57DM and 57DMR

(N.S. 32196/43.—13 Jul. 1944.)

Revised Establishment list No. T53 dated 20th May, 1944, of Naval stores comprised in W/T transmitting outfits types 57CM, 57CMR, 57DM and 57DMR superseding list No. T53 dated 31st October, 1940, has been prepared and copies will be distributed in due course to all services concerned by the Superintending Naval Store Officer, Haslemere.

3717.—W/T Transmitter Outfit, Type 59D

(N.S. 32196/43.—13 Jul. 1944.)

Revised Establishment list No. T52 dated 20th May, 1944, of Naval stores comprised in W/T transmitting outfit type 59D, superseding list No. T52 dated 7th March, 1940, has been prepared and copies will be distributed in due course to all services concerned by the Superintending Naval Store Officer, Haslemere.

3718.—Radar, Types 271/3Q, 291—C.V.22 Valves

(R.E.02216/44.—13 Jul. 1944.)

Reports from ships indicate that C.V.22 valves are not giving the length of life that can reasonably be expected from them.

2. Ships should return C.V.22 valves which fail after less than 500 hours' operation.

3. The cases should be marked "defective" and returned to :—

A.S.E. Extension,

Witley.

Surrey

marked "For the attention of XRE2".

4. The type of Radar set in which the valve failed should be indicated along with the length of life.

5. This order is to be disregarded after three months from the date of receipt.

Cancelled **3719.—Radar, Type 291/U/W—Modification to Panel 3AN**

by AFO 5336/46.

(N.S. 24726/44.—13 Jul. 1944.)

Resistance R3 in panel 3AN has proved unsatisfactory in service, and should be replaced at the earliest opportunity by resistance, 400-ohms, 20-watt, Pattern W.182 or a suitable 20-watt resistor of similar or slightly higher value.

3720.—Outfits QD and QN—Modifications

(R.E. 11321/44.—13 Jul. 1944.)

Receivers S27U (used in Outfit QD) and receivers S27C (used in Outfit QN) are subject to considerable interference from extraneous sources, due to inadequate screening. In addition, the above receivers, which are of U.S. manufacture, are supplied without resilient mounts.

2. In order to improve the screening, a metal screen has been designed for fitting to the above receivers, and particulars are given below :—

(a) *S27U's and S27C's in Service.*—A screen, Pattern 55855, will be supplied to each service from S.N.S.O.(H) on demand, quoting this Order. This screen is to be fitted to the receiver in the manner shown in A.F.O. Diagram 211/44 (A.S.E. Drawing 40217).

(b) *Receivers in Store and Supplied in Future.*—A contract has been placed to cover the supply and fitting of a screen to receivers in stock or purchased in future.

3. *Resilient Mounting.*—It has been decided that resilient mounts will not be fitted to the receivers themselves, but that the bench or shelf on which receivers are mounted should be supported by resilient mounts.

Ships which are already fitted with Outfit QD or Outfit QN are to demand four in number resilient mounts, Pattern W.3115, for each receiver fitted, unless the benches or shelves are already fitted with such resilient mounts.

These resilient mounts are to be fitted to the benches. There should be 1-in. clearance between the shelf and any bulkhead.

Future installations of the outfits concerned will be covered by Installation Specifications B.489 for QD and B.491 for QN, which provide for resilient mounting of benches or shelves.

4. The work involved in this Order is to be carried out by ships' staffs.

3721.—R.N. Shore Wireless Stations—Commercially Designed Wireless Transmitters—Method of Demanding Spares and Replacements—Return of Unserviceable Components

(R.N. Wireless Stations fitted with Commercially Designed Wireless Transmitters)

(N.S. 18774/44.—13 Jul. 1944.)

DEMANDS

Use of Different Components in Commercial "Proprietary Article" Transmitters

Difficulties have frequently arisen because demands for spares and replacements for "Proprietary Article" Transmitters contain insufficient information to identify the spare or replacement required.

2. All commercial manufacturers of proprietary apparatus reserve the right, as part of the terms of their contract, to use components made to different specifications as considered expedient to complete contracts for all users, and to improve performance.

3. Commercial transmitters of identical title, performance and outward appearance may not necessarily, therefore, contain identical components.

4. A demand for "One mains rectifier for SWB8/E" is valueless, because different SWB8/E sets may have different mains rectifiers.

Method of Originating Demands to Ensure Identification

5. In view of these peculiar difficulties, all demands for spares and replacements for apparatus in the above category must therefore be made out in the form in paragraph 6 below, to ensure correct identification, following the example given in paragraph 7, and be forwarded to Admiralty (D. of S.).

Form of Demand

6. Quote this A.F.O. and quantity required, followed by particulars under the sections "A" to "I" below.

A. *State manufacturer and title of transmitter.*

Note.—Titles of the most common sets in use are : HSL2, R20A, CS5B, CM8A, G12T, SWB8 Minor, SWB8/A, SWB8/AB, SWB8/B, SWB8/E, SWB11, SWB11/AB, SWB11/B, SWB11/E, TFS31.

B. *State the reference number(s) of the transmitter panel.*

Note.—These are found on plates in the places indicated below and consist of all the numbers on the plate (or lettered/numbered

groups) after the title of the transmitter in "A" above. Where the words "Model", "Serial", "Instrument", etc., occur, they are to be inserted in the appropriate place before the numbers they precede.

Plate locations on transmitters.

- HSL2. At the bottom in the front.
 R20A. The lower left-hand corner of the right-hand end panel.
 CS5B. } On the "H.T. Isolator/Door Lock" plate above the operating
 CMSA. } wheel.
 G12T. At the top in the front.
 All SWB8, SWB11 and TFS31 transmitters. } At the top in the front.

C. *What is the name of the part(s) required?*

(e.g. "Transformer", "Condenser", "Resistance", etc.)

D. *What is the full description of the part(s) as given in the Handbook Component Schedule?*

Note.—In all SWB8, SWB11 and TFS31 transmitters this schedule is the "S.N.V." Schedule, the number of which should be quoted immediately preceding the description of the part. The "S.N.V." Schedule is issued with the transmitter as part of the accompanying literature. In all other transmitters the schedule is part of the transmitter handbook.

E. *Quote the designation of the part as shown in the Handbook Circuit Diagram.*

(e.g. "T.1", "L.1", "R.1", "C.1", etc.)

F. *State the "R.N." number, if known.*

Note.—Instructions regarding the allocation of R.N. numbers will be issued to stations concerned by letter.

G. *State the name of the station at which the transmitter is situated.*

H. *State the authority and address to which the equipment required should be consigned.*

I. *State any special distinguishing mark required on the cases.*

Note.—If "none" is given against this paragraph, cases will be marked "R.N. (Blue Diamond) W/T".

7. *Example of Signalled Demand:—*

"Admiralty, Info C.-in-C. E.F., F.O. Ceylon.
 From Admiral Superintendent, Ceylon.

Request urgent supply by air of two in number items in accordance with A.F.O. 3721/44 as follows:—

2. A. Marconi SWB Eleven stroke Easy.
 B. P.S. No. 11471/A.
 Model No. 1130/1.
 Inst. No. 435.
 C. Condenser.
 D. S.N.V. 45778/1 Issue 2.
 M.O. Anode Blocking Condenser. 16 repetition 16 microfarads.
 E. C.18 repetition C.18.
 F. R.N. 60 repetition 60.
 G. Ceylon North.
 H. Officer-in-Charge, R.N. Wireless Stations, Ceylon, c/o S.N.S.O. Colombo.
 I. None —101221Z March.

Action by Admiralty on receipt of Demands by Signal from Abroad.

8. When demands are received by signal from abroad for specialized equipment of this nature, Admiralty will inform the consignee and the authority originating the demand by signal of any untoward delay that has to be accepted before the apparatus will be available for shipment.

9. The above signals and all supply notes will refer to the time of origin and originator of the message demanding the items, to facilitate identification on receipt.

RETURNS

Use of Components Returned.

10. Except when the circumstances in which the item concerned becomes unserviceable are such as to make it desirable to carry out a complete investigation, apparatus which is received or becomes defective should only be returned from abroad to the United Kingdom when there is no doubt that it is repairable.

11. When it is decided to effect the return of an item for investigation, it should be despatched as follows:—

- (a) Bulky stores, such as main units complete, should be returned direct to the manufacturer, full information being forwarded by letter by quickest route to Admiralty (D. of S.) copy to the Admiralty Signal Establishment who will inform the manufacturer.
 (b) Small stores should be returned to the Admiralty Signal Establishment direct, with a similar letter.
 (c) All stores notes should contain full information *vide* paragraph 6 above.

12. Stores returned in normal circumstances for repair should be despatched through the usual channels, the full identity of the unit, *vide* paragraph 6 above, being made clear on the return notes.

3722.—Aircraft Radio—Sea Otter Aircraft—Air Gunner to Pilot Warning Device
 (A.C.R.D. 440/44.—13 Jul. 1944.)

Due to the deletion of the undercarriage warning hooter, it has become necessary to provide an alternative method whereby the air gunner can warn the pilot of the approach of hostile aircraft.

2. This can be done by connecting a 500 μ F condenser across the telephone positive and microphone positive of the receiver type R1116A, thus making the intercommunication amplifier section unstable and producing a high-pitched howl in the telephones. A push-button switch in series with the condenser is provided in the air gunner's station.

3. The following equipment is required:—

Stores Ref.	Nomenclature	Quantity
5C/430	Blocks, terminal 2-way	1
5E/1358	Cable, unicol 4	3 ft. approx.
5F/1377	Tape, insulating, adhesive	As reqd.
5D/534	Switch, firing, bare	1
10C/11122	Condenser type (500 μ F)	1

4. The push-button switch, 500 μ F condenser, and a 2-way terminal block should be mounted on a small plywood panel with the condenser and terminal block at the rear. The condenser and switch are to be connected in series between the two terminals of the terminal block. As it is essential that the circuit be protected from moisture, the condenser and back of switch are to be well covered with insulating tape.

5. The unit is to be mounted in a convenient position on the port side of the air gunner's station. Unicol 4 leads are to be connected from the terminal block on the unit to MIC+ and TEL+ of the air gunner's mic-tel terminal block. Finally, the terminal block on the unit is to be covered with insulating tape.

3723.—Aircraft Radio—R.U. Receivers—Improvement of Audio Coupling Factor
 (A.C.R.D. 1910/43.—13 Jul. 1944.)

To improve the audio coupling factor of certain R.U. receivers, in the series R.U. 16, R.U. 17, R.U. 18, R.U. 19, the telephone jacks 133A, in the type C.W. 23096A or C.W. 23087 receiver switch box, are to be shunted with a 0.003 microfarad condenser, Ref. No. 10C/3394.

2. Demands for condensers, type 10C/3394, at the rate of one per R.U. set held and requiring modification should be raised.

3. A limited number of receivers in the series mentioned in paragraph 1 above have already been so modified by the manufacturers and no modification action on any such receivers held will be required.

3724.—Aircraft Radio—Indicating Unit Type 96—Instability of Time Base

(A.C.R.D. 624/44.—13 Jul. 1944.)

The following amendment is to be made to A.F.O. 3322/44 :—

Appendix, paragraph 2. *Delete* "or" between "10W/690" and "10W/6911," *insert* after "10W/690": "or 10W/689 Resistance Type 873 (560 ohms $\frac{1}{4}$ watt) 5".

(A.F.O. 3322/44 and C.A.F.O. 453/44.)

3725.—Alterations and Additions*H.M. Rescue Tugs, "Bustler" Diesel Class*

(D/T.D. 1563/44.—13 Jul. 1944.)

In addition to the ships named in paragraph 2 of A.F.O. 4849/43, the "Bustler" Diesel class Rescue Tugs will in future have their As. and As. dealt with on the "class" system.

2. The undermentioned decisions on As. and As. to these ships are promulgated :—

Item	Authority	Decision
1. Molgoggers and steering hatch to be re-sited, molgoggers to be stiffened and sharp edges of gog eye casting to be ground off.	T.D. 1614/43	Appd. Classification "B"
2. Recessed type of hawse pipes to be replaced by ordinary type (applicable only to "Bustler" and "Samsonia").	Admiralty letter D./P. 5471/43	Appd. Classification "C"
3. Bracket support to be fitted to the port lifting girder.	T.D. 1718/42	Appd. Classification "B"
4. T.W.12 telephone/telegraph equipment to be replaced by T.W. 12 E.P.	S.D. 582/43	Appd. Classification "A"
5. Protection plating to be fitted round towing winch.	T.D. 1614/43	Appd. Classification "B"
6. Exhaust fan to refrigerating room to be re-sited.	A.F.O. 2924/42	
7. Twin Lewis machine guns, two on main deck, to be surrendered and replaced by four 0.303-in. stripped Lewis guns.	T.D. 1790/43	Appd. Classification "A"
8. Additional 10-in. signalling projector, Pattern 3860A, to be fitted.	A.F.O. 451/44	
9. Direct engine room bilge suction to be fitted to salvage pump.	T.D. 1519/44	Appd. Classification "B"
10. Alternative controls to be fitted to the towing winch.	A.F.O. 1867/44 T.D. 1700/43	
11. To fit Type 253 Radar	C.B. 3090 (M)	Appd. Classification "A"

(A.F.O. 4849/43.)

3726.—Sanitary Arrangements—Improvements to—As. and As.*1940 "S" Class Submarines*

(D./P. 10300/44.—13 Jul. 1944.)

Item No. 521, classification "A".

2. To improve the sanitary arrangements in 1940 "S" class Submarines, the following alterations are to be carried out :—

(a) A slop drain tank of approximately 140 gallons capacity is to be fitted in the second Coxswain's store with leads from washbasins and galley.

(b) A w.c. is to be fitted between frames 112-113, starboard side, as shown on Plan No. 136 fly, in H.M.S. "Safari," "Sibyl," "Seadog," "Seraph," "Shakespeare," "Seanymp" and "Sickle," at the earliest opportunity.

(c) A washbasin is to be fitted just abaft the after w.c., suitably suspended and arranged to drain to the w.c. adjacent. From space considerations it is not possible to fit this additional basin in H.M.S. "Safari," "Sibyl," "Seadog," "Satyr," "Seraph," "Shakespeare," "Seanymp," "Sickle" and "Sportsman."

3. Special instructions have been issued for vessels under construction.

4. Drawings will be supplied by Admiralty, Bath, on request.

(C.O. "Supreme," 6 Apr. 1944.)

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

3727.—Sub Pressure Pump System—As. and As.*"S", "T", Minelayer and "River" Class Submarines*

(D/P. 04124/44.—13 Jul. 1944.)

Item numbers "T" Class 524, "S" Class 519, Minelayer and "River" Classes 508, Classification "A".

2. A sub pressure pump system is to be fitted in all "S", "T", Minelayer and "River" class submarines fitted with external oil fuel when next in hand for refit.

3. The systems are to be generally as shown in A.F.O. Diagram No. 209/44 (1-2) for "S" and "T" class submarines where no auxiliary circulating water pumps are fitted or the sub pressure pump is situated remote from the engine room, the water suction for the latter should be taken from the most convenient sea suction.

4. The pumps and gauges will be supplied by the Admiralty.

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

(Admiral (S), 13 Feb., 1944, No. S.M. 766/430.)

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

3728.—Cable Clenches—Stiffening to Bulkhead*"River" Class Frigates*

(D. 9566/44.—13 Jul. 1944.)

A.F.O. Diagram 210/44, shows the approved method for stiffening No. 13 bulkhead in wake of the cable clenches in "River" class Frigates.

2. Commanding Officers of these ships are to examine this bulkhead, and if it is found that the stiffening has been omitted, arrangements should be made for fitting, as a defect item, at the first available opportunity.

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

3729.—Arrangements of Instruments on Compass Platforms*Ships building and Authorities concerned*

(D. of N. 01058/44.—13 Jul. 1944.)

The arrangement of instruments on the compass platforms of H.M. ships is decided at as early a stage as practicable in the construction of the ships, and for important vessels is settled at a mock-up in the first of class.

2. It is undesirable that arrangements arrived at in this way should be altered, but there have been many instances when important alterations have been undertaken on representations made locally without signalled or written Admiralty approval. In particular, such alterations have led to instruments being placed inside the safe distance from the magnetic compass.

3. It is therefore clearly to be understood by all concerned that, unless Admiralty approval is given, no change is to be made to the arrangements of instruments on the compass platforms of H.M. ships after these arrangements have been mocked up in the first of class and/or the detailed drawings have been approved by the Admiralty.

4. It is possible that on the drawings approved by the Admiralty instruments may be shown within the limits of distance from the magnetic compass laid down in Pamphlet C.D. 11 and subsequent amendments. In such cases the approval given to the drawings is the authority for waiving the requirements of the pamphlet in these particular instances, but it is not in any circumstances to be taken as approval for waiving the requirements in the case of any other instruments, whether of the same pattern or not.

5. Advanced approval is frequently given for additional instruments or fittings to be carried on the compass platform. Such approval is not necessarily in itself sufficient authority for the alteration to be undertaken, and overseers should satisfy themselves that specific instructions, applicable to the particular ship in question, have been received, before undertaking the work.

3730.—Compasses in L.C.V.(P)

(N.S. 34686/43.—13 Jul. 1944.)

The approved compass establishment for L.C.V.(P) is as follows :—

Standard Compass, consisting of :—

Pattern 01151A	Compass magnetic	...	...	...	1 Number
Pattern 1135	Box Corrector	...	...	...	1 Number
Pattern 1152	Circle Aximuth	...	...	...	1 Number
Pattern 1153B	Fitting, electric light with red shade	...	...	...	1 Number
Pattern 1170	Light shield for azimuth circle pattern 1152	...	...	...	1 Number
Pattern 67	Magnets	...	...	...	20 Number
Pattern 68	Magnets	...	...	...	4 Number

Steering Compass, consisting of U.S. Navy Mounted Compass and equipment as fitted.

2. When the U.S. compass equipments become defective they are to be replaced by the following :—

Pattern 01151A	Compass, magnetic	...	...	...	1 Number
Pattern 1135	Box Corrector	...	...	...	1 Number
Pattern 1153B	Fitting, electric light with red shade	...	...	...	1 Number
Pattern 67	Magnets	...	...	...	20 Number
Pattern 68	Magnets	...	...	...	4 Number

3. The Establishment of Stores will be amended.

(A.F.Os. 4319/43, 4981/43 and 199/44.)

3731.—Blackout Screens for Bow Lights

L.C.T. and L.C.F.

(D./D.C.O.M. 3053/44.—13 Jul. 1944.)

Attention has been drawn to the fact that blackout screens for navigation lights in the above-mentioned craft, fitted in accordance with A.F.O. 2768/43, have in some cases been constructed of mild steel.

2. In view of the proximity of these fittings to the standard compass, the screens and fittings should be of non-magnetic material. Commanding Officers of craft affected should include an item in their next list of defects to cover the work involved in replacing the magnetic blackout screens and fittings with screens, etc., of brass.

(Capt. M.L.C., 8 May 1944, No. M.679/6.)

(A.F.O. 2768/43.)

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

3732.—Fog Lights—New Glass for

(N.S/T. 2901/43.—13 Jul. 1944.)

Reports have been received of the fracture of the glass fronts of fog lights, Pattern 8100A, on destroyers, due to the effect of gun blast.

2. New glass fronts made of toughened glass have, therefore, been introduced for use in lieu of the existing glass fronts, Pattern 8185, which have been made obsolete. The new glasses have been added to the Authorised List of Naval Stores under subhead F2B, Schedule C.1124, as follows :—

Pattern 19128. Shades for foglight fitting, Pattern 8100A—toughened.

3. Ships in which the glass fronts of the fog lights are fracturing are to demand the new glass for replacement of the existing front glasses.

3733.—10-in. Signalling Projectors—In Lieu of 6-in. Hand Signalling Lanterns—As. and As.

"Algerine" Class Minesweepers

(N.S. 14454/44.—13 Jul. 1944.)

Two 10-in. signalling projectors, Pattern 3860A, are to be fitted in all "Algerine" class minesweepers in place of 6-in. hand signalling lanterns, Pattern 5153, at present allowed. The 6-in. hand signalling lanterns should be returned to the nearest dockyard or naval store depot when this alteration has been carried out.

2. The 10-in. projectors should be sited P. and S. at the after corners of the bridge.

3. For ships of the class in which this alteration has not been carried out during construction, the S.E.O., fleet minesweepers, should insert an item, Classification A*, in the Classification List of As. and As. to cover the work involved.

4. A.F.O. 1842/43 and B.R. 368—Establishment of Naval Stores for "Algerine" Class Minesweepers—will be amended.

(C.-in-C., *The Nore*, 20 Feb. 1944, No. 997, 428/7.)

(*Portsmouth Y.L.*, 25 Jan., 1944, No. 610.)

(A.F.O. 1842/43.)

3734.—Suction Pipes for Portable Petrol Salvage and Fire Pumps—As. and As.

O.B.Vs. and Boom Carriers

(D. 9481/44.—13 Jul. 1944.)

A permanent 5-in. suction is to be fitted in the above-mentioned ships so that the portable salvage and fire pump can be tested periodically and operated without difficulty when the vessels are under way.

2. A 5-in. pipe is to be fitted from the ballast or emergency pump sea suction to a two-way deck or bulkhead connection to take 3½-in. Admiralty suction hoses, fitted at any readily accessible position not more than 20-ft. above the "light" waterline of the vessel. The pipe must not pierce a main transverse watertight bulkhead and is to be led with as few bends as possible—all bends being gradual.

3. A 5-in. S.D.V., geared up to a position near the hose connection, is to be fitted at the junction of the pipe with the emergency or ballast pump suction, and the hose connections are to be fitted with blank caps.

4. Commanding Officers of vessels concerned should include an item, to cover the work involved, in their next lists of As. and As., classification A.

(A.F.O. 801/42 is cancelled.)

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

3735.—Carley Floats—Repair of

(D./C.P. 59699/44.—13 Jul. 1944.)

The attention of Dockyard Officers and Overseers is directed to the necessity for very careful survey of defective Carley floats to determine the suitability of the floats for economical repair.

2. Large numbers of these floats are repaired by contract resources, and it is essential to conserve transport facilities, and to avoid unnecessary survey of the floats by the contractors concerned.

3. Special attention must be given to the condition of the body of the float as far as watertightness is concerned and stripping down should be carried out as necessary.

4. Generally badly damaged floats should be regarded as uneconomically repairable, and should be brought to produce.

3736.—Airframe Spares—Provision of Stocks

(N.S. Air. 9586/44.—13 Jul. 1944.)

In view of the urgent necessity for utilising to the best advantage the capacity available for the production of spare parts, consideration has been given to the practicability of limiting allowances in aircraft stores establishments to those items which may normally be expected to need replacement.

2. A number of the items now included in the aircraft stores establishments whilst within the Services' capacity to incorporate, are only included as an insurance against the effect of enemy action or unusual types of accident or defect, it being considered that they will normally seldom require replacement. To supply these items to all services a comparatively large number are required and their manufacture throws an unnecessary burden on the industry, thereby jeopardising the prospects of early delivery of those items which are essential. It has, therefore, been decided that allowances of airframe spares to H.M. ships, R.N. air stations, maintenance yards and repair yards will not in future include items of the above-mentioned types.

3. Stocks of these items will, however, be held in R.N. air store depots or H.M. dockyards at home and abroad. In future, therefore, the absence of an item, from the aircraft stores establishment will not mean that the item is unobtainable. Demands (S.156 or S.149) for items not included in the aircraft stores establishments, but required to meet *immediate* needs, should be lodged with the Accountant Officer (S) in the normal manner. Where, however, there is found to be a regular expenditure of such items, consideration will be given to inserting them in the pertinent A.S.Es.

4. A departure from this general principle will be made in respect of repair ships which, by their nature, are liable to be operating at some distance from their normal source of replenishment and are, as a consequence, required to be fully self-supporting.

5. The revision of existing A.S.E. allowances, referred to in A.F.O. 1238/44, will largely be based on experience of the actual expenditure incurred by ships, stations and repair yards, and it is imperative that issues from the stock of the Accountant Officer (S) shall be confined to meeting actual needs and that the Naval store accounts reflect details of true expenditure.

6. Only by the application of strict economy and the willing co-operation of all concerned can the desired result of satisfying the essential needs of all Services be achieved.

(A.F.O. 1238/44.)

3737.—Barracuda Aircraft—Provision of Petrol Filler Cap Spanners

(N.S. Air 5630/44.—13 Jul. 1944.)

The petrol filler cap as fitted to Barracuda aircraft is peculiar to this type of aircraft and difficulty has been experienced in refuelling Barracudas at stations which do not hold an outfit of Barracuda ground equipment.

2. In order to avoid damaging the filler cap through the use of makeshift tools, it has been decided that all R.N. air stations, Class A and B, should hold a number of these spanners to assist in refuelling Barracuda aircraft which have landed in emergency.

3. Issue of these items will be made irrespective of whether Barracudas are based on the station or not.

4. Allowances to Services will be made in accordance with the following scales:—

B.R. 377. Consumable

Ref. No.	Description	Denom.	R.N. Air Stations	
			Class "A"	Class "B"
			Main Store	
6117	Section 26BT Spanner, fuel tank	No.	4	2

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

R.N. Air Station, Piarco.

R.N. Air Section, Dartmouth, Nova Scotia.

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

6. Other Services concerned should forward demands to their normal source of supply of air stores, quoting this order as the authority for supply. Issues to new Services will be made with the initial outfit of stores.

7. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of Services attached to foreign stations. Details of the quantities being supplied are being forwarded to (Superintending) Naval Store Officers concerned.

8. Aircraft store establishments will be amended in due course. Meanwhile all existing establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

3738.—Steel Wire Rope (Subhead B, Item 5)—Extra Special Flexible Restriction in Use to Essential Services

(N.S. 26214/44.—13 Jul. 1944.)

Difficulty is still being experienced in obtaining adequate production of *extra special flexible* steel wire rope (Specification 5), but services are repeatedly demanding this description for work which *ordinary* flexible steel wire rope (Specification 4) would meet requirements.

2. In future, *extra special flexible* steel wire rope is to be demanded only when the requirements of flexibility make the use of such rope essential and authorities are to certify when demanding:—

"Specification 5 wire rope is essential for the service shown."

(A.F.O. 5193/41.)

3739.—Packing of Parachutes and Weighing of CO₂ Bottle, Mark IX, on Receipt from Stores Depots

(A/N.S. Air 9026/44.—13 Jul. 1944.)

Attention is drawn to the fact that all parachutes despatched from R.N. Stores Depots to ships and stations are packed "for transit" only and must be repacked before use.

2. Similarly, all CO₂ bottles for use with "K" type dinghies must be tested and weighed on receipt from Stores Depots, and again before issue to aircrews.

3. Attention is drawn to A.F.O. 3628/44.

(A.F.O. 3628/44.)

(A.F.O. 2836/44 is cancelled.)

3740.—Naval Stores for Meteorological Purposes—Revised Allowances

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

(N.S. 30627/43.—13 Jul. 1944.)

The requirements of Naval stores for Meteorological purposes have been under consideration and in consequence certain allowances to ships stored under the Executive Establishment B.R. 358 have been revised. These revised allowances are shown in the appendix to this Order.

2. The principal alterations to the allowances are as follows :—

- (a) Allowances previously applicable to ships carrying aircraft now apply to ships fitted with a meteorological organization whether they carry aircraft or not.
- (b) Certain additional allowances to flagships have been withdrawn (e.g. in the case of barometers, Pattern 512, and barographs, Pattern 515).

3. Ships concerned should return to the dockyard any stocks of these items held in excess of the revised allowances. Supply to ships of new construction should be arranged by warrant and supplying yards and depots in the usual manner.

4. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

APPENDIX

Pattern	Description	Denomination	Allowance	
			Aircraft Carriers and H.M.S. "Unicorn"	Ships (other than Aircraft Carriers) provided with a Meteorological organization
515	Barograph, open scale (M.O. Ref. No. 521) with clock, Pattern 506 (M.O. Ref. No. 555) and drum (M.O. Ref. No. 556).	No.	1	1
505	Barometer, aneroid (M.O. Ref. No. 598).	No.	2	1
545A	Thermograph, distant reading (twin pen), with two lengths of 130 ft. capillary tubing (M.O. Ref. No. 467).	No.	1	1
or 546	Thermograph, distant reading (twin pen), with two lengths of 100 ft. capillary tubing (M.O. Ref. No. 593).			
2700	Screen, for distant reading, thermograph, Pattern 545A or 546 (M.O. Ref. No. 552).	No.	1	1
547	Psychrometer, electric, "Ass-man", complete in box (M.O. Ref. No. 545).	No.	1	1
512	Barometer, mercurial, marine, standard type (M.O. Ref. No. 69) with "Gold" slide (M.O. Ref. No. 235).	No.	1 to each Capital Ship, aircraft carrier, cruiser, repair and depot ship.	

(C.A.F.O. 758/43.)

3741.—Preparation of Minor Landing Craft for Shipment Abroad

(D.C.O.M. 2635/44.—13 Jul. 1944.)

The following refers to the shipment of craft (minor landing craft) not forming part of Unit Equipment of flotillas, and which by definition will therefore be Pooled Reserve craft. C.A.F.O. 2747/43, paragraph 7, and C.A.F.O. 2005/43, paragraph 3, refer. It applies whether shipment is by merchant vessel, or in one of H.M. ships for passage. It does not refer to Unit Equipment craft embarked with all or part of their flotilla in, for example, a L.S.I.

For convenience, the shipping of craft as herein may be referred to as "freight shipment", in contradistinction from embarkation and voyage by a flotilla including its craft.

2. Instances have occurred in which the machinery and fittings of minor landing craft shipped overseas have suffered damage and deterioration whilst in transit owing to failure to put them into a proper state of preservation prior to shipment.

In future, the local Naval Authority at the port of loading will be responsible, under the Commander-in-Chief concerned, that the measures outlined in paragraphs 4 to 8 below have been properly carried out before embarkation for shipment is permitted.

3. The authority immediately responsible for actually carrying out the preparation for freight shipment is the C.O. of the L.C. Base or Officer-in-Charge of the Storage Section holding the craft at the time it is selected for shipment, unless otherwise ordered. C.A.F.O. 1732/43, amended by C.A.F.O. 2077/43, refers. If this duty is beyond the unaided capacity or resources of the particular base or Storage Section concerned, the latter's administrative authority is to issue the necessary orders for assistance to be rendered by, or for the responsibility to be transferred to another authority possessing the requisite staff and facilities.

Note.—It is one of the objects of the Minor Landing Craft Receipt and Despatch Staffs, defined in C.A.F.O. 2251/43, as amended by C.A.F.O. 544/44, to render the necessary technical assistance in the above connection, and this organization is to be developed and employed accordingly. In the same way, the provision of ferry crews for conveyance of craft en route to freight shipment is to be made from the sources described in C.A.F.O. 2251/43, paragraphs 14 to 19, or from any further Ferry Units since or yet to be formed additional to those in the paragraphs quoted.

4. *Preparation for freight shipment.*—Portable fittings (not classified as Naval stores) and the following fitted items of the minimum Naval store outfits are to be shipped with the craft :—

Engine starting batteries (see paragraph 8 (C) below).

Bulkhead light fittings.

Radio interference suppressors, condensers and adaptors.

Apart from the above items, the craft are to be shipped bare of Naval stores. (See, further, paragraph 10 below.)

5. In order that the condition of the craft and engines can be readily assessed, and the maintenance routines carried out in accordance with A.F.O. 6010/43 when they become due, the Craft Log Books (S.1508) are to be made up to date and are to accompany the craft. They are to be placed in the steel box provided for the purpose in the engine room bulkhead or engine casing. Where no steel box is fitted, the log is to be placed in a canvas bag, labelled to show the contents, and secured in a conspicuous place in the engine room or engine casing.

6. Craft are to be clearly labelled with at least one label fixed in a prominent position, the label to state "Craft prepared for freight in accordance with A.F.O. 3741/44".

7. Craft which have been prepared for freight or that are received at loading ports by road, must not be put in the water again before being embarked. Craft arriving at loading ports by water are to be lifted and allowed to dry out before being prepared for freight.

8. The following measures are to be taken before loading :—

(A) *General*

(i) All bilges to be cleaned and dried out.

(ii) Bottoms to be scrubbed on hoisting, if at all dirty, and paintwork of hull externally made good.

(iii) Ramps of L.C.A., L.C.M., L.C.P.(R) and similar craft are not to be secured in the seagoing position, but four to five inches clearance should be left at the top to prevent rubber seating adhering to metal face.

Ramp doors should be securely lashed in this position and ramp hoisting wires slacked off.

(iv) All external bright fittings, other than aluminium fittings, liable to rust or corrode to be protected with Compound Rust Preventive C.S.1033A, or with the corresponding American Compound "Tectyl" Grade 506. Bright aluminium fittings to be protected with lanolised paint D.T.D. 279B (see A.F.O. 3701/44). In the absence of these materials heavy mineral oil or grease should be used.

(v) Ramp winches to be well oiled and greased and covered with canvas.

(vi) Ramp lifting wires, sheaves, hinges and all steering gear to be well oiled and greased.

(vii) If craft are transported in an exposed position on deck, steps are to be taken to protect craft against sun and weather.

(viii) In craft fitted with steel propeller shafts the tail shaft coupling is to be broken, shaft drawn aft as far as possible and grease worked into "A" bracket and stern tube bearings. Couplings then to be rejointed. This action is not to be taken in craft fitted with bronze shafts and cutlass bearings.

(ix) One set of derrick slings which is supplied initially with each L.C.M.(1), L.C.M.(3), L.C.P.(L), L.C.V., L.C.V.(P), and L.C.P.(R) is to be put on board. Cradles for L.C.P. and L.C.V. types should be demanded from Director of Combined Operations Material, Admiralty, as required.

(x) Craft to be stowed fairly with all bearers taking an equal load to avoid possibility of distortion of craft.

(xi) Fuel and lubricating oil tanks to be emptied and all petrol tanks protected by C.O.₂, as described in A.F.O. 865/44.

(B) Minor landing craft engines

(i) Engines should be run for a few minutes until they are warm and then thoroughly drained of all lubricating oil and cooling water, care being taken that the oil is drained from oil filters, etc., and that pockets of water do not remain in manifolds and water pumps, etc.

(ii) Engines are to be treated internally and externally in accordance with A.F.O. 3701/44.

(iii) Air inlets and all open-ended pipes on exhaust, fuel and lubricating oil systems are to be blanked and protected to preclude the entry of water and dirt.

(C) Electrical equipment

Motors and dynamos.—(i) Commutators to be protected by wrapping with linen tape, on which a little pure mineral oil has been smeared.

(ii) Any bright parts to be varnished and complete unit covered with stout canvas. Canvas to be painted.

(iii) Gear, so protected, should bear a label stating that covering is to be removed before putting engine into service.

Distributors, coils, starter and solenoid switches, etc.—A smear of vaseline is to be left on any bright or moving parts, which are to be protected with canvas where possible.

Terminals should be lightly covered with vaseline.

Batteries to be fully charged.

Acid to be emptied and batteries to be thoroughly washed out with distilled water.

Batteries to be dried out and vent plugs refitted.

S.G. of acid removed to be recorded on a label attached to the battery. Tops of cells to be cleaned and dried, and smeared with vaseline. Batteries to be stowed tightly to prevent possibility of damage. Wooden covers to be provided.

(D) Gunnery—General

Small arms and ammunition outfits are to be returned to the nearest Naval armament depot together with necessary covering notes, etc., stating reason for return (e.g. craft to be shipped overseas, etc.).

On no account are small arms or ammunition to be left aboard minor craft about to be embarked for ocean passage.

On arrival at port of destination, small arms and ammunition should be demanded from the nearest Naval armament depot, in accordance with the provisions of C.A.F.O. 490/44.

(E) Fixed armament

(1) L.C.A.(H.R.)

(a) *Ammunition.*—As for small arms ammunition.

(b) *Hedgerow equipment.*—To be reduced to care and maintenance, batteries disconnected and treated as in (C) above and mounting and spigots painted and greased as necessary and covered with suitable canvas covers.

(c) *2-in. M.L. ranging mortars.*—To be dismantled, preserved with grease and packed separately for stowage below deck.

(d) *Electrical firing equipment.*—Apply a few drops of oil to the plunger and to the spring of the safety switch, taking care to ensure that oil does not reach the rubber gland of the main spindle.

Grease the bearing of the ripple firing switch handle through the channel on the inside of the handle and apply a few drops of oil to the spindle of the selector switch.

(2) L.C.S.(M)

(a) *Ammunition.*—As for small arms ammunition.

(b) *4-in. Mortars and power-operated 0.5-in. turrets.*—Guns and mortars to be dismantled (0.5-in. water jackets to be drained), preserved with grease, D.T.D. 143C, and packed separately for stowage below deck. Mountings to be painted and greased as necessary (0.5-in. turret to be topped up with Hydraulic Fluid, D.T.D. 144D) and covered with suitable canvas covers.

(3) *Marking.*—All packages should be clearly marked in waterproof materials with nature of contents and the number of the craft from which the armament has been removed (e.g. 0.5-in. Vickers M/G ex L.C.S.(M) (3) No. 123) in addition to the necessary freight markings.

(4) *Applications for assistance,* if required, should be made through the local Naval Authority to the nearest Armament Depot, or to the local F.O.G.O. or F.O.G.M.O.

9. *Voyage and offloading.*—Craft which have been prepared in accordance with the foregoing instructions should not require any routine maintenance during voyage, and no provision for such maintenance is being made. After offloading, the engines should not be run and the craft should be kept as dry as possible, en route to the L.C. Base or Storage Section where it is to be held (in reserve).

10. No special internal treatment for engines which have been inhibited with C.S. 1746A, will be necessary before they are run, since the preservative will not affect the recommended lubricating oils.

11. *Naval stores.*—Minimum outfits of Naval stores, other than items listed at paragraph 4, are to be despatched without delay to H.M.S. "Monck" by the Landing Craft Base or Storage Section holding the craft at the time it is selected for shipment. They are to be securely cased, and the cases are to be given appropriate markings, which should be communicated to H.M.S. "Monck" for identification purposes. A certificate should be forwarded to H.M.S. "Monck", with the relevant Naval store accounts, confirming that the Naval store items listed at paragraph 4 are in place in the craft.

All Naval stores held for the craft, other than items comprising minimum outfits, are to be returned immediately to the S.N.S.O., Severn Area, special care being taken in the packing and handling of radio, radar, loud hailing and other fragile equipment. Technical assistance should be applied for, where necessary.

12. *Despatch of Naval and armament stores and spare gear.*—Admiralty will notify the receiving authority of arrangements made for the despatch of:—

Minimum outfits of Naval stores.

Operational outfits of Naval stores (including group store allowance).

Naval stores for maintenance and/or after-action repair.

Armament (other than fixed armament, *vide* paragraph 8 (D)).

Small arms.

Ammunition.

Spare gear.

(C.A.F.Os. 1732/43, 2005/43, 2077/43, 2251/43, 2747/43, 490/44, 544/44.)

(A.F.Os. 6010/43, 865/44, 3701/44.)

3742.—Storing Arrangements—180 ft. A/S Vessels*(late B.E.C's.)*

(N.S. 016060/44.—13 Jul. 1944.)

The stock of common consumable naval stores to be maintained on board each 180 ft. A/S Vessel (late B.E.C.) in commission is to be sufficient for three months' service.

2. Replenishment demands prepared by ships concerned are to be regulated accordingly.

3. The requirements of spare gear for the vessels are to be dealt with in accordance with C.A.F.O. 809/44.

*(F.O.G.M.A., 8 May, 1944, No. 442/5206.)**(C.A.F.O. 809/44.)***3743.—U.S. Navy Allowance Lists—Purpose and Use**

(N.S. 23931/44.—13 Jul. 1944.)

A.F.O. 3066/44 is to be amended as follows:—

Paragraph 3. Last sentence should read:—

“Sometimes these two Allowance Lists are supplied separately; on vessels of present construction, however, they are incorporated in the Bureau of Ships Allowance Lists, Part 2”.

Paragraph 8. First sentence should read:—

“All vessels are provided with two copies of Allowance Lists”.

*(A.F.O. 3066/44.)***3744.—Rotol Propeller Tools—Amendments**

(N.S. Air 4403/44.—13 Jul. 1944.)

The Appendix to A.F.O. 1566/44—“Rotol Propeller Tools”—is to be amended as follows:—

Page 64. Under heading “Aircraft and Types of Propellers”:—

Amend heading, column (4) to read “Master II and Sea Otter”—(R.4).

Amend heading, column (9) to read “R4/4B5/2”—(Barracuda II).

Page 65.

Ref. 20418. *Delete* throughout entirely (Columns 1 to 21).

Ref. 20558. *Delete* “x” in column 5. (R.5).

Page 66.

Ref. 20668. *Delete* throughout entirely (Columns 1 to 21).

Page 67.

Ref. 20925. *Delete* throughout entirely (Columns 1 to 21).

Ref. 21166. *Delete* “x” in columns 4 and 5 (R.4, R.5).

Ref. 21169. *Delete* “x” in columns 4 and 5 (R.4, R.5).

*(A.F.O. 1566/44.)***3745.—Card Tables, Mahogany, Pattern 749—Withdrawal of Allowances**

(N.S. 35724/42.—13 Jul. 1944.)

In view of the shortage of mahogany, folding card tables, Pattern 750, or Pattern 760 (Destroyer type), are to be allowed in lieu of Pattern 749 during the period of hostilities.

2. Cruisers and above may continue to be supplied at the option of ships' officers, with two tables, Pattern 750 (or Pattern 760 if desired) in lieu of each table, Pattern 749.

3. For new construction vessels Overseers should arrange with shipbuilders accordingly, except where mahogany card tables have already been provided.

4. The Sea Store Establishments concerned will be amended.

3746.—Chairs for Chapels—Supply*Cruisers and Larger Vessels, P.S.Os. & Dockyards concerned*

(N.S. 35547/42.—13 Jul. 1944.)

Service type chairs may be drawn by Cruisers and larger ships for use in compartments which are used as Chapels provided that sufficient chairs are not already available on board from schoolrooms and recreational or other spaces.

2. The type of chair to be supplied is the Pel Nesting type, R.P.6 (canvas seat and back) and demands should be restricted to minimum essential numbers.

3. For vessels of new construction in which a chapel is built for use solely as such, the necessary chairs are to be provided by the shipbuilders (or Dockyard in the case of Dockyard-built ships).

4. B.R. 358—Establishment of Naval Stores for Executive purposes—will be amended.

3747.—Officers' Bedding—Landing Barges

(N.S. 20901/44.—13 Jul. 1944.)

The following amendment is to be made to A.F.O. 3332/44:—

Delete “No.1” after the word Pattern in the heading of the first column of the Appendix.

*(A.F.O. 3332/44.)***Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****3748.—Clothing, Soap and Tobacco, Issuing Prices, Kit Upkeep Allowance, etc.**

(V. 4205/44.—13 Jul. 1944.)

A.F.O. 654/44 is to be amended as follows:—

In the Section “Kit Upkeep Allowance”—

Delete heading “Goanese, Somalis and Kroomen” and substitute “Goanese and Somalis”.

Delete the present note under rates for men on Africa Station and substitute “K.U.A. is not paid to Bantu ratings borne in H.M.S. “Afrikander” or to West African ratings.”

*(F.O.C.W.A.F. message of 24 Mar. 1944.)**(C.-in-C. South Atlantic, No. 413/390 of 19 Apr. 1944.)**(A.F.O. 654/44.)***3749.—Flying Clothing and Ancillary Equipment**

(A/A.E. 4649/44.—13 Jul. 1944.)

At all Naval Air Establishments and in ships where it is not already the practice, Vote 2 stocks of flying clothing are to be transferred from the clothing Department to the Air Supply Department as soon as stowage can be made available. The normal S.549 accounting action should be taken.

2. Until labour and materials are available to carry out any necessary structural alterations in the Air Supply Departments, accommodation must be improvised to provide adequate stowage for flying clothing. (Arrangements made for the storing of flying clothing should not however interfere with the storage of air stores.) The transfer of the stock is to be reported to the administrative authorities. If for any reason the transfer is impossible the administrative authorities should be informed.

3. When the transfer has been completed, the Accountant Officer (Stores) will be responsible for the maintenance of adequate stocks of flying clothing and ancillary equipment. Demands will be raised by the Air Supply Department and forwarded :

(i) for *Vote 2 items on Form S.134d* :—direct to the appropriate victualling yard/depot. Demands are to state clearly that the items should be consigned to the Accountant Officer (Stores).

Form S.549 is to be used both for the return of flying clothing to victualling yards and depots and also on occasions when items are transferred to other Ships and Establishments.

(ii) for *Vote 8 items on Form S.134d* :—direct to the appropriate Naval Stores Depot.

4. The priorities laid down in A.F.O. 463/44, paragraph 2 (c), for *Vote 8 items* of flying clothing and ancillary equipment are to apply equally to *Vote 2 items*.

5. A list of the forms to be used when *Vote 2 items* of flying clothing are issued and accounted for in the Air Supply Department is given in Appendix I of this Order.

Form S.149 is to be amended in manuscript for use as an issue or return voucher for recording personal issues. Specimen forms are given in Appendices II and III.

6. A quarterly statement on Form S.1070 supported by all relevant vouchers (S.149, S.549, S.126, etc.) and indicating receipts, issues and remains of *Vote 2* flying clothing items, is to be forwarded into office as an enclosure to the clothing account as is done in the case of other items of loan clothing.

7. Musters of items of flying clothing are to be carried out in accordance with A.F.O. 2339/43, paragraph 22.

8. It is realized that the extra work involved in the issuing of and accounting for all flying clothing and ancillary equipment (which under these instructions becomes the responsibility of the Accountant Officer (Stores)) will necessitate some adjustment of the clothing and air stores personnel. Until experience of the change of system has been gained, such adjustments are to be left to individual Accountant Officers of the ships and establishments concerned.

Appendix I

Form to be used for the accounting of *Vote 2* and *Vote 8* items of Flying Clothing and Ancillary Equipment when dealt with by Air Stores Departments.

	Vote 2 items	Vote 8 items
Receipts	S.134d	S.134d
	S.549	S.549
Main ledger	S.1056	S.153 (Perms.)
	(in binder S.1066)	S.151 (Cons.)
Receipts for personal issues (see Note 1 below)	S.149	S.149
	(Counter book)	(Counter book)
Receipts for returns from personal loan (S) (see Note 2 below).	S.149	S.149
Receipt for returns from personal loan (U/S) (see Note 2 below).	S.149	S.149
Returns to Victualling Depot/Naval Stores Depot.	S.549	S.331
Losses by neglect	S.126	S.126
Losses by accident	S.1096	S.1096
Quarterly statement (enclosure to Clothing Account).	S.1070	Nil

Note 1.—Separate counter books are to be maintained for *Vote 2* and *Vote 8* issues. Current instructions as regards bundling and posting weekly or on completion of each page (B.R. 4, Art. 31) to be observed, with following modifications :—

(i) *All* issues are to be supported by counter book signatures.

(ii) Signatures at foot of page are not necessary.

(iii) The original copies of the *Vote 2* counter book pages are to be the supporting vouchers (in lieu of the S.1054) for the issues claimed in the quarterly statement (S.1070). (See Appendix II for specimen form.)

Note 2.—Separate counter books are to be maintained for *Vote 2* and *Vote 8* returns. All returns are to be recorded as they are made. To allow for differentiation between items returned "S" and "U/S", Forms S.149 are to be modified as per Appendix III of this Order. The instructions at (i), (ii) and (iii) in *Note 1* above are to apply equally to counter books used for returns.

APPENDIX II

Specimen Form S.149 after manuscript amendment for use as an Issue voucher for *Vote 2* or *Vote 8* Personal Issues.
H.M.S. Vote 2/Vote 8 STORES supplied as PERSONAL ISSUES

Date of Issue	Section	Pattern No.	Description of article	Denom. of quantity	Quantity	Signature of person drawing the stores	Rank
10.6.44	22c	755	Boots, flying	Pairs	1	B. Small	S/Lieut.
15.6.44	22c	445	Waistcoat, Life, Saving	No.	1	M. West	Mid.

APPENDIX III

Specimen Form S.149 after manuscript amendment for use as a Return Voucher for *Vote 2* or *Vote 8* Personnel Returns.
H.M.S. Vote 2/Vote 8 STORES returned from PERSONAL ISSUE

Date of Issue	Section	Ref. No.	Description of Article	Denom. of Quantity	Quantity	Denom. of Quantity	Quantity	Signature of person returning the stores	Signature of Supply rating receiving
12.6.44	10A	12570	Microphone, Type 25	No.	1	No.	1	F. Shaw Lieut.	N. Stone
19.6.44	6D	644	Oxygen Mask, Type G	No.	1	No.	1	G. Sharpe Lt.-Cdr.	F. Lee

3750.—Loan Clothing—Replacements

(V. 8/3380/44.—13 Jul. 1944.)

It has come to notice that in some instances clothing which is on loan to individuals is called in and replaced at regular intervals irrespective of condition. This is contrary to the regulations and is likely to lead to waste which even under normal conditions would be indefensible.

2. Under existing conditions when the utmost difficulty is being experienced in maintaining supplies, it is more than ever necessary that the maximum amount of wear should be obtained from all articles of clothing. Loan clothing (including articles on personal loan) is therefore not to be replaced unless it is worn out and incapable of fulfilling the purpose for which it is provided. In no circumstances is such clothing to be replaced merely because it has been in use for a particular period.

(C.-in-C. Eastern Fleet. Ref. No. 444/E.F.520 of 2 Mar. 1944.)

(M. of V. Br. 93, Chapter X, Sec. I, para. 3.)

3751.—Royal Marine Landing Craft Personnel—Clothing and Equipment*See AFO 2561/40.* (Pt. V/1/7898/43.—13 Jul. 1944.)

The following amendment is to be made to A.F.O. 1139/44 :—

Paragraph 6. *Delete and substitute :—*

“6. On foreign stations, demands should be made on the nearest R.M. clothing depot or Victualling Store Officer carrying R.M. clothing stocks. These are situated as follows :—

R.M. Clothing Depots Malta, Colombo

Victualling Store Officers Kilindini, Simonstown, Durban, Bermuda.

Demands for items included in the C.O. Arctic kit should, when required, be addressed to the Director of Victualling.

(A.F.Os. 2800/42, 488/44, 1139/44 and 1405/44.)

***3752.—Drill Jumpers (No. 5) and Trousers for Class II Ratings**

(V. 8/5572/43.—13 Jul. 1944.)

Jumpers and trousers made from navy white drill are being issued in lieu of duck jumpers and trousers as stocks of the latter become exhausted. The drill jumpers and trousers have narrower hems, and the pockets inside the jumpers are fitted with buttons and buttonholes, but in other respects (i.e. style, measurements and size range) the drill suit will conform with the present pattern duck suit. The jumpers will be known as drill jumpers No. 5.

2. Patterns of the drill jumpers and trousers have been sealed and distributed to the R.N. Barracks and other kitting-up establishments at home, to the principal victualling yards at home and abroad and to the Admiralty pattern rooms.

3. Attention is drawn to A.F.O. 5817/43 (paragraph 32) and A.F.O. 154/44 (paragraph 2) concerning certificates given to ratings to enable them to purchase uniform clothing from private outfitters.

4. Although stocks of drill jumpers and trousers are now held at victualling yards and depots, duck garments are to be issued in satisfaction of all demands for No. 5 suits for men dressed as seamen so long as they are available. Similarly Accountant Officers are to issue duck suits in preference to drill No. 5 suits until their stocks of duck suits of corresponding sizes are exhausted. Drill No. 5 suits are, therefore, only to be issued during this period of change over when the appropriate size is not available in duck.

5. The issuing price of drill jumpers, No. 5, ready made, is 4s. 9d. each, and made to measure, 5s. 9d. each. The issuing prices of drill jumpers No. 6, and of drill trousers, are as set out in A.F.O. 654/44 for drill jumpers and trousers.

6. A.F.O. 5781/43 is to be amended as follows :—

Class II—Compulsory kit

For “2 jumpers, duck”

“2 pairs trousers, duck”

read “2 jumpers, duck or drill”

“2 pairs trousers, duck or drill”.

(A.F.Os. 5781/43, 5817/43, 154/44 and 654/44.)

3753.—Naval Beach Commandos—Arrangements for Supply of and Accounting for Naval Stores and other Equipment

(N.S. 015667/44.—13 Jul. 1944.)

A.F.O. 2266/44 is to be amended as follows :—

Appendix A. Allowances of Permanent Naval Stores. *Delete* from “Subhead B.3. Beach Signs and Equipment” to “Helve for sledge (Subhead E.12)”, *Insert* “Beach Signs and Equipment” one set, as follows :—

	Subhead A	Allowance per N.B.C.		Remarks
		Outfit	Spares	
—	Shapes, horizontal, white	No. 3	6	} Dockyard manufacture
—	Shapes, horizontal, red	No. 1	2	
—	Shapes, horizontal, green	No. 1	2	
—	Shapes, vertical, white	No. 3	6	
—	Shapes, vertical, red	No. 1	2	
—	Shapes, vertical, green	No. 1	2	
—	Signs, sector, red	No. 1	2	
—	Signs, sector, white	No. 1	2	
—	Signs, sector, green	No. 1	2	
—	Triangles, transit, white, 5 ft. equi-lateral	No. 18	6	
		Allowance per N.B.C.		
	Subhead B.3	Outfit	Spares	Remarks
—	Pickets (obtained from W.O.)	No. 58	22	} Consumable Stores
403	Screws, 1-in.	Gross —	3	
	Subhead B.11			
604	Hammer, sledge	No. 6	—	
	Subhead D.5			
—	Guys	No. 52	26	Dockyard manufacture
	Subhead E.12			
—	Poles, 16-ft.	No. 26	13	} Consumable Stores
—	Poles, transit, 12-ft.	No. 18	—	
43	Helve for sledge	No. 6	—	

Appendix B. Allowances of Consumable Naval Stores.

*Subhead D.4**Delete* “Pattern 514 Flags ‘W’ (Naval Code) ... No. 12 per N.B.C.”*Insert* “Pattern 421 Flags ‘W’ (Naval Code) ... No. 12 per N.B.C.”*Insert* “Flags, Green, 4 ft. by 3 ft., fitted with tapes, without poles ... No. 50 per N.B.C.”

Appendix C. Allowance of Victualling and Medical Stores and Stationery.

*Victualling Stores**Delete* “Mess Kettles, 1 gallon ... No. 3 per N.B.C.”*Insert* “Pattern C.984E Kettles, tea, 4 quart ... No. 3 per N.B.C.”

(A.F.O. 2266/44.)

3754.—Meat, Offals, Butter and Margarine—Repayment Prices to Other Services

(V.14/5118/44.—13 Jul. 1944.)

From 1st July, 1944, until further notice, the prices to be used by H.M. Ships, Shore Establishments and Victualling Yards at home, for valuing supplies to authorized services, on repayment, from Admiralty stocks of the undermentioned items of fresh provisions are as follows. Percentage charges as set out in O.U. 5420 (Victualling Rate Book), Page xv, paragraph 2 are to be added where applicable.

	per lb.	
	s.	d.
Butter, except as specified below	1	4½
Butter, in tin-lined boxes	1	6½
Butter in boxes of 36 × 1-lb. tins	1	8½
Margarine, bulk	6	½
Margarine, packets	6	¾
Margarine, bulk, in tin-lined cases	8	¼
Margarine, packets, in tin-lined cases	8	½
Frozen meats and offals:—		
Beef, quarter, bone-in	7	½
Beef, quarter, boneless	10	¼
Beef, packeted, boneless	10	¼
Mutton	7	
Lamb	10	
Pork, boneless	1	4
Pork, bone-in	1	0
Pork loins	1	4
Veal, bone-in and boneless	1	7½
Livers, ox	9	
Livers, sheep, lamb and calf	11	
Livers, pig	9	½
Hearts, ox	6	
Hearts, sheep, lamb, pig and calf	8	
Kidneys, ox	1	1
Kidneys, sheep and lamb	1	2½
Kidneys, calf	10	
Kidneys, pig	9	½
Oxtails	8	

2. This order does not affect Fleet Issuing Prices.

(A.F.O. 93/44 is cancelled.)

3755.—Leather for Footwear Repairs—Treatment to Secure Maximum Wear

(V. 1/4949/44.—13 Jul. 1944.)

The shortage of sole leather makes it essential that the best possible use should be made of the leather supplied for repairs and that the maximum amount of wear should be obtained from it. For the latter purpose it should be properly conditioned before attachment, and this can be done as follows:—

- (i) Soak the soles thoroughly in water so that it penetrates through the fibres, say for 30 minutes.
- (ii) Remove from water and drain for a few minutes.
- (iii) Place soles grain to grain and cover with newspaper or damp sacking and allow them to mellow for five to six hours, or overnight if possible.
- (iv) Hammer the soles well before attachment. This is most important as it knits the fibres together and not only lengthens the life of the leather but also renders it resistant to water.

2. The foregoing should be brought to the notice of ratings who repair boots and shoes in H.M. Ships and Naval Establishments.

(A.F.O. 3205/44.)

3756.—Unserviceable Medical Stores—Disposal

(M.D.G. 33354/43.—13 Jul. 1944.)

Despite the promulgation of A.F.O. 3621/43, home Naval Medical Establishments continue to send to the R.N. Medical Depot, Huthwaite, unserviceable articles suitable only for disposal as salvage, etc.

2. This practice is to cease and all unserviceable items, e.g., old enamel ware, are to be disposed of locally in accordance with the appropriate regulations.

3. Serviceable empty drums should not be sent to Huthwaite but should be returned to the contractor.

4. Before obsolete apparatus and equipment are despatched, disposal instructions should be obtained from the Medical Department.

(A.F.O. 3621/43.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3757.—Amendments to Books

(E.F.O.—13 Jul. 1944.)

The undermentioned amendments (A.F.Os. P.445-461/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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

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

A.F.O. P.445/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 6.

***P.446/44.**—B.R. 380/C—Firefly (F), Mark I S.C.L.—Amendment No. 4.

P.447/44.—B.R. 296/44—Handbook for the 4-in., B.L. Mortar, Mark I (N)—Amendment No. 1.

- A.F.O. P.448/44.**—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in., Mark VIII** Torpedoes—Amendment No. 10.
- P.449/44.**—B.R. 832—The Lanchester Carbine Manual (9-mm. Lanchester Machine Carbine)—Amendment No. 5.
- P.450/44.**—B.R. 833—Handbook for the 4-in., Q.F. "A", Marks V, V* 4-in., Q.F., Marks V**, V*** and V.C. Guns on High Angle Marks III, III*, III** and IV Mountings—1943—Amendment No. 4.
- P.451/44.**—B.R. 859—Regulations for Maintenance of 21-in., Marks VIII-VIII** Torpedoes—Amendment No. 6.
- P.452/44.**—B.R. 863—Royal Naval Air Station Magazine and Explosives Regulations—1943—Amendment No. 3.
- P.453/44.**—B.R. 913 (11)—Handbook of the Fuzekeeping Clock and Associated Equipment—The Fire Control Box, Mark VI*—1943—Amendment No. 2.
- P.454/44.**—B.R. 980 (B)—R.T. No. 577 for 4·7-in. Guns—Amendment No. 1.
- P.455/44.**—B.R. 980 (D) (formerly O.U. 6090 (D))—R.T. No. 505 for 15-in. Guns—Amendment.
- P.456/44.**—B.R. 1022—Schedule of Tests to be carried out ashore for Cordite and High Explosives—Amendment No. 1.
- P.457/44.**—O.U. 5407(A)—R.N.A.S. Part 1—Amendment No. 5.
- P.458/44.**—O.U. 5428—Handbook of the Torpedo Gyroscope—Amendment.
- P.459/44.**—O.U. 5449—Regulations for Maintenance of 21-in., Mark II-V Torpedoes—Amendment.
- P.460/44.**—O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S and S.O. Torpedoes, and 21-in., Mark II, S.O. Torpedoes in Submarines—Amendment.
- P.461/44.**—O.U. 5517 (1) Torpedo Drill Book—General Pamphlet on Above Water Revolving Tubes—Amendment No. 15.

* Exceptionally A.F.O. P.446 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191A, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.

(A.F.O. 3588/44.)

3758.—Supply of A.F.O. Publications, Established Books (except B.R. 640 Series) and Certain Other Publications to Landing Ships, Major Landing Craft, Minor Landing Craft and Landing Barges.

(C.O.D. 032/44.—13 Jul. 1944.)

Section I; General.—The following Order, which sets out the procedure for demand and supply of A.F.Os. and certain Established Books and other publications to Landing Ships, Major Landing Craft, Minor Landing Craft and Landing Barges but *not* to L.C. bases or to H.M. ships other than "White Ensign" Landing Ships, revises and replaces A.F.O. 494/44 and amendments thereto.

2. Scales of supply are shown on the accompanying tables, pending reprint of the relevant catalogues, except B.R. 640 series, Combined Operations pamphlets, which are covered by a separate A.F.O., and except the supply of minor landing craft signal cards to individual craft, which is also covered by a separate A.F.O. Scales of supply of aircraft recognition material are given in C.A.F.O. 1076/44.

3. *Section II; Landing Ships in Home Waters.*—"White Ensign" (see A.F.O. 1731/43) landing ships in home waters will be supplied with their A.F.O. publications direct from Fleet Order Branch, Admiralty, as in the accompanying Table (A), below.

They will be supplied with their Established Books (O.U.s. and B.R.s.) according to the scales laid down in the relevant catalogues by the S.N.S.O. R.N. Store Depot, Park Royal, through their respective distributing authorities. Pending reprint of these catalogues, these scales have been reproduced for easy reference in the accompanying Table (B.1) below.

4. "Red Ensign" landing ships are not supplied with these publications. But if for a particular operation the F.O.L.S.U. or Naval Force Commander considers

it essential to provide the Senior Naval Officers, Transport, embarked in "Red Ensign" landing ships under his orders with some or all of the publications supplied to "White Ensign" landing ships, he is to apply to the Admiralty for their issue accordingly. Issue will be made to the F.O.L.S.U. or Naval Force Commander, who is to be responsible for their distribution and subsequent recovery.

5. *Section III: Major Landing Craft in Home Waters.*—Major landing craft in home waters will no longer be supplied with these publications through the Captain M.L.C. but the A.F.O. publications will be supplied direct from Fleet Order Branch, and the Established Books will be supplied through the D.As. concerned, to the major landing craft authorities shown in the accompanying Tables (A) and (B.1) below.

6. Supply to those authorities who are already in existence at the date of this Order will be made without further demand.

7. The Captain M.L.C. is to notify the Editor of Fleet Orders, Admiralty, and Keeper of Stationery and Printing, Admiralty (copy to S.N.S.O., R.N. Store Depot, Park Royal, and to the D.As. concerned), of the dates of future commissionings in the U.K. of individual L.C.F., L.C.G., L.C.T.(R), and any future types of gun or support craft commissioned as major landing craft; and of the dates of future formation in the U.K. of flotillas of major landing craft (all types); to enable supply action to be initiated in respect of them.

8. As the Captain M.L.C. is not in a position to do this for *Squadrons* of major landing craft, the Squadron Commanders of these squadrons are, on appointment, to notify the above authorities of the dates from which supply to them should commence.

Naval Force Commanders concerned are to draw these Officers' attention to this Order.

9. *Section IV: Minor Landing Craft in Home Waters.*—The supply of A.F.O. publications and Established Books to Squadron Commanders and Flotilla Officers of minor landing craft is a new arrangement. (No supply will be made to any individual minor landing craft.)

The A.F.O. publications will be supplied direct from Fleet Order Branch, and the Established Books will be supplied through the D.As. concerned to the minor landing craft authorities shown in the accompanying Tables (A) and (B.2), below.

10. Supply to those authorities who are already in existence at the date of this Order will be made without further demand.

11. The Commanding Officers of landing craft bases (or in certain instances of landing ships) by whom future minor landing craft flotillas are ordered to be formed, are to notify the Editor of Fleet Orders and Keeper of Stationery and Printing, Admiralty (copies to The Superintendent, R.N. Store Depot, Park Royal, and to the D.As. concerned) of the dates of future formation of minor landing craft flotillas by their respective bases or ships, to enable supply action to be initiated in respect of them.

12. The Squadron Commanders of minor landing craft squadrons are, on appointment, to notify the above authorities of the date on which supply to them should commence.

Naval Force Commanders concerned are to draw these Officers' attention to this Order.

13. A wooden lock-up box will be supplied without demand to minor landing craft squadron commanders and flotilla officers for the stowage of these publications.

14. *Section V—(Naval) Landing Barges in Home Waters.*—Identical instructions to those in paragraphs 9 to 13 above apply in the case of supply to the landing barge authorities in the accompanying Tables (A) and (B.2), except that notification as in paragraph 11 is to be by the Captain L.B., instead of by the Commanding Officers of landing craft bases.

15. *Section VI—Landing Ships, Craft and Barges Abroad.*—The scales of supply in the accompanying Table apply abroad as well as in Home Waters, except that there are no landing barges abroad.

16. The landing ship and craft authorities named in the Table who are abroad will be supplied by the Regional Distributing Authorities concerned under arrangements ordered by the Naval Commander-in-Chief.

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(17)	(18)	(19)	(20)	* (21)	(22)	(23)	(24)	(25)	* (26)	(27)	(28)	* (29)	* (30)	(31)
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	(a) 5	1	(d) 1	(d) 1	1	—	1	1	1	1	1	1	1	1
Major Landing Craft :— Captain M.L.C.	2	6	3	—	—	1	6	2	1	3	1	50	1	1	10
Squadron Commander of each Major L.C. Squadron	1	—	1	—	—	1	—	—	—	—	—	—	1	—	—
Flotilla Officer of each Major L.C. Flotilla	1	—	1	—	—	1	—	—	—	—	—	1	1	—	—
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R) ...	—	2	1	—	—	—	1	1	—	—	1	1	1	—	—
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	2	1	—	—	—	1	1	—	—	1	1	1	—	—

(a) 10 to L.S.H.
(d) If fitted.

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(32)	* (33)	(34)	(35)	(36)	(37)	* (38)	* (39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)
"White Ensign" Landing Ships, including L.S.H. ... :— C.O. of each ship	1	1	1	1	1	1	1	1	1	1	(d) 2	—	—	1	(d) 2	(d) 3	—
Major Landing Craft :— Captain M.L.C.	—	—	1	1	1	—	1	—	—	1	—	3	3	1	—	—	3
Squadron Commander of each Major L.C. Squadron	—	—	1	(c) 1	—	—	—	—	—	1	—	(d) 1	(d) 1	—	—	—	(d) 1
Flotilla Officer of each Major L.C. Flotilla	—	—	1	(c) 1	—	—	—	—	—	1	—	—	—	—	—	—	(d) 1
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R) ...	—	1	—	—	—	—	(c)† 1	—	—	(i) 1	—	(d) 1	(d) 1	(d) 1	—	—	(d) 3
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	1	—	—	—	—	1	—	—	—	—	—	—	(d) 1	—	—	—

(c) If any craft include Royal Marines in their complement.
(d) If fitted.
(i) Not to L.C.T.(R) and L.C.S.(R).

TABLE B.1—continued

Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)	*(57)	*(58)	*(59)	(60)	(61)	*(62)	(64)	*(65)	*(66)
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	(d) 4	—	1	1	(d) 4	1	(g) 1	1	1	1	(d) 1	1	(d) 4	(g) (d) 1	(d) 2	1	—
Major Landing Craft :— Captain M.L.C.	—	1	—	—	—	1	—	—	—	—	—	—	—	—	—	1	1
Squadron Commander of each Major L.C. Squadron	—	(d) 1	(s) 1	1	—	—	(g) 1	—	—	—	1	1	—	1	—	1	(d) 1
Flotilla Officer of each Major L.C. Flotilla	—	(d) 1	(s) 1	—	—	—	—	—	—	—	—	—	—	—	—	—	(d) 1
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)...	—	(d) 3	(s) 1	(d) 1	—	—	(g)(d) 1	—	—	—	(d) 1	(f) 1	—	(d) 1	—	(d) 1	(d) 3
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	—	—	(d) 1	—	—	—	—	—	—	—	1	—	(d) 1	—	(d) 1	—

(d) If fitted.
(f) 3 copies to L.C.F.
(g) If required and present stocks will allow.
(s) To L.C.G.(L) and L.C.G.(M) only.

TABLE B.1—continued

Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	*(67)	(68)	*(69)	(70)	*(71)	*(72)	*(73)	(74)	*(75)	*(76)	(77)	*(78)	(79)	*(81)	*(82)	*(83)	*(84)	*(85)	*(86)
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	(d) 1	(d) 1	1	1	1	(RC)	1	300	200	2	1	(m)	(d) 6	(d) 4	(m)	(n)	1	—
Major Landing Craft :— Captain M.L.C.	6	1	—	—	1	1	(RC)	1	200	100	2	1	—	—	—	—	—	6	—
Squadron Commander of each Major L.C. Squadron	1	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
Flotilla Officer of each Major L.C. Flotilla	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R) ...	(i) 1	(d) 1	(d) 1	—	—	—	—	—	—	(y)	1	—	—	—	—	—	—	(i) 1	—
C.O. of each L.C.T., L.C.I. (S) or (L), and L.C.H.	—	(d) 1	(d) 1	(x) 1	—	—	—	—	—	(z)	1	—	—	—	—	—	—	—	—

(d) If fitted.
(s) To L.C.H. only.
(R.C.) 1 copy to every two R.Cs. in complement.
(y) 40 copies to L.C.F. (2) and (3).
20 copies to L.C.G. (L) and (M).
20 copies to L.C.S. (L) (2).
10 copies to L.C.T. (R).
10 copies to L.C.S. (R).
(i) Not to L.C.T. (R) and L.C.S. (R).
(z) 10 copies to L.C.T. 20 copies to L.C.I. (S) and (L).
20 copies to L.C.H. (m) Only on stations concerned as noted in column 15 of Form B.R.1.
(n) Home Stations only.

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	* (87)	* (88)	(89)	(90)	(91)	(92)	(93)	(94)	(95)	(96)	(97)	(98)	(99)	(100)	(101)	(102)	(103)	
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	(d) 2	1	1	1	—	(d) 4	1	—	—	—	(d) 1	—	1	1	1	(d) 2	(d) If fitted. (s) Not to L.C.F., L.C.T. (R) and L.C.S. (R).
Major Landing Craft :— Captain M.L.C.	—	—	24	1	12	12	—	2	2	2	12	3	—	—	1	1	—	
Squadron Commander of each Major L.C. Squadron	—	—	1	—	—	1	—	1	1	1	1	1	—	—	1	1	—	
Flotilla Officer of each Major L.C. Flotilla	—	—	—	—	—	—	—	1	1	1	1	—	—	—	—	1	—	
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)... ..	—	—	(s) 2	1	—	1	—	—	1	1	1	(d) 1	—	—	1	1	—	
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	—	—	1	—	—	—	—	1	1	1	(d) 1	—	—	—	—	—	

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(104)	(105)	(106)	(107)	(108)	(109)	* (110)	(111)	(112)	(113)	(114)	(115)	(116)	(117)	(118)	(119)	(120)	
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	(k) 1	(aa) 1	—	—	1	(d) 1	—	(d) 2	(d) 2	—	—	—	1	1	—	—	—	(aa) When revised edition is published. (d) If fitted. (k) If carrying L.C.S. (M).
Major Landing Craft :— Captain M.L.C.	3	(aa) 2	6	6	6	—	1	—	—	3	3	3	2	4	1	1	1	(o) L.C.S. (L) (2) only. (w) L.C.T. (R) and L.C.S. (R) only.
Squadron Commander of each Major L.C. Squadron	—	(aa) 1	1	1	1	—	1	—	—	(o) 1	(d) 1	(w) 1	1	—	(d) 1	(d) 1	(d) 1	
Flotilla Officer of each Major L.C. Flotilla	—	—	—	—	—	—	—	—	—	—	—	(w) 1	1	—	—	—	—	
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)	—	(aa) 1	(d) 1	(d) 1	1	—	—	—	—	(o) 1	(d) 2	(w) 4	—	—	(d) 1	(d) 1	(d) 1	
C.O. of each L.C.T., L.C.I. (S) or (L), and L.C.H.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	

Alterations

Under Alexandria

Delete Commander-in-Chief, Levant . . . NAVYAFLOAT, Alexandria and substitute Flag Officer, Levant and Eastern Mediterranean . . . NAVY-CHARGE, Alexandria.

Delete Commander on Staff UNBROKEN, Alexandria.

Balboa

Amend throughout to read Balboa.

Under Beirut

After Naval Officer-in-Charge delete Syrian Ports.

Cristobal (Colon)

Delete entry.

Under Durban

Delete entry Rear Admiral Training Establishments.

Under Gibraltar

Amend Flag Officer Commanding to read Flag Officer Gibraltar and Mediterranean Approaches.

Under Haifa (Palestine)

Delete Naval Officer in Charge, Palestine Ports and substitute Senior Naval Officer, Levant Area.

Under Ismailia

Delete Flag Officer Commanding Red Sea and Suez Canal Area and substitute Senior Naval Officer, Red Sea and Suez Canal Area.

Under Malta

Delete Vice Admiral Malta and substitute Vice Admiral, Malta and Flag Officer, Central Mediterranean.

New York

Insert asterisk after BRADREP, New York, with foot note as follows :—

* Code or cypher messages for B.N.L.O., New York are to be routed through BROUTOF, New York.

Under Panama

Delete telegraphic address NATIVE, Panama, and substitute BRITCONSUL, Panama.

Under Port Said

Delete following entries :—

Contraband Control Service Officer ... NAVIBAND, Port Said.
Staff Officer (Intelligence) ... BRACKET, Port Said.

Under Port Sudan

Delete Naval Officer-in-Charge and substitute Resident Naval Officer.

Tripolia

Delete entry.

Washington

Insert asterisk after BRADREP, Washington, with footnote as follows :—

* Code or cypher messages for B.A.M.R. are to be routed through BRITMAN, Washington.

(A.F.O. 6296/43.)

3761.—Chart and Chronometer Depot, Liverpool

Change of Address

(H.C. 5166/44.—13 Jul. 1944.)

The Chart and Chronometer Depot at Liverpool has removed to Wellington Buildings, Strand, Liverpool, to which address all correspondence should be sent in future. The telephone numbers remain unaltered.

2. Hydrographic Supplies Handbook (H.51), Section 4, should be amended.

3762.—Correspondence and Stores for Authorities in Poole Area—Addressing

(N.S. 669/44.—13 Jul. 1944.)

The following addresses are to be used when consigning stores and correspondence intended for authorities in the Poole area :—

Stores intended for	Type of Stores	Consignment Address	Station	Postal Address (for reference)
Coastal Craft, Target Craft, and MM/S. under repair.	Naval and Victualling.	Consigned to Yard concerned if so instructed (only for new construction), otherwise to :— N.O.I.C. Store, West Quay Road, Poole. (Latter covers all stores demanded by N.O.I.C. for C.F. craft under repair and new construction.)	Poole	C/o G.P.O.
N.O.I.C. and Ships operating at Poole (excluding C.F. and Combined Operations craft).	Naval and Victualling.	R.N. Store, Lagland Street, Poole. (Note.—This store is situated behind Messrs. Marks & Spencer's premises.)	Poole	For N.O.I.C. :— Naval Centre, Poole. For Ships :— C/o G.P.O.
N.O.I.C. and Craft (including C.F. craft under repair and new construction but excluding Combined Operations Craft).	Armament Stores.	P.G.O., R.N. Yard, Town Quay, Poole.	Poole	—
H.M.S. " Tadpole " and attached C.F. craft, C.F. craft not under repair.	All Stores	Coastal Forces Base, Sydenhams Yard, West Quay Road, Poole.	Poole	H.M.S. " Tadpole," Poole, Dorset.
Naval Camp, Poole...	All Stores	C/o R.N. Store, Lagland Street, Poole. " For Naval Camp ".	Poole	C/o Naval Centre, Poole.
H.M.S. " Turtle ", Lake Camp.	All Stores	R.N. Camp, Ham Common, Dorset.	Hamworthy Junction.	G.P.O. Box 30, Poole, Dorset.
H.M.S. " Turtle ", Shaftesbury Homes.	All Stores	Shaftesbury Homes, Poole, Dorset.	Poole	G.P.O. Box 22, Parkstone, Dorset.
H.M.S. " Turtle ", Wareham and Ridge.	All Stores	R.N. Establishment, The Priory, Wareham.	Wareham	G.P.O. Box 30, Poole, Dorset.
H.M.S. " Turtle ", Round Island.	All Stores	C/o R.N. Camp, Ham Common, Dorset.	Hamworthy Junction.	G.P.O. Box 30, Poole, Dorset.

Stores intended for	Type of Stores	Consignment Address	Station	Postal Address (for reference)
H.M.S. "Turtle", Engineering Base.	All Stores	R.N. Engineering Base, C/o May & Hassell, Ltd., West Quay Road, Poole.	Poole	G.P.O. Box 30, Poole, Dorset.
Combined Operations Craft at Poole.	All Stores	C/o R.N. Camp, Ham Common, Dorset.	Hamworthy Junction.	C/o G.P.O.

(A.F.O. 5545/43 is cancelled.)

3763.—Schedule of Tests

(C.I.N.O.2419/43.—13 Jul. 1944.)

The above pamphlet has been classified in the B.R. Series ("Restricted" category) under the amplified title "Schedule of Tests to be Carried Out Ashore for Cordite and High Explosives", and has been allocated the number B.R.1022. Copies held should be endorsed accordingly.

2. Attention is drawn to the A.F.O. "P" series amendment to this book promulgated in A.F.O. P.456/44.

3764.—Form S.140—Demand for American Type Spare Gear

Vessels with American Machinery, excluding Landing and Coastal Force Craft
(P.7773/44.—13 Jul. 1944.)

The above form has been introduced for use when demanding spare parts of machinery from S.P.D.Cs. Application is to be made by all ships concerned to the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10, for a supply of 20 copies of the form.

2. This form is invariably to be used by all authorities, including repair overseers for demands on S.P.D.Cs. When, in cases of urgency, supply of spare parts is arranged by telephone or signal, a demand on Form S.140 should be posted at the same time, the demand being marked:—"Duplicate—in confirmation of my (quote time of origin of signal or message)".

3. If possible, the form should be typed in order to avoid mistakes in reading the allowance list numbers.

4. Each sheet comprising a demand is to be numbered and the total number of sheets stated, e.g. Sheet 1 of 5 . . . Sheet 5 of 5. The name of the ship or its type and number are to be shown on each sheet.

(C.A.F.O. 809/44.)

3765.—Form S.304 (Preface) "Torpedo Log and Progress Book"—Amendments

(T. 1187/44.—13 Jul. 1944.)

Form S.304 (Preface) "Torpedo Log and Progress Book" is being revised. Pending the issue of the new form, the existing form should be amended as indicated below, viz. :—

Paragraph 8.

First supply or on Commissioning.

Amend allowances of Form S.304 (vi) to read :—

" S.304 (vi) 12 — 10 — 8 — 12 — 30 "

Annual allowances.

Amend allowances of Form S.304 (vi) to read :—

" S.304 (vi) 6 — 6 — 6 — 8 — 25 "

Page ii. Summary of Contents. Insert in Section II :—

" (j) Handling Gear Record of Tests.....S.304 (vi) "

" (k) Tests of Ring Main and Main Supply Switchgear.....S.304 (vii) "

Page vii. Insert new "Section II (j)—Handling Gear—Record of Tests" :—

"SECTION II (j)—HANDLING GEAR

Record of Tests

This is to be kept on S.304 (vi). Instructions for tests are given in Torpedo Maintenance Regulations. Where items of handling equipment form part of a handling unit which is ordered to be tested complete as rigged, those items should be noted individually, the particulars of test being recorded collectively.

The heading of the form should be as follows :—

Records of Tests on Handling Gear

Gear Under Test	Particulars of Test			Particulars of Test		
	Nature	By whom	Date	Nature	By whom	Date

Page vii. Insert new Section II (k)—Tests of Ring Main and Main Supply Switchgear. Quarterly, Half-Yearly, Annual and Periodical.

This is to be kept on S.304 (vii). The tests applicable should be extracted from the various books of reference, A.F.Os., etc.

The heading of the form should be as follows :—

Record of Watertightness of Ring Main Switchgear (A.F.O. 1830/44) (Half Yearly)

Switchgear Under Test	Particulars of Test	Date	Result

(A.F.O. 1830/44.)

3766.—Form S.604A—Abolition

(Sta./N.I.D. 5381/44.—13 Jul. 1944.)

The following has been abolished :—

S.604A. Loan Libraries—Label for O.U. Books.

3767.—B.R. 640(41C)—Issue of Revised Edition

(Sta./M. 1268/44.—13 Jul. 1944.)

Combined Operations Pamphlet No. 41C, R.E.M.E.—Waterproofing of Vehicles and Equipment—B.R. 640(41C)—has been revised, and old editions are obsolete.

2. A first issue of the revised edition, in accordance with A.F.O. 495/44, will be made from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, to which depot demands for supplies required by training establishments should be addressed.

(A.F.O. 495/44.)

3768.—B.R. 867—Handbook and Drill for the 20-mm. Oerlikon Guns, Mark II, on Twin Mark V (Powered) Mounting—Additional Distribution

(G. 3366/43.—13 Jul. 1944.)

With reference to A.F.O. 1277/44, the following additional distribution of B.R. 867 is being made, without demand, by Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10 :—

	Copies
Armed Merchant Cruisers	2*
A.A. Ships	2*
Base Ships	1*
White Ensign Landing Ships including L.S.H., C.O. of each ship	2*

* Ships fitted with the 20 mm. Oerlikon guns, Mark II on Twin Mark V (Powered) Mounting.

(A.F.O. 1277/44.)

3769.—B.R. 980(J)—Trajectory Chart—O.B. Diagram No. 124 for B.L. 6-in. Gun, Mark XII, Dated June, 1944—Issue

(G. 2993/44.—13 Jul. 1944.)

The above-mentioned trajectory chart has now been printed and copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10.

3770.—B.R. 1074—Addendum No. 2 to the Handbook and Drill for L.C.T.(R), 5-in. Rocket Equipment in Converted Landing Craft (Tank)—Instructions for the user on the Maintenance and Repair of the Equipment—1944—Issue

(G. 1193/44.—13 Jul. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand (except as detailed in paragraph 2 below) by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10 in accordance with the following establishment, viz :—

	Copies
Commanders-in-Chief, Home Fleet, Portsmouth, The Nore, Devonport, Rosyth, Eastern Fleet.	1 each
Commander-in-Chief, Mediterranean	8
Vice-Admiral, Dover	1
A.N.C., X.F.	8
Captain, M.L.C.	3
Squadron Cdr. of each Squadron of L.C.T.(R) and L.C.S.(R)	1†
Flotilla Officer of each Major L.C. Flotilla of L.C.T.(R) and L.C.S.(R).	1†
C.O. of each L.C.T.(R) and L.C.S.(R)	4†
Commodore, C.O.B., Portsmouth	1
R.A.C.O.B., Western Approaches	1
F.O.L.S.U.	1
Senior Officer, Force S	2
Senior Officer, Force L	2
Senior Officer, Force O	2
Senior Officer, Force G	2
Senior Officer, Force J	2
Senior Officer, Force P	2
H.M.S. "Turtle"	2
H.M.S. "Flora"	2
H.M.S. "Squid"	2
Director of Combined Operations, India	8
Naval Commander, Eastern Task Force	6
H.M.S. "Excellent"	3
Captain (G) R.N. Gunnery School, Chatham	10
Captain (G), H.M. Gunnery School, Devonport	6
General Officer Commanding, Royal Marines	12
H.M.S. "Vernon"	2

Dockyards—

	Copies
Portsmouth, Devonport, Chatham, Sheerness, Rosyth, Orkneys, Pembroke, Malta, Gibraltar, Alexandria, Bermuda, Simonstown, Durban, Ceylon, Kilindini.	2 each
Gun Mounting Engineer Officer, R.N. Base, Lyness	1
Ministry of Supply	9
Sec. O.B.	1
S. of D.	1
S. of E.	4
C.P.D.	4
(including 3 copies for U.S. Ordnance, Col. Skinner)	
C.S.P.D.E., Aberporth	2
C.C.O.R., Washington	1
B.A.D.	1
B.A.S.R.	1
D.N.O., Washington	1
B.A.T.M.	1
B.A.M.R.	1
Secretary, Navy Board, Melbourne	1
Secretary, Navy Board, Wellington, New Zealand	1
F.O.C.R.I.N.	1
S.R.N.O., Bombay	1
Inspector of Naval Ordnance	As
Armament Supply Depots	necessary
Fitting-Out Gunnery Officers—	
Cardiff, Liverpool, Barrow, Belfast, Glasgow, Greenock, Ardrossan, Aberdeen, Leith, Great Yarmouth, Newcastle-on-Tyne, Sunderland, Middlesbrough, Hull, London, Southampton, Falmouth, Lowestoft, West Hartlepool.	1 each

2. †Distributing authorities of classes fitted should demand supplies through Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10 in accordance with Table B.1 of A.F.O. 494/44 (under revision).

(A.F.O. 494/44.)

3771.—B.R. 1075—Drill for Pom Pom Director, Mark IV—Issue

(G.6387/43.—13 Jul. 1944.)

The above-mentioned drill is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz :—

	Copies
Flag Officers	1
Battleships and battle cruisers	10*
Cruisers	8*
Fleet carriers	8*
Escort carriers	4*
Submarine depot ships	4*
Destroyer depot ships	4*
A.A. ships	4*
Monitors	4*
Fast minelayers	4*
Repair ships	4*
Aircraft repair ships	4*
The Captain, H.M.S. "Excellent"	100
The Captain (G), H.M. Gunnery School, Devonport	25
The Captain (G), R.N. Gunnery School, Chatham	18
C.O. H.M.S. "Canopus," Ras El Tin, Alexandria	6
C.O. A/A Range, Colombo	6
C.O. A/A Range, Malta	6
C.O. Northern A/A Range, Stromness, Orkneys	6
C.O. A/A Range, Trincomalee	6
R.N. College, Greenwich	1

	Copies
Commandant, Military College of Science, Queens Road, Penkhull, Stoke-on-Trent, Staffs.	1
I.N.O., Woolwich	1
Ministry of Supply S.S.2.B. (for D. of A A1 and S. of E., Shoeburyness)	2
Naval Staff Library, Admiralty	2
Loan Libraries	1
N.S.H.Q., Ottawa	10
B.A.D.	1
B.A.M.R.	1
B.A.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1

* Ships fitted and to be fitted with Pom Pom Director, Mark IV.

3772.—B.R. 1085 (Restricted)—Regulations for Maintenance of A.B. Marks I-I* Gyroscopes—Issue

(1. 842/44.—13 Jul. 1944.)

Copies of B.R. 1085 (Restricted) have been prepared and will shortly be issued by the Superintending Naval Store Officer, Elveden Road, Park Royal, N.W.10, to all concerned without demand.

2. B.R. 1085 supersedes O.U. 6324.

Section 6.—SHORE ESTABLISHMENTS

3773.—Income Tax—Completion of Forms 36D (D.C.B.)—Civilian Employees and Naval Personnel borne for pay at Civil Establishments

(D.N.A. 27158/44.—13 Jul. 1944.)

With reference to paragraph 37 of A.F.O. 6462/43, for the year 1943-44 "Charge Duplicates" have been superseded by individual Forms 36B (see A.F.Os. 2571/43 and 1624/44).

2. The last "Charge Duplicates" issued under the old arrangements were for the year 1939-40, and it is now necessary for the Chief Inspector of Taxes, Departmental Claims Branch, to be furnished with particulars of tax deductions for the years 1940-41, 1941-42 and 1942-43. A special Form 36D has been designed for this purpose and supplies of this form will be issued to establishments by the Chief Inspector of Taxes at an early date. So far as Admiralty establishments are concerned, only columns 3 and 4 (items (b) to (h), as shown hereunder) need be completed:—

- (b) Tax collected (refunds in red). Year to 31st March, 1941.
- (c) Local tax (Form 6.D.S.) collected. Year to 31st March, 1941.
- (d) Tax collected (refunds in red). Year to 31st March, 1942.
- (e) Local tax (Form 6.D.S.) collected. Year to 31st March, 1942.
- (f) Tax collected (refunds in red). Year to 31st March, 1943.
- (g) Local tax (Form 6.D.S.) collected. Year to 31st March, 1943.
- (h) Undercollection or default at date of cessation.

Note (a).—Entries in respect of "Tax Collected" should be the net amounts collected during the year. A red ink entry will only be necessary if the amount of tax refunded exceeds the amount of tax collected during the year.

Note (b).—Item (h) need be completed only in respect of persons discharged from Admiralty service prior to 31st March, 1943, including those discharged during the earlier years.

Note (c).—It will be unnecessary for overcollection of tax to be shown under item (h).

Note (d).—Columns 3 and 4 need not be totalled.

3. Forms 36D should be completed for all civilian employees, other than those dealt with by the local Inspector of Taxes, i.e., industrial employees at home establishments, and all Naval personnel borne for pay at civil establishments. A separate form should be completed for each individual borne at any time during any of the years 1940-41, 1941-42 and 1942-43, and the following instructions should be observed:—

- (a) Name and rank, together with D.C.B. file number and D.C.B. assessment number, should be clearly shown at the head of the form;
- (b) In transfer cases, the date of transfer and the name of the establishment to which transferred or from which received, should be stated;
- (c) Collection of local tax (Form No. 6.D.S.) should be shown separately;
- (d) The forms should be returned to the Chief Inspector of Taxes (except as provided in paragraph 7) in one batch, accompanied by a statement showing the total tax collected each year as shown by the forms. (Note.—It should be confirmed that these totals are in agreement with those appearing in the Cash Accounts for the years in question and a copy of the statement should be forwarded to D.N.A.5.)

4. It is important that the forms should be completed and returned to the Chief Inspector of Taxes (or C.E. Branch II, Salary Section—see paragraph 7) as soon as possible.

5. Forms 36B will be used for reporting the position as at 31st March, 1944 (see paragraph 1).

6. The foregoing instructions are applicable to establishments abroad as well as to establishments at home.

7. At establishments at home where an Income Tax Schedule (Form 36A) covering civilian non-industrial employees (including members of the Q.A.R.N.N.S. and Reserve, but excluding personnel dealt with by the local Inspector of Taxes) was not rendered direct to the Chief Inspector of Taxes in respect of the years 1940-41, 1941-42 or 1942-43, Forms 36D, showing the tax actually collected from individuals borne for pay at any time during those years, should be completed and forwarded in bulk to C.E. Branch II (Salary Section) for collation and transmission to the Inland Revenue Department.

(A.F.Os. 2571/43, 6462/43 and 1624/44.)

3774.—Billeting Regulations—Civilian Non-Industrial Staff

(U.S.B.1189/44.—13 Jul. 1944.)

As from the 14th June, 1944, awards under paragraph 20 of A.F.O. 821/41 will be based on pay, exclusive of bonus, on the scale indicated in the following amendment to that Order. Any necessary adjustment of current awards will be authorized by D.N.A.7A (Billeting Section), Bath.

Delete paragraph 20 of A.F.O. 821/41 (as amended by A.F.O. 3836/42) and substitute:—

"20. Unmarried officers whose pay, excluding bonus, does not exceed 70s. a week who were, prior to proceeding for duty in a billeting area, living with their parents or other near dependent relatives and were contributing a sum in excess of 16s. a week towards the family expenses, may be granted an abatement in their billeting charge, or a billeting allowance if own arrangements for accommodation are made (see paragraph 10) to the extent to which the contribution to the family expenses exceeded 16s. a week, subject to a maximum of 5s. a week, provided

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that the officer is required to continue payment of such a sum because of the parents' or dependent relatives' financial circumstances. Unmarried officers whose pay, excluding bonus, is over 70s. and under 75s. a week who have similar commitments may be granted an abatement in billeting charge or a billeting allowance on the basis of the following overriding maxima :—

Pay (excluding bonus)	Overriding maximum
71s. a week	4s. a week
72s. a week	3s. a week
73s. a week	2s. a week
74s. a week	1s. a week

Post-evacuation liabilities in respect of dependants cannot normally be recognized, but cases of hardship may be submitted for consideration on their merits."

(A.F.Os. 821/41 and 3836/42.)

3775.—Women Employees—Loss of British Nationality by Marriage to Foreigner—REPORT

(L. 3738/44.—13 Jul. 1944.)

In view of the nationality regulations governing the entry of industrial and non-industrial employees, it is necessary, in the event of an unmarried woman employee in Admiralty employment losing her British nationality by marriage to a foreigner, that covering approval should be sought for continued employment in an Admiralty establishment. Accordingly, all such cases should be reported to the Secretary of the Admiralty (L. Branch or C.E.II Branch as appropriate), with detailed information under the following headings :—

1. Maiden name of woman worker.
2. Grade.
3. National Registration Number.
4. Date of birth.
5. Place of birth.
6. Date of entry into Admiralty employment.
7. Name of husband.
8. Nationality.
9. Date of birth.
10. Place of birth.
11. Number of Aliens' Registration Certificate (if any) and name of Police Force which issued it.
12. If a member of Allied Armed Forces, unit and Official Number, if any.

2. Admiralty approval, if given, for the retention of the employee will in all cases be conditional on an Aliens War Service permit being obtained, if one has not in fact already been issued. Applications for the necessary Form A.W.S.20 should be addressed to :—

The Aliens War Service Department,
P.O. Box 666,
C/o G.P.O.,
Oxford.

3776.—Paying Officers for Civilian Staff employed abroad

(E.F.O./D.N.A. 20208/43.—13 Jul. 1944.)

The following amendment is to be made to A.F.O. 3606/44 :—

Reference at end of Order :—

* For A.F.O. 2143/43

Read A.F.O. 2143/44.

(A.F.O. 3606/44.)

3777.—U.K. Industrial Personnel serving in supply, etc., ships abroad—Rates of pay

(L. 4174/44.—13 Jul. 1944.)

It has been approved to increase from 50 per cent. to 60 per cent. the addition to home rates of wages payable to U.K. Industrial Personnel serving abroad in supply, etc., ships, to cover all time worked.

2. Payment is also approved of a "Hard Lying" Allowance (where not already paid) of 10s. 6d. a week for Fitters and Storehousemen, and 7s. a week for Storehouse Assistants.

3. These adjustments are effective from 16th June, 1944.

3778.—Standard L/T requirements for Naval Air Stations

(A./A.C.R.D. 775/44.—13 Jul. 1944.)

The standard requirements for L/T communications at Naval Air Stations at home and abroad are as follows :—

(i) Telephone lines—

- (a) One to Naval Commanders-in-Chief Headquarters or to Combined Service exchange.
- (b) Two to the Flag Officer, Naval Air Stations for the area.
- (c) One to local Naval Officer-in-Charge.
- (d) One to Aircraft Carrier Flagship.
- (e) One to R.A.F. Sector Operations exchange.
- (f) Two to the local civil exchange.

(ii) Teleprinters—

- (a) One to the Flag Officer, Naval Air Stations for the area.
- (b) One to the Combined Service network.
- (c) One to the Meteorological network, if any, or one additional teleprinter to the Combined Service network.

3777—U.K. Industrial Personnel service in supply, etc., ship abroad—Rates of pay
 It has been suggested to increase rates of pay for industrial personnel in addition to home rates of wages payable to the industrial personnel serving abroad in supply, etc., ships to cover all time worked.

2. Payment is also approved of a "Hard Firing" Allowance (where not already paid) of 10s. 6d. a week for fitters and steamfitters and 1s. a week for Stokers and Assistants.

3. These adjustments are effective from 1st June, 1944.

3778—Standard P.T. requirements for Naval Air Stations

1A.A.C.H.D. 778/44—12 July 1944

The standard requirements for P.T. examinations at Naval Air Stations at present are as follows:

- (i) Telephone lines—
 - (a) One to Naval Administration Officer Headquarters or to Combined Service Exchange
 - (b) Two to the Flag Officer, Naval Air Station for the station and to the Officer in Charge, Naval Air Station for the station and to the Officer in Charge, Naval Air Station for the station
 - (c) One to the Officer in Charge, Naval Air Station for the station
 - (d) One to the Officer in Charge, Naval Air Station for the station
 - (e) One to the Officer in Charge, Naval Air Station for the station

- (ii) Two-way telegraph—
 - (a) One to the Flag Officer, Naval Air Station for the station
 - (b) One to the Combined Service Exchange
 - (c) One to the Meteorological Officer, Naval Air Station for the station

- (iii) One-way telegraph—
 - (a) One to the Flag Officer, Naval Air Station for the station
 - (b) One to the Combined Service Exchange
 - (c) One to the Meteorological Officer, Naval Air Station for the station

It is suggested that the above requirements be maintained as at present.

Approved:
 P.O. No. 384
 10th July 1944

3778—Standard P.T. requirements for Naval Air Stations
 1A.A.C.H.D. 778/44—12 July 1944
 The following are the standard requirements for P.T. examinations at Naval Air Stations at present: