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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
25th January, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

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.

<i>F.H.</i>	<i>[Signature]</i>	
<i>A.I.</i>	<i>[Signature]</i>	
<i>J. McG.</i>	<i>[Signature]</i>	<i>19</i>
<i>C.B.</i>	<i>[Signature]</i>	<i>awards</i>

ADMIRALTY FLEET ORDERS

No. Subject.

25th January, 1945.

SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits : Fighting Efficiency of Ships : Naval Aircraft Administration : Internal Organization of Ships : Navigation and Seamanship : Fleet Exercises and Practices, etc.)

366. Amphibian—Naval Personnel Embarked in Merchant Ships for Amphibious Operations—Administration.
 367. Fiji—Appointment of Governor and Commander-in-Chief.
 368. Flag Officers—Commander-in-Chief, Ceylon—Appointment.
 369. Ships—Piping the Side.

SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

370. Admiralty—Education Department—Appointment of Director.
 371. Advancement—Issue of B.R. 1066, Advancement Regulations, and Form S. 1273 Advancement Roster.
 372. Aircraft—Maintenance—Special Maintenance Parties—Monthly Report.
 373. Auxiliary Flotillas, Vessels, etc.—Gunnery Officers—Payment of Non-Specialist Allowance.
 374. Canteens—Priority Supplies for Canteens Serving Naval Personnel and for Service Messing at Home—Reports.
 375. Civilian Staff—Serving in the Pacific Theatre, Ceylon and India—Uniform.
 376. Films—Instructional Film "The Type 6, Mark II, Gyro Gunsight (Serial No. A. 145)."
 377. Medals, Decorations, Honours—"London Gazette" Supplement, dated 16 Jan., 1945.
 378. Medical—Inoculation Against Plague.
 379. Officers—Short Service R.N. (A) Officers and Reserve Officers—Transfer to Permanent Executive Commissions in the Royal Navy.
 380. Politics—Members of, and Candidates for, Parliament in the R.N. and R.M.
 381. Q.A.R.N.N.S. (Reserve)—Sick Leave.
 382. R.M.—Ranks Discharged from H.M. Ships and R.N. Establishments to R.M. Units Borne on the Books of the Home Base Ledger Office.
 362. Ratings—H.O.—Transfer to Regular Engagements.
 363. Ratings—R.F.R., R.N.R. and R.N.V.R.—Transfer to Regular Engagements.
 364. Ratings—Radio Mechanics (W/T) Branch—Transfer of Chief and Petty Officer Telegraphists serving on C.S., S.S., Reservist or H.O. Engagements.
 365. Ratings—Men serving on Regular Engagements—Continuation of Service.
 383. Ratings—Transfer to Cook Branch of Men with Previous Experience.
 384. Royal Naval War Amenities Fund—Donations.
 385. Sports—R.N. and R.M. Sports Control Board—Donation.
 386. Surgeons and Agents.
 387. Surgeons and Agents—Treatment of Personnel at Ipswich.
 388. Victualling—Beer—Supplies on Foreign Stations.
 389. W.R.N.S.—Advancement to Petty Officer Cinema Operator.
 390. W.R.N.S.—Immobile Wrens—Allowances when Invalided.
 391. W.R.N.S.—Notification of Change of Name on Marriage and Next-of-Kin.
 392. W.R.N.S.—Officers Training Course—Procedure.
 393. War Service Grants—Ratings—Returns of Pay.
 394. Warrant Aircraft Officer—Results of Examination held in August, 1944.

Issued
separately on
18th January,
1945.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS.

(Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)

395. Aircraft—Bomb Installations—Universal Bomb Carrier, Mark III—Hellcat Aircraft.
 396. Aircraft—Bombs—Mark 51 Carrier—Servicing Instructions.
 397. Aircraft—Bombs—Tails No. 28, Mark I—Modification for Twin Suspension/Vertical Fuzing.
 398. Alterations and Additions to H.M. Ships—Anti-Ship Fire Control—Communications—Fitting of Telephones between Crow's Nest and Compass Platform.

SECTION 3.—G., T., N., E., ETC., & STORES; HULL, EQUIPMENT & FITTINGS—contd.

(Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc. and Stores.)—contd.

399. Ammunition—General—Precautions when Firing 40-mm., 2-pdr. and 20-mm. Service Ammunition for Practice Purposes.
 400. Ammunition—Boxes, etc.—Containers, Cartridge, for use with 4.7-in. B.L. Flashless Charges.
 401. Ammunition—Fuzes, Primers and Tubes—Primers No. 26, Mark II—R.L. Manufacture, Lots 65-85—Withdrawal—REPORTS.
 402. Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Percussion, 0.4-in., Filled Earlier than 1938—Withdrawal—REPORTS.
 403. Ammunition—Mortars—Projectiles, Illuminating, No. 1, Mark I*, for Holman Projectors—Dumping.
 404. Ammunition—20-mm.—Hispano of Canadian Manufacture—Withdrawal.
 405. Ammunition Supply—Naval Armament Depots—Supply Tests and Returns of Ammunition—Reports.
 406. Guns—General—Gun Life—Performance of Time Fuzes in Relation to Muzzle Wear.
 407. Guns—American—Q.F. 5-in., 38-calibre—Bearings, Operating Shaft—Assembly.
 408. Guns—American—Q.F. 5-in., 38-calibre—Breech Block Guide Plates.
 409. Guns—American—Q.F. 5-in., 38-calibre—Housings and Operating Shafts.
 410. Guns—15-in.—Mark I—Frames, Breech Mechanism—Adjustment.
 411. Guns—Q.F., 25-pdr., Mark II—Lever Breech Mechanism—Fitting New Pattern Catch Lever.
 412. Guns—2-pdr.—O.Q.F., 2-pdr., Mark VIII—Maintenance and Adjustment.
 413. Guns—0.5-in.—Browning 0.5-in. (All Types)—Clearance of Feed Levers.
 414. Gun Mountings—4-in., S.1—Modifications to Sights and Training Gear.
 415. Gun Mountings—40-mm. Bofors, U.S. Twin Mark I and Quadruple Mark 2 Mounts Equipped with Power Drives, Marks 5 and 6, and Mods—Replacement of Valve, Type 6SC7 (Admiralty Pattern C.V. 1969).
 416. Naval Stores for Gunnery Purposes—Materials Used for Lagging Gunhouses—Storage Precautions—Minimum Stocks, etc.
 417. Naval Stores for Gunnery Purposes—Materials for Packing and Preservation of Gun Mounting Gear, etc.

(Torpedo.—(Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-Gas, Aircraft Torpedoes, etc., and Stores.)

418. Aircraft—Carriers—Group Lights and Stanchion Lights, Port and Starboard, in all Aircraft Carriers, and Signal and Homing Lights in Escort Carriers—Modifications to.
 419. Alterations and Additions to H.M. Ships—Electrical—Generators—Low Power—Alternative supplies.
 420. Torpedo—Electrical Subjects—General—H.E. Coils, Patterns 925D, 925D3—Earthing.
 421. Torpedoes—18-in. and 22.4-in., etc.—18-in., Marks XII*** and XV, of A.A. and A.W. Manufacture, fitted with Engines of A.D. Manufacture—Replacement of Generator Hammer (Inboard Stamp No. 5467).
 422. Torpedoes—18-in. and 22.4-in., etc.—Heads, Blowing, on Aircraft Torpedoes—Securing of Small Water Flap.
 423. Torpedoes—21-in., etc.—Mark VIII**—Fitting of Additional Drain Screw in Gyro Door.

(Navigation.—(Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.)

424. Compasses—Magnetic—Supply—L.C.G. (L).

(Engineer.—(Main and Auxiliary Engines, Boilers, other Machinery in Charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.)

425. Alterations and Additions to H.M. Ships—Engines—Circulating Water Hull Discharge Valves—Duplication of—Submarines.
 426. Combined Operations—L.C.I. (L) Propeller Shaft Splines—Failure of.

(Signals.—(W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores.)

427. Alterations and Additions to H.M. Ships—W/T—Communication Sets—Type 86M and R.A.F. TR1196—Fitting in Flying (Air) Training Target Ships.
 428. Alterations and Additions to H.M. Ships—W/T—Operational and General—Radio Communications—B.R.R.—Fitting of a Transmitter Insulator.
 429. Radar—Operational and General—Radar Installation, Model SO—Fitting-out Information.

SECTION 3.—G., T., N., E., ETC. & STORES; HULL, EQUIPMENT & FITTINGS—*contd.**Signals.—W/T and V/S Apparatus, Radar, D.F., S.R.E., Wa/T and Stores—contd.*

- 430. Radar—Operational and General—Radar Model SK—Fitting-out Information.
- 431. Radar—Types 282/4/5—Panel L.12—Replacement of Certain Condensers.
- 432. Stores—Administrative and General—Alternative Components for W/T D/F and Radar Equipments.
- 433. Stores—Administrative and General—Radio Stores, Obsolete—Disposal.
- 434. W/T—Communication Sets—Type 89/M—Modification to Aerial Circuits.
- 435. W/T—Personnel and Training—R/T—Training in the Use of.
- 436. W/T—Receiver B.28—A.V.C.
- 437. W/T—Stores—R.N. Shore Wireless Stations—Transmitter G12TA—Introduction—Conversion of Transmitter G12T to G12TA—REPORTS.
- 438. W/T—Types—Transmitting Sets—Failure of Rectifiers H25-16-IX—Fitted in Switches, Magnetic, Patterns W576B and W1182A.
- 439. W/T—Types TW12, DH and DP—Fitting-out Information.

Aircraft.—(Technical.)

- 440. Aircraft—W/T—Radio—Beacon Installation in Naval Aircraft—Fitting of Change-over Switch for Pilot's Telephones in Aircraft where no Changeover Device Exists.
- 441. Aircraft—W/T—Radio—Modifications to Equipments—Formation of Committee.

General.—(Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.)

- 442. Aircraft—At Home—Application for Assistance by On-Site Contractors Working Party.
- 443. Aircraft—Carriers—Accelerators—Accelerating Aircraft from B.H.III Accelerators in Fleet and Light Fleet Carriers and H.II and H.IV Accelerators in American Built Escort Carriers.
- 444. Aircraft—Carriers—Escort—Guard Rail, Collapsible, at After End of Flight Deck.
- 445. Aircraft—Equipment—Accounting and Checking Procedure—Temporary Forms A.44/PD for Corsair F, Mark IV.
- 446. Alterations and Additions to H.M. Ships—Rescue Tugs.
- 447. Alterations and Additions to H.M. Ships—Ventilation.
- 448. Alterations and Additions to H.M. Ships—Voice Pipes Outside Pressure Hull—Submarines—"U" Class.
- 449. Combined Operations—L.C.V.(P)—Lifting Slings.
- 450. Damage Control—Stores—Lifting Appliances, Yale "Pul-lift" for Damage Control Purposes—Allowances.
- 451. Damage Control—Stores—Shoring Material for Damage Control Purposes.
- 452. Electrical—Immersion Heaters, Pattern 19572 and Accessories for 2-pdr., Marks VI and VII Mountings—Introduction.
- 453. Electrical—Silver—Carbon Brush, Pattern 14091 for use with Slip Rings on Gun Mountings and Aerial Towers—Introduction.
- 454. Fire Extinguishers—Pyrene Type—Fatal Accidents as a Result of Cleaning clothing with Carbon Tetrachloride.
- 455. Lamps—Electric—for Counterdrum Instruments—Supply.
- 456. Minesweepers—Oil Fuel Tank—Conversion to Fresh Water.
- 457. Paint, Copper, for Wooden Hull Minor Landing Craft—Supply in Tropical Waters.
- 458. Photography—Dividers—Allowance.
- 459. Ships—Partial Hull Surveys of Converted Trawlers, Whalers, Drifters and Yachts, Requisitioned for Wartime Service under White Ensign—REPORTS
- 460. Stores—Administrative and General—Fleet Air Arm—Barracuda Aircraft—Main and Tail Wheel Oleos—Repair of.
- 461. Stores—Items—Grapnels, Pattern 6425, for Oiling at Sea.
- 462. Stores—Items—Instruments, Drawing—Allowances.
- 463. Stores—Items—Loudspeaker, Pattern 12608—Introduction.
- 464. Stores—Items—Naval Air Arm—Universal Power Plant Transportation Stands.
- 465. Stores—Items—Slips and Shackles, Pattern 1915—Allowance to Sloops and Surveying Vessels.
- 466. Targets—Battle Practices.

SECTION 4.—OTHER STORES—NAVAL STORES*, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

(*All N.S. Orders not included under Section 3.)

- 467. Clothing—Oilskins—Defective.
- 468. Lifebelts, etc.—Lifefloats, Patterns 19 and 20—Identification of Source of Supply.
- 469. Medical Stores—No. 6 Unit.
- 470. Oil Fuel—Oiling at Sea—Instantaneous Coupling Adaptors.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 471. Aircraft—Airframes and/or Engines—Accounting System for—Introduction of Form A.53.
- 472. Armament Stores—Accounting.
- 473. Books of Reference—Amendments.
- 474. Books of Reference—B.R. and O.U. Publications—Distribution during December, 1944.
- 475. Books of Reference—B.R. 55—Tegg's Readiest Reckoner.
- 476. Books of Reference—B.R. 373—Establishment of Naval Stores for "Hunt" Class Destroyers—List of Errata No. 6.
- 477. Books of Reference—B.R. 378 (P)—Aircraft Stores Establishment for Corsair Aircraft—Distribution.
- 478. B.R. 1011, B.R. 1012 (W.I.M.S. 1 and 3)—Admiralty Merchant Ship Defence Instructions (A.M.D.I.). Confidential Admiralty Merchant Ship Defence Instructions (C.A.M.D.I.)—Instructions for Bringing into Force.
- 479. Books of Reference—B.R. 1066—Advancement Regulations; S.1273 Form—Issue.
- 480. Correspondence—Addresses—S.O.R.F. Clyde.
- 481. Labels—Ammunition—Addition to Form O.6.
- 482. Medical—Bulletin No. 14—Issue.
- 483. Mercantile Marine—Admiralty Merchant Shipping Instructions and Admiralty Merchant Ship Defence Instructions.
- 484. Publications—Air Ministry Publication—Downgrading.
- 485. Publications—Air Publications—Distribution of Amendment Lists and Leaflets during November, 1944.
- 486. Publications—Air Publications—Distribution during the Week ending 6th January, 1945.
- 487. Publications—Air Publications—Distribution during the Week ending 6th January, 1945.
- 488. Publications—Air Publication 1464A and B Vol. I—Engineering Manual of the Royal Air Force—Division into a Series of Publications.
- 489. Typewriters, Duplicators—Establishment—Light Fleet Carriers.

SECTION 6.—SHORE ESTABLISHMENTS

- 490. Civilian Staff—Annual Leave—Non-Industrial.
- 491. Civilian Staff—Cost of Extra Insurance Premiums on Life Policies of Officers sent Abroad, or Instructed to make an Official Journey by Air.
- 492. Civilian Staff—Hostels—Procedure in Regard to Non-Industrial Hostels at Outport Establishments.
- 493. Civilian Staff—Paying Officers for Industrial Staff Employed Abroad.
- 494. Dockyard Cost Accounts—Dates of the Four-Weekly Accounting Periods in 1945-1946.
- 495. Electrical—Electrodes—Approved Types.
- 496. Income Tax—Assessment of Official Residences and Quarters under the "Pay-as-You-Earn" Scheme—Reports.
- 497. Income Tax—"Pay-as-You-Earn" Scheme.
- 498. Masseurs and Masseuses—Change of Name.
- 499. Metal—Non-Ferrous Scrap Metal—Disposal of.
- 500. Workpeople—Mechanics on Examination of Stores—Revised Rates of Duty Allowance.
- 501. Workpeople—Payment for Travelling Time.
- 502. Works Districts—Liverpool Area.

*(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.

366.—Naval Personnel Embarked in Merchant Ships for Amphibious Operations—Administration

(M. 03564/44.—25 Jan. 1945.)

With reference to A.F.O. 3109/40 the following additional categories are to be excepted from that Order, paragraph 1 of which is to be annotated accordingly:—

- (i) Combined Operations and R.M. Landing Craft Personnel as defined in A.F.O. 1653/44.
- (ii) Other Naval personnel embarked in merchant ships temporarily for an amphibious operation in accordance with A.F.O. 2430/44.

2. While embarked in merchant ships for amphibious operations, personnel in the above categories are to be administered as regards general administration by the Authority to whom the unit or party to which they belong is allocated, and by the local Naval Authority as regards local administration.

Attention is drawn to C.A.F.O. 1732/43, paragraph 4. The second subparagraph to the note thereto extends to M.T. ships employed in amphibious operations.

3. Money for payment to these categories is to be provided by the local Base Supply Officer. The procedure when it is necessary to obtain money during the voyage is given in A.F.O. 4158/43. Payments should be made by means of Forms S.1039, which should be forwarded to "Copra" for category (i) and "Odyssey" for category (ii) above, Base Supply Officers treating the transaction as a transfer of cash.

4. Steps are to be taken to ensure that ratings of these categories drafted to a merchant ship understand who is responsible for them, and to whom they should apply in regard to matters referred to in paragraph 3 above.

(A.F.Os. 3109/40, 4158/43, 1653/44, 2430/44 and C.A.F.O. 1732/43.)

(A.F.O. 98/45 is cancelled.)

367.—Fiji—Appointment of Governor and Commander-in-Chief

(M. 34/45.—25 Jan. 1945.)

Mr. A. W. G. H. Grantham, C.M.G., has been appointed Governor and Commander-in-Chief of Fiji, and High Commissioner for the Western Pacific, as from 1st January, 1945.

368.—Commander-in-Chief, Ceylon—Appointment of

(M. 086/45.—25 Jan. 1945.)

Lieutenant-General H. E. de R. Wetherall, C.B., D.S.O., O.B.E., M.C., assumed the appointment of Commander-in-Chief, Ceylon, in succession to Admiral Sir Geoffrey Layton, K.C.B., D.S.O., on 8th January.

369.—Piping the Side

(M. 41/45.—25 Jan. 1945.)

Attention is drawn to paragraph 2 of Article 137 of K.R. & A.I. which indicates the only occasions on which piping the side is to take place on board H.M. ships. For convenience the paragraph in question is quoted below:—

"2. Piping the Side.—Between the hours of colours and sunset the side shall be piped to the following, coming on board or leaving one of His Majesty's ships:—

- (a) His Majesty the King when in uniform.
- (b) Members of the Royal Family of the rank of Captain and above when in naval uniform.
- (c) The Board of Admiralty when acting as a Board and naval members of the Board of Admiralty when in uniform.
- (d) All Flag Officers in uniform. (See Explanation of Terms).
- (e) All Commodores in uniform, if authorized under Articles 105 and 106 to wear a broad pendant.
- (f) All officers in uniform holding an appointment in command of a ship or seagoing tender. Officers coming on board by a brow should not be piped unless arriving at a pre-arranged time.
- (g) Members of a court-martial attending or leaving the court.
- (h) Officer of the Guard when flying a pendant.

All foreign naval officers in uniform should be piped at all hours.

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

370.—†Director, Education Department—Appointment

(C.W.—25 Jan. 1945.)

Instructor Captain W. I. Saxton, O.B.E., M.A., has been appointed Director, Education Department, Admiralty, in succession to Instructor Rear-Admiral A. E. Hall, C.B., C.B.E., A.R.C.S., to date 1st February, 1945.

371.—Advancement—Issue of B.R. 1066, Advancement Regulations, and Form S.1273, Advancement Poster

(N. 1651/45.—25 Jan. 1945.)

Attention is drawn to A.F.O. 479/45, contained in Section 5 of this issue, concerning the publication and use of B.R. 1066, Advancement Regulations, and of Form S.1273, Advancement Poster.

2. The new publication is now the authority on advancement of naval ratings and the promotion of Royal Marines, and supersedes the relevant portions of the K.R. & A.I., and A.F.Os. on the subject.

(A.F.O. 479/45)

372.—Special Maintenance Parties—Monthly Report

(A/A.M.R. 1178/44.—25 Jan. 1945.)

Greater use should be made of the detailed technical experience on individual types of aircraft acquired by officers in charge of S.M.Ps. It is essential, particularly during the early service life of an aircraft, that all defects and difficulties concerning its maintenance are brought to the notice of higher authority with the minimum of delay.

2. In future stations at home and abroad at which S.M.Ps. are borne are to forward a monthly report to the administrative authority, copy to Admiralty (D.A.M.R.), in the standard form below. Reports are to be forwarded by the 5th of each month. The administrative authority may remark on any points raised in the report. The report is essentially for advance information and subjects raised which require independent action must be submitted through the usual channels.

3. Reports are to be made in the following form :—
A.F.O. 372/45.

Special Maintenance Party.....
at....., attached..... Squadron
Report :— Serial No..... { for month of
period of attachment ending

1. Aircraft Details.

Type	Mark	Serial No.	Hours flown during period	Total hours to date.

2. Serviceability.

- (a) Total flying hours for month
- (b) Average daily number of aircraft unserviceable
- (c) Average time to complete { (i) 40 hours
(ii) 40* inspection.....man-hours.
- (d) Reasons for unserviceability :—

	Aircraft Serial No.	Ref. No. and description of item affected.	Reason for failure	Action taken to remedy	Reported in accordance with defect procedure
(i) Airframe ...					
(ii) Power Plant					
(iii) Propeller ...					
(iv) Electric and Instruments					
(v) Armament ...					

3. S.M.E.

- (a) Suggested amendments to authorized scale and allowances.
- (b) Suitability of items received.
- (c) Deficiencies below authorized scale and action taken.

4. Technical Publications.

- (a) Suggestions for improvement of particular publications.
- (b) Difficulties in executing maintenance operations.
- (c) Local additions to maintenance schedule.
- (d) Deficiencies below authorized scale and action taken.

5. Remarks.

.....Air Engineer Officer.
.....Captain.
(A.F.O. 5004/44.)

373.—Auxiliary Vessels Gunnery Officers—Payment of Non-Specialist Allowance

(C.W. 38439/43.—25 Jan. 1945.)

In order that the non-specialist allowances of the various branches may be brought into line, it has been decided, after careful consideration of all the circumstances, that the non-specialist allowance of 1s. per day at present allowed to Auxiliary Vessels Gunnery Officers shall lapse.

2. The fact, therefore, that (G) duties are being performed by an A.V.G.O. will no longer of itself entitle him to non-specialist allowance; on the other hand an A.V.G.O. who is appointed "in lieu of Specialist (G)" to an appointment complemented for full (G) specialist will continue to receive the non-specialist allowance of 1s. per day. under K.R. and A.I., Article 1569.

3. In order to avoid hardship, A.V.G.Os. at present filling appointments not complemented for full (G) specialist and who are receiving non-specialist allowance will continue to receive it throughout their tenure of such appointments.

4. Schemes of complement will be amended and appointments for (G) duties will not in future be complemented for A.V.G.Os. as such.

(A.F.O. 3571/41 is cancelled.)

374.—Priority Supplies for Canteens Serving Naval Personnel and for Service Messing at Home—REPORTS

(V. 2/7113/44.—25 Jan. 1945.)

The following order is a revision and re-issue of previous instructions

Section A—Canteen Supplies

Arrangements have been made by the Ministry of Food to licence as catering establishments, canteens run for the benefit of Service personnel, which are set up by the C.V.W.W. (Council of Voluntary War Work—i.e., Members of the Council, or those bodies associated with or affiliated to the Council) with the approval of the Service authorities. The canteens are authorized to obtain supplies of rationed foods and also of certain unrationed manufactured foods under the Ministry's priority scheme. (See Section C.)

2. The following organizations are members of the C.V.W.W. or are associated with or affiliated to that Council :—

The Young Men's Christian Association.
The Young Women's Christian Association.
The Catholic Women's League.
The Salvation Army.
The Church Army.
The Church of Scotland.
The Methodist and United Board.
Toc H.
The Church of England Soldiers', Sailors' and Airmen's Institutes.
The Army Scripture Readers' and Soldiers' and Airmen's Christian Association.
The Women's Voluntary Services.
The Association of Scottish Societies in London.
The Presbyterian Church in Ireland.

3. Arrangements have also been made by the Ministry of Food in consultation with the Ministry of Labour and National Service (Seamen's Welfare Board) for supplies to be made to the following bodies on a similar basis at the discretion of Ministry of Food Divisional Food Officers :—

Apostleship of the Sea.
British Sailors' Society.
Glasgow Sailors' Home.
Glasgow Seamen's Friend Society.
Hindustan Community House.
Liverpool Sailors' Home.
Liverpool Seamen's Friend Society.
Mersey Mission to Seamen.

Missions to Seamen.
 Port of Hull Society.
 Royal National Mission to Deep Sea Fishermen.
 Sailors' Home and Red Ensign Club.
 Scottish Coast Mission.
 Seamen's Christian Friend Society.
 Shipwrecked Mariners' Society.
 Society of St. Vincent de Paul (Seafarers' Branch).
 Southampton Sailors' Home.

4. In order to obtain food supplies, all canteens runs by bodies other than N.A.A.F.I., except those covered by paragraph 3 above, whether functioning inside or outside Naval establishments, must be registered with the Council of Voluntary War Work and be graded either Category A, Category B or Category C.

5. Category A canteens are those which receive supplies of the full range of rationed foods on the same scale as civilian catering establishments and serve a full range of meals.

Category B canteens are those which receive only a limited range of rationed foods and provide only light refreshments, buns, cakes, sandwiches, etc.

Category C canteens are mobile canteens where time and facilities do not permit making up sandwiches, etc. They are issued with a special catering licence whereby they are authorized to obtain an increased allowance of flour confectionery and points for the purchase of biscuits, but no other rationed or controlled foods except tea, milk, sugar and priority beverages.

6. The procedure for the registration and grading of a canteen is as follows. When a canteen to be run by a body other than N.A.A.F.I. except those mentioned in paragraph 3, is considered by the appropriate Commander-in-Chief or Flag Officer-in-Charge to be necessary in the interests of Naval personnel, an application for registration in Category A, B or C, as appropriate, should be made out in duplicate on Form P.S.P.1, and forwarded to the Secretary of the Council of Voluntary War Work, 92, Gloucester Place, London, W.1, who will make the necessary arrangements with the Ministry of Food for supplying the canteen. Naval authorities concerned are to report particulars of all such applications to the Admiralty (D.W.S. and D. of V.). A supply of Forms P.S.P.1 can be obtained from The Secretary, C.V.W.W., 92, Gloucester Place, London, W.1. Where a mobile canteen run by a voluntary body is serving a Naval establishment and is at present graded Category B, action should be taken in consultation with the local C.V.W.W. Committee to regrade the canteen as Category C, if the latter category is considered to be more appropriate.

7. So far as possible applications for registration should be confined to canteens working entirely or chiefly for the Navy. It is emphasized, however, that in the national interest, redundant canteens should be avoided and applications for registration should *not* be made if the number of approved canteens already being operated within the area covered by N.A.A.F.I. or philanthropic bodies is sufficient to meet the needs of Naval personnel within the area. If any canteen at present run by a philanthropic body is considered to be redundant the fact should be reported.

8. Should the local representatives of the philanthropic bodies referred to in paragraph 2 approach Naval authorities with the request for assistance in obtaining supplies of foodstuffs they should be asked to refer the matter to their headquarters in the first instance. In the case of those bodies mentioned in paragraph 3, local representatives should be referred to the appropriate Divisional Food Officer.

9. Attention is called to A.F.O. 3820/40, concerning the provision of canteens by philanthropic bodies within the confines of Naval establishments.

10. Supplies of foodstuffs required for sale in canteens conducted on the "service system" (K.R. & A.I., Article 629, paragraph 2) should be obtained from the N.A.A.F.I.

11. In the case of canteens conducted for the benefit of Naval personnel by contractors holding Admiralty messing contracts, it will assist the contractor in

obtaining supplies for sale in the canteen if orders placed by him with manufacturers, etc., are endorsed by the Supply Officer (or Commanding Officer) of the establishment concerned to the effect that the supplies are "Required for sale in a Naval Canteen."

Section B—Supplies for Service Messing

12. Orders placed by Supply Officers for provisions required for Service messing but which are not obtainable from Service sources or N.A.A.F.I., should be endorsed to the effect that the provisions are "Required for messing Naval personnel." Orders for provisions required by firms holding Admiralty contracts for messing Naval personnel, should be similarly endorsed by the Supply Officer (or Commanding Officer) of the establishment concerned.

Attention is drawn to the food rationing regulations published from time to time in Admiralty Fleet Orders.

Section C—Restrictions of Sales in N.A.A.F.I. Canteens in shore establishments at home.

13. Owing to the shortage of supplies, the following notes concerning the allocation of supplies to canteens should be brought to the notice of all concerned.

14. To ensure an equitable distribution as between the Services, civil defence organizations, munition workers and the general public, the Government has, through its various departments, altered the basis of distribution with a view to restricting supplies of certain articles to conform to the quantities available. This concerns manufactured goods which include nationally rationed foodstuffs, such as sugar, etc., as one of their ingredients. The following are some of the more important manufactured products which are at present affected:—

Biscuits.
 Cakes.
 Pastries.
 Slab cake.
 Cocoa powder.
 Fruit juices.
 Fruit syrups and squashes.
 Mineral waters and non-alcoholic cordials.

There may be extensions to the above list of items.

15. Although the N.A.A.F.I. (and the other organizations referred to in this order) receives a certain degree of priority, the Corporation does not receive, apart from those required for messing purposes, an allocation of all commodities sufficient to enable all demands to be met in full. Every endeavour will be made by the N.A.A.F.I. to meet the tastes of the men served, but it will be impossible to sell only the better known brands, and some of the lesser known ones will have to be sold.

16. Similar arrangements will apply in relation to cigarettes and tobacco, and it will be necessary to include in the allocation to each canteen supplies of some of the lesser known brands.

17. Each N.A.A.F.I. manager will be informed by the N.A.A.F.I. of the quantities of the items mentioned in paragraph 14 which have been allocated, and it will be the responsibility of the canteen manager to see that these are rationed as far as possible amongst the Service personnel using the canteen. This will probably mean that only certain quantities will be placed on sale each day, so that everyone may have the opportunity of purchasing their reasonable requirements.

18. In the case of any supplies of the items mentioned in paragraphs 14 and 16 required by officers' messes, general messes, canteens conducted on the "Service" system, etc., orders placed with the N.A.A.F.I. must:—

- (a) Be given in writing.
- (b) Be signed by a responsible officer.
- (c) State the number of persons in mess or the number of persons served by the canteen.
- (d) State that no supplies are being received from other sources.

The Corporation is unable, in such cases, to exceed the scale of allocation or to guarantee supply of any particular brands or varieties.

19. Commanding Officers and presidents of canteen committees in shore establishments at home are requested to implement the strict observance of the restriction on sales now imposed.

20. In bringing this to the notice of the personnel concerned, it is to be emphasized that such restrictions are necessary in the national interests, and to ensure, as far as possible, a fair and equitable distribution of the fixed allocation which is now available. In view of the present restriction of supplies, excessive purchases by individuals would only lead to a general shortage and, therefore, in the interests of all using the canteens, no one should purchase more than his immediate personal requirements at any time.

21. The amendment to K.R. & A.I., Article 1822, promulgated in K.R. 2/42, prohibiting the landing of provisions during the war, is to be applied as far as practicable to canteen provisions and no man should be allowed to land more than his own immediate requirements. The landing of canteen messing goods (e.g., bacon, margarine, tinned fruits) is prohibited.

22. The restrictions on sales imposed in N.A.A.F.I. canteens will necessarily also be applied in canteens run by other bodies within the confines of shore establishments.

23. Attention is drawn to A.F.O. 4984/44, Section M, regarding supplies of chocolate and sugar confectionery.

(A.F.Os. 3820/40 and 4984/44.)

(A.F.O. 1694/41 is cancelled.)

375.—Civilian Non-industrial Staff Serving in the Pacific Theatre, Ceylon and India—Uniform

(C.E. 21564/44.—25 Jan. 1945.)

In order to facilitate the fullest understanding and co-operation with Allied Forces and to ensure freedom of movement afloat and ashore, civilian officers of the grades specified in Table I below who are appointed for service in the Pacific Theatre, India and Ceylon (with the exception of members of the Royal Corps of Naval Constructors, and Electrical Engineering Officers, for whom special arrangements already exist for the wearing of uniform) will be granted commissions in the Special Branch, R.N.V.R. While holding these commissions the officers concerned will be borne on ships' books for time only, and will retain their civil rates of pay and allowances. They will wear the uniform of their rank in the Special Branch, R.N.V.R., as their duties require and as they are directed.

2. Civilian officers of the grades specified in Table II who are appointed for service in these areas will be granted such commissions with prior Admiralty approval only where this is necessitated by the nature of a particular appointment, e.g. subordinate officers in charge of uniformed personnel, subordinate and clerical officers serving in store issuing ships (N.S.I.S., Air I.S., V.S.I.S., A.S.I.S., mine-issuing ships and armament maintenance ships) operating in the Indian and Pacific Oceans.

3. Although subject to the Naval Discipline Act, officers holding these commissions will not be dealt with under that Act for any offences which they may commit. Any offences will be dealt with in accordance with civilian procedure, or, in store, etc. ships, by the master of the vessel, if appropriate.

4. Actual expenses of provision of uniform (including tropical uniform) will be repayable within a maximum of £70, but where the appointment for which the temporary commission is granted is likely to be of short duration officers are expected to restrict the purchase of uniform to the minimum. Civilian officers who, although granted these commissions, are not required to wear uniform regularly in the performance of their duties, will also remain eligible for the civilian outfit gratuities authorized by A.F.O. 4331/44.

5. The relative ranks for this purpose are shown in Tables I and II. The highest rank in the Special Branch, R.N.V.R., which will be granted is that of Captain. The ranks shown will generally be adhered to unless inappropriate for such a reason as the comparative youth of the officer concerned, when a lower rank will be granted. Where a civilian officer has already, by Admiralty direction, been granted a higher rank than that shown in the subjoined tables of equivalents, he will retain his present rank as a personal arrangement.

TABLE I

Admiralty Civilian Personnel

	<i>Equivalent Naval Rank</i>
Officers holding appointment as Assistant Director and above, including Superintending Civil Engineers (Higher Grade) and Superintending Officers in the Store and Supply Departments of Assistant Director status, Chief Scientists, Superintending Scientists, Chief Technical Officers and Temporary Superintending Experimental Officers.	} Captain
Superintending Civil Engineers (Lower Grade), Civil Engineers, Senior Surveyors, Surveyors, Senior Surveyors of Lands, Surveyors of Lands and equivalent Temporary grades (including Temporary Superintending Civil Engineers); Superintending Naval Store, Superintending Victualling Store and Senior Armament Supply Officers; Naval Store, Victualling Store and Armament Supply Officers; Civil Secretaries or Cashiers (Senior Accounts Officers); Expense Accounts Officers; Principal Scientific Officers; Principal Technical Officers; Principal Chemists, Temporary Principal Experimental Officers.	} Commander
Assistant Civil Engineers, Assistant Surveyors, Assistant Surveyors of Lands and equivalent Temporary grades of eight years' seniority; Deputy Store and Supply Officers; Deputy Cashiers; Deputy Expense Accounts Officers; Senior Temporary Assistants; Temporary Senior Technical Advisers; Technical Examining Officers and Temporary Technical Examining Officers; Senior Foremen of Yard, Senior Foremen of Engineer Branch; Senior Foremen of Factory; Senior Technical Assistants (Naval Store Dept.); Chief Technical Officers (M/T) (Naval Store Dept.); Senior Scientific Officers; Senior Technical Officers; Senior Chemists; Temporary Senior Experimental Officers; Scientific Officers, Technical Officers and Chemists on or over the salary point of £580; Temporary Experimental Officers on or over the salary point of £550; Superintending Pharmacists.	} Lieutenant Commander
Assistant Civil Engineers, Assistant Surveyors, Assistant Surveyors of Lands and equivalent Temporary grades of less than eight years' seniority; Assistant Store and Supply Officers; Assistant Cashiers; Assistant Expense Accounts Officers; Temporary Assistants; Temporary Technical Advisers; Assistant Technical Examining Officers and Temporary Assistant Technical Examining Officers, Cartographers (including Temporary Cartographers); Scientific Officers, Technical Officers and Chemists below salary point of £580; Temporary Experimental Officers below salary point of £550.	} Lieutenant

TABLE II

Admiralty Civilian Personnel

	<i>Equivalent Naval Rank</i>
Assistants I, Temporary Experimental Assistants I, Principal Artificers; Architectural and Civil Engineering Assistants, Grade I; General Foremen of Works; Senior Foremen of Works; Senior Pharmacists and Temporary Senior Pharmacists; Foremen and Temporary Foremen of Branches and Trades (Dockyard Professional Departments); Foremen of Factory; Foremen of Fitters (Torpedo Depots); Senior Foremen and Foremen of Laboratory; Principal and Senior Foremen of Storehouses; Inspecting Officers (Naval Store-keeping); Senior Chart Depot Assistants (as Chart Supply Officers); Works Supervisors, Grades I, II and III (Hydrographic Department); Surveyors of Food Supplies; Meat Inspectors and Temporary Meat Inspectors; Foremen of Wharf; Technical Officers (M/T) and Temporary Technical Officers (M/T) (Naval Store Department); Departmental Higher Clerical Officers.	} Lieutenant

TABLE II—contd.

Equivalent
Naval Rank

Admiralty Civilian Personnel

Inspectors and Temporary Inspectors of Trades and First Class Draughtsmen (Dockyard Professional Departments); Architectural and Civil Engineering Assistants, Grades II and III, Temporary Architectural and Civil Engineering Assistants; Assistants II and III, Temporary Experimental Assistants II and III, Senior Artificers, Artificers; Foremen of Works and Temporary Foremen of Works; Temporary Technical Assistants; Pharmacists and Temporary Pharmacists; Assistant Foremen of Factory; Inspectors of Fitters (Torpedo Depots); Assistant Foremen and Temporary Assistant Foremen of Laboratory; First Class, Second Class and Temporary Hydrographic Draughtsmen; Foremen of Storehouses; Inspectors and Temporary Inspectors of Storehousemen; Assistant Inspecting Officers (Naval Store-keeping); Assistant Foremen and Temporary Assistant Foremen of Storehouses; Refrigerating Engineers and Temporary Refrigerating Engineers; Leading Men of Wharf and Coopers; Foremen of Shipping (Armament Supply Department); Senior and Junior Chart Depot Assistants; Works Supervisors, Grade IV (Hydrographic Department); Leading Measurers and Recorders; Departmental Clerical Officers; Temporary Clerical Officers (Foreign Service); Senior Pensioner Clerks and Pensioner Clerks.

Sub-Lieutenant

(C.A.F.O. 1846/43 and A.F.O. 4331/44.)

(C.A.F.O. 487/44 is cancelled.)

376.—Instructional Film "The Type 6, Mark II, Gyro Gunsight"
(Serial No. A.145)

(G.D. 01002/44.—25 Jan. 1945.)

An Instructional Film "The Type 6, Mark II, Gyro Gunsight" (Serial No. A.145) has been made by Messrs. Technicolor in collaboration with H.M.S. "Excellent."

2. The film, which is in three reels, takes about 20 minutes to show, and is designed to teach the operation of the sight to any rating who is required to use it.

3. The theory, construction and internal working of the sight are not covered.

4. The film has been made before any sea experience in the use of this sight has been gained, in order that a means of teaching its operation may be available before fitting.

5. The drill laid down for its use is based on considerable experience of the sight during trials by Naval personnel. If alterations are found to be necessary, suggestions should be forwarded through administrative authorities with copy to the Captain, H.M.S. "Excellent."

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

Type 6 Gyro Gunsight Film Distribution

Film Libraries (vide A.F.O. 5377/44, para. 107)	35 mm.		16 mm. (vide A.F.O. 32/44, para. 2).	
	1st Priority.	2nd Priority.		
Scapa—				
C.-in-C., H.F.	1	1	} 10	
Com. (D), H.F.	1	-		
Northern A.A. Range	1	-		
A.C.O.S.	-	1		
D.E.M.S. Training Centre, Lyness	-	1		

Film Libraries
(vide A.F.O. 5377/44, para. 107)

35 mm. 16 mm. (vide
1st 2nd A.F.O. 32/44,
Priority. Priority. para. 2).

Liverpool—				
H.M.S. "Queen Charlotte"	1	1	} 6	
Capt. (D), Liverpool	1	-		
C.-in-C., Western Approaches	-	1		
H.M.S. "Wellesley" (for D.E.M.S.)	1	-		
D.E.M.S. Training Centre, Liverpool	1	-		
Chatham—				
R.N. Gunnery School, Chatham	1	1	} 6	
A.A. Range, Barton's Point	1	-		
C.-in-C., Nore	1	1		
D.E.M.S. Training Centre, Grimsby	-	1		
D.E.M.S. Training Centre, Hull	1	-		
Portsmouth—				
H.M.S. "Excellent"	1	1	} 6	
A.A. Range, Eastney	1	1		
C.-in-C., Portsmouth	1	1		
Devonport—				
H.M. Gunnery School, Devonport	1	1	} 6	
A.A. Range, Breakwater Fort	1	-		
C.-in-C., Plymouth	1	1		
H.M.S. "Flying Fox" (for D.E.M.S.)	1	-		
D.E.M.S. Training Centre, Cardiff	1	-		
D.E.M.S. Training Centre, Falmouth	-	1		
Rosyth—				
C.-in-C., Rosyth	1	-	} 6	
D.E.M.S. Training Centre, Middlesbrough	-	1		
D.E.M.S. Training Centre, Newcastle	1	-		
D.E.M.S. Training Centre, Aberdeen	-	1		
D.E.M.S. Training Centre, Leith	-	1		
London—				
H.M.S. "Chrysanthemum" (for D.E.M.S.)	1	-		
Greenock—				
Cdre., Western Isles	-	1	} 6	
H.M.S. "Dinosaur"	1	-		
D.E.M.S. Training Centre, Glasgow	1	-		
D.E.M.S. Training Centre, Greenock	-	1		
Londonderry—				
Cdre. (D), Londonderry	1	1	} 6	
D.E.M.S. Training Centre, Belfast	1	-		
Malta—				
C.-in-C., Mediterranean	1	2	} 15	
V.A., Malta	1	2		
Gibraltar—				
F.O.G.M.A.	1	-		5
Alexandria—				
F.O.L.E.M.	-	1		6
Colombo—				
C.-in-C., East Indies Station	1	2	} 10	
F.O., Ceylon	2	1		
Cdre., Aden	1	-		3
Captain, E.I.E.	1	-		-
S.O.R.N.E. (I)	1	2		-
F.O.E.A.	1	-		3
F.O.C.R.I.N.	-	1		5
H.M.I.S. "Himalaya"	1	-		-

Film Libraries (vide A.F.O. 5377/44, para. 10)	35 mm.		16 mm. (vide A.F.O. 32/44 para. 2).
	1st Priority.	2nd Priority.	
F.O.B.	—	2	—
C.-in-C., British Pacific Fleet	2	4	8
V.A. (Q), British Pacific Fleet	2	2	6
C.-in-C., South Atlantic	—	1	3
F.O.C., West Africa	—	—	3
A.C.N.B.	1	3	2
N.S.H.Q.	2	2	2
N.Z.N.B.	1	1	2
B.A.D.	—	1	2

Issue to Ships.—As a 3rd priority, one copy of the 35-mm. film is to be issued to each of the following ships:—

“Colombo,” “Montclare,” “Tyne,” “Woolwich,” “Greenwich,” “Blenheim,” “Vindictive,” “Wayland,” “Resource,” “Ausonia,” “Artifex,” “Assistance,” “Diligence,” “Unicorn,” New Construction Battleships, Fleet Carriers, Light Fleet Carriers and Cruisers.

(A.F.Os. 32/44 and 5377/44.)

***377.—Honours and Awards—“London Gazette” Supplement of
16th January, 1945**

(H. & A.—25 Jan. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

16th January, 1945.

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

Temporary Lieutenant James Joseph Dymoke-Byrne, R.N.R.

for gallantry in rendering safe the first specimen of a German “human torpedo” which ran ashore at Anzio.

Although he had no previous experience in bomb-disposal work, Lieutenant Dymoke-Byrne volunteered for and successfully carried out this hazardous task under direct enemy observation at three miles' range and under imminent threat of artillery fire, well knowing that there was the gravest risk that the torpedo might explode, in which case he would have had no chance of escape from a violent death.

Lieutenant Hugh Baldwynne Lyle Horner, R.M.E.

for gallantry in rescuing the injured occupants of a jeep which had been driven into a minefield.

Although he had no previous experience in dealing with mines, Lieutenant Horner, stabbing for mines with a bayonet, and using bandages for tapes, systematically searched and marked the minefield and rescued the injured men. With no moon, with an air-raid warning, followed by a heavy anti-aircraft barrage, the search, lasting for more than two hours, was carried out with the minimum of torchlight in waist-high corn.

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

Stoker First Class Frederick Ruben Arthur Luck, C/KX.152163

For distinguished services in a most hazardous operation.

Petty Officer Motor Mechanic George Henry Green, C/MX.117431 (Dagenham, Essex)

for skill, enterprise and devotion to duty in saving his craft after it had been flooded by heavy seas.

ADMIRALTY,

Whitehall.

16th January, 1945.

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

For outstanding courage, skill and determination in one of H.M. Submarines in successful patrols in Far Eastern waters:

Bar to the Distinguished Service Order

Commander William Donald Aelian King, D.S.O., D.S.C., R.N. (Chelsea).

The Distinguished Service Cross

Acting Lieutenant-Commander (E) Henry Thompson Meadows, R.N.R.

The Distinguished Service Medal

Chief Petty Officer Ernest Frederick Jerrum, C/JX.158644 (Shoeburyness).

Electrical Artificer Fourth Class William Fisk, C/MX.66109 (Slangynhafal).

Leading Stoker Edwin Fisher, D/KX.103065 (Manchester).

Mention in Despatches

Lieutenant John Henry Newman Pope, R.N. (Edinburgh).

Petty Officer Francis Raymond McGrail, P/JX.132722 (Portsmouth).

Stoker Petty Officer Edward Gray, C/K.63121 (Manchester).

Stoker First Class Joseph Hunt, D/KX.155111 (High Cross).

For undaunted courage, skill and determination in carrying out daring attacks on the German battleship “Tirpitz”.

To be a Companion of the Distinguished Service Order

Captain (Temporary Major) Vernon Beauclerk George Cheesman, M.B.E., R.M. (Horsham).

The Distinguished Service Cross

Acting Lieutenant-Commander (A) Richard Lovelace Bigg-Wither, R.N. (Penbury).

Acting Temporary Lieutenant-Commander (A) Anthony McDonald Garland, R.N.V.R. (Chigwell).

Acting Temporary Lieutenant-Commander (A) Cecil Walker, R.N.V.R. (Sheffield).

Temporary Lieutenant Harold Thomas Palmer, S.A.N.F.(V) (South Africa).

Temporary Lieutenant (A) Ian Hugh MacAlister Gunn, R.N.V.R. (Hampstead).

Temporary Lieutenant (A) Frank Leavesley Jones, R.N.V.R. (Leicester).

Temporary Lieutenant (A) Dennis Levitt, R.N.V.R. (Ferryhill).

Temporary Lieutenant (A) Desmond Gilbert John Wilkey, R.N.V.R. (Bristol).

Temporary Sub-Lieutenant (A) Christopher Reginald Cartledge, R.N.V.R. (Richmond).

Temporary Sub-Lieutenant (A) Peter Harold Mogridge, R.N.V.R.

Temporary Sub-Lieutenant (A) Derek Morten, R.N.Z.N.V.R. (Christchurch, N.Z.).

Temporary Sub-Lieutenant (A) William Percy, R.N.Z.N.V.R.

The Distinguished Service Medal

Acting Temporary Petty Officer Airman Sam Dunn, FAA/FX.89335 (Woodlesford).

Mention in Despatches (Posthumous)

Temporary Acting Lieutenant-Commander (A) Archibald Ronald Richardson, R.N.Z.N.V.R. (Esher).

Temporary Sub-Lieutenant (A) Andrew George Cannon, R.N.V.R. (Middlesbrough).

Temporary Sub-Lieutenant (A) Hubert Horace Richardson, R.N.V.R. (Headington).

Mention in Despatches

Acting Lieutenant-Commander (A) Alexander John Inman Temple-West, R.N.

Acting Temporary Lieutenant-Commander (A) Bernard Frank Wigginton, D.S.C., R.N.V.R. (London).

Temporary Lieutenant (A) Eric Sydney Arnold Chipperfield, R.N.V.R. (Sale).

Temporary Lieutenant (A) Andrew John Thomson, D.S.C., R.N.V.R. (Boxmoor).

Temporary Lieutenant (A) Frederick Reginald Waddell, R.N.V.R. (Twickenham).

Temporary Lieutenant Robert Hampton Gray, R.C.N.V.R. (Nelson, B.C.).

Temporary Sub-Lieutenant (A) Francis William Benskin, R.N.V.R. (Harringay).

Temporary Sub-Lieutenant (A) John Howard French, R.N.V.R. (Cirencester).

Temporary Sub-Lieutenant (A) William George Gibson, R.N.V.R. (Handsworth).

Temporary Sub-Lieutenant (A) Lachlan Mackinnon, R.N.V.R. (Isle of Isan).
 Temporary Sub-Lieutenant (A) Leslie Alan Maitland, R.N.V.R. (Walton-on-Thames)
 Temporary Sub-Lieutenant (A) Ian Henry Forster Martin, R.N.V.R. (Banwell).
 Temporary Sub-Lieutenant (A) Richard Henry Reynolds, R.N.V.R. (Cambridge).
 Temporary Sub-Lieutenant (A) James Finlay Ross, R.C.N.V.R. (Truro, N.S.).
 Temporary Sub-Lieutenant (A) Walter Thomson, R.N.V.R.

For courage, resolution and skill while serving in H.M. Ships "Louis" and "Duckworth" in anti-U-Boat operations:

The Distinguished Service Cross

Commander Lewis Bernard Alexander Majendie, R.N. (Ret.) (Lee-on-Solent).
 Lieutenant Andrew Malcolm Seymour, R.N. (Fareham).

The Distinguished Service Medal

Able Seaman Frank Alfred Woolley, P/JX.217328 (Ilkeston).

Mention in Despatches

Commander Ronald George Mills, D.S.O., D.S.C., R.N. (Farnham Royal).
 Lieutenant Peter Sydney Wilson, R.N. (Newcastle-on-Tyne).
 Engine Room Artificer Third Class Donald Charles Studley, P/MX.56691 (Maidenhead).
 Petty Officer George Kelly, P/JX.131642 (Basingstoke).
 Petty Officer Charles Thomas Southwell, P/JX.129976 (Portsmouth).
 Electrical Artificer Fourth Class Reginald Jack Smith, P/MX.78766 (Swindon).
 Able Seaman Peter Stanley Tidy, P/JX.387451 (Henfield).

For outstanding gallantry and skill in actions in Light Coastal Craft:

Second Bar to the Distinguished Service Cross

Acting Temporary Lieutenant-Commander Thomas Nelson Cartwright, D.S.C., R.N.V.R. (Nottingham).

The Distinguished Service Cross

Temporary Lieutenant Richard William Ball, R.N.V.R. (Sanderstead).
 Temporary Lieutenant Arthur Harold Clayton, R.N.V.R. (Ickenham).
 Temporary Lieutenant Peter Magnus, R.N.V.R. (Roxwell).
 Temporary Lieutenant Basil Henry Cuthbert Robinson, R.N.V.R. (Bournemouth).
 Temporary Lieutenant Frederick Peter Standley, R.N.V.R. (Wyndham).
 Temporary Lieutenant Jack Nelson Wise, R.N.V.R. (Leigh-on-Sea).
 Temporary Lieutenant Ross Campbell, R.C.N.V.R. (Toronto).

The Distinguished Service Medal

Acting Chief Motor Mechanic Fourth Class Bernard Eden Holmes, P/MX.125149 (Liverpool).

Petty Officer Gordon Alfred Charles Stevens, D/JX.141143 (Weymouth).
 Acting Petty Officer Claud Reginald Osborne, C/JX.144204 (Newmarket).
 Petty Officer Motor Mechanic John Thompson, P/MX.79440.
 Leading Telegraphist James William Pearson, P/JX.153914 (Newport).
 Able Seaman Raymond Horace Benham, C/JX.300253 (Lichfield).
 Able Seaman Gordon Jack Boatman, C/JX.406376.
 Able Seaman Denis Dynes, P/SSX.20881 (Bedlington).
 Able Seaman William French Greatbatch, P/JX.176929 (Tamworth).
 Able Seaman Eric George Hall, P/JX.427177 (Hendon).
 Able Seaman Edward Cyril George Musk, C/JX.369921 (Enfield Lock).
 Acting Able Seaman Eric Dresser, D/JX.568244 (Armsley).
 Ordinary Seaman Howell Eric Jones, C/JX.567755 (Festiniog).
 Ordinary Seaman Kenneth Morgan, C/JX.655374 (Castleford).
 Ordinary Seaman George Smith, C/JX.556479 (High Wycombe).

Mention in Despatches

Acting Temporary Lieutenant-Commander John Hartly Hodder, D.S.C., R.N.V.R. (Clifton).

Temporary Lieutenant John Nigel Allen Buckmaster, R.N.V.R. (London, W.8).
 Temporary Lieutenant Paul Dudley Watkins, R.N.V.R. (Holywell).
 Temporary Lieutenant Maurice Nigel Wayman, R.N.V.R. (Hastings).
 Temporary Sub-Lieutenant Claude William Cox, R.N.V.R.
 Petty Officer Eric Roy Carter, D/JX.144540 (Bath).
 Petty Officer Alfred Peter Dawkins, D.S.M., P/JX.608221 (Portsmouth).

Petty Officer Motor Mechanic John Austin Martin, P/MX.503852 (Woking).
 Acting Temporary Leading Seaman Arthur Henry, D/SSX.24596 (Manchester).
 Able Seaman Ronald Charles Sydney Burgess, P/JX.292203 (Hastings).
 Able Seaman John Martin, D/JX.284659 (Bury).
 Able Seaman Arthur Webb, C/JX.376400 (Battersea).
 Able Seaman Allan William Francis White, C/JX.300485 (Southend-on-Sea).
 Able Seaman Arthur Ernest Wood, D/JX.604596 (Norwich).
 Acting Able Seaman William Edward Stead, C/JX.391592 (Ramsgate).
 Telegraphist John McFeat Lyall, D/JX.146731 (Swansea).
 Stoker First Class Edgar Francis James Harris, D/KX.135870 (Aller).
 Seaman John Campbell, D/X.9922B (Stornoway).

For gallantry and skill in minesweeping operations off the coast of France:

The Distinguished Service Cross

Temporary Lieutenant William MacMurray Dougall, R.N.V.R.

The Distinguished Service Medal

Chief Engineman George Edward Galloway, LT/KX.110524.
 Second Hand David Reid Hughes, LT/JX.199029.
 Petty Officer John Henry Coram, LT/JX.198787.
 Leading Wireman Percy James Chilvers, C/MX.63559.

Mention in Despatches

Temporary Lieutenant Richard Edward Hannaford, R.N.V.R.
 Temporary Lieutenant Desmond McGrath, R.N.V.R.
 Temporary Lieutenant Arthur Leonard Mulcare, D.S.C., R.N.V.R.
 Acting Temporary Skipper Lieutenant Ambrose Ernest Fisher, R.N.R.
 Acting Temporary Skipper Lieutenant Thomas Henry Spall, D.S.C., R.N.R.
 Chief Engineman Gerard Christians, LT/KX.109929.
 Chief Engineman Joseph Gregson, LT/KX.105725.
 Chief Engineman James Simpson Hamilton, LT/KX.101232
 Chief Engineman Alexander Young, LT/2035V.
 Acting Chief Engineman Frank William Strudwick, LT/KX.124868.
 Petty Officer Wireman Reginald Alexander Hope, C/MX.63939.
 Engineman William James Gowen, LT/KX.115387.
 Leading Seaman Robert Fountain, LT/JX.242462.
 Leading Seaman Robert George Thompson, LT/JX.202232.
 Leading Wireman Douglas Arthur Coombs, C/MX.65233.
 Signalman Robert Colquhoun, LT/JX.201830.
 Signalman Alan Wardley, LT/JX.247338.

For gallantry and devotion to duty in operations leading to the capture of Calais and Zeebrugge:

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander David Law, G.M., R.N.V.R.
 Temporary Sub-Lieutenant Arthur Frank Swain, R.N.V.R.

For gallantry and distinguished services in the work of mine-clearance in the face of the enemy:

The Distinguished Service Cross

Lieutenant-Commander Leon Verdi Goldsworthy, G.C., G.M., R.A.N.V.R. (E. Perth, Australia).

The Distinguished Service Medal

Leading Seaman George William Jackson, P/JX.131385 (Portsmouth).

Mention in Despatches

Acting Leading Seaman Raymond Harold Smith, P/SSX.21602 (Coventry).
 Able Seaman Arthur McCourt, G.M., C/SSX.29101 (Middlesex).
 Able Seaman John Henry Martin, D.S.M., B.E.M., P/JX.147610 (Liverpool).

For good services and devotion to duty during the landing of Allied Forces on the coast of Normandy

Mention in Despatches

Captain the Honourable Robert Oliver Fitzroy, R.N.
 Lieutenant-Commander James Edward Rickards Wilford, R.N.R.

For gallantry, skill and determination in an attack on enemy shipping off the Norwegian coast :

Bar to the Distinguished Service Cross

Acting Lieutenant-Commander (A) Henry Mosely Ellis, D.S.C., D.F.O., R.N. (Staunton, Gloucestershire).

Mention in Despatches

Acting Lieutenant-Commander (A) Francis Alan Swanton, D.S.C., R.N. (Leamington Spa).

Lieutenant Aian Victor Donaghy, R.N.R. (St. Helens).

Temporary Lieutenant (A) Reginald Walter Elliott, D.S.C., R.N.V.R. (Harrow).

Temporary Lieutenant (A) Robert William Turrall, R.N.V.R. (Wembley).

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations bestowed by King Peter of Jugoslavia for services to the Jugoslav Navy :

Order of the White Eagle V Class

Acting Temporary Electrical Lieutenant-Commander Alexander Fisher, A.M.I.E.E., R.N.V.R.

Temporary Lieutenant William George Rees, R.N.V.R.

The following *amendment* is made to A.F.O. 6361/44 :

For *Mention in Despatches (Posthumous)*

Temporary Chief Yeoman of Signals Kenneth Howard Baker, P/J.114576.

Read The Distinguished Service Medal

Temporary Chief Yeoman of Signals Kenneth Howard Baker, P/J.114576.

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

A.F.O. 4208/44

Mention in Despatches

Temporary Acting Stoker Petty Officer Michael Joseph Kelly, D/KX.918801.

Temporary Acting Stoker Petty Officer Sidney Charles George Millman, D/KX.92127.

A.F.O. 6127/44.

British Empire Medal

Able Seaman Richard Douglas Small, D/JX.173914.

The Distinguished Service Medal

Petty Officer William Stanley Shepherd, D/JX.190534.

Telegraphist James Thomas Rose, P/JX.404477.

Sick Berth Attendant Thomas Elwin Wilson, P/MX.554526.

Able Seaman Charles Francis Chew, P/JX.313145.

Mention in Despatches

Leading Telegraphist Arthur Ralph James Horton, P/J.112038.

Able Seaman Douglas Christopher Sherlock Perkins, D/JX.423262.

Shipwright Fourth Class John Morris French, C/MX.118903.

A.F.O. 6250/44.

Mention in Despatches

Leading Seaman Ronald Ernest Britton, BD/X.1701.

A.F.O. 6361/44.

To be a Companion of the Military Division of the Order of the British Empire

Commander Frank Berthold Tours, R.N.

Mention in Despatches

Lieutenant Cecil Michael Harwood, R.N.

Second Bar to the Distinguished Service Cross

Commander John Bruce Goodenough Temple, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant John Charles Fegen, R.N.V.R.

Temporary Lieutenant John Frazer Richards, R.M.

Mention in Despatches

Temporary Lieutenant John Cleddinning Paterson, R.N.V.R.

Lieutenant (Acting Captain) Edward Jenner Hogg, R.M.

Sergeant Robert Walter Evans, R.M., Ch.24734.

Bandmaster Second Class Leonard Harry Gardner, R.M.B.X.321.

A.F.O. 6799/44.

The Military Cross

Temporary Lieutenant Thomas Thomas, S.A.U.D.F.

The Military Medal

Marine (Acting Temporary Sergeant) Harry Horsfield, R.M., Po.X.115384.

Corporal (Temporary) Charles Kelly Bryce, R.M., Ch.X.101818.

A.F.O. 21/45.

The Distinguished Service Cross

Temporary Lieutenant Frederick James, R.N.V.R.

378.—Inoculation Against Plague

(M.D.G. 1478/45.—25 Jan. 1945.)

All personnel proceeding to Haifa by land, sea or air should be inoculated against plague unless they have been so inoculated within 6 months.

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

(C.W.54028/44.—25 Jan. 1945.)

The Board of Admiralty have selected the following officers to transfer to permanent commissions in the Royal Navy under A.F.O. 2304/44 subject to medical fitness :—

Lieutenant R.N. (A)

<i>Name</i>	<i>Ship</i>	<i>R.N. Rank and Seniority</i>
A. Aitken, Act. Lt.-Cdr. (A)	"Implacable" ...	Act. Lt., 25 Nov., 1939
G. C. Baldwin, Act. Lt.-Cdr. (A).	"Attacker" ...	Act. Lt., 13 Jan., 1942
J. N. Ball, Act. Lt.-Cdr. (A).	"Nairana" ...	Act. Lt., 10 June, 1939
R. D. B. Birch, Act. Lt.-Cdr. (A).	"Venerable" ...	Act. Lt., 29 Mar., 1941
R. E. Bradshaw, Act. Lt.-Cdr. (A).	"Ukussa" ...	Act. Lt., 10 Dec., 1941
H. G. K. Bramah ...	"President" (D.A.C.R.)	Act. Lt., 13 July, 1941
P. C. Brooker, Act. Lt.-Cdr. (A).	"Condor" ...	Lt. 10 Feb., 1942
E. G. Brown, Act. Lt.-Cdr. (A).	"Ameer" ...	Act. Lt., 14 Mar., 1941
P. M. Compston, Act. Lt.-Cdr. (A).	"Vengeance" ...	Act. Lt., 28 Feb., 1938
G. H. Creese ...	"Merlin" ...	Lt., 20 June, 1941
A. N. Dixon, Act. Lt.-Cdr. (A).	"Excellent" ...	Act. Lt., 12 Feb., 1941
M. F. Fell, Act. Lt.-Cdr. (A).	"Daedalus" ...	Act. Lt., 12 Feb., 1941
R. M. Fell, Act. Lt.-Cdr. (A).	"Vindex" ...	Act. Lt., 5 May, 1940
D. C. Field, Act. Lt.-Cdr. (A).	"Formidable" ...	Act. Lt., 1 Feb. 1941
J. F. Folger, Act. Lt.-Cdr. (A).	"Shrike" ...	Lt., 23 Dec., 1940,
A. J. B. Forde, Act. Lt.-Cdr. (A).	"Urley" ...	Act. Lt., 10 June, 1941

Lieutenant R.N. (A)

<i>Name.</i>	<i>Ship.</i>	<i>R.N. Rank and Seniority.</i>
J. M. Glaser, Act. Lt.-Cdr. (A).	"Sparrowhawk"	... Lt., 3 October, 1941
J. R. W. Groves, Act. Lt.-Cdr. (A).	"President" (D.A.C.R.)	Lt., 20 February, 1939
H. G. Harris, Act. Lt.-Cdr. (A).	"Indomitable" ...	Act. Lt., 7 April, 1941
B. J. A. Hawkes, Act. Lt.-Cdr. (A).	"Formidable" ...	Act. Lt., 1 November, 1940
P. C. Heath, Act. Lt.-Cdr. (A).	"Ringtail" ...	Act. Lt., 20 April, 1942
P. B. Jackson, Act. Lt.-Cdr. (A).	"Searcher" ...	Act. Lt., 25 November, 1940
C. J. W. Kindell, Act. Lt.-Cdr. (A).	"Campania" ...	Act. Lt., 16 July, 1940
C. B. Lamb, Act. Lt.-Cdr. (A).	"Implacable" ...	Lt.-Cdr., 28 June, 1944
P. T. Lawman, Act. Lt.-Cdr. (A).	"President" (M.A.P.)	Act. Lt., 4 February, 1939
S. P. Luke, Act. Lt.-Cdr. (A).	"Indefatigable" ...	Act. Lt., 17 October, 1940
W. R. J. MacWhirter, Act. Lt.-Cdr. (A).	"Dipper" ...	Act. Lt., 16 July, 1938
C. Murray, Act. Lt.-Cdr. (A).	"Bherunda" ...	Act. Lt., 24 April, 1937
B. H. C. Nation, Act. Lt.-Cdr. (A).	"Gannet" ...	Act. Lt., 1 June, 1941
R. H. H. L. Oliphant, Act. Lt.-Cdr. (A).	"President" (R.N.C.) Greenwich	Act. Lt., 18 July, 1937
C. H. Pain ...	"Condor" ...	Act. Lt., 13 April, 1941
S. M. Paine, Act. Lt.-Cdr. (A).	"Saker" ...	Act. Lt., 4 January, 1940
K. S. Pattisson, Act. Lt.-Cdr. (A).	"Colossus" ...	Lt., 13 September, 1940
D. A. G. Preston, Act. Lt.-Cdr. (A).	"Arbiter" ...	Lt., 28 August, 1940
R. M. Rome ...	"Striker" ...	Act. Lt., 16 July, 1940
H. S. Shaw, Act. Lt.-Cdr. (A).	"Excellent" ...	Act. Lt., 14 February, 1938
L. J. Smith ...	"Garuda" ...	Act. Lt., 28 April, 1940
M. P. G. Smith ...	"Seaborn" ...	Act. Lt., 28 April, 1941
P. R. Spademan, Act. Lt.-Cdr. (A).	"Stalker" ...	Act. Lt., 1 October, 1941
F. Stovin-Bradford, Act. Lt.-Cdr. (A).	"Eaglet" ...	Act. Lt., 1 February, 1941
O. W. Tattersall, Act. Lt.-Cdr. (A).	"Saker" ...	Act. Lt., 15 May, 1941
A. M. Tuke, Act. Lt.-Cdr. (A).	"Peewit" ...	Act. Lt., 10 December, 1941
P. J. Warrington, Act. Lt.-Cdr. (A).	"Goshawk" ...	Lt., 10 August, 1941
P. Winter, Act. Lt.-Cdr.	"Bherunda" ...	Act. Lt., 1 November, 1940
G. R. Woolston ...	"Sparrowhawk" ...	Act. Lt., 3 April, 1941
<i>Lieutenant R.N.R.</i>		
H. P. Allingham, Act. Lt.-Cdr.	"Hunter" ...	Lt., 26 May, 1939
H. D. Barr ...	"Vulture" ...	Lt., 1 September, 1941
C. F. Beddoe ...	"Lanka" ...	Lt., 11 July, 1941
J. N. Devlin ...	"Uproar" ...	Lt., 1 June, 1941
T. E. Fanshawe ...	"Clover" ...	Lt., 22 September, 1940
G. O. Graham ...	"Cavendish" ...	Lt., 11 July, 1940
B. W. K. Hewson ...	"Racehorse" ...	Lt., 17 March, 1942
R. C. S. Hurst ...	"Anson" ...	Lt., 1 November, 1942
J. C. M. Keir ...	"Taff" ...	Lt., 1 December, 1941
Joseph Mason ...	"Gulnare" ...	Act. Lt., 1 February, 1942

Lieutenant R.N.R.

<i>Name.</i>	<i>Ship.</i>	<i>R.N. Rank and Seniority.</i>
D. G. Matthews ...	"Loch Tarbert" ...	Lt., 1 August, 1941
B. W. Meaden ...	"Opportune" ...	Lt., 7 August, 1939
B. J. Parish ...	"Urchin" ...	Lt., 4 June, 1943
R. M. Roberts ...	"Launceston Castle" ...	Lt., 11 January, 1940
K. A. Rowbotham ...	"Whaddon" ...	Lt., 1 March, 1943
F. W. Watson ...	"Havelock" ...	Lt., 1 March, 1943
J. D. Winstanley ...	"Victory" (N.T.J.)	Lt., 1 January, 1943
H. J. Woodward ...	"Evenlode" ...	Lt., 1 September, 1943
<i>Sub-Lieutenant, R.N.R.</i>		
R. S. Browning ...	"Odzani" ...	Lt., 22 June, 1944
T. D. Holden ...	"Mauritius" ...	Act. Lt., 24 August, 1944
A. A. Pearse ...	"Aberdeen" ...	Lt., 9 August, 1944
D. A. Wiltcher ...	"Redoubt" ...	Lt., 8 January, 1944
<i>Lieutenant, R.N.V.R.</i>		
J. Ayton ...	"Tadoussac" ...	Lt., 1 December, 1942
M. Beeching ...	"Victory" (lent "Vernon")	Lt., 24 September, 1941
Sir W. Blunden, Bart. ...	"Corinthian" ...	Lt., 11 July, 1941
E. L. Cook ...	"Carysfort" ...	Lt., 23 October, 1939
D. F. H. Dunn ...	"Rajah" ...	Lt., 25 September, 1939
R. M. Herbert-Smith ...	"President" (D.G.D.)	Lt., 1 March, 1941
H. R. Hewlett, Act. Lt.-Cdr.	"London" ...	Lt., 3 April, 1938
A. Hollman ...	"Excellent" ...	Lt., 1 May, 1943
R. S. S. Ingham ...	"Chelmer" ...	Act. Lt., 1 June, 1941
S. Jenner ...	"Sibyl" ...	Lt., 24 July, 1943
B. I. Johnson ...	"Abercrombie" ...	Lt., 26 April, 1940
F. V. Jones, Act. Lt.-Cdr.	"Nairana" ...	Lt., 11 July, 1941
J. Morison ...	"Copra" ...	Lt., 1 March, 1941
W. Normand ...	"Excellent" ...	Lt., 1 January, 1942
G. H. Peters ...	"Quilliam" ...	Lt., 1 February, 1941
L. A. Pirie ...	"Safari" ...	Lt., 5 February, 1941
J. R. Pritchard ...	"Lancaster" ...	Lt., 1 May, 1938
J. Reynell ...	"Victory" (N.T.J.)	Lt., 1 June, 1942
W. R. Sitwell ...	"Flint Castle" ...	Act. Lt., 2 July, 1940
T. I. G. Sothcott ...	"Ludlow" ...	Lt., 4 April, 1944
R. J. B. Sutton ...	"Drake" (lent "Osprey")	Lt., 1 May, 1943
R. H. Towersey ...	"Braganza" ...	Lt., 30 March, 1942
D. T. Watts ...	"Victory" (lent "Dryad")	Lt., 21 February, 1943
K. Williams, Act. Lt.-Cdr.	"Nile" ...	Act. Lt., 6 March, 1941
<i>Sub-Lieutenant, R.N.V.R.</i>		
M. L. Y. Ainsworth ...	"Bleasdale" ...	Lt., 7 November, 1944
D. N. Hoare ...	"Colossus" ...	Sub-Lt., 28 September, 1943
C. H. R. Wynn ...	"Pytchley" ...	Act. Lt., 4 January, 1945
<i>Lieutenant (A), R.N.V.R.</i>		
J. S. Barnes ...	"Peewit" ...	Act. Lt., 8 March, 1943
G. H. Bates, Act. Lt.-Cdr. (A).	"President" (D.A.W.T.)	Act. Lt., 22 May, 1941
W. A. B. Bland ...	"President" (D.A.W.T.)	Act. Lt., 7 December, 1941
T. L. M. Brander ...	"Heron" ...	Act. Lt., 1 February, 1943
D. Brooks, Act. Lt.-Cdr. (A).	"Peewit" ...	Act. Lt., 1 June, 1942
B. E. Bullivant ...	"Heron" ...	Act. Lt., 1 November, 1942
P. S. Cole ...	"Illustrious" ...	Act. Lt., 26 January, 1943
N. C. M. Cooper ...	"Dipper" ...	Act. Lt., 28 September, 1942
J. L. Crawford ...	"Nightjar" ...	Act. Lt., 1 December, 1942
D. A. Davis ...	"Nightjar" ...	Act. Lt., 1 December, 1942
A. M. Dennis ...	"Urley" ...	Act. Lt., 1 February, 1943
L. P. Dunne, Act. Lt.-Cdr. (A).	"Goshawk" ...	Act. Lt., 6 November, 1942
H. D. Easy ...	"Vulture" ...	Act. Lt., 1 May, 1943

Lieutenant (A), R.N.V.R.

Name	Ship	R.N. Rank and Seniority
L. D. Empson, Act. Lt.-Cdr. (A).	"Vengeance"	Act. Lt., 18 May, 1942
J. R. Godley	"Shrike"	Act. Lt., 1 October, 1942
T. G. Hartshorne	"Daedalus"	Act. Lt., 1 September, 1942
J. M. Henry	"Daedalus"	Act. Lt., 22 October, 1942
D. E. Johnson	"Condor"	Act. Lt., 15 May, 1943
J. C. Kennedy	"Sanderling"	Act. Lt., 1 April, 1943
J. D. Landles	"Nightjar"	Act. Lt., 2 May, 1943
S. S. Laurie	"Condor"	Act. Lt., 6 July, 1942
D. B. Law, Act. Lt.-Cdr. (A).	"Emperor"	Act. Lt., 1 June, 1941
A. C. Lindsay	"Dipper"	Act. Lt., 1 February, 1943
O. S. E. Lloyd	"Heron"	Act. Lt., 1 January, 1943
A. W. R. McLean	"Daedalus"	Act. Lt., 1 July, 1942
S. G. Orr, Act. Lt.-Cdr. (A)	"Dipper"	Act. Lt., 28 August, 1940
J. R. Parrish, Act. Lt.-Cdr. (A).	"Daedalus"	Act. Lt., 1 December, 1941
R. B. Phillips	"Saker"	Act. Lt., 1 November, 1942
C. K. Roberts	"Trumpeter"	Act. Lt., 19 April, 1942
J. D. Sayer	"Blackcap"	Act. Lt., 1 June, 1942
F. G. B. Sheffield, Act. Lt.-Cdr. (A).	"Landrail"	Act. Lt., 1 March, 1942
W. C. Simpson, Act. Lt.-Cdr. (A).	"Vulture"	Act. Lt., 1 March, 1941
R. W. Turrall	"Implacable"	Act. Lt., 1 November, 1942
E. M. Welch	"Slinger"	Act. Lt., 19 May, 1943

Sub-Lieutenant (A) R.N.V.R.

L. J. Baker	"Stalker"	Act. Lt., 7 May, 1944
A. S. Booth	"Illustrious"	Act. Lt., 2 August, 1944
P. S. Brewer	"Landrail"	Sub Lt., 24 December, 1943
D. S. Clarabut, Act. Lt.	"Merganser"	Sub-Lt., 15 September, 1943
R. L. Eveleigh	"Jackdaw"	Act. Lt., 25 October, 1944
S. J. A. Richardson	"Formidable"	Act. Lt., 15 August, 1944
I. G. W. Robertson, Act. Lt.	"Jackdaw"	Act. Lt., 24 September, 1944
W. T. R. Smith	"Pursuer"	Act. Lt., 14 November, 1944
H. L. Taylor	"Ukussa"	Act. Lt., 25 June, 1944

Sub-Lieutenant (A) R.N.Z.N.V.R.

A. S. Anderson	"Venerable"	Act. Lt., 23 December, 1944
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Lieutenant S.A.N.F. (V)

D. G. Carlisle, Act. Lt.-Cdr.	"Vulture"	Act. Lt., 13 July, 1941
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2. Officers will be transferred subject to their physical fitness being in accordance with paragraph 22 of A.F.O. 2304/44 amended as follows: Paragraph (d) Colour Vision Grade I but not to be retested if this has already been done. Manifest hypermetropia should not exceed +2D in either eye. Simple astigmatism must not exceed +1D. Candidates are to be medically examined at one of the larger shore establishments, or in a hospital ship on receipt of this order and the result communicated by signal to Admiralty (C.W. Branch).

3. Officers will be transferred as from 8th January, 1945.

4. Retired pay conditions are not yet settled; until they are promulgated no officer is finally bound to the acceptance of a permanent commission.

5. Officers granted acting higher rank either whilst holding present appointment or on a quasi-permanent basis (A.F.O. 5140/44 and A.F.O. 24/45) shall continue after transfer to hold such rank only while serving in their present appointments, unless subsequently given an appointment carrying higher rank.

6. Officers transferred in acting rank of Lieutenant will continue to receive any increments of pay already earned, but will not be eligible for additional progressive rates until confirmed in rank.

7. Officers not yet in possession of Full Naval Watchkeeping Certificate are to be given every opportunity to obtain one and to receive basic training in navigation, radar, signals and gunnery.

8. The following details are to be communicated to Admiralty (C.W. Branch) :—

- Date and place of birth.
 - Name and profession of father.
- And in addition, if married :—
- Date and place of marriage.
 - Maiden name of wife.

9. Certain officers whose names do not appear above have been noted for consideration under possible future schemes of transfer to permanent R.N. commissions and these will be notified individually.

(A.G.M. 198A is cancelled.)

(A.F.Os. 2304/44, 5140/44 and 24/45.)

380.—Political Facilities—Members of and Candidates for Parliament in the R.N. and R.M.

(N.L. 5475/44.—25 Jan. 1945.)

With reference to the facilities which are to be given to Naval and Royal Marine officers and ratings and Royal Marine other ranks who are, or who desire to become, members of or prospective candidates for the Parliaments of the United Kingdom or Northern Ireland, Their Lordships have decided that during the continuance of the present emergency with a view to simplifying the procedure to be followed, K.R. & A.I., Article 17a shall be modified to the extent stated below.

2. *Preliminary steps.*—An officer or man who wishes to stand for Parliament is to inform his Commanding Officer or other appropriate superior authority in order that any application which he may subsequently make for special facilities may be recognized. He may thereafter correspond with a party organization, attend selection committees, and take such other steps as may be necessary to secure his adoption as a prospective candidate or as a candidate. He may not, however, at that stage address a meeting open to the general public or otherwise give publicity to his intentions either in speeches or writing.

3. *Prospective candidates.*—As soon as an officer or man has been formally adopted as a prospective candidate for a constituency, he is to inform his Commanding Officer or other appropriate superior authority and furnish documentary evidence that he has been so adopted either in the form of a letter from the central organization of the political party with which he is associated, signifying his adoption for a particular constituency, or, failing that, in the form of a declaration signed by at least three residents in his constituency, who should give their addresses as stated on their National Registration Cards. On the production of this evidence, his Commanding Officer or other superior authority will authorize him to allow his adoption to be publicly announced and thereafter while he remains a prospective candidate he may, in the constituency only, canvass, address public meetings and publish messages in the Press. He may on no account wear uniform while at political meetings, while canvassing or while appearing in public on any occasion connected with his candidature.

4. For the purposes allowed in paragraphs 2 and 3 above, leave on full pay may be granted subject to the exigencies of the service. In the case of individuals serving abroad, no special facilities can be granted for return to the United Kingdom, except that when an election is pending in a constituency for which an officer or man has been formally adopted as a prospective candidate he will, in the case of an officer, be discharged to the United Kingdom and, in the case of a rating or Royal Marine other rank, be drafted to his home depot if he so desires and if the means of transport available will enable him to reach the United Kingdom in time for the election. An application by an officer or man to return to the U.K. in these circumstances should be made through the usual channels and should be forwarded to the Admiralty by signal.

5. *Candidates.*—With effect from (and including) the date on which a candidate for Parliament is nominated as such in connection with a forthcoming by-election or election, he will, as appropriate, be placed on unpaid leave, reverted to the

retired or emergency list or temporarily released* until (and including) the day of the declaration of the poll. During that period he will be free to undertake political activities in his constituency and elsewhere, but will not be entitled to wear his uniform. A candidate abroad should, subject to the same conditions as are set out in paragraph 4 above, be given facilities to return to the United Kingdom if action under that paragraph has not already been taken. Where a candidate returns from abroad either under paragraph 4 or under this paragraph, his discharge to unpaid leave, inclusion in the retired or emergency list, or temporary release, as the case may be, will take effect from the date of his arrival in the United Kingdom.

6. *Rejoining for duty—Restoration of pay.*—If a candidate is elected it will rest with him to decide immediately whether :—

- (a) he will return forthwith to Naval service; or
- (b) his Parliamentary duties require a continuance of his release.

He is to notify his decision direct to the Admiralty.

If his decision is as in (a) above, he is, in the case of a rating or Royal Marine other rank, to return immediately to his home depot or R.M. headquarters. In the case of an officer he will receive instructions as to his further appointment. Pay will be restored from the date on which the notification of his decision is received at the Admiralty.

If a successful candidate's decision is as in (b) above, he will remain on unpaid leave on the retired or emergency list, or continue to be temporarily released* as the case may be.

If a candidate is not elected he is to inform the Admiralty direct immediately, and in the case of a rating or Royal Marine other rank is forthwith to return to his home depot or R.M. headquarters. Officers, after notifying the Admiralty, should await further instructions.

7. *Members of Parliament serving in a Naval Appointment.*—(i) Subject to the exigencies of the service, a Member of Parliament may be given leave on full pay for the purpose of his addressing a public meeting in his own constituency or elsewhere. When so doing he may at his discretion wear either uniform or plain clothes.

(ii) Leave to attend Parliament and to visit his own constituency in connection with his Parliamentary duties may be granted. Special leave granted to individuals under the above circumstances should not prejudice in any way any leave which would ordinarily be granted to them.

(iii) A Member of Parliament serving with the Navy or Royal Marines may at any time exercise the choice referred to in paragraph 6 above, viz. whether to continue serving or to obtain his release from his naval duties. His application for release should be made through the proper channels to the Admiralty. Similarly, a Member of Parliament who has been released from naval duties may at any time apply to the Admiralty for permission to return to duty.

(iv) If there is a dissolution and a released Member of Parliament either does not intend to seek re-election or fails to secure re-election, or if a released Member of Parliament otherwise vacates his seat, he should at once report to the Admiralty for instructions.

8. The name of any officer or man who has intimated under paragraph 2 above that he wishes to stand for Parliament is to be forwarded immediately to the Admiralty with further reports at the stages mentioned in paragraphs 3, 5 and 6. The prior sanction of the Admiralty is not necessary. An individual who is already a prospective candidate of a constituency at the time of joining the Navy, should inform his commanding officer who should make reports accordingly as above through the proper channels to the Admiralty. Any application by such a person for special facilities should be dealt with as in paragraphs 3-5 above.

9. In the case of candidature for election to the legislature of a Dominion or Colony, the above rules will apply with such modifications as may be necessary to suit local conditions.

10. Officers and ratings and Royal Marine other ranks availing themselves of the facilities offered in this A.F.O. should bear in mind their obligations as members of the fighting forces and should exercise due discretion in addressing public meetings, canvassing or sending messages for publication or otherwise taking part in political activities and when applying for special leave.

11. The facilities granted in this A.F.O. apply equally to officers and ratings in the Women's Royal Naval Service.

12. The instructions contained in this A.F.O. will be modified in certain respects in regard to the forthcoming General Election. Separate instructions on this subject will be issued in due course.

**Note.*—The period during which a person is placed on unpaid leave or reverted to the Retired or Emergency List or temporarily released under the provisions of this A.F.O. will not count as service for paid time promotion, increase of pay for length of service, retired pay, service gratuity, or pension and he will not be entitled to pay or allowances during this period.

(K.R. and A.I., Article 17a.)

(A.F.Os. 2521/39, 6077/43 and 1931/44 are cancelled.)

381.—Q.A.R.N.N.S. (Reserve)—Sick Leave

(C.E. 21152/44.—25 Jan. 1945.)

Members of the Queen Alexandra's R.N. Nursing Service Reserve are to be granted, with effect from the 15th October, 1944, the revised sick leave conditions applicable to Retired, Reserve and Emergency officers, etc., under the provision of A.F.O. 5731/44.

(A.F.O. 3109/42 is cancelled.)

382.—Royal Marines—Ranks Discharged from H.M. Ships and R.N. Establishments to R.M. Units Borne on the Books of Home Base Ledger Office

(R.M. 856/32/44.A.3.—25 Jan. 1945.)

All Commanding Officers of H.M. ships and Royal Naval establishments are to forward to the Officer Commanding, Home Base Ledger Office, on the day personnel move, copies of nominal lists (in duplicate) of Royal Marine ranks and Naval ratings discharged to books of H.B.L.O. showing the R.M. unit to which discharged and date of "ending" in H.M. ship, etc.

*383.—Transfer to Cook Branch of Men with previous Experience

(N. 297/45.—25 Jan. 1945.)

Ratings of the following branches who have previous experience as cooks or bakers are invited to transfer to the Cook Branch :—

Ordinary and Able Seamen with a non-substantive rating not higher than 3rd Class, except R.C. and R.P. and S.D. branches.

Stokers, 1st and 2nd Class, without auxiliary watchkeeping certificates.

Ordinary Telegraphists and Telegraphists who have not reached T/O standard. Ordinary Telegraphists (S) and Telegraphists (S) are not eligible.

2. For all candidates, examinations are to be held before transfer, conducted by local examining boards as laid down in A.F.O. 6243/44, paragraphs 79 and 80. Candidates may take the examination for Cook (Section A) or Leading Cook (Section B) under Appendix V to that A.F.O. and are to be selected for the Cook (O) or Cook (S) Branches according to

- (i) suitability; and
- (ii) individual preference.

3. Candidates who were bakers in civil life are to undergo the course for Assistant Cooks (A.F.O. 6243/44, Appendix V, Section A), those abroad being sent to U.K. for this purpose after a preliminary local test in baking to establish their qualifications as a baker. If adequate training facilities are available on the station, however, the course may be given locally.

4. Men who were cooks in civil life and who are suitable for the Cook (S) Branch are, after transfer, to receive training as bakers in battleships, carriers, cruisers and depot ships.

5. On passing the examination men are to be transferred under the following conditions :—

- (a) men holding Able Seaman or equivalent rate who pass the examination for Cook are to be transferred to Cook (O) or Cook (S) on the date of passing;

- (b) men holding Able Seaman or equivalent rate who pass for Leading Cook (O) or (S) are to be transferred as Cook on date of passing and rated Leading Cook (O) or (S) on the following day ;
- (c) men holding "ordinary" rates who pass for Cook are to be transferred to Assistant Cook (O) or (S) and may be advanced to Cook (O) or (S) in accordance with the scale in A.F.O. 6243/44, paragraphs 86 and 87, but not with effect earlier than the day following date of transfer, time in previous branch counting towards service qualification ;
- (d) men holding "ordinary" rates who pass for Leading Cook (O) or (S) are to be transferred as Assistant Cook (O) or (S), rated Cook (O) or (S) on the following day, and rated Leading Cook (O) or (S) after three months' service as cook ;
- (e) men transferred under this scheme who do not pass for Leading Cook before transfer may be advanced to Leading Cook after three months' service as Cook provided they have then passed for Leading Cook. Those who do not pass for Leading Cook within three months of being rated Cook will not be eligible for accelerated advancement to Leading Cook, and their advancement to that rate will be in accordance with the normal regulations.

6. Advancement to Petty Officer Cook (O) or (S) will be by normal regulations, but ratings with considerable civilian experience will be eligible for recommendation for special advancement under A.F.O. 6243/44, paragraph 95.

7. Men who require full training or who fail to pass for Cook are not eligible for transfer under this scheme.

(A.F.O. 6243/44.)

***384.—Royal Naval War Amenities Fund—Donations**

(N./D.P.S. 37/45/W.—25 Jan. 1945.)

The Committee of the R.N. War Amenities Fund acknowledge with thanks the receipt of the following further donations from H.M. ships, Naval bases and establishments, from 1st September to 31st December, 1944 :—

	£	s.	d.
H.M.S. "Adamant"	25	0	0
H.M.S. "Allenby"	50	0	0
H.M.S. "Annet"	2	0	0
H.M.S. "Ariel"	36	12	0
Aultbea B.D. Depot	50	0	0
H.M.S. "Baldur"	450	0	0
R.N. Base, Bari	100	0	0
R.N. Auxiliary Hospital, Barrow Gurney	25	0	0
H.M.S. "Beaufort"	5	0	0
H.M.S. "Cabbala"	10	0	0
H.M.S. "Caroline"	67	16	0
H.M.S. "Cochrane"	100	0	0
H.M.S. "Cockchafer"	2	0	0
H.M.S. "Cormorant"	400	0	0
H.M.S. "Daedalus III"	50	0	0
R.N. Barracks, Dartmouth	10	0	0
R.N. Barracks, Devonport	150	0	0
H.M.S. "Dinosaur II"	200	0	0
H.M.S. "Dundonald II"	25	0	0
R.N. College, Eaton	10	0	0
R.N. Air Station, Eglinton	50	0	0
R.N. Establishment, Ettrickdale House	10	0	0
H.M.S. "Excalibur"	25	0	0
H.M.S. "Excellent"	5	0	0
R.N. Base, Faroes	20	0	0
H.M.S. "Faulkner"	10	0	0
H.M.S. "Ferret"	100	0	0
H.M.Ss. "Forward" and "Aggressive"	100	0	0
H.M.S. "Fossbeck"	10	0	0
H.M.S. "Fox"	50	0	0
R.N. Canteen Fund, Funtingdon Hall	10	0	0

	£	s.	d.
H.M.S. "Ganges"	25	0	0
H.M.S. "Gavotte"	5	0	0
R.N. Canteen Fund, Gibraltar	100	0	0
H.M.S. "Glendower"	50	0	0
H.M.S. "Gosling"	25	0	0
Greenock B.D. Depot	100	0	0
R.N. Base, Greenock	14	0	0
H.M.S. "Gregale"	25	0	0
H.M.S. "Hannibal"	170	0	0
R.N. Base, Harwich	100	0	0
H.M.S. "Hasdrubal"	100	0	0
R.N. Depot, Havant	10	0	0
H.M.S. "Helicon"	50	0	0
Landing Craft Base, Invergordon	108	11	8
M.L.C. Repair Base, Irvine	5	0	0
H.M.S. "Irwell"	50	0	0
H.M.S. "James Cook"	25	0	0
R.N. Cinema Fund, Kirkwall	250	0	0
R.N. Barracks, Lee-on-Solent	100	0	0
H.M.S. "Lochinvar"	50	0	0
H.M.S. "Lucifer"	20	0	0
R.N. Base, Lyness	399	10	3
Lyness R.F.As. and M.F.As. (per A.W.O.)	50	0	0
H.M.S. "Maidstone"	5	0	0
R.N. Air Station, Maydown	20	0	0
H.M.S. "Melita"	2	0	0
H.M.S. "Mentor"	64	15	2
R.N. Base, Methil	20	0	0
White Ensign Club, Milford Haven	60	0	0
R.N. Auxiliary Hospital, Minterne Magna	20	0	0
H.M.S. "Miranda"	20	0	0
Naval Party 100	50	0	0
Naval Party 1500	50	0	0
Naval Party 1503	5	0	0
H.M.S. "Nimrod"	60	0	0
R.N. Rest Camp, Normandy	31	9	0
H.M.S. "Octavia"	6	0	0
R.M. Divisional Institute, Plymouth	100	0	0
R.N. Canteen Fund, Poole	30	0	0
R.N. Canteen Fund, Portland	10	0	0
R.N. Barracks, Portsmouth	100	0	0
H.M.S. "Product"	2	0	0
H.M.S. "Proserpine"	50	0	0
H.M.S. "Pylades"	0	13	0
H.M.Ss. "Pyramus, "Sparrowhawk" and "Fern"	450	0	0
H.M.S. "Queen Charlotte"	50	0	0
H.M.S. "Raven"	20	0	0
H.M.S. "Risor"	7	10	0
R.M. Detachment 375	20	0	0
H.M.S. "Robertson"	15	0	0
H.M.S. "Safeguard"	50	0	0
H.M.S. "St. Angelo"	50	0	0
H.M.S. "St. Mathew"	5	0	0
R.N. Air Station, St. Merryn	10	0	0
H.M.S. "St. Vincent"	10	0	0
R.N. Base, Sandbanks	10	0	0
H.M.S. "Sea Hawk"	20	0	0
H.M.S. "Shrapnel"	100	0	0
R.N. Auxiliary Hospital, Southport	5	0	0
H.M.S. "Squid"	116	13	8
R.N. Starboard Club, Milford Haven	150	0	0
R.N. Air Station, Stretton	25	0	0
H.M.S. "Suntrap"	5	0	0
H.M.S. "Swatso"	2	0	0
H.M.S. "Swiftsure"	10	0	0

	£	s.	d.
R.N. Fleet Club, Taranto	5	0	0
H.M.S. "Tennyson"	50	0	0
H.M.S. "Teviot Bank"	70	0	0
R.N. Quarters, Trebovir Road, London	5	0	0
H.M.S. "Trelawney"	40	0	0
H.M.S. "Valkyrie II"	270	0	0
H.M.S. "Vectis"	100	0	0
H.M.S. "Victor"	3	0	0
W.R.N.S., H.M.S. "Dolphin"	50	0	0
W.R.N.S., Staines	2	0	0

***385.—Sports—R.N. and R.M. Sports Control Board—Donation**

(N.—25 Jan. 1945.)

(Included in Notice Boards Issue only.)

386.—Admiralty Surgeons and Agents

(C.E. 946/45.—25 Jan. 1945.)

The undermentioned appointments as Admiralty Surgeons and Agents have been made:—

Place.	Name.	Address.	Remarks.
Falmouth	Mr. D. R. Harris, M.R.C.S., L.R.C.P.	2, Bank Place, Falmouth, Cornwall. Telephone:— Falmouth 143.	vice Mr. C. B. Lanyon. Temporarily.
Teignmouth	Mr. D. R. W. Burbury, M.R.C.S., L.R.C.P.	The White House, Teignmouth, Devon. Telephone:— Teignmouth 742.	vice Mr. D. R. Kilpatrick.
Lochgilthead and Ardrishaig.	Mr. J. D. McCallum, M.B., Ch.B.	Duneraoibhan, Lochgilthead, Argyll. Telephone:— Lochgilthead 210.	vice Mr. J. J. B. Martin. Temporarily.

(A.F.O. 6244/44.)

***387.—Surgeon and Agent—Ipswich**

(M.D.G. 2069/45.—25 Jan. 1945.)

The treatment of Naval personnel sick on shore at Ipswich will, in future, be carried out by the Medical Officer-in-Charge, R.N. Sick Quarters, Shotley.

***388.—Beer—Supplies on Foreign Stations**

(V. 2/457/45.—25 Jan. 1945.)

The present restrictions on the sale of beer by N.A.A.F.I. to personnel on foreign stations are necessary because the world production of export quality beer is inadequate to meet the greatly increased requirements of the forces overseas. Export beer has to be specially brewed and matured and the principal factors which have prevented the stepping-up of production to keep pace with demand are shortage of labour and materials, both in this country and the Dominions.

2. Some beer is produced locally on certain overseas stations but it is unsuitable for transfer to other stations owing to poor keeping qualities.

3. All practical steps are being taken to increase the production of beer suitable for export at home and in the Dominions and also of local supplies abroad. In arranging for the distribution to the various stations of supplies of export beer, due regard is paid to the quantities available from local production in order to ensure that so far as possible men on all stations share equally in the total supplies available.

389.—W.R.N.S.—Advancement to Petty Officer Cinema Operator

(N. 27119/44.—25 Jan. 1945.)

The following are the regulations for the advancement of Leading Wren Cinema Operators to Petty Officer rate in the cinema branch.

2. Leading Wren cinema operators will be eligible for recommendation for advancement to Petty Officer Wren on forms S.507(W) after six months' service as Leading Wren cinema operator.

Ratings will then be placed on the roster in order of seniority, and this roster is maintained by the Superintendent, W.R.N.S., The Nore.

3. Leading Wren cinema operators who are on the roster will be required, before advancement to Petty Officer, to undergo a two weeks' course at the Cinema School, Chatham, and to pass a qualifying test at the end of that time.

The course will be as follows:—

- Handling, repair, storage and distribution of films.
- Equipment.—Operation of 35 mm. projectors, arc and incandescent 16 mm. projectors, G.B. and Ampro, dome teachers, Knowledge of ordering spares and of maintenance organization.
- General.—Knowledge of all A.F.Os. affecting W.R.N.S. cinema operators. Organization of film programmes.

4. Leading Wren cinema operators at the top of the roster will be called in convenient numbers to take the course as complement vacancies arise or are anticipated. Having passed the examination, they will be advanced to Petty Officer Wren on the date of draft to complement vacancies. Ratings who fail the examination will not be eligible to take the course again for a further six months from the date of failure.

5. Leading Wren cinema operators serving abroad, who would otherwise be eligible by their position on the roster to be called for the above course, will be eligible for advancement to Petty Officer Wren cinema operator without undergoing the course. They will, however, be required to undergo the course as soon as possible after their return to the United Kingdom, and failure to pass the course will entail reversion to Leading rate.

6. Recommendation of ratings should not be withheld because ratings cannot be readily spared, and Commanding Officers must be prepared to release them without reliefs.

7. Petty Officer Wren cinema operators will be allowed in complement as follows:—

- Any film libraries (as listed in A.F.O. 5377/44, paragraph 107), and for any libraries which may be formed subsequently—1 Petty Officer, Assistant to the C.I.F.O.

Any sub-command film libraries within these commands—1 Petty Officer Wren in charge, who should be responsible to the C.I.F.O. of the command concerned.

- Pools of W.R.N.S. cinema operators where there are 6 or more Leading Wrens and Wren cinema operators—1 Petty Officer Wren to be in charge (this is only if the pool is not attached to one of the above-mentioned libraries or sub-libraries).
- In cinema maintenance depots (as listed in A.F.O. 5377/44, paragraph 59) and in any which may be formed subsequently—1 Petty Officer Wren cinema operator, assistant to the C.C.M.O.
- 2 Petty Officer Wren instructors at the R.N. School of Cinema Operators, Chatham.

The first advancements made to fill these vacancies are to be ante-dated to the 1st January, 1945.

8. Leading Wren cinema operators serving with the R.N. Film Unit, Tipnor, and not employed on projection work, and whose names are held by the Superintendent, W.R.N.S., The Nore, are not required to take the qualifying course or examination. They will be advanced from the Cinema Operators' advancement roster, their recommendation on S.507(W) by the Captain, H.M.S. "Excellent,"

being conditional only on qualification by time, and recommendation by the Officer-in-Charge, R.N. Film Section. They will be advanced in their turn, is recommended, to fill authorized numbers after they reach the top of the roster. Such ratings will not be eligible to fill vacancies for Petty Officer Wren cinema operators elsewhere.

9. Suitably qualified W.R.N.S. cinema operators are eligible for consideration for special advancement under the same conditions as apply to male cinema operators.

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

(A.F.O. 5399/44 is cancelled.)

390.—W.R.N.S.—Immobile Wrens—Allowances when Invalidated

(N. 29198/44.—25 Jan. 1945.)

When an immobile rating of the W.R.N.S. is granted 56 days invaliding leave, lodging and provision allowances are to be continued for the maximum period of 30 days allowed by K.R. & A.I., Article 1672, leave allowance not being paid concurrently. Leave allowance is to be credited for the remaining 26 days.

(K.R. & A.I., Article 1672.)

*391.—W.R.N.S.—Notification of Change of Name on Marriage and Next-of-Kin

(C.W. 65837/44.—25 Jan. 1945.)

The following procedure should be followed when changes of name and next-of-kin occur:—

(a) Change of Name on Marriage—

Officers.—Supply Officers are responsible for seeing that a report is rendered in accordance with the principles laid down in K.R. & A.I., Article 932, for Naval Officers. The form of the report is to be as shown in the Appendix to this order. The report is to be rendered in typescript or manuscript in duplicate, the original being forwarded to the Admiralty (Director, W.R.N.S.), and the duplicate to the Superintendent, W.R.N.S., or Senior W.R.N.S. Officer of the Command in which the officer is serving.

In order that such reports may be rendered without delay, W.R.N.S. officers are to report their charge of name and status to their Supply Officers immediately after marriage has taken place.

Ratings.—In accordance with B.R.1081, all W.R.N.S. ratings are now required to produce evidence of their marriage. When an entry is made in the Request and Alterations Book notifying this change of name, a note is to be added "Marriage Certificate seen". On production of this evidence, notation of new surname and effective date is to be made on the Service Certificate and attested by the Commanding Officer. A.F.O. 5630/44, paragraph 7A (iii), relates to the action required by Supply Officers.

(b) Change of Next-of-Kin—

Officers.—In accordance with the terms laid down for Naval personnel in K.R. & A.I., Article 601a, Form S.537a is to be completed by all W.R.N.S. officers annually on 1st June. The return is to be retained in the establishment concerned, a duplicate being forwarded to Director, W.R.N.S. W.R.N.S. officers themselves are responsible for notifying any alterations that may occur in the interim periods. Returns are not necessary on change of establishment only.

Ratings.—Commanding Officers of Naval establishments are reminded that the verification of the address of the nearest relative or friend of all W.R.N.S. ratings is to be undertaken annually on 1st June and noted on their Certificates of Service, see K.R. & A.I., Articles 867 and 605 (12). Superintendents, W.R.N.S., are to be acquainted with any change noted then, or in the interval.

APPENDIX

Report of W.R.N.S. Officer's Marriage

Report of a W.R.N.S. officer's marriage made for the purpose of its being recorded at the Admiralty. To be forwarded by the officer concerned to the Admiralty (Director, W.R.N.S.).

Officer's former name

Officer's Rank.....

Officer's age at the time of marriage

Christian names and surname of her husband at full length

Date of marriage

Place where the ceremony was performed

Names of the officiating clergyman and subscribing witnesses

Signature of the officer

Establishment and ship where serving

(K.R. & A.I., Articles 601a, 605, 867 and 932.)

(A.F.O. 5630/44.)

(A.F.O. 4726/42 is cancelled.)

392.—W.R.N.S. Officers' Training Course—Procedure

(C.W. 33481.—25 Jan. 1945.)

The Officers' Training Course extends for 28 days.

2. W.R.N.S. personnel will be called to the O.T.C. by signal sent to the Commanding Officer concerned, and repeated to the Command Superintendent. In the case of centrally drafted categories, the signal will also be repeated to the appropriate drafting authority.

3. When a signal under paragraph 2 is received, Commanding Officers should confirm with Director, W.R.N.S., that the ratings will attend. Supply Officers should then be informed that they are lent to H.M.S. "Pembroke III" for 28 days' training and the necessary accountant action taken.

4. Each rating should be issued with a travel warrant and expense sheet and should be notified of the instructions outlined in paragraph 5 below.

5. *Instructions.*—(a) Personnel must report by 1700 to New College, Finchley Road, London, N.W.3, and if in difficulty should report immediately to W.R.N.S. Headquarters (Whitehall 9444, Extn. 297).

(b) Week-end leave will be granted as follows: 1st week-end—leave of absence will not be granted; 2nd, 3rd and 4th weeks—leave of absence will be granted from 1200 Saturday, until p.m. Sunday (time of return will be communicated by Superintendent, W.R.N.S. O.T.C.).

Requirements.—(a) Plain clothes will not be needed. All personnel should bring a raincoat, two pairs of shoes, and the necessary underclothing for the course, dressing gown and bedroom slippers.

(b) Personnel wishing to play tennis, squash or hockey, should bring the necessary gear and suitable clothing. Shoes with rubber soles, and shorts, or short skirt and shirts, tunic or "keep fit" dress must be brought for P.T. if possible. Every effort should be made to provide suitable kit.

(c) The following are required: washing and shoe cleaning materials, writing materials for use in lectures, torch and rug.

(d) The following may be brought: musical instruments, hot-water bottles; bathing dresses may be brought during the summer months, but personnel must supply their own towels for this purpose.

(e) All personal possessions to be clearly marked with the owner's name, including luggage, which must be no more than each person can carry herself.

(f) Each person must bring a gas mask.

6. Every Cadet Wren reporting to O.T.C. should bring with her all the articles in her regulation kit which cannot be used on promotion to officer rank (e.g. overcoats, jackets and, where applicable, navy shirts and collars, trousers and cotton flannels).

(A.F.O. 6535/44 is cancelled.)

393.—War Service Grants—Ratings—Returns of Pay

(N. 24787/44.—25 Jan. 1945.)

In order that War Service Grants may be correctly assessed it is necessary that the Ministry of Pensions, who are responsible for these grants, should be in possession of up-to-date information as to a serving member's rate of pay. Accordingly the procedure detailed in the following paragraphs has been introduced.

2. *Cross-check of Current Grants.*—(i) A form W.S.G.181, will be despatched by the Ministry of Pensions, War Service Grants, in connection with every War Service Grant at present in payment in respect of Naval ratings, W.R.N.S. ratings and Royal Marines. These forms will be sent to the Commodores of the appropriate depots, who will transmit them to the Supply Officers responsible for the men's pay. Forms relating to combined operations personnel will be sent direct to the Captain (S), H.M.S. "Copra"; those referring to men in the Royal Marines to the Commandant of the appropriate R.M. Division, and those for personnel in the W.R.N.S. to D.W.R.N.S., Admiralty, London.

(ii) The Supply Officer will make a red-ink notation "W.S.G." with the reference number as indicated on Form W.S.G.181, under the individual's name in the ship's ledger, which marking will be carried from ledger to ledger. A similar notation should be made on all Transfer lists referring to the rating. Part B of the form will then be completed to show current rating and details of pay, and transmitted direct to the Ministry of Pensions, War Service Grants, Lytham St. Anne's, Lancs.

(iii) For the purpose of this form, pay will be shown under three separate headings as follows:—

(a) Consolidated Pay and Allowances reckonable for determining qualifying allotment.

(b) War Service Increment.

(c) Japanese Campaign Pay.

3. *Subsequent Increases in Pay.*—All subsequent increases or decreases in pay, including restoration of pay after previous desertion, detention, etc., in respect of any rating or Marine whose pay account is marked with the symbol "W.S.G." should be reported immediately to the Ministry of Pensions, War Service Grants, by letter in the following terms:—

"Ministry of Pensions,

War Service Grants,

Lytham St. Anne's, Lancs.

Notification of variation in pay in issue where a War Service Grant is being paid.

Name..... Current Rating

Official No. W.S.G. Ref. No.....

Current Pay:—

(a) Consolidated Pay and allowances reckonable for determining qualifying allotment

..... p.d. with effect from

(b) War Service Increment

..... p.d. with effect from

(c) Japanese Campaign Pay

..... p.d. with effect from

(Signed)

Supply Officer.

H.M.S.....

Date.....

The Director of Navy Accounts or Royal Marine Pay Office will notify suspensions due to discharge, desertion, death or missing, on receipt of Allotment Stop Form, S. 54.

4. *Notifications of Future Grants.*—Action similar to that laid down in paragraph 2 above will be taken in future whenever a grant is put into payment for the first time, or is reinstated after cancellation.

5. *Cancellation of Grants.*—Notification of cancellations of grants other than suspensions following desertion, etc., will in future be sent by the Ministry of Pensions, War Service Grants, to the supply officers through the appropriate authority as set out in paragraph 2 (i). On receipt of such a notification the symbol "W.S.G." on the individual pay account should be cancelled, and no further reports of changes in rating or pay should be notified to the Ministry of Pensions, War Service Grants.

(A.F.O. 1078/44.)

*394.—Examination for Warrant Aircraft Officer—August, 1944—Results—REPORTS

(C.W. 65552/44.—25 Jan. 1945.)

The following statement shows the results of the successful candidates at the examination for Warrant Aircraft Officer held in August, 1944.

2. The successful candidates are to be discharged to R.N. Barracks, Lee-on-Solent, forthwith, the dates of their arrival being reported immediately.

3. The advancement of candidates to Acting Warrant rank will be subject to their being physically fit and to their conduct and ability continuing to be satisfactory. Attention is specially called to K.R. & A.I., Articles 306 and 311c (5) and (6).

Name and Rating.	Official Number.	Where Serving.	Provisional Date for Promotion.	Marks.			Average Percentage.
				Paper I. F.A.A. Procedure.	Paper II. Technical or (L) Theory.	Paper III. Technical.	
G. Rosie, Ch.A.A.(O)	FX. 82966	"Excellent"	1st January, 1945	82	79	82	81
E. J. Hunt, Ch.A.A.(O)	FX. 82965	"Vulture"	1st January, 1945	62	80	69	70
H. A. Benner, Ch.A.A.(L)	P/MX. 48003	"Condor"	1st January, 1945	76	53	74	68
A. P. White, Ch.A.A.(L)	P.M. 37945	"Daedalus"	1st January, 1945	61	67	75	68
W. R. S. Wenman, Ch.A.A.(O)	FX. 607812	"Unicorn"	1st January, 1945	69	69	62	67

4. The remaining candidates were unsuccessful and their results will be communicated to them individually.

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

395.—Aircraft Bomb Installations—Universal Bomb Carrier Mark III— Hellcat Aircraft

(G/A.D.P. 1596/43.—25 Jan, 1945.)

Mark 51 carriers are fitted on a number of Hellcat aircraft. These carriers are being replaced by the Avro Mark II carrier, but as an interim measure to enable the carriage of 500-lb. bombs (except the 500 lb. S.C.1), the Universal bomb carrier, Mark III, has been fitted to the existing channel beam under Mod. 778.

2. Where the cast type of beams are concerned Admiralty message 646R applies.

3. The restrictions on catapulting and assisted take off contained in A.F.O. 396/45, do not apply except for the limitations imposed in Admiralty message 611R.

4. Loading of bombs on carriers is effected by either the Pattern 5030 trolley fitted with the adaptors to take smaller diameter bombs or where the carriers have trunnions, Type A or B winches.

Admiralty R. messages 611 and 646.

(A.F.O. 396/45.)

396.—Aircraft—Bombs—Mark 51 Carrier—Servicing Instructions

(G/A.D.P. 1596/43.—25 Jan, 1945.)

Mark 51 carriers are fitted on a number of Hellcat aircraft. These carriers have not proved reliable in service and arrangements have been made to replace them with the Avro type carrier.

2. Until these aircraft have been modified for Avro carriers, the American Mark 51 carrier may be used to take the 1,000-lb. bomb G.P. A.N. M.65 fitted with the U.S. type tail. The carrier is also suitable for this bomb when adapted for British tail fuze and for the 1,000-lb. M.C. bomb, which is not normally supplied from Naval sources.

3. Should it be found essential to use the Mark 51 carrier the following operations are to be carried out :—

(i) Strip the carrier completely down and remove all traces of oil or grease.

This operation is complicated and should only be carried out by experienced ratings, preferably artificers.

(ii) Remove all rough spots or burrs by stoning.

(iii) Smooth the sides of the suspension hooks by stoning and introduce a small radius to the toe of the bomb hook.

(iv) Inspect the inside of the front and rear crutches for a raised line of metal formed during manufacture and which limits the extent of the contact between bomb and crutches. Where found this line should be filed or ground flush.

(v) Assemble the carrier taking particular care that the electric leads are not damaged.

(vi) Test the carrier for satisfactory functioning.

(vii) When loading bombs, if conditions permit, carry out a test release on to the loading trolley.

4. After taking into use, the following procedure is to be carried out :—

(i) Keep the carrier clean and free from oil and grease.

(ii) The rear crutch must always be provided with a sway brace when carrying any store.

(iii) The cocking lever cover plate and screws are liable to shake loose and must be inspected for security after loading.

(iv) Repeat the operations in paragraph 2 above at frequent intervals. The intervals are dependent on the conditions under which the aircraft are operating and the number of releases made. As a general guide the inspections should be repeated after each two drops.

5. Catapulting and assisted take-off are not permissible with the Mark 51 carrier.

6. The solenoids on the Mark 51 carrier are not designed for continuous operation and the maximum time of operation is twenty minutes.

(A.F.O. 4240/44 is cancelled.)

397.—Aircraft—Bombs—Tails, No. 28, Mark I—Modification for Twin Suspension/Vertical Fuzing

(G. 026091/44.—25 Jan. 1945.)

The following modification should be carried out locally on tail units, No. 28, Mark I, for M.C. bombs, 500 lb., Mark VII, when twin suspension in conjunction with vertical fuzeing is to be employed :—

Drill a hole of $\frac{1}{4}$ in. diameter in the collar which seats the clip of the arming vane stop at 180° from the existing hole.

2. This modification will allow the positioning stud of the clip to be accommodated in line with either the single lug or twin lugs of the bomb as required.

398.—Anti-Ship Fire Control—Communications—Fitting of Telephones between Crow's Nest and Compass Platform—As. and As.

Cruisers and Repair Authorities concerned.

(G. 07874/44.—25 Jan. 1945.)

Some cruisers fitted with crow's nests have voicepipe communication to the compass platform. The Commanding Officer of any ship so fitted is to insert an item in his list of approved As. and As., classification "B", "To fit telephone communication (Mark XV) between crow's nest and compass platform in lieu of voicepipe communication"

2. This communication for the above ships supersedes the telephones, Mark XII and X, wired to a Mark XII telephone on the compass platform previously authorized by A.F.O. 130/41.

(A.F.O. 130/41.)

399.—Ammunition—General—Precautions when firing 40-mm, 2-pdr. and 20-mm. Service Ammunition for Practice Purposes

(G.D./N.L. 9124/44.—25 Jan, 1945.)

Occasional prematures occur with 40-mm., Bofors, 2-pdr. and 20-mm. H.E. shell. When these prematures are near the muzzle there is, in certain circumstances, danger of injury to personnel.

2. During practice firings and functioning trials from these weapons when firing service ammunition personnel should be kept as far as practicable :—

(a) Behind a line drawn from the muzzle at 100° to the line of fire.

(b) Behind gunshields or ship's structure so as to be protected from a possible burst occurring along the trajectory, it being taken that fragments from such a burst will not enter the zone behind 100° from the line of fire.

3. Any exposed personnel necessarily outside the safety zones mentioned above (e.g. men at their Action Stations) should wear steel helmets.

400.—Ammunition (Boxes, etc.)—Containers, Cartridge, for Use with 4.7-in. B.L. Flashless Charges

(A.S. 16464/42.—25 Jan. 1945.)

Flashless full charges for 4.7-in. B.L. Mark I guns are too big to fit into No. 65 cases, cartridge.

2. Containers, cartridge, Q.F. 4.7-in. Mark XI guns C.228 fitted with a becket, special stool, and lining, are being issued to ships outfitted with these B.L. cartridges and should be used instead of cases, cartridge, No. 65. Containers modified in this manner will be designated "Container, Cartridge, B.L. 4.7-in." and will be issued on the basis of 10 per gun, except to L.C.G.(L) which are to be supplied on the basis of 70 per gun.

3. No reduction is to be made in the number of cases, cartridge, No. 65 carried except in the case of L.C.G.(L) where all are to be landed.

4. As a temporary expedient a number of containers were fitted with improvised liners and issued to certain ships. These containers should be exchanged for fully modified containers fitted with beackets.

5. Naval Proportion Book will be amended.

6. *R.N. Armament Depots only.*—Arrangement should be made for supply of the additional modified containers to L.C.G.(L)s as soon as local stock permits and for the withdrawal of the Clarkson cases. Demands should be forwarded.

(C.A.F.O. 2698/44.)

(C.A.F.O. 587/43 is cancelled.)

401.—Ammunition—Primers, No. 26, Mark II—R.L. Manufacture, Lots 65-85—Withdrawal—REPORTS

(A.S. 13143/44/B.89.—25 Jan. 1945.)

All primers, percussion, No. 26, Mark II, Lots 65-85 of R.L. manufacture are to be withdrawn from the service. These primers may be found in Q.F. 12-pdr. or Q.F. 4.7-in., Mark V gun cartridges. Commanding Officers of H.M. ships concerned are to arrange for ammunition on board to be examined at the first opportunity and for cartridges containing these primers, with any loose ones on board, to be landed at the nearest Naval Armament Depot and replacements demanded.

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

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

4. R.N.A. depots at home and abroad should examine stocks as soon as possible and arrange for any cartridges containing primers of this description to be re-primed and the displaced primers set aside, together with loose primers in store and any landed by H.M. ships. The number set aside is to be reported to D.A.S., Bath, on the 1st June, 1945.

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

(A.F.O. 5416/44 is cancelled.)

402.—Tubes, Vent, Percussion, 0.4-in., filled earlier than 1938—Withdrawal—REPORTS

(A.S.—25 Jan. 1945.)

All tubes, vent, percussion, 0.4-in., filled earlier than 1938, on board H.M. ships, auxiliary vessels and D.E.M.S. at Home and Abroad, are to be landed as convenient, and tubes filled 1938 or later drawn in lieu.

2. The tubes are used in B.L. 6-in., Marks VII, XI and XVII guns. In Q.F., 4.7-in., Mark V*, and 12-pdr. guns, the tubes are supplied either loose or in tube-group if the cartridges are not fitted with primer No. 26.

3. D.E.M.S. Staff Officers are to arrange as necessary so far as merchant vessels are concerned.

4. *R.N.A. Depots only.*—The quantity of tubes, vent, percussion, 0.4-in., filled earlier than 1938, held in store, should be reported to D.A.S., Admiralty, Bath (B.110), on 1st June, 1945. When the total quantity of tubes involved is known, consideration will be given to disposal of them. Meanwhile, the tubes need not be repaired.

403.—Ammunition—Mortars—Projectiles, Illuminating, No. 1, Mark I*, for Holman Projectors—Dumping

(A.S./CINO. 5904/44.—25 Jan. 1945.)

Any Projectiles, Illuminating, No. 1, Mark I*, on board ship, should be dumped in weighted packages at the first opportunity. Lids of packages should be firmly

secured to prevent the store breaking loose and the packages should be suitably holed to ensure rapid sinking. If this cannot be arranged on board, all Mark I* projectiles should be landed at the nearest R.N. armament depot for dumping similarly as soon as convenient, quoting this Order as authority.

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

404.—Ammunition—20-mm., Hispano, of Canadian Manufacture—Withdrawal

(G. 0943/44.—25 Jan. 1945.)

Twenty-millimetre Hispano ammunition of Canadian manufacture is suspected as being subject to missfires after storage and is not to be used from aircraft guns pending further instructions unless British ammunition is not available or cannot be obtained. The ammunition should be returned to Naval Armament Depots at the earliest opportunity and British ammunition demanded in lieu.

2. Canadian 20-mm. Hispano ammunition can be identified by the base marking D.A.C. followed by a broad arrow. On some cases the broad arrow is superimposed on the letter C, and may cause the marking to be read as D.A.Q.

(Message R.653 is cancelled.)

405.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition—REPORTS

A.S. 05180/42.—25 Jan. 1945.)

All cartridges containing cordite of the following lots and sub-lots on board sea-going ships are to be landed forthwith:—

Lot No.	Size.	Cartridges into which filled.
R.N.2870	4½ M.C.	Q.F., 6 and 3-pdr. Hotchkiss
R.N.2870Y	4½ M.C.	Q.F., 6 and 3-pdr. Hotchkiss
R.N.2872	4½ M.C.	Q.F., 6-pdr. Hotchkiss
R.N.2872Y	4½ M.C.	Q.F., 6-pdr. Hotchkiss
R.N.2877	4½ M.C.	{ Q.F., 6 and 3-pdr. Hotchkiss
		{ M.L., 9.5 in., D.C.T., 4 oz.
R.N.2877Y	4½ M.C.	{ Q.F., 6 and 3-pdr. Hotchkiss
		{ M.L., 9.5 in., D.C.T., 4 oz.

2. At depots, both at home and abroad, cordite in all cartridges so received, together with any in store, is to be destroyed forthwith.

406.—Guns—General—Gun Life—Performance of Time Fuzes in Relation to Muzzle Wear

(G. 023775/44.—25 Jan. 1945.)

Blinds and/or short bursts with time fuzes may be caused by muzzle wear in guns under normal condemning limits.

2. To meet this the term "bad shooting" in paragraph 63, B.R. 1203 is to be taken to include erratic behaviour of fuzes. The effect of this will be that guns in which abnormal blinds and/or short bursts of time fuzes are reported will be measured at the muzzle and provisionally condemned if muzzle wear at one calibre from the muzzle exceeds 1/100 calibre.

3. B.R. 291 will be amended in line with the above.

(B.R. 291 and B.R. 1203.)

407.—Guns—Q.F., U.S., 5-in. 38 Calibre—Bearings, Operating Shaft—Assembly

(A.S. 14614/44.—25 Jan. 1945.)

Jams have been experienced with Q.F., U.S., 5-in. 38 calibre guns, due to incorrect assembly of operating shaft bearings.

2. The bearings which are not interchangeable are plainly marked "R" and "L" and care should be taken that they are assembled in their correct positions.

408.—Guns—Q.F., U.S., 5-in. 38 Calibre—Breech Block Guide Plates

(A.S. 14614/44.—25 Jan. 1945.)

It has been found that Q.F., U.S., 5-in. 38 calibre guns can fire satisfactorily and in safety, with cracked breech block guide plates.

2. Cracked guide plates should, however, be replaced at the first opportunity.

409.—Guns—Q.F., U.S., 5-in. 38 Calibre—Housings and Operating Shafts

(A.S. 14614/44.—25 Jan. 1945.)

The following modification is approved.

<i>Gun</i>	Q.F., U.S., 5-in. 38 calibre.
<i>Part affected</i>	Housing.
<i>Purpose</i>	To prevent sluggish breech action due to rubbing of operating shaft lugs against the housing.
<i>Nature of modification</i>	Approximately 0.005 in. to be scraped from the out-board faces of the housing where rubbing against the operating shaft lugs may occur.
<i>By whom to be done</i>	R.N. Armament Depots.
<i>Degree of urgency</i>	As opportunities offer.

410.—Guns—B.L., 15-in. Mark I—Frames Breech Mechanism—Adjustment

(A.S. 15226/44.—25 Jan. 1945.)

When mating breech mechanisms to B.L. 15-in. Mark I guns, if the top clearance (i.e. the clearance between the carrier and the upper hinge lug of the end frame) is less than 0.02 in., adjustment is to be made by removing metal from the frame, breech mechanism, and not from the carrier.

411.—Guns—Q.F., 25-Pdr., Mark II, Lever, Breech Mechanism—Fitting New Pattern Catch Lever

(A.S./G. 019840/44.—25 Jan. 1945.)

The following modification is approved:—

<i>Gun</i>	Q.F., 25-pdr., Mark II.
<i>Part affected</i>	Lever, breech mechanism.
<i>Purpose</i>	To prevent B.M. lever disengaging and opening at the end of recoil.
<i>Nature of modification</i>	Removal of metal from breech mechanism lever and replacement of present catch lever, Part No. F.L.2437 by new Pattern Part No. F.L.9475. On modification the Part No. of the breech mechanism lever becomes F.L.676A.
<i>Drawing</i>	I.P.N.O.D.3181/2.
<i>New parts required</i>	Catch, levers, Part No. F.L.9475, which should be demanded from Director of Armament Supply, Admiralty, as required, and the replaced levers brought to produce.
<i>By whom to be done</i>	R.N. Armament Depots.
<i>Degree of urgency</i>	In ships—as soon as possible. In store—before issue.

412.—Guns—O.Q.F., 2-pdr., Mark VIII—Maintenance and Adjustment

(G. 025292/44.—25 Jan. 1945.)

The majority of failures in the functioning of O.Q.F., 2-pdr., Mark VIII guns can be attributed to failures to maintain the mechanisms in correct adjustment.

2. *Spare Locks.*—Spare locks should, wherever possible, be used in the guns for which they have been allocated and component locks should be used in their own gun. Although all locks are interchangeable their adjustment for cartridge head space will vary with each gun.

3. *Cartridge Head Space.*—Guns fired with too much head space are liable to cause failures from separation of the fired cartridge case or separation of projectile and cartridge case in the feed box. The cartridge head space adjustment is most important.

4. *Recoil Buffers.*—It is essential that recoil buffer cylinders be kept properly filled with the appropriate liquid, the gun being moved in recoil to expel the air lock, and that they are always examined for this after firings.

5. *Safety Sear.*—The safety sear adjustment must be checked periodically and always when shipping another lock. Spare locks for their appropriate guns should be maintained in their correct sear adjustment for the guns for which they are held available in order that they can be used immediately in action.

6. *Ullage rounds.*—Rounds removed from the locks following unloading should not be re-assembled in belts of ammunition except for last use in emergency, and these should be returned to the R.N.A. Depot when opportunity occurs marked "Ready Use ammunition for replacement".

7. This does not apply to the practice rounds authorized for use in destruction of muzzle covers which may be rebelted if undamaged.

413.—Guns, Machine, Browning 0.50-in. (all Types)—Clearance of Feed Levers

(G. 4613/44.—25 Jan. 1945.)

The following action is to be taken:—

<i>Gun</i>	Browning, 0.50-in. (aircraft and deck).
<i>Parts affected</i>	Breech blocks, feed levers and switch plates.
<i>Purpose</i>	To reduce friction and prevent burring of feed lever guideway in the breech block and switch plates which cause stoppages and broken feed levers.
<i>Action</i>	Examine breech blocks and switch plates for burrs on the guideways. If burrs exist, test by marking, whether the bottom of the feed lever diamond is in contact with feed lever guideways of the breech block or switch plate. If the feed lever is making contact with the breech block, stone down the diamond of the feed lever until clearance is obtained at all points. If the feed lever is making contact with the switch plate only, interchange switch plates until a clearance is obtained. If this is not possible, stone down the feed lever diamond until a clearance is obtained. If the sides of the feed lever guideways at the junction of the breech block and switch plate are burred, excessive rotary movements of the switch plate is occurring. This should be reduced to a minimum by interchanging switch plates and plungers.
<i>By whom to be done</i>	H.M. ships, R.N. air stations, etc.; repair yards and R.D.U.s.; base staffs; R.N. armament depots.
<i>Degree of urgency</i>	(a) <i>Aircraft guns</i> — In service ... At next Group F operation and when exchanging breech block, feed lever or switch plate. At R.N. armament depots. Before issue.
	(b) <i>Deck guns</i> — In service as convenient. At R.N. armament depots. During repair and overhaul only.

414.—Gun Mountings—4-in. S.I.—Modifications to Sights and Training Gear—As. and As.

Submarines

(G. 014936/44.—25 Jan, 1945.)

Item numbers T Class 574, S Class 570, Minelayer Class 532. Classification "A".

2. It has been reported that :—

(i) The existing knob on the trainer's handwheel is too small to allow the trainer a proper grip, particularly when training the mounting through large angles.

(ii) The time required for shipping the telescopes would be reduced if the holders were made to move together, as in the 3-in., C.P., V mounting.

3. The following modifications should therefore be carried out on all mountings in service at the first opportunity :—

(i) The larger handle shown on A.F.O. Diagram 33/45 (Drawing No. G.R. 6883) should be fitted to the training handwheel, in place of the existing knob.

(ii) The holder caps of the sight telescopes are to be fitted with a connecting bar as shown in A.F.O. Diagram 33/45 (Drawing No. G.R. 6884).

4. This work, should be carried out by the depot ships or dockyards concerned.

415.—Gun Mountings—40-mm., Bofors, U.S. Twin, Mark I and Quadruple Mark 2 Mounts equipped with Power Drives Marks 5 and 6 and Mods.—Replacement of Valve Type 6SC7 (Admiralty Pattern C.V.1969).

G. 06204/44.—25 Jan, 1945.)

The input stage to the amplifiers for the power drives, Marks 5 and 6, at present uses double-triode valve type 6SC7 (Pattern C.V.1969). It has been found that this valve must be selected for a plate current balance under specified conditions before it is suitable for use with these power drives.

2. Manufacturers now select 6SC7 valves by carrying out the following test. With 6.3 volts on the heater, 300 volts on the plate and -1.0 volts on the grid, the plate currents on each half of the valve must be the same to within 0.3 mA., if the valve is to be accepted. The grid and plate voltages need not be set exactly providing both halves of the valve are tested with the same voltages.

3. Such pre-selected valves are known as " Pattern C.V.2716, Valve, Thermionic, Type C.V.2716 (1655) " and these should be used as replacements in the amplifiers. The test given in paragraph 2 may be applied in ships if facilities for testing can be made up.

4. Demands for replacement stores should be for valves, Pattern C.V.2716 (1655) quoting this order as authority.

416.—Stores Items—Materials Used for Lagging Gunhouses—Storage Precautions—Minimum Stocks, etc.

" King George V " Class, " Nelson, " " Rodney, " " Warspite, " " Queen Elizabeth, " " Valiant, " " Renown, " " Kent " and " London " Classes, " Norfolk, " " Leander, " " Arethusa " " Southampton, " " Fiji " Classes, " Belfast " and " Swiftsure " (1 turret), Dockyards and Repair Authorities concerned

(N.S. 37012/44.—25 Jan. 1945.)

The undermentioned precautions should be taken in the storage and use of the following materials referred to in A.F.O. 6034/44 :—

Texylon Emulsion, Pattern 3560—

(i) This emulsion is ready for use but where necessary can be thinned by adding a little water with careful stirring.

(ii) Do not mix with other materials.

(iii) *Protect from frost.*

(iv) Brushes and other utensils should not be allowed to dry and are best cleaned with water containing a little washing-soda.

Flintkote (Indasco) Asphalt Emulsion, Pattern 860—

(i) The product is suitably packed for storage in temperate and/or cold climates, provided it is kept protected against frost.

(ii) When stored in tropical climates a small quantity of water should be put into each can (just sufficient to form a coating over the top of the Flintkote) to prevent drying out. The water should *not* be mixed into the Flintkote and *should be removed* before using any of the emulsion. The lids of the cans should be effectively resealed after the water is put in.

2. With regard to paragraph 8 (i) of the Order quoted above, stocks of asbestos cloth and twine are already maintained on board. The minimum stocks of the remaining materials to be maintained on board are as follows :—

Texylon, 28 lbs.

Matrol paint, 28 lbs.

Flintkote, 2½ gallons.

The Establishment of Naval Stores for Gunnery Purposes (B.R. 323) will be amended.

(A.F.O. 6034/44.)

417.—Naval Stores for Gunnery Purposes—Materials for Packing and Preservation of Gun Mounting Gear, etc.

(N.S./G. 013178/44.—25 Jan, 1945.)

With reference to paragraph 9 of A.F.O. 5761/44, the undermentioned quantities of the materials shown are to be carried by each ship concerned for preservation of gun mounting, and fire control gear. The quantities shown are sufficient as a " first outfit " but are also to be maintained on board as a " minimum " stock.

Class of Ship.	Composition, Rust	Solution, Metal	Greaseproof Paper
	Preservative, Pattern 1178 (Subhead E.9). Gallons.	Preservative, Pattern 1177 (Subhead E.9). Gallons.	(Subhead E.12). Sheets (3 ft. by 4 ft.).
Capital ships, depot and repair ships	5	5	100
Fleet and light fleet carriers, cruisers	2	2	50

2. A further A.F.O. will be issued regarding the quantity of grease G.S., Pattern 861, to be carried by ships concerned.

3. Ships concerned in commission should forward demands to their storing yards or depots for the quantities of stores given in paragraph 1 above. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards and depots in the usual manner.

4. B.R. 323.—Establishment of Naval Stores for Gunnery Purposes—will be amended.

(A.F.O. 5761/44.)

418.—Group Lights and Stanchion Lights, Port and Starboard, in all Aircraft Carriers, and Signal and Homing Lights in Escort Carriers—Modifications to

(D. 20909/44.—25 Jan. 1945.)

To implement the revised flight deck lighting arrangements promulgated in C.A.F.O. 2490/44, the port and starboard group lights and stanchion lights fitted in aircraft carriers, and the signal and homing lights in escort carriers are to be modified to show through the following increased angles of visibility in the vertical plane :—

(a) Port and starboard groups to show through 5° to 45° instead of 10° to 30° as at present.

(b) Stanchion lights to show through 0° to 45° instead of 2° to 30°.

(c) Signal and homing lights, being retained in escort carriers pending the fitting of carrier identification groups, are to be modified to show through 5° to 45° instead of 5° to 30°.

2. The stanchion lights are also to be fitted with green filters instead of the white filters fitted at present. Arrangements are being made for issue to ships without demand of green filters for this purpose.

3. Particulars of the modifications are shown in A.F.O. Diagram 32/45 (1-3).

4. If the modifications cannot be undertaken by ships' staffs the items of work should be treated as defects, and the work carried out at the first available opportunity.

5. Separate instructions are being issued by the Admiralty for ships under construction.

(C.A.F.O. 2490/44.)

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

419.—Motor Generators, Low Power—Alternative Supplies—As. and As.

"T" Class Submarines

(D. 027867/44.—25 Jan. 1945.)

"T" Class Item No. 578, Classification A.

Owing to the difficulty experienced in "T" class submarines, fitted with low power motor generators, of Messrs. Newton's manufacture, in obtaining satisfactory voltage regulation of the low power supply, an alternative to the existing H.P. supply to these generators from the V.P. ring main is to be arranged from the C.P. ring main.

2. The supply from the C.P. ring main should be used only when main battery charging.

3. The following item should, therefore, be added to the list of A. and A. items of all "T" class submarines, except "Trident," "Tribune," "Tiptoe," "Trump," "Taciturn," "Tapir," "Tijgerhaai," "Tasman" and "Teredo"—

"To fit an alternative supply to the low-power motor generator from the C.P. ring main."

4. A double pole change-over switch—A.P. 1177A—is to be fitted in a position as near as possible to the starter of the low-power motor generator. The connections of the switch are to be arranged so that either the existing supply from the V.P. ring main, or the new supply from the C.P. ring main, can be given to the starter. The supply from the C.P. ring main should be wired from a suitable pair of spare fuses on a C.P. junction panel.

5. Tally plates engraved to indicate the source of supply, viz., "variable pressure" or "controlled pressure," are to be fitted to the change-over switch.

6. The work is to be carried out by depot ship's staff.

(Admiral (S/M), 22 Jul. 1944, No. 1411/SM.732.)

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

420.—H.E. Coils, Patterns 925D, 925D3—Earthing

(D./C.D. 11/45.—25 Jan. 1945.)

Trouble has been experienced with H.E. coils, Patterns 925D and 925D3 owing to the earth wire connection to the fixing bolt of the casting permitting the ingress of water.

2. To avoid defects from this cause, it is important that the screw should be secured very firmly after having been loosened for the attachment of the earth wire, as otherwise the watertightness of the coil will be impaired.

421.—Torpedoes—18-in., Mark XII*** and XV of A.A. and A.W. manufacture, fitted with engines of A.D. manufacture—Replacement of Generator Hammer (inboard), St. No. 5467

(A.S. 13257/44.—25 Jan. 1945.)

Approximately 440 torpedoes, 18-in. Mark XII*** and XV, fitted with "A.D." engines have breech ends in which the inboard hammer has been repaired by a special process. The upper end (toe) of the hammer arm has had a tip piece pressed and brazed to it; the material for the piece is a controlled silver solder and the tip is known as a "Silfos" tip.

2. The method of carrying out the repair has not been entirely satisfactory and cases have been found where the adhesion of the tip to the parent hammer arm was very poor. It has therefore been decided that all hammers repaired as above are to be withdrawn from service.

3. It is not known with certainty into which torpedoes the breech ends with faulty hammers have been built; it is, however, known that they are fitted in engines of A.D. manufacture only and they are suspected of being in torpedoes listed below:—

18-in., Mark XII*** ... A.A. 2504, 2604, 2606, 2610, 2611, 2613, 2615, 2617-2621, 2623, 2624, 2628, 2633, 2661, 2662, 2664-2666, 2668-2674, 2676, 2679-2682, 2684-2692, 2694-2711, 2713-2722, 2725-2726, 2728, 2729, 2731-2734, 2736, 2737, 2740-2760, 2762-2788, 2790, 2791, 2793-2795, 2797-2799, 2801, 2804, 2817, 2822, 2827, 2860, 2884, 2887, 2905, 2908.

A.W. 2653.

18-in., Mark XV ... A.A. 449, 604, 658, 844, 849, 1024, 1049, 1055, 1116, 1323, 1501, 1625-1627, 1646, 1657, 1659-1665, 1667, 1668, 1784, 1796, 1802, 1808, 1846, 1852, 1881, 1883, 1887, 1894, 1896, 1898, 1901, 1902, 1904, 1915, 1919, 1921, 1927, 1928, 1931, 1932, 1936, 1938, 1940, 1943, 1947, 1948, 1956, 1986-1991, 1993, 1994, 1997-2000, 2002, 2051, 2052, 2054-2060, 2062-2065, 2068-2071, 2073-2099, 2101, 2102, 2104, 2106-2118, 2120-2122, 2124-2127, 2129-2132, 2134-2139, 2141, 2143-2149, 2151-2168, 2170-2177, 2179-2182, 2184-2189, 2192-2200, 2202-2205, 2208-2210, 2213-2215, 2217-2220, 2223, 2225, 2226, 2228-2232, 2234, 2236-2238, 2240-2242, 2244-2246, 2251, 2253-2261, 2264-2267, 2269-2274, 2278-2281, 2286, 2287, 2289, 2290, 2292-2294, 2296-2311, 2314-2325, 2328-2330, 2334, 2336, 2339-2346, 2350, 2353, 2356, 2358, 2359, 2361, 2366, 2368, 2399, 2401, 2407, 2417, 2418, 2421, 2424, 2428, 2430, 2439, 2606, 2607, 2610, 2612, 2615, 2644, 2648, 2662, 2663, 2666, 2668, 2671, 2673-2677, 2680, 2681, 2686, 2695, 2700, 2701, 2708, 2753, 2796.

A.W. 326, 327, 332, 333, 346, 360, 364, 1842, 1844, 1846, 1847, 1849, 1851, 1854, 1860, 1879, 1889, 1896, 1907, 1913, 1951.

4. All these torpedoes are to be examined; if the inboard hammer toe is found to have been repaired with a tip having the appearance of dulled steel it should be assumed to have a "Silfos" tip and is to be replaced by the standard service hammer St. No. 5467. A method of repairing hammer toes by brazing on a phosphor bronze tip was set out in A.F.O. 950/43, but it should be possible to distinguish between this repair and that by the "Silfos" tip method.

5. Demands for the necessary hammers St. No. 5467 are to be forwarded to the nearest torpedo depot to which the replaced hammers should be finally returned for produce. The stop pin on the replacement inboard hammer must be adjusted on assembly to give 0.07-in. clearance to the outboard hammer stop piece. The adjustments for the hammer toe and catch lever are set out in A.F.O. 950/43.

6. The corresponding Torpedo Depot Instruction is T.D.I. No. 2038.

7. This modification has been classified C.

(A.F.Os. 950/43 and 3169/43.)

422.—Blowing Heads on Aircraft Torpedoes—Securing of Small Water Flap

(T. 08531/45.—25 Jan. 1945.)

The Pattern 1340 copper wire used for securing the small water flap, vide B.R. 635, paragraph 192 (vi), should be "not annealed", as this type has a greater breaking strain and is less liable to stretch than the annealed type.

2. The annealed type is marked "N.T.A." and not annealed type "N.T.N.A." on the reels.

3. A few cases have been reported of the head blowing while the torpedo was still on the aircraft and it is thought that this may have been due to the use of annealed wire.

423.—Torpedoes—21-in., Mark VIII—Fitting of additional Drain Screw in Gyro Door**

(T. 08532/45.—25 Jan. 1945.)

Removal of the existing drain screw in the forward end of the buoyancy chamber in 21-in., Mark VIII**, torpedoes, does not ensure that the afterbody will be completely drained of any water that may be present, since the water may be trapped round the gyro door frame and in the "dish" of the A.B. gyro door. When, therefore, the drain screw is removed during Routine "P", the fact that no water drains from the hole may give a false indication that the buoyancy chamber is dry.

2. The undiscovered presence of water in the gyro door is particularly undesirable, since such water has probably leaked in via the gyro air leads and the gyro itself may be affected by corrosion.

3. To assist in detecting the presence of water under these conditions, without removing the gyro door, which would necessitate re-testing the buoyancy chamber for watertightness after replacement, a drain screw hole and drain screw will in future be provided in the A.B. gyro door in addition to the existing afterbody drain screw.

4. The gyro door drain screw will be fitted to the doors of new 21-in., Mark VIII**, torpedoes during manufacture as soon as this can be arranged. Existing 21-in. Mark VIII**, torpedoes fitted with the "dished" door will have the door modified to incorporate a drain screw under classification D(i) of A.F.O. 3169/43; torpedoes with the older type of "flat" gyro door will have this door removed and a "dished" door with drain screw substituted.

5. The torpedo handbook and maintenance regulations are being amended.

6. The corresponding Torpedo Depot Instruction is TDI. No. 2069.

(A.F.O. 3169/43.)

424.—Magnetic Compass—Supply

L.C.G.(L)

(N.S. 40371/44.—25 Jan. 1945.)

The standard compass equipment to be carried on L.C.G.(L) tropicalized for service in the Far East is detailed hereunder:—

Pattern No.	Description.	Quantity.
0195A	Compass	1
196Z or 196Z3	} Binnacle	1
1950			Azimuth circle ... ..	1
406	Spheres	1 pair
213	Electric light and dimmer fitting	1
12	Lamp	1
58	Magnets	7
59	Magnets	15
60	Magnets	4

2. The existing standard compass equipment is not to be removed until the new equipment is supplied, when the following items which should be on board, are to be returned to the Naval Store Officer, Slough:—

Pattern No.	Description.	Quantity.
0188A	Compass	1
189N	Binnacle	1
404S	Spheres	1 pair
1880	Azimuth circle	1
65	Magnets	10
66	Magnets	6

3. Demands for the new equipment are to be forwarded to the Naval Store Officer, Slough, when required for fitting in craft concerned.

4. The steering compass equipment is unaltered.

5. The Establishment of Naval Stores—B.R.382—will be amended.

(A.F.O. 51/45 is cancelled.)

425.—Submarine Engines—Circulating Water Hull Discharge Valves—Duplication of—As. and As.

Submarines—"S" and "T" Classes

(D. 024528/44.—25 Jan. 1945.)

Item numbers: "T" Class 579; "S" Class 575. Classification "A".

2. Duplicate valves are to be fitted inboard of each of the two engine circulating water hull discharge valves in all operational "T" and "S" class submarines to minimize leaks caused by scale and distortion.

3. The duplicate valves are to be Admiralty Store Pattern No. 411B and 411C (one to each hand) for "T" class submarines with Vickers' engines, and Pattern No. 311 for "S" class and "T" class with Admiralty engines. The valve should be arranged such that the sea pressure tends to close the valve.

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

(Admiral (S/M) 5 November, 1944, No. 2146/SM.B56.)

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

426.—Propeller Shaft Splines—Failure of

(L.C.I. (L).)

(D./D.C.O.M. 17/45.—25 Jan. 1945.)

Investigation indicates that failures of splines on L.C.I. (L) propeller shafts are probably attributable to continued operation of the craft after damage to propellers, has created an out-of-balance condition.

2. It is essential, therefore, that if out-of-balance conditions are either known to exist, through the fouling of an obstruction by the propellers or suspected by reason of an otherwise unaccountable increase in vibration when proceeding under way, that the vessel be slipped or dry-docked at the earliest opportunity, and propellers, shafts and couplings carefully inspected.

3. Commanding officers of craft are to report to their administrative authorities all cases of known or suspected damage, and until such time as the craft can be slipped or docked only absolutely necessary running should be permitted, and this at the slowest speed that circumstances may permit.

427.—W/T and R/T Sets, Type 86M, and R.A.F. TR1196—Fitting in Flying (Air) Training Target Ships—As. and As.

H.M. Ships "Broadway," "Venomous," "Newport," "Clare," "Castletown," "Heliopolis," "Vanessa," "Rosemary," "Malahne," "Velox," "Amazon," "Ramsey," "Reading"

(R.E. 12999/44.—25 Jan. 1945.)

In order that flying (air) training target vessels may have adequate facilities for R/T communication with the various types of aircraft with which they are required to operate, it has been decided to fit these vessels with transmitter-receiver Type 86M and R.A.F. TR1196.

2. Certain of the ships concerned are already fitted with Type 86M, so that fitting of TR1196 only is required. Others are fitted with Type 86, which should be replaced by Type 86M.

3. Installation specifications are not being provided for TR1196, which should be fitted in the most suitable position, to be decided by the Port W/T Officer in consultation with ships' officers, assisted if necessary by a Naval Air Radio Officer obtained by application to F.O.N.A.S. As the set is designed for fitting in aircraft, the length of feeder between the transmitter and the aerial should not exceed 10 ft., and an aerial of approximately 30 ft. in length will be most suitable.

4. Instructions for fitting Type 86M and aerial outfit APH are contained in Installation Specifications Nos. B.190 and B.337 respectively. List of Stores is contained in Establishment List E.604.

5. Ships concerned are to insert an item in their list of As. and As., Classification "A," "To fit W/T and R/T sets, Type 86M and/or R.A.F. TR1196," quoting this order as authority.

6. This order applies to any further vessels which may be allocated as flying (air) training target vessels.

428.—Radio Communications—B.R.R.—Fitting of a Transmitter Insulator—As. and As.

Ships concerned

(R.E. 10040/45.—25 Jan. 1945.)

A small transmitting insulator, Pattern 809, is to be fitted in all ships fitted with a B.R.R. to enable them to use a portable W/T transmitter in the B.R.R.

2. The position of the insulator is to be selected by ship's officers, assisted as necessary by the P.W./T.O. or W/T Fitting-out Officer, bearing in mind the necessity of keeping the new aerial, when rigged, as far as possible from receiving aeriels, and of positioning the set immediately adjacent to the insulator, as no trunk will be fitted.

3. Commanding Officers of ships concerned are to insert an A. & A. item, classification "B," in their next list "To fit transmitting insulator, Pattern 809, in the B.R.R." quoting this A.F.O. as authority.

4. *Stores.*—Ships concerned are to demand two (includes one spare) insulators, Pattern 809, from the nearest storing yard, quoting this order as authority, when the above work is taken in hand.

5. Special instructions have been issued by the Admiralty for ships under construction.

429.—Radar Installation Model SO—Fitting-out Information

(R.E. 13124/44.—25 Jan. 1945.)

A.S.E. Installation Specification No. B.477/R1 has been prepared to show the method of fitting and wiring Radar Installation Model SO.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Alexandria, Ceylon, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa, West Africa and Tunisia; Flag Officers-in-Charge, Milford Haven and Aden (for Radar Officers); Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Flag Officer, Bombay; Captain-in-Charge, Bermuda; Captain Superintendent, Durban; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Commanding Officers, H.M. ships "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor" and "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; R.A.L.S.C. (U); Commanding Officers, H.M. ships "Midge," "Mantis," "Beehive," "Aggressive," "Hornet," "Attack," "Bee," "Fervent," "Blackbat," "Cicala," "Mosquito" and "Gregale"; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington; Commanding Officer, H.M.I.S. "Chamak."

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Installation Model SO, are, therefore, to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.477/R1.

4. It is to be noted that Specification No. B.477/44 and any advance fitting-out drawings, etc., which may have already been distributed are superseded by this specification and should be disposed of as confidential waste.

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

430.—Radar Model SK—Fitting-Out Information

(R.E. 10033/45.—25 Jan. 1945.)

A.S.E. Installation Specification No. B.549 has been prepared to show the method of fitting and wiring Radar Model SK.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; the Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Ceylon, Orkneys, Rosyth and Kilindini; the Flag Officers-in-Charge, Tunisia, East Africa, West Africa; the Flag Officers-in-Charge, Milford Haven and Aden (for Radar officers); the Commodore, Algiers; the Commodores Superintendent, Gibraltar, Malta and Simonstown; the Commodores-in-Charge, Sheerness and Halifax; the Flag Officer, Bombay; the Captain-in-Charge, Bermuda; the Captain Superintendent, Durban; Naval Headquarters, India; Deputy Superintendent, Pembroke; the Naval Secretary, Wellington; the Naval Secretary, Melbourne (for the officers concerned at Melbourne, Sydney and Fremantle); the Secretary, Naval Board (N.D.A.), Ottawa; the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; British Admiralty Delegation, Washington; the Commanding Officer, H.M.I.S. "Chamak".

3. Copies of the specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas, and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Model SK are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.549.

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

(A.F.O. 790/44.)

431.—Radar Types 282/4/5—Panel L12—Replacement of certain Condensers

(R.E. 86/44.—25 Jan. 1945.)

It has been decided to replace all high voltage electrolytic condensers in Time-base Units, Design D/E/F, Pattern Nos. X/W1339, X/W1991, X/W1992, and rectifier unit, Design G, Pattern No. X/W1337/A/B, by paper types in metal cases, and all low voltage electrolytic condensers by an improved type of electrolytic condenser in metal tube, for the following reasons:—

- Complaints have been received from sea that certain condensers give trouble in service.
- The original electrolytic condensers in the above units are probably, by now, much less than their rated capacity.
- An improved type of low voltage electrolytic is now available.

2. The condensers are to be replaced according to the list below, the reference numbers being as shown on handbook diagram, Figure Z14/21.

Time-base Units, Pattern Nos. X/W1339, X/W1991 and X/W1992

Original Condensers			Replacement Condenser
Ref.	Capacity	Pattern No.	
C16	100 mfd.	W1427	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C20	100 mfd.	W1427	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C26	100 mfd.	W1427	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C27	100 mfd.	W1427	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C32	50 mfd.	2025	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C58	50 mfd.	2025	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C60	50 mfd.	2025	Pattern No. 50756, Condenser, Electrolytic, 50 mfd., fitted with clamp, Pattern No. 50764.
C39	8 mfd.	1140	Pattern No. 50807 or Pattern No. 50833, Condenser, 4 mfd., paper, in metal case.
C37	8 mfd.	1140	Pattern No. 50807 or Pattern No. 50833, Condenser, 4 mfd., paper, in metal case.
C34	8 mfd.	1140	Pattern No. 50808 or Pattern No. 50834, Condenser, 8 mfd., paper, in metal case.
C36	8 mfd.	1140	
C33	8 mfd.	1140	
C35	8 mfd.	1140	

Rectifier Unit, Design G, Pattern No. X/W1337/A/B

Original Condenser	Replacement Condenser	
C7A	8 mfd.	Pattern No. 50808 or Pattern No. 50834, Condenser, 8 mfd., paper, in metal case.
C8A	8 mfd.	Pattern No. 50808 or Pattern No. 50834, Condenser, 8 mfd., paper, in metal case.

3. Ships in Home waters should demand stores required from S.N.S.O., Haslemere, quoting this Order as authority. Ships abroad should demand from the nearest storing yard or base. Initial bulk distribution to yards and bases abroad will be arranged by S.N.S.O., Haslemere.

Pattern No.	Description	Quantity	Remarks
50764	Clamp for condenser...	7	
50756	Condenser, Electrolytic, 50 mfd., 50-volt working.	7	
50808 or 50834	Condenser, paper, in metal case, 8 mfd., 400-volt working.	2	for each Time-Base Unit fitted.
50807 or 50833	Condenser, paper, in metal case, 4 mfd., 400-volt working.	2	
50808 or 50834	Condenser, paper, in metal case, 8 mfd., 400-volt working.	2	for each Rectifier Unit, Design "G," fitted.

4. The modification is to be carried out by ship's staff, assisted as necessary by depot ship's staff.

5. *Modification of Time-Base Units.*—(a) Remove the time-base unit from Panel L12; remove the covers and valves from the unit.

(b) Remove all the electrolytic condensers, together with their fixing brackets, after noting and marking the wiring to them.

(c) Place the Pattern No. 50756 condensers, 50 mfd., fitted with Pattern No. 50764 clamp in positions shown in A.F.O. Diagram No. 35/45(1) (A.S.E. Drawing No. 43529). After checking that the positive terminals have sufficient clearance from any metal part, mark the fixing holes on the screens and drill the holes for 4 B.A. clearance.

(d) Secure the clamps by 4 B.A. screws, nuts and lock washers.

(e) Place the 4 mfd. and 8 mfd. condensers in the positions shown in A.F.O. Diagram No. 35/45(2) (A.S.E. Drawing No. 43529A), mark and drill the fixing holes for 4 B.A. clearance, and secure the condensers by 4 B.A. screws, nuts and lock washers.

(f) Rewire the condensers, using the reference numbers shown in A.F.O. Diagram No. 35/45(1-2) (A.S.E. Drawings Nos. 43529/A) as a guide, adjusting the length of the original wiring as necessary.

(g) The wiring should be checked with the circuit diagram Fig. Z14/21 in the Handbook.

(h) For future convenience, mark the condensers with the reference numbers.

(j) Replace valves and covers, and unit in Panel L12.

6. *Notes.*—(a) The positive terminal of the Pattern No. 50756 condenser is marked by the end disc, this being of red material. This terminal should, in all cases, be connected to the cathode of the valve.

(b) Where the original condensers were one-hole fixings, i.e. C32, C58, C60, C39, C37 (C34 and C36) and (C33 and C35) the other (negative) terminal of the replacement condenser should be connected to the nearest earth point.

(c) The present capacity of the condensers is, in some cases, half that of the original.

(d) The pairs of condensers (C34 and C36) and (C33 and C35) are replaced by one condenser of 8 mfd.

7. *Modification of Rectifier Unit, Design "G."*—(a) Remove the necessary covers, remove the two electrolytic condensers, C7A and C8A (Handbook diagram Fig. Z14/21).

(b) Place the two 8 mfd. paper condensers on the base plate in the centre of the unit, mark and drill fixing holes for 4 B.A. clearance in the baseplate and secure with 4 B.A. screws, nuts and lock washers.

(c) Connect the two condensers, adjusting the length of original wiring as necessary. The other terminal of the condensers should be connected to the nearest earth point.

(d) Mark the reference numbers on the condensers.

(e) Replace covers.

432.—Advice to Fleets and Establishments on the Issue in Certain Cases of Alternative Components to Specified Items in W/T, Radar and D/F Outfits

(N.S. 41676/44.—25 Jan. 1945.)

During the past four years difficulties of supply have necessitated the fitting of certain components in lieu of the specified items.

2. In addition, as a result of inter-service rationalization, there are now "preferred" alternative components which may be used as substitutes for those originally specified.

3. When a ship or establishment wishes to replace a component which has broken down in service, reference should first be made to the relative handbook which will indicate the pattern number of the component required.

4. For the reason stated in paragraph 1, the component which requires replacement may not agree with that shown in the handbook. Demands for replacement, however, should quote the pattern number of the component specified unless it is shown as superseded in the schedule below.

5. This schedule details a number of components for which substitutes have been fitted in various units in the past and for which approved alternatives now exist. The alternatives listed in column 2 will only be supplied if the specified item is not available or has been superseded.

6. Where the component in the apparatus does not agree with that shown in the handbook, and is not referred to in the following tables, it may be assumed that the item was used "in lieu" in one particular application only.

7. This order does not supersede or amend any previous Admiralty Fleet Order which gives an alternative component to be used in certain specified units.

Specified Item	Permissible Alternative	Remarks
<i>Condensers—</i>		
W.547	W.5205	Interchangeable.
W.1653	(1) W.2797 (2) 50801	Interchangeable.
W.1716	(1) W.1346 (2) 51145	Interchangeable.
W.2560	50004	Interchangeable.
W.2564	50730	Specified item superseded.
W.2679	50755	Specified item superseded.
W.2799	W.4988	Specified item superseded.
W.4494	W.4037	Specified item superseded.
W.4800	50753	Specified item superseded.
W.5567	W.6338	Specified item superseded.
W.6343	50730	Specified item superseded.
974	4977	Specified item superseded.
1779	1059	Specified item superseded.
8462	(1) 8462A (2) 50827	Specified item superseded.
8873	50639	Interchangeable.
50006	W.5369A... ..	Interchangeable.
50010	A.M.10C/11129	Interchangeable.
50011	A.M.10C/11130	Interchangeable.
<i>Resistances—</i>		
W.1592	W.1558	Specified item superseded.
W.1596	W.1587	Specified item superseded.
W.2292	W.1586A... ..	Specified item superseded.
W.2640A	W.1581A... ..	Specified item superseded.
W.2649	W.1586A... ..	Specified item superseded.
W.2652A	W.2261	Specified item superseded.
W.2745	} W.2715	Specified item superseded.
W.3775		
W.4464	W.5869	Specified item superseded.
W.4536	4047	Specified item superseded.
W.7148	2926	Specified item superseded.
8413	8413B	Specified item superseded.
W.3062	W.2298	Interchangeable.
W.4168	W.3056	Interchangeable.
<i>Plugs and Sockets—</i>		
W.3758	A.M.5X/1	Interchangeable.
W.5135	A.M.5X/101	Interchangeable.
<i>Valveholders—</i>		
W.2680	W.5124	Specified items superseded.
W.4307	W.2999	Specified items superseded.
W.5108	W.1645	Interchangeable.
W.5227	W.5026	Specified item superseded.
<i>Meters—</i>		
W.2079	7579	Specified item superseded.
<i>Miscellaneous—</i>		
W.1623	W.2190 washer	Interchangeable.
W.3490	W.2996A switch	Interchangeable.
W.3561	W.3561A fuse box	Interchangeable.
W.4260	W.5174 clamp	Interchangeable.
W.7577	W.7577A insulator	Interchangeable.
W.8237	W.1843 knob	Interchangeable.
7324B	3685 Key magnetic	Interchangeable.

433.—Obsolete Radio Stores—Disposal

(N.S. 13023/45.—25 Jan. 1945.)

All stocks of the items detailed in the enclosure should be disposed of to the best advantage abroad, and in accordance with existing instructions at home. No returns should be taken on main or repairable ledger charge.

2. Patterns marked * carry free-issue components. Care should be taken to ensure that any components likely to be of future service are withdrawn and taken on charge as separate items.

3. Strict adherence to the pattern numbers is essential.

4. The Authorized List will be amended.

Pattern	Description	Service and Remarks
W150P-W161P inclusive.	Crates for panels 3PEX, Patterns W150-W161.	Any crates required for stocks of panels 3PEX to be retained.
853	Mount	D/F outfits FC1 and FH2.
1078	Fitting	Deck insulator outfit AG, superseded by Group W.
1171	Ammeter	Type 34. Disposal of repairable stock already authorized.
1336	Alternator	Retain serviceable stocks of Pattern 1336A. Disposal of repairable stocks already authorized.
1530	Quartz crystal holder	Delete reference to quartz crystal holder, Pattern 1536, in A.F.O. 6895/44.
1814	Terminal	Deck insulator outfit Group N for D/F outfit LM1.
W2918*	Marker	Type 64.
W4412...	Aerial	W2918. See above.
4831	Transformer	Type 34. A.F.O. 1224/43 Authorized disposal of repairable stock.
W5130/A*	Transmitter 4N	W2918. See above.
W5131/A*	Transmitter 4W	W5449—See below.
5186*	Panel 3G	} Type 36. Retain stocks of Patterns 5186A/M and 5187A/M.
5187*	Panel 3G	
5213	Fitting	} Deck insulator outfit, Group D. For Types 39 and 46.
5214	Fitting	
5215	Insulator	
5228A	Board	Type 34. A.F.O. 6895/44. Authorized disposal of stocks of Pattern 5228.
5230	Condenser	} 5228A. See above.
5231	Resistance rod	
W5258...	Container, steel	W2918. See above.
W5259...	Wire release unit	W5258. See above.
W5275*	Support... ..	W2918. See above.
W5300...	Container, stowage, for aerial	W2918. See above.
W5346...	Sinker	W2918. See above.
W5347*	Cable, with support	W2918. See above.
W5348...	Spanner	W5467. See below.
W5349...	Washer	W2918. See above.
W5350...	Retainer	W2918. See above.
W5449*	Marker	Type 64M.
W5462...	Coil	W5449. See above
W5463...	Mast	W5449. See above.
W5464...	Conductor	W5449. See above.
W5467...	Box of tools	Type 64.
W5540...	Key	W5449. See above.
W5642...	Plug	W5467. See above.
W5755*	Flooding device	W5449. See above.
W5797...	Support... ..	W5449. See above.

Pattern	Description	Service and Remarks
W5974...	Washer ...	W2918. See above.
W5975...	Nut ...	W2918. See above.
7457/A/B	Box for insulators ...	As for Pattern 1814. See above.
7617 ...	Insulator ...	} As for Pattern 1078. See above. } Deck insulator outfits AF and AG, superseded by Group W. } Delete reference to plug, Pattern W4197, on page 19 of A.F.O. 6895/44.
7664 ...	Washer ...	
8556 ...	Conductor ...	
8557 ...	Extension ...	
54197 ...	Plug ...	

(A.F.Os. 1224/43 and 6895/44.)

434.—W/T Sets, Types 89/M—Modification to Aerial Circuits

(R.E. 13259/44.—25 Jan. 1945.)

In order to improve the performance of the set a small modification, described below, is to be carried out to the aerial circuit of all Types 89/M.

2. The effect of this modification, which should be carried out by ships' staffs, will be to make it possible to load the transmitter fully over the whole frequency range. Radiation of unwanted frequencies will also be reduced when the modification has been carried out.

3. Instructions for tuning Type 89/M after this modification has been carried out are contained in paragraphs 5–8 below. It is to be noted that these tuning instructions, as far as they apply to the final stage and aerial circuit, are a particular application of the instructions contained in A.F.O. 1969/44, and the following points should be borne in mind :—

- (i) The reference instrument for tuning and loading of the power amplifier (i.e. final stage) is the power amplifier plate current meter and *not* the aerial ammeter.
- (ii) The tuning of the power amplifier is controlled by inductor C, and correct tuning is indicated by adjusting this to the centre of dip in the plate current.
- (iii) Loading is controlled by inductor G and condensers E, H and D depending on the loading conditions at the aerial terminal. Correct loading of the power amplifier is 380 mA in the "OPERATE" position, corresponding to approximately 210 mA in the "TUNE" position.
- (iv) The tuning of the power amplifier must always be rechecked after each and every adjustment of loading.

4. *Modification to the Aerial Circuit.*—(i) The modification consists of the introduction of the two condensers C118 and C301, which are not at present in use, in series with each other across the aerial.

(ii) Remove all earthing leads from condensers C118 and C301, taking care to replace the earth lead to C117, to which the stator of C118 had previously been connected.

(iii) Connect the stator on C301 to the aerial terminal of L302.

(iv) Connect the stator of C118 to the rotor of C301.

(v) Ensure that the rotor of C118 which is chassis mounted, is earthed.

(vi) The new connections should be of 12 S.W.G. copper wire and care must be taken that the spacing of the leads from the chassis, components or other leads, is not less than 1 in.

(vii) The aerial circuit, after modification, is shown in A.F.O. Diagram No. 31/45 (A.S.E. Drawing No. 43284).

5. *Setting up Instructions for Type 89.*—Very great care is necessary in setting up the transmitter, owing to the large frequency range covered by the variable inductors, which makes it possible to tune inadvertently to the second or third harmonic of the desired frequency. The following procedure should be adopted :—

- (i) Plug the flexible connector (K) on to the required condenser to cover the desired frequency band, as shown in the table below :—

Band A 2,200–3,000 Kc/s—the upper condenser C116 nearest the door.

Band B 3,000–7,500 Kc/s—the upper condenser C115 further from the door.

Band C 7,500–20,000 Kc/s—the stowage position on the end of the cylindrically shaped condenser C114.

- (ii) The oscillator inductor A and the power amplifier inductance C controls should then be set fully anticlockwise. In this position, which corresponds to maximum inductance, the rotating contacts should be at the ends of the coils nearest to the front panel and the counters should read approximately zero.
- (iii) The transmitter line coupling condenser D should be set at zero (maximum capacity) and condensers E and H at 100 (minimum capacity).
- (iv) The transmitter line inductor G should be turned fully clockwise (minimum inductance).
- (v) Adjust control B (oscillator capacitor C105, C124) to 25°, 45°, 80° or 100° as shown in R.C.A. Handbook, Fig. 15, against the desired signal frequency.
- (vi) The crystal should then be inserted and the transmitter switched on in the "TUNE" position.

6. *Tuning Instructions for Type 89.*—(a) When tuning transmitter, Type 89, the following tuning instructions should be followed :—

- (i) Rotate the oscillator inductor control A clockwise until a distinct dip in the current taken by the oscillator valve is indicated on the oscillator anode current meter.
- (ii) Rotate the control slowly in the opposite direction until the plate current dips sharply and finally rotate slightly clockwise until the current rises about 10 mA above the reading obtained at the bottom of the dip. The anode current at the bottom of the dip should not exceed 20 mA. The power amplifier plate current meter will now be found to be indicating between 300 and 400 mA.
- (iii) Rotate the power amplifier inductor C clockwise until the power amplifier plate current dips sharply to a value (at the bottom of the dip), of about 100 mA.
- (iv) Leave inductor C adjusted to the bottom of the dip and rotate the transmitter line inductor G until the power amplifier plate current begins to rise, continuing if possible until the current rises to 250 mA.
- (v) Leaving the inductor G in this position, re-adjust the inductor C.
- (vi) It will normally be found that rotating the control slightly in one direction will cause the current to rise, in the other direction to fall, reach a minimum and then rise again. It will be noticed that the minimum current is greater than that obtained at the bottom of the dip when the inductor G was in its fully clockwise position. This increase in the minimum current or decrease in the dip is a certain indication that the output stage is being loaded.
- (vii) Now leave the inductor C in the position giving maximum dip and repeat the adjustment of inductor G (turning anticlockwise) to bring the anode current up to 250 mA.
- (viii) Again re-adjust inductor C, and so on alternately until the current taken at the bottom of the dip rises to 200 mA.
- (ix) Switch over to "OPERATE" and check that the output anode current is 380 mA. If it is greater or less, switch back to "TUNE" and re-adjust inductors G and C to make the current at the bottom of the dip slightly less or slightly greater than 200 mA.
- (x) Switch over to "OPERATE" and recheck.
- (xi) The transmitter is then ready for use.

(b) When operating on certain frequencies it may be found that the procedure described above cannot be carried out, as no setting of inductor G can be found at which the current at the bottom of the dip rises to 200 mA, while in extreme cases rotation of control G may produce practically no effect on the power amplifier plate current whatever. If this is the case, the following procedure should be carried out :—

- (i) Set condensers E and H to a dial reading of 70; rotate inductor G fully clockwise and re-adjust inductor C for maximum dip.

- (ii) Rotate inductor G anti-clockwise until the power amplifier plate current begins to rise and so on exactly as described previously until the output stage is fully loaded.
- (iii) In the event of a setting of inductor G giving the correct loading not being found, set condensers E and H to 30, rotate inductor G fully clockwise and repeat the operation.
- (iv) If the output stage still cannot be fully loaded, set condensers E and H to "0" and repeat again.
- (v) The transmitter will now be found to load correctly with all except the most extreme aerial conditions, but cases may occur in which it is necessary in addition to adjust the coupling control D as described in paragraph (c).

(c) If the loading is still insufficient, the following procedure should be carried out:—

- (i) Leave condensers E and H set at "0"; rotate inductor G fully clockwise; set coupling control D to 20 divisions and re-adjust inductor C for maximum dip in amplifier plate current.
- (ii) Then proceed as described in paragraph 6 until the output circuit loads correctly.
- (iii) If the correct loading cannot be obtained, set coupling control D to 40 divisions and repeat and so on, adjusting control D in 20-division steps until the correct loading is obtained.

7. *Setting up Instructions for Type 89M.*—Great care is necessary in setting up and tuning the transmitter to avoid doubling or trebling in the final power amplifier circuits, which is made possible by the very large frequency range covered by the variable inductors. The instructions have been divided into two groups, which cover crystal control and variable frequency oscillator control as follows:—

(a) *Crystal Control* :—

- (i) When using crystal control the following table shows the method of obtaining the output frequency. This table should be used to select the correct coil for use in the crystal multiplier and variable frequency control unit.

Output Frequency	Coil	
1,500–4,000 Kc/s	B	Final frequency is crystal fundamental frequency.
4,000–7,000 Kc/s	C	Final frequency is crystal fundamental frequency.
7,000–9,000 Kc/s	B	Final frequency is twice the crystal fundamental frequency.
9,000–14,000 Kc/s	C	Final frequency is twice the crystal fundamental frequency.
13,500–21,000 Kc/s	C	Final frequency is three times the crystal fundamental frequency.

If the frequency is below 2.2 Mc/s, plug the pliable connectors J into the sockets on the variable condensers C105 and C124. If the frequency is above 2.2 Mc/s, see that these connectors are in their correct stowage position.

- (ii) Insert the appropriate crystal in the crystal multiplier and variable frequency control unit. Insert the appropriate coil as determined by the tables given above.
- (iii) Set the dial of the crystal multiplier and V.F.O. unit to the correct setting as given in the Handbook, Fig. 31.
- (iv) Plug the flexible connector K on to the required condenser in the power amplifier plate circuit.

Band	Frequency Range	
D	1,500–2,200 Kc/s	The lower condenser C135.
A	2,200–3,000 Kc/s	The upper condenser C116 nearest the door.
B	3,000–7,500 Kc/s	The upper condenser C115 further from the door.
C	7,000–20,000 Kc/s	The stowage position on the end of the cylindrically shaped condenser C114.

- (v) Set the dials A, B and C at their correct settings as given by Figs. 32 and 33 in the handbook.
- (vi) Set control D at zero and controls E and H at 100°. The transmitter line inductor should be turned fully clockwise (minimum inductance).
- (vii) Switch the transmitter on to "TUNE".

(b) *Variable Frequency Oscillator Control* :—

- (i) The following table shows the range covered by the plug in coils when used with the variable frequency oscillator:—

Coil A	1,500–4,400 Kc/s.
Coil B	4,400–9,500 Kc/s.
Coil C	9,500–20,000 Kc/s.

If the frequency is below 2,200 Kc/s, plug the flexible connector J into the sockets on the variable condensers C105 and C124. If the frequency is above 2.2 Mc/s see that these connectors are in their correct stowage position.

- (ii) Insert the shorting bar and the correct coil in the crystal multiplier and V.F.O. unit.
- (iii) Set the dial of the crystal multiplier and V.F.O. unit to the correct setting as given in the Handbook SS121, Fig. 30.
- (iv) Proceed as described in 7a (iv) to 7a (vii).

8. *Tuning Instructions for Type 89M* :—

(a) *Crystal Control* :—

- (i) Rotate control A slowly about the original setting until a pronounced dip in the oscillator plate current meter reading is observed. Tune through this dip in the direction which caused the dial readings to decrease. This will cause the meter readings to fall slowly and rise sharply. At the point at which the plate current rises sharply rotate A in the opposite direction to a reading 5 mA above the minimum. This is then correct setting for A.
- (ii) When doubling or trebling on a crystal, control A should be set to the approximately correct position by means of the calibration curves in the handbook. On rotating control A about this point it will be possible to tune to a minimum reading in the oscillator plate current, the centre of this dip is then the correct setting for A.
- (iii) For instructions for tuning the P.A. stage see the details given above from Sections 6, paragraph (a) (iii) to Section 6, paragraph (c) (iii).

(b) *Variable Frequency Oscillator* :—

- (i) Slowly rotate control A a few degrees either side of its original setting and obtain a dip in the oscillator plate current meter reading. The setting of A which gives the centre of this dip is the correct setting.
- (ii) For instructions for tuning the P.A. stage see the details given above from 6, paragraph (a) (iii), to 6, paragraph (c) (iii).

9. A modification will be introduced shortly to Types 89/M to allow a wave-meter to be connected to the set.

10. Handbook SS121 for Types 89/M will be amended by amendment No. 2 to incorporate the modification described in paragraph 4, and the revised instructions for setting up and tuning the sets. Ships and authorities at home should demand copies of Amendment No. 2 to SS121 from Superintending Naval Store Officer, Haslemere; ships and authorities abroad from their local storing yards.

(A.F.O. 1969/44.)

435.—R/T—Training in the Use of

(R.E. 02566/44.—25 Jan. 1945.)

It has been decided to extend the facilities for training in R/T at Signal Schools Training Establishments and certain bases. It is the intention to train in R/T and voice production:—

- (a) All W/T ratings;
- (b) All V/S ratings;
- (c) All telegraphists (S);
- (d) All air crew personnel;

and to provide facilities at bases for training executive officers.

2. Equipment will be provided in accordance with Appendix I of this order, as amplified in the following paragraphs.

3. *Gramophone Records on Voice Production and R/T Procedure.*

(A) "Yeovilton Script" Series (Subhead E2).—This series consists of seven records, viz. :—

F.A.A. No. 1 (Admiralty) to F.A.A. No. 7 (Admiralty)

(B) "R.A.F. Speech Training" Series (Subhead F1C).—This series is supplied for instruction in R/T technique and voice production. It consists of :—

R.A.F. No. 3437 } Double-sided record.
R.A.F. No. 3438 }

R.A.F. No. 3439 } Single-sided record.

(C) "Naval R/T Procedure" Series (Subhead F1O).—This series consists of six records contained in an album :—

A.P. 24992 ... Album complete with six records.

A.P. 24986 to } R.N. R/T Procedure records Nos. 1, 2,
24991 } 3, 4, 5B and 6.

4. *Recording Outfit R.E.F.* (Subhead F1C).—This outfit provides facilities for direct recording of speech, recording of incoming W/T or R/T messages, play back of the above recordings, and playing of normal gramophone records.

5. The equipment consists of :—

(a) A.P. 24980—Post Office Type 4 R/T Recorder (tropical finish) (or A.P. 24981—Post Office Type 4 R/T Recorder (non-tropical finish)).

(b) Ancillary stores and box of spare parts, as shown in the handbook provided with each recorder.

(c) The following consumable stores :—

Admiralty Pattern No.	Description	Quantity for initial supply to H.M. Ships	Quantity for initial supply to Shore Establishments
24983	Direct Recording Discs ...	480	960
24984	Direct Recording Cutters ...	720	1,440
24985	H.M.V. Silent Stylus needles (to play 50-100 discs each).	100	200

Demands for replacement should be forwarded to the nearest (Superintending) Naval Store Officer.

6. The Standard Telephone Company's Type 4021 microphone is supplied with the equipment. Moving coil microphone, Pattern 1359, is suitable as an alternative, but will not give such good quality. Conventional carbon microphone handsets can be used in emergency, or if the microphone amplifier breaks down, but quality will be poor.

7. The valves fitted and their service equivalents are :—

Description	Service equivalent	Number fitted
VT.198	CV.1926	1
VT.200	CV. 686	1
VT.201	CV. 552	3
VT.195	CV.1863	1

8. A power supply of 230 volts 50 cycles is required.

9. *R/T Training Outfit MRA* (Subhead F1O).—The principal items of this outfit are :—

A.P. 24995 Naval R/T Synthetic Trainer (Non-tropical), or
A.P. 24996 Naval R/T Synthetic Trainer (Tropical).

The equipment is intended for installation at the larger Signal Schools, Training Schools and Training Bases. The pupils will be in cubicles (six in number) with the instructors in a separate cubicle. Suitable dimensions for these cubicles are :—

Pupils' cubicle, 2½ ft. × 4 ft. Instructors' cubicle, 5 ft. × 4 ft.

10. The equipment is to be erected in an existing building, if available, otherwise authority for the construction of a suitable building is to be obtained through the normal channels.

11. The apparatus provides for general instruction in the correct method of using R/T with means for the introduction of—

(a) Radio interference from a local receiver, to be provided from establishment's resources.

(b) Synthetic interference. This gives a fair representation of interference experienced from Radar transmissions.

12. A book of instructions for fitting will be provided with each set.

13. A power supply of 230 volts 50 cycles is required.

14. *Morse and R/T Training Outfit MRB* (replacing Synthetic Trainer Type B).—This outfit is shown in A.F.O. Diagram No. 34/45 and should be assembled by establishments wishing to make use of the facilities provided. Stores are to be demanded as necessary, quoting this order as the authority.

15. The circuit diagram shows the wiring of an instructor's table and one table for the pupils. Up to 60 positions can be wired successfully, but 20 positions are considered enough for R/T instruction.

16. The capabilities of the circuit are as follows :—

(a) Normal Buzzer Instruction (Pattern 2328 switch made).

(b) Normal Buzzer Instruction with receiver switched on to give interference background (Pattern 2328 made and Pattern 1549 made LEFT).

(c) R/T Instruction (Pattern 1549 made LEFT).

(d) Interference can be introduced by increasing R/F gain and tuning receiver to type of interference required.

(e) In the event of the Buzzer Oscillator, Pattern 2207, developing a defect, the receiver, adjusted to receive CW and tuned to the carrier of a broadcasting station can be keyed (Pattern 1549 switch RIGHT).

(f) Provision has been made for individual transmitting practice simultaneously. To achieve this, each pupil breaks his Pattern 8283 switch.

17. The Transformer (8) is a 20/1 ratio Microphone Transformer similar to that fitted in the Type 60 series of Transmitters. Its secondary is connected across the A.F. Gain Volume control in the B28. Each microphone is wired in series with the Pressel Switch; this can best be done by joining two contacts on the Pattern M315 socket.

18. The Resistance (3) will be between 3,000 and 10,000 ohms, depending on the number of positions wired in the classroom.

19. The switch (7) on the instructor's table breaks the pupil's keying lead and is used when instructor transmits S.B.Xs., etc.

20. A 230 volt 50 cycles supply is required for both Receiver and Oscillator.

21. Receiver AR 88 LF can be used in place of B28. The secondary of the Microphone Transformer being joined across the A.F. Gain Control Potentiometer.

22. Matching the receiver to the output circuit may present some difficulty. Generally, the lowest resistance output should be used, i.e. Loud Speaker Terminals.

23. *R.A.F. Trainer Type 25* (Subhead F1C).—This equipment is designed to simulate the use of R/T in a squadron of aircraft. It is arranged for fitting in six positions for pupils with an instructors' control position. Type 25 trainers will be fitted at R.N. Air Stations, and in Fleet and Light Fleet Carriers.

24. *Portable R/T Sets* (Subhead F1A).—Type 66 R/T sets (Army Type No. 18) will be supplied for practical R/T instruction.

25. *Supply of Stores for Equipment shown in Appendix I.*—With the exception of stores for Morse and R/T Training Outfit MRB, the equipment required will be supplied without demand from the depots detailed below and in the order of priority named, to H.M. ships and shore establishments shown in Appendix I :—

Portable R/T set, Type 66 ...	Superintending Naval Store Officer, Haslemere.
Yeovilton Script	Superintending Naval Store Officer, Mersey Area.
Remaining equipment ...	Superintending Naval Store Officer, Park Royal.

APPENDIX I

	Records			Recording Outfit REF	R. T. Training Outfit MRA	Morse and R. T. Training Outfit MRB	Type 66 R. T. Sets	Priority of Supply
	Yeovilton Script	R. A. F. Speech Training	Naval R/T Procedure					
	Sets	Sets	Sets	No.	No.	No.	No.	
<i>Training Establishments and Bases Home</i>								
H.M. Signal School, Leydene, Petersfield.	30	2	2	1	1		6	A
H.M. Signal School, Chatham	—	2	2	1	1		2	A
H.M. Signal School, Devonport	—	2	2	1	1		6	A
H.M.S. "Scotia"	—	—	—	—	—		6	A
H.M.S. "Valkyrie II"	—	2	2	1	1		6	A
H.M.S. "Cabbala"	—	2	2	1	1		—	A
H.M.S. "St. George"	—	2	2	1	2		—	A
H.M.S. "Dinosaur"	—	2	2	1	—		—	A
H.M.S. "Pasco"	—	2	2	1	—		—	A
Glenhail Camp, Plymouth	—	2	2	1	1		6	A
H.M.S. "Cicala"	—	2	2	1	—		1	B
H.M.S. "Aggressive"	—	2	2	1	—		1	B
H.M.S. "Attack"	—	2	2	1	—		—	B
H.M.S. "Lizard"	—	2	2	1	—		6	B
H.M.S. "Bee"	—	2	2	1	—		1	B
H.M.S. "Irwell"	—	2	2	1	1		—	B
H.M.S. "Mentor"	—	2	2	1	—		—	B
H.M.S. "St. Christopher"	—	2	2	1	—		—	B
H.M.S. "Western Isles"	—	2	2	—	—		—	B
H.M.S. "Collingwood"	2	2	2	1	1		—	A
R.M. School of Signalling	—	—	—	—	1		—	A
P.S.C.D., Lowestoft	—	2	—	1	1		2	B
Cdre. (D) W.A.	—	—	—	—	1		—	B
Capt. (D) Belfast	—	—	—	—	1		—	B
Capt. (D) Greenock	—	—	—	—	1		6	B
Capt. (D) Liverpool	—	2	2	1	1		4	B
Rosyth, C.-in-C.	—	2	2	1	1		—	B
Dover, V.A.	—	2	—	1	—		4	B
Lyness, N.O.I.C.	—	—	—	—	1		—	B
Hatston, N.O.I.C.	—	—	—	—	—		—	B
Lerwick, N.O.I.C.	—	—	—	—	—		—	B
Milford Haven, F.O.I.C.	—	—	—	—	—		6	B
Flotta, N.O.I.C.	—	2	2	1	1		—	B
Plymouth—Coast Forces Base	—	2	2	—	—		—	B
Portsmouth—Coast Forces Base	—	4	4	2	—		—	B
Portland—Coast Forces Base	—	2	2	1	—		—	B
Dover—Coast Forces Base	—	2	2	1	—		—	B
Nore—Coast Forces Base	—	2	2	1	—		—	B
H.M.S. "Frobisher"	—	2	2	1	—		—	B
Devonport—Gunnery School	—	—	—	1	—		—	B
Chatham—Gunnery School	—	—	—	1	—		—	B
<i>Abroad</i>								
Malta—Signal Training Centre	—	2	2	1	1		6	A
Bermuda—H.M.S. "Malabar"	—	—	—	—	—		10	B
Mediterranean—H.M.S. "Canopus"	—	2	2	1	1		12	A
Simonstown—Klaver Signal School	—	—	—	—	1		—	A
Durban—A/P Base	—	—	—	—	—		—	B
Freetown—N.O.I.C.	—	2	2	1*	1*		2	B
Dakar—N.O.I.C.	—	2	2	1	—		—	B
Colombo—N.O.I.C.	—	—	—	—	1*		—	B
Trincomalee—N.O.I.C.	—	—	—	—	1*		8	B
Bombay—H.M.S. "Braganza III"	—	2	2	1*	1*		—	A
Bombay—H.M.I.S. "Talwar"	—	2	2	1*	1*		12	A
Bombay—H.M.I.S. "Himalaya"	—	—	—	1*	—		—	B
Karachi—H.M.I.S. "Bahadur"	—	2	2	1*	1*		4	B
Karachi—Radar and F.D. School	—	2	2	1*	1*		4	B
Calcutta, N.O.I.C.	—	2	2	1*	1*		—	B

As required by Establishments in accordance with paragraph 14 of this Order

APPENDIX I—contd.

	Records			Recording Outfit REF	R. T. Training Outfit MRA	Morse and R. T. Training Outfit MRB	Type 66 R. T. Sets	Priority of Supply
	Yeovilton Script	R. A. F. Speech Training	Naval R/T Procedure					
	Sets	Sets	Sets	No.	No.	No.	No.	
Vizagapatam, N.O.I.C.	—	2	2	1*	1*		—	B
Cocanada, N.O.I.C.	—	2	2	1*	1*		—	B
Mandapan, N.O.I.C.	—	2	2	1*	1*		—	B
Chittagong, N.O.I.C.	—	2	2	1*	1*		—	B
Madras, N.O.I.C.	—	2	2	1*	1*		—	B
Cochin, N.O.I.C.	—	2	2	1*	1*		—	B
Karachi, N.O.I.C.	—	2	2	1*	1*		—	B
Aden, N.O.I.C.	—	2	2	1*	1*		—	B
Kilindini, N.O.I.C.	—	2	2	1	1		—	B
Gibraltar, F.O.I.C.	—	4	4	2	—		—	B
Taranto, N.O.I.C.	—	—	—	—	—		6	B
Naples, N.O.I.C.	—	2	2	1	—		—	B
Flinders N.D., Victoria	—	2	2	1	—		—	A
Sydney Base	—	2	2	1	—		—	A
<i>H.M. Ships</i>								
Fleet Flagships	—	2	2	1	—		—	C
Squadron Flagships	—	2	2	1	—		—	C
Aircraft Carriers—Fleet	1	2	2	1	†		—	B*
Aircraft Carriers—Light Fleet	1	2	2	1	†		—	B*
Aircraft Carriers—Other classes	1	2	2	1	—		—	B
Capital Ships and Cruisers (other than Flagships).	—	2	2	—	—		—	C
<i>Royal Naval Air Stations and Fighter Direction Schools</i>								
Arbroath	4	4	4	2	—		—	A
Henstridge	2	2	2	1	—		—	B
Inskip	2	2	2	1	—		—	B
Piarco	2	2	2	1	—		—	A
Worthy Down	2	2	2	1	—		—	A
Machrihanish	2	2	2	1	—		—	B
Yeovilton	4	4	4	2	—		—	A
Kete (Fighter Direction School)	4	4	4	2	—		—	A
Yarmouth, Nova Scotia	2	2	2	1	—		—	A
Crimond	2	2	2	1	—		—	A
Ronaldsway	2	2	2	1	—		—	B
St. Merryn	2	2	2	1	—		—	B
Stretton	2	2	2	1	—		—	B
Easthaven	2	2	2	1	—		—	B
Fearn	2	2	2	1	—		—	B
Crail	2	2	2	1	—		—	A
Hatston	2	2	2	1	—		—	B
Twatt	2	2	2	1	—		—	B
Katukurunda	2	2	2	1	—		—	B
Wingfield	2	2	2	1	—		—	B
Tambaran	2	2	2	1	—		—	B
Durban	2	2	2	1	—		—	B
Burscough	2	2	2	1	—		—	B
Eastleigh	2	2	2	1	—		—	C
Eglinton	2	2	2	1	—		—	B
Hinstock	2	2	2	1	—		—	C
Lee-on-Solent	2	2	2	1	—		—	B
Maydown	2	2	2	1	—		—	B
Trincomalee	2	2	2	1	—		—	B
Colombo Racecourse	2	2	2	1	—		—	B
Puttalam	2	2	2	1	—		—	B

* Tropicalized equipment.

† R.A.F. Type 25 trainers will be fitted in Fleet, Light Fleet Aircraft and Naval Air Stations.

(A.F.O. 5570/43 is cancelled.)

436.—W/T—Receiver B.28—A.V.C.

(R.E. 10042/45.—25 Jan. 1945.)

It is at present impracticable to use a Receiver B. 28 in the A.V.C. condition when it is tuned near to, or on, the frequency of a transmitter whose aerial is in the proximity of the receiver aerial, owing to the time taken for the receiver to recover after having been blocked by the strong signal of the transmitter. This delay may result in missing the acknowledgment or the beginning of a reply.

2. With a view to overcoming this disadvantage it has been decided that ships' staff shall make the modification detailed below to all receivers B.28 in use. The modification will be incorporated into production models as soon as possible. The effect of the change is to speed up the recovery after blocking, and reception becomes possible even whilst the gas-gap is still lighted.

3. Place the receiver upside-down on the bench and remove the base plate. Referring to S.S.90 Book of Instructions for Receiver B.28, Fig. 7, underside view, and looking at the receiver from the back :—

(a) Remove the wire connecting the first tag to the seventh tag on the terminal board marked 1, 2, 3, 4 in diagram

(b) Connect a Pattern W. 2762A "Resistor 470,000 ohms" from the first tag to the earthing point of the screened cable immediately alongside.

4. Replace the base plate and return the receiver to its normal working position on the bench.

5. Ships are to demand one in No. Pattern W. 2762A Resistor, 470,000 ohms, $\frac{1}{2}$ -watt, for each receiver B.28 held.

437.—R.N. Shore Wireless Stations—Transmitter G12TA—Introduction—Conversion of Transmitter G12T to G12TA—REPORTS

R.N. Shore Wireless Stations

(N.S. 41700/44.—25 Jan. 1945.)

Purpose

Transmitter G12TA is a medium power M/F transmitter, designed by Rediffusion, Ltd., suitable for use in shore wireless stations with separated transmitting and receiving sites, where a useful transmitting range of approximately 300 miles is required. A more accurate guide to transmitting range can be obtained from paragraph 7 below.

Frequency Range and Control

2. The frequency range of G12TA is :—

(a) 110–150 Kc/s (Master Oscillator Control).

(b) 150–1,200 Kc/s (Master Oscillator or Crystal Control).

3. The crystal holder employed is A.M., Reference 10X, and the crystal multiplication factor is "1" throughout the crystal controlled range.

4. Up to six crystals can be inserted together in the crystal oscillator unit, and the desired crystal can be selected by a 7-way manual switch, position "O" of which is used for master oscillator control.

Modulation

5. The transmitter is suitable for :—

(a) C.W.

(b) M.C.W. ... 100 per cent, modulation at 1,000 o/s.

(c) R/T ... 80 per cent, modulation at speech frequencies.

6. Changes in these services are effected by manual switches on the front panels.

Aerial Power

7. The output power from the transmitter to the aerial is approximately :—

(a) C.W. ... 2 Kilowatts.

(b) M.C.W. and R/T 500 watts.

8. Output power may be controlled by the operation of a manual 4-position control on the front of the power supply unit to full, $\frac{1}{2}$, $\frac{1}{4}$ or 1/16th power.

Output to Aerial System

9. The transmitter is normally suitable for connection to a single wire aerial feeder only, but arrangements can be made for the set to be modified before issue to feed into a coaxial cable, in which case the single wire output is not available. This modification is carried out at the manufacturer's works and cannot be effected at stations after fitting.

Associated Aerial Outfits

10. The following table shows the aerial outfits suitable for use with the various standard sizes of towers :—

Type of Tower	Aerial Outfit	Remarks
(a) 600-ft. steel self-supporting	AOY	Used when transmitter is sited in a building fitted with a high power L/F transmitter employing aerial outfit AOU on the 600-ft. towers.
(b) 180-ft. steel self-supporting	AOK	Preferred arrangement.
(c) 110-ft. timber self-supporting	AON	Only used if site conditions do not permit the erection of 180-ft. steel towers, and a reduced transmitting range can be accepted.

Power Supplies

11. Transmitter G12TA requires a power supply of 230 volts, 50 cycles, single phase A.C., and the consumption on full power is approximately 4.5 kilowatts at a power factor of 0.85.

Reception Arrangements

12. A receiver cannot be directly associated with this transmitter, as no send/receive arrangements are incorporated. The transmitter should therefore always be erected in a transmitting building separated from the receivers by a distance of at least 4,000 yards. Harmonic radiation from the transmitter may cause interference to other receiving lines if this distance is reduced.

Remote Control

13. The Shore Station Control System, 1944 Design (S.S.C.S.), which is expected to become available in 1945, should always be employed with this transmitter. When this is fitted, the following major facilities which can be remotely controlled are available :—

- Keying, hand or automatic (up to 50 w.p.m. over 20 miles of 40 lb. PCQL cable).
- C.W., M.C.W. and R/T.
- Change from C.W. (500 watts) to M.C.W. or R/T and *vice versa*.
- Switching "on" and "off."

Construction Dimensions and Weights

14. The equipment consists of three main assemblies, namely :—

- "Power Supply Bay", containing transformers, rectifiers, switching and the transmitter control unit.
- "Transmitter Bay", containing the master oscillator, crystal oscillator, modulator and power amplifier stages.
- "Long Wave Coil Unit", containing the aerial loading inductances, switching and R/F output terminals.

15. Weights and dimensions are as follows :—

Title	Height		Length		Front to Back		Weight Packed		Weight Unpacked			
	ft.	in.	ft.	in.	ft.	in.	cwt.	qr.	lb.	cwt.	qr.	lb.
(a) Power supply bay	5	5	2	7 $\frac{1}{2}$	2	4	16	2	12	8	2	6
(b) Transmitting bay	5	5	2	7 $\frac{1}{2}$	2	4	14	1	3	6	3	7
(c) Long wave coil unit	5	5	2	6 $\frac{1}{2}$	2	4 $\frac{1}{2}$	3	3	27	1	3	16

Installation Space Required

16. To obtain free access to the sides and rear of the cabinets, a space of 16 ft. long by 9 ft. front to back by 7 ft. high should be provided for transmitter G12TA. The absolute minimum space in which a transmitter can be fitted, if maintenance is partially sacrificed, is 11 ft. long by 7 ft. front to back by 7 ft. high.

17. Details of plinths and trenches required for this transmitter are given in A.S.E. Drawing No. 30806A.

Specification, Establishment List and Handbook

18. The Handbook for Transmitter G12TA is S.S. 197, copies of which are normally provided with the transmitters only, as supplies are limited. Additional copies can be obtained when absolutely necessary from the Captain Superintendent, Admiralty Signal Establishment, Haslemere.

19. As the handbook is complete and the transmitter is of "commercial" design, it should be noted that there is neither an Installation Specification nor an Establishment List for this transmitter.

Demands for Spares and Replacements

20. All demands for spares and replacements for these transmitters must include particulars of the individual transmitters concerned, in accordance with the instructions promulgated for demands for "proprietary" W/T apparatus. (See A.F.O. 3721/44.)

Naval Marking for Identification of Individual Transmitters

21. These "naval markings" are necessary because the main assemblies (see paragraph 14 above) are not interchangeable between different transmitters.

22. The marking consists of the letter/figure combination "RN(figure)R", the series allocated being "RN1R" to "RN12R" and "RN15R" to "RN76R", both inclusive.

23. This marking is found—

(a) on an engraved nickel plate at the top of the front of the "transmitter bay" (see paragraph 14 (b));

(b) in black stencilled characters on the rear of each main assembly and on the chassis of the units therein.

24. This marking identifies an individual transmitter to A.S.E. and the manufacturer, and should always be quoted in correspondence, etc., relating to particular sets.

Conversion of Transmitters G12T to Transmitters G12TA

25. Earlier transmitters of this series, named G12T, were issued with master oscillator units from which harmonic radiation was excessive. Arrangements have been made to overcome this defect by modifying the earlier master oscillator units. As the modifications involved cannot be carried out by station staff, complete new units are being issued to stations with Transmitters G12T, who are to return the old units, carefully packed, for conversion, direct to "Rediffusion, Ltd.," Broomhill Road, Wandsworth, London, S.W.18. On completion of fitting, the title of the transmitter becomes "G12TA". Full instructions, drawings and revised handbooks are contained in the boxes containing the new units, which should be available for issue by February, 1945.

26. As "naval marking" plates were not fitted to G12T transmitters before despatch, they have been included in the box of conversion parts in paragraph 25 above. On receipt the plates should be fitted by station staff as convenient at the top centre of the front of the transmitter bay main assembly.

27. The transmitters G12T to be converted to G12TA are those with naval markings below "RN26R" inclusive.

Reports

28. Stations fitted with Transmitter G12T are to report *via* the usual channels to Admiralty when these sets have been converted to G12TA.

(A.F.O. 3721/44.)

438.—W/T—Types 52FH/FHV/CFH, 57C/CR/CM/CMR/D/DR/DM/DMR, 60D/DR/FR/FV Transmitting Sets—Failure of Rectifiers, H25-16-IX Fitted in Switches, Magnetic, Patterns W.576B and W.1182A.

(N.S. 41673/44.—25 Jan, 1945.)

Owing to reports of failure of rectifier H25-16-IX, incorporating slotted contact discs (see A.F.O. Diagram 30/45) (A.S.E. Drawing No. 39967) fitted as components of switches, magnetic, Patterns W.576B and W.1182A, as part of the above W/T transmitting sets, it has been decided that these rectifiers are to be replaced by rectifiers, Pattern 52303, which incorporate solid contact type discs.

2. Rectifiers, H25-16-IX, and rectifiers, Pattern 52303, have the same fixing centres and over-all dimensions.

3. Ships concerned are to demand 4 rectifiers, Pattern 52303, for each type 57C/CR/CM/CMR/D/DR/DM/DMR and 60D/DR/FR/FV sets fitted and for each type 52FH/FHV/CFH sets fitted in conjunction with aerial trunk outfit TA, quoting this order as authority.

4. Ships in home waters should render their demands on Superintending Naval Store Officer, Haslemere. Services abroad should demand on their nearest storing yard and Superintending Naval Store Officer, Haslemere, is to arrange initial bulk supplies as follows:—

Gibraltar	...	...	100	Colombo	...	...	200
Malta...	...	...	200	Bombay	...	...	50
Alexandria	...	...	100	Sydney	...	...	200
Durban	...	...	100	Bermuda	...	...	50

5. The unsatisfactory rectifiers, H25-16-IX, are to be returned to the nearest storing yard and brought to produce.

6. Pertinent Establishment List will be amended.

439.—W/T Sets, Types TW12 DH and DP—Fitting-out Information

(R.E. 13201/44.—25 Jan. 1945.)

A.S.E. Installation Specification No. B.91/R1 has been prepared to show the method of fitting and wiring W/ sets, Types TW12 DH and DP.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Ceylon, Orkneys, Rosyth and Kilindini; Flag Officers-in-Charge, East Africa, West Africa and Tunisia; Commodore, Algiers; Commodores Superintendent, Gibraltar, Malta and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Flag Officer, Bombay; Captain-in-Charge, Bermuda; Captain Superintendent, Durban; Commodore (D); Londonderry; Naval Headquarters, India; Deputy Superintendent, Pembroke; Naval Secretary, Wellington; Naval Secretary, Melbourne, for the Officers concerned at Melbourne, Sydney and Fremantle; Commanding Officers, H.M. ships, "Lizard," "Northney," "Squid," "Tormentor," "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; R.A.L.S.C.(U); Commanding Officers, H.M. ships "Midge," "Mantis," "Beehive," "Aggressive," "Hornet," "Attack," "Bee," "Fervent," "Blackbat," "Cicala," "Mosquito" and "Gregale"; Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North-Western, Humber, Southern, London, South Wales, Belfast, Scottish and North-Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North-Western, North-Eastern, South Wales, London, South-Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with W/T sets, Types TW12 FH and FP, are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B91/R1.

4. It is to be noted that Specification B91/40, Addendum A to B91/40, and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

440.—Aircraft Radio—Beacon Installation in Naval Aircraft—Fitting of Change-over Switch for Pilot's Telephones in Aircraft where no Change-over Device Exists

(N.A.R. 1/45.—25 Jan. 1945.)

Some Naval aircraft (e.g. Sea Otter) are not provided with any means by which the pilot can change his telephones from beacon to communication receiver other than by removing his Mic/Tel plug from one socket, Type 359, and inserting it in the other.

2. In such aeroplanes, units concerned are to delete one of the sockets, Type 359, and fit a switch, Type 170, in accordance with A.F.O. Diagram 28/45.

3. Equipment required:—

Item	Stores Ref.	Nomenclature	Quantity
1	10F/11714	Switch, Type 170	1
2	5C/432	Blocks, terminal, Type B, 3-way, No. 1	1
3	5E/1358	Cable, L.T., Unicel 4	As required

4. The switch is to be fitted in a convenient position for operation by the pilot—if possible, visible to him—and labelled clearly as shown.

5. In Sea Otter aeroplanes, the switch should be mounted on the flat bulkhead just behind and to the right of the pilot's head, i.e. where the socket, Type 359, for the beacon receiver is at present.

6. Note that only the telephone positive circuits are switched and that the negatives are "commoned" and earthed.

7. Note that when the switch handle is "up" the bottom contacts are made and *vice versa*.

441.—Aircraft Radio—Modifications to Equipments—Formation of Committee

(N.A.R. 224/44.—25 Jan. 1945.)

To ensure consistency in the introduction of internal modifications to aircraft radio equipment, an inter-service Radio Modifications Committee has been set up, composed of representatives of the Admiralty, Air Ministry and Ministry of Aircraft Production. The committee has been constituted for the purpose of examining the need for all proposed modifications to British and American aircraft radio equipment in use in the service and to authorize the incorporation of approved modifications with relevant priorities.

2. Proposals for the application and introduction of modifications developed by the Service should continue to be forwarded through the usual channels to Admiralty (for Director of Naval Air Radio). Reports of defective equipment should continue to be forwarded in accordance with current Fleet Orders.

3. Where urgent action is required, instructions for the incorporation of modifications will continue to be promulgated by Fleet Order, Admiralty letter or signal, confirmatory action following by the usual leaflet.

442.—Aircraft at Home—Application for Assistance by On Site Contractors' Working Party

(A.M.R. 1190/44.—25 Jan. 1945.)

When reporting unserviceability of airframes under A.F.Os. 2725/42 or 6125/44, consideration should always be given to the possibility of rectification on site by a civilian contractors' working party. When the assistance of such a party is thought to be desirable, the category should be reported as "provisionally X/C" in the case of A.F.O. 2725/42 signals or "Provisionally L/C (or H/C)" when A.F.O. 6125/44 is applicable.

2. In this connection, the work already in hand in workshops, and the skill and experience of the available maintenance personnel should be taken into consideration. When it is foreseen that by undertaking any particular work in the station workshops, local maintenance capacity will be overtaxed, and the capability of the workshops to perform their primary function thereby impaired, application should be made as in paragraph 1.

3. On receipt of report endorsed "provisionally X/C, L/C or H/C" (see paragraph 1) the Administrative Authority will signal the appropriate civilian

repair contractor, who will arrange for a representative to examine the aircraft concerned. After confirmation that repairs on site can be effected, the representative will arrange with his firm for the necessary work to be put in hand. A second signal is then to be despatched to the Administrative Authority repeated to Admiralty in the form "My..... (T.O.O. of the original signal under A.F.Os. 2725/42 or 6125/44) repairs on site proceeding." If, however, the civilian representative rules that repairs on site are impracticable, the subsequent signal should be in the form "My..... repairs cannot be undertaken on site. Aircraft re-categorised....."

Repairs on site are covered by running contracts and no further reporting action is required. The services of contractor's technical and travelling representatives are also covered by running contracts and for these no special reporting action is required.

4. *Modifications, Maintenance on Site.*—(i) When it is necessary to engage a contractor's working party to embody modifications in Naval aircraft in service, an Admiralty requisition for contract cover is placed with the Ministry of Aircraft Production, copies of which are *invariably* forwarded to the Administrative Authority and the Commanding Officer of the station or other establishment concerned.

(ii) It is essential that work actually performed under each requisition be reported accurately and promptly on Form A.22. *This form is to be raised in quadruplicate.* The original is to be forwarded to the Inspector-in-Charge, A.I.D., at contractors' works; two copies to Admiralty for D.A.M.R. and one to be retained by the originator.

(iii) There is no objection to the employment of the working party on general aircraft servicing work should delay in supply of modifications or other circumstances interrupt the modification work. Immediately the work has been completed the party is to be released unless instructions to the contrary are obtained from the Administrative Authority.

(iv) When arrangements are made for a contractor's working party to assist in general maintenance work the method to be followed for reporting work completed will be stated in the covering Admiralty requisition.

(v) If, owing to urgency, any work is completed before a requisition is received this is to be reported as soon as practicable to the Admiralty.

It is emphasized that all contractor's work at stations, whether or not covered by an Admiralty requisition will, unless it is a contractor's liability, ultimately be the subject of a claim for payment by the contractor and, therefore, a prompt report by Form A.22 (or by special report when the Form A.22 is unsuitable) will enable the transaction to be closed.

(vi) In no circumstances is such a working party to be engaged or transferred without the sanction of the Administrative Authority.

(A.F.Os. 2725/42 and 6125/44.)

(C.A.F.O. 2812/44 is cancelled.)

443.—Accelerators—Accelerating Aircraft from B.H.III Accelerators in Fleet and Light Fleet Carriers, and H.II and H.IV Accelerators in American-built Escort Carriers

(A.C.R.D. 1872/44.—25 Jan. 1945.)

The following *amendments* are to be made to A.F.O. 97/45:—

Paragraph 3 (i). *Add* "He is also responsible for determining the launching speed and for passing this to the Engineer Officer".

Paragraph 3 (ii). *Cancel and substitute* "The Directing Officer, detailed by the Captain, is responsible for directing the aircraft up to the accelerator, and for the safe launch of the aircraft".

Paragraph 6 (5)

Column 2 (c). *For* "On seeing (a)" *read* "On seeing (b)".

Column 3 (b). *For* "One seeing (b)" *read* "On seeing (a)".

(A.F.O. 97/45.)

444.—Guard Rail, Collapsible, at After End of Flight Deck

Escort Carriers

(D/Aircraft Accidents 371/44.—25 Jan. 1945.)

An instance has occurred of the arrester hook of an aircraft catching in one of the wires of the collapsible guard rail when landing on an escort carrier.

2. To obviate the risk of further accidents of this kind, the Commanding Officers of escort carriers in which this rail is fitted are to determine whether the rail when fully stowed is at least 2 in. below the line of round down produced.

3. In cases where this condition is not fulfilled, arrangements should be made to modify the guard rails as necessary, the work to be undertaken as far as possible by ships' staffs, with dockyard assistance if required.

4. The connecting link bottle-screws shown on A.F.O. Diagram 29/45, should be adjusted to ensure that all the stanchions work in unison and an examination should be made to ensure that unnecessary restriction is not caused by:—

(a) Premature engagement of a plate stop by one or more of the stanchions.

(b) Insufficient clearance for the lower end or the stanchion crank arm in the connecting clips, when the rail is lowered.

5. If the fault is not found in either (a) or (b) above, it will be necessary to:—

(i) Modify the positions of the plate stops to allow the stanchions to fall further; or

(ii) Lower the fixed pivot points bodily.

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

445.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/PD for Corsair F, Mark IV

(A.E. 6195/44.—25 Jan. 1945.)

Forms A.44/P.D., for Corsair F., Mark IV, are to be prepared and should include the items shewn hereunder.

2. Pending the issue of printed forms, ships and stations should duplicate the necessary forms locally. Parts A and D, and Columns 7 and 8 of Parts B and C, should be as in Form A.44/L, amended as necessary.

A.44/PD—Corsair F, Mark IV—Column 1 refers to Appendix "A," Serial No. 1605.

Part B

1	2	3	4	5	6
—	65	—	Engine { Pratt & Whitney R.2800-8 or } { Pratt & Whitney R.2800-8W } Serial No.....	No.	1
—	66	—			
1A	1	107K/482	Guns, Browning, 0.50 in.	No.	6
2A	5-7	—	Blast tubes	No.	6
13A	13	VS-11500	Ammunition boxes (200 rounds) ...	No.	10
14A	14	VS-11501	Ammunition boxes (175 rounds) ...	No.	2
2D	56	VS-33504	Cockpit cover	No.	1
4D	57	VS-12598	Propeller cover	No.	1
3D	58	VS-12569	Engine cover	No.	1
5D	—	—	Pressure head cover	No.	1
41C	167	88-C-590	} Clock	No.	1
42C	167	88-C-565			
58C	170	88-B-610	Chartboard, Mark IIA, non-magnetic ...	No.	1
60C	171	88-B-770	Plotter	No.	1
53C/54C	172	88-C-200	Compass deviation cards	No.	2
52C	174	88-C-150	Airspeed calibration card	No.	1
55C	—	AAF-57	Compass correction card	No.	1

Part B—contd.

1	2	3	4	5	6	
IF	—	82-U- or 27H/ AN-5845	Engine date plate	} No.	1	
15D	178	or 6F/198	Engine data card			
16D	178	VS-154/2	Safety harness, Type B-11	} No.	1	
25D	179	VS-23890	or Safety harness, Type Q			
29D	180	VS-23891	Control locking device	No.	1	
30D	181	7B/982	Rear view mirror	No.	1	
25A	218	VS-10501	Rear view mirrors (side)	No.	2	
—	279	ES-678324-4	Signal pistol, No. 4, Mark I*... ..	No.	1	
90E	301	27N/12	Jury struts	No.	2	
9D	—	6A/1816	Homing decode cards	No.	3	
44C	222		Fire extinguisher, hand type... ..	No.	1	
			Compass, AF Type B-16	No.	1	
			Communication radio *.....	No.	1	
			*.....	No.	*	
			Radar	*.....	No.	*
			*.....	No.	*	
			*.....	No.	*	
			I.F.F.	*.....	No.	1
			Beacon receiver	*.....	No.	1
			Any other radio	*.....	No.	*
			Crystals, Ref. No.	*.....	No.	*
			Crystals, Ref. No.	*.....	No.	*
			Crystals, Ref. No.	*.....	No.	*
			Crystals, Ref. No.	*.....	No.	*
			Crystals, Ref. No.	*.....	No.	*

Part C

1	2	3	4	5	6
3F	69	Eclipse 1273-1A	Generator, engine-driven	No.	1
19A	98	8B/2493	} Gunsight, reflector type, Mark III (Special)	No.	1
5B	176	17-B-6630				Accumulator, 24 v. ... ..
		or	or		or
6B	176	17-B-6632			
		or			
7B	176	AN.3154-1	Accumulators, 24 v.	No.	2
			Bomb carriers	No.	—

(A.F.Os. 1859/44 and 5339/44.)

446.—Alterations and Additions

H.M. Rescue Tugs B.A.T., Class 1-14, and Steel A.T.R. Class 41, 42, 48, 49 and 91-96

(D./T.D. 01729/44.—25 Jan. 1945.)

The following decisions on As. and As. to H.M. rescue tugs B.A.T., Class 1-14, and steel A.T.R., Class 41, 42, 48, 49 and 91-96, are promulgated, in continuance of A.F.O. 6727/44:—

Items.	Authority.	Decisions.
78. Deck extension push rods to be fitted to operate manual emergency shut down on port and starboard main generators.	T.D.01729/44	} Approved. Classification A.
79. Extension rods to boat deck to be fitted to valves, Nos. 109, 112, 113, 123 and 252 of Drawing No. 195/37.		
80. Additional push button control to be fitted to fire and bilge pump starter and located on after accommodation bulkhead on boat deck. The push button to be watertight to 6 lb. per sq. in.		

(A.F.Os. 4849/43 and 6727/44.)

447.—Ventilation—As. and As.*126-ft. Motor Minesweepers*

(D. 16431/44.—25 Jan. 1945.)

Reports have been received from 126-ft. motor minesweepers of smell from diesel oil in the accommodation spaces. In order to reduce this to a minimum, Commanding Officers should arrange for the bilges to be kept pumped out and for tank connections to be examined for signs of leakage.

2. The following additions to ventilation arrangements are to be carried out :—

(a) A 5-in. exhaust fan with the suction led down to the bilges at the after end of the fuel tank compartment.

(b) Six-in. mushroom natural exhausts to the forward and aft crews' messes. The arrangements are shown on drawing D.N.C. 29/A/512A.

3. These are approved A. and A. items, classification "B", for all vessels of the class.

4. Separate instructions are being issued by the Admiralty for vessels under construction.

(*C.-in-C., The Nore, 26 Sep. 1944, No. 4904/552/2.*)

448.—Voice Pipes Outside Pressure Hull—As. and As.*"U" Class Submarines*

(D. 106/45.—25 Jan. 1945.)

Item No. 548. Classification A*.

2. The voice pipes outside the pressure hull in a number of "U" class submarines have collapsed when diving deep.

3. The pipes between the cock on the bridge and connection to the pressure hull in all these vessels are, therefore, to be increased from 50 W.D.G. to 92 W.D.G., tested to 150 lb. per sq. in., when next in hand for refit.

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

449.—Lifting Slings*L.C.V.(P)*

(D.C.O.M. 139/45.—25 Jan. 1945.)

Information has been received that the large triangular shackle connecting the after sling legs to the forged steel curved bar at the apex of L.C.V.(P) lifting slings is liable to spread, due to the failure of the cotter pin securing the pin of the shackle. To overcome this tendency, arrangements should be made by Base Staffs to remove the shackle pins and cotters and substitute steel bolts of the same diameter as the pins and fitted with nuts secured with cotters.

450.—Lifting Appliances, Yale "Pul-Lift" for Damage Control Purposes—Allowances

(N.S. 022395/44.—25 Jan. 1945.)

The following lifting appliances, Yale "Pul-lift", are being introduced as standard naval store articles under Subhead B8 of the Rate Book for Naval Stores :—

Pattern.	Description.
4187	Appliance, lifting, Yale "Pul-lift", 3 ton capacity
4188	Appliance, lifting, Yale "Pul-lift", 1½ ton capacity
4189	Appliance, lifting, Yale "Pul-lift", ¾ ton capacity

The "Pul-lifts" will be dealt with as permanent Naval sea stores and are to be allowed for damage control purposes to the ships detailed in the Appendix to this order on the basis shown herein.

2. Ships concerned in commission should forward demands to their storing yards or depots accordingly. Supply to ships concerned under construction should be arranged by the warrant-yards and supplying yards or depots in the usual manner. Priority is to be given to ships operating in or proceeding to the East Indies or Pacific Fleets.

3. Purchase has been arranged from the Yale and Town Manufacturing Co., under C.P. 7B/91024/44, dated 23rd September, 1944, as follows :—

Pattern.	Chatham	Portsmouth.	Devonport.	Rosyth.	Preston.	Severn.	Leeds.	Carfin.	Total.
4187 ...	15	15	15	15	30	35	10	15	150
4188 ...	30	30	30	30	60	70	20	30	300
4189 ...	70	70	70	120	120	160	70	70	750

4. The Sea Store Establishments concerned will be amended.

APPENDIX

Allowances of "Pul-lifts", Patterns 4187, 4188 and 4189 for Damage Control Purposes

For the purpose of this Order the ships concerned are classified as follows :—

- (1) Capital ships, fleet and light fleet carriers, H.M. Ships "Unicorn", "Perseus" and "Pioneer".
- (2) Cruisers over 6,000 tons, repair ships, large depot ships, escort carriers, landing ships over 10,000 tons gross.
- (3) Cruisers under 6,000 tons, monitors, small depot ships, L.S.T.(1) ("Boxer" class), L.S.D., hull repair ships, aircraft component and engine repair ships and other H.M. Ships of merchant ship construction (including landing ships) over 5,000 tons and under 10,000 tons gross.
- (4) Flotilla leaders, fleet destroyers, escort destroyers over 1,300 tons, fast minelayers, frigates, sloops "Black Swan" and modified "Black Swan" classes, H.M. Ships "Protector" and "Guardian", cutters, L.S.T.(2), L.S.E., F.D.T.13 and 217, transport ferries, H.M. ships of merchant ship construction (including landing ships) over 3,000 tons and under 5,000 tons gross.

Pattern	Description	Allowance per ship to ships under classification			
		1	2	3	4
4187	Appliance, lifting, Yale "Pul-lift", 3-ton capacity.	1	1	—	—
4188	Appliance, lifting, Yale, "Pul-lift", 1½-ton capacity.	1	1	1	—
4189	Appliance, lifting, Yale "Pul-lift", ¾-ton capacity.	1	1	1	1

451.—Shoring Material for Damage Control Purposes

Capital Ships, Fleet and Light Fleet Carriers, "Unicorn," "Perseus" and "Pioneer"

(N.S. 13444/45.—25 Jan. 1945.)

The quantities of shores to be carried in the above-mentioned ships for damage control purposes have been revised as follows :—

Shores :—	Quantities at present authorized to be carried	Revised quantities authorized to be carried
	(A.F.O. 1642/43)	
6 in. by 6 in.	450 ft.	600 ft.
4 in. by 4 in.	200 ft.	350 ft.

2. It is emphasized that the revised quantities are not to be exceeded in any of the ships mentioned. Ships concerned in commission should demand any shores required to complete to the revised quantities from their storing yards or depots. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards and depots in accordance with the revised quantities.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

(A.F.O. 1642/43.)

452.—Immersion Heaters, Pattern 19572, and Accessories for 2-pdr. Mark VI and Mark VII Mountings—Introduction

(N.S. 016646/43.—25 Jan. 1945.)

The following items have been introduced for incorporation in 2-pdr., Mark VI and Mark VII mountings, and have been added to the Authorized List of Naval Stores, as follows:—

Subhead F2B	Pattern	Description
Part IV, Schedule C	19572	Immersion heater, 220 volt 1.5 kW.
	19573	Spare element for above.
	19574	Spare terminal ring for above.
Part II, Schedule C	18664	Switch, rotary 10 amp. two heat.

2. Spares of these items will not be carried in ships concerned as part of the ship's outfit of stores.

3. Sixty-seven heaters, Pattern 19572, and 67 switches, Pattern 18664, have been ordered from Messrs. Santon, Ltd., under C.P. 81280/43, for delivery to R.N. Store Depot, Victoria Mills, Mossley.

4. Admiralty Regional Electrical Engineers responsible for inspection of the electrical equipment at the firms re-assembling the mountings should forward demands for these items to the Naval Store Officer, Preston.

453.—Silver-Carbon Brush, Pattern 14091, for Use with Slip Rings on Gun Mountings and Aerial Towers—Introduction

(N.S. 18373/44.—25 Jan. 1945.)

The undermentioned silver-carbon brush has been introduced in connection with the fitting of slip rings to gun mountings and aerial towers:—

Subhead and Item	Pattern	Description
F.2.A ...	14091	Brush, silver-carbon, size 1-in. × 0.625-in. × 0.1-in. Link S.M.O., 85 per cent. silver with (5-amp. pigtail, 2½-in. long).

2. Purchase of 50,000 brushes has been arranged for delivery as follows:—

Chatham.	Portsmouth.	Devonport.	Rosyth.	Stroud.	Newcastle.	Mossley.	Leeds.	Cardfn.
8,000	6,000	6,000	6,000	6,000	6,000	8,000	2,000	2,000

Shipment abroad should be made as follows:—

Stroud			Preston		
Ceylon.	Durban.	Fremantle.	Alexandria.	Malta.	Gibraltar.
500	500	500	500	500	200

3. An initial supply of spare brushes, which will be dealt with as consumable naval stores, should be carried by ships concerned as follows:—

Ships fitted with aerial towers, Type A.Q.S. and A.Q.T.—Sufficient to replace completely the number of brushes, Pattern 14091, fitted (i.e., 250 brushes). An emergency stock equal to 25 per cent. of the total number of brushes, Pattern 14091, fitted is to be maintained.

Note.—So far as is known at present the only classes of vessels which will be concerned are as follows:—

- “Ark Royal” Class
- “Gibraltar” Class
- “Colossus” Class
- Certain existing Fleet carriers
- Fighter direction ships (except L.S.F.)

Ships fitted with B.U.S.T.E.R. mountings.—Sufficient to replace completely the number of brushes, Pattern 14091, fitted (65 brushes).

Note.—The ships concerned will be Fleet destroyers and cruisers.

4. Ships concerned in commission should forward demands accordingly to their storing yards or depots. Supply to ships concerned under construction should be arranged by Warrant yards and supplying yards and depots in the usual manner.

5. The Rate Book of Naval Stores and Sea Store Establishments (B.R. 359 and B.R. 332A) will be amended.

454.—Fire Extinguishers—Pyrene Type—Fatal Accidents as a Result of Cleaning Clothing with Carbon Tetrachloride

(N.S./N.L. 19071/44.—25 Jan. 1945.)

A number of cases of toxic poisoning (including four deaths) have occurred recently as a result of personnel cleaning their clothing with carbon tetrachloride supplied for use in fire extinguishers.

2. The attention of all concerned should be drawn to the fact that carbon tetrachloride is poisonous and it is extremely dangerous to utilize the fluid from “Pyrene” extinguishers or the refill containers for any purpose other than that for which it is provided. *On no account must fire extinguishing liquid be used for cleaning clothes.*

3. An erroneous belief appears to exist that carbon tetrachloride is poisonous only when it has been subjected to sufficient heat to break down its constituent elements so as to form phosgene, e.g. when it comes into contact with red hot metal. Carbon tetrachloride is in itself toxic at normal atmospheric temperatures, and if constantly inhaled for periods which vary according to the concentration of the vapour in the atmosphere, will give rise to sufficient accumulation of carbon tetrachloride in the blood to cause serious illness and possibly death.

455.—Electric Lamps for Counterdrum Instruments—Supply of

(N.S. 35398/44.—25 Jan. 1945.)

In view of the use of red lamps in instruments at exposed positions, it is now uneconomical to supply counterdrum instruments complete with white lamps, and in future all instruments of this type will be supplied without lamps.

2. The lamps are to be fitted by shipbuilders or dockyards and are to be demanded by warship electrical superintendents, emergency repair overseers or dockyard authorities from the storing yard as necessary.

3. Instruments fitted in positions where maintenance of dark adaptation of personnel is a requirement are to be fitted with lamps, Pattern 8096RM, and instruments at other positions with lamps, Pattern 8096M.

456.—Oil Fuel Tank—Conversion to Fresh Water

75-ft. M/S M.F.Vs.

(D/M/S. 0636/44.—25 Jan. 1945.)

It has been approved for the oil fuel tank forward of the machinery space in 75-ft. M.F.Vs. converted to minesweepers to be converted for use as a fresh water tank.

2. The oil fuel piping is to be disconnected and the tank steamed out. A locked cock is to be fitted 4 in. above the bottom. The water will not be suitable for drinking purposes and the tank is to be clearly labelled to this effect.

3. The work is to be treated as a defect in first fitting.

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

457.—Copper Paint—Supply in Tropical Waters

Wooden Hull Minor Landing Craft

(N.S./D.C.O.M. 03894/44.—25 Jan. 1945.)

In order to protect wooden hull minor landing craft from attack by the Toredo worm, craft in tropical waters should have their bottoms painted or touched up at intervals not exceeding three months.

2. An initial supply of 50 tons of Moravia copper paint is being made to Colombo for issue on demand to landing craft bases; initial supplies to ships responsible for maintenance work on wooden hull minor landing craft in tropical waters are being arranged without demand.

3. For guidance in framing demands, the following quantities of paint may be taken as sufficient for one complete coat for the type of craft indicated:—

L.C.A.	0.13 cwt.
L.C.S.(M)(3)	0.12 cwt.
L.C.P.(L) and L.C.P.(R)	0.10 cwt.
L.C.V.(P)	0.12 cwt.
L.C.P.(M)	0.09 cwt.

(A.F.O. 6025/43.)

458.—Dividers, Pattern 484—Allowance for Photographic Purposes

(N.S. 35112/44.—25 Jan. 1945.)

Dividers, Pattern 484 (Subhead E, item 12) are to be allowed for photographic purposes on the following basis for the scaling of prints:—

Aircraft Carriers (all classes)	1 per ship.
Naval Air Stations (large and small)	1 per Station.
R.N. School of Photography	3

2. This allowance is additional to any dividers allowed to the ships or Stations for other than photographic purposes.

3. Services concerned in commission should forward the necessary demand to their storing yard. For Aircraft Carriers of new construction, Warrant Yards should forward demands to Superintending Naval Store Officer, Severn Area in the same manner as for other items allowed for photographic purposes. Supply to new R.N. Air Stations will be made without demand with their first outfit of stores.

4. The allowance to ships will be included in the draft photographic establishment and the allowance for Air Stations will be added to B.R. 377 (Photographic).

(F.O.N.A.S. 6 Oct, 1944, 7296/637/23.)

459.—Partial Hull Surveys of Converted Trawlers, Whalers, Drifters and Yachts Requisitioned for Wartime Service under White Ensign—REPORTS

(D. 21518/44.—25 Jan. 1945.)

A partial hull survey is to be carried out on the above-named classes of vessels as opportunity offers, any part deferred being undertaken at the next opportunity.

2. The work is to be treated as a defect and included in the defect list.

3. The parts of the hull most subject to wear and deterioration and which should be inspected are as follows:—

- (i) Stringer plates and sheer strakes.
- (ii) In vessels with a step, the structure of the upper deck in the vicinity of this position.
- (iii) Plate landings along engine-room casing.
- (iv) Outer bottom plating in vicinity of waterline amidships, at fore end, and in way of openings in outer bottom.
- (v) Lower half of main transverse bulkheads.
- (vi) Floor plates and brackets to transverse frames at a few positions along the ship's length, and particularly in machinery spaces.
- (vii) A brief survey should be given to the whole of the outer bottom plating beneath the waterline, in order to detect any undue wear or corrosion, loose rivets, etc. In particular, the outer bottom plating under ballast and in engine-room and boiler-room bilges should be inspected.

4. In cases where major hull defects are discovered as a result of the inspection, and which would involve a lengthy time for repair, a report should be forwarded to the Admiralty giving details of the hull defects discovered and an approximate estimate of the time and cost of repairs, in order that consideration may be given to the desirability, or otherwise, of handing back the vessel to the owners.

5. A nil return should be made if there are no important survey defects.

460.—Barracuda Aircraft—Main and Tail Wheel Oleos—Repair of

(N.S. Air. 12513/44.—25 Jan. 1945.)

In future all repairable Barracuda main and tail wheel oleos from units in the United Kingdom should be dealt with as follows:—

Stations in England—

Main Oleos. Ref. 26BT/19, Part No. G81A/1, to be sent to—
Messrs. Turner Mfg. Co., Ltd.,
Wulfruna Works,
Wolverhampton.

Tail Wheel Oleos. Ref. 26BT/20, Part No. G83A/5059, or Ref. 26BT/6962 Part No. G83A/5081, to be sent to—
Messrs. Yorkshire Patent Steam Wagon Co., Ltd.,
Hunslet, Leeds 10.

Stations in Scotland and Northern Ireland—

To be returned direct to R.N. Aircraft Repair Yard, Donibristle. Those which cannot be repaired at Donibristle should be sent direct to the Contractors named above.

2. Issues to Contractors are to be supported by R.A.F. Forms 603, a signed copy of which should be sent to the Civilian Repair Organization, Merton College, Oxford.

3. Defective Barracuda oleos from services abroad which are beyond the local repair capacity should be consigned to Superintending Naval Store Officer (M.A.), Coventry, by whom they should be forwarded to the appropriate contractor, a signed copy of R.A.F. Form 603 being forwarded as directed in paragraph 2 above.

(A.F.O. 1563/42 and C.A.F.O. 2175/43.)

461.—Grapnels, Pattern 6425, for Oiling at Sea

Sloops, Surveying Vessels, Corvettes, Frigates and Larger Ships

(N.S. 012879/44.—25 Jan. 1945.)

A new type of grapnel has been introduced for oiling at sea in lieu of Pattern 1420 and has been assigned Pattern No. 6425 (Permanent Naval Stores—subhead B.10). Two of these grapnels will be allowed to each of the above ships.

2. To provide for paragraph 1 above, the allowances of grapnels of these patterns to the above classes of ships have been revised as follows:—

Former Allowance

Revised Allowance

Pattern 1420—Four per ship—to include requirements per aircraft crash boats.

Pattern 1420—Two per ship or one for each aircraft crash boat, whichever is the greater.

Pattern 6425—Nil.

Pattern 6425—Two.

The Pattern 6425 grapnels will thus be available for oiling at sea and the Pattern 1420 grapnels will be available for general use and for aircraft crash boats (if carried).

3. A further order will be issued concerning the allowances of these grapnels to fleet minesweepers.

4. Ships concerned in commission should forward demands to their storing yards or depots for two grapnels, Pattern 6425, and on receipt of these, any grapnels, Pattern 1420, held in excess of the allowance in paragraph 2 above are to be returned to the dockyard.

5. The following quantities of grapnels, Pattern 6425, have been purchased from Messrs. T. B. Welling & Co., under contract dated 24th August, 1944—C.P.85769/44—for delivery to yards and depots:—

Superintending Naval Store Officer—

Chatham	400
Portsmouth	300
Devonport	300
Rosyth	400
Severn Area	300
Leeds	400

Naval Store Officer—

Preston	400
Sheerness	100
Carfin	400

6. Yards abroad should forward telegraphic demands to Admiralty for any additional quantities required.

7. *Portsmouth only.*—Proposals should be forwarded for the addition of grappels, Pattern 6425, to the Rate Book for Naval Stores under Subhead B.10, Part C, and Contract Schedule C.5.

8. The Sea Store Establishments concerned will be amended.

(A.F.O. 3312/43.)

(A.F.O. 5789/44 is cancelled)

462.—Instruments, Drawing—Allowances

61½-ft. and 45-ft. Motor Fishing Vessels, 52½-ft. Harbour Service Launches, 45-ft. Passenger Launches and Medium Speed Picket Boats

(N.S. 39473/44.—25 Jan. 1945.)

The following items should be added to the list of stores supplied on loan to the above vessels when manned by Ferry Crews on Coastal Passage :—

Pattern No.	Description.	Quantity.
<i>Permanent Stores</i>		
<i>E.12</i>		
3730	Rulers, parallel bar type	1
484	Dividers, 8-in.	1
496	Douglas protractor	1

2. The Establishments of Naval Stores concerned should be amended accordingly.

(S.N.S.O., Chatham, No. 10968, 25 Nov. 1944.)

463.—Loudspeaker, Pattern 12608—Introduction

(N.S. 35573/44.—25 Jan. 1945.)

To meet a requirement in Action Information Communication Systems in H.M. Ships, the following item has been added to the Rate Book for Naval Stores under Subhead F, Item IC, Part III, valve amplifiers and gear.

Pattern	Description
12608	Loudspeaker, small type, with volume control (weatherproof).

2. Purchase has been arranged from Messrs. Vitavox, Ltd., on C.P.4B/102796/44, for distribution as follows :—

Chatham	100	Portsmouth	100
Devonport	100	Rosyth	100
Glasgow	100	Carfin	100
Newcastle	100	Leeds... ..	100
Kirkcaldy	25	Lathalmond... ..	25
Stroud	300	Mossley	300
Sheerness	50		

3. It is anticipated that deliveries will commence at the end of January, 1945.

4. Demands should be forwarded to storing yards and depots as necessary.

464.—Universal Power Plant Transportation Stands

(N.S. Air 1219/44.—25 Jan. 1945.)

The allowances of the naval type of universal power plant transportation stand reference 40B/929 have been amended as follows :

Ships

Carriers (only when operating Barracuda, Firefly, Seafire and Firebrand aircraft)	1
Engine repair ships	4
H.M.S. " Unicorn "	4

Shore Establishments

R.N. air stations, Classes A and B	2* minimum
R.N. air stations, Class C (except Ford)	1* minimum
R.N. aircraft repair and maintenance yards	4

* One per 10 Barracuda, Firefly, Seafire or Firebrand aircraft held.

2. Services should forward demands to complete to the revised allowances to their normal sources of supply of air stores, where stocks have been provided, quoting this Order as the authority for supply. Local Naval Store Authorities have been advised separately of the quantities being supplied.

3. Quantities to complete to these allowances may also be demanded in replacement of any stands sent elsewhere with power plants, but this should be made clear on the demands.

4. Any stands no longer required or held surplus to the allowances should be returned to the nearest R.N. store depot.

5. Aircraft stores establishments will be amended in due course ; meanwhile existing copies should be amended in manuscript.

465.—Slips and Shackles, Pattern 1915—Allowance

Sloops and Surveying Vessels

(N.S. 33064/44.—25 Jan. 1945.)

The allowance to sloops and surveying vessels of a slip and shackle, Pattern 1915, shown in the Executive Section of the Establishment of Naval Stores for Sloops, certain Minesweepers, Surveying Vessels, etc. (B.R.368) has been withdrawn. (The allowance to sloops of one of these articles for oiling at sea still stands.)

2. Ships concerned, in commission, should return the surplus slips and shackles to the nearest dockyard or Naval store depot.

3. B.R.368 will be amended.

(F.O.I.C., Liverpool, 12 Nov. 1944, No. 1575/2462 L.M.)

(F.O.I.C., Greenock, 21 Oct. 1944, No. 2879/101.)

466.—Battle Practice Targets—145 ft. and 126 ft.

(D/M. 1046/44.—25 Jan. 1945.)

In order to lessen wind pressure on target sails the following modifications are to be carried out to all battle practice targets in service at the first available opportunity :—

(i) Rope grommets, 9 in. diameter aperture, are to be worked in each spotting strip or sail—

(a) at the centre of each longitudinal strip at intervals of 10 ft. between grommets, and

(b) two at the centre of the vertical strip, 10 ft. apart, and equidistantly spaced from the upper and lower edges.

(ii) The sails are to be strengthened in the vicinity of the grommets.

(iii) 1½-in. sisal brails to be fitted at suitable intervals along the sail to facilitate furling.

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS467.—Defective Oilskin Clothing (Coats, Jackets, Trousers, Leggings, Sou'westers, etc.)
H.M. Ships and H.M. Establishments in Home Waters

(V. 9/551/45.—25 Jan. 1945.)

All oilskin clothing condemned in H.M. ships and establishments in home waters due to defective material or workmanship is to be sent to the Victualling Store Officer, H.M. Naval Victualling Depot, Jamestown, Dumbartonshire, for examination. If the examination confirms that the defects are due to faults in material or workmanship for which the contractor is liable, arrangements will be made for the garments to be repaired or replaced by the contractor. As regards cash clothing the repaired garments will be returned from Jamestown or issue of garments in replacement authorized to the ship or establishment from which the defective garments were received.

2. Any oilskin garment forwarded to Jamestown for examination should be accompanied by a memorandum or Report of Survey giving the history of the garment, the nature of the defects and the contractor's marking and date of manufacture shown on the garment. Where cash clothing is involved, the owner's name should also be stated.

468.—Lifefloats, Patterns 19 and 20—Identification of Source of Supply

(D/N.S. 31286/44.—25 Jan. 1945.)

In order that the source of supply of the Patterns 19 and 20 lifefloats deliveries for Admiralty may be identified if the necessity for repairs arise, it has been decided that the manufacturers affix identification marks (a) on the tubes and (b) on the outside.

2. The identification on the tube is to be by means of a small nameplate of the same material as the tube soldered to the tube after satisfactory water test.

3. The identification on the outside canvas will be by a small piece of canvas sewn in place, of a shape selected for and communicated to each firm. The shapes will be one of a circle 3 in. diameter, a square 3 in. side, an equilateral triangle 3 in. side, and a rectangle 4½ in. by 1½ in.

4. Both identification marks will be situated on the outside of one of the longer sides of the float at about middle length.

5. When repairs are carried out by contractors or bases, involving the water-tightness of the tube, a similar nameplate as in paragraph 2 above, with a letter R in the top left-hand corner, is to be soldered below the manufacturer's plate, but no canvas device need be fitted.

6. If previous plates are removed to effect repairs they should be reaffixed. If not available due to damage, the repairer's plate should be affixed nevertheless.

7. These patches and nameplates should not be interfered with except as indicated in paragraph 6 above.

469.—No. 6 Unit of Medical Stores

(M.D.G. 72771/44.—25 Jan. 1945.)

The quantities of items supplied to No. 6 Units of Medical Stores are to be increased to the following:—

Acid boricum pulv.	...	...	...	...	8 oz.
Anti-burn jellies, 4-oz. tubes—gentian violet	...	...	...	...	2 No.
Sulphacetamide burn and wound dressing	...	...	...	...	2 No.
Liq. iodi mitis	...	...	...	...	8 oz.
Sulphanilamide powder	...	...	...	...	2 oz.
Bandages, O.W., 1 in.	...	...	...	...	24 No.
Bandages, O.W., 2-in.	...	...	...	...	36 No.
Bandages, O.W., 3-in.	...	...	...	...	24 No.

Bandages, triangular	...	...	...	...	12 No.
Cotton absorbent, ¼-lb. packets	...	...	...	...	6 lb.
First field dressings	...	...	...	...	24 No.
Lint, ¼-lb. packets	...	...	...	...	2 lb.
Pins, brass, safety	...	...	...	...	48 No.
Plaster, adhesive, ½ in.	...	...	...	...	15 yards
Plaster, adhesive, 1 in.	...	...	...	...	15 yards

The following additions are to be made:—

Elastoplast doctor's set	...	...	...	...	1 No.
Shell dressings	...	...	...	...	12 No.
*Mepacrine hydrochloride, tablets 0·10 g.	...	...	...	...	500 No.

* For submarines serving in tropical or sub-tropical waters.

470.—Oiling at Sea—Instantaneous Coupling Adaptors

R.F.A. and Commercial Tankers, Capital Ships, Cruisers and Aircraft Carriers

(N.S. Fuel 13627/44.—25 Jan. 1945.)

In order that fuelling hoses may be slipped in an emergency during oiling at sea operations, instantaneous coupling adaptors to join the 5-in. rubber hose to the vessel receiving fuel have been introduced under Subhead K.

2. The adaptors have an instantaneous coupling one end and a 5-in. Admiralty screw connection the other. Pattern numbers have been allocated as follows:—

Pattern No. 5972	...	...	...	Male.
Pattern No. 5973	...	...	...	Female.
Pattern No. 5974	...	...	...	Washers.

3. An order has been placed with Messrs. Merryweather & Sons, Ltd., for 800 sets adaptors and 3,000 spare washers for delivery to Greenock. Supply will be made on the following basis:—

R.F.A. Tankers—8 sets	...	...	...	{ 4 for abeam method. 2 for astern method. 2 for spare.
Commercial Tankers—2 sets	...	...	...	{ 1 for astern method. 1 spare.
H.M. Ships—2 sets (Cruisers and above fitted for fuelling other vessels at sea.)	...	...	...	{ 1 for astern or abeam method. 1 spare.

(Note.—1 Set comprises 1 Male and 1 Female adaptor and 3 spare washers.)

Demands from H.M. ships and tankers in Home waters should be sent to the Naval Store Officer, Greenock. Vessels abroad should demand from their nearest storing yard or depot. Supply to H.M. ships concerned under construction will be arranged by the warrant yards by whom demands should be forwarded to Naval Store Officer, Greenock.

4. Arrangements should be made by Naval Store Officer, Greenock, for the following quantities to be shipped abroad:—

	Sets.
Malta	50
Gibraltar	10
Bermuda	10
Ceylon	100
Sydney	150

5. Telegraphic demands should be forwarded to Admiralty for any additional quantities required.

6. The complete instantaneous coupling will be screwed into the outer end of the hose supplied by the oiler, with the male thread covered by a cap, Pattern No. 5954. Coupling up will be carried out onboard the warship in the usual manner by engagement of screw threads.

The instantaneous coupling is intended to be used solely for emergency release of the hose, when half of the coupling will be left behind in the warship.

7. B.R. 358.—Establishment of Naval Stores for Executive Purposes—will be amended.

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

**471.—Naval Aircraft—Accounting System for Airframes and/or Engines—
Introduction of Form A.53**

(A.E./N.S. Air 12051/44.—25 Jan. 1945.)

It has been represented that the present system of accounting for aircraft and/or aero engines on Form S.153 is most unsuitable and that the necessity for maintaining a separate record of individual aircraft and engines (not installed in aircraft) exists.

2. It has been decided therefore to introduce a standard form for recording (a) arrival and disposition, and (b) departure of aircraft and/or engines. The new form, a facsimile of which is shown in the Appendix to this Order, will be of a suitable size for insertion in Binder S.155 (Consumable Ledger) and will be incorporated in the series of "A" forms with the number A.53.

3. A periodical check should be made with the new records to ensure that Forms A.23 have been raised in accordance with A.F.O. 1859/44, paragraph 8.

4. Initial distribution of the new forms will be made on the basis of 200 per cent. of aircraft held.

APPENDIX
Front of page

H.M. ship, R.N. air station, repair yard or maintenance yard		Initials of officer opening ledger page		Page No.	
Arrival and disposition of*		{ Airframe Engine	Type	Mark	Serial No.
Authority for Movement	Whence received	Issue and Receipt Voucher Numbers	Engine number	Authority	
		Discrepancy Report			
		Date	Referred to		
RECORD OF INTERNAL TRANSFERS OR ISSUE TO SQUADRONS					
Authority	Department or Squadron	Issue Voucher No.	Date	Return Voucher No.	Date

A.53 (Established December, 1944)

* Delete as necessary

Reverse of page

Departure of* { Airframe Engine		Type	Mark	Serial No.
Authority for Transfer	To whom Transferred	Issue and Receipt Voucher Nos.	Discrepancy Report	
			Date	Referred to

REMARKS

*Delete as necessary

(A.F.O. 1859/44.)

472.—Naval Armament Stores—Accounting

Minor Landing Craft, Landing Barges, Naval Beach Commandos, Signal Sections and L.C.O.C. Units

(A.S. 8745/44.—25 Jan. 1945.)

Major Stores

The stores to be accounted for as Major Naval Armament Stores are as follows:—

- (a) Complete weapons, including guns, mortars, machine guns, sub-machine guns, carbines, rifles, bayonets, fighting knives, pistols revolver, pistols rocket, pistols signal, machines rocket signal, projectors, Holman projectors, P.I.A.T.s.
- (b) Aiming rifles, gun barrels, magazines, scabbards, respirators (anti-gas), web equipment, Pattern 1937 packs, haversacks, mine detectors No. 4, test sets demolition, Mark I.
- (c) Boxes (holdalls, etc.), containing sets of spare parts, tools, implements. etc.

2. The major Naval armament stores held by each vessel or unit and subsequent receipts and returns, are to be accounted for on Forms S.1099D (inside sheets), enclosed in covers S.1099D outside.

3. These forms are to be prepared in duplicate by the Naval Armament Accounting Officer of the base to which the vessel or unit is attached, who is to retain the duplicate copy and hand the original copy to the Officer-in-Charge of the flotilla or unit. The forms are to be amended where applicable to read "Naval ARMAMENT store account"

4. On a vessel being transferred to a new Flotilla the original copy of the Form S.1099D is similarly to be transferred.

5. On a vessel or unit being moved to a new base the duplicate copies are to be transferred to the Naval Armament Accounting Officer of the new base.

6. Registered numbers of guns, mortars, machine guns, sub-machine guns, carbines, rifles, pistols and barrels are to be recorded on the Forms S.1099D.

7. Issues to the vessel or unit are to be vouchered to the Flotilla, etc., Officer and written off charge in the base account, a receipt being obtained.

8. Returns from the vessel or party are to be brought on charge in the base account by voucher.

9. Where the above transactions involve a change in the quantity or nature of the major armament stores carried, both copies of the Form S.1099D are to be amended and initialled by or for the base Naval Armament Accounting Officer.

10. The major armament stores are to be mustered by the Flotilla etc., Officer at least once every six months and on change of flotilla etc., officer.

11. All differences found at transfer of responsibility, or at any other muster, are to be reported forthwith to the Officer-in Charge of the base, who is to take appropriate action on Form S.1096 (losses by accident) Form S.126 (losses by neglect) or Form S.148, for adjustment of the S.1099D Account.

Minor Stores

12. Stores not classified as major are to be vouchered as in paragraphs 7 and 8 but need not be recorded in Forms S.1099D.

13. The Base Naval Armament Accounting Officer will normally control the issue of minor stores to each vessel or unit to ensure that no waste or extravagance occurs.

14. The flotilla and unit officers are also responsible for ensuring that expenditure is kept to a minimum, that the quantities of minor stores demanded from time to time are reasonable (and in accordance with the authorized allowances) and that all stores no longer required are returned to the base or to a Naval armament establishment.

General

15. These instructions supersede those contained in paragraph 5(c) of C.A.F.O. 1455/44 so far as concerns accounting for naval armament stores in L.C.O.C. units.

16. C.O.'s of flotillas and units are responsible for the care of the weapons and stores supplied to them and any losses or deficiencies attributable to suspected theft, fraud or gross carelessness are to be reported immediately to the Officer-in-Charge of the base for appropriate action in accordance with K.R. & A.I.

17. "S" Forms referred to above can be obtained on demand from S.N.S.O., Elveden Road, Park Royal, London, N.W.10.

(C.A.F.O. 1455/44.)

473.—Amendments to Books

(E.F.O.—25 Jan. 1945.)

The undermentioned amendments (A.F.Os. P.50-69/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O., Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

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.50/45.—B.R. 378 (General)—A.S.E.—Amendment No. 61.

*P.51/45.—B.R. 380/K.B. or K.C.—Avenger I and II, S.A.E.L.—Amendment No. 5.

*P.52/45.—B.R. 380/K.—Avenger I and II, S.A.E.L.—Amendment No. 6.
P.53/45.—B.R. 980(B) (formerly O.U. 6090(B))—R.T. No. 215A for 4·7-in. Guns—Amendment.

P.54/45.—B.R. 980(B) (formerly O.U. 6090(B))—R.T. No. 405 for 4·7-in. Guns—Amendment.

P.55/45.—B.R. 980(B) (formerly O.U. 6090(B))—R.T. No. 405A for 4·7-in. Guns—Amendment.

P.56/45.—B.R. 980(B) (formerly O.U. 6090(B))—R.T. No. 547 for 4·7-in. Guns—Amendment.

P.57/45.—B.R. 980(B) (formerly O.U. 6090(B))—R.T. No. 588 for 4·7-in. Guns—Amendment.

P.58/45.—B.R. 1023—Notes for the Guidance of D.G. Inspecting Officers—Amendment No. 1.

*P.59/45.—B.R. 380/M.—Wildcat V, S.A.E.L.—Amendment No. 5.

*P.60/45.—B.R. 380/M.1—Wildcat VI, S.A.E.L.—Amendment No. 3.

*P.61/45.—B.R. 380/P.—Corsair I, II, III and IV—S.A.E.L.—Amendment No. 4.

*P.62/45.—B.R. 380/P.—Corsair S.A.E.L.—Amendment No. 5.

P.63/45.—B.R. 291/45—Tables showing particulars in regard to Naval Ordnance, 1942—Amendment No. 24.

P.64/45.—O.U. 6319—Explosive Regulations for Controlled Mining Bases, 1939—Amendment No. 3.

P.65/45.—B.R. 855 (43)—Handbook of V* Oropesa Sweep—Amendment No. 3.

P.66/45.—B.R. 980(K) (formerly O.U. 6090(K))—R.T. No. 380 for 4-in. Guns—Amendment.

P.67/45.—B.R. 980(Z) (formerly O.U. 6090(Z))—High Angle Trajectory Chart for 2-in. Rocket—Amendment No. 1.

P.68/45.—B.R. 980(Z) (formerly O.U. 6090(Z))—Trajectory Chart for 2-in. Rocket Flare, Mark I—Amendment No. 1.

P.69/45.—O.P. 663A (U.S. Publication)—Supplement to O.P. 663—R.N. Amendment No. 1.

Amend A.F.O. 217/45 as follows:—

A.F.O. P.32/45.—O.D. 750. Amendment No. 4 is cancelled and will not be distributed.

** Exceptionally A.F.Os. P.50-52 and 59-62 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent books.*

(A.F.Os. 217/45 and 344/45.)

474.—O.U. and B.R. Publications—Distribution during December, 1944

(N.S. 139/44.—25 Jan. 1945.)

B.R. 268/41.—Electrical Manual, Vol. II—Trough Platform System of Leading Electric Cables into Turrets and Gun Mountings.

B.R. 299/44.—Handbook for Signalling Equipment (other than V/S) fitted in H.M. Ships—1944.

B.R. 299A/44.—Handbook for Signalling Equipment—Appendix (Requisitioned Ships)—1944.

B.R. 347(2).—Establishment of Naval Stores for Trawlers and Corvettes.

D.116(4).—("Flower" Class) Errata No. 2 and List of Particulars—Errata No. 4.

B.R. 370(3).—Establishment of Naval Stores for H.M. Mooring Vessels—Errata No. 3.

B.R. 371(3).—Establishment of Naval Stores for Boom Working Vessels—Errata No. 3.

B.R. 375 (5).—Establishment of Naval Stores for Fast Minelayers—Errata No 5.

B.R. 517A.—Geographical Handbook—Italy, Vol. II.

B.R. 530.—Geographical Handbook—China, Vol. I.

- B.R. 669(1).—Cash Duties Instructions—Addendum No. 1.
 B.R. 751.—Army List—Parts I and II.
 B.R. 811(2A).—High Pressure Air Plant, Fullerton, Hodgart and Barclay Air Compressor, Type D.P. 234.
 B.R. 811(5).—Aircraft Torpedo Manual, Part III, Pamphlet No. 5, Universal charging and pressure checking equipment.
 B.R. 867(1).—Handbook and Drill for 30-mm. twin, Mark V (Powered) Mounting—for Mountings fitted with the Mark XIV Gyro Gun Sight—Addendum No. 1.
 B.R. 980B.—Range Table No. 125.
 B.R. 980(G).—Revised page 1 and additional page 13 to Range Table No. 409.
 B.R. 980(K).—Page 1 to Range Table 369; Page 1A to Range Table 369; Page 2B to Range Table 373A; Page 3A to Range Table 373B.
 B.R. 980(Q)(1).—Revised page 24 to Range Table 551.
 B.R. 1034(1).—Hydrostatic Switches.
 B.R. 1070.—Instructions for the use of C.S.A. Smoke Apparatus—Types M.S.3 and M.S.6.
 B.R. 1097.—Pamphlet for the guidance of invalided ratings serving in T.124X and C Agreements.
 B.R. 1201 (Restricted).—Drill Book for Admiralty Fire Control Table, Mark VI and VI*.
 B.R. 1210.—Welfare Services in the Royal Navy.
 O.U. 5365A(17).—Priced Vocabulary of Naval Stores, Part I, Errata No. 17.
 O.U. 5365B(32).—Priced Vocabulary of Naval Stores, Part II, Errata No. 32.
 O.U. 5365E(3).—Priced Vocabulary of Naval Stores, Part V, Errata No. 3.
 A.F.O. "P." 793-797 inclusive—see A.F.O. 6091/44.
 A.F.O. "P." 799-807 inclusive—see A.F.O. 6213/44.
 A.F.O. "P." 808-810 inclusive—see A.F.O. 6337/44.
 A.F.O. "P." 822-829 inclusive—see A.F.O. 6337/44.
 A.F.O. "P." 831-834 inclusive—see A.F.O. 6478/44.
 A.F.O. "P." 836-843 inclusive—see A.F.O. 6478/44.
 A.F.O. "S.C." 44/44.—Correction No. 37 to B.R. 777—see C.A.F.O. 438/44.
 A.F.O. "S.C." 45/44.—Correction No. 5 to B.R. 1021—see C.A.F.O. 438/44.
 A.F.O. "S.C." 47/44.—Correction No. 13 to O.U. 5536—see C.A.F.O. 438/44.
 A.F.O. "S.C." 48/44.—Correction No. 1 to B.R. 1020—see C.A.F.O. 447/44.
 A.F.O. "S.C." 49/44.—Correction No. 3 to B.R. 1035(R)—see C.A.F.O. 458/44.
 A.P. 1480I.—Silhouettes of Aircraft—Amendment List No. 25.
 A.P. 1480E.—Silhouettes of Aircraft—Amendment List No. 10.
 U.S. Army and Navy Journal of Recognition Nos. 13 and 14.
 Large Wall Silhouettes (6 additional), P.B. 47-2, Invader I, Tigercat, Junker 88G, J.252, M.C. 262.
 Interservices Aircraft Recognition Journal, Vol. 3, No. 4.
 Tablet Diaries (Ships).
 Malaria and Epidemic Control—Posters Nos. 1, 2 and 3.
 O.P. 811.
 Non-Registered Publication Memoranda—172-176.
 Flight Deck—September, October and November.
 D.N.C. 3A.—Corrections A.L.C.O.M. 465, 474, 476 and 479.
 O.P. NAV. 3011-A.1.
 Bureau of Ships Bulletin of Information No. 16 and Ships Notes No. 6.

American Technical Handbooks (Special Distribution)

- Absolute Pressure Gauges.
 Fire Extinguisher System.

(A.F.O. 6771/44.)

475.—B.R. 55—Tegg's Readiest Reckoner

(Sta. 20448/44.—25 Jan. 1945.)

"Tegg's Readiest Reckoner" is out of print, and will not be reprinted during the period of hostilities.

2. All Ready Reckoners are in short supply, and any other suitable Ready Reckoner obtainable will be issued in lieu, and is to be accounted for as B.R.55.

3. Form B.R.1 (catalogue of books of reference) will be amended accordingly on reprint.

(A.F.O. 4213/41 is cancelled.)

476.—B.R. 373—Establishment of Naval Stores for "Hunt" Class Destroyers—List of Errata No. 6

(N.S. 19916/44.—25 Jan. 1945.)

List of Errata No. 6 to B.R. 373—Establishment of Naval Stores for "Hunt" Class destroyers—has been prepared, and copies will be distributed from R.N. Store Depot, Park Royal. Copies of the corresponding List of Errata (No. 11) to Form D.117B—List of Particulars—will also be provided for ships of this class, and for the storing yards.

477.—B.R. 378 (P)—Aircraft Stores Establishment for Corsair Aircraft—Distribution

(N.S. Air 1537/45.—25 Jan. 1945.)

The Aircraft Stores Establishment for Corsair Aircraft, B.R. 378 (P), has been printed, and has been distributed in accordance with A.P. (N) 1.

2. This publication supersedes the carrier allowance lists and provisional A.S.Es for Corsair aircraft.

478.—Wartime Instructions for Merchant Ships (WIMS 1, 2 and 3), Admiralty Merchant-Ship Defence Instructions (A.M.D.I.), Confidential Admiralty Merchant-Ship Defence Instructions (C.A.M.D.I.)—Bringing into Force

(T.D. 280/44.—25 Jan. 1945.)

WIMS 1 (B.R. 1011)—Is to be brought into force by all independently-routed United Nations merchant ships when Change No. 1 (S.C. 35/44), now in course of distribution, has been inserted.

2. Ships sailing in convoy are normally to use *WIMS 1* when Change No. 1 has been inserted. As certain code groups in *WIMS 1*, however, differ from those in "Mersigs Vol. I" (B.R. 637), it is essential for separate instructions to be given at each convoy conference, and also to joiners, as to which visual code is to be employed. Appropriate groups, indicating which visual code is being employed, have therefore been allocated and promulgated to all ships and authorities concerned, and originators of messages should always use one of these groups if there is any doubt as to whether the addressees have brought *WIMS 1* into force.

2. *WIMS 2*—Distribution of *WIMS 2*, which will eventually supersede "Mersigs Vol. II", has not yet commenced. "Mersigs Vol. II" is, therefore, to remain in force for the present.

4. *WIMS 3 (B.R. 1012)*—Is to be brought into force by all United Nations merchant ships on receipt of Change No. 1 (S.C. 34/44), distribution of which commenced from the U.S.A. in November, 1944.

5. *WIMS 3* supersedes "Mersigs Vol. III" and CIMS-42. "Mersigs Vol. III" is to be withdrawn from all merchant ships at the first opportunity, destruction certificates being rendered. Masters of U.S.-managed ships are to be instructed to retain CIMS-42 for withdrawal by an American Naval authority. H.M. Ships are to destroy copies held on board, but destruction certificates are not required. The use of the radio organization instructions contained in C.A.M.S.I. are to be discontinued, but the remaining C.A.M.S.I. are to remain in force until withdrawn or destroyed in accordance with paragraph 7 below.

6. *A.M.D.I. and C.A.M.D.I.*—Are issued to *British-managed merchant ships only*, and are to be brought into force by all holders concurrently with *WIMS 1*. They are to be inserted in the A.M.S.I. and C.A.M.S.I. guard books, and the adhesive labels supplied with the publications are then to be pasted on the front of the guard books.

7. When WIMS 1, A.M.D.I. and C.A.M.D.I., have been brought into force (see paragraphs 1 and 6 above), the use of "Mersigs Vol. I", except as specified in paragraph 2 above, A.M.S.I., C.A.M.S.I. and W.I.U.S.M.V., are to be discontinued, and, with the exception of "Mersigs Vol. I", are to be withdrawn at the first opportunity from all merchant ships. Masters of U.S.-managed ships are to be instructed to retain W.I.U.S.M.V. for withdrawal by an American Naval authority. H.M. Ships are to destroy all copies held on board, destruction certificates not being required.

8. "Mersigs Vol. I" is to be kept corrected and retained on board until further orders.

(A.G.M.784A, 25 Oct., A.G.M.804A, 27 Oct., A.G.M.829A, 1 Nov. and A.G.M.880A, 11 Nov. are cancelled.)

479.—Advancement Regulations—Issue of B.R. 1066, and Form S.1273

(N. 1651/45.—25 Jan. 1945.)

B.R. 1066—Advancement Regulations—now in course of distribution, embodies all that information concerning the advancement of ratings and the promotion of Royal Marines formerly contained in the following portions of the K.R. & A.I. :—

Articles 406-418b (Substantive Advancement).

Articles 421-430 (Non-substantive Advancement).

Article 560 (clauses 8-14) (Re-advancement).

Appendix XII, Parts 22, 22a, 24 (Syllabuses for Examination).

Appendix XVII, Part I (Substantive Ratings).

Appendix XVII, Part III, Category D (Non-substantive Ratings).

A conversion table is included in the B.R. showing the disposal in B.R.1066 of the articles quoted above.

2. All A.F.Os. on the subject of advancement, issued up to the end of 1943, have been cancelled and will be omitted from the 1943 A.F.O. Volume.

3. Current A.F.Os. on advancement issued in 1944, are also cancelled on their inclusion in B.R.1066, and will be omitted from the next A.F.O. volume.

4. References on S forms concerning advancement, e.g. S.507—Conduct Sheets and Passing Certificates, will be amended on reprint.

5. The following minor amendments are to be made to B.R.1066, on receipt :—

Page 36, Article 59, paragraph 37, lines 4 and 5. *Delete* "at St. Bedes, Eastbourne". (A.F.O. 6662/44.)

Page 136. Appendix I, No. 5 (Leading Seaman). Page 152, No. 84 (Leading Signaller). Page 155, No. 105 (Leading Telegraphist). *Delete* "(Note.—Regarding ineligibility of special service ratings for progressive pay)"

Page 178. Appendix I, Heading to Nos. 179-185. *For* "Ordnance Officer (O)" *substitute* "Ordnance Artificer (O)".

Future amendments to the Advancement Regulations will be issued in the "P" series of A.F.Os.

6. A considerable amount of new matter not hitherto published is included in B.R.1066, which should, therefore, be carefully studied by those concerned.

6. Distribution of B.R.1066 is on the same basis as that of the K.R. & A.I., without demand. Additional copies required by authorities not provided for on this basis should be demanded from the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10.

8. Form S.1273, in the form of a poster for permanent display on notice boards, is being distributed concurrently. This poster contains a summary of the advancement regulations for the information of the ship's company and is distributed on the same scale as the notice board issue of A.F.Os.

480.—S.O.R.F. Clyde—Address for Correspondence

(M.56/45.—25 Jan. 1945.)

Correspondence for S.O.R.F. Clyde is to be addressed :—

S.O.R.F. Clyde,
Rothesay,
Bute.

481.—Labels, Ammunition—Addition to Form O.6

(A.S. 15503/44.—25 Jan. 1945.)

Serial No.	Description.	Where Used.	Page in Form O.6.	Authority.
N.12A	Charges, catapult, aircraft, light.	On side of case.	23	A.S.15503/44
N.13A	Charges, catapult, aircraft, light.	Cardboard container.	23	A.S.15503/44

2. Existing label N.13 has been re-designed for use with zone charges only (in cardboard containers). N.12 will be similarly amended on next reprint, for use on cases containing zone charges.

3. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

482.—Royal Naval Medical Bulletin No. 14—Issue

(M.D.G. 62579/42.—25 Jan. 1945.)

The Royal Naval Medical Bulletin No. 14 is now ready for issue and should be obtained by all medical officers.

2. The bulletin will be supplied on demand addressed as follows :—

For ships and establishments at home :—

R.N. Store Depot,
Elveden Road,
Park Royal,
London, N.W.10.

For ships and establishments abroad :—

The Local Naval Distributing Authority.

483.—A.M.S.Is. and A.M.D.Is.

(E.F.O.—25 Jan. 1945.)

There are no Admiralty Merchant Shipping Instructions (A.M.S.Is.) for distribution with this issue of A.F.Os.

Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) 1-6/1945 are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 353/45.)

484.—Air Ministry Publications—Down Grading

(M. 78/45.—25 Jan. 1945.)

The following Air Ministry secret documents have been down graded to the restricted category, and are accordingly to be removed from register charge. An amendment has been issued in respect of each document to convert it to an Air Diagram :—

Title.	Formerly S.D.	Now A.D.
Aircraft Torpedo Director, Type F—Schematic Diagram ...	354	4234
Aircraft Torpedo Director, Type F—Wiring Diagram ...	377	4235
Installation of Aircraft Torpedo Director in Barraeuda ...	376	4236
Aircraft Torpedo Sighting—Constant Bearing Technique ...	360	4237
Aircraft Torpedo Sighting—Effect of Wind (C.B. Technique) ...	378	4238

485.—Air Publications—Distribution of Amendment Lists and Leaflets
During November, 1944

(N.S. Air. 10847/44.—25 Jan. 1945.)

A.F.O. 91/45 is to be amended as shown below :—

Additions to N.A.M.Os.

Cancel this section and substitute :—

- | | | |
|---|--------|--|
| N.A.M.O. for Firefly Aircraft | ... | STI/6, STI Certificate, STI/8, STI/11 (October, 1944), STI/12A (November 1944), STI/13 (November, 1944), E.3 (15 November, 1944), Amendment, Record Sheet (November, 1944), SI/Index (16 October, 1944). |
| N.A.M.O. for Barracuda Aircraft | ... | SI/Certificate (October, 1944), SI/4C (August, 1944), A.4 (24 October, 1944), Amendment Record Sheet (1 November, 1944). |
| N.A.M.O. for Avenger Aircraft | ... | SI/6A (October, 1944), E.3 (29 September, 1944), SI/5 (25 October, 1944), Amendment Record Sheet (November, 1944). |
| N.A.M.O. for Corsair Aircraft | ... | A.4 (7 October, 1944), E.5 (6 October, 1944), E.6 (23 October, 1944), SI/Certificate, STI/14, STI/15A (November, 1944), STI/16 (October, 1944), Amendment Record Sheet. |
| N.A.M.O. for Hellcat Aircraft | ... | STI/13, Amendment Record Sheet (November, 1944). |
| N.A.M.O. for Seafire Aircraft | ... | Amendment Record Sheet (November, 1944), SI Certificate (November, 1944), F.3 (21 October, 1944). |
| N.A.M.O. for Spitfire Aircraft | ... | Amendment Record Sheet (November, 1944). |
| N.A.M.O. for Swordfish Aircraft | ... | STI/Certificate (7 October, 1944), STI/1A (October, 1944), Amendment Record Sheet (November, 1944), SI/Index (5 September, 1944). |
| N.A.M.O. for Wildcat Aircraft | ... | STI/14 (October, 1944), A.5 (10 November, 1944), Amendment Record Sheet (November, 1944), STI/Index (11 July, 1944). |
| N.A.M.O. for Miscellaneous Aircraft | | Sea Otter STI/2 (October, 1944), Expediter SI/certificate SI/1 (October, 1944), C.1 (29 September, 1944), Martinet A.3 (16 October, 1944), STI/3 (October, 1944), Helldiver E.2 (29 September, 1944), Reliant E.2 (29 September, 1944), Amendment Record Sheet (November, 1944). |
| N.A.M.O. General | ... .. | E(B)5 Diagram, E(deH)2 (26 October, 1944), Amendment Record Sheet (November, 1944), S.5 (25 October, 1944). |
| M.O.N.A.B. Aircraft Stores Establishment General. | | A/L 1 to Part 1. |

(A.F.O. 91/45.)