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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
27th January, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

To all Commanders-in-Chief, Flag Officers, Senior Naval Officers, Captains and Commanding Officers of H.M. Ships, Vessels, and C.O. Craft (see A.F.O. 494/44), Superintendents or Officers in Charge of H.M. Naval Establishments, and Admiralty Overseers concerned.

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

Head of "P" Branch

- P1 *MR A*
MR McG.
MR H. *J.H.*
- P2
- P3
- P4

ADMIRALTY FLEET ORDERS

No. Subject.

27th January, 1944.

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 399. W.R.N.S. Air Mechanics—Pay and Advancement.
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 412. Spirit Ration—Issue of.
 413. Petrol Concessions and Leave Permits for Motor Vehicles for Naval Personnel on Leave.
 414. Stores—Care of—Ships under Repair, etc.
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 417. Coal Mines—Training for Underground Work—Volunteers—REPORTS.
 418. Ex-Coalminers—Return to Underground Work in the Mines—Application—REPORTS.
 419. "First of June" Appeal for Naval Officers' Charities, 1943.
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425. Guns—B.L., 4.7-in., Marks I-II—Removal of Electric Firing.
 426. Guns—Q.F., 3-in., 20-cwt., Mark I—Spare Parts and Tools not Required when Mechanism is Modified for hand working only.
 427. Guns—Vickers 0.5-in. Machine Guns—Balance Weights.
 428. Gun Mountings—General—Re-arrangement of Gun Pump Drives and Hydraulic Leads—As. and As.
 429. Gun Mountings—0.5-in., Mark V—Disposal Instructions for Guns.
 430. Gun Mountings—American—3-in/50 Calibre, U.S., Mark XI, and Mods. (Dry Mountings only), Mark XX, and Mods., Mark XXII and Mods.—Modifications to Provide Improved Lubrication—REPORTS.
 431. Ammunition—General—Practice Projectiles for 6-pdr. and 3-pdr. Sub-calibre Guns—Weighted Hardened Shell not to be Used—REPORTS.
 432. Ammunition—4-in.-6-in., Cartridges, Q.F., 4-in., V and V* S.A.P., S.C. 103, R.N.C. 1395—Examination.
 433. Aircraft—Bombs—Horizontal Fuzing for British H.E. Bombs—Introduction.
 434. Armament Stores—Knives, Fighting—for Combined Operations (Naval) Personnel—Issue.

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

435. Internal Torpedo Tubes—Preservation.
 436. Torpedo Igniters, Mark XI, Lot No. 217, Filled B.R. 12/41—Withdrawal.
 437. Torpedo Stores—Spanners, St. No. T.295—Increased Allowances.
 438. Torpedoes—Sweeps for Recovery of—Allowances.
 439. Torpedo Tube Lagging—Fitting Instructions.
 440. Cartridges, Impulse, Torpedo—Types and Services for which Required.
 441. Hedgehog—Fitting of Double Crank Handwheels on Mark II Mountings.
 442. A.B., Marks I-I*, Gyroscopes (Including Mods. 1, 2 and 3)—Fit of Centreing Pin in Housing.
 443. Bow Chains (Fitted as Endless Chains)—Instructions for Operating Gear.

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

444. Parallel Rulers, Roller Type—Allowance.
 445. Star Globes, Pattern 604—Allowances.
 446. Steel Helmets—Precautions When Used Near Compasses.

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

447. Boilers—Oil Fired Furnace Explosions—Precautions.
 448. Turbines—Adjusting Block Thrust Pads.
 449. Turbines—Draining of Interstage Belts.
 450. Petrol Systems—Joints in.

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

451. Signalling Projectors, 10-in.—Allowances.
 452. Signalling Stores—Increased Allowances.
 453. Stocks of Cables, Electric for D/F Outfits—Quantities to be Held at Bases.
 454. W/T Installation, Type YE—Fitting-out Information.

(Naval Aircraft—(Technical.)

455. Aircraft—Aero-Engine Fuels and Lubricants.
 456. Aircraft Fitted With Mercury Engines—Cause of Engine Cutting.
 457. Aircraft—Albacore—Securing of Carburettor Throttle Lever.
 458. Aircraft—Helleat, Martlett 4, 5 and 6, and Seamew—Cartridge Starters.
 459. Aircraft—Swordfish—Security of Cowl Fasteners.
 460. Aircraft Tyres—Manufacturers' Identification Marking.
 461. Wooden Propeller Blades—Application of Sealing Coating to Damaged Blades.

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

462. Additional Means of Escape from Forward Mess Deck—As. and As.
 463. Air Stores—Classification of Priority of Supplies.
 464. Artificial Silk Tape—Patterns 19445 and 19446—Introduction.
 465. Bottle Gas Cooking and Lighting Outfits in Small Craft—Removal of.
 466. Compasses—Valve Follow-up, Mark V—Spares.
 467. Electric Cable, Pattern 13484—Introduction.
 468. Electric Lamps, Pattern 16196—Introduction.
 469. Fire Fighting Equipment.

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

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

- 470. Firework Containers.
- 471. First Supply of Stores to Landing Craft—Deficiencies.
- 472. Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers.
- 473. Grease for L.C.A. (H.R.)—Supply.
- 474. I.C.I. Alloy No. 38 Resistance Material—Alternative to Cupro-Nickel (Subhead F2B).
- 475. Non-Latex Deck Covering Material Colour for Interior Work.
- 476. Pumps—Self-Priming—70-ton Portable Electric.
- 477. Refit of Small Craft Used at Naval Bases for Naval or Admiralty Purposes.
- 478. Soap for Personnel Handling Duplicators.
- 479. Stowage Boxes, Patterns 1196A and 13736A—Introduction.
- 480. H.M. Trawlers Converting to Boom Working Vessels—D.G. Arrangements.
- 481. Ventilation of Steering Compartments. As and As.
- 482. Ventilation of Oil-Driven Generator Control Position—As. and As.
- 483. W.R.N.S. Personnel—Issue of Towels and Bed Linen.

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

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

- 484. Butane and Calor Gas for Calor Equipment.
- 485. Cordage for Oiling at Sea—Economy in Use.
- 486. Flying Clothing—Loss by Service Casualty.
- 487. Goggles—Flying—Mark VIII—Introduction.
- 488. Kits.—Combined Operations Personnel.
- 489. Stores for First Line Naval Air Squadrons and Flights—Method of Addressing.
- 490. Ether—Packing.
- 491. Yellow Fever Vaccine—Liability to Deterioration.

SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

- 492. Amendments to Books.
- 493. A.M.S.Is.
- 494. Supply of A.F.O. Publications, Established Books (except B.R. 640) and Certain other Publications to Landing Ships, Major Landing Craft, Minor Landing Craft and Landing Barges.
- 495. B.R. 640 Series—"Combined Operations Pamphlets" Supply.
- 496. B.R. 918 (43)—Handbook and Drill for the 0.5-in. Vickers Gun on 0.50-in. Twin, Mark V, Mounting (Powered)—Issue.
- 497. Royal Naval Medical Bulletin, No. 7—Issue.
- 498. Monthly Despatch of Periodicals for Forces Overseas.
- 499. Certificates of Registry for British Ships—Issue.
- 500. Mails for Men Undergoing Imprisonment or Detention.
- 501. Admiralty Engineer Overseer, Manchester and Liverpool District—Change of Appointment.
- 502. Airframe Publications, Vol. II, Part 4, Major Repairs—Change in Method of Issuing Additional Information.
- 503. Naval Armament Stores in D.E.M.S.—Accounting Procedure.
- 504. Royal Air Force Aircrew Casualties—Description of Wounds Received in Action.
- 505. First Line Naval Aircraft—Addressing Correspondence for Squadrons and Flights.
- 506. C.O. Bases—G.P.O. Box Number Addresses.
- 507. Correspondence—Incorrectly Addressed Mail for Clyde Area Delivered to H.M.S. "Clyde".

SECTION 6.—SHORE ESTABLISHMENTS

- 508. War Risk Allowance—Payment to Workpeople and Salaried Officers and Non-Industrial Staffs Employed Afloat.
- 509. Yard Craft Personnel—Overtime.
- 510. Standard Electrical Specification, No. 15, for Single and Multi-core Paper-Insulated Cables—Revision of.

(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.377.—Resident Naval Officer, Watchet, and Commanding Officer,
H.M.S. "Birnbeck"—Amalgamation of Posts

(C.W./M. 61/44.—27 Jan. 1944.)

On 30 Dec., 1943, the Resident Naval Officer, Watchet, assumed the combined duties of Resident Naval Officer, Weston-Super-Mare, and Commanding Officer, H.M.S. "Birnbeck," with his office on the Old Pier, Weston-Super-Mare.

2. The area assigned to the Resident Naval Officer will be the same as that for which he was responsible when at Watchet, i.e. from the Devon Somerset border at Glenthorne to Portishead Point.

3. Signal and telephonic communication will be centralised at the Weston-Super-Mare address (Telephone number Weston-Super-Mare 2627).

Signals for H.M.S. "Birnbeck" should be addressed to R.N.O. Weston-Super-Mare, for Birnbeck.

4. The Naval Officer-in-Charge, Appledore, administers the establishments of the Resident Naval Officer, Weston-Super-Mare, and H.M.S. "Birnbeck." and the accounts of Officers and ratings borne for duty at these places are carried in H.M.S. "Appledore".

378.—Merchant Ships' Lifeboats and Rafts—Identification

(T.D.A. 2/44.—27 Jan. 1944.)

Lifeboats and rafts of British merchant vessels carry the following identification marks in order to make them more conspicuous to aircraft and rescue ships:—

- (a) Lifeboat sails are coloured red or, alternatively, carry a large square red patch.
- (b) Canvas hoods or covers of lifeboats are painted yellow or bright orange.
- (c) Each lifeboat and raft carries a large piece of yellow or bright orange bunting, which can be triced up to the mast or spread out horizontally.
- (d) A smoke signal may be used, by day only, in order to attract the attention of patrolling aircraft.
- (e) Life-jacket lights (coloured red) and whistles may be employed as a means of attracting attention during hours of darkness.
- (f) Roman Candles are in use as a distress signal for lifeboats. The characteristics of this signal are five red stars—the first of which rises to a height of 100 feet and the last to about 250 feet. Interval between stars is about five or six seconds.

(A.F.O. 5242/42 is cancelled.)

379.—L.C.V.(P)—Hoisting and Lowering from L.S.T. (2)

(M./D.C.O.M. 0530/43.—27 Jan. 1944.)

L.C.V.(P), when loaded, must not be hoisted or lowered from L.S.T.(2).

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

380.—Honours and Awards—United States Navy

(H. & A. 1086/43.—27 Jan. 1944.)

The King has been graciously pleased to approve the following Honorary appointments and awards for distinguished services in the Sicilian campaign:—

To be an Additional Commander of the Military Division of the Order of the British Empire:

Captain George C. Dyer, U.S.N.

To be an Additional Officer of the Military Division of the Order of the British Empire:

Captain Robert Allen Joseph English, U.S.N.

To be Companions of the Distinguished Service Order:

Captain Robert W. Cary, U.S.N.

Captain Paul Hendren, U.S.N.

Captain Lorenzo S. Sabin, Jr., U.S.N.

Captain Charles Wellborn, Jr., U.S.N.

The Distinguished Service Cross

Commander Edward R. Durgin, U.S.N.

Lieutenant-Commander Stanley M. Barnes, U.S.N.

Posthumous Mention in Despatches

Lieutenant-Commander Richard D. Stephenson, U.S.N.

2. These Appointments and Awards will not be gazetted.

381.—Honours and Awards—Royal Hellenic Navy

(H. & A. 1209/43; H. & A. 1281/43.—27 Jan. 1944.)

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

The Distinguished Service Cross

Lieutenant-Commander Dimitrios Fifas, Royal Hellenic Navy.

for skill and determination in command of H.H.M.S. "Pindos" in a successful attack on an enemy submarine.

Mention in Despatches

Lieutenant-Commander R. Damilatis, D.S.C., Royal Hellenic Navy.

for gallantry, skill and determination as Senior Officer in command of H.H.M.S. "Kanaris" in the operations which led to the capture of Sicily by Allied Forces.

2. These Awards will not be gazetted

382.—Honours and Awards—Royal Netherlands Navy

(H. & A. 1214/43.—27 Jan. 1944.)

The King has been graciously pleased to approve the following awards to officers and men of the Royal Netherlands Navy for good services in an attack by Light Coastal Forces on an Enemy Convoy on the night of 26th/27th September, 1943:—

Bar to the Distinguished Service Cross

Lieutenant Etienne Henri Larive, D.S.C., R.Neth.N., H.N.M.M.T.B.202.

The Distinguished Service Cross

Lieutenant Herman Cornelis Jorissen, R.Neth.N., H.N.M.M.T.B.204.

The Distinguished Service Medal

Petty Officer Cornelis van Kruiningen, R.Neth.N., H.N.M.M.T.B.204.

Petty Officer Telegraphist Gerardus Adrianus Dekker, R.Neth.N., H.N.M.M.T.B.202.

2. These awards will not be gazetted.

*383.—Oak Leaf Emblems for Mentions in Despatches

(H. & A. 779/43.—27 Jan. 1944.)

These Emblems are now being issued from the Admiralty in alphabetical order so far as possible. Distribution is expected to take some time and individual application should not be made.

2. Emblems for Mentions published in and after the 1944 New Year Honours List will be sent with the Certificate.

384.—Assistant Controller (Warship Production) and Director of Naval Construction—Separation of Posts

(C.E. 58163/43.—27 Jan. 1944.)

It has been decided to separate the posts of Assistant Controller for Warship Production and Director of Naval Construction, both of which are at present held by Sir Stanley V. Goodall, K.C.B., O.B.E.

2. Sir Stanley Goodall will continue to hold the post of Assistant Controller (W.P.). Mr. C. S. Lillicrap, C.B., M.B.E., Deputy Director of Naval Construction, is appointed to the post of Director of Naval Construction and will remain in Bath.

3. These arrangements are effective as from the 22nd January, 1944.

4. The A.C. (W.P.) will be responsible under the Controller for the supervision of the production of warships and their completion with all appropriate supplies and for the necessary co-ordination to achieve the fastest possible results with the maximum economy of effort. The existing responsibilities of the Vice-Controller in respect of small craft will not be affected.

5. The duties of the Director of Naval Construction will be as laid down in the existing instructions.

(A.F.O. 6105/42.)

385.—Naval Staff Courses in 1944—Dates of

(C.W. 47463/43.—27 Jan. 1944.)

With reference to A.F.O. 3255/43, the dates of the Naval Staff Courses in 1944 are as follows:—

Monday, 24th January, to Friday, 17th March, 1944.

Monday, 10th April, to Friday, 16th June, 1944.

Monday, 10th July, to Friday, 15th September, 1944.

Monday, 9th October, to Friday, 15th December, 1944.

Monday, 9th January, 1945.

2. The course commencing on the 10th April, 1944, and subsequent courses will be of 10 weeks duration instead of 8 weeks.

3. Applications by the Dominion Naval Authorities for vacancies in the courses will require to be received one month prior to the advertised dates of the commencement of the courses.

(A.F.O. 3255/43.)

386.—Signal Syllabus for Midshipmen, R.N.

(C.W. 50053/43.—27 Jan. 1944.)

On page 621 of the 1941 Annual Volume, A.F.O. 2515/39, it is stated that the Signal Syllabus for Midshipmen, R.N., is laid down in Signal Training Instructions, Article 223. The following revised syllabus has been approved and ships carrying Midshipmen, R.N., should now work to this, preparatory to the next examination in Seamanship of Midshipmen, who will be due to commence their shore courses for Lieutenant in September, 1944.

Syllabus

The Signal Syllabus is designed to form the basis of the knowledge required by an Officer of the Watch at sea or in harbour and to serve as an introduction to the more advanced instruction carried out as an Acting Sub-Lieutenant.

V/S.

1. Colours and meanings of the various flags and pendants of both the Naval and International Code. (Good knowledge.)
2. Simple manœuvring, e.g., Red, White and Blue pendant terms. Forming and disposing signals in common use. (Good knowledge.)
3. General conduct of the Fleet at sea (C.O.F., Chapter IV). (Fair knowledge.)
4. Conduct of screens (C.O.F., Chapter XI). (Fair knowledge.)
5. Use of F.S.B., C.O.F., V.S.I., G.S.I. (Outline knowledge.)

W/T.

1. World-Wide W/T Organisation. (Outline knowledge.)
2. Own station W/T Organisation. (Good knowledge.)
3. Fleet W/T Organisation. (Good knowledge.)
4. W/T Security. (Outline knowledge.)
5. Propagation of W/T waves, dangers of D/F. (Good knowledge.)
6. Types of sets fitted in own ship and their capabilities. (Good knowledge.)

Coding.

1. Uses of the various codes and cypher books. (Fair knowledge.)
2. Ability to code and decode signals made in
F.S.B.
S.E. Code. (Good knowledge.)
3. Recoding and recyphering processes. (Fair knowledge.)
4. Codress messages. (Fair knowledge of principles only.)

General.

1. Organisation of V/S and W/T Staffs. (Fair knowledge.)
2. S.D.O. and C.C.O. Work. (Outline knowledge.)

Practical.

1. Ability to read a Standard Flashing Exercise.
2. Ability to read a Standard Hand Flag Semaphore Exercise.
3. Ability to read a Class III Buzzer Exercise.

Examination.

The examination, which is to be conducted by a qualified signal officer, will take place concurrently with the Midshipmen's Seamanship Examination and will count 100 marks of this examination. These marks are to be divided up as follows:—

Oral Examination	{	V/S, Coding and General	...	60 marks
		W/T	...	40 marks
				100

Midshipmen are also required to produce at their examination a certificate signed by their Commanding Officer stating that they are capable of obtaining 70 per cent. in a Standard Flashing and Semaphore Exercise and a Class III Buzzer Exercise.

2. Owing to the wide field covering the V/S, W/T and Coding subjects, the marks in the Oral Examination in Signals have been increased from 50 to 100, and to allow for this no marks will be allocated to the Practical Subjects (Flashing, Semaphore and Buzzer).

3. Paragraph 7 of A.F.O. 4790a and Forms E.190 should be amended accordingly.

4. K.R. and A.I. will be formally amended.

(A.F.Os. 2515/39 and 4790a/43.)

387.—Julian Corbett Prize—1944

(C.W. 1821/44.—27 Jan. 1944.)

The Julian Corbett Prize for Research in Modern Naval History, at present of the value of £50, is awarded annually by the Senate of the University of London, on the recommendation of the Institute of Historical Research Committee for work based on original materials for modern naval history. The work must take the form of either a dissertation, an edition of original documents, or a report on material at home or abroad illustrating modern naval history. The prize is open for competition to any naval officers working on an approved subject under the advice (by way of correspondence) of the Committee. Further particulars will be found in the Appendix to the *Navy List*, or may be had from the Secretary, Institute of Historical Research, Tavistock House South, Tavistock Square, W.C.1.

2. For the next award, work should be sent in, on or before 1st October, 1944, to the Secretary at the above address.

3. In accordance with Article 17, K.R. & A.I., all work should in the first instance, be sent to the Admiralty for permission to submit it for the consideration of the Institute of Historical Research Committee. If permission is granted, the Admiralty will, upon request, forward the work to the Committee.

See A.F.O. 4836/45
See A.F.O. 4557/45.
*388.—Fleet Air Arm—Promotion from the Lower Deck to Permanent Commissioned Rank—Acting Sub-Lieutenant (A), R.N.—REPORTS
(E.F.O./C.W. 26915/43.—27 Jan. 1944.)

The following amendment is to be made to A.F.O. 148/44:—

Paragraph 3. *Cancel and substitute:—*

"3. Fleet Air Arm ratings are to be selected as possible candidates for promotion to commissioned rank either on the training establishments or in their early years in the Fleet Air Arm, and the procedure for their recommendation on Form C.W.1 and selection is the same as that laid down in A.F.O. 147/44 for the recommendation and selection of candidates for permanent executive commissions."

389.—Flying Accidents and Breaches of Flying Discipline—Endorsements in Flying Log Books

(N.L. 18099/43.—27 Jan. 1944.)

Where accidents to service aircraft occur in circumstances which, in the opinion of the Commanding Officer of the ship or establishment concerned, involve some degree of culpability on the part of the pilot, but the circumstances are not sufficiently serious to warrant trial by court-martial or summary punishment, the Commanding Officer is, at his discretion, to cause a notation of the occurrence to be entered in the pilot's log book.

2. Similarly, in cases where, although no accident occurs, the Commanding Officer considers that a pilot has been guilty of a breach of flying discipline not sufficiently serious to warrant a trial by court-martial or summary punishment, he is at his discretion to cause a notation to be entered in the pilot's log book.

3. The entry in the pilot's log book is to show (a) the type of incident and (b) the degree of responsibility as follows:—

Classification of incident—

- (A) Day or night.
- (B) Land or sea.
- (C) Taxying.
Taking off.
Landing.
Faulty cockpit drill.
Air collision.
Forced landing (lost, fuel exhausted, etc.).
Low aerobatics.
Unauthorised low flying.

Degree of responsibility—

Error of judgment.
Negligence.
Gross negligence.
Disobedience.

4. Entries in the flying logs should be as brief as possible. The classification of the incidents set out in paragraph 3 above should be used whenever they are applicable, but if a case does not readily fall under any of these headings, the Commanding Officer may, at his discretion, use a different classification to describe the occurrence. The degree of responsibility, however, is always to be expressed by reference to one of the above classifications.

5. The endorsement in the pilot's log book is purely a matter of record and is not a punishment. Nevertheless such an endorsement is to be regarded as a bar to future proceedings, and therefore, in cases of doubt as to the desirability of bringing a pilot to trial by court-martial or by disciplinary court or summarily, an endorsement is not to be made in the pilot's log book until a decision has been obtained from the Administrative Authority as to whether such proceedings are or are not to be taken.

6. If the pilot is to be tried either by court-martial, disciplinary court or summarily, no entry should be made in the pilot's log book until a decision is reached and the result of such trial is known. When on such trial a pilot is acquitted, no entry with regard to the occurrence should be made in the log book. Whenever the pilot is convicted by court-martial or disciplinary court or punished summarily in consequence of an accident to Service aircraft or of a breach of flying discipline, the notation of the occurrence and of the punishment awarded is to be entered in the pilot's log book.

7. The fact that an endorsement has been made in the pilot's log book should not be reported to the Admiralty. If the pilot is an Officer and the Commanding Officer considers that the occurrence in respect of which he has endorsed his log book amounts to an offence for which the Officer should be logged an entry should be made in the ship's log in accordance with K.R. and A.I. Article 509 and if a permanent record against the Officer is thought to be warranted the procedure laid down in that Article should be followed. It should be noted particularly that an endorsement in a pilot's log book in accordance with this Order has no connection with, and is distinct from, the logging of an offence by entry in the ship's log in accordance with K.R. and A.I., Article 509.

This paragraph does not alter the necessity for reporting flying accidents in accordance with A.F.O. 2476/42 and of completing paragraphs 17 (ii) and (iii) of Form A 25 and the relevant column of Form A 25A when rendering such reports.

8. It should be impressed on all pilots that the present number of avoidable accidents is a serious and needless waste of national resources. Endorsements in flying log books will, it is hoped, bring about a reduction in the number of accidents for which the pilot is to blame without causing loss of initiative and enterprise, and will provide a Commanding Officer with a record from which some estimate can be formed of a new pilot's characteristics and progress. It should also afford to each pilot who maintains a "clean" log book a sense of pride, additional to that in his own positive war service, that no fault of his has detracted from the war effort of the nation as a whole.

9. In cases of damage to aircraft caused by flying accidents occasioned by negligence on the part of the pilot or other Naval personnel, abatements from pay under K.R. and A.I., Article 1528, by way of restitution for damage done to Government property, should not be made in future.

(K.R. & A.I., Articles 509 and 1528.)

(A.F.O. 2476/42.)

(A.F.Os. 1554/43 and 1808/43 are cancelled.)

***380.—Advancement of Coder Ratings—Sea Service**

(N. 21252/43.—27 Jan. 1944.)

Service in shore stations is to be allowed to count as sea service for the purpose of advancement to Petty Officer Coder.

2. The following amendments are to be made to A.F.O. 885/43 :—
Petty Officer Coder.

(B)—add—" (See General References (4).)"

General References—Note (4).

Clause 1—add reference to this A.F.O.

Clause 2—add—" and to Petty Officer Coder ", and reference to this A.F.O.

(A.F.O. 2717/43 is cancelled.)

391.—Engine Room Mechanics (M/V)—Advancement

(N. 30137/43.—27 Jan. 1944.)

Probationary Engine Room Mechanics (M/V) should be advanced to Engine Room Mechanic (M/V), 5th Class, four months after being rated Probationary Engine Room Mechanic (M/V) if considered suitable in all respects. Further advancement will be the same as for Engine Room Mechanics.

(A.F.O. 4838/41.)

***392.—Advancement in the Stoker Branch**

(N./D.P.S. 717/43.—27 Jan. 1944.)

With reference to paragraph 3 of A.F.O. 8257/42, the order of priority for the Leading Stokers' course therein laid down whereby C.S. men in their first period of service are given first priority is hereby cancelled.

2. All men should be put through the course as soon as they are eligible and available irrespective of their engagements.

(A.F.O. 6257/42.)

393.—Supply Ratings Experienced in Naval Aircraft Stores Duties

(N. 26503/43.—27 Jan. 1944.)

The following amendments are to be made to A.F.O. 1883/42 :—

Paragraph 1 (b) and 2. Amend " Commanding Officer, R.N. Barracks, Lee-on-Solent " to read " Commodore, R.N. Barracks, Lee-on-Solent ".

Paragraph 1 (g). Cancel and substitute: " New entry Supply Assistants intended for Naval Aircraft Stores duties will be trained in such duties at the Accountant Ratings Training School, Highgate, and drafted to R.N. Barracks, Lee-on-Solent, on completion of training."

Add new paragraph 1 (h). " Men under (a) above are to be distinguished by the suffix (NAS) after their rating, e.g. Supply Petty Officer (NAS). This suffix is to be added to the notation of their rating on all service documents, and retained so long as they continue to serve with the Fleet Air Arm."

Paragraph 3. Delete all after " duties " in line 4.

(A.F.O. 1883/42.)

394.—General Service Radio Mechanics' Tools Kits

(N.S. 22099/43.—27 Jan. 1944.)

A tool kit is to be issued to all General Service Radio Mechanics.

2. The kits will be supplied as a free personal issue, but will remain the property of the Crown. Articles lost, broken, or worn out will be replaced from the Naval Store, subject to the value of any tools lost or damaged through misconduct or neglect being recovered in accordance with K.R. & A.I. Article 1936. On discharge of ratings from Naval service the kits concerned are to be returned to store for despatch to the (Superintending) Naval Store Officer at the nearest Dockyard or R.N. Store Depot.

3. Ships and stations should demand any kits required from the Superintending Naval Store Officer, Leeds. Demands for Radio Mechanics under training should be made by the Commanding Officer, H.M.S. "Valkyrie," in order that, if possible, ratings may receive their kits before completion of their training.

4. The kits are to be issued outright from main ledger charge and are not to be further accounted for in Ships' or Stations' Store Accounts. A notation that a kit has been supplied or is held by the rating is to be made on the Service Certificate of the individual concerned. In the event of a kit being incomplete on issue, the deficiencies are to be noted on a list to be attached to the Service Certificate, and made good at the earliest opportunity from the appropriate source of supply.

5. The composition of the kits is shewn below. The items marked with an asterisk will not be supplied from Leeds, but are to be drawn as required by the rating from the Naval Store of the ship or station in which he is serving. Details of provision made at Leeds have been communicated separately.

Tool Outfit for Radio Mechanics

Patterns No.	Description	Quantity
W.8430	Bag, canvas, for tools, for Radio Mechanics	1
W.5837	Saw-frame, hack, 6-in. fixed (without blades)	1
W.5838	Blades, hacksaw hand, 6-in. long (box of 12)	1 box
W.8209	Slide-cutters, 5-in. diagonal	1
3605	Pliers, long, flat nose, 6-in, for W/T	1
W.5840	Screwdriver, 3-in. blade, cast steel, with insulated handle	1
C289	Brush, varnish, 1-in. flat	1
1485	Chisel, chipping, cast steel, $\frac{5}{8}$ -in.	1
2A	Drill, hand, single pinion complete	1
891	Knife, hacking	1
	Drills, morse twist :—	
2016	$\frac{3}{16}$ -in.	*
2030	No. 26	*
2038	No. 34	*
2048	No. 44	*
	Taps, B.A. in sets of 3 :—	
3964	No. 2	*
3966	No. 4	*
3968	No. 6	*
986	Pliers, round nose, 6-in.	1
W.5842	Punch, centre, 3-in. long	1
4383	Punch, round, cast steel	1
3603	Screwdriver, instrument, 6-in. blade	1
669	Screwdriver, cast steel, $3\frac{1}{4}$ -in. long...	1
5871	Screwdriver, watch and small clock	1
5870	Turnscrew, knurled, with polished red handle, $1\frac{1}{2}$ -in. black	1
848	Spanner, adjustable, for nuts up to $\frac{5}{8}$ -in. for W/T	1
W.4114	Tool for removing insulation from end of Pyrotex cable	1
2027	Wire fuse, 1 amp., on reel	*
7049	Wire fuse, 5 amp., on reel (1oz.)	*
3945	Wrench, adjustable, for taps	1
P.O. No. 7	Solder, resin cored	1 lb.
6736D	Wire, rubber, insulated	*
—	Tenasatine, adhesive...	*
700	Thread, flax, dark green	*
3900	Henley's black adhesive tape	*
1980	Empire cloth	*
	Files, cast steel :—	
24	Smooth, 3 square, 4-in.	1
77	Bastard, 6-in.	1
75	Bastard, 4-in.	1
394A	Second-cut, 3-in.	1

Pattern. No.	Description	Quantity
	Files, cast steel— <i>contd.</i>	
394E	Second-cut, 8-in.	1
591	Warding, 3-in.	1
594	Warding, 6-in.	1
760	Rule, engineer's, steel, 6-in.	1
C.612	Hammer, engineer's, $\frac{1}{2}$ lb.	1
4383	Electric soldering iron, 200/230 volts, with straight bit, Pattern 4385.	1
4413	Heating element, for Pattern 4383 electric soldering iron...	1
4419	Spare heating element (100/110 volts)	2
0518	Vice, hand, $4\frac{1}{2}$ -in.	1
1064	Snips, tinsmiths	1
1398	Pliers, electricians, 7-in., insulated handle	1
763	Handles for files, ferruled	1
765	Handles for files, ferruled	*
1188	Vacuum tube	*
2292	Chatterton's compound	*
2424	Spanners, B.A., double ended, set of 5, (0×2, 1×3, 4×6, 5×7, 8×9)-in.	1 Set
	Spanners, B.A. Box Tubular, 4-in. long :—	
2433	0×0	1 No.
2434	1×3	1 "
2435	2×4	1 "
2436	5×7	1 "
2437	6×8	1 "
2438	9×10	1 "

395.—Vision Standard—"Hostilities Only" Ratings—General Instructions

(M.D.G. 48408/43.—27 Jan. 1944.)

The following amendment is to be made to A.F.O. 5965/43 :—

Paragraph 4, section headed "Royal Marines". Delete the word "Battalion" at the end of the order.

(A.F.O. 5965/43.)

396.—Local Defence Duties—Cessation of entries from

(N. 29613/43.—27 Jan. 1944.)

Recruitment for the Royal Navy in the United Kingdom in 1944 is to be severely restricted and it is consequently important that only men of high physical and intelligence standards should be accepted, and that future recruits should be available for unrestricted draft except where special instructions to the contrary have been issued.

2. Their Lordships have accordingly decided that recruiting for Local Defence Duties in the United Kingdom is to cease forthwith. Men already entered will continue to serve under L.D.D. conditions, those who attain call-up age and are medically fit being transferred to general service as at present.

3. Recruitment for Local Defence Duties in the areas abroad where this is at present permitted may continue.

(A.F.O. 411/40.)

397.—R.M. Police Ranks Subsistence Whilst Accommodated in R.N. Hospitals and Sick Quarters

(M.D.G. 988/44.—27 Jan. 1944.)

R.M. Police admitted to R.N. hospitals and sick quarters are required to bear the cost of their subsistence (at the present time, 2s. 5d. per diem).

2. Periods for which R.M. Police are granted leave from hospital or sick quarters (and are not therefore victualled therein) should be shown on Form M.22 in order that the area police officer may assess the correct amount of hospital subsistence to be recovered from the police rank concerned.

***398.—New Zealand Naval Personnel—Ratings—Adjustment to New Zealand Rates of Pay**

(N. 28745/43.—27 Jan. 1944.)

With reference to paragraph 1 of A.F.O. 1549/43 and to A.F.Os. 3138/43 and 5456/43, all ratings entered in New Zealand (either into the R.N. and subsequently transferred to the Royal New Zealand Navy, or in the Royal New Zealand Navy), are also entitled to New Zealand rates of pay, and the accounts of any such ratings still serving on R.N. rates are to be adjusted as from 1st July, 1943.

2. Compulsory allotments in accordance with A.F.O. 3216/42 should be declared from that date.

(A.F.Os. 3216/42, 1549/43, 3138/43 and 5456/43.)

399.—W.R.N.S. Air Mechanics—Pay and Advancement

(N. 9926/43.—27 Jan. 1944.)

The following conditions governing the pay and advancement of W.R.N.S. Air Mechanics have been approved.

2. In all cases W.R.N.S. Air Mechanic ratings will replace male Air Mechanics on a head for head basis.

3. *Pay.*—W.R.N.S. Air Mechanics will be paid the lower rate of unspecialised pay for three months from the date of commencement of training, after which they will commence lower specialised pay subject to satisfactory progress in training. After three months on the lower specialised rate of pay, and if qualified to sign Form 700—"Q.S."—and recommended by the Commanding Officer, they will be eligible for the higher specialised rate.

4. *Advancement.*—(a) *Leading Rating.*—(i) Six months' service from the date of commencement of higher specialised pay will be required, and certification by the Commanding Officer that the required technical standard has been attained and that the rating is in other respects fit for advancement.

(ii) On passing out at the completion of the training course, Wren Air Mechanics may be recommended by the Officer in Charge of instruction for back-dating of their advancement as Leading Wren Air Mechanic as stated below, based on the marks obtained in the passing-out test:—

With 80 per cent. marks—six months back-dated.

With 60 per cent. marks—three months back-dated.

Advancement to Leading rating is not to be back-dated before the date of commencement of higher specialised pay.

(iii) Advancement to Leading Wren Air Mechanic will ultimately be from roster kept by the Commodore, R.N. Barracks, Lee-on-Solent. Until sufficient numbers have been obtained, however, Commanding Officers of establishments should forward recommendations for advancement to the leading rating based on the rules above, to the Commodore, R.N. Barracks, Lee-on-Solent, for approval. Such recommendations should be forwarded at any time as occasion requires until the number of such recommended and approved cases exceeds the number of Leading Air Mechanics (Male) who can be replaced on a head for head basis, when the roster will begin to operate.

(iv) The rules for advancement are intended to give time for adequate training and experience before Wrens are advanced to the leading rating. E.T.I will not be required.

(v) Former service as Wren (M) (Air) is not to be reckoned towards advancement.

(b) *Petty Officer Rating.*—Advancement to P.O. Wren Air Mechanic will be by roster and will require a qualifying period of one year as Leading Wren Air Mechanic, and the satisfactory completion of a technical course equivalent to that for a P.O. Air Mechanic at the School of Aircraft Maintenance.

(c) *Chief Petty Officer Rating.*—Advancement to Chief Wren Air Mechanic will be by roster and will require a qualifying period of three years as P.O. Wren Air Mechanic.

(A.F.Os. 1180/43 and 1438/43.)

**400.—Complement Amendment
Submarines**

(N. 26983/43.—27 Jan. 1944.)

The following amendment is to be made to schemes of complement:—
H.M. Submarines of "Porpoise," "Thames," "Triton," "O," "P," "R," "Swordfish" and "Unity" Classes (Admiralty Letter N. 2880/41 of 19 Feb. 1941) and "A" Class (Admiralty Letter N. 3072/43 of 29 Mar. 1943).

Add:—1 (x) P.O. Radio Mechanic or Ldg. Radio Mechanic.

(x) Allowed only when employed on operational duties and on training duties if fitted with Radar, Type 267 W.

See AFO 1854/46 **401.—Releases from Service on Compassionate Grounds**

See AFO 1407/46
" " 2097/40

(N. 216/44.—27 Jan. 1944.)

The following amendments are to be made to A.F.O. 3613/42:—
Paragraph 2. *Delete* last line.

Paragraph 6 (as amended by A.F.O. 688/43). *Cancel and substitute:*—

" 6. (a) Individual applications from men for release to return to civilian occupations are not to be forwarded to the Admiralty unless there are some compassionate circumstances. Where there are no compassionate circumstances, men who apply for release are to be informed that this cannot be considered except on the application of their former employers through the Government Department chiefly concerned with the employer's activities. (*See (h).*)

Temporary Releases on Compassionate Grounds

(b) Where men apply for temporary release from service on compassionate grounds, whether for business purposes or otherwise, a recommendation for a period of temporary release from service may be forwarded to the Admiralty on the form shown in the Appendix to this Order if, after investigation as mentioned below, a period of release is considered to be essential.

(c) *Compassionate circumstances.*—For the purpose of this order 'compassionate circumstances' means that some hardship may be suffered by a man or his dependants if release were not granted. The circumstances cannot be regarded as compassionate if the application is made by the man's former employer, unless he is a close relative.

(d) *Hardship Committees.*—With reference to item 12 of the Appendix to this Order, the Military Service (Hardship) Committees are the officially constituted tribunals for determining whether postponement of service should be granted on grounds of exceptional hardship, and where postponement or a further period of postponement has been refused by the Committee it is not within the province of the Admiralty to release a man from service on hardship grounds unless there has been a material change in the relevant circumstances since commencement of service. Unless, therefore, the circumstances are very exceptional, Commanding Officers should not forward recommendations for release to the Admiralty where the case has been considered by a Hardship Committee, except where the circumstances have changed since entry. It is unnecessary to write to the Ministry of Labour for the information required at Item 12, which should be obtained from the man himself.

(e) *Investigations.*—Unless there are special reasons to the contrary, applications for temporary release on compassionate grounds should be investigated by the Family Welfare Section, Soldiers', Sailors' and Airmen's Families Association or

other organisation. The investigation should always cover the possibility of alternative arrangements being made by the employment or assistance of a relative or other person. The actual reports received are to be forwarded to the Admiralty together with up-to-date medical certificates if the application is based on illness. Service certificates are not required.

(f) *Applications based on Financial Grounds.*—Where an application for release is based on financial hardship owing to loss of the man's former contribution to the home, facilities should be granted without delay for an application for a Dependant's Allowance (where applicable) and/or a War Service Grant. Where these payments are in force it will not usually be necessary to recommend release from service on grounds of financial hardship.

(g) *Business Purposes.*—Where the application for release is for business purposes the case is to be investigated as at (e), with special reference to the possibility of alternative arrangements being made by the employment of relatives or of other persons directed by the Ministry of Labour. It must be distinctly understood that in fairness to other men who have had to give up businesses on joining the Forces, it is not the Admiralty policy to grant total release or even lengthy periods of release on compassionate grounds for business purposes. Consideration, however, can be given to the grant of short periods of release, usually not exceeding three months, in cases, e.g. of the death or illness of a near relative, to enable some alternative arrangements to be made for the future running of the business.

(h) *Approach to Government Department.*—Where it does not appear that a period of release or an extension of release is warranted on compassionate grounds, but there is a possibility that a case exists for release on the grounds of the 'National importance' of a business owned by a rating or his relatives, the approach to the appropriate Government Department should be made by the owner of the business and not by the man's Commanding Officer. (See (a).)

(i) *Urgent Cases—Compassionate Leave.*—Where a recommendation for temporary release from service is forwarded under this Order and the circumstances are considered to be of such urgency as to justify the man's immediate release from his duties, he may be granted a period of compassionate leave not exceeding 14 days and any period of release from service authorised by the Admiralty will commence from the expiration of such leave. If, however, the proposed release is for business purposes the man may be granted 14 days provisional release from service (not compassionate leave) and the period of release if any, authorised by the Admiralty, will be reckoned from the actual date of release.

(j) *Misuse of Term 'Leave'.*—Instances have come to notice where in correspondence and telegrams, ratings have been referred to as being on or having applied for 'compassionate leave', when the correct term would be 'compassionate release'. It must be remembered that 'compassionate leave' or 'leave' normally carries with it entitlement to Naval pay and allowances, whereas 'compassionate release' from service does not. Care is, therefore, to be taken to, use these terms correctly.

(k) *Extensions.*—Men granted temporary release on compassionate grounds are to be warned that if they find it necessary to apply for an extension of the period of release, (which can only be allowed in exceptional circumstances), their applications cannot be entertained unless addressed to their Commanding Officers, with further medical certificates where necessary, one month before release expires. The Commanding Officer for this purpose will normally be the Commanding Officer of the man's depot (A.F.O. 3613/42, paragraph 11). Recommendations for extensions of release should be forwarded on the form as shown in the Appendix with a further Welfare Report and Medical Certificates where necessary. If a decision has not been received within three days of the expiry of the release already authorised a provisional extension of release up to 14 days may be granted by the Commanding Officer.

(l) *Copies of Correspondence.*—Where recommendations for temporary release from service are forwarded under this order by Commanding Officers of H.M. Ships and Establishments other than the establishment responsible for the man's recall to service, copies of the application form and enclosures are to be forwarded to the Commanding Officer of the recalling Establishment (A.F.Os. 3613/42, paragraph 11, and 3679/43, paragraph 8 (h)). In the case of R.N.R. ratings the copies should be sent to the Commodore of the Depot to which the man belongs.

(m) Applications for discharge on compassionate grounds should continue to be forwarded on Form S.222 as laid down in K.R. & A.I., Article 1120."

APPENDIX

Application for Temporary Release from R.N. or R.M. Service on
Compassionate Grounds

(A.F.O. 401/44.)

1. Reference No. and date of latest Admiralty correspondence (if any)
 2. Name, rating, official No.
 3. Port Division
 4. Where now serving
 5. Date of birth
 6. Date of entry
 7. Method of entry and engagement on which serving
 8. Home address
 9. Summary of reasons for request
 10. If for business purposes:—
 - (a) Nature of business
 - (b) Owner of business
 - (c) Particulars (with ages) of all persons employed (including relatives and principals) and how employed
 11. Period of release requested by man
 12. If entered within 12 months whether application for postponement of service made to Military Service (Hardship) Committee
If so:—
 - Total period of deferment granted
 - National Service Registration No.
 - Change of circumstances since entry
 13. Is the man in a position to earn his "keep" during the period of release? State name, address and business of employer if not in own or family business
 14. Whether man at present on compassionate leave or temporary release (state which) and date of expiry. If on release, state whether "provisional", and if so, date of commencement
 15. Commanding Officer's recommendation and remarks
- H.M.S. _____
Ref. No. _____
Date _____
(A.F.Os. 536/41, 3613/42, 3679/43, 5848/43, 5966/43 and C.A.F.O. 312/43.)
(A.F.O. 688/43 is cancelled.)

Commanding Officer.

*402.—Life Assurance Schemes—Extension to Officers and Ratings of the W.R.N.S.
(C.W. 25823/43.—27 Jan. 1944.)

The Life Assurance Schemes for R.N. officers and ratings have been extended to include W.R.N.S. officers and ratings.

Officers.—Proposals will be accepted by the following Life Offices, in accordance with the terms of Leaflet S.1045, as modified by attachment slip dated 1st January, 1943:—

The Equitable Life Assurance Society.
North British and Mercantile Insurance Co., Ltd.
Phoenix Assurance Co., Ltd.

Ratings.—Proposals will be accepted by the following Life Offices, in accordance with the terms of Leaflet S.1046, as modified by attachment slip dated 1st January, 1943 :—

The Equitable Life Assurance Society,
North British and Mercantile Insurance Co., Ltd.

2. Premiums will be collected by means of deductions from pay as in the case of Naval personnel, *i.e.*, quarterly for officers and by monthly allotments for ratings, and as a special concession this will also apply to immobile W.R.N.S. ratings, who are not normally permitted to use the Naval Allotment System.

3. Personnel who avail themselves of these facilities will, on termination of their appointments or service in the W.R.N.S., be liable to continue payment of premiums annually direct to the Assurance Company.

4. For fuller particulars application should be made to the Life Offices at the following addresses :—

The Equitable Life Assurance Society,
Head Office, 19, Coleman Street, London, E.C.2.

The North British and Mercantile Insurance Company, Ltd.,
Head Offices, 61, Threadneedle Street, London, E.C.2, and
64, Princes Street, Edinburgh, 2,

or

Phoenix Assurance Company, Ltd.,
Head Office, Phoenix House, King William Street, London, E.C.4.

5. Stocks of Forms S.1045 and S.1046 may be obtained from the Superintendent Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.Os. 1054/37, 571/40, 1813/43 and 2260/43.)

403.—Allied Naval Personnel Sick in R.N. Hospitals, Sick Quarters, etc.—Reporting and Disposal of

(M.D.G. 52298/43.—27 Jan. 1944.)

Medical information concerning Allied naval personnel should be reported to the appropriate authorities as indicated herein. Such notification should show :—

- (a) Full name of patient.
- (b) Rank or rating and official number.
- (c) Date of admission and/or discharge.
- (d) Whence received and/or where discharged.
- (e) Diagnosis.

2. Hospitals, convalescent homes, etc., administered by these Governments are also shown.

(1) *Belgian Section, Royal Navy*

Notifications concerning Belgian naval personnel should be sent to :—

Belgian Social Welfare Department,
46, Belgrave Square, London, S.W.1.
(Telephone—Sloane 0878).

The following establishments are under Belgian administration.

- (a) 19 Old Hall Street, Liverpool.
(Telephone—Liverpool 8758)
V.D. clinic and general dispensary.
- (b) 28, Ullet Road, Liverpool.
(Telephone—Liverpool Lark Lane 2020)
Seamen's home with medical attendance.
- (c) 32, Parkfield Road, Liverpool.
(Telephone—Liverpool Lark Lane 1732)
Clinic for sick seamen.
- (d) Daisy Lodge, North Holmwood, Dorking.
(Telephone—Dorking 732241)
Convalescent home for seamen.

(2) *Danish*

Notifications concerning Danish naval personnel should be sent to :—
Captain P. Lembecke,
Danish Naval Attache,
29, Pont Street, London, S.W.1.
(Telephone—Sloane 9891)

(3) *Dutch*

Notifications concerning Dutch naval personnel should be sent to :—
The Principal Medical Officer,
Royal Netherlands Navy Headquarters,
4, North Row, London, W.1.
(Telephone—Mayfair 9761).

The following establishments are under Dutch administration :—

- (a) The Netherlands Wing, New Cross Hospital, Wolverhampton.
(Telephone—Fallings Park 31021)
All types of cases except T.B. and V.D.
- (b) Convalescent Home, Dogmersfield Park, near Basingstoke.
(Telephone—Odiham 143)
For convalescents.
- (c) The Royal Anglo-Dutch Naval Sick Quarters, Holyhead.
(Telephone—Holyhead 276)
For general cases.

(4) *French*

Notifications concerning French naval personnel should be sent to :—
The Senior Medical Officer,
French Naval Headquarters,
Stafford Mansions,
Stafford Place, London, S.W.1.
(Telephone—Abbey 5600)

Clinical notes including X-ray photographs of French naval personnel are to be forwarded after the patient has been discharged from R.N. hospital or sick quarters, to the above address.

The following establishments are under French administration :—

- (a) Medical Centre, 25, St. Edmund's Terrace, London, N.W.8.
(Telephone—Primrose 4525)

French naval personnel can be admitted for special and routine examinations.

- (b) Nursing and Convalescent Home, Butlers Court, Beaconsfield, Bucks.
(Telephone—Beaconsfield 10)
French naval personnel can be admitted for convalescence, medical treatment of long duration and for ante and post operative treatment.
- (c) Sanatorium, Highfield, Grove Road, Beaconsfield, Bucks.
(Telephone—Beaconsfield 111)

French naval personnel who have contracted or who are suspected of having contracted pulmonary tuberculosis can be admitted.

Except cases where patients are in hospital for a short time only, it is preferable to send all sick French naval personnel to these establishments. Applications for admission should be made to the Senior Medical Officer, French Naval Headquarters (address above).

(5) *Greek*

Notifications concerning Greek naval personnel should be sent to :—
Greek Naval Headquarters,
71, Park Street, London, W.1.
(Telephone—Mayfair 2889)

The following establishment is under Greek administration :—

Greek Seamen's Welfare Centre,
27, Devonshire Terrace,
Paddington, London, W.2.
(Telephone—Paddington 5169).

(6) *Norwegian*

Norwegian Naval Headquarters,
Dorland Hall,
Lower Regent Street, London, S.W.1.
(Telephone Whitehall 1081).
Norwegian Ministry of Commerce,
Kingston House,
Princes Gate, London, S.W.7.
(Telephone—Kensington 9441).

Notifications concerning Norwegian naval personnel should be sent to :—

The Chief Medical Officer,
Norwegian Forces,
Norway House, Cockspur Street, London, S.W.1.
(Telephone—Abbey 3554).
Norwegian Red Cross, British Branch,
27, Cadogan Square, London, S.W.1.
(Telephone—Sloane 6257).

The following establishments are under Norwegian administration :—

- (a) Norwegian Hospital, 52 Holland Park, London, W.11.
(Telephone—Park 9346 and Park 9897)
Exclusively medical.
- (b) Norwegian Clinic, 118, Priory Lane, London, S.W.15.
(Telephone—Prospect 6215)
Mainly for V.D. cases.
- (c) Norwegian Nursing Home, Westwood, St. Davids Lane, Noctorum,
Birkenhead.
(Telephone—Birkenhead 3813)
Exclusively medical.
- (d) Norwegian Section, Craiglockhart Hospital, 1, Glenlockhart Road,
Edinburgh.
(Telephone—Edinburgh 56201)
Main Norwegian hospital in the U.K. and has three departments—
medical, surgical and ear, nose and throat section and an X-ray
department.
- (e) Norwegian Naval Hospital, Almond Lodge, Barnton Avenue West,
Barton, Edinburgh.
(Telephone—Davidsons Main 77958)
Entirely for V.D. cases.
- (f) Clerwood House, Clermiston Road, Corstophine, Edinburgh.
(Telephone—Davidsons Main 65160)
Branch of Naval Hospital, Almond Lodge.
- (g) Norwegian Military Hospital, Newlands, Dumfries.
(Telephone—Auldgrith 248)
Exclusively tuberculosis.
- (h) Norwegian Convalescent Home, The Whim, Lamanca, Peebles-shire
(Telephone—Lamanca 4)
General convalescent home for Norwegian Forces.
- (i) Norwegian Convalescent Home, Knockespoach, Kennethmont,
Aberdeenshire
(Telephone—Kennethmont 211)
General convalescent home for Norwegian forces and civilians.

(7) *Polish*

Notifications concerning Polish naval personnel should be sent to :—

Polish Naval Headquarters,
Surgeon Lieut.-Commander W. Limorienko, P.N.,
51, New Cavendish Street, London, W.1.
(Telephone—Welbeck 4191)

The following establishments are under Polish administration :—

- (a) Polish Hospital No. 1, Taymouth Castle, near Aberfeldy, Perthshire
(Telephone—Kenmore 241)
For general cases.
- (b) Polish Casualty Clearing-Station No. 1, Dupplin Castle, near Perth
(Telephone—Perth 1184)
For surgical cases.

(c) The Paderewski Hospital, Crewe Road, Edinburgh.
(Telephone—Edinburgh 20886)
For general cases.

(d) Polish Naval Convalescent Home, Royal Sussex Hotel, Marine Parade,
Brighton.
(Telephone—Brighton 2815).

(e) Polish Officers Rest Home, 11, Lauder Road, Edinburgh.
(Telephone—Edinburgh 41201)

(8) *U.S.A. naval forces*
See A.F.O. 6223/43.

(9) *Yugoslav*
Notifications concerning Yugoslav naval personnel should be sent to :—
General M. Radovitch,
Naval, Military and Air Attaché,
195 Queens Gate, London, S.W.7.
(Telephone—Kensington 4903)
A.F.Os. 5497/41, 765/42, 1896/42, 2025/43, 3418/43, 3552/43 and 5066/43 are
cancelled.)

*†404.—*Naval Salvage Money—Distribution*

(D.N.A./S.973/42.—27 Jan. 1944.)

The following award is now ready for distribution by the Director of Navy
Accounts :—

Award for the salvage of s.s. "Lucellum" by H.M.S. "Senateur
Duhamel" and H.M.M.Ls. "203", "257", "243", "250", "217", and
"255", during the period 19th to the 21st December, 1941.

2. The amounts due to individuals in the various classes are as follows :—

	<i>H.M.S.</i>			
	<i>"Senateur Duhamel"</i>	<i>H.M.M.L. "203"</i>	<i>H.M.M.L. "257"</i>	
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
3rd Class	31 11 2	13 11 3	9 3 9	
5th Class	21 0 9	—	6 2 6	
6th Class	15 15 7	6 15 8	—	
8th Class	10 10 4	—	—	
9th Class	8 8 3	3 12 4	2 9 0	
10th Class	6 6 2*	2 14 3	1 16 10	
11th Class	5 5 3*	2 5 4	1 10 8	
12th Class	3 3 2*	1 7 2	18 5	
	<i>H.M.M.L.</i>	<i>H.M.M.L.</i>	<i>H.M.M.L.</i>	<i>H.M.M.L.</i>
	<i>"243"</i>	<i>"250"</i>	<i>"217"</i>	<i>"255"</i>
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
2nd Class	15 9 1	—	—	—
3rd Class	—	12 19 3	—	7 17 3
5th Class	—	—	9 10 0	—
6th Class	5 15 10	6 9 7	7 2 6	3 18 6
9th Class	3 1 9	3 9 2	3 16 0	2- 1 10
10th Class	2 6 4	2 11 9	2 17 0	—
11th Class	—	2 3 2	2 7 6	1 6 1
12th Class	1 3 2	1 5 11	1 8 6	15 7

* Double shares have been awarded to the undermentioned ratings of H.M.S.
"Senateur Duhamel" :—

H. Morgan, B.E.M., Ldg. Sea. LT/JX222251.
S. Cammish, Sea. LT/X20949.
J. M. Denington, B.E.M., Sea. LT/JX265485.
J. F. Dudley, Sto. LT/KX101773.
B. Randles, Sto. LT/KX130332.
E. W. Steers, Sea. LT/JX260625.
A. Passey, Ord. Sig. C/JX261051.

3. Applications on behalf of those eligible to share should be forwarded to
the Director of Navy Accounts (D.N.A.3a) on Form S.540 (in manuscript if no forms
are available) by the Commanding Officers of the ships and establishments in
which they are now serving.

†405.—Admiralty Surgeons and Agents

(C.E. 834/44.—27 Jan. 1944.)

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

Place	Name	Address	Remarks
Batley, Yorkshire.	Mr. J. J. Fitzpatrick, M.B., Ch.B.	Grove House, Soothill Lane, Batley, Yorkshire. (Telephone : Batley 81)	—
London District, No. 11, com- prising Barnes, Mortlake and Putney.	Mr. D. Cowan, L.A.H.	114, Lower Richmond Road, Putney, S.W.15. (Telephone : Putney 2033)	Temporarily vice Mr. Guyer.
Polmont, Stirlingshire.	Mr. G. Erskine, M.B., Ch.B.	Broompark, Polmont, Stirlingshire. (Telephone : Polmont 50)	vice Mr. Robertson.

406.—Medical and Hospital Consultants

(M.D.G. 2800/44.—27 Jan. 1944.)

A.F.O. 5818/43 paragraph 3, is amended by the deletion of the entry concerning *Civil Consultant in Genito-Urinary Disease*—J. Swift-Joly, Esq., M.D., F.R.C.S. (deceased).

(A.F.O. 5818/43.)

407.—Officiating Ministers of Religion

(C.E. 50213/44.—27 Jan. 1944.)

The following appointments have been approved :—

Church of England—

W.R.N.S. Establishment, Abbey, Bucks. (as from 1st October, 1943)	Rev. W. E. Bloss, A.K.C., The Red House, South Mymms, Barnet.
H.M. Ferry Base, Preston	Rev. A. S. Cran, M.A., Christ Church Vicarage, 72, West Cliff, Preston.
London Docks (as from 1st January, 1944)	Rev. Mervyn Armstrong (Honorary), Missions to Seamen, Victoria Dock Road, E.16.
R.N. Auxiliary Hospital, Maristow ...	Rev. F. B. Soady, The Vicarage, Tamerton Foliot.
R.N. Sick Quarters, Blundeston Lodge	Rev. B. D. Godfrey, Blundeston Rectory.

Roman Catholic—

R.N. Camp, Stanshore	Rev. Father R. Raab, Corpus Christi Church, Gladys Avenue, Portsmouth.
H.M.S. "Ringtail", R.N.A. Station, Burcough, Ormskirk, Lancashire.	Rev. Bonaventure Wilson, C.P., St. Gabriel's Retreat, Blythe Hall, Burcough, Lancs.
H.M.S. "Scotia", Ayr	Rev. William McBride, St. Margaret's, John St. Ayr. (Vice Right Rev. Provost J. McHardy)
W.R.N.S. Training Establishment, Stanmore. (as from 1st January, 1944)	Rev. Francis Donovan, St. Anthony's, 5, Garrett Road, Edgware.

Roman Catholic:—

W.R.N.S. Training Establishment, Rev. Edward S. Sutton,
Eastcote. Sacred Heart,
(as from 1st January, 1944) 73, Pembroke Road,
Ruislip, Middlesex.

H.M.S. "Macaw" } Rev. F. Hayward,
H.M.S. "Voleano" } Our Lady and St. James,
and Holmbrook Hall, Cumberland. } Millom, Cumberland.

2. The usual facilities are to be afforded.

*408.—Separated and Divorced Wives and their Children—Maintenance— Lower Deck

See AFO 4074/45.

(N. 20568/43.—27 Jan. 1944.)

Important concessions have been approved in connection with the maintenance of ratings' separated or divorced wives, and their children, as shown in the revised rules contained in this Order. The fact of separation by estrangement is no longer, in itself, a disqualification for marriage allowance in respect of a rating's wife or the children in her care, and provided a rating continues to allot an amount at least equal to qualifying allotment, marriage allowance will normally be paid. An allowance may also be claimed when a rating is under obligation by deed or written agreement drawn by a solicitor to provide for the maintenance of his separated or divorced wife, and the amount required from a rating by way of compulsory stoppage of pay in respect of an order for the maintenance of his separated or divorced wife and/or legitimate children is substantially reduced, except where the rating claims an allowance for another dependant.

2. *Wife Holding a Maintenance Order.*—(a) The husband will be required to allot at the rate qualifying for marriage allowance in normal circumstances. To this will be added if necessary an allowance to bring the amount up to the total of qualifying allotment, marriage allowance for wife and children plus allotment concession, or the amount of the Court Order, whichever is the less. If the total comes to less than the amount of the Order the man may be required to allot up to the limit allowed by the Naval Discipline Act, or the Army Act, provided he is left with 1s. a day.

(b) If the rating also has an unmarried dependant living as a wife for whom he establishes a claim to Special Dependants' Allowance, he may be required to allot up to such sum, within the limits allowed by the Naval Discipline Act or the Army Act as will leave him with not less than 1s. a day in pay, before the Special Dependants' Allowance and any allowance (supplementary to allotment) towards meeting the wife's Order can be issued. Where this contribution by the man is insufficient to provide the full rate of qualifying allotment for the Special Dependants' Allowance the balance of the qualifying allotment will be paid by the Admiralty.

3. *Estranged Wife not Holding a Maintenance Order, and not being Supported by the Rating.*—(a) If a wife has not forfeited her right to support from her husband is unable, owing to the exigencies of the Service, to take out a summons with a view to obtaining a Maintenance Order, the Admiralty on application by her will make an assessment of the amount which it is estimated a Civil Court would have made for the maintenance of the wife and/or children, to be known as the "legal liability assessment". This amount will be met in the same way as if it were a Maintenance Order under paragraphs 2 (a) and (b) above.

(b) If the wife has forfeited her right to support from her husband, but he is allotting for the support of his children in her care, an allowance will be paid, in addition to his allotment, for the children at ordinary marriage allowance rates plus the appropriate allotment concession. Allotment will be required at half the normal rate qualifying for marriage allowance for a wife, in ordinary circumstances, when there is only one child, at three-quarters that rate when there are two children, and at the full rate where there are more than two children. Any excess allotment will be issuable in addition.

4. *Estranged Wife not Holding a Maintenance Order but Supported Voluntarily by Rating.*—(a) If the estrangement took place before entry, the rating may claim an allowance, subject to proof that he had been contributing voluntarily for a continuous period, normally not less than six months, immediately prior to enlistment. A rating already serving must have continued since date of entry to contribute an amount not less than the qualifying allotment appropriate to his rate of pay on entry. The amount of the allowance, including qualifying allotment, will normally be limited to the amount of the pre-entry contribution, or qualifying allotment, marriage allowance and allotment concession, whichever is the less, but if there are children an amount equal to marriage allowance rates for children plus qualifying allotment and allotment concession will be paid if this amount is greater than the pre-entry contribution. Any excess allotment will be issued in addition.

(b) If the rating also has an unmarried dependant living as a wife for whom he establishes a claim to Special Dependants' Allowance, no State Allowance can be paid to the lawful wife in addition to the actual allotment made to her by the man unless she obtains a Court Order, or a legal liability assessment is made by the Admiralty, *vide* paragraph 3 (b) above, for a sum in excess of the amount of such allotment.

(c) If the estrangement takes place after the rating's entry any marriage allowance in issue will be continued under normal rules unless and until the rating withdraws his qualifying allotment or the wife obtains a Court Order. If marriage allowance has already ceased under former rules, the rating may claim to have the allowance recommenced, provided he has continued to contribute to his wife an amount not less than the qualifying allotment previously in payment.

(d) Alternatively, if the rating does not claim for his wife he may claim in respect of his children in her care. If a qualifying allotment in respect of a Special Dependant is being paid, no further qualifying allotment will be required on account of the children in the separated wife's care. A claim in respect of children will involve the stoppage of any dependants' allowance (e.g., to a mother) which may be in issue.

5. *Estranged Wife Holding Deed of Separation Providing for Maintenance.*—The amount of a deed or written agreement drawn by a solicitor will be met as if it were an amount prescribed by a Maintenance Order, except that the rating cannot be compelled to allot to meet a deed or agreement; if the man does not consent to allot at least qualifying rate, no State payment can be made to the wife.

6. *Divorced Wife Holding Alimony Order or Deed.*—(a) Payments will be made for the woman and her children on the same basis as for a wife holding a Maintenance Order or Deed respectively, subject to the following conditions.

(b) In the absence of further instructions no payment from public funds will be made in respect of a divorced woman who remarries, but payments on account of the children will be continued provided the rating is making a qualifying allotment, not necessarily in respect of the children, and other than for Dependants' Allowance.

(c) In the event of the rating re-marrying, the second wife will be entitled to qualifying allotment and allowance as wife. The divorced wife's Order or Deed will be met by allotment (compulsory or otherwise) from the balance of the man's pay up to the limit allowed by the Naval Discipline Act, provided the man is left with not less than 1s. a day; to this will be added marriage allowance and allotment concession, or such part of them as may be necessary to bring the total up to the amount of the Order or Deed. A compulsory stoppage cannot be made to meet a Deed.

7. *Divorced Wife not Holding Court Order or Deed.*—Only such amount as the rating may voluntarily allot can be paid for the divorced wife, but if the usual qualifying allotment is made children's allowance will be payable for his children in her care. The appropriate allotment concession will also be paid for the children unless allotment concession is already in payment in respect of a second wife or Special Dependant.

8. *Unmarried Dependant Living as Wife who has Separated from the Rating.*—No allowance will be paid for the woman, but provided an allowance

has been in issue for her children, if the man accepts liability by allotment or is made liable by Court Order they will be treated similarly to the children of a separated legal wife.

9. *Affiliation Orders.*—A rating is liable to be placed under compulsory stoppage within the limits permitted by the Naval Discipline Act or the Army Act provided his pay is not reduced below 1s. a day. Except under paragraph 8 above no payment from public funds will be made to meet affiliation orders.

10. *Arrears.*—Arrears under a Court Order may be met by additional compulsory stoppages of pay within the limits permitted by the Naval Discipline Act, provided the rating's pay is not reduced below 1s. a day.

11. *Procedure.*—(a) In future a rating is not required to notify the cessation of normal domestic relations with his wife, but where marriage allowance is in issue all Court Orders, decrees nisi, deeds or written agreements to separate drawn by a solicitor are to be reported through the usual channels to the Secretary of the Admiralty, Naval Branch, Queen Anne's Mansions, S.W.1, or to the General Officer Commanding, Royal Marines, in the case of Royal Marines.

(b) Steps are already being taken to reduce compulsory allotments under paragraphs 2 (a) and 3 (a) above, and any steps possible to adjust old cases in accordance with this Order will be taken, but as no machinery exists for bringing the facts of all old cases to light all ratings who consider that under the provisions of this Order their existing allotments can be reduced, or allowances for their wives or children should be instituted or increased, should make application through the usual channels quoting A.F.O. 408/44.

(c) In the case of new entrants who are already estranged from their wives but wish to declare voluntary qualifying allotments, the allotment declaration should be accompanied by a statement showing the cause of the estrangement and the pre-entry rate of support, if any.

(d) Apart from the concession in regard to the reduction of compulsory allotments, adjustments cannot take effect generally from a date earlier than the 30th September, 1943.

12. *Liability of a Rating when he Stops Payment of Marriage Allowance.*—If a rating makes an application for the payment of marriage allowance to cease, or reduces his allotment below the qualifying rate, his statements will be investigated by his Commanding Officer and he should understand that:—

(i) the withdrawal of the allowance does not absolve him from liability to contribute towards the maintenance of his family;

(ii) if, without reasonable cause, he deserts his wife and/or children, or leaves them in destitute circumstances, he may be placed under compulsory stoppage of pay in respect of their maintenance under Section 98A of the Naval Discipline Act, or Section 145 of the Army Act;

(iii) he is liable to be summoned to appear before a Civil Court in answer to a summons for maintenance.

13. An appreciable number of cases occur of requests being made for stoppage of allotment to a wife on grounds which on investigation are shown to be without foundation. As allowances are not payable when allotments are stopped, a great deal of unnecessary distress and hardship is caused by such action, especially where there are children in the family. Ratings are accordingly urged not to stop allotments prematurely, but to ask their Commanding Officers to report the circumstances to the Family Welfare Authorities for investigation. Meanwhile they should maintain an allotment at least at the qualifying rate to enable allowances to be continued.

14. The provisions of this Order do not apply to T.124, etc., ratings or ratings in Cable Ships, or to Canteen ratings, except in that such ratings are subject to compulsory stoppage under the Naval Discipline Act.

(C.A.F.O. 872/43.)

409.—Ledgers of Ships Lost—Reconstruction

(D.N.A./C.W. 19435/43.—27 Jan. 1944.)

When the ledger of a ship which has been lost is saved and a preliminary examination suggests the possibility that it is not up to date and that a partial reconstruction will be necessary, steps should be taken locally to collect all information available, including statements from survivors (see A.F.O. 3359/42, paragraph 4), and the matter should be referred to the Admiralty for directions as to the further action necessary. The completion of a ledger in such circumstances will normally be a matter for the Central Reconstruction of Accounts Office.

(A.F.Os. 1249/42 and 3359/42.)

410.—Customs Privileges—Naval Personnel for Convoy Duty and in Merchant Ships*Cancelled by
AFO 3916/44.*

(N.L. 6670/43.—27 Jan. 1944.)

Paragraph 26 of A.F.O. 3109/40 is to be amended to read as follows:—

26. Personnel borne for duty in Merchant Ships whilst temporarily serving or accommodated in H.M. Ships and Establishments, will come under the ordinary rules in force in such Ship or Establishment, as regards entitlement to duty-free goods. In shore establishments approved to receive duty-free Victualling Yard tobacco, they will be entitled to draw the normal Service issue of tobacco subject to the same conditions as apply in the case of other Naval personnel. They must not be permitted, however, to join a Merchant Ship in Home Waters with Service tobacco or other duty-free goods in their possession.

Whilst serving in Merchant Ships, Naval personnel are not entitled to take up Victualling Yard tobacco or other duty-free stores from H.M. Ships or Establishments in Home Waters either from the Paymaster's stores or from the Canteen. In Merchant Ships which have cleared for foreign, however, they will be entitled to purchase duty-free goods from the Ship under the same conditions as apply to the civilian crew.

(K.R. & A.I., Article 919.)

(A.F.O. 3109/40.)

411.—Customs privileges for Greek and Yugo-Slav Warships

(N.L. 238/44.—27 Jan. 1944.)

In consultation with H.M. Customs and Excise, it has been decided that units of the Yugo-Slav and Greek Navies are eligible for inclusion in the list of H.M. ships entitled to receive duty-free mess and canteen stores subject to the same conditions as apply to H.M. seagoing ships in commission and on the understanding that the personnel of these vessels will be instructed as to the Navy rules regarding the shipment and landing of dutiable goods and will be warned against smuggling.

2. It should be noted that ships must be commissioned and actually go to sea regularly from time to time to be entitled to this privilege.

(A.F.O. 4476/40.)

412.—Spirit Ration—Issue of

(N.L. 20803/43.—27 Jan. 1944.)

Inquiry into a recent fatal accident aboard one of H.M. ships revealed that it was the practice to issue neat rum to ratings below Petty Officer.

2. The attention of Commanding Officers of all ships and establishments is drawn to K.R. & A.I., Article 1827, clause 3, which specifically prohibits this practice.

(K.R. & A.I., Art. 1827.)

413.—Petrol Concessions and Leave Permits for Motor Vehicles for Naval Personnel on Leave*See AFO 2688/45.*

(N.S.M.T. 5813/42.—27 Jan. 1944.)

The following is to be substituted for paragraph 3(b) of A.F.O. 3410/43:—

(b) The validity of the permit will be from the date of issue until the day after the expiry of the holder's leave, inclusive, and in no case for longer than 29 days.

(A.F.O. 3410/43.)

414.—Stores—Care of*Ships under Repair, etc.*

(N.L. 20540/43.—27 Jan. 1944.)

Attention is drawn to the need for all possible precautions to be taken to avoid losses of stores by theft when ships are under repair while in commission with stores on board, or refitting, etc.

2. Portable valuable stores that are particularly liable to misappropriation, e.g., binoculars, watches, telescopes, electrical instruments, etc., are to be kept in a place of security. A locked drawer or cupboard in an officer's cabin is *not* considered to provide sufficiently secure stowage against theft while the vessel is in dockyard or contractor's hands for refit, nor, in connection with navigational watches, is the locked compartment provided in the chart room (in certain classes of ships) for stowing chronometers and watches regarded as adequate.

3. If workmen are likely to be employed in compartments where such valuable stores are normally stowed, alternative arrangements should be made for the stores to be removed to a safe place on board or ashore.

4. Apart from valuable articles, victualling stores which are subject to Customs duties or rationing restrictions are also particularly liable to pilferage, and Commanding Officers are to ensure that satisfactory arrangements are made to safeguard all stores and particular attention should be given to:—

- (a) the arrangements for custody and issue of keys of storerooms;
- (b) posting of sentries in accordance with K.R. & A.I., Article 738, and in storerooms when work is being carried out in those compartments;
- (c) arrangements for special police supervision at the dockside when practicable.

5. In cases of theft or suspected theft, the time factor is important. A preliminary notification should therefore be made to the police (dockyard or local) as early as possible.

(K.R. & A.I., Articles 738, 1068, 1922, 1937 and 1938.)

(C.A.F.O. 2333/42.)

(A.F.Os. 1627/42 and 3725/43 are cancelled.)

415.—Yellow Fever Vaccine—Liability to Deterioration

(M.D.G. 53795/43.—27 Jan. 1944.)

Attention is drawn to A.F.O. 491/44 in Section 4 of this issue.

416.—Convoy Equipment Inspection Staffs

(T.D. 2/42.—27 Jan. 1944.)

Experience has shown that closer supervision is necessary regarding the various items of special equipment required by merchant vessels sailing in convoy. Every vessel of about 500 g.t. and over trading to ports in the United Kingdom is likely to be included in convoy at some time and the difficulties of supervision have been greatly increased by the large number of Allied ships which are now included in British convoys.

2. Deficiencies in any one ship may affect the safety of a whole convoy, and it is therefore of the first importance that regular inspections should be undertaken by Naval staffs and that no ship should be allowed to sail in such a condition that she may endanger herself and her consorts.

3. To facilitate such inspections and particularly to ensure proper supervision of black-out arrangements, special Convoy Equipment Inspection Staffs have been established at the principal ports in the United Kingdom and abroad within the N.C.S. organisation. Their duties involve daily visits to ships in dock areas both by day and night, and personal contacts with ship masters as well as correspondence with owners' representatives and the Inspector of Convoy Equipment. The necessary facilities should be afforded.

4. The Inspector of Convoy Equipment, Captain H. L. Upton, D.S.C., R.D., R.N.R., has now been transferred to the Admiralty where he operates under the Director of Trade Division.

5. Convoy Equipment Inspection Officers have been appointed to the following ports:—

Home—Aberdeen, Ardrossan, Aultbea, Avonmouth, Ayr, Belfast, Blyth, Cardiff, Falmouth, Glasgow, Gourock, Grangemouth, Gravesend, Grimsby, Hull, Leith, Liverpool, London, Milford Haven, Manchester, Methil, Middlesbrough, Newcastle, Port Talbot, Shoreham, Southampton, Sunderland, Swansea.

Abroad—Alexandria, Algiers, Bombay, Calcutta, Colombo, Gibraltar, Malta.

(A.F.O. 855/42 is cancelled.)

*417.—Coal Mines—Training for Underground Work—Volunteers—Reports

(N. 28953/43.—27 Jan. 1944.)

In view of the urgent need, applications are invited from ratings and Marines (other ranks) without previous experience who are willing to take up employment in the coal mines in an underground capacity.

2. Owing to Service needs the following cannot be permitted to volunteer:—

- (a) Men serving abroad unless they arrive in the United Kingdom in the course of ordinary duty by the end of May, 1944.
- (b) All Air Crew and Air Maintenance ratings, trained or untrained except N.A. (G.D.)
- (c) All Artificers and Artisans
- (d) All Radio and Electrical Mechanics who have completed training at Technical Colleges and Government Training Centres.
- (e) All Leading rates and above, irrespective of branch and N.C.Os. (R.M.) unless unfit or over-age for sea service.
- (f) All men with non-substantive rates or specialists (R.M.) unless unfit or over age for sea service.
- (g) Men serving in the S/M service.
- (h) Wiremen (L.C.).
- (i) R.M. Tradesmen and R.M. Engineers.
- (j) Stoker Drivers (R.N. and R.M.).
- (k) C.S. and S.S. ratings and C.S. Marines whose first period of engagement has not expired.
- (l) Ranks of the R.N. School of Music.

In special cases the Admiralty may refuse applications even if they are not in the above categories.

3. Applicants are required to be under 41 years of age and to have been in medical categories I or IIa (feet) on entry in the Naval Service and not to have developed a hernia.

4. Applicants must be prepared to undergo preliminary training under the conditions regarding pay, etc., arranged by the Ministry of Labour and National Service as briefly summarized in Appendix A and subsequently to be directed to underground employment. Pay will begin from the date on which men report to the Ministry of Labour Training Centre.

5. Any men not debarred by the provisos in paragraph 2 or 3 may submit applications. Applications will be made through Commanding Officers who will

arrange for the completion in triplicate of a form as shown at Appendix B in respect of each man. Completed forms will be forwarded to the Secretary of the Admiralty, Naval Branch, or for R.M. ranks through the Commandant of the R.M. Division to which the man belongs.

6. Personnel provisionally accepted for underground coal-mining employment whose release is approved will be released indefinitely to the Reserve List under A.F.O. 536/41 or (if pensioners or reservists) with exemption from service, under orders issued by the Admiralty, and will receive instructions to proceed to the training centre allotted by the Ministry of Labour and National Service. They will be subject to immediate recall to the Service should they give up the training or subsequent underground work for which they were released.

7. So far as possible, men should be granted any leave due to them immediately prior to the date fixed for them to report to the training centre. Railway warrants should be issued for the journey to the intended place of employment, or if necessary, to the man's home and thence to the place of employment.

8. As soon as practicable after Admiralty approval for release has been received, a report is to be forwarded to the Admiralty (Naval Branch) stating the date of release, *i.e.* the date on which Naval pay ceases in order that the necessary returns may be made to the Ministry of Labour and National Service, A.F.O. 417/44 being quoted in the report.

9. Releases under this order are being made good by an equivalent number of recruits, and Commanding Officers should, therefore, not discourage applications from eligible ratings.

10. Men who volunteer and are eligible for release under this Order are not to be drafted from their present ship or establishment, or be allowed to proceed abroad, pending Admiralty decision on the application.

APPENDIX A

GENERAL CONDITIONS GOVERNING THE INITIAL PERIOD AT A MINISTRY OF LABOUR TRAINING CENTRE AND THE SUBSEQUENT TRAINING AND UNDERGROUND WORK IN A COAL MINE.

1. *Ministry of Labour Training Centre.*—(a) Personnel selected will be directed to one of the following training centres for an initial period of about one month:—

- Morrison (Old Pit), South Moor, Durham.
- Horden Colliery, Durham.
- Askern Main Colliery, Near Doncaster, Yorks.
- Prince of Wales Colliery, Pontefract, Yorks.
- Newton Colliery, Clifton, Lancs.
- Cresswell Colliery, Derbyshire.
- North Staffs Emergency Training Scheme, North Staffs Technical College, Stoke-on-Trent.
- Tunnel Pit, Haunchwood Colliery, Nuneaton, Warwickshire.
- Oakdale, Monmouthshire.

Applicants may express a preference regarding the centre at which they wish to be trained and the coalfield for subsequent employment. Every effort will be made to meet their requests although no guarantee can be given on the subject.

(b) Wages while at the training centre (for men 21 years of age and over) will be at the rate of 90s. a week. In addition, men living away from home will normally be eligible for certain allowances, including an allowance of 24s. 6d. a week for those who continue to maintain a home in another area.

2. *On completion of initial training at a Ministry of Labour Centre.*—(a) Trainees will be placed in a working colliery for further training and underground employment.

(b) Wages will be at the rate appropriate to the district for the particular coalmining occupation. There is a national minimum rate of 90s. a week for adult surface workers and 100s. a week when they go underground.

3. *Clothing.*—Trainees going to a Ministry of Labour Training Centre should provide themselves with old but serviceable clothing. Protective overalls will be issued on loan. A safety helmet and safety boots will be issued free of charge and men will be allowed to retain these on completion of training. Six clothing coupons in respect of the safety boots will be deducted from the 30 additional coupons to which men become entitled on taking up underground employment.

APPENDIX B

VOLUNTEERS FOR TRAINING FOR UNDERGROUND WORK IN THE COAL MINES

Application form to be completed by ratings and R.M. other ranks, and forwarded by Commanding Officers in *triplicate* to the Secretary of the Admiralty (Naval Branch) or through Commandants R.M. in the case of R.M. ranks.

Port Division and Official No.....
 Rank or rating.....
 Name.....
 Pension or Reserve No.....
 Date of birth.....
 Medical grade on entry.....
 Has a hernia developed.....
 Type of engagement :—
 Hostilities only, R.N.R., R.F.R., etc.....
 Date of entry or mobilisation.....
 Home address.....
 Training centre at which it would be preferred to receive initial training.....

I wish to volunteer for training and subsequent underground work in the coal mines under the conditions laid down in A.F.O. 417/44 which I have read and understand.

Date..... Signature of rating or other rank.....

The applicant, who is eligible under the conditions, $\frac{\text{is}}{\text{is not}}$ fit for sea service.

Date..... Commanding Officer,
 H.M.S.

(A.F.O. 536/41.)

*418.—Ex-coalminers—Return to Underground Work in the Mines—Application—REPORTS

(N. 28953/43.—27 Jan. 1944.)

Ratings and Royal Marine other ranks who have had underground experience in coal mines are invited to apply to take up employment in an underground capacity in the mines.

2. Owing to Service needs, applications cannot be accepted from the following :—

- (a) Men serving abroad unless they arrive in the United Kingdom in the course of ordinary duty by the end of May, 1944.
- (b) All Air Crew and Air Maintenance ratings trained or untrained except N.A. (G.D.).
- (c) All Artificers and Artisans.
- (d) All Radio and Electrical Mechanics who have completed training at Technical Colleges and Government Training Centres.
- (e) All Leading rates and above irrespective of branch and N.C.Os. (R.M.) unless unfit or over age for sea service.
- (f) All men with non-substantive rates or specialists (R.M.) unless unfit or over age for sea service.
- (g) Men serving in the S/M service.
- (h) Wiremen (L.C.).
- (i) R.M. Tradesmen and R.M. Engineers.
- (j) Stoker Drivers (R.N. and R.M.).
- (k) C.S. and S.S. ratings and C.S. Marines whose first period of engagement has not expired.
- (l) Ranks of the R.N. School of Music.

In special cases the Admiralty may refuse applications even if they are not in the above categories.

3. Any men with previous underground coal-mining experience not debarred under the foregoing paragraph may submit applications. Applications should be made through Commanding Officers, who will arrange for the completion in triplicate of a form as shown in Appendix X in respect of each man. The completed forms are to be forwarded to the Secretary of the Admiralty (Naval Branch), or for R.M. ranks through the Commandant of the R.M. Division to which the man belongs.

4. Men will be offered to the collieries at which they wish to work underground and, if work is available, they will be released to those collieries. Otherwise, efforts will be made to place the men at collieries within reasonable travelling distance of their home address.

5. Men accepted for re-employment will be released indefinitely to the Reserve List under A.F.O. 536/41 or (if pensioner or reservist) with exemption from service, under orders issued by the Admiralty. They will be subject to recall to Service should they give up the underground work for which they were released. Men released under this order should be granted any leave due to them prior to ceasing Naval pay. Railway warrants should be issued for the journey to the intended place of employment or, if necessary, to the man's home and thence to the place of employment.

6. As soon as possible after Admiralty approval for release has been received a report is to be forwarded to the Admiralty (Naval Branch) stating the date of release, i.e. the date on which Naval pay ceases in order that the necessary returns may be made to the Ministry of Labour and National Service, and the Ministry of Fuel and Power, A.F.O. 418/44 being quoted in the report.

7. Releases under this order are being made good by an equivalent number of recruits and Commanding Officers should, therefore, not discourage applications from eligible ratings.

8. Men who volunteer and are eligible for release under this order are not to be drafted from their present ship or establishment, or be allowed to proceed abroad, pending Admiralty decision on the application.

APPENDIX X

Ex-coalminers—Application to Return to Coal Mines for Work Underground

To be completed by ratings and R.M. other ranks with previous underground coal-mining experience and forwarded by Commanding Officers in *triplicate* to the Secretary of the Admiralty (Naval Branch), or to Commandants, R.M., in the case of R.M. ranks :—

Port Division and Official No.....
 Rank or rating.....
 Name.....
 Pension or Reserve No.....
 Date of birth.....
 Type of engagement—Hostilities Only, R.N.R., R.F.R., etc.....
 Date of entry or mobilisation.....
 Home address.....
 Name and address of colliery or collieries at which previously employed.....
 Capacity in which employed.....
 Period of colliery employment—from..... to.....
 Name and address of colliery at which underground employment is desired.....

I wish to be released to undertake underground employment in the coal mines under the conditions laid down in A.F.O. 418/44 which I have read and understand.

Date..... Signature.....

The applicant is eligible under the conditions and $\frac{\text{is}}{\text{is not}}$ fit for sea service.

Date..... Commanding Officer, H.M.S.....

(A.F.O. 536/41.)

*419.—“First of June” Appeal for Naval Officers’ Charities, 1943

(P.M. 3675/43.—27 Jan. 1944.)

The following statement has been received from the Organising Committee of the First of June Appeal for Naval Officers’ Charities.

2. The donations received as a result of this Appeal amounted to £6,811 on 10th December, 1943, and distribution of £6,800 has been made as follows:—

	£
Admiral of the Fleet Sir Frederick Richards’ Memorial Fund	600
Hawkins Fund—The Marine Society	100
The Housing Association for Officers’ Families (Naval Cases)	350
Lloyd’s Patriotic Fund—General Fund (Naval Cases)	300
Lloyd’s Patriotic Fund—Naval War Fund, 1939	600
The Officers’ Association (Naval Cases)	1,000
The Officers’ Families’ Fund (Naval Cases)	500
Queen Adelaide Naval Fund	300
R.N. and R.M. Warrant Officers’ Benevolent Fund	800
Royal Naval Benevolent Society	500
Royal Patriotic Fund Corporation	50
Soldiers’, Sailors’ and Airmen’s Families Association (Naval Officers’ Cases)	150
Royal Naval Scholarship Fund	400
Royal School for Naval and Marine Officers’ Daughters	500
W.R.N.S. Benevolent Fund (Officers)	200
Trinity House War Fund (T.124 Cases)	150
Marine Engineers’ Association Benevolent War Fund (T.124 Cases)	300
Total	£6,800

3. Further donations, of which advice has already been received, are expected. These will be added to the 1944 Appeal.

4. Although the amount received this year is more than twice that received in 1942, the Committee would bring to the notice of all officers now serving that the Funds which are supported by these annual subscriptions are very badly in need of financial assistance. This restricts the amount of help which they are able to give to many sad and necessitous cases.

5. Whilst certain of the Funds are restricted by their charter in the classes of naval officers or their dependants whom they can assist, there are many of them which cater for the needs of officers, both permanent and temporary, of all branches of the Royal Navy, Royal Marines, Royal Naval Reserve, Royal Naval Volunteer Reserve and some for the Royal Naval Reserve (T.124) and W.R.N.S. officers. Collectively, these funds cater for all officers of the Naval forces and their dependants.

6. It will be evident that, whilst the casualties of war automatically increase the calls which are made on these funds, a heavier financial call on their assistance is likely to arise in the years to come after the war, when in addition they will come to the aid of the many officers who hold temporary commissions and who in civil life find difficulties in meeting the post war problems.

7. There is, therefore, a present need to have funds in hand for the difficult years ahead.

8. The Commander-in-Chief, The Nore, as Chairman of the Committee for administering the funds derived from this Appeal, will shortly be issuing his Annual Appeal.

9. The Committee would bring to the notice of all officers that an order to a bank to pay a fixed annual sum is an easy method of ensuring that this Appeal is not overlooked. A form of notification which can be used is given below. The Commander-in-Chief, The Nore, will also issue blank copies of this form when making his Annual Appeal.

THIS FORM, WHEN COMPLETED, SHOULD BE FORWARDED TO THE COMMAND ACCOUNTANT OFFICER, THE NORE, AND NOT DIRECT TO THE BANK

To.....BankBranch

PERIODIC PAYMENT

Please pay the sum of £..... (say.....) on 1st June, 19... to the account of 1st June Appeal for Naval Officers’ Charities at Westminster Bank Limited, CHATHAM, Kent, and continue to make a similar payment on 1st June annually until this order is cancelled in writing, charging such payment to the debit of my Account.

2d.

Date..... Signature.....

stamp.

Note.—If you have not a 2d. stamp, this will be affixed by your Bank and debited to your Account.

*420.—Jewish Sacred Festivals, 1944

(C.E. 50227/44.—27 Jan. 1944.)

Subject to the exigencies of the Service, leave of absence may be granted to officers and men of the Royal Navy belonging to the Jewish Faith, who may desire to observe the undermentioned festivals:—

Feast of the Passover	8th to 15th April
New Year	18th and 19th September
Day of Atonement	27th September

2. Leave should be granted, if possible, so as to enable those concerned to reach home by sunset on the previous day in each case.

*421.—Lott Naval Trust Fund—Awards for Inventions

(N. 175/44.—27 Jan. 1944.)

The following awards to Naval personnel have been approved by the Lott Naval Trust Fund Committee:—

Lieutenant A. E. Chiverton, R.N. Ammunition supply device. (G.014857/43.)	£10
Lieutenant W. C. McKinlay, R.N.R. Anti-bomb device. (U.B.255/43.)	£10
Lieutenant (A) M. T. Bridgeman, R.N.V.R.	£5 each
Sub-Lieutenant (AE) R. J. T. Holland, R.N.V.R.	
Machine gun modification. (G.012518/43.)	
H. W. Robinson, Chief E.A., P/MX.54098. Propeller turning tool. (T.09416/43.)	£3
Sergeant K. L. R. Gray, R.A.F. Metal cover for reflector sight. (M.4080/42.)	£5
R. C. Hunter, Sailmaker, P/JX.133055. Sailing ship rig. (N.22033/43.)	£4
R. R. Pinford, Petty Officer, P/JX.131358. Battle trainer. (N.23145/43.)	£15
Col. Sergt. R. Gray, R.M., Ch/X.24437	£5 each
Col. Sergt. D. J. Miller, R.M., Ch.23086	
A/Ty. Col. Sergt. B. H. Fountain, R.M., Ch/X.1115(T)	
Model of 5-25-in. turret. (N.21945/43.)	
Mr. J. R. Parnham, Act. Gunner (T). Gauge modification. (T.09071/43.)	£5
Lieutenant J. E. Wood, R.N.V.R. Mounting for Coastal Force Craft. (N.11695/43.)	£10
Lieutenant (E) Tudor-Williams, R.N.V.R. Device for rapid loading of magazines. (G.6624/42.)	£5
Commander (E) R. J. Greenwood-Penny, R.N. Boiler tube testing gear. (D.023166/42.)	£10

Lieutenant (E) H. Cooper, R.N. Horse-power calculating instrument. (N.5576/43.)	£3
W. G. Stanley, E.A. 1st Class, P/M.28923. Press for repairing telephones. (N.5096/43.)	£3
Lieutenant (E) G. A. Hewett, R.N. Modification to boiler-feed regulators. (N.16460/43.)	£5
W. A. Morrison, Ch. E.A., C/M.36328. Temperature control instrument. (N.14734/43.)	£5
Commander E. R. Maycock, R.N.	£6
Shipwright Lieutenant J. S. Collacott, R.N.	£4
Quick release gear for Carley floats. (D.11031/43.)	
Instructor Lieutenant G. V. Loft, R.N. Resolving ruler. (N.7413/43.)	£3
Lieutenant J. W. Davies, R.N.V.R. Gunnery instructional device. (N.12365/43.)	£5
Mr. H. B. Simmonds, Warrant Ordnance Officer. Modification to 4-in. mounting. (G.03032/43.)	£5
R. Longley, E.A., C/M.38455. Extractor for removing spark gap rods. (M.08691/43.)	£3
Lieutenant A. A. King, R.N.	£3 each
T. Taylor, E.A. 4th Class, P/MX.65331	
Modification to torpedo pistol. (T.03176/43.)	
Mr. A. Pomroy, Warrant Ordnance Officer. Modification to 6-in. shell-hoist. (G.08266/43.)	£15
Mr. A. W. Finch, Warrant Engineer. Packing ring for drain valves. (D.12312/43.)	£25
E. F. Sayer, C.E.R.A., C/M.7989. Valve re-seating tool. (M.2826/43.)	£3
Lieutenant J. A. Breadner, R.C.N.V.R. W/T anti-interference device. (C.F.M.3834/43.)	£10
Mr. F. G. Harvey, Comm'd. Electrician	£10 each
H. P. Williams, Ch. E.A., C/M.38634	
Skimming tool for commutators. (D.14067/42.)	
Lieutenant (E) J. S. Agate, R.N. Pyrene foam equipment modification. (P.11244/43.)	£12
Lieutenant (Elec) F. W. Ralph, R.N.V.R. Modification to wavemeter. (N.24716/43.)	£10
Lieutenant-Commander N. K. Tod, D.S.C., R.N.	£20
A. J. Elliott, Ch. E.A., D/M.37948	£10
Plotting table. (N.21631/43.)	
G. H. Websdale, C.P.O. Tel., P/J.5888. Inter-communication set.	£10
E. A. Bodger, O.A., C/MX.63331. Modifications to 3-in. and Oerlikon guns. (M.2387/43.)	£4
Mr. J. W. Utting, Gunner. Modification to shell traveller. (G.5270/43.)	£5
G. E. Weeks, Act. Ldg. Sea., C/SSX.14200. Modification to 2-pdr. mounting. (G.2417/43.)	£5
G. Pledger, Ch. E.R.A., P/MX.47332. Grease gun. (N./D.O.10964/43.)	£30

2. Inventions forwarded to the Admiralty before 1st January, 1929, are not eligible for consideration by the Lott Fund Committee, and the same applies to applications which are about to be forwarded to or pending with the Admiralty Awards Council. On the other hand applications which have failed to secure an award from the latter may be re-submitted to the Lott Fund Committee.

3. Payment should be made by the Accountant Officer of the ship or establishment in which the officer or rating is borne and brought to account through the cash account as a charge to "Trust Funds" (Lott Naval Fund), except in the case of officers serving at the Admiralty or retired personnel; payment to these will be made by the Director of Navy Accounts.

4. In the case of deceased personnel payment will be made to their estates by the Director of Navy Accounts on application being made.

(A.F.O. 1277/30.)

422.—Lott Naval Trust Fund—Allocation of Fleet Amounts

(N. 175/44.—27 Jan. 1944.)

The amounts to be awarded from the above Fund for efficiency in fighting practices of the various Fleets up to 31st December, 1944, are to be the same as those fixed in 1939 (vide A.F.O. 245/39) with the exception of the Home, Mediterranean, East Indies and China Fleets. The sums normally allocated to the latter will accordingly lapse for the time being.

(A.F.O. 1277/30.)

(A.F.O. 245/39 not in annual volume.)

*423.—Royal Naval War Amenities Fund—Donations

(N/W.A.F. 84/2/42.—27 Jan. 1944.)

The Committee of the R.N. War Amenities Fund acknowledge with thanks the receipt of the following further donations from H.M. Ships, Naval Bases and Establishments, from 1st September to 31st December, 1943 :—

	£	s.	d.
H.M.S. "Ariel"	20	0	0
H.M.S. "Armadillo"	50	0	0
Aultbea B.D. Depot	100	0	0
H.M.S. "Bacchante"	50	0	0
H.M.S. "Badger"	500	0	0
H.M.S. "Baldur"	50	0	0
H.M.S. "Brontosaurus"	10	0	0
H.M.S. "Cabbala"	80	0	0
H.M.S. "Caroline"	62	8	5
R.N. Canteen, Cardiff	250	0	0
H.M.S. "Ceylon"	25	0	0
R.N. Barracks, Chatham	100	0	0
R.N. Auxiliary Hospital, Chatham	10	0	0
R.N. Auxiliary Hospital, Cholmondeley Castle	50	0	0
H.M.S. "Cochrane"	200	0	0
Combined Operations Headquarters	50	0	0
H.M.S. "Dartmouth"	10	0	0
H.M.S. "Dorlin"	30	0	0
R.N. Auxiliary Hospital, Durdham Down	10	0	0
H.M.S. "Dunluce Castle"	100	0	0
R.N. Air Station, Eglinton	100	0	0
H.M.S. "Ferret"	100	0	0
R.M.E. "Flotta"	10	0	0
H.M.S. "Foliot"	30	0	0
H.M.S. "Formidable"	200	0	0
H.M.S. "Forte"	100	0	0
H.M.S. "Forth"	50	12	9
H.M.S. "Fox"	50	0	0
H.M.S. "Ganges"	50	0	0
H.M.S. "Glendower"	50	0	0
H.M.S. "Gosling"	50	0	0
Headquarters S.S. Group (R.M.)	16	10	0
H.M.S. "Helicon"	85	0	0
R.N. Air Station, Hinstock	25	0	0
R.N. Barracks, Instow	10	0	0
R.N. Auxiliary Hospital, Invergordon	5	1	0
M.L.C. Repair Base, Irvine	5	0	0
H.M.S. "Irwell"	50	0	0
H.M.S. "James Cook"	20	0	0
R.N. Auxiliary Hospital, Kingseat	100	0	0
Knab and Braewick Canteen, Lerwick	20	0	0
H.M.S. "Lizard"	50	0	0
R.N. Canteen, Longhope	20	0	0
H.M.S. "Lynx"	75	0	0
H.M.S. "Manatee"	35	0	0
H.M.S. "Monck"	30	0	0
30th M.T.B. Flotilla	20	0	0

	£	s.	d.
Naval Party 100	100	0	0
H.M.S. "Nemo"	50	0	0
H.M.S. "Pasco"	100	0	0
R.N. Canteen, Peterhead	10	0	0
R.N.T.U., Pontefract	10	0	0
H.M.S. "Proserpine"	947	17	6
H.M.S.'s "Pyramus", "Sparrowhawk" and "Tern"	809	10	0
R.N. Canteen, Queenborough Pier	7	10	0
H.M.S. "Raleigh"	100	0	0
H.M.S. "Robin"	40	10	0
H.M.S. "Rosneath"	50	0	0
H.M.S. "Safeguard"	50	0	0
R.N. Canteen, Shepton Mallet	5	0	0
H.M.S. "Skirmisher"	25	0	0
H.M.S. "Shrapnel"	2	1	0
H.M.S. "Southern Prince"	5	0	0
H.M.S. "Spurwing"	50	0	0
H.M.S. "Squid"	30	0	0
H.M.S. "Stopford"	17	10	0
H.M.S. "Talbot"	100	0	0
H.M.S. "Trelawney"	246	3	1
H.M.S. "Valkyrie"	50	0	0
H.M.S. "Vectis"	115	0	0
H.M.S. "Warren"	5	0	0
H.M.S. "Wasp"	15	15	0
R.N. Air T.E., Watford	10	0	0
H.M.S. "Westcliff"	250	0	0
H.M.S. "Western Isles"	15	0	0
H.M.S. "Worcester"	5	0	0
W.R.N.S., R.N. Air Station, Eglinton	20	0	0
W.R.N.S., H.M.S. "Warren"	20	0	0

(A.F.O. 4279/43.)

424.—H.M.S. "Sapphire"—Disposal of Ship's Fund

(P.M. 134/44.—27 Jan. 1944.)

(Included in Notice Boards Issue only.)

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

425.—Guns—B.L., 4.7-in., Marks I—II—Removal of Electric Firing

A.S. Escorts

(A.S. 04603/43.—27 Jan. 1944.)

Destroyers converted to A/S escort and armed with B.L. 4.7-in., Marks I—II guns will use percussion fire only.

2. Electric locks, breech safety changeover contacts, cables, guards, packing plates, washers and all sub components of these stores together with all tubes, vent, electric, are to be landed.

3. The quantity of tubes, vent, percussion, to be carried should be 1 per round including sufficient for 6 months' practice plus 50 per gun spare.

4. Naval Proportion Book will be amended.

426.—Guns—Q.F. 3-in., 20 cwt., Mark I, Spare Parts and Tools not required when Mechanism is Modified for Hand Working only

Submarines

(A.S. 6633/43.—27 Jan. 1944.)

When breech mechanisms of Q.F., 3-in., 20-cwt., Mark I guns in submarines have been modified, in accordance with A.F.O. 2500/43, the following spare parts, appurtenances and implements are not required, and should be landed at the nearest R.N. Armament Depot, viz. :—

Q.F., 3-in., 20-cwt., Mark I—

Box, breech block spring.
Lever, actuating b.m. lever shaft.
Lever, actuating, clutch.
Nut, actuating, clutch.
Screw, actuating, clutch.
Spring, pawl, breech mechanism lever actuating shaft.

Appurtenances and Implements—

Case, compressor, breech block spring.
Spring, plunger, No. 96 b.m. wrench.
Wrenches, B.M., Nos. 95 and 96.

2. Naval Proportion Book will be amended.

(A.F.O. 2500/43.)

427.—Guns, Vickers 0.5-in. Machine Guns—Balance Weights

(A.S/G. 05928/43.—27 Jan. 1944.)

It has been found that the lead balance weights which are attached to the lanyard bracket of 0.5-in. Vickers M/C guns fitted with plain (unfluted) water jackets work loose during firing owing to the washer eating into the weight.

2. To obviate this, the existing washer is to be replaced by a washer of approximately 2-in. diameter, by ships' staff and by R.N.A. depots before issue. Washers should be provided locally.

(A.F.O. 3767/42.)

428.—Gun Mountings—General—Re-arrangement of Gun Pump Drives and Hydraulic Leads—As. and As.

M.T.Bs. 412–418 and 430–452 (less M.T.B. 446), E.R.Os. Coastal Force Bases and H.M. Dockyards concerned

(G. 014969/43.—27 Jan. 1944.)

The present arrangement of gun pump drives in the above vessels is as follows :—

- (i) One from each wing propeller shaft.
- (ii) One from the auxiliary engine.

2. It has been decided to modify the arrangement in (i) above as follows :—

Remove the gun pump and drive from the starboard engine propeller shaft, and fit in a position adjacent to the centre engine where the power take-off can be used to drive the gun pump. The port engine propeller shaft drive is to be retained.

3. The necessary power take-off adaptors are to be demanded from Admiralty, D.C.F.M. Department, as required.

4. Hydraulic piping leads are to be modified to suit the new position.

5. The work is to be carried out by base staffs, assisted by dockyards and repair bases as necessary. An A. and A. item to cover the work involved has been raised.

429.—Gun Mountings—0.5-in., Mark V—Disposal Instructions for Guns

(G. 016542/43.—27 Jan. 1944.)

A.F.O. 1204/43 is to be amended as follows:—

Add new paragraph 2:—

"2. The undermentioned components of the 0.5-in., Mark V, mounting are classed as gun mounting items: they are to be retained with the mounting and *not* returned with the guns:—

(a) Bolts securing guns to cradle.

(b) Trigger bar lever complete with roller and tappet arms."

(A.F.Os. 4629/42 and 1204/43.)

430.—Gun Mountings—American—3-in./50 Calibre U.S., Mark XI and Mods. (Dry Mountings only), Mark XX and Mods., Mark XXII and Mods.—Modifications to Provide Improved Lubrication—REPORTS.

Ships concerned

(G. 07350/43.—27 Jan. 1944.)

Ordalt No. 1354, incorporating an earlier Ordalt No. 1029, has been issued by the U.S. Authorities giving instructions for certain modifications to be carried out to the 3-in./50 calibre U.S. mountings Mark XI and modifications (dry mountings only) Mark XX and modifications, Mark XXII and modifications to improve the lubrication etc. on these mountings as described below.

2. Ordalt No. 1029 gave instructions for the following modifications:—

(a) Additional drain holes to be drilled in the base plate (the total should now be four in number).

(b) Twelve vertical grease grooves in the external bush of the base plate, except for mountings, fitted with continuous spiral grooves, which do not need this modification.

(c) The fitting of a baffle ring secured to the base plate.

(d) The cover plate fitted over the hollow base of the carriage to be modified by cutting away the circular flange on the underside of the cover to clear the baffle ring. The overall thickness should now be 1.5-in. instead of 4.25-in.

3. Ordalt No. N. 1354, in addition to the above, gives instructions for the following to be fitted:—

(a) Five lubricators in the external flange at the base of the carriage besides those already fitted in the internal flange.

(b) A lubricator in each of the brackets for the firing rod.

(c) The alternate ends of the grease grooves in the trunnion bearings to be connected.

(d) Four lubricators in the sight yoke for the rocker guides.

4. Additional U.S. pattern lubricators will have to be fitted to carry out these modifications.

5. As the number of mountings which have already been modified is not known, Commanding Officers of ships concerned should report as soon as possible to the Admiralty the registered number of the mountings which have *not* been modified as detailed in paragraph 3a, 3b, and 3d, so that the requisite number of lubricators may be obtained from the U.S. Authorities.

6. The number of drain holes in the base, paragraph 2a, should be checked and the cover plate, paragraph 2c inspected. It will then be apparent if the modifications enumerated in Ordalt No. 1029 have been carried out.

The register numbers of mountings *not* so modified should also be reported to the Admiralty.

7. Detailed instructions for carrying out these modifications will be issued when the U.S. pattern lubricators are available.

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

431.—Ammunition—General—Practice Projectiles for 6-pdr. and 3-pdr. Sub-calibre Guns—Weighted Hardened Shell not to be Used—REPORT

(G. 015295/42.—27 Jan. 1944.)

Six- and 3-pdr. hardened shell, known as common pointed shell, have been used, after annealing and weighting, for making up Practice and Sub-calibre ammunition of the following marks viz:—

	Mark	Cordite Charge.
6-pdr.	54	M.C., Size 4½
	55	M.C., Size 4½
	68	H.S.C.T. 124-058
	76	H.S.C.T. 134-055
	79	H.S.C.T. 134-055
	89	H.S.C.T. 134-055
	92	H.S.C.T. 134-055
	82	N/F.Q. 029
3-pdr.	85	N/F.Q. 029
	40	M.C., Size 4½
	44	M.C., Size 4½
	64	H.S.C.T. 124-058
	49	H.S.C.T. 134-055
	54	H.S.C.T. 134-055
	75	H.S.C.T. 134-055
	91	N/F.Q. 029

2. Cartridges of these marks are clear for practice firings *except in sub-calibre guns*, and any ships to whom cartridges of these marks have been issued for use in sub-calibre guns should return them on the first opportunity, and draw rounds in lieu made up with practice shot or with other than weighted common pointed shell.

3. *Armament Depots only.*—All cartridges of the above marks are to be transferred from "Practice and Sub-Calibre" to "Practice *not* Sub-Calibre" and markings on packages are to be amended by deletion of the words "and Sub-Calibre". The words "not Sub-Calibre" are to be stencilled diagonally across the lid of the box in red paint. A report should be rendered to Admiralty, D.A.S. (B. 89), Bath, on publication of this order showing stocks of these natures, and subsequent reports of transactions in these cartridges should be shown with separate resultant stock figures for "Practice *not* Sub-Calibre" and "Practice and Sub-Calibre".

432.—Ammunition—4-in.—6-in.—Cartridges, Q.F., 4-in. V and V*, S.A.P., S.C. 103. R.N.C. 1395—Examination

(A.S./G. 04737/43.—27 Jan. 1944.)

Commanding Officers of H.M. ships are to arrange for any cartridges, Q.F., 4-in. V-V*, S.A.P., S.C.103, R.N.C. 1395, on board to be landed at a Naval Armament Depot, and ammunition of other lots drawn in replacement.

2. C.A.F.O. 991/42, category (b), refers.

3. R.N. Armament Depots are to arrange for any cartridges, Q.F., 4-in. V and V*, S.A.P., S.C.103, Lot R.N.C. 1395, filled Woolwich 8/38, in store or subsequently received, to be carefully examined for shell, loose, in the cartridge case. Any found with loose shell should be re-indented before issue for service.

4. Cartridges with tight shell or with shell which have been made tight under this A.F.O. should be stencilled "Exd. A.F.O. 432/44".

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

433.—Aircraft—Bombs—Horizontal Fuzing for British H.E. Bombs—Introduction

(G. 04081/43.—27 Jan. 1944.)

Horizontal fuzing is to be generally introduced into the Service and new stores, e.g. pistol No. 44, are designed to incorporate it. Horizontal fuzing consists of removing the safety device for the pistol or fuze (e.g. the fork on pistol No. 27, the vane stop on tail units, etc.) by a pull in an approximately horizontal direction along the line of the major axis of the bomb instead of the vertical pull which has been normal British practice in the past.

2. The fuzing unit is to be positioned at some position nearer to the centre of the carrier than a vertical point above the store to be armed. The exact position is not material but must be 3-in. or more nearer to the centre of the carrier than a vertical position above the point where the safety wire enters the fuze of the pistol. In tail fuzing, the fuzing unit can usually be positioned at least 9-in. nearer to the centre of the carrier than a vertical line drawn through the arming vane.

3. With ordinary fuzing units the shape of the store carried limits their position, but it will be found that the 3-in. limit mentioned above can be complied with.

4. When the store is dropped the fuze setting control link gives an angular pull on the pistol or fuze safety device, thus withdrawing it.

INTRODUCTION

5. The system will be introduced in two stages:—

Stage 1.—The issue of conversion fittings for modification of stores in service.

Stage 2.—Modification to production.

APPLICATION OF STAGE 1

6. *Pistols Nos. 27 and 42.*—(a) Components required are sets, conversion horizontal fuzing, No. 1, Mark I (12G/863), consisting of:—

1 fork, safety, No. 1, Mark I	12G/851
1 wire, safety, No. 1, Mark I	12G/807
2 clips, safety, No. 1, Mark I	12G/806

(b) *Method of fitting.*—The pistol is fitted to the bomb in the usual way, the safety fork is then removed and replaced with the special fork. This has a spring fitted inside the fork which is compressed when the fork is pressed home. When fully home, the wire safety, No. 1, Mark I, is inserted through one or other of the two holes drilled in the open end of the fork, and is secured by placing two clips, safety, No. 1, Mark I, on the wire, leaving 3-in. of wire protruding through the clips.

The fuze setting control link is attached to the eye of the safety wire and offered up to the fuzing unit in the normal way, *except that the fuzing unit must be positioned at least 3-in. nearer to the centre of the carrier than a point immediately above the nose of the bomb.*

(c) *Supply*—

10 conversion sets, No. 1, Mark I, will be packed in cardboard carton No. 30.

20 cartons No. 30 will be packed in box B.466.

7. *Pistol No. 44.*—No modification required, as this pistol is designed for horizontal fuzing and instructions issued. (See A.P. 2617A).

8. *Pistols No. 28, 30 and 37.*—(a) Components required for pistols, No. 28 and No. 30 are sets, conversion, horizontal fuzing, No. 2, Mark I (12G/864) consisting of:—

1 guide, wire, arming, No. 1, Mark I	12G/852
1 wire, safety, No. 1, Mark I	12G/807
2 clips, safety, No. 1, Mark I	12G/806
1 vane, arming, special, No. 3, Mark I	12G/853

(b) Components required for pistols, No. 37, are sets, conversion, horizontal fuzing, No. 3, Mark I (12G/865), consisting of:—

1 guide, wire, arming, No. 1, Mark I	12G/852
1 wire, safety, No. 1, Mark I	12G/807
2 clips, safety, No. 1, Mark I	12G/806
1 vane, arming, special, No. 3, Mark II	12G/854

(c) *Method of fitting.*—Before fitting the tail unit to the bomb, the vane stop is removed and also the arming vanes, care being taken not to damage the locking washer.

The guide wire arming, No. 1, Mark I, is slipped over the tail cone bush, the small spring locating it in position by registering in the hole in the tail cone bush.

Vane, arming, special, No. 3, Mark I, is then fitted and the nut secured again by bending up the tab of the locking washer.

Wire, safety, No. 1, Mark I, is passed first through the arming wire guide and then through the hole provided in the arming vane and secured in position with two clips, safety, No. 1, Mark I, leaving 3-in. of wire protruding.

The fuze setting control link is fitted to the eye of the arming wire and offered up to the fuzing unit in the normal way, *except that the fuzing unit must be at least 3-in. nearer the centre of the carrier than a vertical line through the arming wire guide.* In practice a position about 9-in. nearer the centre of the carrier can usually be obtained.

(d) *Supply*—

10 conversion sets, No. 2, Mark I, or No. 3, Mark I, will be packed in cardboard carton No. 30.

20 cartons, No. 30, will be packed in box B.466.

9. *Fuze No. 30.*—(a) Components required are sets, conversion, horizontal fuzing, No. 4, Mark I (12G/866), consisting of:—

1 guide, wire, arming, No. 2, Mark I	12G/855
1 vane, arming, special, No. 4, Mark I	12G/856
1 wire, safety, No. 1, Mark I	12G/807
2 clips, safety, No. 1, Mark I	12G/806

(b) *Method of fitting.*—The normal arming vanes are removed from the boss and replaced with the special arming vane, using the original screws. The normal clip and vane stop are removed, and replaced with the guide wire arming, No. 2, Mark I, which has two holes in the ends of the spring clip to enable the clip to be wired in position.

When the store has been tested in the approved manner, wire, safety, No. 1, Mark I, is passed through the hole in the arming wire guide and the hole in the vane, arming, special, No. 4, Mark I, being secured in position with two clips, safety, No. 1, Mark I, fuze setting control link is fitted to the eye of the safety wire and offered up to the fuzing link in the normal manner, *except that the fuzing link must be positioned at least 3-in. nearer the centre of the carrier in a line vertical to the guide, wire, arming, No. 2, Mark I.* In practice it will usually be found possible to position the fuzing unit at least 9-in. away from the vertical.

N.B.—The taxiing seal incorporated in certain marks of fuze, No. 30, cannot be made operative when using the above method of arming.

(c) *Supply*—

10 conversion sets, No. 4, Mark I, will be packed in cardboard carton No. 30.

20 cartons, No. 30, will be packed in box B.466.

APPLICATION OF STAGE 2

10. Instructions applicable to Stage 2 are generally as above, but the horizontal fuzing arrangements will be incorporated in the stores concerned.

434.—Armament Stores—Knives, Fighting, for Combined Operations (Naval Personnel—Issue

(A.S. 05066/43.—27 Jan. 1944.)

Demands for knives, fighting, for Naval Combined Operations personnel, under A.F.O. 1486a/43 should now be forwarded through the Director of Combined Operations Division, Admiralty, for approval.

2. Demands not bearing this approval will not be met by R.N. Armament Depots or O.C.A.Ss.

3. Knives are not to be issued on a "per ship or craft" basis nor as an individual item of equipment to members of the crew (or gun detachment) of landing ships and craft.

4. Royal Marines employed in landing craft will not normally need these knives if required to operate on shore.

5. Any knives at present held by crews of landing ships and craft or by Royal Marines employed in landing craft are to be returned to the nearest R.N. Armament Depot, or O.C.A.S. at the earliest opportunity.

(A.F.O. 1486a/43.)

435.—Internal Torpedo Tubes—Preservation
Submarines

(T. 02929/43.—27 Jan. 1944.)

The interior steel surfaces of internal torpedo tubes in submarines are to be painted with two coats of Detel D.M.U., followed by two coats of Detel Red A/C, in accordance with the following instructions:—

- (a) The steel surfaces should be thoroughly cleaned by wire scrubber and hot Basol or other suitable degreasing and cleaning solution, and then swabbed out with Naphtha once and Methylated Spirit once to remove every trace of bitumastic.
- (b) Two coats of Detel D.M.U. should be applied, the first coat being allowed six hours to dry before applying the second. The D.M.U. should be stirred at regular intervals to avoid any precipitation of the metallic paste.
- (c) The second coat of D.M.U. should be allowed to stand overnight before applying the first coat of Detel Red A/C. This coat of Red A/C dries with patches of grey undercoating showing in places.
- (d) The second coat of Detel Red A/C should be applied after the first has stood overnight and will dry with an even colour.
- (e) No difficulty should be experienced in the application of these paints provided the directions for mixing, as stated on the containers, are exactly followed. Owing to its quicker drying time, the application of Detel should be somewhat different to ordinary paints in that the normal method of "working in" the paint causes it to drag and pick up the undercoat. It should be brushed on fairly lightly with a reasonably full brush.
- (f) Adequate ventilation is very necessary when painting inside torpedo tubes.
- (g) Attention is drawn to A.F.O. 4739a/43.

2. In submarines in commission, the work should be carried out at the next intermediate docking, an appropriate item being included in the defect list.

3. In new construction, the work should be carried out by shipbuilders provided no delay in completion is involved.

4. Purchase of initial stock has been arranged for delivery as follows:—

		<i>Parts- Chatham. mouth.</i>	<i>Devon- port.</i>	<i>Rosyth.</i>	<i>Severn Area.</i>
					(a)
Detel D.M.U. ...	Gallons	50	50	50	340
Detel Red A/C ...	Gallons	50	50	50	340
Detel thinners ...	Gallons	25	25	25	170

(a) For distribution as follows:—

Gibraltar ...	...	...	...	...	...
Malta ...	...	...	...	...	...
Colombo ...	...	...	...	...	50 gallons Detel D.M.U.
Port Said ...	...	...	...	...	50 gallons Detel Red A/C.
British Submarine Officer, U.S. Navy Yard, Philadelphia, Pennsylvania ...	...	...	...	...	25 gallons Detel thinners.

H.M. Ships—

"Forth" ...	...	...	...	...
"Cyclops" ...	...	...	...	...
"Ambrose" ...	...	...	...	...
"Medway II" ...	...	...	...	10 gallons Detel D.M.U.
"Adamant" ...	...	...	...	10 gallons Detel Red A/C.
"Elfin" ...	...	...	...	5 gallons Detel thinners.
"Maidstone" ...	...	...	...	...
"Talbot" ...	...	...	...	...
"Dolphin" ...	...	...	...	...

(A.F.O. 4739a/43.)

(A.F.O. 3070/43 is cancelled.)

436.—Torpedo Igniters, Mark XI, Lot No. 217, filled B.R.12/41—Withdrawal
(A.S. 11698/43.—27 Jan. 1944.)

Igniters, Torpedo, Mark XI of Lot No. 217, filled B.R. 12/41, are to be withdrawn from service.

2. Any igniters, torpedo, of this lot number on board H.M. ships are to be landed at the nearest naval armament depot and others drawn in lieu.

3. *Naval Armament Depots.*—Igniters, torpedo, Mark XI, of Lot No. 217, filled B.R. 12/41, in store, together with any received from H.M. ships, are to be emptied, certified free from explosive, and forwarded to S.A.S.O., Priddy's Hard.

437.—Torpedo Stores—Spanners, St. No. T.295—Increased Allowances
Destroyer and Submarine Depot Ships

(A.S. 714/44.—27 Jan. 1944.)

With reference to A.F.O. 4312/43, to enable depot ships for destroyers and submarines to meet demands for spanners, St. No. T.295, required by attached destroyers and submarines for use with practice heads, it has been approved for the allowance of spanners, St. No. T.295, to be increased to 10 No. for each destroyer and submarine depot ship.

2. Ships concerned are to demand to complete to the revised allowance from the nearest Torpedo Depot.

(R.A.D., H.F., No. 1037/H.D.233, 17 Dec. 1943.)

(A.F.O. 4312/43.)

438.—Torpedoes—Sweeps for Recovery of—Allowances

(N.S. 30019/43.—27 Jan. 1944.)

In view of the necessity to economise in materials, and of the restricted opportunities for sweeping for torpedoes, etc., in wartime, the allowances of Staybrite Sweeps, Pattern 401, to capital ships, cruisers, aircraft carriers, flotilla leaders and destroyers will be discontinued for the duration of hostilities, and the sweeps held by such vessels should be returned to the nearest dockyard or naval store depot.

2. Allowances to other services of Staybrite Sweeps, Pattern 401, as detailed below, remain unaltered, viz.:—

<i>Services.</i>	<i>Allowances.</i>
Destroyer depot ships ...	...
Submarine depot ships ...	...
R.N.T.F., Loch Long ...	1
Weymouth Torpedo Depot ...	1
Malta Torpedo Depot ...	1
H.M.S. "Defiance" ...	1
H.M.S. "Vernon" ...	6 (i.e., 2 for "Weymouth", 2 for Stokes Bay, 1 for instructional purposes, 1 spare).
R.N. air stations ...	...
M.T.B. bases ...	...
	As detailed in paragraphs 5 and 6 of this order.

3. Instructions for the use of this sweep are detailed in O.U.6298/37.

4. In addition to its use for locating torpedoes, the Staybrite Sweep can be used for locating any iron or steel object such as an anchor or cable, or aircraft engine.

5. The following equipment is allowed to meet the requirements for sweeping for torpedoes at R.N. air stations and M.T.B. bases where practice torpedo running is carried out and suitable sweeping craft are available.

Depth of Water.	Sweeping Craft.	Equipment Required.
(i) Less than 6 fms. ...	Whaler or cutter ...	Sweep, Pattern 400, for standard use.
(ii) Between 6 fms. and 30 fms.	Small tug or drifter ...	See paragraph 6 below for equipment recommended for standard use.
(iii) Less than 15 fms....	Small power boats ...	Sweep, Pattern 401 (Staybrite), for use when torpedo is difficult to locate and the bottom is free from other iron objects.
(iv) Over 30 fms. ...	—	No sweeps to be allowed.

As it is not practicable to lay down a standard establishment for R.N. air stations and coastal force bases, each individual station or base should demand from its storing yard, the pattern of sweep or components required to meet the conditions at (i), (ii) or (iii) above.

6. The sweep referred to at (ii) above is composed of the following items:—

Sub-head and Item	Pattern Number	Description	Denom.	Quantity	Remarks
B.5	—	Rope, steel wire, flexible, 1½-in.	Coils	2	
B.5	—	Wire seizing, ⅝-in. ...	Coil	1	For marking "drop" position.
B.5	8719	Buoys, Dan ...	No.	4	
B.5	8734	Staves for buoys ...	"	6	
B.10	247	Sinkers, 1½ cwt. ...	"	4	
B.10	741	Sinkers, ½ cwt. ...	"	12	
B.10	5083	Thimbles, galvanised ...	"	24	
B.10	5340	Shackles, screw, bow, 1-ton	"	24	
B.10	5342	Shackles, screw, bow, 2-ton	"	24	
B.10	5344	Shackles, screw, bow, 3-ton	"	24	
B.10	5354	Shackles, screw, bow, 20-ton.	"	1	
B.12	—	Chain rigging, E.W. ¼-in....	Fms.	100	Component parts of sweep, Staybrite, Pattern 401.
B.12	—	Swivels, staybrite ...	No.	3	
B.12	—	Wire, staybrite, rubber covered.	Fms.	80	
D.4	521	Flags "B" ...	No.	6	For marking "drop" position.
D.5	C.1369	Cordage, tarred, 1½-in. ...	Fms.	120	For removing old wire, etc., from sweep.
D.5	C.1371	Cordage, tarred, 2-in. ...	"	120	
D.5	C.1373	Cordage, tarred, 2½-in. ...	"	120	
D.5	C.1453	Spun yarn, 3-strand ...	Pads	1	
E.11	101	Gloves, leather ...	Prs.	12	
F.2	8778	Floats, blob, 1 ft. 6½ in. by 2 ft. 3 in.	No.	4	

7. The above equipment comprises sufficient to make up one sweep complete with cab-tyre covered wire and hemp tails, and the necessary swivels and shackles, and also a "first fitting" outfit of buoys, sinkers, flags, etc., to accompany it. The cab-tyre covered F.S.W. rope (as used for Staybrite sweep tails) has been specified for use with ordinary chain as experience has shown it to have great advantages for handling the sweep.

8. Spares for replacement purposes may be demanded as found necessary by experience.

A.F.Os. 1824/38, 2965/41 and 5668/42—not in annual volume—are cancelled.

439.—Torpedo Tube Lagging—Fitting Instructions Overseers and Dockyards concerned

(T. 01473/43.—27 Jan. 1944.)

The following arrangements should be made for provision and fitting of torpedo tube lagging:—

All New Construction.—The lagging will be supplied and fitted to the torpedo tubes by the tube manufacturer.

Ships Refitting.—The torpedo tubes will only be lagged in ships fitting for Arctic service.

(a) Application for lagging should be made to Admiralty (D.T.M.).

(b) The lagging will be despatched to the refitting yard unpainted. The necessary paint will be included in the consignment.

(c) Where possible, the lagging will be fitted by the makers of the lagging, assistance as necessary being afforded by the refitting yard. Where this is not possible, the work should be carried out by the refitting yard.

(d) To facilitate fitting, guidance drawings will be supplied and pads marked with tags so as to be identifiable.

(A.F.Os. 3433/43 and 4200/43 are cancelled.)

440.—Cartridges, Impulse, Torpedo—Types and Services for which Required

(A.S. 228/44.—27 Jan. 1944.)

Particulars of cartridges, impulse, torpedo, and services for which required, are promulgated for information in the tables appended:—

Cartridges, impulse, torpedo, filled powder.

Table "A".—Cruisers and destroyers with powder impulse (except "Town" class).

Cartridges, impulse, torpedo, filled cordite.

Table "B".—Cruisers and destroyers with cordite impulse (except "Hunt" class).

Table "C".—"Hunt" class destroyers and steam gun boats.

Table "D".—Cartridges, impulse, torpedo and ram, for M.T.Bs.

Cartridges, impulse, torpedo, U.S.A. filled powder.

Table "E".—"Town" class destroyers and motor launches fitted with U.S.A. tubes.

TABLE "A"

Cartridges, impulse, torpedo, filled powder

Cruisers and destroyers with powder impulse (except "Town" class)

Torpedo Tube.	Mark of Torpedo.	Impulse Cartridge required.
D.R. II ...	} 21 in., Mark IV-IV* type	15 oz. (all marks)
D.R. II* ...		17 oz. (all marks)
D.R. III ...		15 oz. (all marks)
D.R. IV ...		17 oz. (all marks)
T.R. I ...		25 oz. (all marks) or 25 oz. flashless all marks (17 oz.—all marks—with small powder pocket.)
Q.R.E. ...	{ 21 in., Mark IV-IV* T. 21 in., Mark X-X**	30.7 oz. flashless (all marks)

TABLE B
Cartridges, Impulse, Torpedo—filled Cordite
Cruisers and Destroyers with Cordite impulse (except "Hunt" Class)

Torpedo tube	21-in. IX** or IX**, N.A.B.		21-in. IX-IX*	21-in. VII-VIIC	21-in. IV-IV* type
	Action Weight	Collision Head Weight			
T.R.II ...	—	—	—	—	21 oz. No. 19 Primer (All Marks)
T.R.IV ...	} 23½ oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 19 oz. No. 19 Primer (All Marks).
T.R.IV* ...					
T.R.IV** ...					
Q.R.I ...					
Q.R.II ...	} 22 oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 22 oz. No. 14 E. Primer (All Marks).	} —
Q.R.II* ...					
Q.R.III ...					
Q.R.III* ...					
Q.R.IV ...	} 23½ oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 21 oz. No. 19 Primer (All Marks).
Q.R.IV* ...					
Q.R.V ...					
Q.R.VI ...					
Q.R.VI* ...	} 22 oz. No. 14 E. Primer (All Marks).	} —	} —	} 22 oz. No. 14 E. Primer (All Marks).	} —
Q.R.VII ...					
Q.R.VIII ...					
Q.R.VIII* ...					
Q.R.VIII** ...	} 23½ oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} 19 oz. No. 19 Primer (All Marks).	} —	} 16 oz. No. 19 Primer (All Marks).
Q.R.VIII*** ...					
Q.R.IX ...					
Q.R.IX* ...					
Q.R.IX** ...	} 22 oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 21 oz. No. 19 Primer (All Marks).
Q.R.IX*** ...					
Q.R.X ...					
Q.R.XI ...					
P.Q.R.I* ...	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 21 oz. No. 19 Primer (All Marks).	} —	} 19 oz. No. 19 Primer (All Marks).
P.R.II ...					
P.R.II* ...	} 23½ oz. No. 14 E. Primer (All Marks).	} —	} 22 oz. No. 14 E. Primer (All Marks).	} —	} 21 oz. No. 19 Primer (All Marks).
P.R.II** ...					

(i) The above cartridges are all of Cordite S.C. 140.

(ii) Breech blocks of Q.R.I, II, III, III*, IV, VI torpedo tubes are to be modified by increasing the blow and protrusion of striker (C.A.F.O. 2216/42) before cartridges fitted No. 14 E. Primer or No. 19 Primer can be used, until these tubes have been modified the following cartridges, filled cordite S.C. 140, are to be used, viz:—

- 25½ oz. No. 9 Primer in lieu of 23½ oz. No. 14 E. Primer.
- 23 oz. No. 9 Primer in lieu of 22 oz. No. 14 E. Primer.
- 21 oz. No. 9 Primer in lieu of 21 oz. No. 19 Primer.
- 19 oz. No. 9 Primer in lieu of 19 oz. No. 19 Primer.
- 16 oz. No. 9 Primer in lieu of 16 oz. No. 19 Primer.

(iii) No. 9 Primers are percussion primers. No. 19 Primers and No. 14 E. Primers are combined electric and percussion primers.

(iv) Pending availability of supplies of cartridges, impulse, torpedo, 23½ oz. and 22 oz. S.C. 140 No. 14 E. Primer, 25½ oz. and 23 oz. cartridges, S.C. 140 fitted No. 19 Primers are to be issued in lieu subject to the provisions of note (ii) above.

TABLE C
Cartridges, Impulse, Torpedo, filled Cordite
" Hunt " Class Destroyers and Steam Gun Boats

Torpedo Tube	Torpedoes, 21-in. IX** or IX** N.A.B.		Torpedoes, 21-in., IX-IX*	Torpedoes, 21-in., IV-IV*	Torpedoes, 21-in. VIII** type
	Action Weight	Collision Head Weight			
" Hunt " Class Destroyers					
D.R.VI(A)	23½ oz. No. 14 E. Primer (All Marks).	22 oz. No. 14 E. Primer (All Marks).	22 oz. No. 14 E. Primer (All Marks).	21 oz. No. 19 Primer (All Marks).	—
D.R.VI(B)					
D.R.VI(E)					
D.R.VI(F)					
D.R.VI(G)					
D.R.VII(A)	—	—	22 oz. No. 14 E. Primer (All Marks).	21 oz. No. 19 Primer (All Marks).	—
D.R.VII(E)					
D.R.VII(F)					
D.R.VII(I)					
T.R.V.(Power Trained)	—	—	21 oz. No. 19 Primer (All Marks).	19 oz. No. 19 Primer (All Marks).	—
Steam Gun Boats					
21-in. L.C.II*	—	—	—	14 oz. S.C. 150 No. 19 Primer and Powder Frontal Igniter (All Marks) (a).	15 oz. S.C. 150 No. 19 Primer and Powder Frontal Igniter (All Marks except Mark I) (b).

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(i) The above cartridges for " Hunt " Class destroyers are all of Cordite S.C. 140.

(ii) Breech blocks of D.R.VI(A), D.R.VI(B), D.R.VI(E), D.R.VII(E) torpedo tubes are to be modified by increasing the blow and protrusion of striker (C.A.F.O. 2216/42) before cartridges fitted No. 14 E. Primer or No. 19 Primer can be used. Until these tubes have been modified the following cartridges filled Cordite S.C. 140 are to be used, viz :—

- 25½ oz. No. 9 Primer in lieu of 23½ oz. No. 14 E. Primer.
- 23 oz. No. 9 Primer in lieu of 22 oz. No. 14 E. Primer.
- 21 oz. No. 9 Primer in lieu of 21 oz. No. 19 Primer.
- 19 oz. No. 9 Primer in lieu of 19 oz. No. 19 Primer.
- 16 oz. No. 9 Primer in lieu of 16 oz. No. 19 Primer.

(iii) No. 9 Primers are percussion primers ; No. 19 and No. 14 E. Primers are combined electric and percussion primers.

(iv) Pending availability of supplies of cartridges, impulse, torpedo, 23½ oz. and 22 oz. S.C. 140 No. 14 E. Primer, 25½ oz. and 23 oz. cartridges fitted No. 19 Primer are to be used in lieu subject to the provisions of note (ii) above.

(a) These cartridges are also suitable for discharge of 21-in. V.M.T.B.T. torpedoes. Cartridges, impulse, torpedo, 15 oz. S.C. 150, No. 19 Primer, Mark I can be used in lieu until supplies of the 14 oz. cartridges are received.

(b) Cartridges, impulse, torpedo, 18 oz. S.C. 150, No. 19 Primer, Mark II can be used in lieu until supplies of the 15 oz., Mark II cartridges are received.

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TABLE "D"
Cartridges, Impulse, Torpedo and Ram
M.T.Bs.

Type of Discharge.	TORPEDOES		
	18-in., Marks XII or XV, M.T.B.T.	21-in., Mark IV-V M.T.B.T.	21-in., Mark VIII**
21-in. L.C. I tubes ...	—	21-oz. cordite, S.C.205 and 280, No. 9 primer (all marks).	21-oz. cordite, S.C.205 and 280, No. 9 primer (all marks).
21-in. L.C. II-II* tubes	—	14-oz. cordite, S.C.150, No. 19 primer and powder frontal igniter (all marks) (a).	15-oz. cordite, S.C.150, No. 19 primer and powder frontal igniter (all marks except Mark I)(b)
18-in. L.C. II* tubes...	17½-oz. flashless (all marks except Mark I).	—	—

(a) Cartridges, impulse, torpedo, 15-oz., S.C.150, No. 19 primer, Mark I, can be used in lieu until supplies of the 14-oz. cartridges are received.

(b) Cartridges, impulse, torpedo, 18-oz., S.C.150, No. 19 primer, Mark II, can be used in lieu until supplies of the 15-oz., Mark II, cartridges are received.

TABLE "E"
Cartridges, Impulse, Torpedo, 21-in., U.S.A. filled powder
"Town" class destroyers and motor launches fitted with U.S.A. tubes

Class of Vessel.	Type of Discharge.	TORPEDOES	
		21-in., Mark II-II***** S.L.T.	21-in., U.S.A., Mark 8.
Destroyers, "Town" class.	{ U.S.A. centre line tubes. U.S.A. sided tubes.	21-in., U.S.A., 17½-oz., flashless (a).	—
Motor launches ...		—	21-in., U.S.A., 17½-oz., flashless (a).

(a) Cartridges, impulse, torpedo, 21-in., U.S.A., 17½-oz. powder (non-flashless), can be used in lieu until supplies of the flashless cartridges are received.

(C.A.F.O. 2216/42.)

(A.F.Os. 3404/42, 4136/42, 5541/42, 6168/42, 602/43, 953/43, 1077/43, 3711/43 and 4580/43 are cancelled.)

441.—Hedgehog—Fitting of Double Crank Handwheels on Mark II Mountings

(T. 098/44.—27 Jan. 1944.)

A.F.O. 6252/43 is to be amended as follows:—

Add Paragraph 4.

4. A report is to be forwarded to the Admiralty, D.T.M., Bath, when a double crank handwheel has been fitted, giving the following particulars:—

- Name of ship.
- Hedgehog mounting number.
- Date on which the double crank handwheel was fitted.

(A.F.O. 6252/43.)

442.—A.B., Mark I—I* Gyroscopes (including Mods. 1, 2 and 3)—Fit of Centring Pin in Housing

(T.03544/44.—27 Jan. 1944.)

In consequence of a number of cases of tight centring pins in A.B., Mark I—I* gyroscopes, the dimensions and manufacturing tolerances of the centring pin and its housing were amended some time ago to ensure that the centring pin should be an easy fit in its housing.

2. Under the amended dimensions and tolerances the clearance between these components should be between 0.001 in. (min.) and 0.005 in. (max.)

3. A few instances have recently been reported of gyros in which, due to manufacturing errors, the above maximum clearance has been exceeded, resulting in slackness of the centring pin and a variable position of the centre-line of the diagram when tabling the gyro. In future these dimensions will be fully gauged during manufacture.

4. Where a similar fault is suspected the diameters of the centring pin and housing should be checked to see whether they fall within the following limits:—

diameter of centring pin—High 0.499 in., Low 0.497 in.
diameter of housing—High 0.502 in., Low 0.500 in.

and defective gyros returned to depot if necessary.

5. When gyros are returned for this reason, Forms S.1161 are to be rendered.

443.—Bow Chains (Fitted as Endless Chains)—Instructions for Operating Gear

(T. 1785/43.—27 Jan. 1944.)

Rigging and preparation for dropping paravanes as for ordinary chains—O.U. 6299/38, paragraph 115.

2. Lowering Point of Tow.—(a) Reduce speed to between 6 and 8 knots.

(b) Reeve the tailing wire of devil's claw on each side from the windlass or capstan forward to leading block, across the deck and attach claw to chain as close to fairlead as possible on the opposite side to point of tow.

(c) Knock off slips and heave in on tailing wires. When claw is close up to leading block unhook, overhaul wire and hook on again as before. Repeating operation until point of tow is in the down position for towing shown by the marks, put the blake slips on the chain.

3. Stream the paravanes O.U. 6299/38, paragraph 117. Increase speed as necessary.

4. Recovery of Paravanes.—(a) As for ordinary chains, paragraph 118.

(b) As for ordinary chains, paragraph 118.

(c) As for ordinary chains, paragraph 118.

(d) Reeve tailing wires as before, but attach claw to chain as close to fairlead as possible on the point of tow side. Knock off slips and raise point of tow fleeting the wire as necessary. When the point of tow is right up put on all slips.

(e) As for ordinary chains, paragraph 118.

(f) As for ordinary chains, paragraph 118.

5. General.—If arrangements as fitted at ship are such that leading blocks are not in line with the chain it may be necessary to stopper on and off after each movement.

6. A typical arrangement of the endless chain paravane equipment is shown in A.F.O. Diagram 26/44.

444.—Parallel Rulers, Roller Type—Allowance

Coastal Force Craft

(N.S./C.F.M. 5318/43.—27 Jan. 1944.)

Roller type parallel rulers, Pattern 487 or 488 (Subhead E.12), are to be supplied to Coastal Force Craft in future in lieu of the bar type introduced by A.F.O. 378/43.

2. Coastal Force bases should forward demands to their storing yards for rulers required for attached craft, the bar type being surrendered on receipt,

3. Supply to craft under construction should be arranged by warrant and supplying yards or depots in the usual manner.

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

(A.F.O. 378/43.)

445.—Star Globes, Pattern 604—Allowances

Frigates, "Captains" Class

(N.S. 35750/43.—27 Jan. 1944.)

One star globe, Pattern 604 (Subhead F.3), is to be allowed to each "Captains" class frigate.

2. Ships concerned, in commission, should forward demands to their storing yard or depot accordingly.

(Capt. (D), Belfast, 19 Nov. 1943, No. B/1440/148.)

446.—Steel Helmets—Precautions when Used Near Compasses

(C.D. 33/44.—27 Jan. 1944.)

Attention is drawn to the fact that certain steel helmets are highly magnetic and have considerable effect on magnetic compasses inside a distance of 3 ft. The possibility of errors being induced in compasses due to the use of steel helmets should be borne in mind, particularly by personnel whose duty calls for them to stand near or to use the compass.

447.—Boilers—Oil Fired. Furnace Explosions—Precautions

(N.L. 19856/43.—27 Jan. 1944.)

Attention is drawn to the danger of explosions occurring in the furnaces of oil fired boilers due to vaporisation of unburnt oil, if suitable precautions are not taken when changing over sprayers in water tube boilers with fully or partially water walled furnaces, e.g., "D" type boilers fitted in U.S. built Escort Aircraft Carriers and Destroyer Escort vessels and La Mont type forced circulation boilers, and in the furnaces of cylindrical boilers.

2. Admiralty type 3 drum boilers as fitted in the majority of H.M. ships have back, front and side furnace walls and floors lined with refractory material. In such furnaces the temperature of the brickwork remains high enough to flash a sprayer for an appreciable time after all sprayers have been shut off.

In boilers of the types mentioned in paragraph 1 above, owing to the absence of refractory linings, the furnace temperature falls rapidly when all sprayers are shut off. It remains high enough, however, to vapourize the lighter fractions of any oil which may subsequently be introduced, resulting in the formation of inflammable vapour in the furnace which, when mixed with air in the appropriate proportions, will produce an explosive mixture.

3. It is essential, therefore, to use a torch on all occasions when it becomes necessary to flash a sprayer on a hot furnace where no other sprayer is alight.

In the case of boilers having water walled furnaces and cylindrical boilers a torch is to be used on all occasions when flashing sprayers.

4. The torch should be lit and introduced into the register before the valve controlling the supply of oil to the sprayer is opened.

In view of the possibility of a back flash, operators must be trained always to stand clear of the air openings to the register when flashing sprayers.

Should the sprayer fail to flash, the supply of oil is to be shut off immediately and a period of not less than 2 minutes should be allowed to elapse with all air registers and automatic dampers, where fitted, fully open and a pressure of at least 2 inches in the air box to ensure that the furnace is swept clear of inflammable gas before a second attempt to flash the sprayer is made.

5. When changing over burners it is good practice always to flash the new sprayer before that being taken out of use is shut down. It is essential, however, to adopt the above mentioned procedure on all occasions when only one sprayer is in use.

6. Torches must be kept in good condition to ensure that a strong flame is applied to ignite the oil spray.

7. In ships fitted with Todd oil burning systems and variable capacity sprayers the return oil pressure should be maintained at not less than 60 lbs. per square inch since atomisation is unsatisfactory at pressures below this limit.

As a general rule the number of sprayers in use should be adjusted so as to maintain the return oil pressure as high as possible and when operating at very low outputs, e.g., under auxiliary steaming conditions in harbour, the size of the sprayer tip in use should be selected with this in view.

448.—Turbines—Adjusting Block Thrust Pads

H.M. Ships

(D. 020442/43.—27 Jan. 1944.)

Overheating and failure of thrust pads of main turbine adjusting blocks fitted with pads pivoted off centre have occurred after refit, due to assembly with the pads incorrectly handed.

2. In all cases ships' drawings should be consulted before assembly.

3. Where it is not clear from the drawings to which hand each set of pads should be fitted, and where time permits, the makers should be consulted.

4. As a guide to what may be expected (which should not be depended upon where other evidence is available) the following practice is usual:—

H.P. turbines—pads forward and aft of collar to opposite hand, i.e., both arranged to take thrust when running ahead.

L.P. and astern turbines—

(a) When astern turbine is at the forward end, both sets of pads are fitted to take the thrust when running ahead, i.e., the pads are to opposite hand on each side of the collar.

(b) When astern turbine is at the after end, the pads on the after side of the collar should take the thrust when running ahead, those on the forward side when running astern, i.e., the pads on both sides are to the same hand.

5. The instructions in paragraph 4 above result in pads being fitted so that, when they are running ahead and taking the thrust the leading edge is that furthest from the pivot.

(C.-in-C., H.F., 6 Aug. 1943, No. 1150/H.F.633/50.)

449.—Turbines—Draining of Interstage Belts

"Kent" and "London" classes of Cruisers and "Norfolk"

(D. 516/44.—27 Jan. 1944.)

Before easing down from full or high power, the interstage belt drains on the H.P. turbines are to be opened. This is to ensure that no stagnant water remains in the belts and so prevent the risk of such water flushing into a mixture of steam and water, due to the sudden reduction of pressure, with consequent danger to the blading.

450.—Petrol Systems—Joints in

Escort Carriers ex A.C.Vs.

(N.S. 25969/43.—27 Jan. 1944.)

Material joints are used in the petrol systems of escort carriers, and it will be necessary to use material joints for replacements, and, possibly, when carrying out certain of the short term modifications approved for these systems.

2. Tests have shown that Klingerit jointing manufactured by Messrs. Richard Klinger, Ltd., Sidcup, Kent is suitable for the purpose, and this material only is to be used.

3. All ships concerned should demand a supply of Klingerit jointing $\frac{1}{2}$ -in. thick to be carried on board for this purpose.

4. Pending further instructions Yards and Depots should obtain requirements by local purchase.

(A.F.O. 3841/43 is cancelled.)

451.—Signalling Projectors, 10-in.—Allowances

Diesel Rescue Tugs

(N.S. 35890/43.—27 Jan. 1944.)

An additional 10-in. signalling projector, Pattern 3860A, is to be allowed to each Diesel rescue tug.

2. The allowances to these tugs of the following stores have therefore been revised, and are now to be as shown below.

Patt. No.	Description.	Denom.	Quantity.	Remarks.
<i>Permanent Stores</i>				
<i>F.I.</i>				
3860A	Projectors, signalling, 10-in. ...	No.	2	
3861	Reflectors for	"	3	Includes 1 spare. As spare.
3896	Shutters for	"	1	
3895	Pedestals for	"	2	
<i>F.2.</i>				
3862B	Lamps for 10-in. S/P	"	5	Includes 3 spare.
<i>Consumable Stores</i>				
<i>E.2.</i>				
2483	Rings, rubber, U section	"	1	As spare. To be fitted to front glass, Pattern 3702 (E.11).
<i>E.11.</i>				
3702	Glasses, front	"	1	As spare.
<i>F.I.</i>				
3897	Spring for flashing shutter	"	4	} As spare.
3898	Stop for flashing shutter	"	2	
3905	Alternative shutter spring	"	2	

3. Tugs concerned, in commission, should insert an item classification "A" in their lists of "Alterations and Additions" to cover the fitting of the additional projector. Supply to vessels under construction should be arranged by warrant and supplying yards in the usual manner.

4. B.R.376—Establishment of Naval Stores for Diesel Rescue Tugs—will be amended.

(C.O., H.M.R.T. "Growler"—14 Oct. 1943, Ref. G.404.)

452.—Signalling Stores—Increased Allowances

Landing Barges

(N.S/P.D. (Q). 01998/43.—27 Jan. 1944.)

The following additions have been made to the allowances of stores to landing barges for signalling purposes:—

Pattern 5110E	Lantern, signalling, Aldis ...	No. 1	} For each L.B.F. and for every six L.B.V. (2), L.B.O., L.B.E., and L.B.W.
Pattern 3979A	Box, transport for	No. 1	
Pattern 5111	Lamp for, 12 volt, 36 watt ...	No. 2	
Pattern 3361	Cells	No. 12	
Pattern 3364	Connections, intercell	No. 10	
Pattern 5344	Box, battery	No. 2	
Pattern 16082	Shade, Aldis Harvey, Mark II... ..	No. 1	
—	Shade, glass, red, R.A.F. pattern 5A/1152	No. 2	
—	Box for shades, R.A.F. pattern 5A/1674	No. 1	

2. One signalling lantern, Pattern 1038, is already allowed for every six L.B.V. (2) and L.B.F.

3. The additional stores should be demanded from storing dockyards by bases to which landing barges are attached.

4. The equipment list will be amended.

453.—Stocks of Cables, Electric, for D/F Outfits—Quantities to be held at Bases

(N.S. 11096/43.—27 Jan. 1944.)

The aerial cables for D/F outfits are particularly subject to damage in use. To meet urgent demands for replacement purposes, sufficient cable is being purchased to enable stocks of categories "A" and "C" to be maintained at bases, as shown below.

2. Shipment of the cable for bases abroad will be arranged by the Superintending Naval Store Officer, Haslemere.

3. Amendments to Establishment Lists concerned, to show the following quantities of cables, categories "A" and "C", to be held at bases, will be promulgated in due course.

Pattern No.	Description.	Quantities to be held.	
		Category:—"A"	Category:—"C"
13199	Cable, electric, 2-core 7/·018 solid filled, rubber insulated, cotton braided and compounded.	200 yards	400 yards
13199C	Cable, electric, 2-core 7/·018 solid filled, rubber insulated.	300 yards	600 yards
13800	Cable, electric, BA4ERB	200 yards	400 yards
13813	Cable, electric, Duradio No. 13	200 yards	400 yards
13819	Cable, electric, Uniradio No. 19	100 yards	200 yards
13840	Cable, electric, Duradio No. 40	200 yards	400 yards

(A.F.O. 4179/42 is cancelled.)

454.—W/T Installation, Type YE—Fitting-out Information

(S.D. 029/44.—27 Jan. 1944.)

A.S.E. Preliminary Specification No. B339/43 has been prepared to show the method of fitting and wiring W/T Installation, Type YE.

2. Copies of the Specification have been forwarded to Commanders-in-Chief, Eastern Fleet and Western Approaches; Admirals Superintendent, Chatham, Devonport, Portsmouth, Orkneys, Malta and Rosyth; Flag Officers, East Africa, West Africa and Ceylon; Commodore, Algiers; Commodores Superintendent, Gibraltar and Simonstown; Commodores-in-Charge, Sheerness and Halifax; Commodore, R.I.N., Bombay; Captain-in-Charge, Bermuda; Captains Superintendent, Alexandria and Durban; Naval Officer-in-Charge, Londonderry; Deputy Superintendent, Pembroke; Naval Secretaries, Wellington and Melbourne (for the Officers concerned at Melbourne, Sydney and Fremantle); Secretary, Naval Board (N.D.A.), Ottawa; Chief Constructor-in-Charge, H.M. Naval Repair Base, Corpach; and to B.A.M.R., Washington.

3. Copies of the Specification have also been forwarded to the Warship Production Superintendents, East Coast of Scotland, North Western, Humber, Southern, London, South Wales, Belfast, Scottish and North Eastern Areas; and to the Warship Electrical Superintendents, Scottish, North Western, North Eastern, South Wales, London, South Western and Northern Ireland Areas. The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Type YE are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B339/43 in accordance with the procedure laid down in A.F.O. 790/40.

4. It is to be noted that B246/43 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be destroyed.

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

455.—Aircraft—Aero-Engine Fuels and Lubricants

(A.M.R. 20053/44.—27 Jan. 1944.)

This order is the authority for the use of all aircraft engine fuels and lubricants and replaces Leaflet A.P. 1464/C.37, on which it is generally based and overrules any other Air Publications.

2. The undermentioned fuels and lubricants are in use for Naval aircraft :—

(i) Fuels

Stores Ref.	Nomenclature	Specification	Colour
34A/157	68 octane	RDE/F/68/OS	Colourless
34A/135	73 octane	RDE/F/73/UK or RDE/F/73/OS as appropriate	Yellow (or Blue Overseas)
34A/59	87 octane	DTD.230	Blue
34A/113	90 octane	RDE/F/90	Blue-green blend of 87 and 100 octane fuels
34A/75	100 octane	DED2475	Green

(ii) Lubricants

Stores Ref.	Specification	Key Letter	Description
<i>Tropical :—</i>			
34A/114 ...	DTD.472 (C), Type No. 1	T	120-sec. viscosity.
34A/NIV ...	Intava Green Band ...	T	120-sec. viscosity.
<i>Temperate :—</i>			
34A/32 ...	DTD.472 (B), Type No. 1	X	100-sec. viscosity.
34A/115 ...	DTD.472 (B), Type No. 2	Y	100-sec. viscosity with additive No. 1.
34A/116 ...	DTD.472 (B), Type No. 3	Z	100-sec. viscosity with additive No. 2.
34A/154 ...	Intava Red Band, I.A.A. 745.	X	100-sec. viscosity.
<i>Arctic :—</i>			
34A/152 ...	DTD.472 (A), Type No. 1	R	80-sec. viscosity.
34A/33 ...	DTD.472 (A), Type No. 2	W	80-sec. viscosity with additive No. 2.

Note.—(i) Specification D.T.D. 472 (B) has superseded the previous specification D.T.D. 109, but bears the same Stores Reference number.

(ii) Intava Red Band is superseding Aeroshell 100, but supplies of the latter may be used up.

3. The correct fuel and lubricant for each type of engine are shown in the Appendix.

4. To ensure that fuel and oil tanks are filled with the fuel and oil appropriate to the type of engine installed in the aircraft, the octane number of the fuel, and the key letter of the lubricant, are to be stencilled in figures and letters not less than one inch high on a suitable part of the aircraft covering adjacent to the relevant filling orifice or connection, thus :—

(i) Fuels—(Red letters and figures)

- 68 only
- 73 only
- 87 or higher
- 90 or higher
- 100 only.

(ii) Lubricants—(Letters in night colour)

T/X/X } The first letter is the key letter for the tropical oil, the second
T/X/W } for the temperate oil, and the third for the arctic oil.
etc.

Existing markings for fuel and lubricant on all aircraft are to be checked and amended as necessary.

5. *Alternative lubricants.*—(i) *Shore-based* aircraft should use, as far as supplies permit, the appropriate oils quoted in the Appendix.

(ii) *Ship-borne* aircraft should use Intava Red Band IAA. 745, Stores Reference 34A/154, in place of oils with key letters X, Y, Z, R, W. Additional stocks of DTD.472 (C), Type No. 1 oil, Stores Reference 34A/114, should be carried for use with engines for which oil to key letter T is specified. Where Carriers are operating under tropical conditions and the majority of aircraft embarked are American or Merlin engined, DTD 472 (C), Type No. 1 oil, Stores Reference 34A/114, may be carried in bulk in lieu of Intava Red Band IAA. 745, Stores Reference 34A/154.

(iii) Where the oils specified for use in ship-borne aircraft are not available, the appropriate oil for shore-based aircraft may be used until supplies of the correct grade can be obtained; or *vice versa*. As far as possible, such alternatives should not be taken in bulk in order to avoid mixing in the storage tanks. It should be noted, however, that engines will suffer no harm through the mixing of any of the oils quoted in paragraph 2 (ii) where this cannot be avoided.

(iv) In emergency only, lubricant to key letter X may replace all the oils shown.

(v) If, in view of supply difficulties, the correct oil cannot be obtained, the following alternatives are permitted :—

(a) Bristol, Napier and de Havilland W may replace R.
engines.

(b) Rolls-Royce engines ... X may replace Y, which is becoming
obsolescent and the supply of which
may be discontinued, since recent
facts have shown that its use does
not increase engine reliability, as
was previously supposed.
Y is only to be used in 1st line aircraft.
T may replace X or Y under tropical
conditions.

6. *Fuel—general.*—(i) No engine may be run on a fuel of lower octane value than that shown in the Appendix.

(ii) With the exception of de Havilland Gipsy Major I and Gipsy Six I, which must use an unleaded fuel such as 73 octane (Stores Reference 34A/135), at Home or 68 octane (Stores Reference 34A/157) overseas, all engines may use fuels of higher octane value than that specified in the Appendix if the supply position or other conditions so demand, i.e. 90 octane may replace 87 octane, and 100 octane may replace both 90 or 87 octane fuels.

(iii) All tankers, bowsers, etc., are to be marked to show the octane number of the fuel, or type of lubricant they contain. Details of a standardised system of marking are given in leaflet A.P. 1464/G.112.

APPENDIX

(i) Climatic conditions—definition :—

Tropical—when a screen temperature exceeding 80° F. persists for more than 12 hours.

Temperate—normal temperatures.

Arctic—(a) When a screen temperature below 32° F. persists for more than 12 hours.

(b) Shore-based aircraft in the U.K. are to use "Arctic" oil during the period 1st November to 31st March.

(ii) Table of approved Fuels and Lubricants

Aero-engine type (1)	Fuel	Lubricant		
	min. Oct. (2)	Tropical (3)	Temperate (4)	Arctic (5)
<i>American</i>				
<i>Lycoming</i> , R.680-13	87	T	T	X
<i>Pratt & Whitney—</i>				
Wasp Jr., R.985-SB.2, -AN.2, AN.6B ...	87	T	X	X
Wasp, R.1340-S.3H.1	87	T	X	X
Twin Wasp Jr., R.1535-SB.4G	87†	T	X	X
Twin Wasp, R.1830-SC.3G	87	T	X	X
Twin Wasp, R.1830-S.3C.4G	100	T	X	X
Twin Wasp, R.1830-86	100	T	X	X
Double Wasp, R.2800-8, -10, -8W, -10W	100	T	X	X
<i>Ranger—</i>				
V.770-6	90	T	T	X
L.440	87	T	X	X
<i>Warner—</i>				
R.559	73	X	X	R
<i>Wright—</i>				
Cyclone, GR.1820-G.105A	90	T	T	T
Cyclone, GR.1820-G.205A-2	90	T	T	T
Cyclone, GR.1820-G.205A-3	100	T	X	X
Cyclone, GR.1820-40	100	T	X	X
Double Cyclone, R.2600-8, -20	100	T	T	T
<i>British</i>				
<i>Armstrong Siddeley—</i>				
Cheetah IX, X	90	X	X	R
Tiger VI	87	X	X	R
<i>Bristol—</i>				
Mercury VIIIAS	87††	Z	X	R
Mercury XX	87	Z	X	R
Mercury 30	90	Z	X	R
Pegasus III, VI, X, XVIII, XX	87	Z	X	R
Pegasus 30	87	Z	X	R
Perseus XII	87	Z	X	R
Perseus XIIC, XVI	87	Z	Z	W
Taurus II, XII	100	Z	Z	W
Hercules VI, XVI	100	X	X	R

(ii) Table of approved Fuels and Lubricants—contd.

Aero-engine type (1)	Fuel	Lubricant		
	min. Oct. (2)	Tropical (3)	Temperate (4)	Arctic (5)
<i>de Havilland—</i>				
Gipsy Major I	73*	X	X	R
Gipsy Queen I, III	87	X	X	R
Gipsy Queen II	87	X	X	X†
Gipsy Six I	73*	X	X	R
Gipsy Six II	87	X	X	R
<i>Rolls-Royce—</i>				
Kestrel 30	87	X	X	X
Merlin III, VIII	87††	T or X	X	X
Merlin XII and higher Marks	100	T or X	Y	Y
Griffon II	100	T or X	X	X

† 100 Octane fuel to be used operationally.

†† 100 Octane fuel to be used if advantage is to be taken of the higher powers associated with the operation of the boost regulator cut-out. In this case, the fuel marking on the aircraft should be amended accordingly. See relevant engine A.P. leaflets.

* See paragraph 6 (ii).

† R can be used when Proctor Mod. 1/48 or II/509 and Gipsy Mod. 969 are embodied.

(A.F.Os. 1470/43, 2525/43 and 2764/43 are cancelled.)

456.—Aircraft fitted with Mercury Engines—Cause of Engine Cutting

(A.M.R. 20027/44.—27 Jan. 1944.)

Investigation into cutting out of Mercury engines installed in various types of aircraft has resulted in the cause of failure being traced to foreign matter in the carburettors, especially in the servo system which operates the mixture control cocks.

2. In all cases where there is any suspicion of Mercury engines cutting out or rough running, either at take off or in flight, the carburettor is to be thoroughly flushed and cleaned. The servo systems actuating the automatic boost and mixture controls are also to be examined for scoring or high spots on the working surfaces of the servo pistons.

457.—Aircraft—Albacore—Securing of Carburettor Throttle Lever

(A.M.R. 2198/43.—27 Jan. 1944.)

Bristol Mod. E.1750 has now been approved and introduces a throttle lever locking device consisting of a bolt and washer which, when fitted in the end of the throttle layshaft will prevent the lever slipping off the splines as was experienced prior to the instruction for securing with a $\frac{1}{16}$ -in. dia. steel pin promulgated in Admiralty message 648R.

2. The procedure for embodiment of this modification is as follows:—

- (a) Drill both ends of the throttle layshaft (Part No. CH29261) with a 2 B.A. tapping drill (No. 25) to a depth of 0.6 in.
- (b) Counterbore with a $\frac{7}{32}$ -in. dia. drill to a depth of 0.1 in., and tap the hole 2 B.A. to a depth of 0.55 in.
- (c) Fit a washer (Part No. AGS.160/C) and bolt 2 B.A. (Stores Ref. 28/7105, Part No. B.S.S. 6A1/1C), with its head drilled $\frac{3}{4}$ in. dia. for wire-locking to the throttle lever on assembly.

3. The official modification covers the drilling of both ends of the layshaft since the carburettor is designed so that the throttle lever may be fitted on either end to suit different installations. The locking bolt and washer, however, need only be fitted to the end on which the throttle lever is fitted.

4. On all future engines received where the throttle lever is not positively locked by a $\frac{1}{16}$ -in. dia. steel pin in accordance with Admiralty Message 648R, the above modification is to be embodied, but to reduce the amount of work involved the layshaft is only to be drilled at the one end required for the Albacore installation when the work is carried out by squadrons or stations. The engine log book is to be endorsed to indicate that Modification E.1750 is embodied in one end of the throttle layshaft only.

5. Repair yards are to embody the modification in full at overhaul, in accordance with the overhaul category, which at present is "B". It should be noted that engines already modified in accordance with Admiralty Message 648R must not have Modification E.1750 embodied, unless a new layshaft (Part No. CH.29261) is available.

(Admiralty Message 648R is cancelled.)

458.—Aircraft—Hellcat, Martlet 4, 5 and 6 and Seamew—Cartridge Starters

(A.M.R. 2949/43.—27 Jan. 1944.)

Cases have occurred of fracture of the brass bridge between contact stem and contact pin in the Micarta centre block assembly of the breeze breech.

2. It is considered that this is due to initial weakening caused by bridge piece being kinked and straightened again during maintenance.

3. Great care is to be used when overhauling these breeches, and when this bridge becomes kinked it should be discarded and a new one made and fitted.

4. On no account should a kinked bridge piece be straightened and replaced.

459.—Aircraft—Swordfish—Security of Cowl Fasteners.

(A.M.R./A.E. 5661/43.—27 Jan. 1944.)

A case has occurred where the crew of a Swordfish aircraft were partially overcome by carbon monoxide fumes due to the cowling button on panel part No. B.37728 on starboard side being incorrectly fastened. All concerned are to be warned that special attention is to be paid in future to security of cowl fasteners. Operations E.9 and Pp.9, Engine Section, A.P. 1517, Vol. II, Part 2, refer.

(This cancels and supersedes Admiralty Message 911R.)

460.—Aircraft Tyres—Manufacturers' Identification Marking

(A.M.R. 26/44.—27 Jan. 1944.)

Owing to omission of manufacturers' names from British-made airborne equipment, some confusion has arisen with regard to the return of defective tyres under Form A.21 procedure.

2. A.P. 2337, Vol. I, Section 2, Chapter 1, describes the system of code markings for indicating the type of tyre and type of construction, and the further information given below will enable the manufacturers of British-made tyres to be identified:—

Manufacturers'			
Name.	Identification.		Example.
Palmer...	Code number prefixed by letter "P" ...	...	PA.57
Firestone	Code number prefixed by letter "Z" ...	...	ZA.13
Dunlop...	Code number as stated in A.P. 2337, Vol. I, Section 2, Chapter 1. No prefix letter.		IK.17
Goodyear	Code number same as Dunlops, but tyre bears moulded stamp WT in addition.		IK.17 WT
Goodyear (new production only)	As above, but code number prefixed by letter "G".		GIK.17 WT

Note.—Tyres manufactured in U.S.A. invariably bear the manufacturers' name.

461.—Wooden Propeller Blades—Application of Sealing Coating to Damaged Blades

(A.M.R. 47/44.—27 Jan. 1944.)

Reports have been received that damaged wooden propeller blades have been returned for repair without having a protective sealing coating applied to the exposed timber.

2. Unless this sealer coating is at once applied, moisture can penetrate to the timber and render the blades irreparable.

3. Attention is drawn to A.P. 1538E, Vol. II, Part 3, Section 2, Chapter 2, paragraph 21 (i) and (ii) and paragraph 34.

462.—Additional Means of Escape from Forward Mess Deck—As. and As.

A/S-M/S Trawlers of "Tree", "Dance", "Shakespearean", "Isles", and "Western Isles" Classes

(D/P. 21664/43.—27 Jan. 1944.)

The watertight escape door fitted in watertight bulkhead No. 19 in accordance with paragraph 1 of A.F.O. 2643/41 is to be removed in all vessels of the above-mentioned classes and the opening blanked off.

2. A watertight escape scuttle of 24-in. diameter, similar to that fitted in destroyers, is to be fitted in the upper deck between stations 18 and 19, giving access into the crew's shelter in vessels where this forms the 12-pdr. gun support.

3. In vessels where the crew's shelter is fitted forward of the gun support, the scuttle should give access on to the upper deck as close to the gun support as possible.

4. Rungs are to be fitted to 19 bulkhead to form a means of exit.

5. The Commanding Officers of the vessels concerned are to insert an item, Classification B, in their next lists of As. and As. to cover the work involved.

6. Paragraph 1 of A.F.O. 2643/41 is cancelled.

(A.S.C.B.S., 22 Nov. 1943, No. 846/11.)

(A.F.O. 2643/41—not in annual volume.)

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

463.—Air Stores—Classification of Priority of Supplies

(N.S. Air 12454/42.—27 Jan. 1944.)

Priorities for the supply of Air Stores are classified as follows:—

A.—R.N. Air Stations, Squadrons, Sections, Aircraft Repair Yards, Training Establishments, and H.M. Ships carrying Aircraft.

Priority I (a)	As communicated by Admiralty.
A.O.G.—	A.O.G. at home and overseas. First line operational aircraft and engines. Operational reserve aircraft and engines (AR but not pooled reserve) required for immediate service. Aircraft being packed for overseas shipment deficient of essential items. Training IE aircraft and engines which cannot be replaced from reserve.
Priority I (b) O—Operational	
Priority I (b) OR—Operational Reserve	
Priority I (b) P—Aircraft being packed for overseas shipment	
Priority I (b) T—Training	

The above (A.O.G.) priorities apply to requirements for individual aircraft only

Priority I (b) I.O.R.	Immediate operational requirements for home and overseas units. Into this category fall all requirements (other than A.O.G.) of H.M. Ships engaged on urgent operational duties, and requirements of stations, etc., supporting first line operational aircraft, or other requirements such as squadron mobile equipment for first line squadrons, if ordered by the Admiralty.
Priority I (c)	Urgent repair requirements for work actually in hand which will enable aircraft to be completed within seven days of receipt of spares (see paragraph 2 (d)). Urgent demands to meet anticipated operational needs (other than A.O.G. and I.O.R.)—see paragraph 4.
Priority II (a)	Requirements in connection with the formation or re-equipment of operational units at home or overseas, including "A.S.E. urgent," unless urgency is such as to necessitate Priority I (b) I.O.R. being applied. Demands from H.M. Ships not falling under Priority I (b) I.O.R.
Priority II (b)	Requirements in connection with the formation or re-equipment of training units at home or overseas.
Priority III (c)	All other requirements not for stock.
IV (Stock)	Requirements of R.N. Air Stations, R.N. Aircraft Repair Yards, etc., for stock. (Note that this classification is not preceded by the word "priority".)

B.—H.M. Ships under refit, Dockyards and Overseers.

Demands or signals for stores of R.A.F. descriptions required to make good equipment in H.M. Ships in hand or completing should quote priority category I (b) I.O.R. or I (c), according to the degree of urgency.

C.—Admiralty Signals Establishment.

Demands and signals for stores of R.A.F. descriptions should be addressed to S.N.S.O., Haslemere, who will repeat to Admiralty if unable to supply. Demands should not be lodged direct on R.N. Aircraft Store Depots, or R.A.F. Maintenance Units.

2. *General.*—(a) All demands and signals for stores of R.A.F. descriptions, whether addressed to R.N. Store Depots or R.A.F. Maintenance Units, must quote one of the categories referred to above, e.g., "Priority I (c)" or "IV (Stock)". Such phrases as "urgently required" or "required immediately" are not adequate, and where urgency exists, a brief indication of the purpose of the requirement should be given as well as the priority category, which it might be necessary to raise in the case of outstanding demands (see paragraph 3 (d)). Signals demanding and hastening stores should be restricted to A.O.G. and I.O.R. requirements unless justified by urgency in other cases. Demands are not in any circumstances to be lodged on or signalled direct to R.A.F. Maintenance Units by H.M. Ships carrying aircraft.

(b) It is important that any one demand on an R.A.F. Maintenance Unit should include items in one vocabulary section or sub-section only, and that demands should be placed on the appropriate *Regional* Maintenance Unit unless specific instructions to the contrary have been given. Not more than eight items should be included in any one signalled demand to an R.A.F. Maintenance Unit.

(c) These instructions so far as they are applicable should also be followed in respect of flying clothing.

(d) Instructions in regard to repair requirements of airframe spares of R.A.F. types for R.N. Repair Yards are contained in A.L. 19 Jan. 1943, N.S. Air 617/43/U659.

3. *A.O.G. and I.O.R. Procedure.*—(a) A.O.G. and I.O.R. requirements under priority category I (b) (see paragraph 1A above) are to be demanded by signal, no covering demand being required. Both for airframe spares (Sections 24 and 26) of R.A.F. types obtained direct from R.A.F. Maintenance Units (A.F.O. 2300/43) and for other items supplied through R.N. Aircraft Store Depots, the signal should be in the following form:—

"A.O.G. Demand 26AF/34400, Part No. B87476, socket support, quantity 1, Hurricane, Mark IIB. Priority I (b) T. 211625."

All signals in respect of Priority I (b) O, OR, P and T requirements should begin with the letters A.O.G. The serial number of the aircraft need not be quoted, but the name and Mark No. of the aircraft or engine should be indicated.

(b) Action to meet the requirements of demanding units will be notified by signal within 24 hours and will be repeated to the demanding unit for information by all authorities concerned in the supply.

(c) If the equipment is not received or advised as having been despatched within seven days of receipt of the notification of the manner in which the demand is to be met, appropriate hastening action is to be taken according to the latest information available as to the position of supply. Where a signal diversion order by a Master Provision Officer is involved, the number and date must be invariably quoted in hastening signals addressed to the Ministry of Aircraft Production.

(d) When an item required for A.O.G. or I.O.R. is already outstanding as a deficiency on a normal demand, the demanding unit is to ask by signal for the requisite higher priority to be allotted.

(e) Should an A.O.G. or I.O.R. outstanding requirement cease to exist, immediate steps should be taken to effect cancellation, the signal being addressed to all authorities concerned in the supply.

4. *Priority I (c) Requirements. Procedure.*—(a) An addition to this priority category, to meet anticipated requirements under I (c) (described above), has been introduced to conform with A.M.O. A.481/43. It should be applied to requirements of spares, etc., for specific services, the need for which can be anticipated in connection with, for example, impending airframe and engine overhauls, and requirements of first line squadrons working

up at stations prior to embarkation, the object being to anticipate the requirement and allow an interim period to obtain the items, if not already available, thereby avoiding later recourse to the A.O.G. or I.O.R. procedure.

(b) Internal station demands on the storekeeping officer for such requirements are to be endorsed in red ink "Urgently required by date" and are to be signed by the specialist technical officer who is also to initial the endorsement. In the case of airframes and engines, the type and serial number are always to be quoted on the demand.

(c) Items not available in the main store are to be demanded on the appropriate R.N. Store Depot or R.A.F. Maintenance Unit (see A.F.O. 2300/43) and are to be endorsed by the authority signing the demand as shown under (b).

(d) Only the quantities actually required for specific known requirements are to be demanded. Quantities which are required for stock are not in any circumstances to be included.

(e) The purpose for which the items are required and the reasons for the urgency are to be clearly stated.

(f) The station will be advised of the action taken by means of R.A.F. Form 1377, or other suitable pro forma.

(g) If the items are not delivered by the appropriate date and the stage is reached where an A.O.G. or I.O.R. demand would normally be raised, the station is to take hastening action in accordance with paragraph 3 (c), indicating that the requirement has now become A.O.G. or I.O.R. as appropriate.

(h) It is to be clearly understood that the introduction of this procedure does not affect the submission of normal stock demands which should be lodged periodically to maintain station stocks at the authorised level.

5. In view of the large number of services involved, and the difficulty in meeting all requirements of items in short supply, it is essential that priorities, particularly those in the highest category, should be used as sparingly as practicable, and with due regard to actual needs. Failure to observe this rule may result in the incorrect allocation of items in short supply over competing services, and Repair Yards and Training Stations should recognise that first line operational requirements must take precedence.

(A.F.O. 2300/43.)

(A.F.Os. 70/43, 406/43 and 2650/43 are cancelled.)

464.—Artificial Silk Tape—Patterns 19445 and 19446—Introduction

(N.S. 35612/43.—27 Jan. 1944.)

An artificial silk has been approved to be used for all electrical purposes, in substitution of natural silk tapes, Pattern 963 and Pattern 964.

2. The undermentioned descriptions are therefore being added to the Authorised List of Naval Stores under Subhead F2B (Schedule C750) and Patterns 963 and 964 should be regarded as obsolete:—

Pattern No.	Description
19445	Ribbon, artificial silk, white— $\frac{1}{2}$ in. wide (in rolls of 36 yards)
19446	Ribbon, artificial silk, white— $\frac{3}{4}$ in. wide (in rolls of 36 yards)

3. An initial purchase has been arranged from Messrs. Grout and Co., Ltd., on C.P.31594/43, dated 18th December, 1943, for delivery as follows:—

Pattern No.	Denom.	Rosyth		Lathalmond	Stroud	S.W. Yorks.	Chatham
		A.	B.				
19445	yds.	—	—	—	37,500	19,500	—
19446	yds.	864	864	864	18,000	18,000	36,000

Pattern No.	Denom.	Sheerness	Portsmouth	Mossley	Carfin	Devonport
19446	yds.	3,600	59,040	—	18,000	—

465.—Bottle Gas Cooking and Lighting Outfits in Small Craft—Removal of

(N.S. 31441/43.—27 Jan. 1944.)

A.F.O. 807/42 laid down that bottle gas outfits were to be removed from small craft. It is known that numbers of bottle gas outfits are still in service in these small craft.

2. Apart from the risk attending the use of bottle gas outfits, the supply position for the gas has become very difficult, and the use of the gas must be restricted to essential services.

3. The instructions contained in A.F.O. 807/42 must be carried out without delay, and one or other of the types of paraffin stoves, which are store articles, fitted in lieu.

(A.F.Os. 807/42 and 4993/43.)

466.—Compasses—Valve Follow-up, Mark V—Spares

Repair and Depot Ships concerned

(N.S. 35756/43.—27 Jan. 1944.)

The allowances of spares for Mark V valve follow-up compasses to repair and depot ships which already carry a stock of gyro-compass spares for effecting repairs and replacements in attached vessels are to be as shown in the appendix hereto. The spares will not, however, be allowed to submarine depot ships.

2. Ships concerned, in commission, should forward demands to the Naval Store Officer, Admiralty Compass Observatory, Slough, as necessary.

3. Flexible leads for transmitters, Pattern 3561, should be made up on board ships to which this tender applies.

4. The Sea Store Establishment (B.R. 332A) will be amended in respect of spares to be held in destroyer depot ships.

APPENDIX

Allowance of spares for Mark V valve follow-up Compasses to certain repair and Depot Ships

Pattern No.	Description	Denom.	Quantity
<i>Permanent Stores</i>			
987	Amplifier panel, complete	No.	1
1400 Mod.	Box, transit	No.	2
1919	Motor generator, 50 v., single phase	No.	1
2515	Transmitter	No.	2
2722	Motor, Azimuth	No.	2
2900	Follow-up transformer assembly	No.	1
2904	Ammeter, 1-0-1	No.	1
2907	Transformer, main	No.	1
2908	Transformer, 1st stage	No.	1
2909	Transformer, 2nd stage	No.	1
2910	Transformer, 3rd stage	No.	1
2911	Choke	No.	1
2912	Condenser, .01 MF.	No.	1
2913	Condenser, .05 MF.	No.	1
2914	Condenser, .1 MF.	No.	1
2915	Condenser, .25 MF.	No.	1
2916	Condenser, .5 MF.	No.	1
2917	Voltmeter, A.C. 0-75	No.	1
2918	Relay, follow-up, A.C.	No.	1
2919	Resistance, 17.5 ohm follow-up relay	No.	1
2921	Metal rectifier	No.	1
2923	Transformer	No.	1
2924	Resistance, 25 ohm	No.	1
2925	Resistance, 30 ohm	No.	1
2926	Resistance, 50 ohm	No.	1
2927	Resistance, 55 ohm	No.	1
2930	Resistance, 1.7 ohm	No.	1
2937	Governor, assembled	No.	1
2939	Governor contact arm, spring	No.	3
2941	Governor weight arm, spring	No.	3
3561	Transmitter, 2 ft.	No.	2
R558	Azi-release coil relay	No.	1

Pattern No.	Description	Denom.	Quantity
<i>Consumable Stores</i>			
1402	Screw, Azimuth, motor attachment	No.	6
2938	Brush governor, contact	No.	3
2942	Contact disc	No.	1
W.269	Gas-filled relay valves	No.	12
W.1280	Double triode valve	No.	6

(R.A. (D), H.F. 26 Dec. 1943, No. 1061/H.D. 476.)

467.—Electric Cable, Pattern 13484—Introduction

(N.S. 35022/43.—27 Jan. 1944.)

To meet additional requirements for Radar and W/T purposes, electric cable, Pattern 13484, has been added to the Rate Book of Naval Stores under subhead F1C, Part 1 (Cable Demand, page 35).

2. This cable, which is similar to Pattern 13828, is without P.V.C. sheathing and metallized paper, but with braided tinned copper wire.

3. Arrangements have been made under contract C.P. 108663/43 with the Telegraph Construction and Maintenance Co. for the purchase of 7,000 yards for delivery to depots under the control of the Superintending Naval Store Officer, Haslemere.

468.—Electric Lamps, Pattern 16196—Introduction

American-Built Ships

(N.S. 34595/43.—27 Jan. 1944.)

The undermentioned lamp has been added to the Authorised List of Naval Stores, under Subhead F.2A, for use as blue lighting in American-built escort carriers and other American-built ships where applicable:—

Pattern 16196, Lamp, electric, blue, 110 volt 35 watt E.S. Cap.

2. An initial bulk purchase of 1,000 lamps has been arranged and a running contract is being instituted, for monthly deliveries as follows:—

	Chatham.	Portsmouth.	Devonport.	Rosyth.	Stroud.	Mossley.
Bulk	100	100	100	300	200	200
Running contract	100	100	100	100	300	300

Shipment abroad should be arranged:—

	From Stroud.			From Preston.		
to:	Durban.	Ceylon.	Simonstown.	Alexandria.	Gibraltar.	Malta.
	400	400	100	500	300	300

3. Ships concerned should forward demands, as requisite, to their storing yards in the usual manner. Deliveries are not anticipated to commence till March, 1944.

469.—Fire Fighting Equipment

(*American built Rescue Tugs ("Bats" and "Atrs")*)

(N.S. 36955/43.—27 Jan. 1944.)

The allowances of fire fighting equipment to be carried on board American-built rescue tugs ("Bats" and "Atrs") are shown in the appendix to this Order.

2. On arrival in the United Kingdom or at operating base, demands to complete to these allowances should be forwarded to the nearest dockyard or naval store depot. The equipment placed on board these vessels in the U.S.A. should be taken into account when rendering demands.

3. In addition, a receptacle to hold 10 cubic feet of sand is to be provided in the engine room. Commanding officers of vessels concerned should include an item in the list of As. & As. to cover the work of fitting, unless this is within the capacity of ships' staffs.

4. For any nozzles for branch pipes, at present on board, which have a bore greater than $\frac{1}{2}$ -in. diameter, the bore should be reduced to this size by ship's staff,

using Chatham Drawing, Fly to CH.C. 84 as a guide. If required, copies of this drawing may be obtained on application to the Admiral Superintendent, Chatham.

5. Ten American Type C.O.₂ fire extinguishers should already be on board and local arrangements should be made for recharging empty extinguishers of this type. Extinguishers, Pattern 4726, two gallon foam type should be demanded to replace the C.O.₂ extinguishers in the galley and engine room, and when the extinguishers, Pattern 4726 are received, the C.O.₂ extinguishers fitted in these compartments should be returned to store.

6. Any firefighting equipment held on board in excess of these allowances should be returned to the nearest dockyard or naval store depot.

Appendix

Pattern No.	Description	Denom.	Allowance	Remarks
<i>Permanent Stores</i>				
<i>B.8.</i>				
—	Hoses, canvas, unlined, complete, 40 ft. lengths	No.	1*	* Size of hose and type of coupling as required.
—	20 or 25 ft. lengths ...	"	1*	For each weather deck fire main hose connection.
—	Pump, manual (Sigmund or Beresford type)	"	1	For each fire main hose connection below the weather deck.
—	Gear for manual pump:—			—
—	Suction hose, 1½ in. × 20 ft.	"	1	—
—	Delivery hose, 1½ in. × 50 ft.	"	2	Includes one spare.
—	Branch pipe, with variable jet/spray nozzle.	"	1	Only to ships with Beresford type pump.
—	Branch pipe, with fixed ¼-in. bore jet.	"	1	Only to ships with Sigmund type pump.
—	Branch pipe, Pyrene foam making, F.B.O. size.	"	1	—
—	Knapsack tank, 4 gallons, for foam compound, complete with short length of hose for connecting tank to branch pipe.	"	1	—
—	Extinguishers, fire, hand, portable, CO ₂ -15 lb. capacity American type.	"	1	For battery charging room.
—	Extinguishers, fire, 2 gallons, foam type.	"	2	For fire parties.
—		"	2	For generator.
—		"	1	For lamp paint and oil room.
—	Extinguishers, fire, 2 gallons, foam type.	"	1	For W/T Office.
—		"	1	For galley.
—		"	2	For engine room.
—	10 gallon foam fire engine, Pyrene type F.D.M.I., or similar.	"	1	For main W.T. compartments other than engine room, adjacent to oil fuel tanks
—		"	1	For engine room.
4724	Pyrene 2 gallon fire extinguisher, fully charged	"	1	For switchboard,
4724A	Hoses, for	"	1	
—	Extinguisher, fire, Nuswift type.	"	8	

Pattern No.	Description	Denom.	Allowance	Remarks
<i>B.9.</i>				
—	Branch pipes fitted with jet/spray nozzles.	No.	2A	A—Size and type of connection as required.
—	Branch pipes, fitted with Oil-fyre nozzles.	„	2A	
—	Branch pipes with ½-in. diameter fixed jet nozzles (<i>see</i> paragraph 4)	„	1A	For each fire main hose connection not equipped with jet/spray nozzles.
<i>B.11.</i>				
C.756B	Shovels, square-mouthed ...	„	2	For use with receptacle for sand, where fitted.
<i>E.5.</i>				
230	Breathing apparatus ...	„	1	B—1 length of pattern 2313 or 2 lengths of pattern 2314.
2313	Hose I.R., 60 ft. ...	„	B	
2314	„ „ 30 ft. ...	„	B	
2305	Strainer ...	„	1	
<i>F.1.</i>				
—	Machine, drilling, portable electric, small.	„	1	Voltage as required.
<i>F.2.</i>				
8115	Lanterns, Hower ...	„	4	Includes one spare.
8117	Accumulators, for ...	„	5	
16034	Headlamps, complete ...	„	2	
<i>Consumable Stores</i>				
<i>B.8.</i>				
4728	Refills for extinguisher, pattern 4724	„	8	As spare.
—	Charges for Nuswift extinguishers	„	32	
4729	Charges for extinguishers, pattern 4726	„	15	
—	Compound, Pyrene, improved foam making in 2 gallon tins	Tins	4	Includes 2 spare for each extinguisher.
—	Charges for foam fire engine, F.C.7.	No.	3	For Beresford or Sigmund pumps.
—	Spare parts for Beresford and Sigmund type pumps :— Bucket assemblies and link ...	Pair	1C	Includes 2 spare. C—Only to ships with Beresford pumps. D—Only to ships with Sigmund pumps.
—	Gaskets ...	Set	1C	
—	Suction valve rubbers ...	No.	1C	
—	Valve Seating ...	„	4D	
—	Piston Rings (4 per set) ...	Sets	2D	
—	Gland packings ...	No.	4D	
—	Valve springs ...	„	4D	
—	Gaskets ...	Set	1D	

Pattern No.	Description	Denom.	Allowance	Remarks
<i>F.2.</i>				
16035	Shields, light, for use with lanterns, pattern 8115	No.	4	Includes spares.
54	Torch cases ...	„	6	
55	Batteries for ...	„	12	
56A	Bulbs for ...	„	12	
8119	Bulbs, for lanterns, pattern 8115	„	8	

470.—Firework Containers

M.T.Bs. (Non-Fairmile)

(N.S./G. 3262/43.—27 Jan. 1944.)

With the exception of M.T.Bs. Nos. 22, 24, 25, 31, 32, 34–36, 38, 42, 45, 46, 48, 57–60, 62, 65, 66, 219, 221 and 228, all small type M.T.Bs. are to be provided with a firework container in accordance with drawing D.N.C.2/A/1016.

2. The locker should be fitted in the chart house, after which arrangements should be made to ensure boats are re-swung to adjust compasses.

3. The Pattern No. allocated to the container is 7781, and demands for vessels not already supplied should be forwarded to Director of Stores, Admiralty, London.

471.—First Supply of Stores to Landing Craft—Deficiencies

(N.S. 36724/43.—27 Jan. 1944.)

British built minor landing craft are supplied with a minimum outfit of stores (in accordance with A.F.O. 5172/43) while at builders' works.

2. Every effort is made to avoid late supply of any stores included in this outfit, but in cases where short supply of any article prevents its despatch to the building yard before completion of the craft for which it was intended, the supplying yard will cancel the outstanding demand and the article will *not* be despatched to follow the boat.

3. It is necessary, therefore, for bases or ships receiving craft direct from builders' works to check the minimum outfit on board against the descriptions and allowances of stores printed on the naval store account (one of Forms S.1651 to S.1662 according to type of craft), and to demand from their supplying yards (or supply from their own resources) any stores which are deficient.

4. Major landing craft built in United Kingdom are supplied with a complete outfit of stores, as allowed by the relevant establishment, while under construction.

5. In cases where craft leave the building yard before an article can be supplied by the storing yard the latter will cancel the outstanding demand.

6. The base to which the craft is first attached after commissioning will then be responsible for making good the deficiency.

7. The object of the above procedure is to simplify and expedite the supply of stores deficient from outfits of stores for new construction craft; it is of the highest importance that deficiencies in first supplies of stores, particularly in respect of items which affect the sea-going efficiency of craft, should be reduced to the minimum.

(A.F.O. 5172/43.)

472.—Fleet Target Service—Allocation of Heavy Targets and Towing Hawsers

(N.S./D. 16510/43.—27 Jan. 1944.)

The 126-ft. high speed target, No. 18, shown in statement B of A.F.O. 3601/43 under Kilindini, should be deleted, as the target is not now in service.

(C.-in-C., Eastern Fleet, No. EF. 1920/236/2, 22 Oct. 1943.)

(A.F.O. 3601/43.)

473.—Grease for L.C.A. (H.R.)—Supply

(N.S. 021174/43.—27 Jan. 1944.)

Each L.C.A. (HR) should carry on board, as part of its minimum outfit of stores, one 7 lb. tin of grease, Type DTD 143C, for maintenance of armament.

2. Bases to which craft are attached should forward demands to nearest storing yard or depot accordingly.

474.—I.C.I. Alloy No. 38, Resistance Material—Alternative to Cupro Nickel (Subhead F2B)

H.M. Ships, Dockyards and Overseers

(N.S. 28755/43.—27 Jan. 1944.)

In view of the difficulty being experienced in obtaining quick deliveries of cupro-nickel 80/20 resistance material, laid down in A.F.O. 2193/43 as having to be used for Class C resistances, it has been found that a copper-manganese-aluminium 88/10/2 alloy (copper 88 per cent., manganese 10 per cent., aluminium 2 per cent.), known as I.C.I. Alloy No. 38, is a suitable alternative to cupro-nickel 80/20, and it should be used whenever delay may be occasioned through lack of supplies of cupro-nickel 80/20.

2. I.C.I. Alloy No. 38 has been added to the Authorised List of Naval Stores under the description and pattern numbers as follows, but as stocks of the material are not at present being laid in, it should be ordered as necessary from I.C.I. Metals Ltd., Witton, Birmingham, 6. The pattern numbers are the same, with the addition of the suffix "K", as those of the equivalent sizes of "Ferry" or cupro-nickel 80/20, which they can replace.

Pattern No.		S.W.G.	Dia. (in.)	
6451K	Wire (I.C.I. Alloy No. 38)	11	0.116	} On drums of 24 lb.
6452K	Wire (I.C.I. Alloy No. 38)	13	0.092	
878K	Wire (I.C.I. Alloy No. 38)	15	0.072	
3251K	Wire (I.C.I. Alloy No. 38)	17	0.056	} On reels of 2 lb. or 14 lb.
6453K	Wire (I.C.I. Alloy No. 38)	19	0.04	
3252K	Wire (I.C.I. Alloy No. 38)	20	0.036	
1595K	Wire (I.C.I. Alloy No. 38)	21	0.032	} On reels of 1 lb.
6454K	Wire (I.C.I. Alloy No. 38)	22	0.028	
879K	Wire (I.C.I. Alloy No. 38)	27	0.0164	
8174K	Wire (I.C.I. Alloy No. 38)	28	0.0148	} On reels of 1 lb.
6455K	Wire (I.C.I. Alloy No. 38)	33	0.0100	
6456K	Wire (I.C.I. Alloy No. 38)	35	0.0084	

I.C.I. Alloy No. 38 has a resistance of 41 microhms per centrimetre cube at 68° F. (20° C.) and a temperature co-efficient per °C. of 0.00003.

3. The following is a table of particulars of the various alternative resistances materials. The equivalent sizes are arranged in horizontal lines and are such as to allow the same resistance value to be wound on the same spool or former, without seriously affecting the rise in temperature. As a result of recent tests the figures given for cupro-nickel 80/20 are somewhat different from those given in the table in paragraph 4 of A.F.O. 2193/43 and should be used in future.

Ferry, Eureka or Advance Resistance Wire			Equivalent Cupro-Nickel 80/20 Resistance Wire			Equivalent I.C.I. Alloy No. 38 Resistance Wire					
Patt. No.	Dia. (in.)	S.W.G.	Ohms per foot	Feet per lb.	Ohms per lb.	Patt. No.	Dia. (in.)	S.W.G.	Ohms per foot	Feet per lb.	Ohms per lb.
6451	0.128	10	0.018	20.1	0.362	6451S	0.104	12	0.015	30.2	0.453
6452	0.104	12	0.027	30.4	0.830	6452S	0.080	14	0.025	51.2	1.300
878	0.080	14	0.046	51.4	2.37	878S	0.064	16	0.0397	80.0	3.17
3251	0.064	16	0.072	80.3	5.78	3251S	0.056	17	0.0518	104.5	5.42
6453	0.046	19	0.139	149	20.7	6453S	0.036	20	0.125	253	31.7
3252	0.040	19	0.184	205	37.9	3252S	0.032	21	0.158	320	50.8
1595	0.036	20	0.228	254	57.9	1595S	0.028	22	0.207	418	86.7
6454	0.029	20	0.35	416	145	6454S	0.024	23	0.282	569	160
879	0.018	26	0.91	1,016	924	879S	0.0148	28	0.743	1,495	1,110
8174	0.0164	27	1.09	1,224	1,333	8174S	0.0136	29	0.878	1,770	1,550
6455	0.0112	27	2.30	2,540	5,840	6455S	0.0092	34	1.92	3,870	7,430
6456	0.0088	—	3.81	4,890	18,650	6456S	0.0068	37	3.51	7,180	25,200

(A.F.O. 2193/43.)

475.—Non-Latex Deck Covering Material—Colour for Interior Work

(C.P. 117721/43.—27 Jan. 1944.)

With reference to paragraph 3 of A.F.O. 4105/43, Messrs. Rowan and Boden have intimated that difficulty is experienced in producing their Paratex W.1 material for internal use on H.M. ships in the approved brown lino colour.

2. It has been decided therefore to accept red deck covering material for interior work such as accommodation spaces where complete areas are concerned. In carrying out repairs to the original brown material the colour should be matched as closely as possible.

(A.F.O. 4105/43.)

476.—Pumps—Self-priming—70-ton Portable Electric

"Black Swan" Class Sloops, "Pelican," "Stork" and "Enchantress"

(D. 0208/44.—27 Jan. 1944.)

Approval has been given for the supply of one 70-ton portable electric self-priming pump to vessels of the "Black Swan" class, and to H.M.Ss. "Pelican," "Stork" and "Enchantress".

2. The pumps complete with suction hoses, portable stools, swivel discharge bends and low level strainers will be supplied without demand.

3. The following items are to be demanded from the ships storing yards:—

(a) Canvas delivery hose with No. 4 B.J. connections—Two 40-ft. lengths. One 20-ft. length.

(b) Cylindrical strainers, Pattern 5899—One.

(c) Basket strainers to fit over (b), Pattern 5898—One.

(d) Adaptor, swing bolt to No. 3 B.J., Pattern 1506—One.

(e) Adaptor, No. 4 B.J. to two No. 3 B.J., Pattern 1502—One.

4. To accommodate the pumps, it will be necessary to provide on each vessel four D.P. switches and four Niphan sockets, supplied from conveniently situated spare ways as follows:—

	Fuse Way	Socket	D.P. Switch
"Black Swan" class & "Pelican" 40 amp.	A.P. 2677	A.P. 2694	A.P. 2694
"Stork" & "Enchantress" ... 80 amp.	A.P. 2697	A.P. 2708	A.P. 2708

The sockets should be so sited on the vessels as to allow the pump to serve the maximum number of compartments. The switches and sockets should be demanded from storing yards by Commanding Officers of the vessels concerned.

5. Compensation of about $\frac{1}{2}$ ton will be required at the upper deck level and Commanding Officers are to forward proposals to meet this requirement.

(Cdre. (D) W.A., 17 Jun. 1943., No. D.W. 2124 M.)

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

477.—Refit of Small Craft used at Naval Bases for Naval or Admiralty Purposes
H.M. Trawlers, Drifters, M.F.Vs., N.A.Vs., Pilot Cutters, N.A.Bs., and Motor Boats and Steam Boats employed on Harbour Service duties

(D. 1948/43.—27 Jan. 1944.)

Considerable delays have occurred in the refits of small vessels (particularly requisitioned craft) due to replace parts of machinery required not being immediately available. It is essential, if such delays are to be avoided, that as much notice as possible shall be given when new machinery parts, which are not available in the spare gear carried on board or at the base, will be required. All the marine engine builders in this country have large orders for new construction in hand, and a delay of several months may occur in completing orders for new parts of machinery for vessels in commission. It is often necessary to obtain replace parts from America and this may take six months, or longer.

2. If during the refit of any of the above-mentioned vessels it should become evident that some new machinery parts will be required during the

next twelve months, the Engineer Officer on the Staff of the Flag or Naval Officer-in-Charge at the port should be consulted while the machinery is still open for examination and if he concurs, a report is to be forwarded to the Admiralty (for Director of Small Vessels Pool). The type of engine and maker's name and engine number are to be given and in cases where the anticipated renewals are extensive, the whole of the information called for in paragraph 6 below is to be included in the report.

3. When one of these vessels arrives at a port, either for periodical refit or other work, or owing to breakdown on passage to another port, the Flag or Naval Officer-in-Charge at the arrival port is to arrange for technical officers on his staff to scrutinise, and if necessary amplify, the defect list, or assist in the compilation of a supplementary defect list should this be found necessary.

4. Where applicable, defect lists are to be forwarded in time to reach the repair yard a month before the date fixed for the arrival of the vessel. When items for the renewal of any parts of the machinery are included in the defect list, the following information is to be inserted against all such items:—

(i) Type of engine.

(ii) Maker's name.

(iii) Maker's number.

(iv) Whether spares are available in the ship.

5. (a) When the extension of a definite date of completion of a vessel refitting in U.K. arises through non-delivery of replace machinery parts which have already been ordered in anticipation of the refit, a report is to be forwarded to the Admiralty (for Director of Dockyards, copy to Director of Small Vessels Pool,) stating what action has been taken to expedite delivery of the replace parts and the type, engine number and the name of maker of the engine in question.

(b) In the case of vessels refitting abroad, before a vessel is taken in hand it should be ascertained that replace machinery parts ordered have been received. If parts ordered from United Kingdom have not arrived at the required date, a report is to be forwarded to Admiralty (for Director of Dockyards, copy to Director of Small Vessels Pool), stating what action has been taken to expedite delivery of replace part and the type, engine number and name of the maker of the engine in question. If ordered abroad, appropriate local action is to be taken.

6. In instances where (after contact with the contractors) a delay of over six weeks in obtaining replace parts is anticipated, an immediate report is to be forwarded to the Admiralty (for Director of Small Vessels Pool) for consideration as to the future of the vessel, and repairs are not to be taken in hand until Admiralty approval is received. The report should include the following:—

(i) Type of engine, maker's name and engine number and year of manufacture.

(ii) Twin or single screw.

(iii) Horse power and number of cylinders.

(iv) Revolutions per minute and direction of rotation of engine and propeller.

(v) Overall dimensions of engine.

(vi) Full particulars of boilers where steam vessels are concerned.

(vii) Principal dimensions of engine room, and boiler room where applicable.

(viii) Length, beam and draught of vessel.

(ix) Diameter, pitch, handing, and developed area of existing propeller.

(x) Maximum fouling radius of propeller aperture.

(xi) Speed of vessel with existing engine.

(xii) Displacement of vessel if available, and type, i.e. Yacht, M.F.V., etc.

7. The report is also to include remarks as to the condition of the hull, machinery and electrical installation.

8. In the event of replacement of electrical equipment being required full details should be given, e.g. :—

Maker's name.
Maker's Type No.
Capacity and voltage of dynamo.
Dimensions and capacity in ampere hours of battery.

As the equipment fitted is sometimes of foreign origin, it is essential that fullest details should be provided in order that British equivalent equipment may, if possible be obtained.

It should also be stated whether spare electrical equipment is available.

9. This Order is also applicable to Dockyards when these vessels are taken in hand for repairs, but the reports called for in paragraph 2 above are to be forwarded to the Admiralty (for Director of Dockyards, copy to Director of Small Vessels Pool).

(A.F.O. 3356/43 is cancelled.)

478.—Soap for Personnel Handling Duplicators

(N.S. 36179/43.—27 Jan. 1944.)

"Zixt" soap is available for use in offices in ships and establishments in which Fordigraph, etc., duplicators are in use.

2. Requirements should be demanded from the Superintending Naval Store Officer, who should obtain the soap by local purchase.

3. B.R. 358—Establishment of Naval Stores for Executive Purposes—will be amended.

(C.-in-C., Portsmouth, No. 4313/P/8103/1/6, 28 Sep. 1943.)

(A.F.O. 2011/33—not in annual volume—is cancelled.)

479.—Stowage Boxes, Patterns 1196A and 13736A—Introduction

(N.S. 33191/43.—27 Jan. 1944.)

Consequent upon the introduction of telephones, Pattern 12500, and telaupads, Pattern 12502, the following items have been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part 3, page 1418 :—

Pattern.	Description
1196A ...	Box, stowage, sheet steel, for telephones, Patterns 1191, 1192 and 12500, and telaupads, Pattern 12502.
13736A ...	Box, stowage, brass, for telephones, Patterns 1191, 1192 and 12500, and telaupads, Pattern 12502.

2. Stowage boxes, Patterns 1196 and 13736, have been made obsolete, but deliveries of these patterns in accordance with existing contracts will continue until the new items are in production.

(A.F.O. 3998/43.)

480.—H.M. Trawlers Converting to Boom Working Vessels—D.G. Arrangements

(B.D. 01147/43.—27 Jan. 1944.)

Trawlers fitting out as boom working vessels for service in the United Kingdom, if not already coiled, should be degaussed by wiping.

2. Trawlers fitting out as boom working vessels for service abroad should be fitted with a permanent internal "M" coil, between decks, to Trawler Specification No. 6, and de-wiped if necessary.

(A.F.O. 3635/41 is cancelled.)

481.—Ventilation of Steering Compartment—As. and As.

A/S—M/S Trawlers of "Tree," "Dance," "Shakespearean," "Isles" and "Western Isles" Classes. "Danlayers," "Bryher," and "Farne"

(D. 031857/43.—27 Jan. 1944.)

In vessels of the above classes where excessive dampness is present in the steering compartment, the following work is to be carried out :—

(a) A 6-in. natural supply vent to be fitted at the fore end of the compartment with a branch to the decontamination clothing store.

- (b) A 6-in. natural exhaust vent to be fitted at the after end of the compartment.
- (c) The existing 4-in. natural supply vent at present fitted to be removed and the opening blanked up.
- (d) The whole of the steering compartment, including the decontamination clothing store, to be cork cemented.

2. The Commanding Officer, H.M.S. "Marshal Soult," is to insert an item, classification "C", in the Class List of As. and As. to cover the work involved.

(C.-in-C. Plymouth, 12 Dec. 1943, No. 4259/Ply. 398.)

482.—Ventilation of Oil-Driven Generator Control Position—As. and As.

"A," "B," "E"—"I" and "Tribal" Class Destroyers

(D. 96/44.—27 Jan. 1944.)

Approval has been given to fit an oil-driven electric generator in No. 1 boiler room of "A" and "B" class destroyers, and an additional oil-driven electric generator in No. 3 boiler room of "E"—"I" and "Tribal" class destroyers. At the same time a 5-in. supply fan should be fitted to ventilate the control position at the generator. It should be fitted in a sheltered position on the weather deck with a trunk led to the generator control position, a hinged W.T. cover being fitted at the open end in the boiler room. The corners of the hole in the upper deck for the vent are to be well rounded.

2. This work should be carried out in conjunction with fitting the additional oil-driven generator, and the Commanding Officers of ships concerned should amplify the corresponding A. and A. item accordingly.

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

483.—W.R.N.S. Personnel—Issue of Towels and Bed Linen

(N.S. 36540/43.—27 Jan. 1944.)

Where W.R.N.S. personnel are accommodated in billets and the householders are unable to provide towels and bed linen owing to the limitation of supplies, the personnel may be issued with these articles, on loan, to the scale laid down in A.F.O. 1483/42.

2. Adequate precautions must be taken by the Officer-in-Charge for the return of the articles on loan when personnel leave their billets.

(C.-in-C. Nore, letter 18 Nov., 1943, No. 5459/62220.)

A.F.O. 1483/42.)

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

484.—Butane and Calor Gas for Calor Equipment

(N.S./C.P. 17227/43.—27 Jan. 1944.)

Paragraph 2 of A.F.O. 90/44 is to be amended to read as follows :—

"2. In other areas, Calor gas is to be purchased from the nearest Calor gas dealer at the spot prices ruling on the date of purchase . . ."

(A.F.O. 90/44.)

485.—Cordage for Oiling at Sea—Economy in Use

(N.S. Fuel 13221/43.—27 Jan. 1944.)

All tankers, Admiralty and commercial, fitted for oiling at sea, are allowed 120 fm. 10-in. or 8-in. manila hawsers for use as steadying lines. Ten-in. blended manila and sisal hawsers will shortly be coming into service and these will replace the 10-in. and 8-in. pure manila when stocks of the latter are exhausted. Owing to the shortage of manila, steps are to be taken by (S) N.S.Os. at dockyards or depots, on receipt of a demand for replacement of a damaged hawser, to ensure that the defective article is recovered from the vessel when the new is supplied.

2. Local arrangements are to be made for repair of damaged hawsers by cutting and re-splicing as necessary in cases where the general condition of the rope warrants this procedure and lengths of not less than 100 fathoms of serviceable hawser may, after repair, be re-issued as steadying lines.

3. All repaired hawsers for use as steadying lines should be tested to a minimum breaking strain of 20 tons before issue, where facilities exist at the repair port for this to be done.

(A.F.O. 4758/43 is cancelled.)

***486.—Flying Clothing—Loss by Service Casualty**

(V.I./8322/43.—27 Jan. 1944.)

The attention of flying personnel is drawn to paragraph 3 of the instructions on the back of the Flying Clothing Card, S. 1055, concerning loss of flying clothing and equipment.

2. Free replacement of any item lost by service casualty is conditional on the production of a certificate signed by the officer commanding the unit in which the loss occurred, and A.F.O. 2653/43, paragraph 3, requires that holders of flying clothing on personal loan are to be charged with the value of any item which they are unable to produce or satisfactorily account for.

3. When flying kit is lost, it is important that prompt action should be taken by personnel concerned to obtain the required certificate and apply for replacement of the lost articles. Delay in taking such action inevitably causes extra trouble to all concerned in making the necessary enquiries.

(A.F.O. 2653/43.)

487.—Goggles, Flying, Mark VIII—Introduction

(V. 1/4555/43.—27 Jan. 1944.)

A new type of flying goggles is being introduced, the description of which is as follows:—

Ref.	Nomenclature	Detail
22C/930	Goggles, Mark VIII:—	
	Consisting of:—	
22C/982	Frames	Complete with elastic head band.
—	Holders	Complete with front and side windows.
	Non-tinted:—	
22C/838	Left	
22C/839	Right	
—	Holders	Complete with front and side windows.
	Tinted, B.2:—	
22C/873	Left	
22C/874	Right ...	
23A/153	Outfits, anti-dimming	

2. The goggles are fitted with an adjustable spring bridge piece and care should be taken to set the bridge-piece in the appropriate position to ensure correct fitting of the goggles and maximum binocular field vision.

3. Goggles, Mark VII, Ref. 22C/826 are now obsolescent and will be replaced by goggles, Mark VIII, only as the old type become unserviceable.

Supplies of goggles, Mark VIII are at present restricted and initial issues are to be made in the following priority:—

- All first line squadrons.
- Pilots of Training Barracuda aircraft.
- Other services.

4. Demands for Mark VIII goggles required in accordance with the foregoing instructions should be made on the appropriate victualling depot as laid down in A.F.O. 2653/43, paragraph 6. Requirements at victualling yards abroad are to be reported to the Admiralty (Director of Victualling) by telegram.

5. Windows, tinted and non-tinted, as supplied with goggles, Mark VII, may be used with goggles, Mark VIII.

(A.F.O. 2653/43.)

See AFO 1954/43.
" " 1955/43.
A.F.O. 2034/44 (V. 1/6817/43.—27 Jan. 1944.)

488.—Kits—Combined Operations Personnel

Their Lordships have reviewed the kit required by Combined Operations personnel in addition to their general service kit, and have approved special scales of issue, as detailed in the appendices to this order, applicable to officers and men of each of the five groups of personnel shown below, viz.:—

- Crews, flotilla and squadron staffs of major landing craft and landing barges.
- Crews, flotilla and squadron staffs of minor landing craft.
- R.N. beach commandos.
- R.N. personnel in support and reconnaissance units, and beach signal sections.
- R.N. boom clearance party (previously known as boom commandos).

This special kit is to be referred to as "C.O. Kit", followed by the appropriate number and letter (as shown in the appendices) when it is desired to designate the particular scale.

2. The appendices also show which items are issued gratuitously and which items are issued on loan (including items issuable on loan to officers).

3. The general conditions of issue of these kits are:—

- With the exception of those shown as issued gratuitously, items are supplied on personal loan and are to be returned on discharge from Combined Operations service. Arctic kits, however, are to be returned immediately on completion of operation or term of duty for which they were issued.
- Replacements of articles issued on personal loan worn out by fair wear and tear or lost in circumstances for which the personnel are not to be blamed, should be made free of charge. Articles lost or damaged by neglect are to be charged for in accordance with A.F.O. 137/43; for the purpose of assessing charges to be made under this Order, reference should be made to the Victualling and Marine Stores Rate Book, O.U. 5420, and for Army items to the War Vocabulary of Clothing and Necessaries.
- Individual ratings' receipts are to be obtained on Form S.105 for articles issued on personal loan and the abbreviated notations are to be made in the ratings' pay books at time of issue. The receipts on S.105 will support the removal of the items issued from charge in the issuing establishments' accounts. When a man ceases to be employed on Combined Operations duties, the kits noted in his pay book as having been supplied to him are to be withdrawn and he is to be charged for any deficiencies not satisfactorily accounted for. The withdrawal of the articles is to be noted in his pay book.
- Issues and withdrawal of these kits to flotilla and squadron staffs is left to the discretion of the local administrative authority.

4. As Combined Operations ratings receive K.U.A. at the standard rates, those articles of the kits which are issued gratuitously and not on personal loan are to be replaced at the ratings' expense, except replacements of articles lost or damaged by service casualty which will be dealt with under the special regulations for such contingencies, *vide* A.F.O. 3917/41. Replacement of items of army clothing lost otherwise than by service casualty are to be paid for at fleet issuing prices current for the corresponding items of Naval kit shown below:—

Army Kit	Corresponding Items of Naval Kit
Blouse, serge	Jumper, serge
Trousers, serge... ..	Trousers, serge
Shirt, Angola, drab	Shirt, white
Blouse, denim	Suits, combination, jacket
Trousers, denim	Suits, combination, trousers
Bush shirt	Shirt, tropical
Trousers, drill	Trousers, duck
Shorts, drill	Shorts, tropical
Socks, thick, grey	Socks, thick, blue

5. It will be seen from the appendices that most of the items of special kit may now be issued to officers on personal loan. The needs of officers employed in landing craft for an additional working rig can be met by their providing themselves with the blue working dress introduced by A.F.O. 4669/43.

6. Articles of kit issued to Combined Operations personnel under earlier Fleet Orders to which such personnel would not be entitled under the new scales (*e.g.*, seaboots for minor landing craft personnel) should be withdrawn when kits on the new scale are issued.

7. Stocks of items of all the kit (except Arctic kit) shown in the appendices can be demanded from:—

Victualling Store Officer, H.M. Naval Victualling Depot, Jamestown.
The Superintendent, Royal Victoria Yard.
Superintending Victualling Store Officer, Southern Area.
Superintending Victualling Store Officer, South Western Area.

Demands for items included in the arctic kits should, when required, be addressed to the Director of Victualling.

(ii) Combined Operations personnel should be fully kitted up with the appropriate C.O. kit before leaving United Kingdom, but replacements of naval items are obtainable from Victualling yards abroad and army items should be obtained from local army stocks.

8. Sufficient stocks of denim battledress are to be held at "Armadillo", "Dorlin" and "DunDonald II" for loan issue to personnel in groups (iii) and (iv) of paragraph 1 while undergoing their training at these three bases. Stocks of khaki shorts and khaki stockings are to be held at "Armadillo" for loan issue during hot weather to beach commando personnel undergoing training there. All the above issues are to be on loan for the training period only and are to be withdrawn from the men at the completion of the course.

9. An issue of $\frac{1}{2}$ oz. dubbin protective, No. 1, for the protection of boots against gas is to be made weekly, when considered necessary, to officers and men of groups (iii) and (iv) of paragraph 1. The supply will be made in 28 lb. containers on receipt of demands made to the victualling yards shown in paragraph 7.

10. Stocks of the Army type boots without nails required for C.O. Kit No. IIA are not yet held and further instructions will be issued when supplies become available.

11. This order does not apply to the kits for landing craft personnel of Royal Marines, which will be dealt with in a separate A.F.O.

12. It is again stressed that any dress other than standard Naval uniform which officers and men are authorised to wear on account of employment on special service or special duties is to be regarded solely as a working dress, and at no time are such officers and men relieved from the obligation of maintaining the Naval uniform appropriate to their rank or rating, and of wearing it on all ordinary occasions, including long and short leave.

13. This ruling applies in all theatres and therefore, unless otherwise ordered by the Admiralty, men are in any future overseas operation to take their full kit on leaving the United Kingdom and on leaving one operational theatre for another

Internal arrangements within each theatre for the storage and forwarding of kit will be a matter for local administration. As a general principle a man should have with him as much of his kit as he can look after.

(ii) When minor landing craft flotillas are operating in the assault and build-up area, out of their landing ships and before local bases have been set up, it will only be possible as a rule for them to carry a few essential articles of kit. (The desirability of providing a suitable container for such articles is under consideration.) The standing part of the kit must be left either in the landing ship (if white ensign) or at the base which accommodated them prior to the assault, and should be moved forward to the flotilla as requisite under local administrative arrangements as soon as this is possible.

(iii) When parent or depot ships become available for tending on minor landing craft flotillas during the above period it will be possible to forward the standing part of the kit without delay in these ships.

(iv) The same principle is to apply to naval beach commandos and similar special bodies of C.O. personnel employed ashore on the beaches during the assault and build-up.

APPENDIX No. 1

Major Landing Craft and Landing Barges

C.O. Kit.—No. 1A.—(Issued on personal loan to ratings on first entry into Combined Operations, if not previously supplied.)

(b) Duffel coat	1 No.	(b) Steel helmet, curtain anti-gas.	1 No.
(b) Oilskin jacket	1 No.	(b) Anti-flash gear (helmet, mask, gloves.)	1 set
(b) Oilskin trousers	1 pair	†(b) Seaboot Stokings ...	2 pairs
†(b) Seaboots	1 pair	(b) Gloves, oilskin (anti-gas)...	2 pairs
†(b) Sou-wester	1 No.	(b) Blanket, Army pattern ...	1 No.

C.O. Kit—No. 1B.—(Arctic Kit—only issued on receipt of special orders. All issues on personal loan.)

(b) Waterproof smock	1 No.	(b) Spun net neck cloth ...	1 No.
(b) Light submarine trousers	1 pair	(b) Balaclava helmet ...	1 No.
(b) Submarine sweater	1 No.	(b) Sheepskin coat	1 No.
(b) Knitted slippers	1 pair	(b) Sleeping bag, naval ...	1 No.
(b) Comforter	1 No.	(b) Fleece-lined gloves ...	1 pair

C.O. Kit—No. 1C.—(Tropical Kit—issued to ratings when required: on personal loan unless marked (a).)

(a) Bush shirt, khaki	2 No.	(a) Shorts, drill, khaki, complete with buckles.	2 pairs
(a) Trousers, drill, khaki ...	2 pairs	Hose tops, khaki	2 pairs
		Anklets, web	1 pair

Notes.—(a) Issued gratuitously to ratings. Replacements paid for from K.U.A.
(b) Issued to officers on personal loan; if items marked † have already been issued gratuitously under A.F.O. 3487/43 a second issue on personal loan is not to be made. Officers may take up items not marked (b) on repayment, if stocks are available.

APPENDIX No. 2

Minor Landing Craft

C.O. Kit—No. IIA.—(Articles except items marked (a) issued on personal loan to ratings on first entry into Combined Operations if not previously supplied.)

(b) Duffel coat	1 No.	* Boots, Army type (without nails)..	2 pairs
(b) Oilskin jacket	1 No.	(a) Socks, thick	2 pairs
(b) Oilskin trousers	1 pair	(b) Anklets, web	1 pair
†(b) Sou'wester	1 No.	(a) Trousers, serge, blue, class II.	1 pair
(b) Gloves, oilskin (anti-gas) ...	2 pairs	(b) Knife	1 No.
(b) Steel helmet, curtain (anti-gas)	1 No.	(b) Fork	1 No.
(b) Anti-flash gear (helmet, mask, gloves).	1 set	(b) Spoon	1 No.
Blanket, Army pattern ...	1 No.	(b) Tin plate	1 No.
		(b) Enamel mug	1 No.

C.O. Kit—No. IIB.—(Arctic Kit—only issued on receipt of special orders. All issued on personal loan.)

(b) Waterproof smock ... 1 No.	(b) Balaclava helmet ... 1 No.
(b) Light oilskin trousers ... 1 pair	†(b) Seaboots ... 1 pair
(b) Submarine sweater ... 1 No.	†(b) Seaboot/stockings ... 2 pairs
(b) Knitted slippers ... 1 pair	(b) Sheepskin coat ... 1 No.
(b) Comforter ... 1 No.	(b) Fleece lined gloves ... 1 pair
(b) Spun net neck cloth ... 1 No.	(b) Light transport bag ... 1 No.

C.O. Kit—No. IIC.—(Tropical Kit—issued to ratings when required; on personal loan unless marked (a).)

(a) Bush shirt, khaki ... 2 No.	Hose tops, khaki ... 2 pairs
(a) Trousers, drill, khaki ... 2 pairs	Light shoes, rope-soled ... 1 pair
(a) Shorts, drill, khaki, complete with buckles. ... 2 pairs	

Notes.—(a) Issued gratuitously to ratings. Replacements paid for from K.U.A.

(b) Issued to officers on personal loan. If items marked † have already been issued gratuitously under A.F.O. 3487/43 a second issue on personal loan is not to be made. Officers may take up items not marked (b) on repayment, if stocks are available.

* 50 per cent. issue to officers on personal loan.

APPENDIX No. 3

R.N. Beach Commandos

C.O. Kit—No. IIIA.—(Issued on personal loan unless otherwise shown on first entry into Combined Operations, if not previously issued.)

(b) Leather jerkin ... 1 No.	(b) Frog (pistol holster for officers.) ... 1 No.
(b) Gloves, oilskin (anti-gas) ... 2 pairs	(b) Haversack ... 1 No.
(b) Blanket, Army pattern ... 1 No.	(b) Pack ... 1 No.
Rope-soled shoes ... 1 pair	(b) Pouch ... 1 No.
(a) R.N. shoulder titles ... 2 pairs	Rifle-sling ... 1 No.
(a) C.O. badge ... 2 pairs	Shoulder straps ... 1 pair
* (a) Blouse, serge, khaki ... 2 No.	(b) Mess tin ... 1 No.
* (a) Trousers, serge, khaki ... 2 pairs	(b) Knife ... 1 No.
(a) Shirts, khaki ... 2 No.	(b) Fork ... 1 No.
* (b) Boots, Army type ... 2 pairs	(b) Spoon ... 1 No.
* (a) Socks, thick, grey ... 4 pairs	(b) Tin plate ... 1 No.
(b) Anklelets, web ... 2 pairs	(b) Enamel mug ... 1 No.
Hold-all ... 1 No.	(b) (a) Blouse, denim, complete with buckles, buttons and rings. ... 1 No.
Bag, cloth ... 1 No.	(b) (a) Trousers, denim ... 1 pair
Ground sheet or Army equivalent. ... 1 No.	(b) Helmet camouflage net ... 1 No.
(b) Cape, anti-gas ... 1 No.	Helmet comforter ... 1 No.
(b) Steel helmet, curtain (anti-gas). ... 1 No.	(b) Personal camouflage net (Army type). ... 1 No.
(b) Field dressing ... 1 No.	(a) Braces (for trousers) ... 1 pair
(b) Belt, waist ... 1 No.	(b) Light transport bag ... 1 No.
(b) Bottle, water ... 1 No.	
(b) Carrier for water bottle ... 1 No.	
(b) Braces (webbing) ... 1 pair	

C.O. Kit—No. IIIB.—(Arctic Kit—only issued on receipt of special orders—all issues on personal loan.)

(b) Waterproof smock ... 1 No.	(b) Balaclava helmet ... 1 No.
(b) Light oilskin trousers ... 1 pair	(b) Fleece-lined jerkin ... 1 No.
(b) Submarine sweater ... 1 No.	†(b) Seaboots, rubber ... 1 pair
(b) Knitted slippers ... 1 pair	†(b) Seaboot stockings ... 2 pairs
(b) Comforter ... 1 No.	(b) Sleeping bag, Army type ... 1 No.
(b) Spun net neck cloth ... 1 No.	(b) Fleece-lined gloves ... 1 pair
	(b) Light transport bag ... 1 No.

C.O. Kit—No. IIIC.—(Tropical Kit—issued to ratings when required; on personal loan unless marked (a).)

(a) Bush shirt, khaki ... 2 No.	Hose tops, khaki ... 2 pairs
(a) Trousers, drill, khaki ... 2 pairs	
(a) Shorts, drill, khaki, complete with buckles. ... 2 pairs	

Notes.—(a) Issued gratuitously to ratings. Replacements paid for from K.U.A.

(b) Issued to officers on personal loan. If items marked † have already been issued gratuitously under A.F.O. 3487/43 a second issue on personal loan is not to be made. Officers may take up items not marked (b) on repayment if stocks are available.

* 50 per cent. issue to officers on personal loan.

APPENDIX No. 4

R.N. Personnel in Support and Reconnaissance Units and Beach Signal Section

C.O. Kit—No. IVA.—(Issued on personal loan unless otherwise shown on first entry into Combined Operations, if not previously supplied.)

(b) Duffel coat ... 1 No.	(b) Carrier for water bottle ... 1 No.
(b) (c) Leather jerkin ... 1 No.	(b) Braces (webbing) ... 1 pair
†(b) Oilskin coat ... 1 No.	(b) Frog (pistol holster for officers). ... 1 No.
(b) Gloves, oilskin (anti-gas) ... 2 pairs	(b) Haversack ... 1 No.
(b) Blanket, Army pattern ... 1 No.	(b) Pack ... 1 No.
Rope-soled shoes ... 1 pair	(b) Pouch ... 1 No.
(a) R.N. shoulder titles ... 2 pairs	Rifle sling ... 1 No.
(a) C.O. badges ... 2 pairs	Shoulder straps ... 2 pairs
Knife, seaman's ... 1 No.	(b) Mess tin ... 1 No.
* (a) Blouse, serge, khaki ... 2 No.	(b) Knife ... 1 No.
* (a) Trousers, serge, khaki ... 2 pairs	(b) Fork ... 1 No.
(a) Shirts, khaki ... 2 No.	(b) Spoon ... 1 No.
* (b) Boots, Army ... 2 pairs	(b) Tin plate ... 1 No.
* (a) Socks, thick, grey ... 4 pairs	(b) Enamel mug ... 1 No.
(b) Anklelets, web ... 2 pairs	(b) (a) Denim blouse complete with buckles, buttons and rings ... 1 No.
Hold-all ... 1 No.	(b) (a) Trousers, denim ... 1 pair
Bag-cloth ... 1 No.	(b) Helmet, camouflage, net ... 1 No.
Ground sheet or Army equivalent. ... 1 No.	Helmet, comforter ... 1 No.
(b) Cape, anti-gas ... 1 No.	(b) Personal camouflage net (Army type) ... 1 No.
(b) Steel helmet, curtain (anti-gas). ... 1 No.	(a) Braces (for trousers) ... 1 pair
(b) Field dressing ... 1 No.	Light transport bag ... 1 No.
(b) Belt, waist ... 1 No.	
(b) Bottle, water ... 1 No.	

C.O. Kit—No. IVB.—(Arctic Kit—only issued on receipt of special orders. All issues on personal loan.)

(b) Waterproof smock ... 1 No.	(b) Balaclava helmet ... 1 No.
(b) Light oilskin trousers ... 1 pair	(b) Fleece lined jerkin ... 1 No.
(b) Submarine sweater ... 1 No.	†(b) Seaboots, rubber ... 1 pair
(b) Knitted slippers ... 1 pair	†(b) Seaboot stockings ... 2 pairs
(b) Comforter ... 1 No.	(b) Sleeping bag, Army type ... 1 No.
(b) Spun net neck cloth ... 1 No.	(b) Fleece lined gloves ... 1 pair
	(b) Light transport bag ... 1 No.

C.O. Kit—No. IVC.—(Tropical Kit—issued to ratings when required on personal loan unless marked (a).)

(a) Bush shirt, khaki ... 2 No.	Hose tops, khaki ... 2 pairs
(a) Trousers, drill, khaki ... 2 pairs	
(a) Shorts, drill, khaki, complete with buckles. ... 2 pairs	

Notes.—(a) Issued gratuitously to ratings. Replacements paid for from K.U.A.

(b) Issued to officers on personal loan. If items marked † have already been issued gratuitously under A.F.O. 3487/43, a second issue on personal loan is not to be made. Officers may take up items not marked (b) on repayment.

* 50 per cent. issue to officers on personal loan.

(c) To be issued only to R.N. personnel in Support and Reconnaissance units.

(d) Communications ratings who undertake the course of training at the Combined Signal School, but who return to General Service at the conclusion of the course, will be issued only with the following items which will be returned at the end of the course:—

Boots	1 pair	Blouse, serge	1 No.
Trousers, serge	1 pair	Anklelets	1 pair
Braces	1 pair		

APPENDIX No. 5

R.N. Boom Clearance Party

C.O. Kit—No. VA.—(Issued on personal loan unless otherwise shown on first entry into Combined Operations if not previously supplied.)

(b) Duffel coat	1 No.	* Boots, Army	2 pairs
(b) Oilskin jacket	1 No.	* (a) Blouse, serge	2 No.
(b) Oilskin trousers	1 pair	* (a) Trousers, serge	2 pairs
† (b) Seaboots	1 pair	(a) Braces	1 pair
† (b) Sou'wester	1 No.	(b) Anklelets, web	1 pair
(b) Gloves, oilskin (anti-gas) ...	2 pairs	(a) R.N. shoulder titles	2 pairs
(b) Helmet steel, curtain (anti-gas).	1 No.	(a) C.O. badges	2 pairs
(b) Anti-flash gear (helmet, mask, gloves).	1 set		
Blanket, army pattern	1 No.		
† (b) Seaboot stockings	2 pairs		

C.O. Kit—No. VB.—(Arctic Kit—only issued on receipt of special orders. All issues on personal loan.)

(b) Waterproof smock	1 No.	(b) Spun net neck cloth	1 No.
(b) Light oilskin trousers	1 pair	(b) Balaclava helmet	1 No.
(b) Submarine sweater	1 No.	(b) Sheepskin coat	1 No.
(b) Knitted slippers	1 pair	(b) Fleece lined gloves	1 pair
(b) Comforter	1 No.		

C.O. Kit—No. VC.—(Tropical Kit—issued on personal loan unless marked (a).)

(a) Bush shirt, khaki	2 No.	(a) Shorts, drill, khaki, complete with buckles.	2 pairs
(a) Trousers, drill, khaki	2 pairs	Hose tops, khaki	2 pairs

Notes.—(a) Issued gratuitously to ratings. Replacements paid for from K.U.A.

(b) Issued to officers on personal loan; if items marked † have already been issued gratuitously under A.F.O. 3487/43 a second issue on personal loan is not to be made. Officers may take up items not marked (b) on repayment if stocks are available.

* 50 per cent. issued on personal loan to officers.

(A.F.Os. 3917/41, 4366/42, 137/43, 1857/43, 3487/43, 4490/43, 4669/43, 6211/43, 94/44.)

C.A.F.Os. 1508A/42, 1674/42, 2029/42, 2079/42, 1073/43,

A.F.Os. 989/43, 1127/43, 1309/43, 2426/43, 2548/43, 2930/43 are cancelled.

489.—Stores for First Line Naval Air Squadrons and Flights—Method of Addressing

(A. 088/41.—27 Jan. 1944.)

The provisions of O.U.6128/33 apply to first line Naval air squadrons and flights, i.e. their location (either embarked or disembarked) is not to be disclosed on the outside of envelopes or packages (A.F.O. 505/44) and the following instructions regarding the addressing of aircraft stores (Naval, armament or victualling) for these squadrons or flights are to be observed. The squadrons at present concerned are Nos. 700 and within the Series 800 to 899, 1700 to 1799 and 1800 to 1899.

2. The location of a squadron should be ascertained by reference to the current copy of the "Pink List" and the stores addressed accordingly as follows:—

(A) If the squadron is embarked in a ship stationed in home waters—

(a) Fleet Bases south of Main Scottish Railhead—

Commanding Officer,

H.M.S. " " "

c/o Senior Naval Officer,

(Or Naval Store Officer if there is one)

Name of Port

(b) Fleet Bases at Main Scottish Railhead and North thereof—

Commanding Officer,

H.M.S. " " "

c/o Naval Store Officer,

Railhead Port.

The Main Scottish Railhead at present in use is Invergordon. The name of the Fleet Base must not be shown.

(B) If the squadron is embarked in a ship stationed abroad.—(i) The packages should be addressed to the Senior Naval Officer, or the Naval Store Officer, at the port to which consigned, the consignee being informed separately of the ship for which intended.

Stores forwarded in R.F.A. oilers should bear the name of the ship for which they are intended.

(ii) Packages shipped in H.M. ships must not bear the name either of the ship or base for which intended, or of the port to which consigned. The Commanding Officer of the ship conveying the package should be informed separately concerning disposal of the packages.

(C) Method of ascertaining addresses of H.M. ships referred to in (A) and (B) above.—Application is to be made to Admiralty (Director of Stores, London; Director of Armament Supply, London; or Director of Victualling, London—as appropriate) on Form D.836.

(D) If the squadron is disembarked at a R.N. air station or section or R.A.F. station at home or abroad—

Commanding Officer (or Officer-in-Charge),

R.N. Air Station

R.N. Air Section

R.A.F. Station

} As may be appropriate.

(E) Care is to be taken to ensure that all packages consigned as above include inside the case a packing note (Form D.71) detailing (a) the contents, (b) consignee, (c) consignor, (d) package No.; a consignment note (D.80) is to be sent by post to the Commanding Officer of the Squadron, as an advice of despatch, regard being had to the instructions in A.F.O. 505/44 as to address of correspondence.

(A.F.Os. 3528/40 and 505/44.)

(A.F.O. 2205/41 is cancelled.)

490.—Ether—Packing

Service Afloat and Establishments Abroad

(M.D.G. 4347S/43.—27 Jan. 1944.)

In future, supplies of anaesthetic ether for issue to the service afloat and to medical establishments abroad will be made in 8-oz. metal flasks, with patent sealing cap. Supplies for use in establishments at home will continue to be made in glass bottles as at present.

2. The packing required should be specified in demands.

491.—Yellow Fever Vaccine—Liability to Deterioration

(M.D.G. 53795/43.—27 Jan. 1944.)

Attention of Medical Officers is drawn to A.F.O. 3917/43, paragraphs 7, 8, 9 and 10, and to the liability of yellow fever vaccine to become inactive.

2. Arrangements should be made for inoculations to be carried out at one of the establishments listed in paragraph 8, with the exception of R.N. Medical Depot, Dunfermline, which does not possess the necessary facilities.

3. When it is not practicable to make the above arrangements the vaccine should, wherever possible, be collected from the depot or establishment where it is stored, on the day on which it is required.

4. The vaccine must be used as soon as possible and must not be kept under conditions where a constant temperature of 4° C. or under cannot be ensured. Deterioration even under optimum storage conditions is rapid.

5. Two months after date of manufacture, the dosage on the label should be marked down to one-half (i.e., 10 dose ampoules counting as a 5 dose ampoule). After three months' storage the vaccine should be discarded.

6. Details of methods of preserving the vaccine, and the technique of injection which should be rigidly adhered to, is described in Article 7 of R.N. Medical Bulletin No. 1.

(A.F.O. 5655/43 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

492.—Amendments to Books

(E.F.O.—27 Jan. 1944.)

The undermentioned amendments (A.F.Os. P. 39-63/44) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the Officer or rating is serving at home.

- A.F.O. *P.39/44.**—B.R. 378 (General)—A.S.E.—Amendment No. 27.
***P.40/44.**—B.R. 378 (A)—Swordfish—A.S.E.—Amendment No. 18.
***P.41/44.**—B.R. 378 (E)—Albacore—A.S.E.—Amendment No. 21.
***P.42/44.**—B.R. 378 (Z)—Walrus—A.S.E.—Amendment No. 18.
***P.43/44.**—B.R. 378 (G)—Wildcat IV (ex Martlet IV)—A.S.E.—Amendment No. 9.
***P.44/44.**—O.U. A.P. (N) 1—Amendment No. 16.
***P.45/44.**—B.R. 832—The Lanchester Carbine Manual (9 mm. Lanchester Machine Carbine)—1943—Amendment No. 3.
P.46/44.—B.R. 846—Drill for High Angle Control System, Mark IV—1943—Amendment No. 1.
P.47/44.—O.U. 5428—Handbook of the Torpedo Gyroscope—Amendment.
P.48/44.—O.U. 6299—Protection of Merchant Ships against Moored Mines—Amendment No. 11.
P.49/44.—B.R. 268 (28)—Electrical Manual Vol. II—36-in., Mark VI, B Searchlight Lamp—Amendment No. 2.
P.50/44.—B.R. 268 (30)—Electrical Manual, Vol. II—24-in., Marks I and II, Searchlight Lamps—1936—Amendment No. 2.
P.51/44.—B.R. 268/33—Electrical Manual, Vol. H—20-in., Mark I, Searchlight Lamp—Amendment No. 1.
P.52/44.—B.R. 283/41—Turret Gun Drill for 5·25-in. Q.F. Guns, Mark I, on Twin HA/LA Mark I Mounting—Amendment No. 5.
P.53/44.—B.R. 287—Turret Gun Drill for 5·25-in. Guns, Mark I on Twin HA/LA. Mark II Mounting—1942—Amendment No. 6.

- P.54/44.**—B.R. 632 (C)—Gunnery Training Manual, Volume III—Amendment No. 10.
P.55/44.—B.R. 638—Handbook for Echo Sounding Set, 758, N.P. and S.—1943—Amendment No. 1.
P.56/44.—B.R. 771—Handbook for Echo Sounding Sets, Types 761 and 761P.—Amendment No. 2.
P.57/44.—B.R. 915—Handbook for 5·25-in. Q.F., Mark I, Gun on HA/LA. Twin, Marks I and II Mountings—1941—Amendment No. 10.
P.58/44.—B.R. 966—Handbook for the 4·7-in. Q.F. Gun, Mark XVIII Mounting—1938—Amendment No. 2.
P.59/44.—B.R. 980 (X) (formerly O.U. 6090 (X))—R.T. No. 399 for 4·5-in. Guns—Amendment.
P.60/44.—B.R. 980 (X) (formerly O.U. 6090 (X))—R.T. No. 402 B for 4·5-in. Guns—Amendment.
P.61/44.—B.R. 980 (X) (formerly O.U. 6090 (X))—R.T. No. 402 C for 4·5-in. Guns—Amendment.
P.62/44.—B.R. 980 (X) (formerly O.U. 6090 (X))—R.T. No. 423 for 4·5-in. Guns—Amendment.
P.63/44.—O.U. 5225—Home Dockyard Regulations, 1925—Amendment.

**Exceptionally A.F.Os. P. 39, 40, 41, 42, 43, and 44 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.*

(A.F.O. 358/44.)

493.—A.M.S.Is.

(E.F.O.—27 Jan. 1944.)

Admiralty Merchant Shipping Instructions Nos. 3-5/44 are being distributed concurrently with this issue of A.F.Os.

A.F.O. 3 (59/44.)

494.—Supply of A.F.O. Publications, Established Books (except B.R. 640) and Certain other Publications to Landing Ships, Major Landing Craft, Minor Landing Craft, and Landing Barges

(C.O.D. 11/43.—27 Jan. 1944.)

Section I: General.—The following Order revises and replaces A.F.O. 3011/43, extends the provision of A.F.Os. and certain B.Rs. to Minor Landing Craft and Landing Barge Flotilla Officers and Squadron Commanders, and sets out the procedure for demand and supply.

It does not deal with supply of these publications to L.C. bases, or to H.M. ships other than "White Ensign" landing ships.

2. Scales of supply are shown on the accompanying tables, pending reprint of the relevant catalogues, except B.R. 640 series, Combined Operations pamphlets, which are covered by a separate A.F.O., and except the supply of minor landing craft signal cards to individual craft, which is also covered by a separate A.F.O.

3. *Section II: Landing Ships in Home Waters.*—"White Ensign" (see A.F.O. 1731/43) landing ships in home waters will be supplied with their A.F.O. publications direct from Fleet Order Branch, Admiralty, as in the accompanying Table (A), below.

They will be supplied with their Established Books (O.U.s. and B.Rs.) according to the scales laid down in the relevant catalogues by the S.N.S.O., R.N. Store Depot, Park Royal, through their respective distributing authorities. Pending reprint of these catalogues, these scales have been reproduced for easy reference in the accompanying Table (B.1) below.

4. "Red Ensign" landing ships are not supplied with these publications. But if for a particular operation the F.O.L.S.U. or Naval Force Commander considers it essential to provide the Senior Naval Officers, Transport, embarked in "Red Ensign" landing ships under his orders with some or all of the publications supplied to "White Ensign" landing ships, he is to apply to the Admiralty for their issue accordingly. Issue will be made to the F.O.L.S.U. or Naval Force Commander, who is to be responsible for their distribution and subsequent recovery.

5. *Section III : Major Landing Craft in Home Waters.*—Major landing craft in home waters will no longer be supplied with these publications through the Captain M.L.C. but the A.F.O. publications will be supplied direct from Fleet Order Branch, and the Established Books will be supplied through the D.As. concerned, to the major landing craft authorities shown in the accompanying Tables (A) and (B.1) below.

6. Supply to those authorities who are already in existence at the date of this Order will be made without further demand.

7. The Captain M.L.C. is to notify the Editor of Fleet Orders, Admiralty, and Keeper of Stationery and Printing, Admiralty (copy to S.N.S.O., R.N. Store Depot, Park Royal, and to the D.As. concerned), of the dates of future commissionings in the U.K. of individual L.C.F., L.C.G., L.C.T.(R), and any future types of gun or support craft commissioned as major landing craft; and of the dates of future formation in the U.K. of flotillas of major landing craft (all types); to enable supply action to be initiated in respect of them.

8. As the Captain M.L.C. is not in a position to do this for *Squadrons* of major landing craft, the Squadron Commanders of these squadrons are, on appointment, to notify the above authorities of the dates from which supply to them should commence.

Naval Force Commanders concerned are to draw these Officers' attention to this Order.

9. *Section IV : Minor Landing Craft in Home Waters.*—The supply of A.F.O. publications and Established Books to Squadron Commanders and Flotilla Officers of minor landing craft is a new arrangement. (No supply will be made to any individual minor landing craft.)

The A.F.O. publications will be supplied direct from Fleet Order Branch, and the Established Books will be supplied through the D.As. concerned to the minor landing craft authorities shown in the accompanying Tables (A) and (B.2), below.

10. Supply to those authorities who are already in existence at the date of this Order will be made without further demand.

11. The Commanding Officers of landing craft bases (or in certain instances of landing ships) by whom future minor landing craft flotillas are ordered to be formed, are to notify the Editor of Fleet Orders and Keeper of Stationery and Printing, Admiralty (copies to The Superintendent, R.N. Store Depot, Park Royal, and to the D.As. concerned) of the dates of future formation of minor landing craft flotillas by their respective bases or ships, to enable supply action to be initiated in respect of them.

12. The Squadron Commanders of minor landing craft squadrons are, on appointment, to notify the above authorities of the date on which supply to them should commence.

Naval Force Commanders concerned are to draw these officers' attention to this Order.

13. A wooden lock-up box will be supplied without demand to minor landing craft squadron commanders and flotilla officers for the stowage of these publications.

14. *Section V—(Naval) Landing Barges in Home Waters.*—Identical instructions to those in paragraphs 9 to 13 above apply in the case of supply to the landing barge authorities in the accompanying Tables (A) and (B.2), except that notification as in paragraph 11 is to be by the Captain L.B., instead of by the Commanding Officers of landing craft bases.

15. *Section VI—Landing Ships, Craft and Barges Abroad.*—The scales of supply in the accompanying Table apply abroad as well as in Home Waters, except that there are no landing barges abroad.

16. The landing ship and craft authorities named in the table who are abroad will be supplied by the Regional Distributing Authorities concerned under arrangements ordered by the Naval Commander-in-Chief.

17. *Section VII—Addresses and Location of Authorities concerned in U.K.*—The identity and location of the individual squadrons and flotillas in the U.K. covered by the general classification of authorities in the accompanying table will be found in the Green List.

18. In the case of craft and units about to commission or form, the authorities making application as in paragraphs 7, 11 and 14 above, are to state in their applications the address to which initial supply should be made, pending the appearance of these craft or units in the Green List.

19. Similarly, Squadron Commanders making application for supplies to them in accordance with paragraphs 8, 12 and 14 above are to notify the addresses to which initial supplies are to be sent.

20. To cover the period between change of location of a craft or unit and the issue of the Green List in which the new location will first appear, the authorities concerned are advised to notify the Editor of Fleet Orders and Keeper of Stationery and Printing (copy to S.N.S.O., Park Royal, and to the D.As. concerned) as soon as the changes take place, so that issues may be diverted to the new location without delay.

TABLE (A)

Scale of Supply of A.F.O. Publications to Landing Ships and Craft

	A.F.O. and index.	C.A.F.O.	Diagram Issues (A.F.O. and C.A.F.O.)	Notice Board Edition	"S" Series	K.R. Amendments	A.M.S.I. and C.A.M.S.I.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<i>"White Ensign" Landing Ships :—</i>							
C.O. of each ship other than L.S.H.	1	1	1	1	1	1	1
C.O. of each L.S.H.	5	5	2	2	5	2	2
<i>Major Landing Craft :—</i>							
Captain M.L.C.	15	14	2	2	2	37	2
Squadron Commander of each Major L.C. Squadron	1	1	1	4	1	1	Nil
* Flotilla Officer of each Major L.C. Flotilla	1	1	1	4	1	1	Nil
* C.O. of each L.C.F., L.C.G., (L) or (M), L.C.S. (L) (2), L.C.T. (R), and L.C.S. (R)	1	1	1	1	1	1	Nil
C.O. of each L.C.T., L.C.I. (S) or (L), and L.C.H.	Nil	Nil	Nil	Nil	Nil	Nil	Nil
<i>Minor Landing Craft :—</i>							
Squadron Commander of each Minor L.C. Squadron	1	1	1	2	1	1	Nil
* Flotilla Officer of each Minor L.C. Flotilla	1	1	1	2	1	1	Nil
<i>Landing Barges (Naval) :—</i>							
Captain L.B.	3	3	2	1	1	1	Nil
Squadron Commander of each L.B. Squadron	1	1	1	2	1	1	Nil
* Flotilla Officers of each L.B. Flotilla	1	1	1	2	1	1	Nil

* See Table 1B, footnote iii.

TABLE B.1
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	
	O.U. 2A. List of O.U.s.	O.U. 5274. Remarks on Landing Ships.	O.U. 5366. V/S Instructions.	O.U. 5409. Rate Book for Naval Stores.	O.U. 5427. Defence Against Gas.	O.U. 5440. V/S Material Hand-book.	O.U. 5513. Navy List.	O.U. 5519. Rate Book for Medical Stores.	O.U. 5536. Inter-Service Pyro-technic Signals.	B.R. 1. List of B.R.s.	B.R. 2. Articles of War.	B.R. 3. Naval Discipline Act.	B.R.s. 4 and 4 (1). Naval Store-keeping Manual.	B.R. 5. Manual of Cookery.	B.R. 7. Censorship of Mails.	B.R. 11. Court-Martial Procedure.	B.R. 14. Drafting Regulations.	B.R. 16. Engineering Manual.	
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	1	1	1	1	1	1	1	—	1	—	1	1	1	1	1	1	1	
Major Landing Craft :— Captain M.L.C.	1	6	1	1	1	—	1	1	—	1	—	2	1	2	4	1	1	4	
Squadron Commander of each Major L.C. Squadron	1	—	1	—	—	—	1	—	—	1	—	1	—	—	1	1	—	1	
Flotilla Officer of each Major L.C. Flotilla	1	—	1	—	—	—	—	—	—	1	1	1	—	—	1	—	—	1	
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)... ..	—	—	—	—	—	—	—	—	1	—	—	—	—	1	—	—	—	—	
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	—	

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(26)	(37)	
	B.R. 17. Field Service Pocket Book.	B.R. 25. First Aid.	B.R.s. 31, 32 and 32A. K.R. & A.I. (1943).	B.R. 33. Laundry.	B.R. 35. Sperry Gyro Compass Equipment.	B.R. 36. Medical and Surgical Handbook.	B.R. 44. Hints to Mess Caterers.	B.R.s. 45, 46 and 46A. Manual of Navigation.	B.R. 49. Naval Secretariat Hand-book.	B.R.s. 51 and 52. P. & R.T. Hand-book.	B.R. 55. Readiest Reckoner Ever Invented.	B.R.s. 67, 68 and 68 (2). Seaman-ship Manual.	B.R.s. 69 (1) and (2). International Code of Signals V/S and W/T.	B.R. 70. Signal Letters of British Ships.	B.R. 77. Machinery Handbook.	B.R. 80. Sea Transport Regulations and Instructions.	B.R. 94. Official Secret Act Poster.	B.R. 98. Boat Signal Book.	
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	(a) 5	1	(b) 1	(b) 1	1	—	1	1	1	1	1	1	1	1	1	1	1	(a) 10 to L.S.H. (b) To ships fitted only.
Major Landing Craft :— Captain M.L.C.	2	6	3	—	—	1	6	2	1	3	1	50	—	—	1	1	10	—	
Squadron Commander of each Major L.C. Squadron	1	—	1	—	—	1	—	—	—	—	—	—	—	—	1	—	—	—	
Flotilla Officer of each Major L.C. Flotilla	1	—	1	—	—	1	—	—	—	—	—	1	—	—	1	—	—	—	
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)... ..	—	2	1	—	—	—	1	1	—	—	1	1	—	—	1	—	—	—	
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	2	1	—	—	—	1	1	—	—	1	1	—	—	1	—	—	—	

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	(g)
Major Landing Craft :— Captain M.L.C.	—	—	1	1	1	—	1	—	—	1	1	1	—	—	—	—	1	—
Squadron Commander of each Major L.C. Squadron	—	—	1	—	(c)	—	—	—	—	1	—	—	—	—	—	—	—	—
Flotilla Officer of each Major L.C. Flotilla	—	—	1	—	(c)	—	—	—	—	1	—	—	—	—	—	—	—	—
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)... ..	—	1	—	—	—	—	—	—	—	—	—	—	—	(e)	—	—	—	—
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	1	—	—	—	—	—	—	—	—	(d)	—	—	(e)	—	—	—	(e)

(g) If required and present stocks will allow.
(c) If any craft include Royal Marines in their complement.
(c)† 2 copies to L.C.F.
(d) If fitted.
(e) If fitted.
(v) In accordance with S.155/43.

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(56)	(57)	(58)	(59)	(60)	(61)	(62)	(63)	(64)	(65)	(66)	(67)	(68)	(69)	(70)	(71)	(72)	(73)
"White Ensign" Landing Ships, including L.S.H. :— C.O. of each ship	1	1	1	1	(h)	1	(g)	1	1	1	(o)	(p)	1	1	1	1	(ee)	1
Major Landing Craft :— Captain M.L.C.	—	—	—	4	—	—	—	—	1	6	1	—	1	—	1	—	(ee)	1
Squadron Commander of each Major L.C. Squadron	—	—	—	1	1	—	—	—	—	1	—	—	—	—	—	—	—	—
Flotilla Officer of each Major L.C. Flotilla	—	—	—	1	—	—	—	(v)	—	1	—	—	—	—	—	—	—	—
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)... ..	—	—	—	1	(g)	(f)	(h)	(v)	(h)	(i)	(t)	(u)	—	—	—	—	—	—
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H.	—	—	—	1	—	1	(h)	(v)	(h)	—	(t)	(u)	—	—	—	—	—	—

(g) If required and present stocks will allow.
(f) 3 copies to L.C.F.
(h) If fitted.
(o) If fitted.
(p) If fitted.
(q) If fitted.
(i) To L.C.Fs. only.
(t) If fitted.
(u) If fitted.
(v) In accordance with S.155/43.
(v) 40 to L.C.F. (2) and (3).
20 to L.C.G. (L) and (M).
20 to L.C.S. (L) (2).
10 to L.C.T. (R).
10 to L.C.S. (R).
(ee) 1 copy to every two R.Cs. in complement.

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(74)	(75)	(76)	(77)	(78)	(79)	(80)	(81)	(82)	(83)	(84)	(85)	(86)	(87)	(88)	(89)	(90)	(91)	
"White Ensign" Landing Ships, including L.S.H. :—																			(m) Only on stations concerned as noted in column 15 of Form B.R.1.
C.O. of each ship ...	300	200	2	1	(m)	1	(m)	(n)	1	1	See Note (i).	1	1	1	1	1	—	1	(n) Home stations only.
Major Landing Craft :—																			(r) To L.C.I. or L.C.H. only.
Captain M.L.C. ...	200	100	2	1	—	—	—	—	—	6	—	—	24	50	1	12	12	2	(v) 40 to L.C.F. (2) and (3).
Squadron Commander of each Major L.C. Squadron ...	—	—	—	—	—	—	—	—	—	1	—	—	—	1	—	—	—	1	20 to L.C.G. (L) and (M).
Flotilla Officer of each Major L.C. Flotilla ...	—	—	—	—	—	—	—	—	—	1	See Note (i).	—	—	1	—	—	—	1	(20 to L.C.S. (L) (2), 10 to L.C.T. (R), 10 to L.C.S. (R).
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)...	—	(v)	1	—	—	1	—	—	—	—	—	—	(s) 2	1	1	—	1	—	(w) 10 to L.C.T.
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H. ...	—	(w)	1	—	—	(7) 1	—	—	—	—	—	—	—	1	1	—	—	—	20 to L.C.I. (S) or (L), 20 to L.C.H.
																			(s) Not to L.C.F., L.C.T. (R) and L.C.S. (R).

TABLE B.1—continued
Scale of Supply of Established Books to Landing Ships and Major Landing Craft

(1)	(92)	(93)	(94)	(95)	(96)	(97)	(98)	(99)	(100)	(101)	(102)	(103)	(104)	(105)	(106)	(107)	(108)	(109)	
"White Ensign" Landing Ships, including L.S.H. :—																			
C.O. of each ship ...	—	—	—	1	1	1	(aa) 1	—	—	1	—	1	1	—	—	—	—	—	(aa) When revised edition is published.
Major Landing Craft :—																			
Captain M.L.C. ...	2	2	12	—	1	1	(aa) 2	6	6	6	1	2	4	—	—	—	—	1 set	—
Squadron Commander of each Major L.C. Squadron ...	1	1	1	—	—	1	—	—	—	—	1	1	1	—	—	—	—	—	(d) If fitted.
Flotilla Officer of each Major L.C. Flotilla ...	1	1	1	—	—	1	—	—	—	—	—	1	1	—	—	—	—	—	(x) To L.C.F. only.
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2); L.C.T. (R) and L.C.S. (R)...	1	1	1	—	1	1	(aa) 1	(d) 1	(d) 1	1	—	—	1	—	—	—	—	2 sets	(x) 2 sets
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H. ...	1	1	1	—	—	—	—	—	—	—	—	—	1	—	—	—	—	—	—

Note. (i).—Scale of supply of B.R.640 Series—Combined Operations Pamphlets—will be notified by separate A.F.O.
 Note (ii).—R.F.As. employed as L.S.G. (C.A.F.O. 1731/43) are to be supplied as "White Ensign" Landing Ships above.
 Note (iii).—Squadron Commanders and above will be issued with A.F.O. Volume 1942, and orders issued subsequent thereto; otherwise non-current A.F.Os. and C.A.F.Os. will be limited to those issued since 30th June, 1943.

TABLE (B.2)

Scale of Supply of Established Books to Minor Landing Craft and Landing Barges

(1)	(2) B.R. 121 (1) & (2) Volumes of A.F.Os.	(3) B.R. 25 First Aid Book	(4) B.R. 31, 32 and 32A K.R. and A.I.	(5) B.R. 232B Minor L.C. Signal Card.	(6) B.R. 640 Series C.O. Pamphlets	(7) Boxes for Books
<i>Minor Landing Craft</i> :—						
Squadron Commander of each Minor L.C. Squadron.	1	1	1	2		1
Flotilla Officer of each Minor L.C. Flotilla.	1	1	1	2	See Note (2)	1
<i>Landing Barges (Naval)</i> :—						
Captain L.B.	1	1	1	2	See Note (2)	Nil
Squadron Commander of each L.B. Squadron.	1	1	1	2		1
Flotilla Officer of each L.B. Flotilla ...	1	1	1	2		1

Note (1).—Column (5) above, Minor L.C. Signal Card, is additional to the distribution authorised in A.F.O. 3006/43, which will be revised from time to time separately.

Note (2).—Scale of supply of B.R. 640 Series, Combined Operations Pamphlets, will be notified by separate A.F.O.

(C.A.F.O. 1731/43 and A.F.O. 3006/43.)
(A.F.O. 3011/43 is cancelled.)

495.—B.R. 640 Series, "Combined Operations Pamphlets,"—Supply Authorities concerned.

(C.O.D. 11/43.—27 Jan. 1944.)

The list and scale of supply of B.R. 640 Series (C.O. Pamphlets) are to be as in the accompanying table.

Landing Ships, Landing Craft, Landing Barges and other Authorities concerned in Home Waters

2. "White Ensign" Landing Ships in Home Waters will be supplied with these pamphlets by the R.N. Store Depot, Park Royal, through their respective distributing authorities.

3. "Red Ensign" Landing Ships are not supplied with these pamphlets. But if for a particular operation the F.O.L.S.U. or Naval Force Commander considers it essential to provide the Senior Naval Officers, Transport, embarked in "Red Ensign" landing ships under his orders with some or all of the pamphlets in the B.R. 640 Series supplied to "White Ensign" landing ships, he is to apply to the Admiralty for their issue accordingly. Issue will be made to the F.O.L.S.U. or Naval Force Commander, who is to be responsible for their distribution and subsequent recovery.

4. Major and Minor Landing Craft authorities, Landing Barge authorities and the other authorities concerned in Home Waters shown in the accompanying Table, will also be supplied as in paragraph 2 above.

Landing Ships, Landing Craft and other Authorities concerned Abroad.

5. The scale of supply in the accompanying Table applies abroad as well as in Home Waters, except that there are no landing barges abroad.

The landing ship and craft authorities in the Table who are abroad will be supplied by the Regional Distribution Authorities concerned under arrangements ordered by the Naval Commander-in-Chief.

Initiation of Supply.

6. The same arrangements as are laid down for initiating supply of other Established Books to the Authorities concerned are to apply in the case of the B.R. 640 series; except that in the case of Captain M.L.C. and the Training Establishments listed, those are to demand their supplies from the Keeper of Stationery and Printing, Admiralty (copy to S.N.S.O., R.N. Store Depot, Park Royal, and to the Distributing Authorities concerned).

Authorities	Scale of Supply Pamphlet Numbers											
	1 to 10*	11	12	13	14 (a)	14 (b)	14 (c)	14 (d)	14 (e)	17	18 to 30	31 to 50
<i>Training Establishments</i>												
H.M.S. "St. Mathew" ...												
H.M.S. "Helder" ...												
H.M.S. "Northney" ...												
H.M.S. "Dinosaur" ...												
H.M.S. "Lochailort" ...												
H.M.S. "Armadillo" ...												
H.M.S. "James Cook" ...												
H.M.S. "Pasco" ...												
H.M.S. "Armadillo" ...												
H.M.S. "Quebec" and for C.T.C., Inveraray.												
H.M.S. "Dundonald" ...												
H.M.S. "Dundonald II" ...												
H.M.S. "Dorlin" ...												
H.M.S. "Brontosaurus" and for C.T.C., Castle Toward.												
H.M.S. "Warren" and for C.T.C., Largs.												
H.M.S. "Manatee" ...												
H.M.S. "Medina" ...												
H.M.S. "Salcombe" ...												
<i>L.C. Bases not forming part of above</i>												
H.M.S. "Westcliff" ...	10	20			100	100	100	100	100	100		20
H.M.S. "Stopford" ...	5	5			50	50	50	50	50	50		10
All other L.C. Bases ...	5	10			50	50	25	25	25	25		5
All other L.C. Maintenance Bases.	1	1			1	1	1	1	1	1		1
<i>"White Ensign" Landing Ships</i>												
C.O. of each ship ...												
F.O.L.S.U. ...												

These establishments are to demand sufficient quantities of these pamphlets for issue on loan to officers under training.

2 copies of all published pamphlets.
2 copies of all published pamphlets; and extra copies as required on demand.

Authorities	Pamphlet Numbers													
	1 to 10*	11	12	13	14 (a)	14 (b)	14 (c)	14 (d)	14 (e)	15	16	17	20	31 to 50
<i>Major Landing Craft</i>														
Captain, M.L.C.	1	1	—	—	1	1	1	1	—	—	—	1	—	1
Squadron Commander of each Major L.C. Squadron.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
Flotilla Officer of each M.L.C. Flotilla.	1 of No. 1, 1 of No. 8 only	—	—	—	—	—	—	—	—	—	—	—	—	—
C.O. of each Major Landing Craft.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of each of 33, 34, 35(a), 35(c), 37, 38, 39(a), 40, 41(a) and (b) and 42 only.
<i>Minor Landing Craft</i>														
Squadron Commander of each Minor L.C. Squadron.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
Flotilla Officer of each Minor L.C. Flotilla.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
<i>Landing Barges (Naval)</i>														
Captain L.B.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
Squadron Commander of each L.B. Squadron.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
Flotilla Officer of each L.B. Flotilla.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
<i>Other Authorities</i>														
Flag Officers	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
All H.M. Ships and Depot Ships not shore establishments, including O.B.Vs. and A.M.Cs.	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.
Loan Libraries	1	1	—	—	1	1	1	1	—	—	—	1	—	1 of 33 and 34 only.

* C.O. Pamphlet No. 2, "Beach Organisation and Maintenance (Provisional), September, 1942," has been cancelled and pending the publication of a second edition has been superseded by B.R. 640(2), "A Short Pamphlet on Beach Organisation".
(A.F.O. 819/42 is cancelled.)

496.—B.R. 918 (43)—Handbook and Drill for the 0.5-in. Vickers Gun on 0.50-in. Twin, Mark V Mounting (Powered)—Issue

(G. 3745/43.—27 Jan. 1944.)

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, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	Copies.
Flag Officers at Home	1 each
Destroyers	1*
Repair Ships	1
Captain, Coastal Forces, Mediterranean	1
Captain, Coastal Forces, Eastern Fleet	1
Captain, Coastal Forces (A), Bombay	27
Captain, Coastal Forces, The Nore	1
Captain, M.L., Clyde	1
Captain, M.L., Brightlingsea	2
Captain, M.L., Brixham	1
Captain, M.L., Portsmouth	1
Captain, H.M.S. "Bee"	2
C.O., H.M.S. "St. Christopher"	24
C.O., H.M.S. "Attack"	22
C.O., H.M.S. "Beehive"	16
C.O., H.M.S. "Wasp"	42
C.O., H.M.S. "Aggressive"	21
C.O., H.M.S. "Hornet"	12
C.O., H.M.S. "Mantis"	9
C.O., H.M.S. "Cicala"	19
C.O., H.M.S. "Midge"	32
N.O.I.C., Lerwick	9
C.F.M.S.O., Malta	47
C.F.M.S.O., Haifa	6
C.O., H.M.S. "Forte IV"	2
H.M.S. "Northney"	3
C.O.N.U. "Calshot"	2
H.M.S. "Squid"	1
H.M.S. "Tormentor"	1
H.M.S. "Effingham"	1
H.M.S. "Helder"	1
H.M.S. "Quebec"	1
H.M.S. "Monck," for F.O.L.S.U.	2
H.M.S. "Dinosaur"	2
H.M.S. "Westcliff"	1
H.M.S. "Foliot"	1
S.O., Force "J"	2
L.C.S.(L)(2)	10
R.A.C.O.B.(N), H.M.S. "Warren"	1
Commodore, C.O.B.(S)	1
Landing Ships	40
H.M.S. "Hamilcar"	2
H.M.S. "Hannibal"	2
H.M.S. "Phoenicia"	2
H.M.S. "Saunders"	2
H.M.S. "Salsette"	2
H.M.S. "Versova"	2
The Captain, H.M.S. "Excellent"	25
The Captain (G), H.M.G.S., Devonport	20
The Captain (G), R.N.G.S., Chatham	10
G.O.C.R.M.	18
Armament Supply Depots and Establishments	As necessary
Inspectors of Naval Ordnance	As necessary

* Destroyers fitted with the 0.5-in. Vickers Gun on the 0.50-in. Twin Mark V Mounting (Powered).

<i>Dockyards—</i>	<i>Copies.</i>
Portsmouth	5
Devonport	5
Chatham	5
Sheerness... ..	5
Rosyth	3
Orkneys	1
Pembroke... ..	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini... ..	2
G.M.E.O., R.N. Base, Lyness	1
Quartermaster (C.S.), Royal Marine Training Group, Llanegryn, Towyn, Merioneth, North Wales	1
N.O.I.C., Brightlingsea (for use of Gunnery Officer on staff of)	1
B.A.M.R.	1
B.A.T.M.	1
B.A.D.	1
B.A.S.R.	1
N.S.H.Q., Ottawa	10
H.M.S. "Vernon"	1
Cdr. (G), Gunnery School, Durban (H.M.S. "Assegai") ...	1
Flinders' Gunnery School (H.M.S. "Cerberus")	5
Karachi Gunnery School (H.M.I.S. "Himalaya")	5
A.A. Range, Ainsdale (H.M.S. "Queen Charlotte")	5
A.A. Range, Covehithe, c/o R.N. Patrol Service Central Depot, Lowestoft	5
A.A. Range, Colombo	5
<i>Gun Mounting Overseers—</i>	
Barrow, Woolwich, Belfast, Parkhead, East Midlands, West Midlands, N.E. Area and Coventry	1 each
<i>Fitting Out Gun Mounting Overseers—</i>	
Liverpool, Clyde, Belfast, Middlesbrough, Newcastle, Hull, Cardiff, Avonmouth, Barrow, Leith, Aberdeen, South- ampton, Falmouth, London, Lowestoft	1 each
<i>Fitting Out Gunnery Officers—</i>	
Cardiff, Liverpool (2), Barrow, Belfast, Clyde, Greenock, Ardrossan, Aberdeen, Leith, Great Yarmouth, Tyne, Sunderland, Middlesbrough, Hull, London, South- ampton, Falmouth, Lowestoft, Hartlepool	1 each
Ministry of Supply, S.S.2.B. (for A1, C.E.A.D., S.O.B., C.I.A., S. of E. Shoeburyness, C.S.A.R.)	6
R.N. College, Greenwich	1
R.A. College, Woolwich	1
E.O. for Gun Mountings, Alexandria	1
Naval Staff Library, Admiralty	2

2. This book supersedes B.R. 918(40)—Handbook for the 0.5-in. Twin Mark V Mounting (Powered)—which should be disposed of in accordance with B.R. 1—Books of Reference and I.D. Catalogue—on receipt of the new edition.

497.—Royal Naval Medical Bulletin No. 7—Issue

(M.D.G. 65279/42.—27 Jan. 1944.)

With reference to A.F.O. 1986/43, Royal Naval Medical Bulletin No. 7 is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand addressed as follows:—

Ships and Establishments at Home:—

R.N. Store Depot,
Elveden Road,
Park Royal,
London N.W.10.

Ships and Establishments Abroad:—

The Local Naval Distributing Authority.

(A.F.O. 1986/43.)

498.—Monthly Despatch of Periodicals for Forces Overseas

(N./W.C.C. 5205/205/19/43.—27 Jan. 1944.)

The Treasury has approved a grant of money, and the Paper Controller has released supplies of paper for a monthly despatch of parcels of periodicals for free distribution to Forces overseas. The Navy's share of these parcels will be sent direct to Naval bases overseas for distribution to Naval personnel ashore and afloat.

2. The first despatch is now being made and Commanders-in-Chief have been advised of the number of parcels being sent to each base.

3. The contents of each parcel are:—

Illustrated London News	2
The Sphere	2
Punch	1
Picture Post	12
Illustrated	12
Everybody's	12
Tit Bits	12
Answers	8
World Digest	1
Lilliput	1
Strand Magazine	1
Wide World	1
Men Only	1
London Opinion	1
"Times" Broadsheets	8

These contents may be varied from time to time, but it is intended that each monthly parcel should cover 150/200 men, preference being given to the smaller and more remote ships and bases.

4. The existence of these parcels should be publicised and any Committee appointed to arrange distribution should include representatives of the lower deck.

5. The issue of these periodicals will supersede the weekly parcels of gratuitous periodicals issued in some cases abroad through H.M. Stationery Office.

499.—Certificates of Registry for British Ships—Issue

(T.D./M.4519/40.—27 Jan. 1944.)

New Certificates of Registry to replace certificates mislaid, lost or destroyed have been issued to the undermentioned British vessels under Section 18 of the Merchant Shipping Act, 1894:—

<i>Name</i>	<i>Description</i>	<i>Official Number</i>	<i>Port of Registry</i>
"Afon Dulais"	Steamship	130055	Llanely
"Avona"	Motor launch	163456	London
"Ayesha"	Motor yacht	149187	Colchester
"Baltrover"	Steamship	132840	London
"Beaulieu"	Steam trawler	114536	Southampton
"Berwick"	Sailing barge	120698	London
"Black Dragon"	Motor vessel	131806	Southampton
"Black Joke II"	Motor yacht	162942	Exeter
"Bluebell"	Sailing vessel	95304	Ipswich

Name	Description	Official Number	Port of Registry
"Brita" ...	Motor yacht ...	167067	Hull
"Britannia" ...	Sailing vessel ...	121062	Hull
"Cacouna" ...	Motor vessel ...	162785	Southampton
"Caplin" ...	Auxiliary motor vessel ...	111397	Bridgewater
"Carthage" ...	Steam vessel ...	162658	London
"Cathay" ...	Steamship ...	148843	Glasgow
"Cheshire" ...	Motor vessel ...	149625	Liverpool
"Commander Horton" ...	Steam trawler ...	136233	Hull
"Crissie" ...	Fishing vessel ...	C.Y.341	Oban
"Dandolo" ...	Steam trawler ...	129341	Aberdeen
"Deloraine" ...	Steamship ...	113920	Glasgow
"Demoiselle" ...	Motor vessel ...	163631	Southampton
"Dormouse" ...	Motor vessel ...	149255	Southampton
"Dromus" ...	Motor vessel ...	166560	London
"East Anglian" ...	Steam vessel ...	140511	Lowestoft
"Eileen" ...	Motor yacht ...	164045	Glasgow
"Ellida" ...	Motor yacht ...	136235	Glasgow
"Engadine" ...	Motor tug ...	168020	London
"Faolag" ...	Fishing vessel ...	C.Y.68	Castlebay
"Farewell" ...	Motor yacht ...	114567	Southampton
"Favorite" ...	Sailing barge ...	11233	Rochester
"Forreshank" ...	Motor vessel ...	148857	Glasgow
*"Fubbs" ...	Motor yacht ...	165082	Southampton
"Gien Mie" ...	Motor vessel ...	67864	Peel, I.O.M.
"Graygarth" ...	Steamship ...	135691	Southampton
*"Hikibydo" ...	Motor yacht ...	131791	Southampton
"Industry" ...	Lighter ...	121058	Hull
"Ismaila" ...	Steamship ...	168047	London
"Jessie" ...	Fishing vessel ...	U.L.462	Ullapool
"Jontoni" ...	Motor yacht ...	166157	Littlehampton
"Kirkaline" ...	Tank lighter ...	139901	Dundee
*"Klondyke" ...	Sailing barge ...	108334	London
"Lady Bee" ...	Auxiliary motor yacht ...	137208	Falmouth
"Lamorna" ...	Motor yacht ...	114558	Southampton
"Lilida" ...	Motor yacht ...	166788	Southampton
"Maud" ...	Motor yacht ...	111211	Glasgow
"Miervaldis" ...	Steamship ...	120461	Swansea
"Minna Dhu" ...	Motor vessel ...	124513	Southampton
"Miralda" ...	Motor vessel ...	162134	Cardiff
"Mooncrest" ...	Steamship ...	168159	London
"Nausikaa" ...	Motor yacht ...	166837	Southampton
"Nellie Laud" ...	Steamship ...	135263	Leith
"Northmoor" ...	Motor vessel ...	160612	London
"Oceana" ...	Motor yacht ...	80271	Cowes
"Otia" ...	Yacht ...	128616	Cowes
"Panopia" ...	Fishing vessel ...	127046	Buckie
"Paula" ...	Motor yacht ...	120330	Colchester
"Pilar de Larrinaga" ...	Steamship ...	142675	Liverpool
"Preesall" ...	Steamship ...	132413	Fleetwood
"Primrose" ...	Fishing vessel ...	U.L.425	Ullapool
"Raven" ...	Motor yacht ...	132902	Colchester
"Revello" ...	Steam trawler ...	127830	Grimsby
"Richard Sugden" ...	Motor barge ...	160034	Hull
"Robina" ...	Steamship ...	135726	Belfast
"Rochester" ...	Steam trawler ...	109529	Lowestoft
"Rockville" ...	Steamship ...	144725	Liverpool
"Sabreur" ...	Steamship ...	138976	Grimsby
"St. Ann" ...	Fishing vessel ...	C.Y.120	Castlebay
"St. Jude" ...	Fishing vessel ...	C.Y.39	Oban
"Satyr" ...	Motor vessel ...	149291	Southampton
"Sea Flower" ...	Fishing vessel ...	C.Y.107	Oban
"Sea Gull II" ...	Auxiliary motor yacht ...	161348	London
"Silver Cloud" ...	Motor yacht ...	164757	Greenock

Name	Description	Official Number	Port of Registry
"Silver Spray" ...	Fishing vessel (sail) ...	C.Y.126	Castlebay
"Starbank" ...	Steam trawler ...	133620	Leith
"Swift" ...	Steamship ...	113604	Hull
"T. H. Burton" ...	Motor vessel ...	162357	Liverpool
"Vireo" ...	Steam trawler ...	133392	Hull
"Volturno" ...	Steamship ...	135597	London
"W. H. Podd" ...	Fishing vessel (steam) ...	128767	Glasgow
"Winefride" ...	Motor yacht ...	162932	Beaumaris
"Wyvern" ...	Auxiliary motor vessel ...	145847	Cowes
"Yewglen" ...	Steamship ...	137788	Glasgow
"Zeta" ...	Motor vessel ...	148932	Glasgow

* The original certificate has been recovered and cancelled.

2. On arrival in United Kingdom ports of any of the above-named ships, Naval Control Service Officers should ascertain whether the original certificate of registry has been found, and if so it should be returned to the Director of Trade Division, Admiralty, S.W.1.

(A.F.Os. 3503/43 and 5153/43 are cancelled.)

500.—Mails for Men Undergoing Imprisonment or Detention

(N.L. 11584/44.—27 Jan. 1944.)

Letters received for men undergoing sentences of imprisonment or detention should be forwarded to the Governor of the Prison, or Officer-in-Charge of the Detention Quarters or Barracks. Any telegrams should be similarly re-addressed.

2. Subject to good behaviour, offenders undergoing sentence are permitted to receive letters at specified intervals and the contents of others, if of importance or urgency, may be communicated to them by the Governor or Officer-in-Charge. Letters not delivered to the offenders during sentence are handed to them on their release.

3. Parcels may not be sent by friends or relatives to offenders undergoing detention in Naval Detention Quarters or Military Detention Barracks, but should any be received in H.M. Ships after an offender's committal, they should be forwarded on to the place of confinement, where they will be opened in the offender's presence. Such articles as may be permitted by the Regulations will be handed to him and the remainder will be set aside until release.

4. Parcels should not be re-addressed to men confined in Civil Prisons. If the offender is not due for release within a week of receipt, or in any case if a parcel is thought to contain food or other perishables, it should be returned to the sender endorsed "Return to sender for reasons stated—Undeliverable".

501.—Admiralty Engineer Overseer, Manchester and Liverpool District—Change of Appointment

(E.-in-C.—27 Jan. 1944.)

Captain (E) R. E. Lambert, R.N., has been appointed to relieve Engineer Captain A. C. Bray, R. N. (Ret.), as Admiralty Engineer Overseer, Manchester and Liverpool District, as from 14th January, 1944.

2. Correspondence should continue to be addressed to:—

Admiralty Engineer Overseer,

70, Spring Gardens, Manchester.

3. The existing telegraphic address remains unchanged.

502.—Airframe Publications, Vol. II, Part 4, Major Repairs—Change in Method of Issuing Additional Information

(A.M.R. 20008/44.—27 Jan. 1944.)

In future, new and revised repair leaflets for the above-mentioned publications will be issued individually and not by amendment list action.

2. The Barracuda is the first Naval type for which the above procedure has been adopted and leaflet A.0/1 to A.P. 2018A and B, Vol. II, Part 4, will shortly be issued and will give instructions for making the necessary alterations to that portion of the publication which has already been distributed. Holders of the

publication are to take special note of the instructions given in repair leaflet A.0/1 and ensure that all copies held by them are amended accordingly.

3. Distribution of leaflets will be made to holders of books without demand.

503.—Naval Armament Stores in D.E.M.S.—Accounting Procedure

(A.S./T.D./D.E.M.S. 143/43.—27 Jan. 1944.)

In view of the special circumstances existing in D.E.M.S. it has been decided to reduce and simplify the procedure for accounting for Naval armament and stores.

2. Accounts are no longer required to be kept as hitherto on Forms F.A. 30 and/or O. 17. D.E.M.S. officers should, therefore, withdraw these forms from ships and hand them to the nearest Armament Supply Officer for transmission to the Director of Armament Supply, Enslough Hutments, Bath.

3. Issue and receipt vouchers are to continue to be given to, and obtained from, the Master who is to keep these filed for record. A record is, however, also to be kept in the D.E.M.S. Defect Book (D.E.M.S., Form 15(b)) of all the main items of defensive equipment carried on board. This includes gun mountings, guns, rocket projectors, ammunition (including rocket ammunition), paravanes, etc. Particular care is to be taken that the supply and return of loose items, such as revolvers, rifles, shoulder shooting guns, etc., are accurately recorded, registered numbers being quoted whenever possible.

4. Pending issue of a revised edition of the D.E.M.S. Defect Book, the present Form 15(b) is to be utilised for the necessary records, headings being modified for convenience, in accordance with instructions that will be issued by the Director of Trade Division, Admiralty, to D.E.M.S. Staff Officers.

5. D.E.M.S. Staff Officers are to see that each British and European Allied D.E.M.S. is provided with a D.E.M.S. Defect Book of the latest edition corrected to date.

6. Instructions for the disposal of D.E.M.S. Defect Books when ships disarm will be issued separately at a later date.

7. The above instructions do not apply to fishing vessels or other small Red Ensign craft not carrying D.E.M.S. ratings. In all such cases, the lack of ship's records is accepted, but in each port from which these vessels normally work, every endeavour should be made to keep a check on any equipment provided.

8. D.E.M.S. Staff Officers are to ensure that all Defect Books (Form 15(b)) are amended and that entries are brought up to date. A statement to this effect should be signed in part II of the Book, with the date and port at which this has been done. Subsequently the accounting entries should be inspected periodically and initialled after checking as being correct.

9. In the event of any loss of equipment being discovered other than that of a trivial nature, the circumstances are to be investigated locally, the Director of Trade Division, Admiralty, being kept informed.

10. An A.M.S.I. is being issued for the information of Masters who are ultimately responsible for any Admiralty equipment provided. The Senior D.E.M.S. rating carried will normally undertake the duties of storekeeper for the Master and complete the necessary entries in the D.E.M.S. Defect Book.

504.—Royal Air Force Aircrew Casualties—Description of Wounds received in Action

(M.D.G. 63663/43.—27 Jan. 1944.)

It has been represented that valuable information could be gained if the approximate size and depth of penetration of fragments causing casualties was known.

2. Accordingly, medical officers of H.M. Ships, R.N. Hospitals and Sick Quarters treating such casualties to R.A.F. aircrew personnel are requested to include in their notes on the cases the following information, if it is available:—

- (i) The size and type of the missile causing the wound, for example, shrapnel ("flak"), cannon shell, machine gun bullet.
- (ii) the size of the wound.
- (iii) the depth of penetration of the missile.

3. This applies to non-fatal cases, to cases which subsequently die, and to cases where the aircrew member has been killed outright.

4. Medical officers transcribing notes from M.P.E.47 on to R.A.F. Form 39 should be careful to include such information when it is available.

*505.—First Line Naval Aircraft—Addressing Correspondence for Squadrons and Flights

(A. 088/41.—27 Jan. 1944.)

The provisions of Part II of O.U.6128/33* apply to First Line Naval Air Squadrons and Flights, i.e. their location (either *embarked* or *disembarked*) is not to be disclosed on the outside of envelopes or packages. Correspondence and other postal matter is to be addressed as follows:—

Rank or Rating, Name and Number,
Naval Air Squadron No.,
c/o G.P.O., London.

The squadrons at present concerned are Nos. 700 (but see next paragraph), and within the Series 800 to 899, 1700 to 1799, and 1800 to 1899.

2. *Catapult Units*.—Correspondence, etc., for these units is to be addressed as follows:—

(a) *When unit is embarked*—

Rank or Rating, Name and Number,
Name of Ship on which embarked,
c/o G.P.O., London.

Note.—Squadron number is not to be used.

(b) *When unit is disembarked*—

(i) To Shore Base in *United Kingdom*:—

Rank, etc., etc.,
No. 700 Squadron,
Postal Address of Base.

Note.—Parent ship's name is not to be used.

(ii) To Shore Base *abroad*—

Rank, etc., etc.,
No. 700 Squadron,
Ship name of Base,
c/o G.P.O., London.

3. Personnel should inform their correspondents accordingly.

4. Addressing of official correspondence is to conform to the revised procedure.

5. Method of addressing stores is detailed in A.F.O. 489/44.

(A.F.O. 2135/41 is cancelled.)

506.—C.O. Bases—G.P.O. Box Number Addresses

(M. 105/44.—27 Jan. 1944.)

The following should be added to the list given in A.F.O. 6297/43.

H.M.S. "Quebec"—G.P.O., Box 2, Inveraray, Argyll.

(A.F.O. 6297/43.)

507.—Correspondence—Incorrectly Addressed Mail for Clyde Area Delivered to H.M.S. "Clyde"

(M. 3457/43.—27 Jan. 1944.)

Owing to incorrect addressing, correspondence intended for authorities in the Clyde area is being delivered to H.M. Submarine "Clyde". Attention is drawn to A.F.O. 5929/43. All correspondence for authorities in the Clyde area should have the post-town or ship name included in the address:—

e.g. "Superintending Naval Store Officer, Clyde Area" should be addressed—"Superintending Naval Store Officer, St. Enoch's Hotel, Glasgow," and "Captain M/S Clyde" should be addressed—"Captain M/S, H.M.S. "Fortitude," c/o G.P.O. London."

(A.F.O. 5929/43.)

Section 6.—SHORE ESTABLISHMENTS

508.—War Risk Allowance—Payment to Workpeople and Salaried Officers and Non-industrial Staffs Employed Afloat

(L. 8245/43.—27 Jan. 1944.)

War Risk Allowance may be payable in certain circumstances to industrial and non-industrial grades who are embarked for duty, even though the vessels do not proceed beyond the booms or otherwise to the open seas.

2. The allowance will continue to be payable to these grades as hitherto for each day or part of a day of 24 hours during which they have been afloat in the open sea, and as from 25 October, 1943, payment may also be made in respect of any day or part of a day on which they are embarked but do not proceed beyond harbours or estuaries or other places, if in the opinion of the Senior Naval Officer of the area, there was danger from mine or torpedo in the waters in which repairs or trials or other afloat duties have taken place.

3. The foregoing applies to those stations abroad where authority for the payment of War Risk Allowance has been given, subject to the same terms and conditions as are applicable to payment of War Risk Allowance at such stations.

(A.F.Os. 1879/40, 3089/40, 5987/42 and 6457/42.)

509.—Yard Craft Personnel—Overtime

(L. 5367/43.—27 Jan. 1944.)

The rates of overtime payable under Article 154, Cash Duties Instructions, to salaried officers and crews of yard craft employed outside Dockyard hours in the services of other Government Departments, private individuals, etc., which were increased temporarily by 50 per cent. in 1919, are to be increased by 100 per cent. instead, with effect from 1st December, 1943.

2. The enhanced rates now authorised will be subject to review in the event of there being any appreciable reduction in the overtime rates payable at present to industrial employees generally.

(A.L. of 27 Dec. 1943, L.5367/43, addressed to H.M. Dockyards and to H.M. Naval Bases, Lyness and Portland.)

510.—Standard Electrical Specification, No. 15, for Single and Multicore Paper-Insulated Cables—Revision of

(N.S. 33222/43.—27 Jan. 1944.)

Standard Electrical Specification, No. 15, for single and multicore paper-insulated cables has recently been revised in order to bring it into line with a recent revision of B.S.S. 480, on which the standard specification is based.

2. In Table 1 (page 7) of the revised specification the columns have been slightly changed in order to line it up with other cable specifications, *i.e.*, the number and diameter of wires forming the conductor are included together in column 4 of the table, whereas in the 1940 edition of the specification the number of wires forming the conductor constituted column 4, and the diameter of such wires was set out in column 5. Thus the total number of columns in the 1943 issue of the specification is only 19 as against 20 in the 1940 issue.

3. As it is customary when ordering cable to this specification to quote column numbers to indicate the finish required, either lead alloy sheathed only, or lead alloy sheathed and jute served, or lead alloy sheathed and steel wire armoured, as the case may be, it is necessary to bear in mind the changed order of the columns in order to prevent any misunderstanding as to the type of cable required.

4. Existing stocks of these cables held at H.M. dockyards and R.N. store depots should be re-classified in accordance with the revised specification.