

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.1,
12th July, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

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12th July, 1945.	
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(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)

Section 1

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

3715.—Base Ship for Trawlers in the Plymouth Command

(M. 2097/45.—12 Jul. 1945.)

The administration and maintenance of trawlers in the Plymouth Command was transferred to H.M.S. "Colombo" from F.S. "Paris" as from 1st July, 1945.

2. All correspondence, signals and stores for trawlers and small craft attached to H.M.S. "Colombo" should be addressed to:—

The Commanding Officer,
H.M.S. "Colombo,"
H.M. Dockyard,
Devonport.

*3716.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft

(G.D. 0531/45.—12 Jul. 1945.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940, to 30th June, 1945:—

	Confirmed	Probable	Damaged
*By H.M. ships	708	227	340
*By H.M. ships and merchant ships jointly ...	168	30	21
By merchant ships and fishing vessels ...	158	50	121
	1,034	307	482
Last reported totals (31st May, 1945)...	1,026	306	481
Increases	8	1	1

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

	Confirmed	Probable	Damaged
<i>H.M. Ships</i>			
H.M.S. "Indomitabile" (1) ...			H.M.S. "Arethusa" (1)
H.M.A.S. "Australia" (2) ...			
H.M.S. "Bicester" (1) ...		Nil	
H.M.S. "Gloxinia" (1) ...			
H.M.S. "Terpsichore" and			
H.M.S. "Termagent" (1) ...			
<i>By H.M. Ships and Merchant Ships Jointly</i>			
	Nil	Nil	Nil
<i>By Merchant Ships and Fishing Vessels Jointly</i>			
Merchant ships at Bone (2)		s.s. "Robin Locksley" (1)	Nil

Enemy Aircraft Shot Down by Naval Aircraft

The results are as follows from the beginning of the war to 30th June, 1945:—

	Confirmed	Probable	Damaged
Present totals	383	58	176
Last reported totals (31st May, 1945)...	383	58	176
Increase	—	—	—

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1888/40, which are the same as those employed by the Royal Air Force and the Army. In the case of suicide attacks, ships are credited with a "confirmed" only if the aircraft is destroyed without scoring a hit or damaging near miss.

(C.A.F.O. 1889/40)

(A.F.O. 3128/45 is cancelled)

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

3717.—Flying Personnel—Age Limits for First Line Flying Appointments

(C.W. 46748/44.—12 Jul. 1945.)

The upper age limit at present laid down for appointment for operational flying duties is too high under war conditions. In future the following upper age limits will normally be applied in making appointments:—

Group Commanders	33
Wing Leaders	30
Squadron Commanders	28
Squadron Officers	28

The limits shown apply to the officer's age at the time of being appointed; officers therefore receiving such appointments while under the age limit shown will remain in them for the normal period even though in the meantime they pass these age limits.

2. In view of the fact that in the past age limits for first entry for pilot or observer training have not conformed to this scheme, it is not intended to apply the limits rigidly until the new age limits for initial entry have taken full effect. Exceptions to this Admiralty Fleet Order will, therefore, be made in special cases.

(A.F.O. 5238/41 is cancelled.)

*3718.—Air Engineering Officers—Promotions from the Lower Deck to Temporary Commissions

(C.W. 29328/45.—12 Jul. 1945.)

No further candidates from New Entry Training Establishments, or Naval Airmen who have failed to qualify as pilots, are required under A.F.Os. 1879/42, 2474/42 and 5748/42 for training for temporary air engineering commissions.

2. Air Mechanics, Air Fitters and Air Artificers (H.O.), however, who can be recommended under A.F.O. 105/42 are still required.

(A.F.Os. 105/42, 1879/42, 2122/42, 2474/42 and 5748/42 are cancelled.)

3719.—Advancement of Air Maintenance Ratings Employed on Special Duties

(N. 32996/44.—12 Jul. 1945.)

It sometimes happens that in the interests of the service Aircraft Maintenance Ratings who show special skill or knowledge in one particular branch of their trade may be employed for a period on special work, e.g. the maintenance of synthetic training equipment. When so employed they may lose touch with normal aircraft maintenance work.

2. While serving in this capacity Leading or Air Fitters and Leading or Air Mechanics will be eligible for advancement in their respective branches. The normal regulations will apply so far as time served and recommendations are concerned, but if they have been continuously employed on special work for a period of six months or more, the technical examination may be confined chiefly to the special work on which they have been employed. In such cases the examining officers are to satisfy themselves that the candidate's general knowledge of aircraft work is such that he is likely to be able to perform successfully the duties of the higher rating after a short refresher course. On successfully passing such an examination a rating will be eligible for advancement to the higher acting rate, notation of the date of qualification being inserted in his Form S.1246.

3. On ceasing to be employed on this special work every rating should, if possible be given a refresher course at the School of Aircraft Maintenance before being drafted to his next ship.

4. Ratings who have been advanced to the acting higher rate in accordance with the above regulations will, on conclusion of the refresher course, be required to pass the proper professional examination laid down for the higher rate. If successful they will be regarded as having passed professionally at the date of the provisional examination laid down in paragraph 2. If they fail they will revert to their former rating until they qualify in the ordinary way.

5. No man should be employed on special duties for a length of time which is likely to affect his subsequent advancement unless he has first obtained the qualification Q.S.

6. The advancement of Petty Officers performing special duties will be governed by the normal rules of the branch.

7. The terms of this Order do not apply to special maintenance parties and special repair parties, or others for whom advancement regulations are already in force.

(F.O.N.A.S. 9424/121/37, 25 Dec. 1944.)

3720.—Air Fitters (Woodworker)—Introduction of

(N. 10495/45.—12 Jul. 1945.)

Approval has been given to the introduction of the rating "Air Fitter (Woodworker)"—"Air Fitter (W)". The duties of these ratings will be the same as Air Fitters (A), but they will be employed mainly on the maintenance and repair of wooden aircraft in squadrons, workshops and maintenance yards.

2. The regulations for advancement will be the same as for Air Fitters (Instrument) *vide* B.R. 1066, Appendix I, Nos. 231 to 234 inclusive.

3. Volunteers to transfer may be accepted, subject to requirements, from ratings in the Air Fitter (A) and Air Mechanic (A) branches who can show a minimum of two and a half years' basic training as Joiners, Carpenters, Cabinet Makers, or in some kindred woodworking craft. They will be required to pass a test in wood-working, to be conducted by the Staff Engineer Officer of the administrative authority.

4. Names of volunteers should be reported to the Commodore R.N. Barracks, Lee-on-Solent, who will inform the Admiralty of the numbers available. Subsequent approval for transfer will depend on existing requirements and the manning situation. The fact that a rating has been recommended for transfer is not to stop his draft abroad or elsewhere in his existing rate.

5. Men so accepted will be transferred in their existing rate and seniority, e.g., Chief Petty Officers to Chief Petty Officer Air Fitter (W), Petty-Officers to

Petty Officer Air Fitter (W), leading rates to Leading Air Fitter (W), and Air Fitters (A) or Air Mechanics (A) to Air Fitter (W). Recommendations for accelerated advancement gained under training are to count as laid down in B.R. 1066, Appendix I, Number 233 (F).

6. B.R. 1066 will be amended in due course.

3721.—H.M.S. "Odyssey"—Organization and Responsibilities

(M. 05794/45.—12 Jul. 1945.)

H.M.S. "Odyssey" (formerly known as H.M.S. "Excellent II" and H.M.S. "Evolution") is a centralized organization for holding the pay accounts of certain General Service Personnel concerned with amphibious operations. This organization is quite distinct and separate from H.M.S. "Cobra", which is the centralized pay and drafting organization for C.O. personnel.

2. The sole function of H.M.S. "Odyssey" is as a ledger organization for holding the pay accounts and service certificates of specific units or parties of naval and R.M. personnel whose accounts cannot more appropriately be borne elsewhere either because of the mobility of the parties concerned or for security reasons. H.M.S. "Odyssey" is situated at Chelsea Court, Chelsea Embankment, London, S.W.3, but is not a depot, records officer or drafting authority; it has no accommodation and does not keep any accounts other than pay accounts.

3. Accounts are only to be transferred to or from H.M.S. "Odyssey" in accordance with Admiralty instructions. It is the intention, however, that accounts shall be held in H.M.S. "Odyssey" only so long as is essential. For instance, it may be desirable to congregate in H.M.S. "Odyssey" accounts of a party being formed to take over a port after its capture; in such a case, directions will be given to transfer these accounts to the new organization at that port as soon as it is practicable to receive them.

4. All Commanding Officers and administrative authorities of parties borne for pay in H.M.S. "Odyssey" are to take particular care that all movements and changes affecting pay or allowances of an officer or rating are reported to H.M.S. "Odyssey" at the earliest opportunity.

5. The postal address for all communications to H.M.S. "Odyssey" is:—

G.P.O. Box 311,
Chelsea,
London, S.W.3.

The address for signals is H.M.S. "Odyssey", signals being routed through H.M.S. "Cobra". H.M.S. "Odyssey's" telephone number is Flaxman 9881.

6. F.O.I.C., London, is H.M.S. "Odyssey's" local administrative authority.

(A.F.Os. 2430/44 and 3442/45.)

(A.F.O. 2429/44 is cancelled.)

3722.—Lodging Allowance—Payment to Naval, Marine and W.R.N.S. Officers Whilst on Full Pay Sick Leave or Unemployed

(C.W. 51955/44.—12 Jul. 1945.)

As a special war-time measure, single officers of all ranks and categories who are (a) on full pay sick leave (except as specified in paragraph 2 below) or (b) on full pay whilst unemployed between appointments (including periods awaiting passage abroad) are eligible for Lodging Allowance.

2. This concession does not apply to periods of:—

- Home Service leave;
- Foreign Service or Overseas Service leave;
- Notice leave, Release leave, or Transfer leave;
- Final extension of full pay sick leave (invaliding leave).

3. In future, therefore, it will be necessary in the case of officers discharged from appointments at home with an entitlement to home service leave, or returning from abroad with an entitlement to Foreign Service leave for Supply Officers to

distinguish carefully between the periods of leave during which the officer is ineligible for Lodging Allowance and any period of sick leave or unemployment during which he is eligible for Lodging Allowance under paragraph 1 above.

4. Periods of Home or Foreign Service leave are not separately indicated on the C.W. List, and it will, therefore, be the responsibility of the Supply Officer to compute the period of leave due from the particulars given on Form S.48 and the war-time leave scales shown in A.F.O. 5998/44.

5. As from the date of receipt of this Admiralty Fleet Order, therefore, it is essential that Supply Officers should, when rendering Form S.48, complete the leave particulars for all categories of officers, including temporary, reserve, and W.R.N.S. Credit of Lodging Allowance should not normally be made until after the Form S.48 is received, but in cases of urgency the Supply Officer should make a provisional credit on the strength of information obtained from the officer as to the amount of leave for which he is eligible.

6. Married officers will, if serving on shore in the same country as that in which their families are residing, receive Marriage Allowance at Schedule B rates (including the special rates under Schedule B (2), Old Rates, and the "Special Allowances" under Schedule B, revised rates) during the periods indicated in paragraph 1. Officers serving in a different country from that in which their families are residing may draw Lodging Allowance for the periods shown in paragraph 1 in addition to Marriage Allowances at Schedule A rates.

7. This Admiralty Fleet Order is effective from 16th March, 1945, and officers claiming Lodging Allowance (or adjustment of Marriage Allowance) in respect of past periods should apply individually to their present Supply Officers, giving in full a statement of the relevant facts, with dates.

(A.F.O. 5998/44.)

3723.—Special Allowance to Signal Boatswains and Warrant Telegraphists

(C.W./D.N.A. 26483/44.—12 Jul. 1945.)

As a war-time measure, the payment of the special 1s. 0d. a day allowance referred to in K.R. and A.I., Appendix I, Part 3, No. 36a, will be extended to include the following officers:—

- The Senior Signal Boatswain and/or Senior Warrant Telegraphist or officer promoted therefrom, carrying out instructional duties in all establishments in which the average number of communication ratings under instruction, calculated on a quarterly basis, exceeds 500.
- The Senior Signal Boatswain and/or Senior Warrant Telegraphist or officer promoted therefrom, serving on the staff of a Flag Officer flying his flag on shore, provided he is in independent command, e.g. Rear-Admiral West Africa, Admiral Commanding Iceland (C).
- The Senior Signal Boatswain and/or Senior Warrant Telegraphist or officer promoted therefrom, serving on shore on the staff of Force Commanders, or officers in command of destroyer and submarine flotillas.

(K.R. and A.I., Appendix I, Part 3, No. 36a.)

(A.F.O. 3968/42 is cancelled.)

3724.—Supply Officers Appointed to L.S.T. Flotillas and to L.S.E.—Duties

(N.L. 3024/45.—12 Jul. 1945.)

Junior Supply Officers are appointed to L.S.T. flotillas as secretaries to the senior officers and for supply duties with the flotilla. Apart from their secretarial duties, these officers are available to act in an advisory capacity as regards the supply duties in all L.S.T. of the flotilla, principally on the stores side, but they are not responsible for the supply duties in the individual vessels; this responsibility remains with the respective Commanding Officers, including the Senior Officer's ship, in accordance with A.F.O. 3117/44.

2. A Junior Supply Officer is also appointed to L.S.E. "for stores duties". He is directly responsible for naval stores and the relative accounts, but he is *not responsible* for secretarial, pay and cash, or victualling duties; these remain the responsibility of the Commanding Officer in accordance with A.F.O. 3117/44. In any case where the Supply Officer of an L.S.E. is at present undertaking cash or victualling duties he is to be relieved of such duties by another officer at the end of the current month. The Supply Officer may, however, be called upon to assist in these matters (as regards victualling, see A.F.O. 1014/45, paragraph 2) provided the Commanding Officer is satisfied that in so doing he is left with sufficient time to carry out his stores duties properly.

3. The attention of Commanding Officers of L.S.T.(2) and L.S.E. is also directed to B.R. 1025(44), copies of which, if not already held, may be obtained from distributing authorities as laid down in A.F.O. 4824/44.

(A.F.Os. 3117/44, 4824/44 and 1014/45.)

3725.—General Service Radio Mechanics—Revised Complements for Ships

(N./R.E. 90/45.—12 Jul. 1945.)

The following *amendments* are to be made to A.F.O. 3298/45 :—

Paragraph 3—line 2 :

Reference should read :—" Paragraph 5 ".

Paragraph 5—line (n) :—

For "L.S.L.", read "L.S.I."

(A.F.O. 3298/45.)

3726.—Imprisonment or Detention—Men Sentenced to and Discharged from— Procedure

(N.L. 10718/45.—12 Jul. 1945.)

The following *amendments* should be made to A.F.O. 2987/45 :—

Paragraph 2, Civil Prisons—

"Watchful" should be *deleted* and "Pembroke" *substituted* as the appropriate base ship for ratings committed to Norwich Civil Prison.

2. Paragraph 9. *Insert* the following sentence at the end of the first subparagraph :—

"Offenders and escorts for Naval Detention Quarters, Portsmouth, are to be sent to the Royal Naval Barracks, Portsmouth".

(A.F.O. 2987/45.)

3727.—Drafting Policy—Home and Foreign Service

(N/D.P.S. 734/45/M.—12 Jul. 1945.)

The following *amendment* is to be made to paragraph 8 of A.F.O. 2103/45 :—
Delete the words "S.R.R's. (D) and".

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

(A.F.O. 3462/45 is cancelled.)

3728.—Adult Education—REPORTS

(N. 16976/45.—12 Jul. 1945.)

The following *amendments* are to be made to A.F.O. 1652/45.

1. *Add* new paragraphs 4 (b) and (c) :—

"(b) Officers and ratings may attend on duty civilian courses which Commanding Officers consider will provide suitable training under the E.V.T. scheme, including Current Affairs. Normally, no fee is charged for tuition in such courses, but the fee for accommodation and food is

occasionally greater than the subsistence allowance payable to ratings on normal duty. Where such a difference occurs it should be charged to Vote 5 (Adult Education Grant). In the case of officers, actual expenses not exceeding subsistence allowance will be allowed. When a course lasts more than 14 days, prior Admiralty approval should be obtained."

"(c) Transport arrangements described in paragraph 35 apply to all forms of Adult Education."

2. *Delete* paragraph 10, Appendix II. *Substitute* as paragraph 4 (d) of the order :—

"Certain sums of money have been made available to Commanders-in-Chief for the local purchase of books, maps and other materials which are not obtainable without undue delay through the usual channels, and for other purposes which Flag Officers may deem to be appropriate. Flag Officers will ensure that such books are not acquired by local purchase when they can be obtained from the Keeper of Stationery and Printing and any resulting delay can be accepted. Ships and Establishments should apply to Commanders-in-Chief for approval before making such purchases."

3. Paragraph 5 (iii) *to read* : ". . . through the drawing of Naval stores under paragraph 4 (d) above and under Appendix II, paragraphs 11 and 12."

4. Before paragraph 17 *delete* heading "News and Information Rooms".

5. Paragraph 24. *Delete* last sentence.

6. Paragraph 34, line 1. "Appendix IV" *to read* "Appendix IX".

7. *Add* to the end of paragraph 38 (f) :—

"Orders received from ships and establishments by Messrs. Dryad are subject to a discount of 10 per cent. (except for those few items indicated nett in the firm's price list) and all carriage charges are paid".

8. *Delete* paragraph 38 (h) (ii). *Substitute* the following :—

"(ii) In the case of H.M. ships, contractors should be requested to consign stores to the Superintending Naval Store Officer, Royal Victoria Yard, Deptford, London, S.E.8, and send particulars and despatch details to Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10."

9. Paragraph 38 (k) (i). *Delete* the words "in paragraph".

10. *Delete* paragraph 38 (k) (ii), and *substitute* :—

"(ii) Materials are used in an organized class under a qualified instructor".

11. Paragraph 38 (l), line 9. "Paragraph (n)" *to read* "paragraph (o)".

12. Paragraph 39. All references to "Royal Naval Film Corporation" *to read* "Royal Naval War Amenities Fund".

13. Paragraph 39, last line. "Paragraph 10" *to read* "paragraph 11".

14. Appendix II, paragraph 6. *Delete* "Command or Fleet".

15. Appendix II, paragraph 7, line 8. "paid by the Local Education Authority" *to read* "paid to the Local Education Authority".

16. Appendix II, paragraph 11, line 4. "Paragraph 5" *to read* "paragraph 2".

17. Appendix II, paragraph 11, line 7. "Paragraph 11 (b) (i) below" *to read* "paragraph 5 (i) of this Order".

18. Appendix IV, last line. "Accountant Officer" *to read* "Supply Officer".

19. Appendix V, last paragraph. *Delete* "For purposes of security . . . to ensure secrecy".

20. Appendix VII, line 3. *Add* ". . . from K.S.P., except where obtained under paragraph 4 (d)".

(A.F.O. 1652/45.)

3729.—Instructional Film "This is Fighter Direction" (Serial Number G.42, Part 4)

(N.T./A.W.D. 105/45.—12 Jul. 1945.)

An instructional film entitled "This is Fighter Direction", produced by the U.S. Navy, is now available for R.N. training purposes, and copies will be distributed, without demand, as follows:—

	No. of copies	
	35 mm	16 mm
(a) Copies for re-issue on loan:—		
Lyness Library	2	2
Rosyth Library	2	2
Greenock Library	2	2
Liverpool Library	2	2
Chatham Library	1	1
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1
Londonderry Library	1	1
Gibraltar Library	1	1
Malta Library	2	2
Alexandria Library	2	2
Colombo Library	2	2
Trincomalee Library	2	2
Sydney Library	2	2
Bombay Library	2	2
(b) Copies on permanent loan:—		
A.C.1	1	1
A.C.21	1	1
C.C.T.	1	1
Admiral (Air)	1	1
F.O. Air E.I.	1	1
Com. N.A.S.(N)	1	1
F.O.N.A.P.	1	1
R.N.A.S., Twatt	1	—
R.N.A.S., Machrihanish	1	—
R.N.A.S., Trincomalee	—	1
R.N.A.S., St. Merryn	—	1
R.N.A.S., Henstridge	—	1
R.N.A.S., Arbroath	1	—
R.N.A.S., Burscough	—	1
R.I.N. Radar School, Karachi (H.M.I.S. "Chamah")	—	1
R.C.N., A.I.T.C.	—	1
R.A.N., A.I.T.C., Sydney	—	1
H.M.S. "Excellent"	1	—
H.M.S. "Dryad" (for A.I.T.C.)	—	1
H.M.S. "Heron"	1	1
H.M.S. "Valkyrie"	1	—
H.M.S. "Collingwood" (for C.R.T.)	—	1
R.N.C., Greenwich	1	—
R.N.B., Devonport	—	1
R.N.B., Chatham	—	1
R.N.B., Portsmouth	—	1
H.M.S. "King Alfred"	1	—

- (c) Duplicating facilities:—
 F.O.C.R.I.N.—negative
 Sydney Library—negative

2. The film has a running time of 45 minutes, and application for copies on temporary loan should be made to Film Libraries in accordance with A.F.O. 5377/44 (paragraphs 107 and 108).

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

3730.—Income Tax—"Pay-as-you-Earn" System of Collection—Application to V.A.D. Personnel

(D.N.A. 29025/44.—12 Jul. 1945.)

The instructions below should be followed in any case where appropriate action has not already been taken.

Deductions

If in any case a tax deduction card showing the correct coding has not been received for the year 1945/46 or in the case of a new entrant, Parts 2 and 3 of Form P.45 are not produced to the Paying Officer, deductions should immediately be instituted using Emergency Card P.13. For establishments in the United Kingdom Form P.46 should be completed and forwarded to the Inspector of Taxes in whose area the pay point is situated. For establishments abroad, Form P.46 should be forwarded to Chief Inspector of Taxes, Departmental Claims Branch, Section 9, The Hydro, Llandudno.

End-of-Year Procedure

For establishments in the United Kingdom, all tax deduction cards for the year ending 5th April, 1945, showing the taxable emoluments and tax deducted should be sent to the Local Collector of Taxes for the area, together with covering Form P.35 (Employers' Annual Return). For establishments abroad the cards and P.35 should be sent to Chief Inspector, Departmental Claims Branch, The Hydro, Llandudno. A card is to be prepared and forwarded to the appropriate quarter in all cases where the taxable emoluments for the year exceed £110 whether or not tax has actually been deducted.

Establishments in the United Kingdom

Income Tax assessments for the year 1944/45 will be made by the Inspector of Taxes in whose area the V.A.Ds. are stationed. Cashiers and Supply Officers can obtain any forms, cards, instructions, etc., from the Inspector concerned and in any case of difficulty should communicate with him.

(A.F.O. 1024/45.)

3731.—Honours and Awards—French Navy

(H. & A. 885/44.—12 Jul. 1945.)

The King has been graciously pleased to give orders for the following Honorary Appointments and to approve the following Awards for distinguished service in successful operations in the Mediterranean:

To be Honorary Commanders of the Order of the British Empire (Military Division)

Contre-Amiral Robert Marie Joseph Battet, F.N.
 Capitaine de Vaisseau Marcel Jules Adam, F.N.

To be Honorary Companions of the Distinguished Service Order

Contre-Amiral Leon Marie Pierre Antoine Sala, F.N.
 Capitaine de Fregate Jean Herminier, F.N.

To be Honorary Officers of the Order of the British Empire (Military Division)

Capitaine de Fregate Antoine Auguste Paul Gras, F.N.
 Capitaine de Fregate Marie Joseph Gaston Bataille, F.N.
 Chef Pilote Francois Lesollen, F.N.

Distinguished Service Cross

Lieutenant de Vaisseau Henri Ernest Marie Denis, F.N.
 Capitaine de Vaisseau P. Lancelot, F.N.
 Capitaine de Vaisseau Jean Hourcade, F.N.
 Enseigne de Vaisseau (1) Jean Lesquin, F.N.
 Capitaine de Fregate Charles de Vieux Martin, F.N.

2. These awards will not be Gazetted.

*3732.—Honours and Awards—“London Gazette” Supplement of 3rd July, 1945

(H. & A.—12 Jul. 1945.)

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

3rd July, 1945.

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

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

Acting Captain Cuthbert Francis Bond Bowlby, D.S.C., R.N.,
for excellent service in the organization of special operations in the Near East.

Acting Captain Roderick Edward Francois McQuhae McKenzie, D.S.C., R.N. (Retd.) (Bath),

for good organization and outstanding leadership in the opening up of the Port of Leghorn under exceptionally difficult conditions.

Temporary Acting Captain James Fenwick McKenzie, R.N.V.R. (Glasgow),

for outstanding courage, leadership and skill as Deputy Principal Salvage Officer, North-West Europe, in salvage operations for opening up the Port of Ostend.

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

Acting Commander the Honourable Gustaf Guthrie Rennell Rodd, R.N.,
for distinguished services and outstanding organization in special operations in the Near East.

Temporary Constructor Commander John Alexander Mavor, R.N.

Temporary Acting Lieutenant-Commander Wilfred Gordon Dolmage, R.C.N.V.R. (Vancouver),

for outstanding zeal and energy in supervising the reorganization of the repair facilities in the dockyard area of the Port of Leghorn, the port being under enemy fire during the initial stages.

Acting Temporary Commander Charles Donald Callieu, D.S.C., R.N.V.R. (Havant),

for courage, daring and inspiring leadership whilst serving in H.M.S. “Esmeralda”, in mine location and recovery operations off the coasts of Great Britain and the North of France.

Temporary Lieutenant-Commander (E) Claude Joseph Harry Goatley, R.N.R. (Saltash),

Lieutenant George Cunningham Leslie, R.N.,

for devotion to duty and efficient organization of damage control operations while serving in two of H.M. ships.

Acting Captain Harry Richman, R.D., R.N.R.

Constructor Lieutenant-Commander Derek Barton Kimber, R.C.N.C.,

for devotion to duty, initiative and zeal in the operation of opening up the port of Ostend.

To be Additional Members of the Military Division of the Order of the British Empire

Temporary Acting Lieutenant (Sp.) Thomas Archibald Gray, R.N.V.R. (Southsea).

Temporary Chief Skipper George William Brown, 269 T.S. (Caister, Great Yarmouth),

for courage, daring and devotion to duty whilst serving in the “Vernon” Mine Recovery Flotilla in mine location and recovery operations off the coasts of Great Britain and the North of France.

Temporary Sub-Lieutenant (Special) John Archibald Sholto Douglas, R.N.V.R. (Shadoxhurst, Nr. Ashford, Kent),

for resolution and unflinching devotion to duty in the opening up of the Port of Leghorn under exceptionally difficult conditions.

Acting Lieutenant (E) Charles Alexander Maxwell, D.S.C., R.N. (Plymouth),

for devotion to duty and skilful organization of damage control operations whilst serving in one of H.M. ships.

Temporary Sub-Lieutenant Peter McMorran Scott, R.N.V.R.,

for courage, coolness in action and fine seamanship while serving in Light Coastal Forces.

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

3rd July, 1945.

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

Petty Officer William Ronald Isaac Davey, D/JX.143320 (Wattsville),

for inspiring bravery, resolution and dauntless devotion to duty during the opening-up of the Port of Leghorn. The duties in which Petty Officer Davey took part involved the clearing of sixty large demolition charges as well as many other unexploded bombs and sea mines and included over seven hundred Teller and other land mines. The whole operation had to be undertaken under the nerve-racking experience of intermittent enemy shellfire.

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

3rd July, 1945.

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

Bar to the British Empire Medal (Military Division)

Acting Petty Officer John Paynter, B.E.M., 5813D (St. Ives).

The British Empire Medal (Military Division)

Chief Petty Officer Second Hand Alexander Stewart, LT/JX.222754 (Ayr),

Leading Seaman William Frankland, D.S.M., LT/JX.179420 (Newark, Notts.),

Seaman Gordon Douglas Taylor, LT/JX.328937 (Portsmouth),

for courage, daring and great devotion to duty whilst serving in H.M. Ships “Esmeralda”, “Young Cliff” and “Fisher Boy”, in mine location and recovery operations off the coasts of Great Britain and the North of France.

Chief Shipwright Phillip William Goodall, P/MX.48802,

Petty Officer Thomas Albert James Wheaton, D.S.M., P/JX.125364 (Farlington, Portsmouth),

Petty Officer Peter Anthony Williams, P/JX.159850,

Stoker Petty Officer Wilfred Flint, P/KX.84896 (Portsmouth),

Stoker Petty Officer William Morris, C/KX.85846,

Able Seaman Dudley Fidler, P/SSX.27853 (Liverpool),

Mechanician (T) Hedley Willis Edwards, D/KX.88671 (Plymouth),

for resolution and unflinching devotion to duty in the opening up of the Port of Leghorn under exceptionally difficult conditions.

Marine (Acting Temporary Sergeant) Herbert William Ash, R.M., Ply.X.3827,

for initiative, resource and devotion to duty in the opening up of the port of Ostend.

Petty Officer Radio Mechanic Frederick Walter Thomas, 26340, ✓
for gallantry, skill and devotion to duty whilst serving in H.M.A.S. "Shropshire" in the assault landing operations in the Lingayen Gulf, Luzon.

Chief Engine Room Artificer John Greenhalgh, D/MX.509017,
Temporary Chief Stoker Reginald Arthur Willis, C/K.65060 (Congleton, Cheshire),
Engine Room Artificer Third Class Harry Allan Gilchrist, R.C.N.V.R., V.57858
(New Westminster, B.C.).

Leading Stoker George Richard Mons Shakespeare, P/KX.91681 (Manchester),
for bravery, skill and inspiring devotion to duty, in damage control
under exacting conditions.

ADMIRALTY,

Whitehall,

3rd July, 1945.

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

For bravery, skill and determination while serving in H.M. Ships
"Wild Goose", "Labuan", "Loch Fada", "Rowley", "Duckworth",
"Keats" and "Tyler" and H.M.C.S. "St. John", in operations against
enemy submarines:

Second Bar to the Distinguished Service Cross

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

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Vivian Dickinson Hamlin Bidwell,
D.S.C., R.N.R.

Temporary Acting Lieutenant-Commander Neil Frederick Israel, D.S.C., R.N.R.
(Surbiton).

Temporary Lieutenant James Richard Bradley, D.S.C., R.C.N.V.R. (Port Credit,
Ontario).

The Distinguished Service Cross

Commander Benjamin Andrew Rogers, R.D., R.N.R. (Yedington).

Commander Arthur Frank Caple Layard, D.S.O., R.N. (Retd.) (Nr. Emsworth,
Hants.).

Lieutenant-Commander Frederick John Gwynn Jones, R.D., R.N.R. (Swansea).

Temporary Lieutenant Frederick Norman Salisbury, R.N.V.R. (Harpenden).

Temporary Lieutenant Alexander William Warnock, R.N.V.R. (Bursledon, Nr.
Southampton).

Acting Temporary Sub-Lieutenant John Percival Harris, R.N.V.R. (Wells).

Mr. Francis Samuel Johnstone, Gunner, R.N. (Blackrock, Co. Dublin).

The Distinguished Service Medal

Acting Chief Petty Officer Francis George West, P/J.113198 (Gosport).

Petty Officer James Rigby, D/JX.129904 (Nr. Ormskirk).

Petty Officer Thomas William Smith, P/J.105425 (Brighton).

Engine Room Artificer Second Class Thomas Whittemore, R.C.N., V.17199
(Stratford, Ontario).

Acting Electrical Artificer Fourth Class Jack Hall, P/MX.500528 (Alderney).

Leading Seaman Francis Noel Cassidy, D/J.96449 (Devonport).

Leading Seaman Leslie A. Stannard, R.C.N.V.R., V.9850 (Winnipeg).

Acting Leading Seaman Robert Bowie, D/JX.176830 (Carlisle).

Acting Leading Seaman Frederick George Harding, C/JX.191565 (Tolladine,
Worcs.).

Able Seaman Norman Hoffner, R.C.N., V.50442 (Turner Valley, Alta).

Able Seaman Gerald Ivor Pocock, D/JX.516521 (Bulford Village, Wilts.).

Able Seaman Frederick Samuel Sparrow-Clarke, C/SSX.30718 (Newport, Mon-
mouthshire).

Able Seaman Raymond Wright, P/SSX.22157 (Misterton, Lines.).

Mention in Despatches

Commander Ronald George Mills, D.S.O., D.S.C., R.N. (Fareham).

Lieutenant Peter Kennedy Horsey, R.N. (Antrim).

Lieutenant Christopher Henry Rankin, R.N.

Lieutenant John Woodward Louis Kellett, R.N.R. (Greenock).

Temporary Lieutenant Charles George McIntosh, R.C.N.R. (Victoria, B.C.).

Chief Engine Room Artificer Reginald Clough, D/MX.52937 (St. Budeaux,
Plymouth).

Electrical Artificer Third Class Eric Thomas Hickman Tarpley, C/MX.59910
(Nettleham, Nr. Lincoln).

Stoker Petty Officer Albert Seymour, R.C.N., A.1254 (North Sydney, N.S.).

Stoker Petty Officer David Roy Stone, P/KX.85971 (Southwick, Sussex).

Temporary Stoker Petty Officer Abbis Henry George Reader, C/KX.88806 (Leyton,
E. London).

Temporary Leading Seaman Michael John Walsh, P/SSX.26139 (Erdington,
Birmingham).

Leading Telegraphist Johnnie Jones, D/JX.196333 (Carms., Wales).

Acting Leading Stoker George Styles, R.C.N., V.33381 (Morrisburg, Ontario).

Leading Stores Assistant James Denholme, C/MX.80310 (Glasgow).

Able Seaman George Sorrie Gunn, C/JX.259891 (Thurso, Scotland).

Able Seaman John Hughes, R.C.N., A.5920 (Toronto, Ontario).

Able Seaman Peter Leach, P/JX.360992 (Ealing, W.5).

For resolution and undaunted devotion to duty in the opening-up
of the port of Leghorn under exceptionally difficult conditions:

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander James Rintoul Smellie, D.S.C.,
R.N.V.R. (Bute).

The Distinguished Service Cross

Acting Temporary Electrical Lieutenant-Commander Kenneth Alfred Goudge,
R.N.V.R.

Lieutenant William Ashton, R.N. (Arundel).

Temporary Lieutenant Arthur Elmer Durham, R.N.V.R. (Thames Ditton).

The Distinguished Service Medal

Leading Seaman Walter Henry Dunford, C/JX.260490 (London, W.4).

Mention in Despatches (Posthumous)

Able Seaman Roy MacNay, D/JX.162846 (Droylsden).

Mention in Despatches

Lieutenant-Commander Alexander Thomas Douglas, O.B.E., R.N.R. (Retd.)
(Stranraer).

Temporary Electrical Lieutenant Thomas Livingstone Sime, R.N.V.R.

Chief Petty Officer Writer James Philip Russell Hill, P/MX.54171 (Portsmouth).

Shipwright Third Class Thomas William Perkins, D/MX.51884 (Plymouth).

Petty Officer Percival Claude Lane, D/JX.126425 (Valletta).

Petty Officer Norman Newbury, D/JX.179138 (Tewkesbury).

Electrical Artificer Fourth Class Leonard Alfred English, C/MX.118589 (East Ham).

Leading Signaller Arthur Robert Peter Wills, P/JX.149578 (Cambridge).

Leading Stoker Harry Hoose, D/KX.91053 (Roungkin).

Stoker First Class Albert Butchart, LT/KX.154496 (Dundee).

For courage, daring and devotion to duty whilst serving in light
coastal forces in the liberation of Holland:

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander Stuart James Vernon, R.N.V.R.
(Radlett, Herts.).

Temporary Acting Lieutenant Ernest Arthur Berry, R.N.V.R. (Kingston-on-
Thames).

Sub-Lieutenant Gerald Barry Davis, S.A.N.F.S.R. (Rhodesia).

The Distinguished Service Medal

Petty Officer Arnold David Chaplin, P/JX.156000 (Birmingham).

Coder Geoffrey Harris, P/JX.405338 (Riseholm, Lincoln).

Able Seaman James O'Rourke, C/JX.392953 (Glasgow).

Mention in Despatches

Acting Temporary Leading Seaman Ernest Frank Gilby, C/JX.354144.

Able Seaman Leslie Parrott, D/JX.349024 (Dukinfield, Cheshire).

For consistent zeal, courage and good seamanship whilst serving in H.M. 104th and 31st Minesweeping Flotilla and the 159th Trawler Group and in H.M.C.S. "Blairmore" in arduous operations along the coasts of Southern England and Northern France:

The Distinguished Service Cross

Temporary Acting Lieutenant-Commander Horace Rumsam, R.N.R. (Bristol).
Acting Temporary Lieutenant-Commander Albert Edward Alexander, R.N.V.R. (Birmingham).
Temporary Acting Lieutenant-Commander Roy Donald Bennett, R.N.V.R. (Edinburgh).
Temporary Lieutenant Joseph Charles Marston, R.C.N.R. (Vancouver).

The Distinguished Service Medal

Engineman Frank John Rudram, LT/KX.116158 (Aberdeen).
Engineman Bernard Wray, LT/KX.160090 (Hull).

Mention in Despatches.

Temporary Lieutenant Croft G. Brook, R.C.N.V.R. (Los Angeles and Vancouver).
Temporary Lieutenant Cyril Ernest Bellman, R.N.V.R. (West Drayton, Middx.).
Temporary Lieutenant Mungo Walker Munro, R.N.V.R. (Bothwell, Lanarkshire).
Chief Petty Officer Albert Edwin Mathews, R.C.N., H/A.1286 (Halifax and Burgeo, Newfoundland).
Engine Room Artificer-Third Class Vincent James Bartram, R.C.N.V.R., V.21544 (Edmonton, Alberta).
Chief Engineman Charles Andrew McUrich, LT/KX.149103 (Grimsby).
Petty Officer William Livingstone Mabbott, LT/JX.222761 (Hull).
Petty Officer Engineman Thomas Traynor, LT/KX.100545 (Peterhead).
Engineman William Harper, LT/KX.124773 (Cleethorpes).
Engineman George Howie, LT/KX.114202 (Kirkcaldy).
Engineman Edward William Newman, LT/KX.159317 (Fleetwood).
Leading Seaman Donald MacLeod, LT/X.10874B (Stornoway).
Leading Seaman James Pirie, LT/X.8017C (Buckie, Banffshire).
Leading Wireman Sydney Wardill, C/MX.97080 (Bridlington).
Leading Cook Albert George Woods, LT/MX.87975 (Great Yarmouth).
Signalman Sidney Patrick Foley, LT/JX.176040 (Dundee).
Signalman Harry Ingham, LT/JX.232781 (Littleborough).
Wireman Terence Firman, C/MX.97317 (Walthamstow).
Wireman Percy Gordon Humphrey, C/MX.65456 (Caterham).
Stoker First Class Kenneth Mathieson, LT/KX.149266 (Corran, Shildaig).
Seaman Ben Stanley John Lutas, LT/JX.172983 (Wallasey).

For gallantry and great devotion to duty whilst serving in S.S. "Nephrite":

Mention in Despatches (Posthumous)

Acting Able Seaman Richard Arthur Lees, P/JX.289123.

For courage and devotion to duty, whilst serving in a merchant ship, in throwing ammunition overboard after the magazine of the ship had been set alight:

Mention in Despatches (Posthumous)

Lance-Bombardier Patrick Doyle, 6293700, Fifth Regiment, Maritime Royal Artillery.

Mention in Despatches

Gunner Andrew Porteous Newlands, 298162, Fifth Regiment, Maritime Royal Artillery.
Gunner George Smith, 6087720, Fifth Regiment, Maritime Royal Artillery.

For bravery, good seamanship and inspiring devotion to duty in damage control under exacting conditions:

Mention in Despatches

Lieutenant Frank Stanley Hope, R.N. (Newport, I.O.W.).
Sub-Lieutenant Frederick Moore, R.N.V.R. (St. John's, Newfoundland).
Temporary Sub-Lieutenant Frederick Charles Ernest Bannister, R.N.V.R.
Temporary Acting Sub-Lieutenant (E) Thomas Moreton Thompson, R.N.V.R. (Glasgow).

Chief Engine Room Artificer Thomas Henry Walker, P/M.22624 (Gosport).
Petty Officer Walter Thomas Chatterton, P/SSX.24380.
Petty Officer John Henry Holman, P/JX.153934.
Petty Officer Ronald Alexander Stuart, P/SSX.15594 (Huntley, Aberdeenshire).
Engine Room Storekeeper Stanley Pearson, NAP/R.172602 (Liverpool).
Leading Cook (O) John Henegan, D/MX.59239.
Able Seaman Herbert Hackney, D/JX.257977.
Greaser Albert Cockle, NAP/R.833069 (London, E.12).

For courage, determination and devotion to duty:

Mention in Despatches

Leading Seaman James Michael Freel, C.G.M., D/JX.149484.
Able Seaman Harold Victor Worthy, P/JX.147264.

For bravery, coolness of action and devotion to duty in the rescue of survivors from a burning tanker:

Mention in Despatches

Temporary Lieutenant Albert Thomas Victor Kingdon, D.S.C., R.N.V.R.
Temporary Lieutenant Paul Dudley Watkins, R.N.V.R.
Leading Seaman Ernest Alfred Knott, D.S.M., LT/JX.224401 (Southend-on-Sea).
Cook Richard Cunningham, L/MX.94746 (Jarrow, Co. Durham).

For fine seamanship and skill, while serving in H.M.S. "Garth", in the destruction of a midget submarine:

Mention in Despatches

Lieutenant John Geoffrey Vesey Holt, R.N. (London).

For gallantry, pertinacity and devotion to duty whilst engaged in special operations in Northern waters:

Mention in Despatches

Mr. Sylvanus Brian John Reynolds, O.B.E., D.S.C., R.N.R.
Mr. Edward Bourne Ruffman, D.S.C.

For courage and skill while serving in light coastal forces in successful engagements with enemy shipping:

Mention in Despatches

Temporary Lieutenant Robert William Christopherson, R.C.N.V.R.
Temporary Lieutenant Robert Norn Garriock, R.C.N.V.R.
Leading Seaman Percy John Bowen, R.C.N., V.22594.
Leading Seaman Mariner Leroy McConnell, R.C.N., V.31289.
Acting Leading Seaman Cecil Ernest Creamer, R.C.N., V.10842.
Able Seaman James Cherrett, R.C.N., V.64373.
Able Seaman Albert Ringland Scott, R.C.N., V.27482.
Able Seaman Samuel Baird Snobelen, R.C.N., V.50344.

For devotion to duty, resource and efficiency in opening up the port of Antwerp under exacting conditions:

Mention in Despatches

Acting Temporary Lieutenant-Commander Roger John Frederick Paice, R.N.R.
Temporary Acting Lieutenant-Commander Lambert John Joseph Robins, R.N.R.
Temporary Petty Officer Telegraphist Sydney Robert Hack, P/JX.151204.
Leading Coder Reginald Arthur Talbot, P/JX.272092.
Temporary Leading Writer George Ernest Jackson, D/MX.671647.
Sick Berth Attendant Wilfred Doodson, D/MX.109472.

For bravery, zeal and devotion to duty in arduous salvage operations off the coasts of North-West Europe:

Mention in Despatches

Temporary Acting Lieutenant-Commander Herbert James Lott, R.N.V.R. (Swindon).
Temporary Acting Lieutenant-Commander David John Roger Davies, R.N.R. (Swansea).
Temporary Lieutenant John Archer Scott, R.N.R. (Sunderland, Co. Durham).

For resolution and unflagging devotion to duty in the opening up of the port of Leghorn under exceptionally difficult conditions :

Mention in Despatches

Colour Sergeant (Temporary) Thomas Richard Wilfred McIntyre, R.M.E.. 10073 (Scarborough).

For devotion to duty, resource and efficiency in opening up the port of Antwerp under exacting conditions :

Mention in Despatches

Sergeant (Temporary) Raymond George Cobbold, R.M., Po.X.2071.
Corporal (Temporary) (Acting Temporary Sergeant) John Varley, R.M., Po.X.964.

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

A.F.O. 239/45.

The British Empire Medal (Military Division)

Chief Stoker William Nash, C/KX.27297.

A.F.O. 3468/45.

To be a Commander of the Military Division of the Most Excellent Order of the British Empire

The services for which Acting Captain David Caldicott Ingram, O.B.E., D.S.C., R.N., was appointed C.B.E. should read as follows :—

“ For outstanding ability and distinguished service in the directing of patrols against enemy shipping ”.

3733.—Manpower—Re-allocation—Instructions for Release and Dispersal—T.124 and its Variants (including the Commissioned Cable Ship Agreement)

(C.W. 34919/45.—12 Jul. 1945.)

Section T.124/XIV of the Instructions for Release and Dispersal is promulgated herewith.

2. The paragraphs of this section follow serially and should be read in conjunction with Sections T.124/I to T.124/V which were issued in A.F.O. 2653/45, Sections T.124/VI to T.124/XII which were issued in A.F.O. 2975/45 and Section T.124/XIII which was issued in A.F.O. 3121/45.

Section T.124/XIV—Release and Dispersal Abroad

149. The following are the arrangements for the dispersal of officers and ratings released abroad on the station *on which they are serving* under paragraphs 40, 43 and 44.

150. Radio officers who have signed at a nominal rate of pay will on release revert to their former companies and are not, therefore, eligible for discharge abroad.

151. The instructions referred to in paragraph 5, which will be issued by Commanders-in-Chief for the discharge of certain individuals who have been locally entered, will also include directions with regard to the leave to be granted on discharge, and the recovery of uniform. The reports of all such releases will be made as indicated in paragraphs 171–173.

Class A

152. Officers and ratings, *domiciled or ordinarily resident in the United Kingdom prior to joining the Naval Service*, whose release abroad in Class A has been approved under paragraph 44, are to be granted 56 days' resettlement leave and, in addition, the foreign service leave to which they would have been entitled under paragraph 105 had they been released at home. The leave is to start on the day following the date of dispersal (paragraph 53) and, if foreign service leave is granted, the resettlement leave is to start on the day following the last day of foreign service leave.

153. Officers and ratings, *domiciled or ordinarily resident outside the United Kingdom prior to joining the Naval Service*, whose release abroad in Class A on the station on which they are serving has been approved under paragraph 40, are to be

granted 56 days' resettlement leave, and in addition, overseas service leave on the scale of one day for each month's service since 3rd September, 1939, outside the political boundaries of the country in which they were normally resident. The leave is to start on the day following the date of dispersal (paragraph 53) and if overseas service leave is granted the resettlement leave is to start on the day following the last day of overseas service leave.

154. The period of foreign service leave or overseas service leave to be granted to an officer or rating is to be assessed by the Commander-in-Chief, at his discretion, on the basis of the individual's service documents or such other evidence as is available, a signed declaration by the individual concerned being obtained if necessary.

155. Officers and ratings released abroad on the station on which they are serving are to be issued on dispersal with the “ Order for Release ” Form S.1601A, amended as necessary to meet local requirements.

Class B

156. Should the release abroad of an individual in Class B be approved (e.g., an individual specialist under paragraph 36), he is, if *domiciled or ordinarily resident in the United Kingdom*, to be granted 21 days' transfer leave, and, in addition, any foreign service leave to which he would have been entitled had he been released at home (see paragraphs 114 and 152). The leave is to start on the day following the date of dispersal (paragraph 53), and, if foreign service leave is granted, the transfer leave is to start on the day following the last day of foreign service leave.

157. If the individual is *domiciled or ordinarily resident outside the United Kingdom*, he is to be granted 21 days' transfer leave and, in addition, overseas service leave on the scale of one day for each month's service since 3rd September, 1939, outside the political boundaries of the country in which he was ordinarily resident (see paragraph 154). The leave is to start on the day following the date of dispersal (paragraph 53), and if overseas service leave is granted, it is to start on the day following the last day of transfer leave (see paragraph 167).

158. Each officer or rating released abroad in Class B is to be furnished with an “ Order for Release ” Form S.1601B (see paragraphs 116 and 119).

Conveyance to Destination

159. Each person released is to be furnished on dispersal with the necessary travelling vouchers, tickets, etc., for his conveyance by rail or water from the place of dispersal to the nearest point to his final destination which can be reached by such means.

160. Subsistence allowance in respect of the rail journey from the place of dispersal is to be paid locally before dispersal at the rate of—

Officers	...	...	...	...	16s. per day.
Ratings	...	...	...	...	10s. per day.

(N.B.—All Chief Stewards, 1st Class, whether equated to Warrant Officer or C.P.O. are treated as ratings for all pay purposes.)

Recovery of Uniform

161. Officers and ratings released abroad are not to be provided with civilian clothing, or paid a civilian clothing grant in lieu. The normal procedure for the recovery of uniform is to be followed (see A.F.O. 1848/40).

Medical Examination

162. With the exception of non-European natives, whose examination is to be at the discretion of Commanders-in-Chief, all persons released abroad are to be medically examined before dispersal in accordance with the instructions contained in Section VI, and reports are to be made on Forms M.51 and M.51A as directed.

163. Each individual released, other than invalids, is to be furnished on dispersal with the appropriate Form M.P.B.475, “ Claim for Disability Pension ”, together with the leaflet M.P.B.475/1.

164. In cases where facilities for a Naval medical examination do not exist, the Ministry of Pensions will make any necessary arrangements for medical examination should a claim form be received.

Unemployment and Health and Pensions Insurance

165. Forms U.I.3XS are to be prepared in accordance with existing procedure and sent to the Unemployment Insurance Record Office, Acton, London, as soon as the date of release is known.

166. Form S.1034 is to be completed in respect of each insured officer and all ratings, except those who have been entered abroad and are excluded from National Health Insurance during their period of Naval service, and is to be sent direct to the Ministry of National Insurance, Blackpool. The date to be shown on the form is to be the actual date of leaving the ship or depot, and the form is to be endorsed "RELEASED ABROAD". The address is to be that to which the individual is proceeding in the country in which he is being released.

Payment

167. Officers and ratings being released abroad are to be discharged for dispersal to the most convenient local base, as decided by Commanders-in-Chief. The dispersal establishment will normally continue to carry the pay accounts until final release has been effected.

168. Pay and allowances are to be assessed in accordance with paragraph 130.

Note.—Local Allowances, e.g., Far Eastern Operations Allowance (including spending money), Colonial Allowance, will not be payable during leave.

169. Pay accounts are to be extended and payment made as laid down in Parts 2, 3 and 4 of Section XIII, except that stoppages of allotments on dispersal (see paragraph 136, Section XIII) are, where necessary, to be made by signal.

170. Officers and ratings are to be signed off their agreements before a British Consul or Shipping Master and as soon as this has been done the agreements are to be despatched to the Registrar General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff (see paragraph 110).

Reports of Release

171. The release of officers is to be reported by signal to the appropriate Admiralty Department and must give both the date of dispersal and date of discharge.

172. The release of each rating is to be reported on Form S.161R and the word "ABROAD" is to be written on the form. The type of agreement and the official number of the rating is to be clearly indicated on the form which is to be rendered in triplicate; two copies being sent to the appropriate Admiralty department and the other to the Director of Navy Accounts (Branch 3). Discharges from the agreements covered by these instructions are not to be reported to Naval Personnel (Statistical Section), Admiralty.

173. The forms, showing the date of release, are to be despatched on the date of dispersal, an amended form being sent subsequently if the date of release is altered.

Passages for Dependants

174. Dependants, as defined in Section XV, of officers and ratings released abroad will be entitled to passage at public expense to join the individual concerned in the country in which he has been released.

175. Officers and ratings are to make application on Form S.1598 (Application for Repatriation), in duplicate, to the Commander-in-Chief, who will forward one copy to the appropriate Admiralty Department by the quickest means for verification of entitlement.

176. Applications are to be marked "OVERSEAS SETTLEMENT" in red ink, and are to be accompanied by a certificate showing that the Government concerned accept the applicant and his dependants.

177. Applicants are to indicate the approximate date on which the applicant wishes his dependants to join him, the port of disembarkation to which they should be sent, and the address to which any correspondence should be sent after the applicant has been dispersed from his depot.

178. After verification in the Admiralty, applications will be dealt with by the Repatriation Office, London (see Section XV) in all cases where the dependants are resident either in the United Kingdom or in a place where a passage cannot be

arranged by a combined Repatriation Office abroad. The Repatriation Office will make all the necessary arrangements for passage in accordance with the procedure laid down in Section XV.

179. Similarly, where dependants are resident outside the United Kingdom but in a place which can be served by a combined Repatriation Office, passage arrangements will be made by that office.

180. When passage has been arranged, the Repatriation Office or Service authority concerned will inform the Commander-in-Chief, or the applicant, of the date on which the dependants will embark.

(A.F.Os. 1848/40, 2653/45, 2975/45 and 3121/45.)

3734.—Manpower—Re-allocation—Release in Class A

(C.W.39148/45.—12 Jul. 1945.)

Male ratings and other ranks R.M. in Rating Groups and Age and Service Groups indicated are to be released in Class A in accordance with B.R. 1281 (1), Release Instructions.

2. Dispersals are to commence on 16th July, 1945 and the target date for completing these dispersals is 13th August.

Rating Group No.	Age and Service Group No.
42 to 44 inclusive	3 to 7 inclusive
82 to 86 inclusive	3 to 6 inclusive
104 to 108 inclusive	3 to 7 inclusive
115 to 117 inclusive	3 to 7 inclusive
130 to 133 inclusive	3 to 6 inclusive
All other (male) Rating Groups	3 to 8 inclusive

3735.—Manpower—Re-allocation—Release of Southern Rhodesian Personnel

(C.W.458/45.—12 Jul. 1945.)

Instructions for the return to Southern Rhodesia of Southern Rhodesian ratings and R.M. other ranks who are covered by A.F.O. 2407a/45 and have not volunteered for further service will be issued by Admiralty General Message. Any rating groups from which releases are not to be made will be indicated.

2. On receipt of the message all ratings are to be discharged, after reliefs have been obtained as necessary, direct to H.M.S. "Afrikander" in the case of foreign stations; or to Commodore, R.N. Barracks, Portsmouth for passage to H.M.S. "Afrikander" in the case of ratings serving in the United Kingdom.

3. Officers will be dealt with individually by the Admiralty. Should any officer or rating who has volunteered not be accepted for further service, instructions for his return to Southern Rhodesia will be issued by the Admiralty.

4. Officers and ratings being sent to H.M.S. "Afrikander" for return to Southern Rhodesia should be accompanied by their pay documents. Payments from the date of embarkation will be a Southern Rhodesian liability. Pay accounts should, therefore, when possible and subject to currency restrictions, be settled up to the date of leaving the ship of establishment from which they are drafted to H.M.S. "Afrikander". Any unpaid balance and any advances of pay made for the period of passage are to be reported to H.M.S. "Afrikander".

(A.F.O. 2407a/45.)

(A.F.O.2978/45 is cancelled.)

3736.—Respirator (Dermatitis) and Issue of Special "Derm" Facepiece

(A.S./T. 05780/44.—12 Jul. 1945.)

A small number of personnel is sensitive to the rubber of the respirator facepiece, which causes local dermatitis. This should be borne in mind by medical officers called upon to treat facial skin conditions. Simple patch tests with small cuttings of rubber from the edge of the facepiece can be applied to the arms for 24–48 hours to confirm sensitivity.

2. Cases in which sensitivity is confirmed should be dealt with as below when the skin condition has cleared up.

3. Issue any Mark IV or IVA (stockinet covered) facepiece in the correct size with a date mark before 1942, or issue a Mark V or VA (black moulded) facepiece marked AVON with a date mark before 1942. Mark V and VA facepieces are available only in normal size.

4. If in the case of Mark V and VA facepieces an AVON facepiece is not available issue one with a date mark before 1942 which does *not* bear any of the following markings :—

J.B., or R.W., or L. & B., or F.S. Co.

5. If after issue as above the individual concerned still shows a skin reaction, the case should be referred to the Dermatologist of a Naval or military hospital for further investigation.

6. When a satisfactory new facepiece cannot be used immediately the individual should retain the old facepiece for use only in emergency until it can be replaced. The old facepiece should not be worn for drill.

Note.—Dermatologists of Naval hospitals should be instructed to apply to the Chief Superintendent, Experimental Station, Porton, for sets of rubber patching discs and details for using them.

7. If the dermatologist is satisfied that provision of a facepiece as specified in paragraph 4 will not effect a cure he will authorize and arrange for the issue of special "Derm" facepieces.

8. The "Derm" facepiece is of a distinctive brown colour and is marked "Derm" on the inside. They are supplied as follows :—

Respirator G.S.IVA "Derm" Facepieces in sizes Large x, Large, Small x and Small.

Respirator G.S. VA "Derm" Facepieces in size Normal.

Respirator Light Type "Derm" Facepieces in sizes Large, Normal and Small. Stocks of "Derm" facepieces will be distributed to the following R.N. armament depots :—Chatham, Priddys Hard, Plymouth, Bombay, Calcutta, Colombo, Durban, Fremantle and Sydney.

9. Demands for "Derm" facepieces which should be made on the nearest R.N. armament depot, as shown in paragraph 8, are to specify the size required and are to be covered by a certificate from the dermatologist that issue is necessary. These facepieces which on receipt will require to be exchanged for the ordinary facepieces on the respirator in use are not to be drawn unless it has been proved that those specified in paragraph 4 are ineffective or unobtainable.

10. Two "Derm" facepieces will be issued both of which will be held on permanent loan by the patient together with container, haversack, etc., already held; the standard facepiece is to be withdrawn.

The facepiece in use, viz., that mounted to the container will be identified by the normal method of marking; the second facepiece, which will act as a spare, is to be fitted with a tally of the usual type secured to one of the lower head harness buckles. The spare facepiece is to be stowed with the recipient's personal kit, care being taken to prevent damage.

11. The issue of "Derm" facepieces is to be recorded on the medical history sheet. When the patient is drafted to another ship or establishment the medical officer will, on receipt of the medical history sheet, inform the Anti-Gas Officer and the Divisional Officer concerned in order that appropriate decontamination arrangements and periodic inspection of the spare facepiece can be initiated.

12. In the event of respirator damage or loss the value of the Derm facepiece is to be considered to be similar to that of the standard general service facepiece.

(A.F.O. 5877/44 is cancelled.)

3737.—Officers Found Permanently Unfit for General Service but Fit for Shore Service—Invalidating Documents to be Completed on Medical Survey

(C.W. 41362/45—12 Jul. 1945.)

Many officers who, on medical survey, are found permanently unfit for General Service but fit for some form of Shore Service are invalidated as suitable employment

of the restricted nature recommended is not available for them. In such cases the report of survey (Form M.88) when forwarded into office, is not accompanied by the other invalidating documents and when invalidating proves necessary delay arises in carrying out procedure.

2. In all future cases of officers who on survey are considered unfit for General Service but fit for Shore or Harbour Service, the usual invalidating documents (Forms D.145d, M.P.B.204 and M.168) should be completed and attached to Form M.88, when forwarded to the Admiralty as in the case of officers recommended for invaliding.

(A.F.O. 2104/40.)

3738.—Diving—Training of Non-Substantive Ratings in Schools Abroad

(N.16935/45.—12 Jul. 1945.)

With reference to A.F.O.'s. 6138/44 and 1571/45, the names of H.M.S. "Caradoc" and H.M.S. "Highflyer" are to be deleted from the list of ships able to undertake training in diving abroad.

(A.F.Os. 6138/44 and 1571/45.)

3738a.—Officiating Ministers of Religion

(C.E. 52012/45.—12 Jul. 1945.)

The following appointments have been approved :—

Church of England

Zeals (R.N. Air Station) Rev. M. L. Woodhouse,
St. Martin's Rectory,
Zeals, Wilts.
(Appointment to date 12th April, 1945.)

Upnor and Lodge Hill (R.M. Police Depot). Rev. R. L. Allanson,
Upnor Vicarage,
Rochester, Kent.
(Vice the Rev. F. Lyle Uppleby.)

Roman Catholic

Drem (R.N. Air Station) Rev. Thomas Gallagher,
The Presbytery,
North Berwick,
East Lothian.

Kyles of Lochalsh Rev. Charles Fraser,
St. Duthac's,
Dornie, Kyle,
Ross, Scotland.
(Vice the Rev. G. Butler.)

Meanskirk (R.N. Hospital) Rev. Albert Chandler,
St. Joseph's,
Clarkston,
Glasgow.
(Vice the Rev. J. Brannaghan.)

H.M.S. "Queen Charlotte" and R.N. Air Station, Woodvale. Rev. George Sargent,
Sacred Heart Presbytery,
483, Liverpool Road,
Birkdale, Lancs.

H.M.S. "Royal Athelstan" Rev. H. W. van Boxal,
Ruswijk Z.H.,
Oranjelaan 77,
Holland.

Harwich Rev. J. Hayes,
Catholic Church,
Harwich.
(Vice Rev. B. Clay.)

Church of Scotland and the Free Churches

Woodvale Rev. C. H. G. Carter,
348, Liverpool Road,
Southport, Lancs.

Methodist

Dover Rev. Eryl W. Hughes,
116, Manor Road,
Dover, Kent.
(Vice Rev. T. A. Roberts.)

United Board

R.N.A.H., Newton Abbott Rev. J. Bennett,
The Manse,
Kingsteignton,
Devon.

Baptist—

Deal Rev. J. Iyor Wensley,
Chasemere,
Stanley Road,
Deal.

The following appointments have been cancelled :—

Church of England

Upnor and Lodge Hill Rev. F. Lyle Uppleby.
Belfast Rev. T. A. O'Neil (Honorary),
Missions to Seamen,
Belfast.

Roman Catholic

Harwich Rev. B. Clay,
The Presbytery,
Harwich.
Kyles of Lochalsh Rev. G. Butler,
St. Duthac's,
Dornie,
Kyle, Ross.
Meanskirk (R.N. Hospital) Rev. J. Brannaghan,
St. Joseph's,
Clarkston,
Glasgow.

Methodist

Dover Rev. T. A. Roberts,
7, Priory Grove,
Dover.

United Board

Newton Abbott (R.N.A.H.) Rev. C. E. Lawrance,
8, Torquay Road,
Newton Abbott.

3739.—Japanese Campaign Pay—Kenya, Trinidad and Ceylon R.N.V.Rs, and Locally Entered Ratings

(N. 23983/44.—12 Jul. 1945.)

Japanese campaign pay is payable as from 1st November, 1944, under the conditions set out in A.F.O. 782/45 for officers and A.F.O. 783/45 for ratings, to personnel of the Kenya R.N.V.R. and Trinidad R.N.V.R.; and to personnel of the Ceylon R.N.V.R. liable for service overseas.

2. J.C.P. is payable at the full rate under the usual conditions to native ratings who are paid full British rates of pay and serving away from their own station. It is not payable to natives on a pay scale lower than that of British ratings unless special reasons exist when specific proposals should be forwarded.

(A.F.Os. 782/45 and 783/45.)

3740.—Chadwick Prize and Gold Medal—Award

(M.D.G. 58744/44.—12 Jul. 1945.)

The Chadwick Prize and Gold Medal for 1945 has been awarded to Surgeon Captain S. G. Rainsford, D.S.C., M.D., B.Ch., D.P.H., R.N. The Chadwick Prize of £100 and Gold Medal was presented by the Chairman of the Chadwick Trustees, Sir William J. Collins, K.C.V.O., M.D., M.S., F.R.C.S., to the officer on 14th May, 1945.

†3741.—General Officer Commanding, Royal Marines—Change of Title

(C.W. 29727/45.—12 Jul. 1945.)

The title of "General Officer Commanding, Royal Marines," has been altered to "Commandant General, Royal Marines".

(A.F.O. 5824/43 is cancelled.)

***3742.—Royal New Zealand Navy—Special Bursaries and Other Educational Facilities Available Overseas to Personnel**

(C.W./N. 16527/45.—12 Jul. 1945.)

Sub-Committee for Educational Matters.—An Advisory Sub-Committee of the Education Committee of the Rehabilitation Board has been appointed in Great Britain to enquire into and to report on all applications for undergraduate or post-graduate study outside New Zealand and to make recommendations on these applications to the Rehabilitation Board.

2. *Personnel who may be considered for overseas bursaries.*—On having been absent from New Zealand on loan to the Royal Navy, for a period of two years, all "War Only" personnel of the Royal New Zealand Navy may apply through their Commanding Officers for consideration for the award of an overseas bursary. Copies of all applications will be forwarded to the High Commissioner for New Zealand in London and to the Naval Secretary, Navy Office, Wellington.

3. *Assistance available.*—(i) Scholarships for study at overseas universities and institutions (for post-graduate and undergraduate students).

(ii) Overseas bursaries (financial assistance may in certain cases be granted to men who may wish to visit for observation purposes and for a shorter period, technical, manufacturing, or agricultural establishments, visits to which are likely to be of value to them in the profession in which they are engaged and to the country as a whole).

(iii) The scholarships are at the annual value of £250 sterling plus lecture and examination fees and £5 per annum for the purchase of books and may be arranged for a maximum period of three years.

(iv) The bursaries will be at the rate of £250 per annum sterling, deductible by any amount received as salary, should the student be employed during the period.

(v) For both scholarships and bursaries travelling expenses from the place of study back to New Zealand will be provided.

(vi) The following regulations for short courses and attachments on pay and allowances have been approved.

- (1) For periods not exceeding six months servicemen will remain on full service pay and allowances, and the period involved will *not* be deducted from the total overseas leave entitlement.
- (2) Tuition and examination fees will be paid by the Rehabilitation Department.
- (3) Any attachment, etc., which is *not* a course of definite duration, may be terminated at the discretion of the formation, etc., Comd. in order to make use of available passages to New Zealand.
- (4) That where the applicant does not qualify for any type of course already defined, educational leave on pay and allowances be granted up to the normal departure of the draft to which he belongs, such leave *not* to be deducted from the total overseas leave entitlement.
- (5) That a free rail warrant from the unit of the applicant to the location of the course, and return, be provided.

(6) The applicant *must* return to New Zealand.

Applications for the courses and attachments must be made to the Education Officer, N.Q., R.N.Z.A.F., Halifax House, 55, Strand, London, W.C.2.

4. *Eligibility and suitability.*—(i) The assistance contemplated by means of overseas scholarships and bursaries involves considerable expenditure and will be of use only to students of exceptional ability or at least of a standard well above the average. No application is likely to be favourably considered by the Committee unless it is certain that the applicant has the ability and will definitely benefit from the proposed course. The length and nature of the applicant's service will be an important consideration

(ii) Scholarships and bursaries will be given only where there are no equivalent facilities available in New Zealand for pursuit of a study proposed and then only to men who are sufficiently advanced in their contemplated line of work to benefit from study abroad.

(iii) Scholarships will be recommended for undergraduates only where the student has outstanding ability and where he can show that there is some distinct advantage to be gained by study outside New Zealand.

5. *Bonds.*—In all cases where overseas scholarships or bursaries are awarded a Bond is required on the following terms:—

Provision to ensure that the student will comply with the conditions under which the bursary, etc., was granted.

Bond only required, no sureties being asked for.

Provision that the bursar may not marry during the period in which the Bond is in force, without the prior consent of the Rehabilitation Board.

Provision that, after completion of the course, the student shall return to New Zealand, and shall accept employment in New Zealand for a term specified in the Bond, normally one year for each year in which the bursary etc., is held. In the case of medical, dental, engineering and similar professional courses, this period may be up to 5 years.

The amount of the Bond is fixed by the Rehabilitation Board with a minimum of £250.

Provision for recovery of all expenses incurred by the Board in cases of serious misconduct.

6. *Selection.*—Should an applicant be considered worthy of consideration, arrangements will be made for him to appear before the Advisory Sub-Committee. Successful candidates will be discharged overseas, in order to take up the bursaries.

3743.—Cook (O) Ratings—Provision for First Line Squadrons Disembarked to R.A.F. Stations

(N. 2402/45.—12 Jul. 1945.)

When first line squadrons are temporarily disembarked to R.A.F. stations from aircraft carriers that are manned by general service domestic ratings, Cooks (O) should be lent as necessary by the carrier for employment by the squadron while at the R.A.F. station.

*3744.—Ratings—"Hostilities Only"—Transfer to Regular Engagements—Allied Personnel

(N. 26029/44.—12 Jul. 1945.)

Applications for re-engagement from Allied Personnel serving in the R.N. will be considered on their merits at the Admiralty, on the production of documentary evidence that the ratings have acquired British nationality.

2. The last sentence of paragraph 15 of A.F.O. 362/45 is cancelled.

(A.F.O. 362/45.)

3745.—Petty Officers (Radar) and Leading Seamen (Radar)—Transfer to Seaman Branch

(N. 17431/45.—12 Jul. 1945.)

Their Lordships have decided that Petty Officers (Radar) who qualify professionally for Petty Officer and thus transfer to the Seaman Branch are to retain their seniority in the rating of Petty Officer for purposes of command and progressive pay. Their position on the roster for advancement to Chief Petty Officer will, however, be governed by the basic date of passing the seamanship examination on transfer in order to avoid hardship to other Petty Officers with longer service as such in the Seaman Branch

2. When they finally transfer to the Seaman Branch this Order will apply also to those ratings described in paragraph 5 of A.F.O. 5394/44 (as amended by A.F.O. 6680/44), who are still serving as Leading Seamen (Radar) or Leading Seamen R.C. 2, or R.P. 2, due to lack of opportunity to undergo 1st Class R.C. or R.P. course.

3. The Commodores of R.N. Barracks, Portsmouth, Devonport and Chatham will inform the ships in which ratings are serving of the names and details of any ex-Petty Officers (Radar) now serving as Seamen Petty Officers in order that necessary ledger, etc., action can be taken.

4. It is pointed out that Petty Officers (Radar) must qualify in Seamanship and transfer to Seaman Petty Officer before being eligible for any of the following:—

(a) The non-substantive rating of P.R.I. or Gunner's Mate

(b) Promotion to Warrant Officer.

(c) Transfer to continuous service.

5. The decision as to retention of seniority for purposes of command and progressive pay applied also to Leading Seamen (Radar) on transfer to the Seaman Branch.

6. The Service Certificates of all ex-Radar ratings concerned are to be noted to the effect that "seniority for command and progressive pay is..... and for advancement purposes.....(A.F.O. 3745/45.)".

7. The necessary amendment to B.R. 1066 will be made in due course.

(A.F.Os. 5394/44 and 6680/44 and B.R. 1066.)

(A.F.O. 3001/45 is cancelled.)

*3746.—Stoker Petty Officers (M)—Advancement to Chief Stoker

(N.14180/45.—12 Jul. 1945.)

Continuous Service Stoker Petty Officers (M) who are eligible for advancement to Chief Stoker are to revert to General Service to enable them to qualify for advancement as General Service Stoker Petty Officers.

2. Requirements in Motor Vessels for Chief Stoker will be met by drafting ratings with the dual qualification.

3747.—W.R.N.S.—Supervisory Posts in Complements

(N. 633/45.—12 Jul. 1945.)

The following scale regulates the provision in complement of supervisory posts for W.R.N.S. ratings employed as Messengers, Stewards (G), M/T Drivers and Laundrymaids.

Staff of 4-11 ...	1 Ldg. Wren included in total.
Staff of 12-19...	1 Ldg. Wren included in total and 1 P.O. Wren additional.
Staff of 20-31...	2 Ldg. Wrens included in total and 1 P.O. Wren additional.
Staff of 32-41...	3 Ldg. Wrens included in total and 1 P.O. Wren additional.
Staff of 42-51...	4 Ldg. Wrens included in total and 1 P.O. Wren additional.
Staff of 52-60...	4 Ldg. Wrens included in total and 1 Chief Wren additional.
	and for any additional staff above 60 the scale repeats itself.

(A.F.Os. 4758/40 and 2885/45 are cancelled.)

3748.—W.R.N.S.—Temporary Transfer of Ratings to Gain Recommendation for Officer Rank—REPORTS

(C.W. 29810/45.—12 Jul. 1945.)

Forms S.1530 on behalf of ratings employed in categories in which there is little or no avenue for promotion to officer rank, but who are considered suitable for promotion, should be forwarded by the Commanding Officer to the Superintendent, W.R.N.S., concerned and thence through the Commander-in-Chief to Director, W.R.N.S. These recommendations should indicate the branch for which the rating is recommended, but it must be understood that the final choice rests with Director, W.R.N.S.

2. Since it is not always possible for commands to be in possession of up-to-date knowledge concerning the immediate officer needs of the Service, the practice of placing ratings into training for officer rank in a category other than their own prior to attendance at the Officers' Selection Board is to cease, since the Selection Board may consider it advisable to direct the rating into training for a branch other than the one suggested. Forms S.1530 should, therefore, be forwarded as soon as the candidate is considered fit for promotion, and should not be withheld on the grounds that she is untrained in the branch for which she is recommended.

3. Forms S.1530 should be prepared immediately for candidates already under training in accordance with previous regulations and should be forwarded to Director, W.R.N.S., through the usual channels. Such cases will be dealt with individually and as expeditiously as possible in order to bring them into line with the new arrangements. The period of training already completed should be stated on each recommendation.

4. Candidates will be called to the Officers' Selection Board at W.R.N.S. Headquarters as soon as possible after their Forms S.1530 have been received by Director, W.R.N.S.

5. The Officers' Selection Board will determine the candidate's fitness for promotion and, where necessary, will direct them to be employed in another category for training as supernumerary. Full consideration will be given to the Commanding Officer's recommendation.

6. The maximum period of training which may be recommended by the Officers' Selection Board is three months.

7. Whilst so employed, candidates are to remain in their existing category, retaining their present rating and rate of pay.

8. Director, W.R.N.S., will call for reports on trainees when they have completed two and half months in order that if satisfactory they may attend an Officers' Training Course as nearly as possible after the completion of three months' training.

9. Ratings who receive an unsatisfactory report after having undergone a period of training under the foregoing arrangements, are to remain in their own rating and category, and are invariably to be reverted to duties appropriate to that category. There can be no guarantee that transfer to the category in which training has been carried out will be approved, and this should be made clear to ratings concerned. Proposals for transfer to a new category will be dealt with in accordance with the procedure laid down in A.F.Os. 5838/43 and 3160/45.

10. Ratings who become due for advancement whilst they are employed as supernumeraries will be advanced by the Commanding Officer of the establishment in which they are temporarily serving. Recommendations for advancement (Forms S.507W) will also be rendered by the Commanding Officer in respect of ratings who become eligible for recommendation whilst employed as supernumeraries.

11. The Officers' Training Course Passing Out Board has power to recommend that any Cadet Wren shall undergo as a rating a further period of training not exceeding three months where a reasonable chance of suitability for promotion is thought to exist at the end of this period. This training may be in addition to any previously undergone. The provisions of paragraphs 9 and 10 above will also apply in such cases.

(A.F.Os. 5838/43 and 3160/45.)

(A.F.O. 5528/44 is cancelled.)

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

3742.—Aircraft—General—Armament Defects—Forms A.21—Rendering

(G/A.M.R. 20192/45.—12 Jul. 1945.)

In all cases of defects or failures of Vote 8 armament material on aircraft, as much information as possible should be given in paragraphs 8 and 9 of Form A.21 in order that the full details are known in the Admiralty.

2. Where the cause of a failure is somewhat obscure to begin with it is of more value to delay, the rendering of the form until a fuller investigation can be carried out and some conclusion arrived at, then to render the form with no opinion as to the cause of the failure.

3. Particular notice is taken of reports concerning the failure to release of large stores such as mines and the larger bombs which are carried singly in aircraft. If these fail to release or there is improper functioning of the release system a full investigation must be made and the details included in Form A.21.

4. Reports on failures or defects of Vote 8 armament material or installations, for which Form A.21 is normally used and which are the responsibility of the Air Gunnery Officer, are investigated by the Director of Naval Ordnance in conjunction with the Director of Aircraft Maintenance and Repair.

(A.F.O. 3165/45 is cancelled.)

3750.—Aircraft—Bombs—Hellcat Aircraft—Restriction on American Nose Fuzes when Accelerating

(G. 010288/45.—12 Jul. 1945.)

Experience has shown that there is a risk of damage to American nose fuzes in aircraft bombs due to being struck by the accelerator stop when Hellcats are being accelerated.

2. No American nose fuzes are at present in use by Naval aircraft, but in the event of their introduction they are not to be used in bombs for Hellcat aircraft when being launched by accelerator.

3. There is no restriction on the use of British nose pistols in British or American bombs when Hellcats are launched by accelerator.

(R message 21R is cancelled.)

3751.—Aircraft—Guns—Hispano 20 mm.—Belt-Feed-Mechanisms, Mark. I*—Securing of Tie Rod Nuts

(A.S./C.I.N.O. 423/44.—12 Jul. 1945.)

Gun	...	...	20 mm. Hispano.
Part affected	...	...	Belt-feed-mechanism, Mk. I*.
Purpose	...	...	To prevent tie rod nuts from working loose.
Action	...	...	Secure the nut at the front end of the tie rod by sweating in such a position that the end of the rod is flush with the top of the nut. Then fit a washer locking tie rod nut (tab washer), the longer tab of the washer being bent down over the edge of the front cover and the shorter tab bent up against the flat of the nut. The nut at the rear end is not to be sweated but is to be prevented from turning by fitting a washer locking tie rod nut. Mechanisms so modified do not require "shakeproof" or spring washers fitted to the tie rods.
New parts required	...	...	Washers, locking tie rod nuts.
By whom to be done	...	...	H.M. Ships, R.N. Air Stations, Repair Yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc.
Degree of urgency	...	...	In service—immediately. At R.N. Armament Depots—before issue.

2. Washers locking tie rod nuts should be demanded by services in the—
- U.K. from the appropriate R.N. Armament Depot.
 - East Indies from Naval Armament Supply Officer, R.N. Armament Depot, Colombo.
 - Pacific from Armament Supply Officer, Fleet Train or Superintending Armament Supply Officer, R.N. Australian Armament Depot, Sydney.

3. In addition to those required for re-respective fitting on belt-feed-mechanisms, H.M. Ships may demand 50 R.N. Air Station Repair Yards, R.D.Us., M.O.N.A.Bs. and T.A.M.Ys. etc., 100 washers for stock purposes, pending promulgation of approved allowances.

(A.F.O. 34/45 is cancelled.)

3752.—Aircraft—Pyrotechnics—Fuze, Time, A/C, No. 848, Mark VII, and Capsules, C Type, Delay—Introduction

(G. 07322/45.—12 Jul. 1945.)

Fuze, time, A/C, No. 848, Mark VII, and capsules, C Type, delay, for use with the fuze, have been introduced for Naval Service for use with flares a/c reconnaissance, 4.5 in., and will eventually supersede fuzes, No. 35, 848, Mark V, and capsules and No. 849.

2. The Mark VII fuze is similar to the Mark V fuze described in A.P. 1661E, Volume I, Section 15, Chapter 5, with the following exceptions:—

- It has no built-in percussion cap. The striker socket is enlarged to accommodate a percussion cap which is integral with the C type capsule.
- No spring safety shutter is fitted in the fuze body, this being unnecessary as there is no built-in percussion cap.
- A black sealing washer is fitted inside the dome to ensure a good joint between the dome and the top edge of the fuze body.

3. The C type delay capsules are externally similar to those used with earlier marks of No. 848 fuze but each C type capsule is fitted with a brass holder containing a percussion cap. The holder has two vent holes and the capsule contains igniter pellets to boost the flash from the percussion cap and ensure that the Bickford type safety fuze in the capsule is ignited at high altitudes. The number stamped on the capsule indicates the burning time in seconds at ground level.

4. *Selection of Capsules.*—The capsule to be selected for use with a particular fuze will depend on the amount of free fall of the flare required and can be determined from the table below.

A free fall greater than 12,000 ft. is not envisaged and the following capsules only will at present be supplied:—

C.8, C.11, C.14, C.16, C.17, C.18, C.19, C.20, C.22 and C.25.

5. *Instructions for use.*—The fuze is to be tested and prepared for use as follows:—

- On removal of the fuze from its cylinder, check:—
 - That the safety pin is in position.
 - That the arming vane cover is properly seated against the platform and that the brown paper sealing strips are unbroken.
 - That the waterproof disc covering the magazine is intact.
- Remove the dome portion and check that the black sealing washer is fitted.
- Withdraw the safety pin and tap the dome sharply, several times, against a bench, taking care not to damage the dome of the locking spring.
- After tapping the dome, if the striker is still held in position, insert a wire, safety, No. 8, Mark I (Stores Ref. 12G/1088), through the safety pin hole and fit a clip, safety, No. 2, Mark I (Stores Ref 12G/1068) to the No. 8 wire at a distance of about 1-in. from its plain end.

Note.—The No. 8 safety wire should be coated with anti-freezing grease and a blob of this grease also placed round the joint between the safety wire and the clip. This will ensure that the safety wire pulls through the clip when the fuze store is released from the aircraft.

(v) Insert the appropriate C type capsule into the fuze body and lock the dome on the fuze body.

Any fuze suspected of being defective in any respect is to be returned to its cylinder, set aside and ultimately returned to the appropriate Armament Depot for examination.

6. When connecting fuzing links, attach the hook of a suitable flexible fuzing link to the loop of the No. 8 safety wire and to the lug on the arming vane cover, and insert the loop of the fuzing link into the E.M. fuzing unit of the bomb carrier. Should the fuze store be a 4.5-in. flare for chute release, connect the hook of the chute lanyard to the loop of the No. 8 wire and to the lug on the arming vane cover.

7. *Supply.*—The No. 848 Mark VII fuze is supplied packed one in a press-cap sealed cylinder, No. 465, Mark I. Twelve cylinders are contained in box, B.538, Mark I.

The C type delay capsules are supplied 3, all of the same delay, in a press-cap sealed cylinder, No. 470, Mark I. Twenty-four cylinders are contained in box, B.552, Mark I. Capsules will be supplied one of each number stated in paragraph 4 (i.e. 10 capsules in all) per fuze.

8. *Storage.* The No. 848, Mark VII, fuze and the C type delay capsules are classified, for storage purposes, in Group 6, Category X ashore, and in Group 5 in H.M. ships.

Table for determining capsules, Type C, for fuzes No. 848, Mark VII, when used in flares, a/c, reconnaissance, 4.5-in.

Functioning height (ft.)	Flares with 4-min. delay							
	—	—	—	on ground	2,000	4,000	6,000	8,000
	Flares with 2-min. delay							
	—	—	on ground	2,000	4,000	6,000	8,000	10,000
	Flares with no delay							
	1,000	2,000	3,000	4,000	6,000	8,000	10,000	12,000
Release height (ft.)								
2,000 ...	C.8	—						
3,000 ...	C.11	C.8	—					
4,000 ...	C.16	C.11	C.8					
6,000 ...	C.20	C.17	C.14	C.11	—			
8,000 ...	C.24	C.20	C.18	C.16	C.10	—		
10,000 ...	C.27	C.24	C.22	C.19	C.15	C.10	—	
12,000 ...	C.30	C.27	C.25	C.22	C.18	C.14	C.10	—
14,000 ...	C.33	C.29	C.27	C.23	C.21	C.18	C.14	C.9

Note.—Where a numbered capsule as determined from the above table is not available the next lower number available is to be used.

(A.P. 1661E, Vol. I.)

3753.—Fuzes No. 243 CEL.1942 BR. 1/43, Lot 223—Withdrawal

(A.S. 5075/45.—12 Jul. 1945.)

Fuzes No. 243 CEL. 1942, BR. 1/43 lot 223 are under suspicion of being in an unserviceable condition due to faulty assembly. They should be withdrawn from service for breakdown in due course.

2. These fuzes are regarded as coming under category (b) of C.A.F.O. 991/42, i.e. not dangerous, but liable to a percentage of prematures if used, and may be found in the following ammunition:—

Cartridges, Q.F., 2-Pdr., H.V., H.E.

3. Commanding Officers of H.M. Ships should arrange for cartridges on board of the type specified, to be examined at the first opportunity and for any containing fuzes of the above description to be landed in exchange for rounds fitted with unrestricted fuzes.

3754.—Rockets, Illuminating, 3½ lb.—Withdrawal

(A.S. 5743/45.—12 Jul. 1945.)

Rockets, illuminating, 3½ lb., are no longer required in Naval service.

2. Any of these rockets remaining on board ship should be dumped, complete with bridle to ensure sinking. If dumping is not convenient the rockets should be returned to the nearest R.N. armament depot for dumping, quoting this Admiralty Fleet Order as authority. Separate instructions are being issued to R.N. armament depots.

(C.A.F.Os. 1035/41 and 1831/42.)

(A.F.O. 3166/45 is cancelled.)

3755.—Ammunition—0·303-in. Ball, Mark VI—Withdrawal

(A.S. 7877/45 (B.107).—12 Jul. 1945.)

Cartridges S.A. 0·303-in. ball, Mark VI, of all makes and dates, are hereby declared unserviceable.

2. Any such ammunition that may be held on board ships and at shore establishments should be returned at the earliest opportunity to the nearest R.N. armament depot.

3. All stocks at R.N. armament depots and any returned as a result of this Order should be dealt with in accordance with existing instructions for the disposal of unserviceable S.A.A.

(C.A.F.O. 1371/40 is cancelled.)

3756.—Ammunition—S.A. 0·303-in. Tracer G.IV and G.IVZ of Canadian Manufacture—Withdrawal

(A.S. 4222/45 (B.107).—12 Jul. 1945.)

Cartridges S.A. 0·303-in. Tracer G.IV and G.IVZ of Canadian manufacture are liable to cause short recoil stoppages in aircraft guns, and are to be withdrawn from service.

2. The ammunition can be identified by the marking DA, DC or DIL shown on the packages, and also on the base of cartridge cases.

3. Any 0·303-in. Tracer G.IV or G.IVZ ammunition of these makes that may be on board is to be returned to the nearest R.N. armament depot at the earliest opportunity, and 0·303-in. Tracer G.VI and G.VIZ ammunition demanded in lieu.

4. All 0·303-in. Tracer G.IV or G.IVZ ammunition of Canadian manufacture in stock at R.N. armament depots or landed as a result of this Admiralty Fleet Order is to be sentenced unserviceable and disposed of in accordance with existing instructions.

3757.—Gun Mountings—4·7-in. C.P., Mark XXII—Recocking Gear—Modification to Hook

(G. 011120/45.—12 Jul. 1945.)

- (a) *Ships, establishments and authorities concerned.* 5th to 9th Emergency Destroyer Flotillas.
- (b) *Types and marks of mountings* ... 4·7 C.P., XXII.
- (c) *Part of mounting affected* ... Hook for recocking gear.
- (d) *Purpose of modification* ... To enable existing hook to be used with new type of compressor bracket.
- (e) *Nature of modification* ... To cut a bevel on underside of hook to provide a bearing surface to suit new type compressor bracket.
- (f) *Drawing or A.F.O. Diagram* ... A.F.O. Diagram 250/45 (Drg. No. G.R. 7027) shows necessary modification to hook.
- (g) *By whom to be done* ... Ship's staff.
- (h) *When to be done* ... As soon as possible where new brackets have been fitted. For the future, where new brackets are fitted, hook should be modified at the same time.
- (i) *Whether to be treated as an A. and A. or a defect.* As a defect.

3758.—Gun Mountings—2-pdr., Mark VII*P Modification—Target Indicating Receiver—Mechanical Drive to Additional Training Receiver, Type C.M., Mark IV—As. and As.

(G. 0176/45.—12 Jul. 1945.)

- (a) *Ships, Establishments and Authorities concerned.* All ships except battleships, aircraft carriers and cruisers fitted, or to be fitted, with magslip T.B.I. arrangements, in which 2-pdr., Mark VII*P mountings are fitted or to be fitted.
- Note.*—Magslip T.B.I. gear must be fitted when a T.I.U. is fitted. Dockyards, repair ships and repair establishments.
- (b) *Types and Marks of mountings* 2-pdr., Mark VII*P mountings.
- (c) *Part of mountings affected* ... Worm reduction gear box already fitted to the existing training receiver black pointer drive, fitting a flexible drive between this gear box and an additional training receiver to be fitted on the layers side of the mounting.
- (d) *Purpose of the modification* ... To provide the "joystick" operator with a training receiver and enable him to put the mounting "on" to the bearing, indicated by its electrical pointers, as received from the T.I.U. or "Captain's" sight (if T.I.U. is not fitted).

- (e) *Nature of the modification* ... (i) *Mechanical.*—The gear required consists of a bevel gear box and flexible drive suitably encased. The bevel gear box must be mounted under the platform in line with the existing worm reduction box (referred to at (c) above) and coupled to the shaft marked "X" on A.F.O. Diagram 249/45), which protrudes from it. The free end of the flexible drive should be plugged into the C.M., Mark IV, training receiver; the receiver is mounted on a baseplate for which a "landing" is already provided on the mounting. The additional training receiver, Type C.M., Mark IV, should be demanded from Devonport in accordance with previous instructions. The flexible shaft casing should be clipped to the mounting as convenient, as shown in the A.F.O. Diagram.

- (ii) *Electrical*.—The additional C.M., Mark IV, training receiver should be wired from the existing low power junction box, which is fitted off the mounting, with a Pattern 4503 or Pattern 13111 cable connected in parallel with the existing training receiver. The illumination of the additional receiver should be arranged from the existing night sight and illumination circuits on the mounting.

- (f) *Drawing* A.F.O. Diagram 249/45.
- (g) *By whom to be done* Ships' staffs, with assistance of dockyards, depot ships or repair bases as necessary. Ships should demand "mechanical T.B.I. drives for 2-pdr., Mark VII*P mountings" from Devonport, quoting this A.F.O. as authority.
- (h) *Degree of urgency* (i) In ships concerned which are not yet fitted with 2-pdr., Mark VII*P mountings—concurrently with the fitting of the mounting.
- (ii) In ships already armed with 2-pdr., Mark VII*P mountings—
- (a) if magstrip T.B.I. gear is already fitted—
—as soon as possible;
- (b) if magstrip T.B.I. gear is not yet fitted—
—concurrently with the fitting of magstrip T.B.I. gear.
- (i) This modification should be treated as an A. and A. Commanding Officers of ships concerned should include an item, classification "A*", in their lists of As. and As. to cover the work involved.

(C.A.F.O. 1796/43 and A.F.O. 5085/43.)

(A.F.O. 1441/45 is cancelled.)

3759.—Gun Mountings—20 mm., Mark VIIA* S/M—Fitting of Grids over Lower Drain Holes in Pedestal

H.M. Dockyards and Repair Bases Home and Abroad

G. 4497/45.—12 Jul. 1945.)

- (a) *Ships concerned* Submarines
- (b) *Type and Mark of mounting* 20 mm., Mark VIIA* S/M.
- (c) *Part of mounting affected* Pedestal.
- (d) *Purpose of modification* To prevent spent cartridge cases rebounding from the gunner's platform into the base of the pedestal via the drain holes.
- (e) *Nature of modification* Fixing of grid bars over the lower drain holes in the pedestal.
- (f) *Drawing or A.F.O. Diagram* A.F.O. Diagram 247/45 (Drg. No. G.R. 6964).
- (g) *By whom to be done* Base staffs.
- (h) *When to be done* As soon as convenient.
- (i) *Whether to be treated as As. and As. or defect.* Defect.

3760.—Mortars, M.L., 3-in.—Carrying Harness—Introduction

(A.S. 01844/44.—12 Jul. 1945.)

The following new pattern harness for carrying M.L., 3-in. mortars is being introduced into Naval service for Royal Marines and will be issued in the proportion of one of each per mortar as supplies become available:—

- Harness, mortar, No. 1, Mark II (for barrel)
 Harness, mortar, No. 2, Mark II (for baseplate)
 Harness, mortar, No. 3, Mark II (for bipod)

2. The new harness consists of a frame to which can be fitted one of three different adaptors for base plate, barrel or bipod. The frame is shaped to throw most of the weight on to the hips and not on the shoulders and to allow a passage of air between the frame and the wearers back, thus ensuring greater comfort and increased performance.

3. On receipt of the new harness the present pattern harness, Nos. 1, 2 and 3; Mark I should be returned to the nearest R.N. Armament Depot, for despatch to R.N. Armament Depot, Priddy's Hard.

4. Naval Proportion Book will be amended.

3761.—Respirators, Eyeshield, and Ointment Anti-Gas—Issue and Carriage

(T. 05829/45.—12 Jul. 1945.)

At Home and on Foreign Stations not in the Japanese war zone, the issue and carriage of respirators is to revert to peace procedure. In the Japanese war zone war-time procedure will continue, the carriage of respirators being governed by such instructions as may be issued by Administrative authorities. The general lines of peace procedure are contained in the following paragraphs.

2. All Naval personnel are to be equipped with General Service (or light type) respirators complete with haversack and anti-dimming outfit.

3. Eyeshields and anti-gas ointment upon the approved scale of two eyeshields in carton and one tin of A/G ointment are to be issued to all personnel who are equipped with the General Service (or light type) respirator.

4. New entries who are under initial training ashore (cadets, youths, boys) will not be issued with respirators, etc., on entry, but are to be equipped during their basic passive defence training and before they are drafted away to a ship or depot. Naval cadets will be equipped before discharge to the training cruiser.

5. For respirator issue purposes W.R.N.S. personnel are to be dealt with as for naval personnel, viz. they are to be equipped with General Service (or light type) respirator, etc., whilst undergoing basic passive defence training and before they are drafted away from their initial training establishment.

6. Sisters of the Queen Alexandra Royal Naval Nursing Service are given anti-gas instruction at the anti-gas school during their initial training. They will be equipped with respirators during this instruction; if, however, they are discharged to hospitals abroad before attending at the anti-gas school, they are to be equipped before discharge.

7. Civilian officers and employees will not be issued with respirators on permanent loan but may be issued with respirators on temporary loan as required for instruction and anti-gas exercises.

8. N.A.A.F.I. personnel will not be issued with respirators but, when serving afloat, issue is to be made on temporary loan for the period during which they are serving on board. This issue is made in order that anti-gas exercises on board need not be restricted owing to the presence of unprotected personnel. The respirator, etc., is to be withdrawn when the individual concerned leaves the ship.

9. Respirators issued to personnel on permanent loan under any of the above clauses are to be withdrawn before discharge from the service (time expired, S.N.L.R., invalided, etc.). The respirators of patients discharged with pulmonary tuberculosis are to be destroyed.

Civilian type respirators will not be issued in lieu of the withdrawn service respirator.

10. *Carriage of respirators*.—Under peace conditions, respirators, etc., will be carried only on the following occasions:—

- (1) When equipped in field service marching order.
- (2) When proceeding on draft.
- (3) For inspection, drills and exercises as directed by Administrative Authority or Commanding Officer.
- (4) When attending at an A/G school for courses or instruction.
- (5) On discharge to hospital (respirator to accompany patient).

11. *Stowage of respirators.*—In H.M. ships and establishments, respirators are to be stowed in the approved stowages only (kit lockers or respirator lockers). Care is to be taken that these stowages are located clear of excessive heat sources and damp.

Respirators are not to be stowed in kit bags, either on board or in transport.

(A.F.O. 6168/44 is cancelled.)

3762.—Smoke Floats, Mark VI—Improved Sinking Arrangements

(T. 05033/45.—12 Jul. 1945.)

With the existing arrangement of sinking holes a smoke float will often remain afloat for over an hour after immersion. As smoke emission ceases about a quarter of an hour after ignition it has been decided to modify the sinking arrangement in order to accelerate sinkage.

2. In new production the diameter of the sinking holes will be increased to $\frac{3}{8}$ inches and the number increased to four. Two of the holes will be located in the upper part and two in the lower part of the side of the buoyancy chamber, each pair of holes being diametrically opposite one another.

3. With this new arrangement sinkage may be expected 20–30 minutes after immersion dependent upon the state of the sea and the list taken up by the float during and after emission.

4. Sinkage will be greatly retarded if any of the sinking holes are obstructed by paint, etc.

To call attention to the position of the sinking holes in order that they shall be kept unobstructed each hole will be ringed with a 2-in. disc of white paint.

5. Smoke floats in issue or in store will not be modified to the new arrangement. Should a particular operation require quick sinking of smoke floats and floats with the new sinking arrangements not be available, the modifications necessary may be carried out by ship's staff, the existing two sinking holes being enlarged and two additional holes drilled.

(A.F.O. 5610/43.)

3763.—Charging Board A.P. 4823—Fitting of Isolating Switch

L.C.T.(3), L.C.T.(4) and L.C.T. Conversions

(D.C.O.M. 1336/45.—12 Jul. 1945.)

On L.C.T.(3), L.C.T.(4) and L.C.T. conversions where a charging board A.P. 4823 is fitted, an isolating switch, A.P. 4090B, is to be fitted in the circuit in order that the charging board may be isolated when not in use.

2. This modification to be undertaken by base staff.

3. The D.P. switch A.P. 4090B is to be demanded from the nearest Naval Store Depot or Dockyard.

3764.—Tools for Electrical Action Repair Parties—Replacement of Double-ended Spanners by Single-ended Spanners

(N.S. 22996/45.—12 Jul. 1945.)

In order that spanners in electrical action repair boxes and tool outfits may be insulated in accordance with instructions laid down in the Establishments of Naval Stores, B.R.359, B.R.332A, etc., double-ended spanners supplied for this purpose are to be replaced by single-ended spanners as follows :—

(a) Patterns 3650 (D.H.T. 2472), 3651 (D.H.T. 2474) and 3653 (D.H.T. 2473) double-ended spanners. To be replaced by Pattern 25A, 34A, 35A, 40A, 42A and 43A single-ended spanners.

(b) Pattern 6407 ring spanner ... To be converted to a single-ended spanner by sawing off the small end.

2. It is the intention to supply at a later date either fully insulated single-ended spanners, or means whereby ships' staffs can insulate them by fitting insulating sheaths over the handles. In the meantime, they should be insulated by covering the handles with insulating tape.

3. Single-ended spanners as referred to above will be provided only for electrical action repair boxes, or for other services where insulation is necessary. For general purposes double-ended spanners will be supplied to cover all sizes below 1-in. B.S.W. Appendix (ii) to A.F.O. 1938/45 should be amended accordingly.

4. The single-ended spanners to replace the double-ended spanners should be obtained from stocks on board where possible. The double ended spanners are to be returned to the Naval stores on board for release for other services.

5. The Establishments of Naval Stores concerned will be amended.

(A.F.Os. 4532/44 and 1938/45.)

3765.—Freetown Chart and Chronometer Depot—Closing Down

(H.C. 3977/45.—12 Jul. 1945.)

The Admiralty Chart and Chronometer Depot, Woermann's Buildings, Water Street, Freetown, Sierra Leone, has been closed down.

2. Section 4 of the Hydrographic Supplies Handbook (H.51) and Appendix I of the abridged edition (H.51a) should be amended accordingly.

3766.—Magnetic Compasses—Safe Distances

(C.D. 350/45.—12 Jul. 1945.)

The following additions should be made to the safe distances given in C.D. Pamphlets 11A and 11A(1) :—

Description	Minimum distance from compass. Feet
Dimmers :—	
*Pattern 2480	4
*Pattern 2481	4
*Pattern 2482	4
*Pattern 2483	4
Echo sounding gear :—	
Navigation Set, Type 765 :—	
Amplifier, Pattern A.1989, Canadian manufacture (light alloy case).	4
Microphone :—	
Pattern 12607	3
Motor alternator :—	
*Pattern W.5088A	21
Telephone :—	
Mark XVII*, Pattern 13735	5
Switch and lamp box, Pattern 12529	4
Telaupad, Pattern 12502	5
W/T and Radar apparatus :—	
Equipment, Type 268 :—	
*Transmitter assembly, REL.6167, 6168, 6169, 6596, 6599, 6600, 6601, 6602.	11
Type 607 (Marconi) :—	
*Remote control, Pattern M.452	6
* Denotes steel fittings or instruments in steel boxes.	

(A.F.O. 3360/45.)

3767.—Headers for Messrs. Babcock and Wilcox Boilers—Description

H.M. Ships "Malaya," "Royal Sovereign," "Revenge," "Ramillies" and "Erebus"

(N.S. 013989/44.—12 Jul. 1945.)

The method of designating, by letter, headers fitted in boilers of the above ships and manufactured by Messrs. Babcock and Wilcox, as detailed hereunder, will be used when orders are placed in future:—

Designation	Position of header
	Looking on the front of the boiler
Letter "A"	Right side uptake.
Letter "B"	Intermediate uptake.
Letter "C"	Left side uptake.
Letter "D"	Left side downtake.
Letter "E"	Intermediate downtake.
Letter "F"	Right side downtake.

2. It is considered that confusion will be avoided if the description used when ordering is limited to the appropriate letters and the numbers and dates of relative drawings, reference to the position of headers being omitted. These particulars should also be used for accounting purposes, the ship or class of ship for which the headers are intended also being indicated.

3768.—Boilers—Oil Fuel Sprayers—Change of—Oil Burning Limitation

"Algerine" Class Minesweepers—Canadian Built

(N.S. 26974/45.—12 Jul. 1945.)

All "Algerine" Class Minesweepers built in Canada are to be supplied with oil fuel sprayer caps and plugs, size No. 2A (Admiralty Pattern 23), sufficient to equip both boilers, together with the usual allowance of spares. Sprayer caps and plugs, size 2, already on board, are to be returned to the nearest Dockyard or Naval Store Depot, except that sufficient for one boiler and one spare cap and plug should be retained for use in harbour if required.

2. Size 2A caps only are to be used at sea and the number of sprayers in use should be so adjusted as to maintain an oil fuel pressure at the sprayers between 100 and 175 lb. per square inch.

3. The maximum output of individual boilers is to be limited to that obtained using three sprayers with No. 2A caps with an oil pressure of 150 lb. per square inch at the sprayers, corresponding to a fuel consumption of 2,205 lb. per hour per boiler.

4. Ships concerned, in full commission, should forward demands as necessary to Chatham, quoting Admiralty letter dated 24th March, 1945, N.S.32501/44/B.15976.

(A.F.O. 5065/44.)

3769.—Boiler Tubes, etc.

H.M. Ships "Alnwick Castle," "Amberley Castle," "Loch Achray," "Loch Glendhu," "Loch Killin," "Loch Tarbert," T.F. "3020" and "Widemouth Bay"

(N.S./P. 4963/45.—12 Jul. 1945.)

H.M.S. "Alnwick Castle" ... (P. 4963/45)

H.M.S. "Loch Achray" ... (P. 1747/45)

T.F. "3020" ... (P. 4438/45)

Particulars of the boilers and tubes fitted in the ships shown in column "A" are identical with those published in the A.F.O. quoted against those shown in column "B".

"A"	"B"	A.F.O.
"Alnwick Castle" ...	"Dumbarton Castle," etc. ...	4388/44.
"Loch Achray" } ...	"Loch Fada" ...	5564/44
T.F. 3020		

H.M.S. "Amberley Castle" (P. 5316/45)

Type and No. of boilers ... Small tube Admiralty type 2 in No. water tube.
Total No. of tubes fitted ... Generator 2,908 in No.

Row	Ext. dia.	Thickness	Fitted length	Total No. of tubes fitted.	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9 ⁵ / ₁₆	128	All tubes are bent.
B	1½	116	7 8	128	
C	1½	116	7 6 ⁵ / ₁₆	172	
D	1½	116	7 6 ¹³ / ₁₆	172	
E	1½	116	7 6 ¹ / ₁₆	172	
F	1	104	7 8 ³ / ₁₆	196	
G	1	104	7 9 ¹ / ₁₆	192	
H	1	104	7 10 ⁵ / ₁₆	196	
J	1	104	7 11 ¹ / ₁₆	192	
K	1	104	8 0 ⁷ / ₁₆	196	
L	1	104	8 2 ⁷ / ₁₆	192	
M	1	104	8 4 ⁷ / ₁₆	196	
N	1	104	8 6 ¹³ / ₁₆	192	
O	1	104	8 8 ¹³ / ₁₆	196	
P	1	104	8 11 ¹ / ₁₆	192	
Q	1	104	9 2 ⁷ / ₈	196	

H.M.S. "Glendhu" (P. 4108/45)

Type and No. of boilers ... Three drum small tube type... 2 in No.
Total No. of tubes fitted ... Generator 4,160 in No.

Row	Ext. dia.	Thickness	Fitted length	Total No. of tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	9 3½	188	All tubes are bent.
B	1½	116	9 2 ³ / ₈	184	
C	1½	116	9 1 ¹ / ₁₆	244	
D	1½	116	9 0 ¹ / ₁₆	240	
E	1½	116	9 0 ⁷ / ₁₆	244	
F	1	104	9 3	280	
G	1	104	9 3½	276	
H	1	104	9 3 ¹³ / ₁₆	280	
J	1	104	9 4½	276	
K	1	104	9 6	280	
L	1	104	9 7 ¹¹ / ₁₆	276	
M	1	104	9 9 ³ / ₈	280	
N	1	104	9 11 ³ / ₁₆	276	
O	1	104	10 1 ¹ / ₁₆	280	
P	1	104	10 4 ¹ / ₁₆	276	
Q	1	104	10 6 ⁷ / ₁₆	280	

H.M.S. "Loch Killin" (P. 7860/44)

With reference to A.F.O. 5564/44, the number of tubes shown for row "A" should be amended to read "188".

H.M.S. "Loch Tarbert" (P. 3280/45)

Type and No. of boilers ... Water tube three drum 2 in No.
small tube type.

Total No. of tubes fitted ... Generator ... 4,156 in No.

Row	Ext. dia.	Thickness	Fitted length	Total No. of tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	9 3 $\frac{7}{16}$	188	All tubes are bent
B	1 $\frac{1}{2}$	116	9 2	184	
C	1 $\frac{1}{2}$	116	9 0 $\frac{5}{8}$	242	
D	1 $\frac{1}{2}$	116	9 0 $\frac{1}{4}$	240	
E	1 $\frac{1}{2}$	116	9 0 $\frac{1}{4}$	242	
F	1	104	9 2 $\frac{11}{16}$	280	
G	1	104	9 3 $\frac{1}{16}$	276	
H	1	104	9 3 $\frac{7}{8}$	280	
J	1	104	9 4 $\frac{5}{8}$	276	
K	1	104	9 5 $\frac{3}{8}$	280	
L	1	104	9 7 $\frac{1}{4}$	276	
M	1	104	9 9	280	
N	1	104	9 10 $\frac{7}{8}$	276	
O	1	104	10 1 $\frac{7}{16}$	280	
P	1	104	10 3 $\frac{7}{16}$	276	
Q	1	104	10 6 $\frac{13}{16}$	280	

H.M.S. "Widemouth Bay" (P. 5624/45)

Type and No. of boilers ... Water tube 3 drum ... 2 in No.

Total No. of tubes fitted ... Generator ... 4,160 in No.

Row	Ext. dia.	Thickness	Fitted length	Total No. of tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1 $\frac{1}{2}$	116	9 3 $\frac{13}{16}$	188	All tubes are bent.
B	1 $\frac{1}{2}$	116	9 2 $\frac{1}{4}$	184	
C	1 $\frac{1}{2}$	116	9 0 $\frac{3}{4}$	244	
D	1 $\frac{1}{2}$	116	9 0 $\frac{13}{16}$	240	
E	1 $\frac{1}{2}$	116	9 0 $\frac{1}{4}$	244	
F	1	104	9 2 $\frac{7}{16}$	280	
G	1	104	9 2 $\frac{13}{16}$	276	
H	1	104	9 3 $\frac{5}{8}$	280	
J	1	104	9 4 $\frac{9}{16}$	276	
K	1	104	9 5 $\frac{13}{16}$	280	
L	1	104	9 7 $\frac{3}{8}$	276	
M	1	104	9 9 $\frac{1}{16}$	280	
N	1	104	9 11 $\frac{1}{8}$	276	
O	1	104	10 1 $\frac{1}{4}$	280	
P	1	104	10 3 $\frac{11}{16}$	276	
Q	1	104	10 6 $\frac{13}{16}$	280	

Records affected D.354 and D.682.

(A.F.Os. 4388/44 and 5564/44.)

(This Order will not be included in the A.F.O. Volume.)

3770.—A.S.Ls. and F.D.Bs.—Maintenance, Refitting and Supply of Spares—Procedure

(C.F.M. 1129/45.—12 Jul. 1945.)

A.F.O. 944/45 is to apply to all craft built as H.D.M.Ls., whether employed as A.S.Ls. or F.D.Bs., or in any other capacity.

(A.F.O. 944/45.)

3771.—Radar Apparatus in Target Indication Rooms—Fitting-out Information

(R.E. 11188/45.—12 Jul. 1945.)

A.S.E. Installation, Specification No. B.535/R1, has been prepared to show the method of fitting and wiring Radar apparatus in target indication rooms.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar apparatus in target indication rooms are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.535/R1.

4. It is to be noted that Specification No. B.535 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.)

3772.—Radar Installation Models SG/SG-a/SG-1—Fitting-out Information

(R.E. 11231/45.—12 Jul. 1945.)

A.S.E. Installation Specification No. B.389/R1 has been prepared to show the method of fitting and wiring Radar Installation Models SG/SG-a/SG-1.

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

Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington.

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radar Installation Models SG/SG-a/SG-1 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.389/R1.

4. It is to be noted that Specification No. B.389/44 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.)

3773.—Radar Types 276, 277, 293/M—Fitting of Aerial Matching Units, Pattern 56773

(R.E. 02081/45.—12 Jul. 1945.)

In order to improve the match between the waveguide and the aerial in the above sets, an aerial matching unit, Pattern 56773, has been designed and is now becoming available and is to be fitted by all ships concerned.

2. In order to facilitate the setting up of this matching unit a standing wave ratio indicator, Pattern 56807, will be supplied as soon as available. Instructions on the use of the aerial matching unit and on its setting up using Pattern 56807 standing wave ratio indicator or Pattern W.7283 wattmeter, are included in H.546—Preliminary Notes on Types 276/277/293—and will be amplified in H.546B, which will be issued shortly.

3. Pattern 56773 aerial matching unit and Pattern 56807 standing wave ratio indicator are to be fitted in the waveguide run close to the aerial pedestal. The matching unit is to be fitted nearer the pedestal and the two units are to be fitted end to end, i.e., not separated by any bend or elbow. The two units must be accessible for purposes of adjustment and measurement and if possible should be fitted within 6 feet of the base of the pedestal. A typical arrangement is shown in Specification B.376/R1 for Type 277, where Patterns 56557 and W.8009 waveguide connections are shown fitted in lieu of the matching unit and the standing wave ratio indicator respectively.

4. Pattern 56773 aerial matching units and Pattern W.8009 waveguide connections will be supplied plan packed with all Types 276, 277 and 293/M allocations from and including January, 1945, allocations. Any deficiencies shown will be supplied without demand.

5. Ships fitted with Types 276, 277 or 293/M allocated prior to this date and already fitted with Patterns 56557 and W.8009 waveguide connections (13 in. and 9 in. long respectively) at the masthead are to demand the following unit (if it has not already been supplied), for fitting by ship's staff, from S.N.S.O., Haslemere, Sydney, Durban, Colombo or Malta, as appropriate, quoting this Admiralty Fleet Order as authority:—

Pattern No.	Description	No. Required
56773	Aerial matching unit	1 per set.

6. Demands in accordance with paragraph 5 are not to be raised by ships abroad before 1st September, 1945.

7. Ships already fitted with Types 276, 277 or 293/M and which have not yet fitted Patterns 56557 and W.8009 waveguide connections are to insert an item, Classification A*, in their As. and As. lists, "To fit Pattern 56773 aerial matching

unit and Pattern W.8009 waveguide connection (or if not available Pattern 56557 and Pattern W.8009 waveguide connections) for Types 276, 277 or 293/M", quoting this Admiralty Fleet Order as authority.

8. Pattern 56773 aerial matching unit and Pattern W.8009 waveguide connection are to be demanded as directed in paragraph 5 above when the work in paragraph 7 is being undertaken. If stores are not available, Pattern 56557 waveguide connection will be supplied in lieu of Pattern 56773 aerial matching unit and ships are to repeat their demands for the aerial matching unit at a later date.

(C.A.F.O. 2662/44 is cancelled.)

3774.—Radar—Types 276, 277, 293/M.—Supply of Standing Wave Ratio Indicators, Pattern No. 56807 and Spark Gaps, Pattern No. 57156

(R.E. 144/45.—12 Jul. 1945.)

In view of the uncertain supply position of Pattern 56807 Standing Wave Ratio Indicator, Pattern 57176 Spark Gap, Pattern 57157 Electrode and 57158 Blocker Stub, it is intended to cancel all outstanding demands covering deficiencies in allocations up to and including June, 1945.

2. A further Admiralty Fleet Order will be promulgated when stocks of these items have improved.

3775.—Warning Radar Sets, Types 79, 276, 277, 281, 291, 293 (and Variants) and Associated Displays—Issue of Information

(R.E.01555/45.—12 Jul. 1945.)

Attention is drawn to the following arrangements, now in force, concerning the issue of information necessary for the installation of Radar sets Types 79, 276, 277, 281, 291, 293 (and variants) and their associated displays.

2. D.E.E. wiring diagrams titled "Radar Gunnery and Tactical Communications" include full information concerning the following:—

(a) Wiring shown in A.S.E. Specifications which bears a reference stating that full particulars are given on wiring diagrams of Radar Gunnery and Tactical Communications. This wiring comprises:—

- (i) Local wiring in Radar Offices which is required for, or directly associated with, remote displays.
- (ii) Wiring to remote displays. Displays in the Radar Display Room are treated as remote displays except those which come under the heading 3 (d).
- (iii) Remote Control circuits other than those for Type 277 and associated Type 242.

(b) Low Power Supplies.

(c) Supply of all instruments and fittings in connection with 2 (a) and 2 (b) above.

3. A.S.E. Specifications include full information concerning the following:—

- (a) Local wiring in Radar Offices except that required for, or associated with, remote displays (see paragraph 2 above).
- (b) Wiring between transmitting and receiving offices and between radar offices and aeriels.
- (c) Local wiring on aeriels.
- (d) In the case of Type 277 with remote control, the wiring to outfits JE 3, JE (H), R T E, etc., in the Radar Display Room (i.e., instruments fitted in the same place as the Control Table and which have wiring running to them direct from the control table).
- (e) The 180-volt supply cables from the Type 277 office to the Radar Display Room for the displays referred to at 3 (d) above.

- (f) Instructions concerning the fitting of Display Units (e.g., A.S.E. Specification B312/43—Radar Indicator Outfit JE (P.P.I.)).
- (g) Instructions concerning the fitting of pyrotenax cable.
- Note.—D.R.E., Admiralty will arrange supply of:—
- (i) Radar sets complete with aerial and remote control equipment.
 - (ii) Display units, etc., as stated in A.S.E. Specifications and D.E.E. wiring diagrams.
 - (iii) Any hastening action considered necessary in regard to this equipment should be addressed to the S.N.S.O., Haslemere.

4. To comply with the demarcation of drawing work for ships building, or as considered necessary for ships refitting, comprehensive main run wiring diagrams are to be prepared by the selected shipbuilder, or by the refitting authority, to show Radar power supplies, inter-office wiring and wiring to aeriels, i.e., all main run Radar wiring, which is covered by A.S.E. Specifications and not shown on D.E.E. diagrams.

3776.—Type 86M in Flotilla Leaders, Destroyers, and Below—Fitting-out Information

(R.E. 11181/45.—12 Jul. 1945.)

A.S.E. Installation Specification No. B.190/R1 has been prepared to show the method of fitting and wiring Type 86M in flotilla leaders, destroyers and below.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies, and Western Approaches; V.A. (Q), Melbourne; R.A.D., British Pacific Fleet; Rear Admiral, Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth; Flag Officers-in-Charge, West Africa, Ceylon; Commodore, East Africa; Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Ceylon, Malta, Bermuda, Simonstown; Commodore-in-Charge, Halifax and Sheerness; Commodore (D), Londonderry; Commanding Officers, H.M. Ships "Artifex," "Resource," "Assistance" and "Diligence"; Commanding Officers, H.M. Ships "Lizard," "Northney," "Sea Serpent," "Squid," "Tormentor," "Vectis"; Commanding Officer, Combined Operations Naval Unit, Calshot; Captain, Major Landing Craft; Captain G.S.1; R.A.L.S.C.(U); The Commanding Officers, H.M. Ships "Midge," "Fervent," "Mantis," "Blackbat," "Bee-Hive," "Wildfire III," "Aggressive," "Cape Wrath," "Hornet," "Trevose Head," "Attack," "Kinnairds Head," "Bee," "Mull of Kintyre," "Derby Haven," "Woodbridge Haven"; C.C.F. (E.T.), c/o H.M.I.S. "Circars," Vizagapatam; C.O., C.F.B., Malta; C.O., C.F.B., Leghorn; C.O., C.F.B., Ischia; C.O., C.F.B., Maddalena; Captains Superintendent, Alexandria, Kilindini, Durban; Deputy Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Dunstaffnage and Corpach; B.A.D., Washington.

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all Light Craft approved to be fitted with Type 86M are therefore to apply to the Warship Production Superintendent of their area for a copy of A.S.E. Specification No. B.190/R1.

4. It is to be noted that Specification No. B.190/43 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

3777.—Type 89M/P/Q W/T and R/T Sets—Fitting-out Information

(R.E. 11203/45.—12 Jul. 1945.)

A.S.E. Installation Specification No. B.381/R.2 has been prepared to show the method of fitting and wiring Type 89M/P/Q W/T and R/T sets.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type 89M/P/Q W/T and R/T sets are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.381/R2.

4. It is to be noted that Specification B.381 (issue 2) 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.)

3778.—R.A.F. G.P. Emergency W/T Set (12 or 24 Volts)—Fitting-Out Information

(R.E. 11189/45.—12 Jul. 1945.)

A.S.E. Installation Specification No. B.232/R2 has been prepared to show the method of fitting and wiring R.A.F. G.P. Emergency W/T set (12 or 24 volts).

2. Copies of the specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet, East Indies, and Western Approaches; V.A.(Q), Melbourne; R.A.D., British Pacific Fleet; Rear-Admiral Fleet Train; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Rosyth; Flag Officers, West Africa, Ceylon; Flag Officer-in-Charge, Tunisia; Commodore, East Africa; Flag Officer-in-Charge, Aden (for Port W/T Officer); Flag Officer, Bombay; Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; Naval Headquarters, India; Naval Secretary, Wellington; Secretary, Naval Board (N.D.A.), Ottawa; Commodores Superintendent, Gibraltar, Malta, Bermuda, Sheerness, Simonstown; Commodore-in-Charge, Halifax; Commodore (D), Londonderry; Commanding Officers, H.M. Ships "Artifex," "Resource," "Assistance," and "Diligence"; Commanding Officers, H.M. Ships "Lizard," "Northney," "Squid," "Tormentor"; Commanding Officer Combined Operations, Naval Unit, Calshot; Captain, Major Landing Craft; Flag Officer, Unallocated Landing Ships; the Commanding Officers, H.M. Ships "Midge," "Bee-Hive," "Hornet," "Attack," "Bee," "Fervent," "Blackbat," "Wildfire III," "Cape Wrath," "Kinnairds Head," "Trevose Head," "Mull of Kintyre," "Derby Haven," "Woodbridge Haven"; C.C.F. (E.T.), c/o H.M.I.S. "Circars," Vizagapatam; C.O. C.B.F., Malta; C.O. C.B.F., Leghorn; C.O. C.B.F., Ischia; C.O. C.B.F., Maddalena; Captains Superintendent, Alexandria, Durban, Kilindini; Deputy Superintendent, Pembroke; Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; B.A.D., Washington.

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

The principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with R.A.F. G.P. Emergency W/T Set (12 or 24 volts) are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.232/R2.

4. It is to be noted that B232/44 (Issue 2) 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.)

3779.—Avenger Aircraft—4.5-in. Aircraft Reconnaissance Flares or 4-in. Aircraft A/S Reconnaissance Flares—Carriage of

(A/A.W.D. 325/45.—12 Jul. 1945.)

Avenger aircraft when fitted with modification 759, are cleared for the carriage of 16 4.5-in. aircraft reconnaissance flares or 4-in. aircraft A/S reconnaissance flares.

2. In addition to the 12 flares carried on the light series carriers, 4 may be carried on the Mark VII shackles in the 500-lb. bomb stations.

3. The flares on the L.S.Cs must be released first, this being done by plugging in the light series carriers to the lower shackle positions.

(Admiralty General Message 115R is cancelled.)

3780.—Aircraft Hydraulic Fluid—Introduction of Low Temperature Castor Base Fluid

(A.M.R. 20373/45.—12 Jul. 1945.)

An improved castor base fluid for aircraft hydraulic systems which has a lower viscosity at low temperatures and a lower freezing point than the present castor base fluid (D.T.D.391, Stores Ref. 34A/81) is being introduced as stocks become available. The new fluid is to Specification D.T.D.641, Stores Ref. No. 34A/182, and will eventually supersede fluid to Specification D.T.D.391.

2. Fluid to D.T.D.641 is interchangeable and can be mixed with D.T.D.391, there being no necessity to drain systems or oleo struts where the new fluid is used in place of D.T.D.391. The new fluid is *not* interchangeable with mineral base hydraulic fluids and in no circumstances are the two to be mixed.

3. Fluid to Specification D.T.D.388, Stores Ref. No. 34A/83 is similar to D.T.D.391 but has higher viscosity for use in oleo struts; for which purpose stocks will be held.

4. The containers of the new fluid to Specification D.T.D.641 are sealed with a strip of fabric secured to the drums by shellac. It is most important that granules of shellac do not contaminate the fluid when the drums are opened.

5. Fluid, Ref. No. 34A/182, is expected to become available during August, 1945, but stocks of fluid, Ref. No. 34A/81 will be utilized until exhausted. Demands should therefore continue to be rendered for Ref. 34A/81 until such time as Ref. 34A/182 has been issued in lieu from R.N. store depots.

6. The American equivalents of D.T.D.641 are U.S. Navy Specification No. M-574 and A.A.F. Specification No. 3586-C (Light). These fluids are interchangeable with D.T.D.641 and may be used until sufficient stocks of D.T.D.641 are available.

3781.—Direct Exhaust Ventilation of Hangars and Petrol Control Compartments

Aircraft Carriers

(P. 03325/45.—12 Jul. 1945.)

Direct exhaust ventilation will be employed in future new construction aircraft carriers in lieu of inductor ventilation for the ventilation of such spaces as hangars and petrol control compartments.

2. The fans required will have special characteristics as follows:—

- (a) Flame proof motors.
- (b) Strengthened casings in way of the runners, hard wood or composition insets being fitted so that sparking cannot occur if the casing is distorted.
- (c) Runners of aluminium.
- (d) Runners earthed to casings.
- (e) Single speed only.

3. It is important to ensure that these special fans are replaced by identical fans when the need arises.

4. Existing inductor ventilation systems will be replaced only where they are below a reasonable standard of performance when they have been checked as operating at maximum efficiency. This standard should be taken as follows:—

*Minimum air flow induced
from compartment in
cub. ft./min.*

17½-in. fan	...	...	...	...	...	1,500
12½-in. fan	...	...	...	...	...	750
7½-in. fan	...	...	...	...	...	400
5-in. fan	...	...	...	...	...	300

5. An A. and A. item should be forwarded to cover the replacement of those inductors which do not meet the above minimum standard when operating at maximum efficiency.

6. The special fans involved can be obtained in due course by application to the Director of Contract Work (Supplies), Pulteney Hotel, Bath.

3782.—Aircraft—Testers, insulation, etc.

(N.S./N.A.R. 276/45.—12 Jul. 1945.)

Information having been received that certain items of test equipment are being held by workshop sections other than those for whose use they were specifically provided, the current allowances, together with detailed allocation as between radio and electrical, are shown on the Appendix to this Admiralty Fleet Order, to enable any adjustments found to be necessary to be effected.

2. Demands raised on the authority of this Admiralty Fleet Order to complete to these allowances should be lodged on the appropriate R.N. store depot and should show the number of the particular item actually on charge at the date of the demand.

3. Quantities held in excess of these allowances, unless supplied under special approval, are to be returned to R.N. store depots concerned.

4. Insulation resistance of removable *radio* equipment is usually tested at 500 volts. Aircraft *electrical* systems, however, are only to be tested for insulation resistance at 250 volts.

5. Aircraft Stores Establishments will be amended.

AIRCRAFT STORES ESTABLISHMENT

B.R. 378

Classification	Naval Pat. R.A.F. Ref. No. or U.S. Stock No.	Description	Denomination	Squadrons				Carriers				R.N. Air Stations				Storage Establishments				Repair Services				M.O.N.A.B.			
				Mobile equipment		G.A. Equipment		Stock		Class "A" and "C"		Class "B"		Stock		Class "A" and "C"		Class "B"		Yards		Ships			S.S.U.		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28
	2275 or 152 or F.I.C. 5047	Section 5G Tester, insulation resistance, 250 V., Type B	No.	1 (L)	2 (L)	3 (L)	4 (L)	2 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)
	10613 or 46	Section 10S Tester, Type F	"	1 (L)	2 (L)	3 (L)	4 (L)	2 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)
	X.I.V.	Section 10SB Oscilloscope, Type 339	"	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)
	180	Oscilloscope (similar to oscilloscope, Type 7, Ref. 10SB/102).	"	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)	1 (B)
	6496	Subhead F1C Tester, bridge megger, 250 V.	"	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)
	6497	Case for Pattern F1C/6496	"	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)	1 (L)
	1021	Section 5Q Tester, insulation resistance, Type "A", 500 V.	"	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)
	1708	Tester, megger, bridge, Type B, 500 V.	"	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)	1 (R)

(X) = For use of Instrument shops specializing in the repair of DR compasses.

(B) = For S.T.U., Crail, only.

(A.F.O. 2510/44 is cancelled.)

(R) = For use in radio workshop only.
(L) = For use in electrical and instrument workshop only.

3783.—Carrying Case, Pattern 14126, for use with Battery, Pattern 14121—Introduction

(N.S. 20931/45.—12 Jul. 1945.)

Carrying case, Pattern 14126, for use with battery, Pattern 14121, has been added to the Authorized List of Naval Stores under Subhead F2A.

2. Purchase has been arranged for delivery at Glossop, and demands may be forwarded now to the Superintending Naval Store Officer, Haslemere.

3. The cases will be included in the establishment list for transmitter type 312.

(A.F.O. 1202/45.)

3784.—Stores, including Additional Stores for Tropical Service—Supply

L.C.G. (M) (I) and (I*)

(N.S. 41557/44.—12 Jul. 1945.)

The stores listed in the appendix hereto are to be carried on board all L.C.G.(M)(I) and (I*).

2. Supply to craft under construction should be arranged by storing yards and depots in the usual manner; supply to other craft should be arranged by bases to which craft are allocated.

3. The Establishment of Stores will be amended.

Appendix

Pattern No.	Description	Denom.	Quantity	Remarks
	<i>Permanent</i>			
	<i>B.5</i>			
—	Reel, single purchase for 75 fms × 2½-in. rope.	No.	1	} Contractor's supply.
—	Reel, single, purchase for 90 fms × 2-in. rope.	"	1	
	<i>B.11</i>			
D.H.T. 2954	Vice, parallel (for gunnery purposes).	"	1	New item.
	<i>F.1C</i>			
12500	Telephone, spare, sound powered, Mark X***.	"	1	In lieu of previous allowance of 2 No.
13231A	Telephone, spare, Mark XV.	"	2	In lieu of telephones, Pattern 13231.
13249	Receiver, extra, complete with stowage bracket.	"	1	New item.
13220	Handset, S.P.	"	3	In lieu of previous allowance of 4 No.
13221	Unit S.P.	"	9	New item.
13222	Unit S.P.	"	1	New item.
9291	Transmitter unit, spare, for multi-phones.	"	1	In lieu of previous allowance of 2 No.
9759	Receiver unit, spare, for multiphone transmitter.	"	1	In lieu of previous allowance of 2 No.
12562	Box, plug, Mark III, spare.	"	2	In lieu of previous allowance of 4 No.
12563	Plug, concentric, spare	"	2	In lieu of previous allowance of 4 No.

Pattern No.	Description	Denom.	Quantity	Remarks
<i>Consumable</i>				
<i>F.1C</i>				
13745	Moulded earcaps ...	"	3	New item.
13746	Moulded mouthpieces	"	3	New item.
13747	Moulded retaining ring	"	3	New item.
13593	Moulded mouthpiece	"	1	New item.
9266	Earpads I.R. ...	"	2	New item.
<i>F.2A</i>				
8435	Lamp, 12-v, 1·4 watt, for telephone G.P.O.	"	1	New item.

(A.F.O. 64/45.)

3785.—Cordage, Telephone, Pattern 12744—Introduction

(N.S. 20680/45.—12 Jul. 1945.)

Cordage, Telephone, Pattern 12744, 3 core 55/004, plain or tinned copper wires, rubber insulated, tough rubber sheathed, for use in telephones, Pattern 12571, has been added to the Rate Book of Naval Stores, under Subhead FIC, part 1, page 1379 (New Edition).

2. Arrangements have been made for the purchase from Messrs. Rists Wires & Cables Ltd., under contract C.P.70046/45 of 10,000 yards of this cordage for distribution as follows:—

Severn Area	...	...	...	4,000 yards
Mersey Area	...	...	...	4,000 yards
Chatham	...	...	...	200 yards
Portsmouth	...	...	...	200 yards
Devonport	...	...	...	200 yards
Rosyth	...	...	...	200 yards
Carfin	...	...	...	200 yards
Newcastle	...	...	...	200 yards
West Riding	...	...	...	200 yards
Sheerness	...	...	...	100 yards
Park Royal	...	...	...	500 yards

3. It is anticipated that supplies will become available for issue very shortly.

3786.—Requisitioned White Ensign Drifters and Red Ensign Drifters under Naval Management employed as Tenders for Carrying Passengers and Stores—Instructions and Returns.

(D. 4357/45.—12 Jul. 1945.)

The following instructions are to be observed on all White Ensign drifters and Red Ensign drifters under Naval management employed as tenders for carrying passengers and stores:—

(1) The maximum combined weight of stores and passengers able to be carried on each Drifter is laid down in the seaworthiness instructions issued by the Director of Naval Construction, Admiralty, Bath, as a result of an inclining experiment.

- (2) Passengers are only to be carried in Drifters when sailing in sheltered waters and the maximum number taken on board any Drifter is not to exceed one hundred and fifty (150), subject to any specific instructions which have been issued under paragraph 1 above. In emergency only, the maximum number of passengers carried on those Drifters only on which inclining experiments have been carried out may be increased to two hundred (200).
- (3) Flotannets and life saving rafts are to be provided for not less than 50 per cent. of the total passengers and crew able to be carried and are to be demanded and stowed in accordance with A.F.O. 3111/44, section IV, paragraphs 2 and 3.
- (4) Administrative authorities are to forward to the Director of Naval Construction, Admiralty, Bath, a list of the names of all Drifters employed as tenders for carrying passengers and stores and which have not yet been inclined, in order that arrangements may be made for the necessary inclining experiments to be carried out at an early date.
- (5) When it is desired to carry passengers on Red Ensign Drifters under Naval management, F.O.I.Cs and N.O.I.Cs should arrange for their representative to consult the local representative of the Ministry of War Transport to ascertain requirements necessary to conform with the Merchant Shipping Acts, and such additions to the life saving equipment as the Ministry of War Transport may require should be made; but if the amount of work required in a Drifter is large a report should be forwarded requesting a decision as to whether this work is to be carried out.

(A.F.O. 3111/44.)

3787.—Used Lubricating Oil—Disposal

(N.S. Fuel 1278/45.—12 Jul. 1945.)

It is essential that used lubricating oil should not be wasted. This is especially important in the case of engines where, although the amount of used oil removed from the sump of any one engine is small, the aggregate of all the many small craft now in service is large.

For ships' motor boats, endeavour should be made to change the sump oil when in harbour so that the used oil can be immediately landed.

2. Special steps are to be taken by Commanding Officers and other officers concerned to ensure that such oils are returned for disposal to (Superintending) Naval Store Officers, Base Supply Officers, Base Engineer Officers, or other appropriate officer, according to the storing organization at the base. Arrangements are to be made for the provision of containers, suitably marked, for the return of used oils. It is important that the various descriptions of oils are kept separate, and very great care is essential to ensure that used oil, either in drums or in bulk, is completely segregated so that no possibility exists of its being issued in error as new oil.

3. Returns of used lubricating oils in U.K. (other than Aero-engine lubricating oil, see para. 7) are to be dealt with as follows:—

(a) *Special mineral lubricating oil (white) and oil, U.S. Navy symbol 2190T (white) (or mixtures of these oils), i.e. used in turbines, and steam-driven auxiliaries and in hydraulic systems:—*

- (i) At Portsmouth To be regenerated in the Dockyard.
- (ii) At Chatham, Sheerness, Portland and Devonport. To be forwarded to Portsmouth for treatment.
- (iii) At all other places To be dealt with as at (b) below.

(b) Special mineral lubricating oil (red) and oil, U.S. Navy symbol 2190T (red), i.e. used in internal combustion engines :—

At all places ... Accumulated quantities of minimum of 1,000 gallons should be reported to the Lubricating Oil Pool, Brettenham House, Lancaster Place, W.C.2, who will inform yards and bases direct of the arrangements made for disposal.

(c) Internal combustion engine oil, including 0E-30-HD (excepting oil returned from motor vehicles).

At all places ... To be dealt with as at (b) above.

(d) All other grades (excepting aero-engine lubricating oils) :—

At all places ... To be dealt with as at (b) above.

(e) Motor vehicle lubricating oils :—

To be dealt with in accordance with A.F.O. 546/43.

4. Consequent upon the revised selling prices now prevailing in the U.K. for new lubricating oils, it has been decided that the price of 4d. per gallon hitherto paid to Admiralty for the oils disposed of under paragraph 3, subsections (a) (iii), (b), (c) and (d), should be reduced to 2½d. per gallon, irrespective of type or condition, on site, exclusive of drums. The new price applies retrospectively from 1st April, 1945.

5. When contractors nominated by the Lubricating Oil Pool are unable to provide labour for removal of the oil, Admiralty labour may be employed, subject to there being no interference with Admiralty work. Charges for such labour are to be recovered from the contractor. Admiralty D.80 Consignment Notes must not be used when despatching the oil to a contractor.

6. The following information should be given when reporting quantities to the Lubricating Oil Pool :—

(a) Quantity.

(b) Description of oil.

(c) How contained—if in drums, the number is to be stated.

(d) When oil is contained in ships' tanks, whether facilities exist for transferring the used oil into :—

(i) Rail tank cars

(ii) Road tank wagons.

With regard to (c) it is necessary to inform the Lubricating Oil Pool whether drums, if removed, are required to be returned when empty to the yard or base concerned for refilling with used oil. Disposal instructions for drums not required to be returned will be arranged with the Lubricating Oil Pool by Admiralty. In any circumstances, carriage on these drums is the contractors' liability.

7. Returns of used Aero-engine lubricating oils, i.e. D.E.D. 2472 (late D.T.D. 472) Specification grades, and Intava Red Band IAA.745 oil are to be disposed of under the Air Ministry scheme for re-refining by contractors, in accordance with the following procedure :—

(i) (Superintending) Naval Store Officers, Supply Officers (Stores), Base Supply Officers or other appropriate officer concerned should forward a report on the first of each month to H.Q. No. 42 Group, R.A.F., "Highwoods", Burghfield Common, near Reading, stating—

(a) total stock of used aero-engine lubricating oil on hand.

(b) how held (i.e. in bulk or drums),

(c) estimated accumulations during the current month,

(d) Quantity despatched to or collected by contractors during the previous month.

(ii) These reports will be collated by No. 42 Group R.A.F. and passed to the appropriate area contractor. Disposal instructions will then be communicated by the contractor to the Naval establishment concerned indicating whether the oil will be collected or should be forwarded to their works. In the latter case the oil must be sent in 40-gallon drums, carriage paid, using Form D.80 consignment notes.

(iii) R.A.F. Form 603 or Admiralty Form D.184 (or S.549) is to be raised in quintuplicate for each consignment, four copies being forwarded to the contractor who will receipt and return three copies, one to be retained to support the ledger and the remaining two to be forwarded to No. 42 Group, R.A.F.

8. It is not necessary to segregate the various grades of used aero-engine lubricating oil, but it is important to keep this class of oil separate from marine engine and M.T. lubricating oils. The drums should be clearly stencilled "Used Aero-engine Oil".

9. Forty-gallon aero-engine lubricating oil drums, or if these are not available, Admiralty lubricating oil drums (provided they have been well drained) should be used, but Petroleum Board drums are not to be used. Supplies of drums can be obtained, if necessary, on application to H.Q. 42 Group, R.A.F. When the return of the empty drums from the contractor is not required, the issue voucher (vide paragraph 7, sub-section (iii)) should be endorsed "DRUMS NOT TO BE RETURNED. TO BE HELD ON AIR MINISTRY LOAN".

10. Care should be taken that the drums are in good condition and that bungs are properly secured, ready for transport, immediately each drum has been filled. Partly-filled drums should not be sent to the contractor.

11. The foregoing instructions in paragraphs 7-10 apply to the whole of the United Kingdom. Ships concerned in home waters should send their accumulations to the nearest (Superintending) Naval Store Officer or other appropriate officer for disposal.

12. All grades of used lubricating oils (i.e. as described in paragraphs 3 and 7) at bases abroad are to be sold to the best advantage or used as fuel oil by mixing with bunkers of R.F.As.

(A.F.Os. 3814/41 and 546/43.)

(A.F.Os. 3441/43 and 968/45 are cancelled.)

3788.—Complete Radio Equipments held in Base Pool Stocks—Bases in United Kingdom—Revised Accounting Arrangements

(N.S. 24467/45.—12 Jul. 1945.)

In order to reduce the present amount of accounting action taken by bases in the United Kingdom in respect of complete Radar and W/T sets held in base pool stocks, it has been decided that such outfits, which are allocated in the monthly Admiralty letters R.E.01001/44 and R.E.11581/44, shall not in future be invoiced to the (Superintending) Naval Store Officer concerned.

2. Instead of this, demands S.134d for each equipment (the space provided for the name of the service being left blank) will be prepared by Superintending Naval Store Officer, Haslemere, and retained until the outfit is allocated by the base to a ship or service.

3. (Superintending) Naval Store Officers at bases affected should ensure that (a) a temporary receipt is obtained, (b) an accurate record is maintained of each outfit by cases, including the appropriate deficiencies, and (c) immediately an allocation of a complete set is made its disposal is reported to Superintending Naval Store Officer, Haslemere. That officer, on receipt of advice of allocation, will complete the demand with the name of the service and will forward the pertinent supply vouchers direct to the service concerned.

4. The above revised procedure will obviate the necessity for the equipments, including any deficiencies subsequently supplied, being passed through base accounts.

3789.—M.T. Spares—R.A.F. Section 16B

(N.S. Air 5818/45.—12 Jul. 1945.)

As allowances of motor transport spares under R.A.F. Section 16B are being deleted from the Aircraft Stores Establishments, all stocks and any future receipts under this section should be dealt with as Naval stores. Stocks at air store depots should be forwarded to the nearest dockyard.

2. "Stenor" patches, Ref. 16B/2211-6, which have not been assigned pattern numbers should be dealt with under Subhead E, Item 2e.

3790.—Sea Anchors—Allowance*Coastal Force Craft*

(N.S. 011719/45.—12 Jul. 1945.)

Coastal Force craft allocated to the East Indies and British Pacific Fleets may carry sea anchors if considered necessary by the Commanders-in-Chief.

2. Where required, arrangements should be made for the sea anchors to be manufactured locally. Details are contained in the specification in the Appendix to this order.

3. The Establishment of Naval Stores concerned will be amended.

*Appendix**Specification for manufacture of sea anchor for Coastal Force craft*

Canvas Flax. No. 0.
 Mouth ring ... Galvanized iron hinged in centre. Diameter of mouth, 5-ft., diameter of iron, 1-in.
 Apex ring ... Diameter of ring, 10-in., diameter of iron $\frac{1}{2}$ -in.
 Construction ... The galvanized apex ring is sewn into the hem of the canvas at the margin of the hole in the apex. At equal distances close to this small ring make six holes in the canvas to take the end of the bridle ropes. The mouth of the bag has similar small holes about 3-in. apart to stop the canvas to tie to the large galvanized iron mouth ring; the length of the conical bag to be 7-ft. Take a piece of tarred bolt rope, take out the turns and stretch well with a tackle. Cut off three pieces each 30-ft. in length, middle them and splice the six ends over the apex ring at equal spacing. Bring the six parts of the bridle to the mouth of the bag at equal distances apart, and sew the ropes to the canvas all along from the apex to the mouth. Stop the mouth of the bag to the iron ring, stop each part of the bridle to the iron ring, passing some turns between the strands so that it cannot slip. The six parts of the bridle will make three bights. Bring them together so as to make one large eye. Seize the parts together, rack them so that if one should give way the other part of it cannot slip. Serve the large eye, then parcel it thickly and serve it again.

Do not put in a thimble in the eye.

N.B.—The circumference of the canvas bag should be considerably greater than that of the iron ring to allow for shrinkage when wet. The canvas should have a wide seam or tackling sewn on where each rope of the bridle is sewn to it.

Cordage manila 4-in \times 4 $\frac{1}{2}$ -in.—45 fms.

Cordage manila 2-in. as tripping line—50 fms.

(A.F.O. 4162/42.)

3791.—Gun Access Trunk—Rimington Handgrip, Fitting of—As. and As.*Submarines*

(D./P. 05129/45.—12 Jul. 1945.)

Item "S" class Submarines 622 }
 Item "T" class Submarines 624 } Classification "A".
 Item Minelayer Submarines 565 }

In order to facilitate manning and returning from the gun, in those Submarines fitted with a gun access trunk, a Rimington handgrip is to be fitted on the casing immediately above the gun access trunk hatches, as indicated on A.F.O. Diagram 248/45 where not already fitted.

2. These handgrips are to be fitted at the next available opportunity.
3. Separate instructions have been issued for new construction Submarines.

*(This Order is to be retained until complied with.)***Section 4****OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS****3792.—Officers' White Tunics, Trousers, Tropical Shirts and Tropical Shorts—Supply from Service Stocks**

(V. 8/4588/44.—12 Jul. 1945.)

The undermentioned articles of officers' clothing have been added to the list of items which may be taken up on repayment from service stocks. Supplies are now available at the victualling yards and depots at home at which officers' clothing is stocked and will be provided at victualling yards abroad as soon as possible.

2. The articles and their issuing prices are :—

	Free of Purchase Tax	Including Purchase Tax
	<i>s. d.</i>	<i>s. d.</i>
White tunics	11 2	13 0
White trousers	8 2	9 6
White tropical shirts (short sleeves)	8 7	10 0
White tropical shorts	7 3	8 6

3. The tunics will be supplied without buttons but with eyelet holes for the insertion of detachable buttons.

4. Particulars of sizes are shown in the Appendix to this Order. B.R. 93A, Manual of Victualling, Appendix H, will be amplified in due course.

APPENDIX

White Tunics

Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Height of Man	5-ft. 4-in. to 5-ft. 6-in.				5-ft. 7-in. to 5-ft. 9-in.				5-ft. 10-in. to 6-ft. 0-in.				6-ft. 1-in. to 6-ft. 2-in.	
Length of back	27½	27½	28	29	28½	29	29	29½	29½	30	30	30½	31	31½
Full length of sleeve	30½	31	31½	32	31½	32	32½	33	32½	33	33½	34	34½	35
Chest when buttoned	37½	39½	41½	43½	39½	41½	43½	45½	39½	41½	43½	45½	45½	47½
Waist when buttoned	33½	35½	37½	39½	35½	37½	39½	41½	35½	37½	39½	41½	41½	42½

White Trousers

Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Height of Man	5-ft. 4-in. to 5-ft. 6-in.				5-ft. 7-in. to 5-ft. 9-in.				5-ft. 10-in. to 6-ft. 0-in.				6-ft. 1-in. to 6-ft. 2-in.	
Side Seam	40	40	41	41	42	42	44	44	45	45	46	46	48	49
Leg Seam	28	28	29	29	30	30	31	31	32	32	33	33	34	35
Waist	30	32	34	36	32	34	36	38	32	34	36	38	38	40
Seat	40	42	44	46	42	44	46	47	42	44	46	47	47	48

White Tropical Shirts

Collar	13	13½	14	14½	15	15½	16	16½	17	17½	18
Chest under arms when buttoned	41	42	44	46	47	49	50	51	53	54	54

White Tropical Shorts

Size No.	1	2	3	4	5	6	7	8	9	10	11	12	13	14
<i>Measurements of Man—</i>														
Height	5-ft. 4-in. to 5-ft. 6-in.				5-ft. 7-in. to 5-ft. 9-in.				5-ft. 10-in. to 6-ft. 0-in.				6-ft. 1-in. to 6-ft. 2-in.	
Waist	30	32	34	36	32	34	36	38	32	34	36	38	38	40
Breech	36	38	40	42	38	40	42	43	38	40	42	43	43	44
<i>Measurements of Garment—</i>														
Side Seam	22	23	23	24	23½	24½	24½	25½	25	26	26	27	27½	28
Leg Seam	8½	9½	9½	10½	9½	10½	10½	11½	10½	11½	11½	12½	13	13½

(A.F.Os. 652/44, 1721/44 and 5508/44.)

3793.—Rat De-Infestation

(W.P.O. 1201/45.—12 Jul. 1945.)

Since the circulation of Admiralty Letter N/M.D.G./16375/44, the Directorate of Infestation Control, Ministry of Food, has again drawn the attention of Their Lordships to the increasing importance of combating the prevailing menace to Public Health and the waste of valuable food supplies arising from the serious increase of rats and other vermin largely brought about as the result of present-day conditions.

2. It is essential, therefore, that Commanding Officers of all Naval ports, establishments, centres and stores should maintain close co-operation with the Divisional Rodent Officer in their area and supervise directly the activities of those officers and ratings who have already undergone a course of instruction in the modern scientific methods of extermination of rats and mice.

3. The Rodent Officers and their assistants as set out below are highly trained specialists and their services are available for the purpose of inspecting infested premises and to indicate the best lines upon which to proceed. It is only by well co-ordinated efforts of this kind by all concerned that breeding nests can be attacked and adequate results obtained.

4. The Directorate of Infestation Control is arranging in the near future for conferences to be held in the principal ports for the purpose of reviewing progress to date and stimulating in each area a well concerted de-ratisation campaign. Full advantage should be taken at these conferences for establishing close co-operation with all Service, ministerial and municipal authorities concerned.

Division	Area	Name	Address	Telephone No.
Northern ...	Durham ... Northumberland. N. Yorks (part).	Martin, J. F.	Ministry of Food, Infestation Branch, 109, Pilgrim Street, Newcastle-on-Tyne.	Newcastle 26873
N. Eastern ...	E. Yorks ... W. Yorks. N. Yorks (part).	Radford, K. C. K.	Ministry of Food, Government Buildings, Ring Road, Halton, Leeds.	Leeds 31741
N. Western ...	Cheshire ... Cumberland. Lancashire. Westmorland.	Ferguson, J. H.	Ministry of Food, Bridge-water House, Whitworth Street, Manchester.	Manchester Central 0936. Ext. 5.
N. Midland ...	Derbyshire ... Leicestershire. Lincolnshire. Northamptonshire. Nottinghamshire. Rutland.	Smith, C. H.	Ministry of Food, Burton House, Newcastle Circus, The Park, Nottingham.	Nottingham 46321
Midland ...	Herefordshire ... Shropshire. Staffordshire. Warwickshire. Worcestershire.	Neighbour, A. V.	Ministry of Food, Lombard House, Great Charles Street, Birmingham, 3.	Birmingham Central 3601.
Eastern I ...	Bedfordshire ... Cambridgeshire. Huntingdonshire. Norfolk. Suffolk.	Day, P. ...	Ministry of Food, Corpus Christi College, H. Block, Cambridge.	Cambridge 55274-5
Eastern II ...	Essex (other than London). Herts.	Maas, H. O.	Ministry of Food, Cathedral School, Victoria Road, Chelmsford, Essex.	Chelmsford 4444

Division	Area	Name	Address	Telephone No.
London ...	Essex (part) ... Herts (part). Kent (part). London. Middlesex. Surrey (part).	Richardson, Dr. R. K.	Ministry of Food, 5/6, Cork Street, London, W.1.	Regent 6711
S. Eastern ...	Kent ... Surrey (other than London). Sussex.	Gregg, Major E. S.	Ministry of Food, Bishops-croft, Camden Park, Tunbridge Wells, Kent.	Tunbridge Wells 2421. Ext. 9.
Southern ...	Berkshire ... Buckinghamshire. Dorset. Oxfordshire. Hampshire.	Crossman, Major R. F.	Ministry of Food, Rotherfield Grange, 61, Bath Road, Reading, Berks.	Reading 60442-6
S. Western ...	Cornwall ... Devonshire. Gloucestershire. Somerset. Wiltshire.	Hilbourne, J. T. Deputy D.R.O. Roberts, A. J.	Ministry of Food, 34, Tyndall's Parks Road, Bristol, 8.	Bristol 35005
S. Wales ...	Brecon ... Cardiganshire. Carmarthenshire. Glamorganshire. Monmouthshire. Pembrokeshire. Radnorshire.	Davies, R. ...	Ministry of Food, 50-52, Cathedral Road, Cardiff.	Cardiff 3615
N. Wales ...	Anglesey ... Caernarvonshire. Denbighshire. Flintshire. Merioneth. Montgomeryshire.	Haigh, F. T. S.	Ministry of Food, 22, Castle Square, Caernarvon.	Caernarvon 561

3794.—Consignment of Stores to Greenock Area—Revised Addresses

(N.S. 812/45.—12 Jul. 1945.)

The following addresses are to be used when consigning stores to the Greenock Area :—

Naval Stores.

Particular attention is drawn to paragraph 2 regarding heavy items (exceeding 4 tons in weight) and paragraph 3 concerning extremely urgent consignments forwarded by passenger train.

Traffic.

A. (a) Transit stores (except A/S stores) for H.M. ships operating from or visiting Greenock :—

(i) for ships larger than destroyers

whose names begin with initial letters A to K (except as indicated at (ii)). *All* submarine depot ships and submarines.

To be consigned and labelled

c/o Naval Store Officer,
No. 9 Shed,
West Quay,
Greenock.

Traffic.

	<i>To be consigned and labelled</i>
(ii) for ships larger than destroyers whose names begin with initial letters L to Z (except as indicated at (i)). Naval aircraft stores for all ships.	c/o Naval Store Officer, No. 10 Shed, Albert Harbour, Greenock.
(iii) for all ships of destroyer class and below, and Captain (D), Greenock.	c/o Naval Store Officer, No. 11 Shed, Albert Harbour, Greenock.
(b) Transit A/S stores for all ships ...	c/o Naval Store Officer, No. 15 Shed, Princes Pier Station, Greenock.
B. Stores for vessels under construction or refitting, and Admiralty overseers.	To appropriate shipyard.
C. Stores for foreign shipment ...	Naval Store Officer, No. 9A Shed, West Quay, Greenock.
D. Stores for stocks :—	
(a) Radar and W/T stores ...	Naval Store Officer, No. 14 Shed, Clarence Street, Greenock.
(b) A/S stores ...	Naval Store Officer, No. 15 Shed, Princes Pier Station, Greenock.
(c) All other stores for stock ...	Naval Store Officer, Inchgreen Goods Yard, Greenock.
E. Stores for Shore Establishments and Departments in Greenock Area as indicated.	
Boat Pool Officer ...	Boat Pool Officer, Boat Pool Office, Albert Harbour, Greenock.
Boom Defence Officer ...	Boom Defence Officer, Boom Defence Depot, Greenock.
Engineer Officer, Greenock ...	Engineer Officer, Greenock, MacDougall Street, Greenock. ... (Nearest Stations—Regent Street (Goods), Greenock Central (Passenger).)
Emergency Repair Organization (all departments).	Emergency Repair Officer, c/o Naval Store Officer, No. 9 Shed, West Quay, Greenock.
Flag Officer-in-Charge, Greenock (Bagatelle).	Flag Officer-in-Charge, Greenock, c/o Naval Store Officer, No. 9 Shed, West Quay, Greenock.
Joint Signal Stores ...	(See "Monck".)
Landing Craft Maintenance Base, Port Glasgow.	Maintenance Base, Bay Street, Port Glasgow. (Nearest Station—Port Glasgow.)

Traffic.

	<i>To be consigned and labelled</i>
Maintenance Captain ...	(See "Orlando".)
H.M.S. "Monck" (Stores (including Signal Stores) for minor landing craft).	Supply Officer, H.M.S. "Monck", Campbell Street, Greenock. (Nearest Station—Princes Pier.) (Unless special instructions are issued to consign otherwise.)
H.M.S.C. "Niobe", (R.C.N. Barracks).	Supply Officer (Stores), H.M.C.S. "Niobe", Smithson Institute, Inverkip Road, Greenock. (Nearest Stations—Regent Street (Goods), Greenock Central (Passenger).)
H.M.S. "Orlando", (H.M. Naval Base, Greenock).	In accordance with specific address shown on the demand.
R.N. Torpedo Factory ...	The Superintending, R.N. Torpedo Factory, Greenock. (Nearest Stations—Regent Street (Goods), Greenock Central (Passenger).)

2. Heavy lifts up to and including 4 tons can be handled at any of the Naval Store Officer's sheds. Detailed consigning instructions for lifts exceeding 4 tons should, however, be sought from the Naval Store Officer, Greenock (Telephone Greenock 2461, Extensions 431, 433).

3. Extremely urgent passenger train consignments should be consigned as follows :—

Naval Store Officer, Glasgow. Glasgow Central Station (L.M.S.) Glasgow, St. Enoch Station (L.M.S.) Glasgow, Buchanan Street Station (L.M.S.) Glasgow, Queen Street Station (L.N.E.R.)	}	As appropriate
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To be called for.

The Principal Railway Transport Officer, Admiralty, should be informed by telephone of particulars of packages before they are despatched. Details of despatch should also be reported by telephone to the Naval Store Officers, Glasgow, and the Naval Store Officer, Greenock. Arrangements will then be made to meet the train at Glasgow, and so obviate the otherwise considerable delay caused when packages consigned through to the Naval Store Officer, Greenock, are transferred to the suburban trains at the Glasgow main line termini.

4. All correspondence and vouchers should be addressed to the Naval Store Officer, Clarence Street, Greenock, and not to individual sheds.

Victualling Stores and Wardroom Bonded Stores.

5. Victualling stores in transit for H.M. ships should be consigned to the Victualling Store Officer, No. 49 Shed, East India Harbour, Greenock. Wardroom bonded stores, however, should be consigned to the Victualling Store Officer, No. 9B Customs Shed, Albert Harbour, Greenock.

6. All correspondence relating to victualling stores and wardroom bonded stores should be addressed to the Victualling Store Officer, H.M. Naval Victualling Depot, Charles Street, Greenock.

(A.F.Os. 4001/43 and 4762/43 are cancelled.)

3795.—Supply of Bacon and Cheese—Small Requirements—REPORTS

(V. 14/6749/44.—12 Jul. 1945.)

The following revised arrangements apply to the supply of bacon and cheese in small quantities, as from 1st August next, to ships and establishments not in the neighbourhood of a victualling yard or depot, V.S.I.S., or Naval base:—

(a) *Bacon*—Where the weekly requirements amount to less than a whole side (approx. 56 lbs.), application should be made to the local food office for a permit authorizing the purchase of bacon from a retailer.

(b) *Cheese*—Where the monthly requirements amount to less than a whole cheese (approx. 70–80 lbs.), application should be made to the local food office for a permit authorizing the purchase of cheese from a retailer.

2. Supplies purchased under the above arrangements should be paid for locally.

3. In order to ensure supply, as much notice as possible should be given to the food office before the first supply under these arrangements is required.

4. Particulars of establishments taking advantage of these arrangements are to be reported to the Admiralty (Director of Victualling), giving the average number of persons victualled, the average weekly requirements of bacon and cheese respectively, and the name and address of the retailer from whom supplies are obtained. Consideration will then be given to placing the local contracts referred to in A.F.O. 3405/45, Appendix A, paragraphs (1) (a) (iv), (1) (b) (iv), (1) (d), and (3) where necessary.

(A.F.O. 3405/45.)

3796.—Provisions—Tinned Fruits—Limitation of Issue

(V. 10/5041/45.—12 Jul. 1945.)

In view of the general shortage of tinned fruits (in syrup) in the United Kingdom, supplies from Service stocks at *Home* for normal issues to general messes or on repayment will be available to fully sea-going ships only, and the average consumption in sea-going ships should be limited to not more than two tins per head per month.

2. Gratuitous issues in submarines and coastal craft, *vide* the Manual of Victualling (B.R. 93), Chapter IV, Sections A and B, are not affected.

(A.F.O. 3405/45.)

3797.—W.R.N.S. Ratings—Uniform on R.N. Air Stations Abroad

(V/1/4338/45.—12 Jul. 1945.)

The number of khaki drill skirts to be issued to W.R.N.S. ratings on being drafted to R.N. air stations abroad is to be increased from three to six and the issue of bush shirts is to be discontinued.

2. Ratings now serving on air stations abroad who received three khaki drill skirts and three bush shirts as part of their kit are to be supplied with three additional khaki skirts, three bush shirts being withdrawn.

(C.-in-C., *East Indies Stations 1548/E.I.321/45, 11th May, 1945.*)

(A.F.Os. 96/44 and 3450/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3798.—Aircraft Equipment—Accounting and Checking Procedure—Temporary Forms A.44/B.C. for Barracuda, Mark V

(A.E. 6195/44.—12 Jul. 1945.)

Forms A.44/B.C. for Barracuda, Mark V, will be issued in the form given hereunder. Pending the issue of printed forms, ships and stations holding these aircraft should duplicate the necessary forms locally.

A.44/B.C.

Ship's Regd. No.....

Issue/Receipt Voucher for Appendix "A" Equipment for
Barracuda V Aircraft on Transfer

A. The items of equipment shown in column 5 below were fitted in Barracuda V aircraft No. _____ on leaving _____ for transfer to _____

Signature

Signature

(Consignor Unit)

Date

(Ferrying Pilot)

B.

Appendix "A" No. 1430, Item No.	Ref. No.	Description.	Denomination	Quantity on Aircraft when		Remarks.
				Despatched	Received	
1	2	3	4	5	6	7
—	—	Engine, Griffon VII	No.	1		Serial No.
126aA	26BT/7760	Sling, mine A, Mark VII ...	No.	1		
126bA	26BT/7761	Sling, 2,000 lb., HC, or Mine A, Mark VI or Mark IX.	No.	1		
126cA	26BT/7762	Sling, 2,000 lb., HE, Mark I ...	No.	1		
126dA	26BT/7763	Sling, 1,600 lb., APAN, Mark I	No.	1		
126eA	26BT/7764	Sling, 1,000 lb., ANM 44 or 65	No.	1		
126fA	26BT/7765	Sling, 1,000 lb., APAN M.33 ...	No.	1		
126gA	26BT/7766	Sling, 1,000 lb., SAP M.59, or mine A, Mark X	No.	1		
126hA	26BT/7767	Sling, 1,000 lb., mine A, Mark I or Mark IV, or torpedo B.	No.	1		
176A	7B/982	Signal pistols, No. 4, Mark I* ...	No.	2		
103B	5A/2334	Signalling lamp, Type B ...	No.	1		
106B	5C/369	Inspection lamp, Mark II ...	No.	1		
53C	6A/1700	Clocks, fluorescent, Mark IIB or	No.	4		
54C	6A/1595	Clocks, fluorescent, Mark IIC				
66C	6A/380	Compass, Type 0.2 ...	No.	1		
	or	Compass, Type 0.2A ...				
67C	6A/892	Compass, Type P.11 ...	No.	1		
68C	6A/1672	Compass, Type P.8 ...				
68aC	6A/1277	Compass, Type P.8 ...	No.	5		
	—	Compass correction and deviation Cards.				
5D	27D/	Cockpit cover	No.	1		
6D	27D/	Engine cover	No.	1		
7D	26BT/6696	Pressure head cover	No.	1		
8D	27D/	Propeller blade covers	No.	4		
9D	27D/	Propeller V.P., mechanism cover	No.	1		
10D	26BT/6726	D.R. compass cover	No.	1		
19D	27C/1883	Dinghy aircraft, Type M, complete.	No.	1		

Appendix "A" No. 1430, Item No.	Ref. No.	Description.	Denomination	Quantity on Aircraft when		Remarks.
				Despatched	Received	
1	2	3	4	5	6	7
37D	26BT/	Emergency pack	No.	1		
63D	27N/12	Fire extinguishers, hand type ...	No.	2		
67D	6F/167	Safety harness, Type B ...	No.	1		
68D	6F/172	Safety harness, Type E ...	No.	1		
69D	6F/198	Safety harness, Type Q ...	No.	1		
76D	26BT/6601	Control locking device ...	No.	1		
80D	26BT/	Jacking pads, bottom latch pin	No.	2		
81D	26BT/	Jacking pads, main wing ...	No.	3		
82D	26BT/	Jacking pads, wing components	No.	8		
83D	26BT/	Jacking pads, front fuselage ...	No.	2		
84aD	26BT/	Observer's cushion ...	No.	1		
85D	26BT/	Gunner's cushion ...	No.	1		
88D	26BT/	Sanitary container, single type	No.	1		
89D	26BT/	Sanitary container, dual type ...	No.	1		
93D to 103D	—	Speaking tube assembly, complete with two mouthpieces.	Set	1		
104D	27F/1870	De-icing pump ...	No.	1		
26F	36/	Engine data card ...	No.	1		
		Communication radio *.....	No.	1		
		*.....	No.	*		
		*.....	No.	*		
		I.F.F.	No.	1		
		Beacon receiver	No.	1		
		Radar	No.	1		
		*.....	No.	*		
		*.....	No.	*		
		Radio altimeter	No.	1		
		Any other radio	No.	*		
		*.....	No.	*		
		*.....	No.	*		
		Crystals, Ref. No.	No.	*		
		Ref. No.	No.	*		
		Ref. No.	No.	*		
		Ref. No.	No.	*		
		Ref. No.	No.	*		
		Ref. No.	No.	*		

C.—The following items are also to be checked when the aircraft is transferred between accounting units other than by air. In case of flight delivery they are all covered by functional test.

91A	11A/3042	Bomb carriers, detachable carrier assemblies.	No.	2		
117A	26BC/4295	Bomb carrier, for torpedo or heavy bomb.	No.	1		
121A	26BC/7863	Mine carrier	No.	1		
126A	—	Torpedo carrier for 18-in. torpedo	No.	1		
144A	5D/664	Bomb distributor, automatic, 16-point.	No.	1		
		Torpedo director, Type F:—				
164A	9/2675	Computer unit, Mark III ...	No.	1		
165A	9/2202	Contact box, Mark I ...	No.	1		
166A	9/2201	Gyro angling power unit, Mark I.	No.	1		
167A	9/2195	Controls ship's speed and inclination, Mark I.	No.	1		

Appendix "A" No. 1430, Item No.	Ref. No.	Description.	Denomination	Quantity on Aircraft when		Remarks.
				Despatched	Received	
1	2	3	4	5	6	7
168A	9/2196	Controls avoiding action, Mark I.	No.	1		
9B	5J/3082	Accumulators, alkaline, 2·4 v, 1·2 amp. hr.	No.	2		
10B	5J/2294	Accumulators, lead acid, 12 v., Type D.	No.	2		
72C	6A/1553	Compass, D.R. type, Mark IA, master unit	No.	1		
73C	or 6A/741	or Compass, D.R. type, Mark I, master unit.				
57D	27N/14	Fire extinguishers, automatic Mark II.	No.	2		
27F	5U/421	Generator, engine driven, AC/DC, Type UKX.	No.	1		

Notes.—* Details of radio installed are to be inserted in manuscript.

† Only to be filled in when quantity differs from column 5.

The quantities shown in column 5 above (as modified by entries in column 6) have been received at and explanations of any discrepancies inserted.

Signature (Consignee Unit) Signature (Ferrying Pilot)
Date
(A.F.O. 1249/45.)

3799.—Form A.25.—Instruction—Amendments

(A./A.A.P.S. 627/45.—12 Jul. 1945.)

When a report by the Air Radio or Air Signals Officer is called for under paragraph 11 (a) of A.25 Instructions, the radio and radar equipment fitted in the aircraft should be stated in accordance with C.A.F.O. 2603/44.

2. An amendment to this effect will appear in later editions of A.25 (Instructions).

(C.A.F.O. 2603/44 and A.F.O. 6125/44.)

3300.—Disposal of Non-Confidential Books, Printed Matter, etc., Held in Ships Paying Off Into Reserve

(M. 05347/45.—12 Jul. 1945.)

Ships paying off into reserve categories (a), (b) and (c) are to dispose of non-confidential books and printed matter as follows:—

O.U.s. and B.R.s. are to be bagged or cased as appropriate and returned by freight to R.N. Store Depot, Staples Corner, Edgware Road, Cricklewood, and not to distributing authorities. Forms S.331 in triplicate are to be prepared for the O.U.s. and B.R.s. so returned in accordance with A.F.O. 5802/43. Two copies of Form S.331 are to be forwarded by post to R.N. Store Depot, Cricklewood, but the triplicate copy is to be placed inside the bag or crate containing the books. B.R. and O.U. accounts should be returned to Director of Stores (4A), Bainbridge Street, London, W.C.1, the

returning service being clearly stated, except for ships paying off into categories (a) and (b) when accounts should be retained on board.

Admiralty Fleet Orders.—All bound volumes of A.F.Os. and variants dated prior to 31st December, 1943 (B.R. 121) and all unbound orders for 1942 and 1943 are to be destroyed. A.F.Os. and variants for 1944 and 1945 are to be returned direct to Editor of Fleet Orders, c/o H.M.S.O. Press, Wealdstone, Middlesex.

(A.F.O. 5802/43.)

3801.—Amendments to Books

(E.F.O.—12 Jul. 1945.)

The undermentioned amendments (A.F.Os. P.562-609/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore Book Office, Quarry House, Aylestone Hill, Hereford.

Plymouth Book Office, R.N. Port Library, Devonport.

Portsmouth Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O. *P.562/45.—B.R. 380/D—Firebrand—S.A.T.L. and M Lists—Amendment No. 1.

*P.563/45.—B.R. 378 (L)—Hellcat A.S.E.—Amendment No. 1.

*P.564/45.—B.R. 377 (J)—Seafire—A.S.E.—Amendment No. 1.

*P.565/45.—B.R. 377 (J)—Seafire—A.S.E.—Amendment No. 2.

*P.566/45.—B.R. 378 (General)—A.S.E.—Amendment No. 75.

*P.567/45.—B.R. 378 (General)—Amendment No. 76.

*P.568/45.—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 15.

*P.569/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 24.

†P.570/45.—A.P. (N) 1—Amendment No. 4.

P.571/45.—B.R. 366/1942—Minesweeps, Surveying Sweeps, Paravane Equipments, etc.—Amendment No. 4.

P.572/45.—B.R. 855/43—Handbook of Mark V* Oropesa Sweep—Amendment No. 6.

*P.573/45.—B.R. 377 (A)—Swordfish A.S.E.—Amendment No. 12.

*P.574/45.—B.R. 378 (A)—Swordfish A.S.E.—Amendment No. 30.

*P.575/45.—B.R. 377 (B)—Barracuda A.S.E.—Amendment No. 16.

*P.576/45.—B.R. 378 (B)—Barracuda A.S.E.—Amendment No. 43.

*P.577/45.—B.R. 377 (C)—Firefly A.S.E.—Amendment No. 18.

*P.578/45.—B.R. 378 (C)—Firefly A.S.E.—Amendment No. 26.

*P.579/45.—B.R. 378 (J)—Seafire A.S.E.—Amendment No. 25.

*P.580/45.—B.R. 383—A.S.E.—Amendment No. 12.

P.581/45.—B.R. 287—Turret Gun Drill for 5.25-in. Q.F. Guns, Mark I, on Twin HA/LA, Mark II, Mounting, 1942—Amendment No. 11.

P.582/45.—B.R. 980 (B)—R.T. No. 313 for 4.7-in. Guns—Amendment.

P.583/45.—B.R. 980 (B)—R.T. No. 392 for 4.7-in. Guns—Amendment.

P.584/45.—B.R. 980 (B)—R.T. No. 424 for 4.7-in. Guns—Amendment.

P.585/45.—B.R. 980 (B)—R.T. No. 424A for 4.7-in. Guns—Amendment.

P.586/45.—B.R. 980 (B)—R.T. No. 457 for 4.7-in. Guns—Amendment.

P.587/45.—B.R. 980 (D)—R.T. No. 384 for 15-in. Guns—Amendment.

P.588/45.—B.R. 980 (G)—R.T. No. 418 for 5.25-in. Guns—Amendment.

P.589/45.—B.R. 980 (G)—R.T. No. 418A for 5.25-in. Guns—Amendment.

P.590/45.—B.R. 980 (G)—R.T. No. 555 for 5.25-in. Guns—Amendment No. 3.

P.591/45.—B.R. 980 (K)—R.T. No. 496 for 4-in. Guns—Amendment.

P.592/45.—B.R. 980 (N)—R.T. No. 548 for Q.F. 6-pdr. Hotchkiss Guns—Amendment No. 1.

P.593/45.—B.R. 980 (U)—R.T. No. 199 for 16-in. Guns—Amendment.

P.594/45.—B.R. 7/41—Censorship and Treatment of Naval Mails and Telegrams in Time of War—Amendment No. 10.

P.595/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties, Addendum No. 1—Amendment.

P.596/45.—{ B.R. 811 (1b)
A.P. 2610A } Vol. I (1b)—Amendment No. 2.

P.597/45.—B.R. 812/44—Drill for 40 mm., Mark IV Guns on Twin Marks IV and IV* Mountings—1944—Amendment No. 1.

P.598/45.—B.R. 1016 Drill for 40 mm. U.S., Mark I Gun on U.S. Twin Mountings with Mark 2 Power Drives, 1944—Amendment No. 3.

P.599/45.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 31.

P.600/45.—B.R. 1087—Drill for 40 mm. U.S., Marks I and II Guns on U.S. Quadruple Mark II Mountings, 1944—Amendment No. 2.

P.601/45.—B.R. 1201—Drill for Admiralty Fire Control Table, Marks VI and VI*, 1944—Amendment No. 1.

P.602/45.—O.U. 5407 (3)—Regulations for the Electrical Equipment of R.N. Armament Depots (Appendix to O.U. 5407 (A)—Regulations for Naval Armament Services)—Amendment No. 6.

P.603/45.—O.U. 6350—Manual of Minesweeping—Amendment No. 21.

P.604/45.—B.R. 16—Engineering Manual—Amendment.

P.605/45.—B.R. 841—Maintenance Routines for U.S.A. 22.4-in., Mark 13, Modification Torpedoes—Amendment No. 17.

P.606/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 3.

P.607/45.—O.P. 629 (A)—(U.S. Publication)—Description Adjustment Care and Operation of U.S. Navy Torpedoes, Mark 13—R.N. Amendment No. 18.

P.608/45.—O.P. 663 (U.S. Publication)—Description, Adjustment, Care, Operation and Shop Tests of U.S. Navy Torpedo Warhead Attachments—R.N. Amendment No. 4.

P.609/45.—B.R. 912 (20)—Director Handbook—Elevation and Training Receivers of the Type C, C.M, E, E.M, and F Types—1944—Amendment No. 1.

**Exceptionally, A.F.Os. P.562-569 and 573-580 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a Askew Road, Shepherds Bush, W., and † A.F.O. P.570 by the Naval Store Officer, R.N. Store Depot (Publications) 6 Murray Street, Belfast, respectively, who hold the stock of the parent books.*

(A.F.O. 3690/45.)

3802.—Ballistics—List of Current Range Tables, Fuze Scales and Trajectory Charts, and Tables for Special Services

(G. 5075/45.—12 Jul. 1945.)

A.F.O. 503/45 is to be amended as follows :—

Page 3. In column headed "Amending A.F.Os.", third line. After "P.500/42" add "P.399/45".

Page	Range Tables	Column 10	
		Insert	Delete
4	193	P. 407/45	P. 660/43
	199	P. 408/45	—
5	381	P. 405/45	P. 287/43, P. 420/43
	384	P. 437/45	P. 194/37, P. 14/41, P. 102/45
	516	P. 406/45	P. 223/42, P. 386/42

Page	Range Tables	Column 10	
		Insert	Delete
6	261	P. 404/45	P. 526/38, P. 12/41
7	419	—	P. 35/41, P. 269/42
8	206	P. 236/45	P. 661/43, P. 873/44
14	342	P. 382/45	—
	348	P. 381/45	—
15	426	—	P. 158/43, P. 525/44
	427	P. 356/45	—
18	393	P. 378/45	—
	394	—	P. 417/43
	395	—	P. 418/43
20	254	—	P. 457/42, P. 413/43
	393	P. 378/45	—
	394	—	P. 417/43
	395	—	P. 418/43
22	412	P. 379/45	—
24	399	—	P. 59/44, P. 81/45
	423	P. 104/45	P. 431/43
	402B	—	P. 510/43
	402C	—	P. 511/43
	581	—	P. 82/45
26	230	P. 287/45	P. 911/41, P. 226/42, P. 476/43, P. 593/43, P. 169/45
	216	P. 357/45	—
27	469	P. 247/45	—
28	361	P. 242/45	—
	429	P. 246/45	—
	358A	P. 240/45	—
	358B	P. 241/45	—
29	230	P. 287/45	P. 911/41, P. 226/42, P. 476/43, P. 593/43, P. 169/45
	216	P. 357/45	—
30	469	P. 247/45	—
31	369	P. 243/45	—
		P. 380/45	—
	373A	P. 244/45	—
	373B	P. 245/45	—
32	496	P. 248/45	—
	469	P. 247/45	—
35	606	P. 272/45	—
36	606	P. 272/45	—
	DNO. 1	P. 466/45	—

Page 16. After Trajectory Chart No. OB.119, insert :—

614	A.R. Shell,	74	10	4.25/5	Special	850	—	—	—	Fuze No. 198 Mark II.
	R.T.									

Page 24. Delete all reference to tables 583 and 584.

Page 25. After table No. 590 insert :—

613	A.R. Shell,	44	11	4.7/6	Special	900	—	—	—	Fuze No. 198, Mark II.
	R.T.									

Page 31. After table No. 615 insert :—

612	A.R. Shell,	29	7	4/5	Special	1225	—	—	—	Fuze No. 198, Mark II.
	R.T.									

Amend Appendix B to read :—

Page 52

16-in.	193	1	May, 1945	Revised page replacing page 1 (revised November, 1942).
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Page 53 :—

14-in.	415	1A	April, 1945	Additional page giving a revised table of wear, E.F.C. and M.V., formerly on page 17.
14-in.	415	17	April, 1945	Revised page replacing page 17 (revised May, 1942).
14-in.	419	1	May, 1945	Revised page replacing page 1 (revised June, 1940).
14-in.	419	1A	May, 1945	Additional page giving revised table of wear, E.F.C. and M.V., formerly on page 12.
14-in.	419	12	May, 1945	Revised page replacing page 12 (revised May, 1942).
8-in.	206	1	February, 1945.	Revised page replacing page 1 (revised January, 1943).

Page 55 :—

6-in.	342	1A	July, 1944	Additional page replacing page 10 (revised May, 1939).
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Page 56 :—

5.25-in.	426	1A	April, 1945	Additional page in continuation of page 1.
4.7-in.	161A	1	April, 1945	Revised page replacing page 1 (revised April, 1944).

Page 57 :—

4.7-in.	393	1A	April, 1945	Additional page in continuation of page 1.
4.7-in.	394	1	April, 1945	Revised page replacing page 1 (revised May, 1943).
4.7-in.	395	1	April, 1945	Revised page replacing page 1 (revised May, 1943).

Delete the following entry :—

4.7-in.	254	9	July, 1943	Revised page replacing page 9 (revised April, 1942).
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Amend Appendix E as follows :—

Page 68.

482	4-in.	Q.F., IV.
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Page 69 :—

Delete all reference to tables 583 and 584.

Add :—

612	4-in.	Q.F. XVI*
613	4.5-in.	Q.F. I, III, IV and V.
614	5.25-in.	Q.F. I.

(A.F.Os. 503/45 and 2060/45.)

3803.—B.R.110 (Revised)—Treatment of Wound Shock—Issue

(M.D.G.34946/45.—12 Jul. 1945.)

A revised edition of Medical Research Council War Memorandum No. 1 is in the press and will be issued under the token number B.R.110 (Revised).

2. This memorandum is to be in the possession of all medical officers.

3. Demands for copies should be made as follows :—

At Home—To the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

Abroad—To local distributing authorities, to whom supplies will be made without demand when available to meet these demands.

(A.F.O. 3417/40 is cancelled.)

3804.—B.R. 383—Aircraft Stores Establishment for Spares and Tools for Aero-Engines, Power Plants, Aero-Engine Accessories and Propellers—Binders for

(N.S. Air 8282/44.—12 Jul. 1945.)

In view of the increasing size of B.R.383, arrangements have been made for supply of further binders.

2. Distribution will be made without demand by S.N.S.O., R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12, on the basis of one pair per A.S.E. already held.

3. Services should arrange to divide B.R. 383 into two parts as convenient.

3805.—B.R.828 (Revised)—Medical Use of Sulphonamides—Issue

(M.D.G. 34946/45.—12 Jul. 1945.)

A revised edition of Medical Research Council War Memorandum No. 10—Medical use of Sulphonamides—is in the press, and will be issued under the token number B.R. 828 (Revised).

2. This memorandum is to be in the possession of all medical officers.

3. Demands for copies should be made as follows :—

At Home—To the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

Abroad —To local distributing authorities, to whom supplies will be made without demand when available to meet these demands.

(A.F.O., 2077/43 is cancelled.)

3806.—B.R. 913(12)—Handbook of the Fuze-Keeping Clock and Associated Equipment—Gyro Level Correctors, Mark X and Cross Level Calculators, Mark XA—Issue

(G. 5766/44.—12 Jul. 1945.)

The above mentioned book is now in the press and copies will be issued without demand by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

	Copies
Flag Officers	1
Destroyers	1*
Destroyer depot ships	1*
Repair ships	1
Captain, H.M.S. "Excellent"	165
Captain (G), R.N.G.S., Chatham	8
Captain (G), H.M.G.S., Devonport	35
H.M.S. "Vernon"	2
H.M.S. "Defiance"	1
Admiral Superintendent, Portsmouth	4
Admiral Superintendent, Devonport	4
Admiral Superintendent, Chatham	4
Admiral Superintendent, Rosyth	4
Commodore Superintendent, Malta	3
Captain Superintendent, Alexandria	3
Captain Superintendent, Durban	3
Commodore Superintendent, Gibraltar	3
Commodore Superintendent, Simonstown	3
Commodore Superintendent, Ceylon	5
Flag Officer-in-Charge, Tyne	3

	Copies
Flag Officer-in-Charge, Liverpool	3
Flag Officer-in-Charge, Glasgow	4
Flag Officer-in-Charge, London	1
Flag Officer-in-Charge, Southampton	1
Flag Officer-in-Charge, Cardiff	1
Flag Officer-in-Charge, Northern Ireland	1
Flag Officer-in-Charge, Falmouth	1
Flag Officer-in-Charge, Humber	2
Naval Officer-in-Charge, Tees	1
Commodore Superintendent, Sheerness	1
Captain Superintendent, Pembroke Dock	1
Captain Superintendent, Kilindini	1
Naval Officer-in-Charge, Massawa	1
F.O.G.M.O., Middlesbrough	2
G.M.O., Coventry	1
G.M.O., Glasgow	1
G.M.O., Woolwich	1
Secretary, Navy Office, Melbourne, Australia	5
Secretary, Navy Office, Wellington, New Zealand	1
N.S.H.Q., Ottawa	5
<i>Distributing Authority, Bombay</i>	
Bombay	2
Karachi Gunnery School	1
I.S.S., Calcutta	1
F.O.C.R.I.N.	1
A.C.R.	1
B.A.M.S.R.	1
B.A.T.M.	1

Warship Electrical Superintendents

Glasgow, Newcastle, Liverpool, Belfast, Southampton, Blackheath, Cardiff. 1 each

Admiralty Regional Electrical Engineers

Blackheath, Glasgow, Nottingham	1 each
Fleet Gunnery Engineer Officer, B.P.F.	1
Squadron Gunnery Engineer Officer, (D), B.P.F.	1
Squadron Gunnery Engineer Officer (Fleet Train), B.P.F.	1
Gunnery Engineer Officer (W), Sydney	1
Gunnery Engineer Officer (Q), Melbourne	1
Gunnery Engineer Officer (Q), Brisbane	1
Gun Mounting Storekeeping Officer, Sydney	1
Gun Mounting Storekeeping Officer, Veyangoda, Ceylon	1
Gun Mounting Storekeeping Officer, Brisbane	1
Gun Mounting Storekeeping Officer, Durban	1
Squadron Gunnery Engineer Officer, First Battle Squadron	1
E.O.(G), Colombo	1
G.M.O. (India), Bombay	1
F.G.E.O. on staff of C-in-C., East Indies Station	1
Loan Libraries	1
Naval Staff Library, Admiralty	1
D.N.O., Washington	1

* Ships fitted with gyro level correctors, Mark X and Cross level Calculators, Mark XA.

3807.—B.R. 943/45—Drill for 6-in. B.L. Guns, Mark XXIII, on Twin Mark XXI Mountings—Issue

(G. 2171/45.—12 Jul. 1945.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, in accordance with the following establishment, viz. :—

	<i>Copies</i>
Flag Officers	1
Cruisers	20*
Captain, H.M.S. "Excellent"	150
Captain (G), R.N. Gunnery School, Chatham	50
Captain (G), H.M. Gunnery School, Devonport	100
Commandant General, Royal Marines	18
Department of National Defence (N.D.A.), Ottawa	25
Ministry of Supply S.E.2S	2
R.N. College, Greenwich	1
Inspector of Naval Ordnance, Woolwich	1
Naval Staff Library, Admiralty	2
Loan Libraries	1
Director of Naval Ordnance, Washington	1
British Admiralty Maintenance and Supply Representative	1
British Admiralty Technical Mission	1
British Admiralty Delegation	1
Secretary, Navy Office, Wellington, N.Z.	5
Secretary, Navy Office, Melbourne, Australia	12
H.M.S. "Golden Hind"	5
Squadron Gunnery Engineer Officer, First Battle Squadron	1

* Ships fitted with 6-in. B.L. guns, Mark XXIII, on Twin, Mark XXI Mounting.

3808.—B.R. 980(U) (Restricted)—Revised Page 1 to Range Table 193 for B.L. 16-in. Guns, Mark I, dated May, 1945—Issue

(G. 3875/45.—12 Jul. 1945.)

Revised page 1 to Range Table 193 is now in the press.

2. Copies will be issued to all holders of the main table without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307 Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 to Range Table 193 supersedes the existing page 1, dated November, 1942, copies of which should be disposed of in accordance with B.R. 1—B.R. and I.D. Catalogue when the new pages are received.

3809.—B.R. 980(Y) (Restricted)—Revised Pages 1 and 12, and additional Page 1A to Range Table No. 419, for B.L. 14-in. Guns, Mark VII—May, 1945—Issue

(G. 3994/45.—12 Jul. 1945.)

Revised pages 1 and 12, and additional page 1A to Range Table No. 419 are now in the press.

2. Copies will be issued to all holders of the main table without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 supersedes the existing page 1 dated June, 1940, and the revised page 12 supersedes the existing page 12 dated May, 1942, all copies of which should be disposed of in accordance with B.R.1—B.R. and ID Catalogue when the new pages are received.

3810.—B.R. 980(Z)—Trajectory Chart D.N.O.1 for Rocket Flare, 2-in., Mark I—Issue

(G. 06802/45.—12 Jul. 1945.)

The above-mentioned trajectory chart is being reprinted and is now in the press.

2. Copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3811.—Information about the Far East and the War against Japan—Distribution of Literature

(D.P.S. 388/45/S.C.—12 Jul. 1945.)

Copies of the Ministry of Information pamphlet, "Britain versus Japan", will shortly be distributed on the basis of one copy per 50 officers and men borne. It is intended, however, that smaller establishments which would not qualify on the above basis should also receive one copy each, and that, as regards smaller vessels, there should be one copy for each vessel of a category included in C.B. Form U.2B and for each major landing craft.

2. Copies should be distributed to messes as liberally as supplies allow. At least one copy should be placed in information rooms.

3. Ships and authorities which have not received their copies within a reasonable time should demand from their distributing authority or the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, as appropriate.

(A.F.O. 2640/45, paragraph 5.)

3812.—Spare Gear, etc. (Lists to be in Triplicate)

(M. 05818/45.—12 Jul. 1945.)

Vice-Admiral (Q), British Pacific Fleet, has requested that all lists of spare gear, etc., may be sent in triplicate. All departments and establishments are asked to comply with this request in respect of all such lists as are not suitable for transmission by microgram.

3813.—Forms—S.537A Next-of-Kin Card (Officers)—R.N., R.N.V.R., R.N.R., R.M., Q.A.R.N.N.S., Q.A.R.N.N.S.(R), Commandants and Assistant Commandants (V.A.D.)

(C.W.(C.) 421/45.—12 Jul. 1945.)

It is important that the Admiralty should be in possession of the latest information regarding next-of-kin of officers and Forms S.537(A) should be rendered on standard size card form, 8 in. by 5 in., by all ships and shore establishments to Admiralty, C.W.(C), Officer Next-of-Kin Section, Queen Anne's Mansions, Westminster, London, S.W.1. All forms should bear date of being written, be completed on one side only and be checked before being despatched. In the event of S.537A standard card forms being out of stock and not obtainable within a reasonable period, a substitute S.537A form should be rendered on paper.

2. Forms S.537A are no longer required in duplicate except for Marine officers for whom the Commandant General, R.M., requires a separate record.

3. Numbers of Form S.537A are being rendered with much of the information in an illegible condition, thus causing additional work in returning forms for verification. Care should be taken to ensure that Forms S.537A are plainly written or are in clear type.

4. Ships and shore establishments are reminded that supplies of the standard card (Form S.537A) are obtainable on demand as follows :—

At Home.—From the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10.

Abroad.—From the (Superintending) Naval Store Officer of the Dockyard or main Fleet Base, vide A.F.O. 2697/42.

5. K.R. and A.L., Article 601a, requires that Form S.537A should be rendered whenever an officer joins a ship or establishment. Under war conditions this requirement is relaxed to the extent that the form need not be rendered for an officer joining for short-term training or instructional courses, provided that Form S.537A has already been rendered. Apart from this exception the form is to be rendered :—

- On an officer taking up his first Naval appointment.
- On an officer taking up subsequent appointments other than those of the temporary nature mentioned above.
- Whenever a change occurs in the next-of-kin or in the address of the next-of-kin.

6. The attention of officers is drawn to the Appendix to the Navy List (report of officers' marriage). This report should be completed upon marriage and forwarded to the Admiralty, C.W. Branch, Queen Anne's Mansions, Westminster, London, S.W.1. It is essential that the wife's intended place of residence should be stated even if only temporary.

7. Their Lordships desire to emphasize that these instructions are issued in the interests of the next-of-kin of officers, and they are confident that officers themselves will accordingly co-operate in carrying them out.

(K.R. and A.I., Article 601a.)

(A.F.O. 2697/42.)

(A.F.O. 3873/43 is cancelled.)

3814.—Registers for Non-Transferable Gunmountings—Method of Rendering Forms S.1151 and S.1151A

Ships and Authorities concerned.

(G. 5543/45.—12 Jul. 1945.)

Examination of the registers for non-transferable mountings, Forms S.1151 and S.1151A, shows that there is some doubt as to the manner in which these registers should be rendered and the extent or frequency of the examinations required.

2. The register is intended as a guide to the maintenance of the gun machinery. The periods specified between examinations are the longest, and the types of examinations are the longest, and the types of examinations the minimum which experience has shown to be necessary to ensure the efficient maintenance of the machinery. Additional or more frequent examinations may, however, be found necessary in certain mountings.

3. The register should be made out in blue or black ink throughout except for such examinations as are overdue, in which case the date on which the examination was last carried out should be entered in red ink.

4. In the case of important items, e.g., recoil cylinders, run-out or recuperators, gun loading rammers, etc., where only a proportion is to be examined in any one year, or where there is more than one similar item fitted in one turret, the date on which each individual item was examined is to be entered.

5. Unless it is specifically stated in the register that visual examination only is required, examination is to be taken to include such stripping as is necessary to enable the internal working parts to be properly examined.

6. The carrying out of the examinations specified is of importance, being necessary to ensure the efficient maintenance of the machinery. Commanding Officers should take all steps possible to keep up to date with the examinations, seeking approval as necessary to put a single gun or turret at extended notice to enable the larger examinations to be carried out. The seeking of approval for this purpose should not be considered as revealing lack of maintenance but as a sensible precaution.

7. In future the registers are to be forwarded to the Admiralty through the Administrative Authorities and Commanders-in-Chief and not direct to Admiralty as hitherto.

8. K.R. and A.I., Appendix XXII, Part 1, and Forms S.1151 and S.1151A will be amended in due course.

(K.R. and A.I., Appendix XXII, Part 1.)

3815.—Pin Flags for Maps

(Sta./D.P.S. 1127/44/S.C.—12 Jul. 1945.)

A reserve supply of pin flags for maps will be issued to all Distributing Authorities, and any small vessel not supplied on first distribution should demand on the appropriate authority for supplies required.

(A.F.O. 2642/45.)

3816.—Return of Sickness Rates from H.M. Ships Afloat

(M.D.G. 36398/45.—12 Jul. 1945.)

It is becoming increasingly important to compare the sickness rates in different ships. The habitability of ships, the effect of tropical or arctic conditions upon the health of the ship's company, acclimatization and deterioration and many other problems constantly arise. A preliminary survey carried out recently in the Eastern Fleet has yielded most valuable information. In the near future developments such as air conditioning must be evaluated as regards their effect on health.

It will be appreciated that the Medical Officer's Journal can provide information only after the lapse of many months—the Journal is, in fact, adapted for the collection of long term statistics. Furthermore, no information is provided as to the number of cases on the Attending List, and it may well be that it is the amount of minor sickness which will sometimes provide the better measure of inefficiency due to adverse conditions.

Accordingly, it has been decided to institute a simple type of return which will enable, in the first place, the ship's Medical Officer to follow, according to a standard and uniform plan, the health record of his ship. Secondly, the Fleet Medical Officer will be able to obtain a rapid survey of the state of health in the ship of his particular Fleet. Finally, information will be available for all the ships of the Fleet; sickness can be compared in tropical as against home waters and in ships of different types: the effect of movement from temperate to tropical waters or vice versa can be followed month by month. These are a few of the benefits of the new return:—

In order that full advantage may be taken of the new return it is necessary that the procedure shall be simple, rapid and uniform. The ship's Medical Officer and the Fleet Medical Officer should know the sickness rates immediately after the close of the period to which they refer. Centrally, the Medical Director-General's Department will be able to complete its analysis for the whole Fleet with no more delay than is entailed by the transmission of the returns. Uniformity of procedure is obviously absolutely essential if ship and ship are to be compared.

2. Experience shows that a very simple procedure is sufficient for all practical purposes. It is enough to count at a predetermined time once a week every case in the Sick and Attending Lists, supplementing these by a count of cases sent to hospital during that week. Cases are divided into a few broad groups only.

3. The new return will be made only by ships carrying a medical officer. It will not be made by Shore Establishments nor by Hospital Ships. Medical Officers in parent ships will make returns for their parent ship only and not respecting personnel in tenders.

4. The new return will not at present supersede any other.

5. The fixed time each week to which the count will refer is at 2359 on each Wednesday. Returns will be made each calendar month and will include 4 or 5 weekly counts, depending upon how many Wednesdays there are in the particular calendar month. The figures for the last Wednesday of the previous calendar month will also be included so that the rate for the first weekly period can be worked out. Nil returns are to be made. Immediately after the last count of the calendar month two copies will be prepared. One will be forwarded to the Fleet Medical Officer and one to the Medical Director-General, Admiralty, London, quoting this Order on each return.

6. Providing that no appreciable change takes place in the strength of the ship's company during the month, it will be sufficient to give a single average figure, as shown in the specimen return. If there is appreciable change during the month, however, e.g. on commissioning, owing to disembarkation of aircrews, etc., the average strength will be given for each week separately.

7. In calculating strength and number of cases, officers and ratings will be included together.

8. The count of Sick List cases (with Excused Duty List cases) will include all those who are excused duty as at 2359 on the Wednesday in question.

9. It will be appreciated that in order to secure uniformity and make it possible to compare ship and ship, what constitutes an Attending List case has to be strictly defined. For the purposes of this Return a patient will be regarded as being on the Attending List when he attends at the Sick Bay and is instructed to report again within a period not exceeding a fortnight. Single visits with no instruction to return will not be included. When the patient is told that he need not attend again, or not within a period of a fortnight he will no longer be shown in the Return. No distinction will be made between those on Light Duty and those on Full Duty.

10. In view of possible differences of procedure regarding discharge from the ships books of those sent to hospital, it is not possible to make a simple count of men in hospital as at 2359 each Wednesday. *Instead the figure (unlike those of the Sick and Attending Lists) will refer to the number of cases discharged to hospital during the week ending at 2359 on Wednesday.*

11. The few broad disease groups chosen are designed particularly for investigating habitability and the effect of differences in climate. The disease group "Upper Respiratory Infections" will comprise infections of the nose, sinuses, nasopharynx, larynx and trachea, including influenza, colds, sore throats and Vincent's infection; it will not include disease of the bronchi and lungs. "Diseases of the skin" will include boils, otitis externa, tropical ulcers and mycotic infections. Scabies and pediculi will be included with "All other Diseases" and not under "Diseases of the Skin".

As in the certification of deaths, *serious disease following a very trivial injury will be classified as disease and not as injury: e.g. septicaemia following a scratch and all tropical ulcers.*

Illness due to noxious agents, bites or stings, attempted suicide or extremes in physical conditions, e.g. heat stroke or frostbite will be classified as injury.

12. There must be no duplication of cases, i.e. *one and the same man can only appear once in the weekly count.* If he is suffering from more than one illness and could be included under more than one disease heading the Medical Officer will decide on a primary diagnosis and the man will be so classified. *The Sick List take precedence over the Attending List.* For example if a man returned as on the Attending List at a given Wednesday midnight owing to a skin condition, subsequently develops a cold and is on the Sick List at midnight the following Wednesday, he will be shown in the second Wednesday's count under "Sick List—Upper Respiratory Infections". If by the third Wednesday he has been discharged from the Sick List but remains on the Attending List owing to his skin condition he will once again appear under "Attending List—Skin Diseases" in the count for the third Wednesday.

If a man is on the Attending List for more than one disease, the Medical Officer will decide on the primary diagnosis.

Veneral diseases raise a special problem. Men attending regularly for treatment will be shown under the appropriate heading; if, however, they develop any other illness necessitating their being placed on the Attending List they will be classified according to that illness and not under "Veneral Diseases." Only when the second illness is concluded will they revert to "Attending List—Veneral Diseases." It will be appreciated that there are other ways of studying venereal diseases and that the chief purpose of having a separate heading in this Return is to avoid the obscuring of trends of sickness due to other causes by fluctuations in the amount of venereal disease.

There is little chance of duplication between Hospital and Sick or Attending List cases. A man already discharged to hospital during the week ending at 2359 on Wednesday cannot appear on either list. Should he have been on either at 2359 on the previous Wednesday he will, of course, have been properly included in that previous week's count. In the unlikely event of a man being discharged to hospital and rejoining the ship under the week, then being placed on the Sick or Attending List, he will be classified under hospital discharge, i.e. *hospital discharges take precedence over Sick or Attending Lists.*

13. For the purposes of this Confidential Return, there will be no security objection to detailing the movements of ships. It will be appreciated that *what is required is a full resume with dates.* What is important is (a) whether the ship is in port and if so, in what ports; (b) if at sea in approximately what waters. Periods in port can easily be recorded with names and dates. Should it be known to the Medical Officer that certain diseases are prevalent in a particular port, it will be helpful if the facts are stated. If the ship is proceeding to sea daily for exercises, it will be sufficient to mention that fact in all brevity.

In the event of a direct journey from one port to another it will be sufficient to give the names together with dates of departure and arrival. Voyages not covered in this way, however, will require more specific description, e.g. "left Scapa Flow, May 4th, on convoy duty, sailed to latitude approximately, returned Scapa Flow, May 15th". During a long cruise the ship might be in very different kinds of waters climatically and the mere listing of ports and dates of departure and arrival would not cover this.

14. Should it be considered that any figures have been substantially affected

by some special circumstance, e.g. an outbreak of infectious disease, action, serious accident, etc., a symbol such as an asterisk will be attached to the figures so affected and a note made under "Remarks".

15. A specimen return is attached, partially filled in. For the benefit of the Fleet Medical Officer the monthly (i.e., 4 or 5 weekly) sickness rates must be filled in in the ship. As explained below this can be done without necessarily working out the individual weekly rates, which will in fact seldom be required. But sometimes they will be required by the Medical Department and so, in order to avoid unnecessary duplication of forms the spaces (left blank if so desired) for the weekly rates should appear on each form returned.

16. The calculation of the weekly rates is exceedingly simple. For example in the specimen return it will be seen that under the heading "Total All Diseases" the number of the Sick List at 2359 on 25th April was 16 and on 2nd May, 20. The average for the week ending 2nd May is therefore 18. This divided by the strength of the ship's company and multiplied by 100 gives the average percentage of men on the Sick List during that week, i.e.

$$\frac{18 \times 100}{1850} = 0.97 \text{ per cent.}$$

The Attending List rates are calculated in the same way.

The numbers sent to hospital have to be treated differently.—It will be noted that the last figure of the previous month need not be repeated, because each figure refers to the total so discharged during that particular week. Thus the number discharged to hospital during the week ending at 2359 hours on 2nd May under the heading "Total—All Diseases" was 6 and

$$\frac{6 \times 100}{1850} = 0.32$$

0.32 represents the percentage of the ships company discharged to hospital during that week.

17. The monthly rates, i.e. the average rates for the whole of the 4 or 5 week period are simply the averages of the 4 or 5 separate weekly rates. In the specimen Return, under the heading "Total—All Diseases" the 5 weekly rates are 0.97, 1.16, 1.38, 1.73 and 1.68; the average of these is 1.38, which is the average percentage of the ships company on the Sick List during that 5 week period. Similarly for the discharges to hospital; the monthly figure in this instance however is the average percentage sent to hospital per week.

18. The Sick and Attending List monthly rates represent average percentages of the ships' company on those lists during the month. Medical Officers can easily keep graphs showing the fluctuations in their ship. If monthly rates only are plotted—and this will often be best as the weekly rates, based on small numbers, may be erratic—it must be remembered that some points refer to a four-week period and some to a five-week period. The position of the points relative to the horizontal scale should be adjusted accordingly.

The hospital rates are a different kind of measurement and cannot be added to the other two. The monthly rate is the percentage of the ship's company discharged to hospital per week, this being averaged over the monthly period.

19. Should it be desired to calculate only the monthly rates (this is all that need be provided when the returns are rendered), this can easily be done without first calculating all the individual weekly rates. This we see in the specimen Return under the heading "Total—All Diseases" that the first figure refers to the last Wednesday of the previous month and the 5 following figures to the 5 Wednesdays of May. Thus:—

25th April	2nd May	9th May	16th May	23rd May	30th May
16	20	23	28	36	26

The average for the week ending 2nd May is $\frac{1}{5}(16 + 20)$, for the next week $\frac{1}{5}(20 + 23)$ and so on up to the week ending 30th May, which is $\frac{1}{5}(36 + 26)$. Thus in calculating the five-weekly rates the end figures are used once only, but the others all come in twice, i.e. at the end of one week and at the beginning of the next. Therefore the monthly average is simply:—

$$\frac{(16 + 40 + 46 + 56 + 72 + 26) \times 100}{1850 \times 10} = 1.38$$

If the period were one of four weeks the divisor 10 would be replaced by 8.

There is no complication of any kind in the hospital figures. The average figure for the period is simply the sum of 4 (or 5) weekly figures multiplied by 100 and divided by the strength and also by 4 (or 5).

CONFIDENTIAL

Sickness Return for five weeks ending 30 May, 1945
H.M.S. "Nonsuch"

	Numbers at 2359 on						Average percentages for week ending on					5 weeks ending on	
	25 April	2 May	9 May	16 May	23 May	30 May	2 May	9 May	16 May	23 May	30 May	30 May	
Strength of ship's company ...	1850												
<i>Sick List</i> (including Excused Duty List)—													
Upper respiratory infections	10	8	7	5	3	3	—	—	—	—	—	0·32	
The dysenteries and diarrhoeas	3	4	4	10	18	12	—	—	—	—	—	0·47	
Skin diseases	—	1	1	2	—	3	—	—	—	—	—	0·06	
Venereal diseases	—	—	—	—	—	—	—	—	—	—	—	—	
All other diseases	3	7	11	11	15	8	—	—	—	—	—	0·54	
Total—All diseases	16	20	23	28	36	26	0·97	1·16	1·38	1·73	1·68	1·38	
Injuries and accidents ...	3	2	—	2	4	5	—	—	—	—	—	—	
Grand Total—Diseases and injuries.	19	22	23	30	40	31	—	—	—	—	—	—	

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<i>Attending List</i> (including light Duty List)—												
Upper respiratory infections												
The dysenteries and diarrhoeas												
Skin diseases												
Venereal diseases												
All other diseases												
Total—All diseases												
Injuries and accidents ...												
Grand Total—Diseases and injuries												

<i>Discharged to hospital—</i>	Numbers during week ending at 2359 on										
	2 May	9 May	16 May	23 May	30 May						
Upper respiratory infections											
The dysenteries and diarrhoeas											
Skin diseases											
Venereal diseases											
All other diseases											
Total—All diseases	6	10	—	—	—	0·32	0·54	—	—	—	—
Injuries and accidents ...	—	—	—	—	—	—	—	—	—	—	—
Grand Total—Diseases and injuries.	—	—	—	—	—	—	—	—	—	—	—

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Movements of ship (with dates)

Remarks.—To include any special circumstances which have had a substantial effect on the figures, e.g. epidemics, of infectious diseases, action, serious accident, etc. Asterisks or other symbols to link each note with the figures affected.

3817.—A.M.D.Is.

(E.F.O.—12 Jul. 1945.)

There are no Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 3697/45.)

3818.—Air Publications Distributed During the Week Ended 30th June, 1945

(N.S. Air 8858/45.—12 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

A.P. No.	Description	Distribution
(i) <i>Airframe and Aero-Engine Publications</i>		
A.P. 6300, Ground Handling Notes.	Bermuda I Aircraft	Initial General.
App. (A) 1619	Avenger TR. Mark III (British Conversion) Aircraft.	Restricted (Advance copies).
A.P. 2816A, Vol. II, Part 2 (Issue No. 1, dated July, 1944).	Spitfire F.21 and F.22 Aircraft ...	Initial General.
AN.02-35GD-2 (dated 25th January, 1945).	Service Instructions for Wright R.1820-56, -56W, -62, -66, and -72W Engines.	Initial General.
(ii) <i>Air Diagrams</i>		
A.D.2666, Sheet 1 (dated September, 1944).	Range and Endurance of Seafire F.III (Merlin 55 Engine).	Initial General.
A.D.3215A, Sheets 1 and 2 (dated May, 1944).	Beaufighter I, II, VI and X Hydraulic System.	Initial General.
A.D.4160, Sheet 1 (dated December, 1944).	Centaurus Aero-Engine Ignition Diagram.	Initial General.
(iii) <i>Miscellaneous</i>		
	Flight Deck, Vol. I, No. 11 (June, 1945).	

3819.—Air Publications Distributed During the Week Ended 30th June, 1945

(N.S. Air 8858/45.—12 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

A.P. No.	General Publications Description	Distribution
A.P. 830, Vol. I (War Supplement).	Royal Air Force Equipment Regulations.	Initial General.
A.P. 1086, Part 3B ...	Priced Vocabulary of R.A.F. Equipment—Aircraft Wiring Equipment.	Initial General.
A.P. 1670, Vol. III, Section 11.	4 kW. Floodlight Reflector type with Coventry Climax Engine—"E".	Initial General.
A.P. 2240A, Vol. II, Part 1.	Rotol Accessory Gear Boxes and Drives.	Initial General.
A.P. 2802B, Vol. II, Part 3.	Aircraft Rocket Installations, Sighting and Ammunition (Royal Navy).	Initial General.
A.P. 2850A, Vol. II, Part 3.	Aero Engine Radiators and Oil and Fuel Coolers.	Initial General.
A.N. 03-5AB-18 (dated 1st May, 1945).	Handbook of Instructions with Parts Catalogue for Types 24552 and 24565 Switch Relays.	Restricted (Advance copies).
T.O. 03-5DA-7 (dated 8th March, 1945).	Electrical Radio Shielding Modifications for DF.18RN, DF.18LN and DF.18LN-1 Magnetos (Scintilla).	Initial General.

3820.—Air Publications—Distribution of Amendment Lists and Leaflets during May, 1945, from the R.N. Store Depot, Belfast

(N.S. Air 5613/45.—12 Jul. 1945.)

Any service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Admiralty Fleet Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

A.P. No.	General Publications Description.	Amendment List No.
837	Manual of Administration in the R.A.F.	A.L. 8
958	K.R. & A.C.I. for the R.A.F.	A.Ls. 138, 139
1086, Part 2A ...	Workshop and Ancillary Equipment.	A.L. 1
1086, Part 5B ...	Armament Mountings, Firing Gear, Filling Machines and Special Tools.	A.L. 1
1086, Part 5D ...	Aircraft Armament Carrying Gear.	A.L. 1
1086, Part 5G ...	Ammunition, Pyrotechnics and Miscellaneous Explosives.	A.L. 1
1086, Part 13A ...	Timber, Cordage, Textiles, Rubber and Packing Cases.	A.L. 1
1095B, Vol. I ...	Electrical Equipment Manual (Armament).	A.Ls. 24 to 27
1095B, Vol. II, Part 3...	Electrical Equipment Manual (Armament).	A.L. 10
1095C, Vol. I ...	Electrical Equipment Manual, Power Services (Airborne).	A.L. 48 (with slips for A.Ls. 43 to 47)
1095G, Vol. I ...	Electrical Equipment Manual (Ground).	A.L. 23 (with slips for A.Ls. 19 to 22)
1095M, Vol. I ...	Electrical Equipment Manual (Marine Craft).	A.L. 35
1112	Regulations for Trade Testing in R.A.F.	A.L. 13
1182A, Vol. I ...	Parachutes and Parachute Harness.	A.Ls. 1 to 6
1182D, Vol. I ...	Air and Sea Rescue Airborne Equipment.	A.L. 10
1186E, Vol. I ...	R.A.F. Signal Manual, Part IV, Electrical Equipment (Ground).	A.Ls. 40, 41
1275A, Vol. I ...	Instrument Manual (General Instruments).	A.Ls. 58 to 79
1275B, Vol. I ...	Instrument Manual (Navigational Instruments).	A.Ls. 31 to 35
1275F, Vol. I ...	Instrument Manual (Torpedo Sights).	A.Ls. 1 and 2
1374, Vol. I ...	Aero Engine Ignition Equipment.	A.Ls. 54, 55
1441A, Vol. I ...	Operation of Aircraft under Low Temperature Conditions.	A.L. 2
1519, Vol. III, Part 2, Sec. 4.	Pesco B3 Vacuum Pumps	A.L. 1
1538C, E & F, Vol III, Part 1.	Variable Pitch Propellers and Governor Units.	A.L. 8
1659F, Vol. I ...	Gun Mountings	A.L. 7

<i>A.P. No.</i>	<i>Description.</i>	<i>Amendment List No.</i>
1661C, Vol. I ...	Pyrotechnics ...	A.Ls. 49 to 54
1664D, Vol. I ...	Bomb Trolleys and Associated Equipment.	A.L. 16
1668B, Vol. I ...	Instructional Equipment for Armament.	A.L. 15
1730A, Vol. I ...	Bomb Sights ...	A.Ls. 28, 29
1730A, Vol. II, Part 3	Bomb Sights ...	A.Ls. 27 to 29
2034C, Vol. II, Part 3...	Maintenance Equipment for Armament Turret.	A.L. 10
2247, Vol. III, Part 1, Sec. 42FF.	Schedule of Spare Parts for Douglas Generating Sets.	A.Ls. 5 to 7
2247, Vol. III, Sec. 42P	Schedule of Spare Parts for Douglas Generating Sets.	A.L. 4
2247, Vol. III, Sec. 42Q	Schedule of Spare Parts for Douglas Generating Sets.	A.Ls. 6 to 9
2247, Vol. III, Sec. 42QA	Schedule of Spare Parts for Douglas Generating Sets.	A.L. 2
2247, Vol. III, Part 2, Sec. 42Y.	Schedule of Spare Parts for Douglas Generating Sets.	A.Ls. 1 to 3
2264B, Vol. I ...	Guide to Armament Publications.	A.L. 7
2337, Vol. I ...	Wheels, Tyres and Brakes for aircraft.	A.L. 12
2497, Vol. I ...	Hobson Boost and Mixture Control Test Rig.	A.L. 1
2802B, Vol. I ...	Aircraft Rocket Installations, Sighting and Ammunition (Royal Navy).	A.Ls. 1 to 6
3024 ...	Flying Control in the R.A.F.	A.Ls. 21 to 31

Technical Notes to General Publications, Vols. I and II

<i>A.P. No.</i>	<i>Description.</i>	<i>Technical Notes</i>
2058A, Vol. I ...	Provisional Ammunition Memoranda.	E.11, B.8
2657, Vol. H, Part 4 ...	Float Chamber Carburettors—Overhaul.	Technical Note 45

Leaflet to General Publications, Volume II, Part I

<i>A.P. No.</i>	<i>Description.</i>	<i>Leaflet No.</i>
1095A ...	Electrical Equipment Manual—General (Airborne).	A.2-W
1095B ...	Electrical Equipment Manual—Armament.	A.9-W (A.L. 1)
1095C ...	Electrical Equipment Manual—Power Services (Airborne).	F.7-W (A.L. 1)
1181 ...	Starting Systems for Aero Engines.	C.3-W (A.L. 1)
1182 ...	Safety Equipment Manual	A.56-W (A.L. 1), C.43-W, C.44-W, E.13-W, E.14-W, M.11-W.
1186 ...	R.A.F. Signal Manual, Part IV	A.19-W (A.L. 1), A.67-W (A.L. 1), A.146-W (A.L. 1), A.158-W (A.L. 1), A.160-W (A.L. 1), A.213-W, A.219-W, A.220-W, B.20-W (A.L. 1), B.54-W (A.L. 1), B.57-W (A.L. 1)
1275 ...	Instrument Manual ...	B.52-W, M.72-W
1275A ...	Instrument Manual—General Instruments.	E.1-W, J.3-W
1275B ...	Instrument Manual—Navigational Instruments.	List of Sections, D.1-W, E.1-W, H.1-W
1355 ...	Photographic Equipment Manual	C.101-W, C.102-W, C.103-W, F.101-W, G.103-W, G.104-W, G.105-W

<i>A.P. No.</i>	<i>Description</i>	<i>Leaflet No.</i>
1374 ...	Aero Engine Ignition Equipment	X.26-W, Z.41-W
1464 ...	Engineering Manual for the R.A.F.	A.34-W, C.32-W, G.145-W, G.146-W, G.148-W, I.11-W (A.L. 1)
1510 ...	Gas Defence Manual ...	D.3-W (A.L. 2)
1519 ...	Air Pump Units ...	C.8-W
1538 ...	Adjustable and Variable Pitch Propellers.	E.1-W
1538B ...	De Havilland Bracket Type Propellers.	22-W
1538D ...	De Havilland Hydromatic Propellers.	51-W (A.L. 1), 63-W, 66-W, 68-W, 69-W
1538E ...	Rotol External Cylinder Propeller.	41-W, 43-W
1641F ...	Hispano 20 mm. Shell Gun ...	K.13-W
1661 ...	Pyrotechnics ...	F.1-W, L.1-W (A.L. 1), I.2-W (A.L. 1)
1664 ...	Bomb Carriers ...	A.2-W (A.L. 1), A.7-W (A.L. 1), B.3-W (A.L. 1), B.4-W (A.L. 1), B.5-W (A.L. 1), B.6-W (A.L. 1), B.8-W (A.Ls. 1 and 2), C.1-W (A.L. 1), C.5-W (A.L. 1)
1664D ...	Bomb Trolleys and Associated Equipment.	A.3-W, A.5-W, C.6-W
1730A ...	Bomb Sights ...	H.2-W
1803 ...	Aeroplane Hydraulic Equipment Manual.	C.2-W
2240 ...	Bristol and Rolls Royce Accessory Gear Boxes and Drives	1-W (A.L. 1), 2-W (A.L. 1), 3-W (A.L. 1), 4-W (A.L. 1), 6-W (A.L. 1), 7-W (A.L. 1), 8-W (A.L. 1), Z1-W (A.L. 1), Z2-W (A.L. 1), Z3-W (A.L. 1), Z4-W (A.L. 1), Z5-W (A.L. 1), Z6-W (A.Ls. 1 and 2), Z7-W (A.L. 1), Z8-W (A.L. 1), Z9-W (A.Ls. 1 and 2), Z10-W (A.L. 1), Z11-W (A.L. 1), Z12-W (A.L. 1)
2241 ...	Aero Engine Fuel Pumps ...	Z.8-W

Technical Orders

<i>T.O. No.</i>	<i>Description.</i>	<i>Date of Revision.</i>
T.O.03-10EC-1 ...	Handbook of Instructions with Parts Catalogue for Engine Driven Fuel Pumps (Thompson).	20th June, 1944
A.N.03-15-14 ...	Handbook of Instructions with Parts Catalogue for Oil Coolers ACV-4 and ACV-16 and Oil Cooler Valve.	1st September, 1944
A.N.05-40B-5 ...	Handbook of Instructions with Parts Catalogue for Thermometer Indicators (Autolite).	5th December, 1944
A.N.05-40B-6 ...	Handbook of Instructions with Parts Catalogue for Navy and Army Types Single and Dual Electrical Ratio Type Thermometer Indicators (Hickok).	5th December, 1944
A.N.05-40B-9 ...	Handbook of Instructions with Parts Catalogue for Various Army and Navy Types of Thermometer Indicators (Edison).	30th October, 1944

3821.—Air Publications—Distribution of Amendment Lists and Leaflets during May, 1945, from the R.N. Store Depot, Shepherds Bush

(N.S. Air 5613/45.—12 Jul. 1945.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Admiralty Fleet Order and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush.

Amendment Lists to Airframe and Aero-Engine Publications, Volume I, Pilot's Notes and Ground Handling Notes

A.P. No.	Description.	A.L. No.
1451D, Vol. I ...	Pegasus VI and 30 Engine	A.L. 3
1565K, Vol. I ...	Spitfire XII Aircraft	A.L. 11
1590E, Vol. I ...	Merlin X Engine	A.L. 7
1590F, Vol. I ...	Merlin XII Engine	A.L. 5
1590K and R, Vol. I ...	Merlin 61, 63, 63A, 64, 72 and 73 Engines.	A.L. 7
1721A, F and J, Vol. I	Beaufighter Aircraft	A.L. 50
1721H, Vol. I ...	Beaufighter X Aircraft	A.L. 37
2018A, B and C, Pilot's Notes.	Barracuda I, II and III Aircraft.	A.L. 1
2019D, Vol. I ...	Mosquito IV Aircraft	A.L. 19
2019E, Vol. I ...	Mosquito VI Aircraft	A.Ls. 30 and 31
2234A and B, Vol. I ...	Griffon II, III, IV, VI and XII Engines.	A.L. 4
6012, Ground Handling Notes.	Halifax Aircraft	A.L. 7

Leaflets to Airframe and Aero-Engine Publications, Vol. II, Part I

(i) *Airframes*

1515A ...	Walrus I Aircraft	M.43 (A.L. 1)
1515B ...	Walrus II Aircraft	M.12 (A.L. 1)
1517 ...	Swordfish Aircraft...	M.53
1565E ...	Spitfire VA, VB and VC Aircraft.	M.11 (A.L. 1)
1565J ...	Spitfire IX Aircraft	F.6, J.4, K.2, M.4 (A.L. 1) Z.65, Z.66
1565Q ...	Spitfire XIII Aircraft	O.1
1578L, M, N, and P ...	Wellington Aircraft	B.1, P.9 (A.L. 1)
1596A ...	Oxford I and II Aircraft	B.15, H.11 (A.L. 1), M.11, Z.105
1665A ...	Albacore I Aircraft	Q.14
1669B ...	Master II Aircraft	F.18 (A.L. 1), N.12
1691D ...	Harvard IIB Aircraft	Q.2
1708A ...	Proctor I and II Aircraft...	P.12
1708C ...	Proctor III Aircraft	P.9, Z.31
1708D ...	Proctor IV Aircraft	J.3, Z.12
1721A ...	Beaufighter I Aircraft	F.16, Z.6 (A.L. 3)
2018B ...	Barracuda II Aircraft	C.27 (A.L. 2), C.28, C.30, F.8 (A.L.1), M.27, Q.15 (A.L. 1, incorp.), Z.31.
2018C ...	Barracuda III Aircraft	C.7, F.3 (A.L. 1), H.3, M.7, M.8.
2019E ...	Mosquito VI Aircraft	H.17, J.10, K.2, M.9, P.23, P.25, P.26, Q.7, Z.53, Z.55, Z.56, Z.57.
2031E ...	Wildcat V Aircraft	Q.2 (A.L. 1 and 2 incorp.).
2031F ...	Wildcat VI Aircraft	P.4, Q.5, Q.6
2102A ...	Firefly Aircraft	A.8, J.14, P.6, T.1, Z.39
2102B ...	Firefly II Aircraft	A.5, A.6

A.P. No.	Description.	A.L. No.
2208C ...	Firebrand T.F., Mark III Aircraft.	Z.5
2209A ...	Sea Otter I Aircraft	J.6, P.5
2281A ...	Martinet I Aircraft	Z.40
2351A ...	Corsair I Aircraft ...	J.1
2351B ...	Corsair II Aircraft	C.6, M.1 (A.L. 1 incorp.), J.2, J.4, K.5, M.7.
2351C ...	Corsair III Aircraft	C.5, J.2, J.3, M.4
2351D ...	Corsair Mark IV Aircraft ...	B.1, D.1 (A.L. 1), P.1, Q.2
2380B ...	Avenger II Aircraft	D.3
2382B, C, D and E ...	Hellcat F, NF, P, R and FR Mark II Aircraft.	C.1, O.1, O.2
2653J ...	Mosquito XVI Aircraft	P.14, Q.6, Z.12
2816A ...	Spitfire 21 Aircraft	B.1, H.2, J.2, M.1 (A.L. 1), M.3, Z.23, Z.24.

(ii) *Aero-Engines*

1451D ...	Pegasus III, VI and 30 Engine.	Z.63
1451F ...	Pegasus XX Engine	M.10 (A.L. 1)
1451H ...	Pegasus XVIII Engine	Z.50
1491B ...	Mercury VIII and IX Engine.	Z.56
1491D ...	Mercury XV, XX and 30 Engine.	Z.46
1526A ...	Cheetah IX Engine	D.19, E.8
1526B ...	Cheetah X Engine	E.6
1590B ...	Merlin II, III and V Engine.	Z.23 (A.L. 1), Z.29 (A.L. 1)
1590F ...	Merlin XII Engine	Z.20 (A.L. 1)
1590G and N ...	Merlin XX and XXI Engine	Z.27 (A.L. 3)
1590J, L and T ...	Merlin 45 Engine	Z.28
1590K and R ...	Merlin 61, 63, 63A, 64, 72 and 73 Engine.	Z.18 (A.L. 2)
1593A ...	Gipsy Queen I Engine	Z.24
1593B ...	Gipsy Queen II Engine	Z.21
1593C ...	Gipsy Queen III Engine	Z.16
1707A ...	Taurus II, Mods. I and XII Engine.	Z.46
1707B ...	Taurus VI, Mods. L and XVI Engine.	Z.46
1792A ...	Gipsy VI Engine	Z.15
1810A ...	Sabre I and II Engine	Z.6 (A.L. 2), Z.18 (A.L.2), Z.19 (A.L. 3), Z.20 (A.L.1) Z.22.
2044C ...	Pratt & Whitney R.2800/8 Double Wasp "B" Series	D.1, F.1, G.1
2140B, C and D ...	Merlin 20, 22 and 28 Engine	K.7
2140A ...	Merlin XX Power Plant Mark I Engine.	D.6
2218A ...	Hercules VI Power Plant, Mark I.	N.3, N.4, Z.24
2233A ...	Griffon II Power Plant Engine.	D.2, N.3
2234 K and L ...	Griffon 61 and 65 Engine...	B.2

Amendment Lists to Airframe and Aero-Engine Publications, Vol. II

1491D, Part 3 ...	Mercury XV and XX Engine.	A.L. 7
1578C and K, Part III	Wellington III and X Aircraft.	A.Ls. 1 and 2

Amendment Lists to Airframe and Aero-Engine Publications, Volume III, Part 1

A.P. No.	Description	A.L. No.
1526A and D ...	Cheetah IX Engine ...	A.L. 24
1708C ...	Proctor III Aircraft ...	A.L. 1
1721H and K ...	Beaufighter X Aircraft ...	A.L. 14
1763A ...	Dominie III Aircraft ...	A.L. 13
2019B-K Tome 1 and II	Mosquito Aircraft ...	A.L. 11

Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Part 2

(Appendices "A")

App. (A) 1243 ...	Beaufighter I ...	A.L. 179
App. (A) 1329 ...	Spitfire XII ...	A.L. 23
App. (A) 1382 ...	Mosquito ...	A.L. 89
App. (A) 1430 ...	Barracuda V ...	A.Ls. 1 and 2
App. (A) 1438 ...	Proctor II ...	A.L. 7
App. (A) 1513 ...	Barracuda I and II ...	A.Ls. 40 and 43
App. (A) 1529 ...	Avenger II (British Con- version).	A.L. 7
App. (A) 1544 ...	Corsair III (British Con- version).	A.L. 3
App. (A) 1552 ...	Firefly I ...	A.Ls. 45, 46 and 47
App. (A) 1564 ...	Oxford I ...	A.Ls. 8-10 and A.L. 18
App. (A) 1589 ...	Firefly Mark I, N.F. Mark I	A.Ls 1 to 23

*Amendment Lists to Airframe and Aero-Engine Publications,
Weight Sheet Summaries and Checking Lists*

A.C.L.20R ...	Wellington XI and XII ...	A.L. 1
S.A.T.C.L.689 ...	Lysander TT ...	A.L. 1

*Amendment Lists to Airframe and Aero-Engine Publications,
O.U. and B.R. Series*

B.R. 377 ...	Photographic ...	A.L. 6 (P.298/45)
B.R. 377 ...	General ...	A.L. 30 (P.330/45)
B.R. 377A ...	Swordfish ...	A.L. 9 (P.331/45)
B.R. 377B ...	Barracuda ...	A.L. 7 (P.332/45), A.L. 8 (P.333/45), A.L. 9 (P.334/45).
B.R. 377BJ ...	Martinet ...	A.L. 1 (P.335/45)
B.R. 377C ...	Firefly ...	A.L. 12 (P.336/45), A.L. 13 (P.337/45).
B.R. 377P ...	Corsair I, II, III and IV ...	A.L. 2 (P.307/45), A.L. 3 (P.308/45), A.L. 4 (P.309/45).
B.R. 378 ...	General ...	A.L. 68 (P.338/45)
B.R. 378A ...	Swordfish ...	A.L. 28 (P.339/45)
B.R. 378B ...	Barracuda ...	A.L. 36 (P.340/45), A.L. 37 (P.341/45), A.L. 38 (P.342/45).
B.R. 378C ...	Firefly ...	A.L. 18 (P.343/45), A.L. 19 (P.344/45), A.L. 20 (P.345/45), A.L. 21 (P.346/45).
B.R. 378P ...	Corsair ...	A.L. 2 (P.348/45), A.L. 3 (P.349/45), A.L. 4 (P.350/45), A.L. 5 (P.351/45), A.L. 6 (P.352/45), A.L. 7 (P.353/45).
B.R. 378Z ...	Walrus ...	A.L. 25 (P.354/45).
B.R. 380 P ...	Corsair ...	A.L. 6 (P.311/45).
B.R. 383 ...	A.S.E. for Spares, Tools for Aero-Engines, Power Plants, Aero-Engine Ac- cessories and Propellers.	Section 1, Part V (A.F.O. 2197/45 (refers), (A.L. 7 P.355/45).

*Amendment Lists to Airframe and Aero-Engine Publications
Provisional Carrier Allowance Lists and Squadron Mobile Equipment Lists*

A.P. No.	Description.	A.L. No.
	Provisional Carrier Allow- ance List for Avenger I, with Squadron Mobile Equipment List, Part 2, for Avenger I, II and III.	A.L. 6
	Provisional Carrier Allow- ance List for Avenger II.	A.Ls. 5, 6 and 7
	Provisional Carrier Allow- ance List for Hellcat.	A.L. 10
	Squadron Mobile Equip- ment List, Part 2, for Hellcat.	A.L. 3
	Squadron Servicing Unit General Stores.	A.L. 8

*Amendment Lists to Airframe and Aero-Engine Publications
Technical Orders*

TO-02-10DC-2 ...	Handbook of Service In- structions for Pratt & Whitney R.1340-AN-1 Engine.	Revision dated 5th Feb- ruary, 1945.
AN-02-15-1 ...	Table of Limits for Lycoming Engines.	Revision dated 20th Jan- uary, 1945.
AN-02-35GD-3 ...	Overhaul Manual for Wright R.1820-56 Engine.	Revision dated 25th Jan- uary, 1945.
AN-02-35HB-2 ...	Service Instructions for R.2600-7, 8, 8A, 9, 12, 13, 29 and 31 Engines.	Revision dated 1st De- cember, 1944.
AN-02-35HC-2 ...	Service Instructions for R.2600-20 and 22 Engines.	Revision dated 1st May 1945.
Nav-Aer-01-190QA-2	Erection and Maintenance Manual for Wildcat V.	A.L. 3

Additions to N.A.M.O.s. and M.O.N.A.B.s

N.A.M.O. for Avenger Air- craft.	O.5 (4th April, 1945) A.4 (4th April, 1945)
N.A.M.O. for Barracuda	STI/7A
N.A.M.O. for Corsair Air- craft.	A.4. (26th March, 1945) F.1 (29th March, 1945) STI/25 STI/Index (19th March, 1945).
N.A.M.O. for Firefly A/C ...	STI/Index (3rd April, 1945) STI/16
N.A.M.O. for Hellcat Air craft	STI/18A SI/12
N.A.M.O. for Martinet ...	STI/4
N.A.M.O. for Wildcat Air- craft.	SI/5B
N.A.M.O. General... ..	O.4 (31st March, 1945) S.4 (31st March, 1945) E(B)7 (1st April, 1945) E(RR)6 (4th April, 1945) STI/Misc/76
M.O.N.A.B. Aircraft Stores Establishment—General.	A.L. 7

Amendment Lists to Miscellaneous Publications

A.P. No.	Description.	A.L. No.
A.D.1270	Repairs to Wooden Blades used in Roto Propellers.	A.L. 1
	Repair Ship Group A.S.E.	A.L. 3
	Provisional List of Stores for M.A.C. Ships.	A.L. 15

3822.—Booklet "His Majesty's Submarines"—Distribution of

(D.E.D. 942/45.—12 Jul. 1945.)

The booklet "His Majesty's Submarines" is being distributed with A.F.Os. dated 12 July, 1945. It is an illustrated account of life in a submarine, and of the activities and magnificent record of submarines during the war.

2. The distribution to ships and establishments is based on their "Ditty Box" distribution. It will include Major Landing Craft, Trawlers, M.T.Bs. and M.G.Bs.

3. This booklet is intended primarily for use in information rooms.

3823.—U.S. Radio Equipment—Modifications to U.S. Handbooks for Model TBK8, 10, 12, 14 and 17

(A.S.E.—12 Jul. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will not be issued.

4.68. IMPORTANT NOTICE.—Instructions for correctly tuning the transmitter are given above in paragraphs 4.41 to 4.67. These instructions are applicable up to and including 16 mc. Above 16 mc. due to tube variations, and other contributing causes, a somewhat different procedure is necessary. Two conditions may present themselves. In the first instance, when the antenna resistance is low enough to permit an indication of current on the "ANTENNA CURRENT" meter (M113), controls "F," "G," "I" and "J" should be manipulated as for frequencies below 16 mc. until further increase in coupling fails to result in an increase in antenna current. Increased coupling may, in fact, result in a decreased antenna current indication. Tune for maximum antenna current, which corresponds to optimum coupling. Plate current may be somewhat less than 300 mA but if the peak of antenna current has been attained, no attempt should be made to obtain a higher plate current value.

4.69. In the second instance, the antenna resistance may be too high to permit the "ANTENNA CURRENT" meter (M.113) to give an indication of antenna current. When this is so, the coupling is adjusted by means of controls "F," "G," "I" and "J" as for frequencies below 16 mc except that the PA output circuit is loaded for an indication of approximately 225 mA on the "PA PLATE CURRENT" meter (M107).

4.70. The most important point of paragraphs 4.68 and 4.69 is that, while the tuning operation is similar for all frequencies, the admonition of paragraph 4.55 is ignored for frequencies above 16 mc. The 300 mA reading on M107, the "PA PLATE CURRENT" meter is not attained for the higher frequencies, but is permitted to be some arbitrary value when tuning for maximum antenna current, and limited to approximately 225 mA when the antenna current indication is too small for accurate tuning.

Typical control settings

Kc	A	B	C	D	E	F	G	H	I	J
18100	6	4238	83	2475	2746	2639	16	Volts	83	2845
16000	6	2025	78	2395	2689	2585	18	Volts	77	2775

Typical meter readings

Freq.	Oscillator	Amplifiers		Power Amplifier			Bias	Aux	Ant	Fil	Output Power	
Kc	I _{sg} mA	I _p mA	No. 1 I _p mA	No. 2 I _p mA	I _g mA	I _p mA	E _p V	E _c V	E _p V	I _a Amps	E _f V	Watts
18100	13.5	37	52	87	25	275	3000	230	1338	1.8	11	280
16000	13.5	37	56	93	27	300	3000	230	1300	2.3	11	300

3824.—Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution

(E.F.O. 144/45.—12 Jul. 1945.)

The following pamphlets forming part of the "Career" series have been or will be distributed with Admiralty Fleet Orders on the dates shown:—

Pamphlet No.	Description	Date distributed
4	Architecture	5th July, 1945
6	Auctioneering and Estate Agency	
8	Brewing	
12	Colliery Management	
15	Dramatic Art	
24	Housing Management	
37	Science	12th July, 1945
1	Accountancy and Cost Accountancy	

(A.F.O. 3561/45.)

3825.—Cancelled.

3826.—Radio Stores—Reports of Surpluses for Disposal

(N.S. 16088/45.—12 Jul. 1945.)

Reports of surplus radio stores, for which disposal instructions have been given by Admiralty, are to be rendered to the Ministry of Aircraft Production (D. of C. (D)) on forms of footscap size as specimen reproduced as an Appendix to this order. The forms are to be rendered in triplicate and serially numbered at each dockyard or Naval Store Depot. Only Part I, columns 1, 2, 3 and 4 need be completed.

2. All unused surplus radio stores are to be reported, but used articles are only to be reported if the local Surveying Officer considers that they have a possible utility value to other Government departments or to civilian users. The remaining used articles are to be reduced to scrap so that no component remains in a usable condition.

3. If no disposal instructions have been received from the M.A.P. within one month of reporting, the Admiralty (D. of S.) is to be informed.

4. All equipment held in accordance with paragraph 9 of A.F.O. 2758/45, and all similar unwanted radio equipment removed in future from ships reducing to reserve, is to be disposed of in accordance with above.

Appendix
Surplus Disposals Report
Section
Depot

Serial No.

Item No.	Ref. No.	Description	Part I			Part II			Part III for completion by Disposals Authority		
			Service-able or repair-able	Quantity now surplus	Probable future arisings	Why surplus—see code	Recom-mendation by S.R.R.	Disposal instructions	For quantity now reported surplus	For future surplus arisings	
	1	2	3	4	5	6	7	8	9		
1			S								
2			R								
3			S								
4			R								
5			S								

Disposal as above authorized.

(Date)..... (Signature).....

A = Obsolete.
B = Unsat. unit.
C = Unsat. type
D = Surplus to known requirements.

(Signature).....

(Date).....

Signature.....

(Date).....

(A.F.Os. 2758/45 and 3276/45.)

Section 6.—SHORE ESTABLISHMENTS

3827.—Travelling Expenses Claims dealt with by D.N.A. 2—Distribution of between Harrow and Bath

(D.N.A. 28492/45.—12 Jul. 1945.)

Except in the cases of transfer from abroad to the United Kingdom, all claims chargeable to Vote 11A2 arising out of appointment to billeting areas are now dealt with by D.N.A.2 (Billeting Section) at Bath.

2. All other claims are dealt with by D.N.A.2 at Northwick Park, Harrow.

3. Correspondence and claims should be addressed accordingly.

4. Initial claims for the allowances detailed in A.F.O. 4846/44, Section I, Part II and Section II forwarded by Cashiers should be accompanied by a statement of allowances already paid at the new station and a record of the officer's service since June, 1939, in the following form :—

Rank	Station	Period of service		C.E. Appointments List No.
		From	To	

(A.F.O. 4846/44.)

3828.—Relaxation of Fire Guard Duties—Return of Blankets

(V/1/4782/45.—12 Jul. 1945.)

Now that fireguards have ceased to perform duty under the Fire Guard Orders, the blankets provided for their use are to be returned to the nearest victualling yard or depot as soon as possible.

(A.F.Os. 5223/41 and 2953/42.)

3829.—Income Tax—"Pay-as-you-earn" System of Collection—Application to V.A.D. Personnel

(D.N.A. 29025/44.—12 Jul. 1945.)

Attention is drawn to A.F.O. 3730/45 in Section 2 of this issue.

(A.F.O. 3730/45.)

3830.—Merchant Ships' Supplies and Services—Accounting—REPORTS

(W.G.F. 463/44.—12 Jul. 1945.)

The purpose of these revised instructions is to achieve a simple allocation of financial responsibility between the Admiralty and the Ministry of War Transport for the cost of supplies and services to merchant ships. Accordingly, the following accounting procedure (except for supplies and services for D.E.M.S. purposes, for which instructions with regard to foreign vessels are given in C.A.F.O. 740/43) should be put into force forthwith.

2. *Vessels owned or chartered by the Ministry of War Transport and not covered by paragraph 3.*—(a) The cost of all such supplies and services will be recovered from the Ministry of War Transport, costs being calculated on a Group C (private individual basis. For issues and services abroad (other than fuel), local recovery (Form D.94) should, whenever practicable, be effected from the local Ministry of War Transport representative or, if there is no representative, from a Sea Transport Officer holding funds for account of the Ministry. If local recovery is not practicable, the charges involved should be reported to the Admiralty (D.N.A.) on Forms D.72d

or V.108, as claims against the Ministry of War Transport (except as provided in sub-paragraph (b)). For issues and services at home (other than fuel), claims on Form D.94 should be raised direct on the Accountant General F.S.3, Ministry of War Transport, Blackpool, and rendered *quarterly*. In all cases a separate claim should be submitted for each vessel. The claims for stores supplied should invariably be supported by receipted vouchers (the original voucher S.134d, etc. may be used for this purpose). The head of charge in the Cost Accounts for Vote 8 charges is Item 2 of Section F. Account No. 88.

(b) Issues of fuel from dockyards, etc., with expense accounts staff should continue to be reported on Form D.90, accompanied by the appropriate vouchers. Values are not required, and quantities only should be given on the Form. Valuation for costs accounts is also not required, nor is the cost of supplying. The procedure for issues of fuel from other sources remains unchanged. Valuation of all fuel issues will be made by the Ministry of War Transport, and financial settlement made direct with the Admiralty.

(c) Except as provided in paragraph (b), D.90 procedure will be discontinued, but reports which have already been prepared on D.90 should be forwarded as such.

(d) Issues of stores and provision of services from ships and from shore establishments which do not render Returns D.72 or V.108, should be reported to the Admiralty for action, as hitherto.

(e) Issues of stores and provision of services to Italian ships on charter to the Ministry of War Transport should, as a special exception, not be the subject of local recovery, and should be reported to the Admiralty as a claim. Issues of fuel to such vessels should be dealt with as in (b) above.

3. *Vessels owned by or on bareboat charter to the Ministry of War Transport, and engaged on Admiralty service.*—The cost of supplies and services will not be recovered from the Ministry but should continue to be charged to Navy Votes as for commissioned ships. The Admiralty and not the Ministry will be responsible for all disbursements in respect of such vessels. In any case of doubt as to the status or terms of charter of a vessel, the local Ministry of War Transport representative should be consulted. Claims or accounts from the owners of such vessels or their managers and agents will, however, continue to be the responsibility of the Ministry of War Transport.

4. *Vessels owned or chartered by United States War Shipping Administration or United States Army Transport Service, excluding those demise-chartered to Ministry of War Transport.*—These vessels usually fly the United States or Panamanian flag.

(a) Supplies of fuel should be treated as in paragraph 2(b) above.

(b) All other expenditure on these vessels should be assessed on a Group C basis and recovered locally from the ships' agents. Where local recovery is not possible the expenditure should be reported on Claim Form D.72d as a charge against the U.S.W.S.A. or U.S.A.T.S.

5. *All other merchant vessels.*—Before supplies are made or services rendered to other vessels, the local Ministry of War Transport representative or Sea Transport Officer should be consulted. Recovery should be effected locally from ships' agents if practicable, but, if local recovery is impracticable, the cost, assessed on a Group C basis, should be reported on Form D.72d for Admiralty recovery.

6. *Disbursements for ships under control of Ministry of War Transport.*—Disbursements for ships under control of Ministry of War Transport, excluding Ministry-owned vessels and vessels on bareboat charter to the Ministry when on Admiralty service, are normally paid by the ships' agents or, in certain conditions, by the Ministry of War Transport representative or Sea Transport Officer. Such disbursements, including claims or accounts from the owners, managers or agents of vessels on bareboat charter to the Ministry, or Ministry owned, should in no circumstances be met by Base Accountant Officers or Dockyard Cashiers if a Ministry of War Transport representative, or a Sea Transport Officer holding an imprest for the Ministry of War Transport, is available. If, owing to special circumstances, any such disbursements have to be made by Admiralty Paying Officers, they should be immediately reported to the Admiralty (D.N.A.5A) by microgram, where possible, with ship's name and nationality and the names of the operators, with an explanatory note in order that recovery may be effected from the Ministry of War Transport. Disbursements for Ministry-owned vessels and vessels on bareboat charter to the Ministry should, when these vessels are on Admiralty service, continue to be paid

by Admiralty officers as a charge to Navy Votes. Claims or accounts from the owners of such vessels or their managers and agents will, however, continue to be the responsibility of the Ministry of War Transport.

7. *Cash advances to masters.*—Cash to masters should not normally be made, such requirements being usually met by the ships' agents or Ministry of War Transport representative. Where, however, in the absence of such local facilities, it is found necessary to advance cash from Naval funds, the transactions should be reported by signal to the Admiralty (D.N.A.5A) on the day they occur, to enable immediate recovery to be effected through the Ministry of War Transport.

8. *Cash advances to Sea Transport Officers or Ministry of War Transport Representatives.*—Cash advances made to Sea Transport Officers or Ministry of War Transport representatives for the purpose of meeting disbursements on behalf of the Ministry of War Transport should be reported immediately by signal as in paragraph 7 above.

(Expense Accounts Instructions—Repayment Services, Article 120.)

(C.A.F.O. 740/43.)

(A.F.O. 5841/44 is cancelled.)

