

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**

ADMIRALTY, S.W.1,

19th July, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

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- 19th July, 1945.
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3965. Books of Reference—B.R. 368—Establishment of Naval Stores for Sloops, Corvettes, etc.—List of Errata No. 14.
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3968. Books of Reference—B.R. 386—Establishment of Naval Stores for Photographic Purposes in H.M. Ships—Issue.
3969. Books of Reference—B.R. 913 (14) (Restricted)—Handbook of the Fuze Keeping Clock and Associated Equipment—Fire Control Box, Mark VIII—Issue.
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*(Orders marked * have been reprinted for posting on Notice Boards; marked † may be communicated to the Press.)*

Section 1

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

3835.—Naval Air Radio Maintenance Groups (Short Title N.A.R.M.G.) and Naval Air Radio Maintenance Parties (Short Title N.A.R.M.P.)—Formation—REPORTS

(A. 01304/44.—19 Jul. 1945.)

The formation of Air Radio Maintenance Groups has been approved as follows:—

Home	At the Radio Mechanics' Training Establishment, H.M.S. "Ariel", Warrington. This group is the headquarters of the N.A.R.M.G. organization.
Ceylon and Southern India ...	At the R.N. Air Station, Katukurunda, H.M.S. "Ukussa". This group will be known as the Naval Air Radio Maintenance Group (East Indies Station).
Australia	At R.N. Air Station, Bankstown, New South Wales, H.M.S. "Nabberley". This group will be known as the Naval Air Radio Maintenance Group (Australia).

2. The object of the Naval Air Radio Maintenance Groups is to provide expert advice and assistance to squadrons, stations, carriers and administrative authorities on the installation and maintenance of new types of air radio equipment during the familiarization stages. The Naval Air Radio Maintenance Groups at home will be responsible also for giving advice and assistance to the Naval Air Signals School on new types of air radio equipment, including "first aid" fault finding, and maintenance "in the field" for the benefit of Air Signal officers and higher T.A.G. courses. The Naval Air Radio Maintenance Group (East Indies) and the Naval Air Radio Maintenance Group (Australia) will be required also to give short courses of instruction to air radio maintenance personnel from carriers, stations or squadrons on new and unfamiliar items of air radio equipment.

Personnel of the Naval Air Radio Maintenance Groups and Naval Air Radio Maintenance parties are not qualified or intended to carry out aircraft modifications.

3. The Naval Air Radio Maintenance Group at H.M.S. "Ariel" will be under the direction of an Air Radio Officer-in-Charge responsible to the Commanding Officer, H.M.S. "Ariel", and will be administered by the Admiral (Air). The Naval Air Radio Maintenance Group at Katukurunda will be under the direction of an Air Radio Officer-in-Charge, responsible to the Commanding Officer, R.N. Air Station, Katukurunda, and will be administered by the Flag Officer (Air), East Indies. The Naval Air Radio Maintenance Group at Bankstown will be under the direction of an Air Radio Officer-in-Charge, responsible to the Commanding Officer, R.N. Air Station, Bankstown, and will be administered by the Flag Officer, Naval Air, Pacific.

4. The Officer-in-Charge of the N.A.R.M.G. at H.M.S. "Ariel" is authorized to correspond direct with the following authorities on technical matters connected with airborne radio equipment (excluding technical policy) and will keep in close touch with them:—

The Director of Naval Air Radio,
Admiralty.

The Chief Superintendent,
Telecommunication Research Establishment,
Malvern, Worcestershire.

The Director,
Royal Aircraft Establishment,
Farnborough, Hants.

Copies of correspondence between the Officer-in-Charge, N.A.R.M.G. at H.M.S.

"Ariel", and the Chief Superintendent, Telecommunications Research Establishment, Malvern, or the Director, Royal Aircraft Establishment, Farnborough, should be sent to the Director of Naval Air Radio, Admiralty.

5. (a) The Officer-in-Charge of the N.A.R.M.G. (East Indies Station) is authorized to correspond direct with the following authorities on technical subjects:—

The Director of Naval Air Radio, Admiralty.

The Controller of Communications Equipment Organization (India) (or his representative attached to the Flag Officer (Air), East Indies).

(b) The Officer-in-Charge of the N.A.R.M.G. (Australia) is authorized to correspond direct with the Director of Naval Air Radio on technical subjects.

(c) In each case the Director of Naval Air Radio will pass on relevant matter from the correspondence received to the Chief Superintendent, T.R.E., or the Director, R.A.E., as may be necessary.

6. Air Radio Maintenance Groups will consist of a permanent instructional staff as follows:—

N.A.R.M.G. (Home)—

- 1 Lieut.-Cdr. (A) (A/R).
- 4 Lieuts. (A) (A/R).
- 4 C.P.O. Radio Mechanics.
- 6 P.O. Radio Mechanics (AR).
- 6 P.O. Radio Mechanics (AW).

N.A.R.M.G. (E.I.)—

- 1 Lieut.-Cdr. (A) (A/R).
- 2 Lieuts. (A) (A/R).
- 2 C.P.O. Radio Mechanics.
- 5 P.O. Radio Mechanics (AR).
- 5 P.O. Radio Mechanics (AW).

N.A.R.M.G. (A)—

- 1 Lieut.-Cdr. (A) (A/R).
- 2 Lieuts. (A) (A/R).
- 2 C.P.O. Radio Mechanics.
- 5 P.O. Radio Mechanics (AR).
- 5 P.O. Radio Mechanics (AW).

7. To provide the necessary mobile staff to give assistance to squadrons, stations and carriers, the formation of up to ten Naval Air Radio Maintenance Parties (short title N.A.R.M.P.) has been approved. Each party will consist of—

- 1 Lieutenant (A) (A/R).
- 1 Sub-Lieutenant (A) (A/R).
- 4 C.P.O. Radio Mechanics.
- 8 P.O. or Leading Radio Mechanics (AR) or (AW).

and when formed will be attached in the first instance to the Air Radio Maintenance Group at home. Generally, each party will deal with one particular set of air radio equipment, but with reference to its installation in various types of aircraft. Parties may, however, deal with more than one set as was done in the case of N.A.R.M.P. No. 1 (formerly known as Special Air Radio Maintenance Party No. 1), which specialized in the TR 1366, SCR. 522, AYD and ZB/ARA sets, and N.A.R.M.P. No. 5, which specialized in ASV, Mark XI, AN/APS-4, AN/APX-1 and AN/APX-2 sets.

When detached Naval Air Radio Maintenance parties will be administered by the Flag Officer or Administrative Authority in whose area they are operating.

8. The formation of Naval Air Radio Maintenance Parties will be the responsibility of the Admiralty, who will inform Administrative Authorities when these are available.

Visits to ships, stations and squadrons by members of the N.A.R.M.Ps. will be arranged by the Officer-in-Charge of the group and every facility should be afforded.

Special assistance, however, may be called for at any time, in which case a signal should be made, quoting this Admiralty Fleet Order, and addressed at home to H.M.S. "Ariel", repeated Admiral (Air) and Admiralty, and in Ceylon and Southern India, to R.N.A.S., Katukurunda, repeated Flag Officer (Air), East Indies, and in Australia to R.N. Air Station, Bankstown, repeated Flag Officer, Naval Air, Pacific.

9. Naval Air Radio Maintenance Parties will operate for a limited period and on completion of their work of introducing a particular piece of radio equipment to the Service will either be disbanded or re-formed to deal with further new sets of equipment.

10. In the case of Naval Air Radio Maintenance Parties attached to the Naval Air Radio Maintenance Groups, East India and Australia, the respective Flag Officers are to report by signal to Admiralty six months after the arrival of N.A.R.M.Ps. at Katukurunda or Bankstown whether they desire to retain the services of the party and if so for how long; alternatively their proposals for disbanding the party. This will enable the formation of further parties to be planned.

(C.A.F.O. 2456/44.)

(A.F.O. 1939/45 is cancelled.)

3836.—Carrier Procedure Training—Runway Marking

A./A.O.D. 166/45.—19 Jul. 1945.)

At Naval Air Stations where training in carrier procedure is carried out the following arrangements are to be made :—

1. *Marking of Runways.*—(a) White lines are to be painted on runways to represent a round-down and four arrester wires. The round-down should be not less than 100 ft. from the end of the runway and should be indicated by two parallel broken lines, 12-in. apart. The wires should be represented by single, unbroken lines, 40-ft. apart, the first one being 40-ft. from the round-down.

(b) To indicate the edges of the deck on runways more than 90-ft. wide, white lines are to be painted from the round-down to the forward wire. These should not be more than 80-ft. apart. On runways of or less than 90-ft. wide, no deck-edge lines are required.

(c) A centre line is to be painted in from the round-down to the forward wire. This is to be a broken line.

(d) D.L.C.Os. are to bring aircraft down into the marked area.

2. Where there is an intersection near the end of a runway it may be necessary to put the landing area on the longer runway beyond the intersection to prevent overlapping. (See A.F.O. Diagram 268/45.)

3. *Ground Signals.*—The ground signals to be displayed, and the rules to be observed, while carrier procedure is being practised, are laid down in A.F.O. 3129/45.

(A.F.O. 3129/45.)

3837.—Defence (General) Regulations, 1939—Order issued under—Navigation Order No. 5 Amendment Order, 1945

(N.L. 8296/45.—19 Jul. 1945.)

The following Order has been issued by Their Lordships under Regulation 43 of the Defence (General) Regulations, 1939.

NAVIGATION ORDER No. 5 AMENDMENT ORDER, 1945

By Command of the Lords Commissioners of the Admiralty.

In pursuance of the powers conferred upon them by Regulation 43 of the Defence (General) Regulations, 1939, the Lords Commissioners of the Admiralty hereby make the following Order :—

(1) Navigation Order No. 5, 1940, shall be amended by the addition of the following clause :—

“8. Naval Commanders-in-Chief and Flag Officers-in-Charge may exempt vessels in any specific area or areas of their commands from the provisions of this Order and such exemption may be for a specific period or otherwise.”

(2) This Order shall come into force forthwith and may be cited as Navigation Order No. 5, Amendment Order, 1945.

BY COMMAND OF THEIR LORDSHIPS,

(Signed) H. V. Markham.

Admiralty, S.W.1.
30 June, 1945.

3838.—H.M.S. “Standard”—Closing Down

(M/N. 2172/42.—19 Jul. 1945.)

H.M.S. “Standard” (Kielder Camp, Hexham, Northumberland) will be closed down as from 13th July, 1945.

2. Admiralty Letter N. 27058/44, dated 26th December, 1944, is cancelled.

3839.—Message on United States National Day—July 4th

(M. 2663/42.—19 Jul. 1945.)

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

“On this July 4th, your Independence Day, it gives me the greatest pleasure to send on behalf of the Board of Admiralty and the officers and men of the Royal Navy warmest greetings and congratulations to our brothers-in-arms of the United States Navy.

2. The triumphant conclusion of hostilities in Europe brings to an end the first phase of the struggle against oppression and tyranny and the Royal Navy now speeds to bring her utmost strength to bear in the Far Eastern War.

3. The brilliant successes in the Pacific culminating in the important victory at Okinawa augur well for future operations, and in complete unity and steadfastness of purpose we confidently look forward with our Allies to the day of the final overthrow of the Japanese hordes.

BRENDAN BRACKEN.”

The following reply was received :—

“Thank you on behalf of the U.S. Navy for your greetings. We especially appreciate congratulations from so valiant a fighting organization as the Royal Navy, whose triumph over recent Japanese suicide attacks is merely the latest in a long series of gallant actions.”

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

3840.—Accelerators—Training of Crews

All Aircraft Carriers and Carrier Administrative Authorities

(P./A.C.R.D. 376/45.—19 Jul. 1945.)

A standard procedure is to be adopted for training the Flight Deck Engineer Officer (in charge of the accelerator) and the Engine Room Ratings forming the accelerator crew.

2. The arrangements to be made in different circumstances are as follows:—
I. *On first commissioning*

(a) When the Flight Deck Engineer Officer in charge of the accelerator is appointed and the ratings forming the crew selected, the Commanding Officer is to forward to the Admiralty a request that arrangements may be made for their training.

(b) Arrangements will be made by the Admiralty for the Flight Deck Engineer Officer and crew to visit a carrier, in which the crew is fully trained, if available, to see the accelerator in operation.

(c) Training of the Flight Deck Engineer Officer and crew on their own accelerator will normally be carried out by E.-in-Cs. representative during the three days following the preliminary trials of the accelerator. A date is to be selected for these trials so that steam can be available on the three succeeding days for the purpose of this training and arrangements made with the overseers for the necessary contractors' representatives for running the machinery to be on board. One aircraft of each type which the ship will be carrying will be made available for this training, and Commanding Officers are to request the provision of the aircraft by signal to Admiral (Air), info Admiralty, giving at least 7 days notice.

II. On re-commissioning

(a) Provided that the Flight Deck Engineer Officer in charge of the accelerator is trained and experienced in its operation, the new crew is to be trained by him.

(b) If the Flight Deck Engineer Officer is not sufficiently experienced the Commanding Officer may apply to the Admiralty for the services of an officer of E.-in-Cs. department to train the crew. In this case one day should be allowed for loading drills and one day for carrying out aircraft launches, during which E.-in-Cs. representative will be in charge of the accelerator. Arrangements are to be made for at least one squadron aircraft of each type to be embarked for the loading drills.

III. On re-commissioning after a refit

(a) If no accelerator trials are required, procedure will be as in II above.

(b) If accelerator trials are required and an engineer officer experienced in flight deck duties is available, the crew is to be given a preliminary training by him prior to the trials, their training to be completed during the trials.

(c) If accelerator trials are required and the Flight Deck Engineer Officer is not trained, procedure will be as in I above.

IV. Ships re-commissioning abroad

In the event of a ship re-commissioning abroad and having no experienced engineer officer on board, the Commanding Officer is to apply to the Admiralty for instructions.

3. For accelerator trials and responsibility during trials, see C.A.F.Os. 394/44 and 395/44.

(C.A.F.Os. 394/44 and 395/44.)

(C.A.F.O. 350/44 is cancelled.)

3841.—Air—Air Gunnery Officer's Writer—Introduction

(N. 25685/44.—19 Jul. 1945.)

With effect from 21st March, 1945, payment of an allowance of 3*d.* a day may be granted to an air mechanic (O) when trained in and employed on clerical duties with the air gunnery officer in Naval air stations abroad and in Fleet and Light Fleet carriers.

2. W.R.N.S. Air mechanics (O) are eligible, their rate of pay following the general principle applied to their emoluments.

3. Separate instructions will be issued regarding training in these duties. As a temporary measure, ratings who are carrying out these duties to the satisfaction of the air gunnery officer will be eligible for this allowance until such time as they can be replaced by air mechanics (O) who have been trained as above.

4. No substantive addition to complement will be allowed to meet this requirement.

3842.—Naval Air Stations—Provision of Fire Parties

(N./D.P.S. 578/45.—19 Jul. 1945.)

For the manning of the crash tender and of the first call fire appliances at Royal Naval Air Stations, the following complement will normally be allowed:

1 Petty Officer (A.H.2)

4 Leading Seamen (A.H.2)

14 Able Seamen or Ordinary Seamen (A.H.3)

At stations where regular night flying takes place, one Leading Seaman (A.H.2) and four Able Seamen or Ordinary Seamen (A.H.3) will be allowed in addition.

2. Until sufficient Seamen (A.H.) are qualified, Stoker (F.F.) ratings are to be borne in lieu as laid down in A.F.O. 1397/45. R.N.F.F. ratings should be relieved by (A.H.) ratings crew by crew, to allow for continuity of crash tender procedure and turnover during the transitional period.

(A.F.Os. 1397/45 and 1679/45.)

3843.—Naval Personnel in the United States—Compensatory Allowances

(C.W. 37269/42.—19 Jul. 1945.)

The following allowances, which have been approved from time to time, are promulgated for general information.

2. Any allowances at present in issue which are at variance with the terms of this Admiralty Fleet Order are to be adjusted as from the date of its receipt, but only with the special approval of B.A.D. The arrangements in paragraphs 16-20 and 32 supersede the rates of subsistence allowance laid down in A.F.O. 407/41 for officers in the United States.

Part I. Mission Personnel

3. *Mission Headquarters Allowances.*—Personnel appointed to Missions in the United States and required to make their own arrangements for accommodation and victualling are entitled to the following daily, tax-free "Mission" allowances in local currency, in lieu of Lodging, Provision, Servant and Colonial Allowances:—

(a) *Washington, New York, and other cities (including suburbs) listed below* §§

	Married and accompanied		Married but unaccompanied		Single	
	First 28 days	Thereafter	First 28 days	Thereafter	First 28 days	Thereafter
	\$	\$	\$	\$	\$	\$
<i>Grade I.</i> (Heads and Deputy Heads of Missions if of rank of Rear-Admiral and above.)	13.50	11.00	13.00	10.50	11.50	9.00
<i>Grade II.</i> (Captains, Commanders, Lieutenant-Commanders, Majors, R.M., Captains and Lieutenants, R.M., on completing 12 years from date of entry, and other senior officers not included above.)	11.00	9.00	10.50	8.50	9.50	7.50
<i>Grade III.</i> (Officers below the rank of Lieutenant-Commander and Major, R.M. (except those Captains and Lieutenants, R.M., included in Grade II above); Senior W.R.N.S. Officer in B.A.D.)	10.00	8.00	10.00	8.00	9.00	7.00
<i>Grade V.</i> (Other W.R.N.S. Officers.)	8.00	6.00	8.00	6.00	8.00	6.00
<i>Grade VI.</i> (Ratings, male and female.)	7.00	5.00	7.00	5.00	7.00	5.00

(b) Elsewhere in the United States

	Married		Single	
	First 28 days	Thereafter	First 28 days	Thereafter
<i>Grade I.</i> (Heads and Deputy Heads of Missions if of rank of Rear-Admiral and above).	\$ *12·50	\$ *10·00	\$ 11·50	\$ 9·00
<i>Grade II.</i> (Captains, Commanders, Lieutenant-Commanders, Majors, R.M., and Captains and Lieutenants, R.M., on completing 12 years from date of entry, and other Senior Officers not included above.)	*10·00	*8·00	9·50	7·50
<i>Grade III.</i> (Officers below the rank of Lieutenant-Commander and Major, R.M. (except those Captains and Lieutenants, R.M., included in Grade II above); Senior W.R.N.S. Officer in B.A.D.).	*9·50	*7·50	9·00	7·00
<i>Grade V.</i> (Other W.R.N.S. Officers) ...	8·00	6·00	8·00	6·00
<i>Grade VI.</i> (Ratings, male and female) ...	7·00	5·00	7·00	5·00

* *Note.*—These rates are payable irrespective of place of residence of wife and family.

§§ Baltimore, Md. Berkeley, Calif.; Bethpage, L.I.; Boston, Mass.; Bridgeport, Conn.; Buffalo, N.Y.; Charleston, S.C.; Chester, Pa.; Chicago, Ill.; Cincinnati, Ohio; Cleveland, Ohio; Columbus, Ohio; Dayton, Ohio; Detroit, Mich.; Fort Worth, Texas; Hatboro, Pa.; Jersey City, N.J.; Linden, N.J.; Long Beach, Calif.; Los Angeles, Calif.; Manchester, N.H.; Memphis, Tenn.; Mesa, Ariz.; Milwaukee, Wisc.; Minneapolis, Minn.; Newark, N.J.; Newport, R.I.; New York, N.Y.; Norfolk, Va.; Philadelphia, Pa.; Phoenix, Ariz.; Pittsburgh, Pa.; Portland, Me.; Portland, Ore.; Roosevelt Field, Mineola, L.I.; St. Louis, Mo.; San Diego, Calif.; San Francisco, Calif.; Scranton, N.J.; Seattle, Wash.; Trenton, N.J.; Washington, D.C.

4. *Marriage allowance under the normal conditions is payable in addition to the above quoted married rates of Mission Allowance.* Should a married officer entitled to come under the Marriage Allowance scheme be debarred for any reason from receiving Marriage Allowance he will automatically be debarred from receiving married rates of Mission Allowance.

The married rates of Mission Allowance set out in the preceding paragraphs, should not be paid if both husband and wife are receiving Mission Allowance in the United States. In such cases, until further notice, allowances should be issued which do not exceed the combined single rates appropriate to the respective grades of the husband and of the wife. An officer whose wife is in the employ of a British Mission in the United States, but is not in receipt of Mission Allowance, may, however, draw, or continue to draw, until further notice, the appropriate married rate of Mission Allowance.

5. *If either accommodation or victualling is provided* the above rates should be reduced by one half.

6. *If both accommodation and victualling are provided* allowances are payable in accordance with paragraphs 21–28.

Travelling Allowances, i.e., Subsistence

7. *Permanent Mission Personnel.*—Travelling (Subsistence) Allowance is payable in addition to Mission Allowance to permanent Mission personnel when travelling on duty and when accommodation is necessarily retained at their permanent headquarters. This allowance is not intended for issue for extended periods; whenever possible, consideration will be given in advance whether the retention of lodgings at permanent headquarters is actually essential. Except in special circumstances, the allowance will not be issued to single officers or to married but unaccompanied officers for periods exceeding 28 days. Any extension will be subject to the approval of the British Admiralty Maintenance and Supply Representative. In this connection it should be noted that accommodation cannot be regarded as necessarily retained merely because housing accommodation is difficult in the permanent headquarters area, but where this condition does obtain, consideration will be given to the payment of a special allowance, taking into account the cost of the accommodation retained, but not exceeding one half of the normal Mission Allowance. Where accommodation at the permanent headquarters is surrendered whilst travelling, Travelling (Subsistence) Allowance will not be payable, but permanent Mission personnel will receive the same allowances as temporary Mission personnel.

Rates of Travelling Allowance (i.e. Subsistence)

	(Rate I) First 8 nights in one place	(Rate II) Next 20 nights in one place	(Rate III) After 28 nights in one place	*(Rate IV) Daily rate
	\$	\$	\$	\$
Lieutenant-Commanders and above	8·00	6·40	4·00	2·67
Lieutenants and below	} 6·00	4·80	3·00	2·00
W.R.N.S. Officers				
Ratings, male and female	4·00	3·50	2·00	1·33

* Rate IV will be payable in respect of periods of travel on duty involving absences in excess of 10 hours but not overnight, or involving a broken period of absence over 10 hours beyond a full period or periods of 24 hours.

Periods of absence on duty from a traveller's temporary headquarters are not to be regarded as breaking continuity and thus warranting the recommencement of the maximum rate of Travelling (Subsistence) Allowance on return to the temporary headquarters unless the period of such absence is 14 nights or more. However, where absence on duty from temporary headquarters has resulted in the issue of Rate III, the cost of retaining lodging at the temporary headquarters may be claimed within a maximum of one-third of the maximum rate of Travelling Allowance.

Sleeper accommodation for rail journeys

Where sleeper accommodation is provided at public expense, the maximum rate of Travelling (Subsistence) Allowance is reduced by one-half if the journey lasts less than 16 hours or by one third if the journey lasts 16 hours or more.

The class of sleeper accommodation allowed is as follows:—

<i>Heads of Missions</i>	Bedroom.
<i>Lieutenant-Commanders and above</i>	Roomette and Duplex.
<i>Lieutenants and below</i>	Lower berth.
<i>All others</i>	Upper or lower berth.

Higher classes of sleeper accommodation will not be allowed without a certificate that the prescribed class of sleeper accommodation was not available.

8. The nightly rate of Travelling (Subsistence) Allowance (Rate I), given in paragraph 7 above is not issuable in respect of air travel. If a journey by air involves, or is part of, an absence of over ten, but less than 16 hours, the daily rate (Rate IV) may be paid. If the journey by air involves, or is part of, an absence of 16 hours or more, one-half the nightly rate (Rate I) may be paid.

Personnel returning to U.K. on Temporary Duty

9. Married officers and ratings whose wives are with them, in the United States will receive the compensatory allowances to which they are entitled under normal Naval regulations, together with Mission Allowance less one dollar a day if establishment is maintained. If establishment is not maintained, cases are to be referred individually to the British Admiralty Maintenance and Supply Representative.

10. Single officers and ratings, and married officers and ratings whose wives are not with them in the United States will be similarly treated as regards allowances in the U.K. They may also be repaid the actual cost of furnished accommodation within half Mission Allowance, but only if the British Admiralty Maintenance and Supply Representative is satisfied that accommodation is necessarily retained.

The absence from North America of an officer who remains on the establishment of a British Mission in the United States and expects to return to duty with that mission should not normally be regarded as breaking the continuity of service in the United States for Mission Allowance purposes, and so warranting recommencement of the higher rate of Mission Allowance. The British Admiralty Maintenance and Supply Representative may, however, at his discretion authorize the issue of the higher rate of Mission Allowance on the officer's return to the United States, in any exceptional case where the officer can show that he has been put to particularly heavy expense, amounting to hardship, by reason of the length of his absence and consequent difficulty in finding fresh accommodation. In no case should the higher rate be authorized where an allowance has been granted in respect of the necessary retention of accommodation in the United States during the period of absence.

Personnel on short term visits to the United States (Temporary Mission Personnel)

11. Personnel whose visits to the United States are not expected to exceed three months and who are required to make their own arrangements for accommodation and victualling, including Commodores of Convoy, should receive the following rates of Mission Allowance:—

	First 28 days in any one place	Thereafter
<i>Grade I.</i> (Heads and Deputy Heads of Missions if of rank of Rear-Admiral and above.)	\$ 13.50	\$ 11.00
<i>Grade II.</i> (Captains, Commanders, Lieutenant-Commanders, Majors, R.M., Captains and Lieutenants, R.M., on completing 12 years from the date of entry, and other Senior Officers not included above.)	11.00	9.00
<i>Grade III.</i> (Officers below the rank of Lieutenant-Commander and Major, R.M. (except those Captains and Lieutenants, R.M., included in Grade II above); Senior W.R.N.S. Officer in B.A.D.)	10.00	8.00
<i>Grade V.</i> (other W.R.N.S. Officers)	8.00	6.00
<i>Grade VI.</i> (Ratings, male and female).	7.00	5.00

For periods of nine hours or more but not absent the night one-half these rates will be payable; for periods of over five but under nine hours, one-fifth.

12. Travelling (Subsistence) Allowance will not be payable in addition to Mission Allowance and where sleeper accommodation is provided at public expense Mission Allowance will be reduced by one-half if the journey lasts less than 16 hours and by one-third if the journey lasts 16 hours or more. For air journeys see paragraph 8.

13. If a short term visit eventually extends over three months, the continuance of the above arrangement is to be submitted to the British Admiralty Maintenance and Supply Representative for approval, the Admiralty being informed in due course of the decision.

Personnel in Hospital

14. When personnel are admitted to hospital Mission Allowance may be continued under the following conditions:—

- (a) Married officers and ratings whose wives are with them in the United States may receive three-quarters Mission Allowance if establishment is maintained. If establishment is not maintained, cases are to be referred individually to the British Admiralty Maintenance and Supply Representative.
- (b) Single officers and ratings, and married officers and ratings whose wives are not with them in the United States, may be repaid the actual cost of furnished accommodation within half Mission Allowance, but only if the British Maintenance and Supply Representative is satisfied that accommodation is necessarily retained.

They may receive concurrently Special U.S. Shore Allowance at the following rates:—

All officers ...	50 cents a day.	} Tax-free.
Ratings ...	50 cents a day for first 30 days and 25 cents a day thereafter.	

15. Personnel admitted to hospital suffering from diseases due to their own fault:—

<i>Officers</i> ...	Special U.S. Shore Allowance should be withheld.
<i>Ratings</i> ...	Special U.S. Shore Allowance should not be withheld, but where appropriate under K.R. & A.I., Article 1585, hospital stoppages should be imposed.

Part II.—Non-mission Personnel

16. *Personnel standing by or on detached duty from ships refitting, converting and building.*—The scale of special tax-free compensatory allowances for the above personnel when required to reside on shore or to travel on detached duty in the United States is payable in local currency, as follows:—

Category A.—Personnel living on shore on a continuous basis, who are liable for the cost of accommodation and all meals will receive Category B rates for the first 14 days and thereafter at the following rates:—

Lieutenant-Commanders and above ...	\$7.00 a day
Lieutenants and junior officers ...	\$6.50 a day
Ratings ...	\$4.00 a day

Note.—Officers and ratings are not to be placed on the Category A rate, which corresponds to Lodging and Provision Allowance, without the approval of the British Admiralty Maintenance and Supply Representative. Form S.1297 or an adaptation thereof should be used (see K.R. & A.I., Article 1668), and the credit made in the ledger.

Travelling.—Personnel in Category A who have necessarily to travel on duty away from their Headquarters for short periods will not be paid any extra travelling allowance but may receive the higher rates of Category B for the period of such absence in accordance with the principle of K.R. & A.I., Article 1666, paragraph 6. The difference is to be paid on Form S.542.

If the officer or rating certifies that he necessarily retained and paid for permanent lodgings during the period of the journey, the rate of Special Allowance need not be reduced to Category C for nights on which sleeping accommodation is provided.

Category B.—The following rates are for personnel during the first 14 days of a protracted stay in the same place and for personnel making casual duty stays or journeys ashore, involving them in expense for accommodation and all meals :—

Lieutenant-Commanders and above	... ..	\$8.00 a day
Lieutenants and junior officers	... ..	\$7.50 a day
Ratings	... ..	\$4.50 a day

After 14 days in the same place *Category A* rates apply.

Category C.—For a day and night spent travelling on duty for which a sleeper has been provided or for a day and a night ashore on duty when no payment has to be made for accommodation :—

Officers	... ..	\$4.00 a day
Ratings	... ..	\$2.50 a day
Ratings (when travelling by rail)	... ..	\$3.25 a day

See also paragraph 8 regarding air travel.

Category D.—For absence from ship on duty of 9 hours or more but not overnight :—

(See K.R. & A.I., Article 1666, paragraph 4.)

Officers	... ..	\$2.50
Ratings	... ..	\$1.75

See also paragraph 8 regarding air travel.

Category E.—For absence from ship on duty for over 5 hours but under 9 hours :—

Officers	... ..	\$1.75
Ratings	... ..	\$1.25

See also paragraph 8 regarding air travel.

Category F.—Personnel accommodated ashore in U.S. establishments with cooking facilities but not victualled :—

Officers	... ..	\$1.25
Ratings	... ..	\$ .55

Category G.—Personnel accommodated ashore in U.S. establishments where no communal feeding is possible :—

Officers	... ..	\$2.50 a day
Ratings	... ..	\$1.75 a day

Category H.—Ratings required to take casual meals away from their ships, and not eligible for allowances under Categories D or E, may receive meal allowances as follows if other arrangements cannot be made :—

Dinner or supper	... ..	55 cents
Breakfast	... ..	35 cents
Tea	... ..	20 cents

Where it is possible to provide bag meals this should be done. No allowance will then be payable. Payment is to be made on a Cash Account Voucher, certified by the Commanding Officer ordering the duty.

17. Where a full day's allowance is paid under Categories A, B or C the extra allowance in paragraph 21 is not payable.

18. The foregoing rates are not applicable to absences on leave, for which Provision or Leave Allowance is payable. Officers and ratings in receipt of *Category A* rates may continue to draw them for short leave periods only (i.e., under 48 hours—or 72 hours when week-end leave is given).

19. Provision or Leave Allowance is not payable concurrently with any of the foregoing rates.

20. *Hospital cases.*—When personnel in receipt of special compensatory allowances under paragraph 16, Categories A or B, are admitted to hospital, payment should be reduced to the actual cost of furnished accommodation necessarily retained up to one half of the total allowance, plus special U.S. Shore Allowance as in paragraph 14 above.

21. *Personnel accommodated in ships refitting.*—Towards the expense of shore-going, special "refit" allowances have been approved as follows for officers and men in ships refitting in the United States :—

All officers	\$1.00 a day	} Tax-free
All ratings	\$.50 a day	

22. These allowances are payable, on the certificate of the Commanding Officer, for each day during which the ship remains in a U.S. port, and should be credited on the ledger. They should be regarded as "Service" or "Daily" rate of pay when interpreting K.R. & A.I., Article 566, Clause 4, or 578, Clause 6. They are not to be regarded as "service" or "daily" rate of pay for comparison with Civil Pay under A.F.O. 1195/40, paragraph 8. They should not be taken into account when computing mulets, but should not be paid for periods during which No. 12 punishment is awarded, nor for days on which a rating is checked to absence.

23. In the case of ratings admitted to hospital they should be continued in full up to 30 days, and thereafter reduced by one-half. In the case of officers they should be reduced by one-half from date of admission to hospital.

24. They should be withheld from officers admitted to hospital suffering from diseases due to circumstances within their control. The allowances should not be withheld from ratings in these circumstances but where appropriate under K.R. & A.I., 1585, hospital stoppages should be imposed.

25. They may be continued during periods of leave (including sick leave) in the United States. If leave is taken in Canada or Newfoundland, they should be replaced by allowances at the following rates (except in the case of Canadian Naval personnel on leave in Canada and Newfoundland) :—

All officers	... ..	4d. 9d a day
C.P.Os. and P.Os.	... ..	1s. 9d. a day
Other ratings	... ..	1s. 6d. a day

26. They are not payable concurrently with full daily compensatory allowances under Categories A, B, or C of paragraph 16, but may be paid concurrently with allowances under Categories D, E, F, G and H.

27. Leave Allowance (as well as the Special Allowance payable under A.F.O. 5834/43 to Newfoundland personnel on leave) is payable in addition under the usual conditions.

28. The above special "refit" allowances are payable under similar conditions to the following personnel :—

- (i) Officers and men on agreement T.124 and variants.
- (ii) Canteen staffs. (In accordance with instructions issued to Canteen Managers from N.A.A.F.I. Headquarters.)
- (iii) Officers and men of the R.A.F. Any payments to such personnel should be made through the Cash Account.
- (iv) D.E.M.S. personnel on R.N. rates of pay.
- (v) Dominion and Colonial personnel including R.C.N.V.R. lent to R.N. (but see paragraph 25 as regards Canadian Naval personnel).

29. *Personnel Accommodated and Victualled Ashore.*—Special Shore Allowances at the rates and under the conditions of paragraphs 21–28 may be paid to all personnel, including D.E.M.S. personnel, on R.N. rates of pay, employed on shore in the United States, and not in receipt of full daily compensatory allowances (see paragraph 26). Cadets under training at Pensacola, however, should receive 50 cents a day only, together with Difference of Mess Subscription.

30. *Personnel of H.M. Ships based on North America or in ports in certain U.S. possessions or in Canal Zone.*—Special Shoregoing Allowances at the rates and under the conditions of paragraphs 21–28 may be paid—

(i) to personnel of H.M. Ships :

- (a) based on North America ;
 - (b) based on U.S. possessions† outside the area in which Japanese Campaign Pay and Far East Allowance are payable ;
 - (c) on passage through the Panama Canal ;
- for days on which leave is given in ports in these areas, and

- (ii) continuously to §D.E.M.S. personnel on R.N. rates of pay and W.R.N.S. personnel employed on coding and cypher duties in troop transports, while their ships are in U.S. ports.

† Special Shoregoing Allowances are however payable at Pearl Harbour.

§ *Note*.—The payment of this allowance to D.E.M.S. personnel whilst actually embarked in D.E.M. ships should be made only by the Master of the ship, who will enter the payment separately in the paybook of the officer or man concerned, and recover the amounts paid from the Accountant Officer, H.M.S. "President III" through the owners.

31. Men recovered from desertion are not eligible to receive shoregoing allowance during the period between their release from detention and the date of joining a sea-going ship.

Personnel on short visits to the United States

32. *Officers*.—Mission Allowances under the conditions of paragraphs 11–13 will be payable to all officers whose visits are not expected to exceed three months, except the following:—

- (i) Officers of ships refitting, converting and building.
- (ii) Officers sent to the U.S. specifically for courses, who will receive allowances under paragraph 16.

33. *Ratings*.—(i) Of ships refitting, converting and building.

(ii) Ratings sent to the United States specifically for courses, will receive allowances in accordance with paragraph 16.

(iii) Other ratings should either be accommodated and victualled as a direct charge to Public funds under A.F.O. 1240/32, receiving in addition the Special Shore Allowance referred to in paragraph 28, or should receive subsistence allowance at 15s' a day.

(A.F.Os. 1240/32, 1195/40, 407/41 and 5834/43.)

3844.—Accounting Base, Freetown

(M.06905/45.—19 Jul. 1945.)

Former tenders to "Philoctetes" were transferred to "Philoctetes II" in March, 1944. These ships' accounts have now been transferred to the books of "Eland", for which Base Supply Officer, Freetown, is responsible. No signals or correspondence about pay documents of former tenders should be sent to "Philoctetes"

3845.—H.M. Permanent Ferry Carriers—Complement Amendment

(N. 18798/45.—19 Jul. 1945.)

The following amendment is to be made to the Scheme of Complement of H.M. Permanent Ferry Carriers, issued with Admiralty Letter N./A.O.D. 411/44 of 22nd March, 1945:—

Add: (f) 15 A.B. or Ord. Smn.
1 Ldg. Signalman
2 Ord. Signalman
2 Ldg. Telegraphist
2 Telegraphist
1 Ord. Telegraphist
1 Coder

(f) In vessels working with the United States Navy, *add* 5 A.B. or Ord. Smn.

***3846.—Duty-free Concession for Gift Parcels sent to the United Kingdom by Personnel in H.M. Forces Overseas**

(N.L. 11008/45.—19 Jul. 1945.)

All ranks of H.M. forces overseas are now permitted to send to the United Kingdom gift parcels free of duty, subject to an annual limit of £12 in value, and providing the parcels are pre-paid at the usual postal rates and bear the appropriate concession label (A.F.W. 5192). The concession is limited to articles purchased and posted abroad. "Value" for the purpose of this concession is the value declared by the sender (i.e., the price paid for the article).

2. Such parcels must not weigh more than 5 lb. (including packing), or contain:—

- (a) drinkable spirits;
- (b) more than $\frac{1}{2}$ lb. total weight of tobacco including cigars and cigarettes (200 cigarettes or 50 cigars equals $\frac{1}{2}$ lb.) or Service tobacco or any tobacco marked "H.M. Ships Only";
- (c) more than half pint of scent;
- (d) more than 2 lb. of any one foodstuff;
- (e) N.A.A.F.I. Stores, other than those of local origin.

3. Parcels may be sent as letter packets and registered if so desired. In such cases normal letter postage and registration fee will be payable and the letter packet must be within the maximum weight of 4 lb. permitted in letter post.

4. It has been approved that the minimum unit value of official customs declaration labels (A.F.W. 5192), should be 10s. each and that the maximum value of the parcels which may be sent per annum by any one individual should be restricted to £12. The customs declaration labels will be issued in denominations of £8 (Yellow), £6 (Red), £4 (Green), £2 (White), 10s. (Blue). Supplies of these labels are to be obtained through the local British Military Authority. In Canada, Australia and New Zealand, the customs declaration labels are to be obtained from the Military or Army headquarters at Ottawa, Canberra, and Wellington respectively.

5. One or more ten-shilling blue labels may be used with other denominations for intermediate values from 10s. up to the £12 annual limit. Not more than 24 parcels may be sent per annum by any one individual under this concession.

6. The officer authorizing the issue must sign each label and insert the name of the individual to whom it is issued. The label must also be signed and dated by the sender. Pending issue of the new 10s. labels, all alterations to existing A.F.W. 5192 must be initialled by the issuing officer.

7. The parcels will be released in the United Kingdom free of customs duty (including purchase tax) and without import licence. They will, however, be subject to customs examination. *Parcels not bearing the concession label (A.F.W. 5192) and parcels contravening the restrictions set out in paragraph 2, will be charged full rates of customs duty.*

8. This concession applies to all personnel including Women's Auxiliary Services of Navy, Army and Air Force and Dominion, Colonial and Allied personnel serving with H.M. forces overseas, and in no way limits the number of ordinary non-concession gift parcels which may be dispatched.

9. All practicable steps should be taken to prevent abuse of this concession, details of which should be published in local orders.

(Admiralty General Messages 052014A/Feb., 242028A/Jan., 181744A/Jan. are cancelled.)

(A.F.O. 2682/43 is cancelled.)

3847.—Summary Punishment—Stoppage of Leave whilst undergoing

(N.L. 8061/45.—19 Jul. 1945.)

The amendment to K.R. and A.I. Article 582 promulgated in K.R. Amendments 2/45 and the reference to this article and to No. 16 Punishment in A.F.O. 1260/45 are cancelled.

2. The amendment to K.R. and A.I. will be deleted in due course.

(K.R. and A.I. Article 582.)

(A.F.O. 1260/45.)

3848.—Summary Punishment No. 8—Reduction to Second Class for Conduct

(N.L. 8093/44.—19 Jul. 1945.)

The amendments to K.R. and A.I. consequent on the modification of Summary Punishment No. 8 (Reduction to Second Class for Conduct) are being promulgated in K.R. Amendment 2/45.

2. Particular attention is drawn to the amendments to Articles 572 and 573 which give commanding officers discretion to restore a rating (if otherwise eligible) to the first class for leave at the same time as he is restored to the first class for conduct.

3. It is emphasized that the punishment has been modified primarily to provide a punishment which does not involve loss of the offender's services in a sea-going ship. It should not be awarded in conjunction with a sentence of cells, detention or imprisonment unless the circumstances are exceptional. Further Their Lordships regard the punishment as an unsuitable one for men in shore establishments.

4. For the period of the war the following modifications additional to those incorporated in K.R. and A.I. will continue to apply.

(a) In addition to the offences shown in Article 566, Clause 1, reduction to the second class for conduct may be awarded for any of the offences specified in Article 552, Clause 1, not already provided for in the former article, and serious leave-breaking offences, but for award of the punishment in respect of these additional offences commanding officers are, when in the presence of a Commander-in-Chief or Senior Officer, to obtain his approval.

(b) The punishment may be awarded to Chief Petty Officers, Petty Officers and Leading ratings who cannot be disgraced and have been, or are concurrently being, deprived of any good conduct, good service or war service badges held. The penalties stated in K.R. and A.I. Articles 566, Clause 3, relating to employment on special or isolated duties and extra drill, will not be imposed on such personnel, but the other penalties laid down for this punishment are to be enforced and the ratings may be directed to report themselves periodically to an appropriate authority, but are not to muster with other men under punishment.

(K.R. and A.I. Articles 552, 566, 572 and 573.)

(A.F.Os. 3393/43, 3681/43, 5702/43, 1072/44 and 4596/44 are cancelled.)

3849.—Arrangements for the Allocation, Despatch, Accommodation and Administration of Naval Drafts in H.M. Transports, etc.

(N. 19491/44.—19 Jul. 1945.)

The following amendment should be made to paragraph 18 of A.F.O. 2832/45. Delete from "Commander-in-Chief, East Indies" to end of paragraph. Insert:—

Commander-in-Chief, East Indies ... (a) Captain (S/M) V (Drafting) (for Submarine ratings).
 (b) Flag Officer (Air), East Indies (for F.A.A. ratings).
 (c) Senior Officer, R.N. Establishments (India) (for C.O. ratings).
 (d) Commander-in-Chief, East Indies (for all other ratings and Wrens).
 Commander-in-Chief, British Pacific Fleet Vice-Admiral (Q), Melbourne, and Commodore, R.N. Barracks, Sydney.

All ratings detailed for the East Indies Station should be appropriated for disposal as follows:—

- Submarine ratings as directed by Captain (S/M) V, (Drafting).
- F.A.A. ratings to "Bherunda" except ratings for Naval Air Stations in East Africa, who should continue to be drafted to "Tana".
- Combined Operations ratings to H.M.S. "Braganza".
- Ratings (including Wrens) for specific commitments to appropriate base ship for that commitment.
- Wrens ratings to "Lanka I".
- All other ratings to "Mayina".
- Royal Marines (Pool ratings) to "Highflyer".

(A.F.O. 2832/45.)

3850.—Radio Mechanics—Drafting to Shore Establishments

(N/R.E. 03273/44.—19 Jul. 1945.)

Consequent on the reclassification of radio mechanics detailed in A.F.O. 1550/45, drafting authorities may be in doubt as to the correct categories of radio mechanics to be drafted to shore establishments for which the authorized complements were issued prior to the date of the above Admiralty Fleet Order.

2. Until such time as complements may be amended, radio mechanics are to be drafted by categories to shore establishments as follows:—

- For Radar work (e.g., staffs of Port Radar officers)—category (R).
- For W/T work (e.g., staffs of Port W/T officers, W/T and "Y" stations)—category (W/T).
- Radio mechanics (WR) may be employed ashore:—
 - in lieu of radio mechanics (R);
 - in lieu of radio mechanics (W/T), if the work concerns small ships' W/T equipment (or its equivalent).

Paragraph (c) is applicable only:—

- when radio mechanics of the (R) or (W/T) category, are not available, or
- to shore establishments where the work, involving both Radar and W/T, only justifies a total of one radio mechanic.

3. Commanding Officers of establishments concerned are to forward to the drafting authority (if at home, Commodore, R.N. Barracks, Portsmouth: if abroad, the appropriate local drafting authority) such information as may be necessary to enable them to provide the correct category of radio mechanics when those now borne become due for relief.

4. This order does not authorize any increase in the total number of radio mechanics borne; nor is it intended to imply that those now borne shall be relieved before they are otherwise due.

5. Where approved, W.R.N.S. radio mechanics (RR) and (WM) may be drafted in lieu of radio mechanics (R) and (W/T) respectively.

6. Complements of ships are given in A.F.O. 3298/45.

(A.F.Os. 1550/45 and 3298/45.)

(A.F.O. 3304/45 is cancelled.)

*3851.—Correspondence Courses—Facilities for Dispensing Opticians

(N. 18369/45.—19 Jul. 1945.)

The Council of the Association of Dispensing Opticians has arranged a series of correspondence courses designed to prepare students for the Preliminary and Final Examinations of the Association, the Preliminary taking one year and the Final two years. The courses commence in October.

A special revision course is also conducted during the summer months for those who intend to take the October Examination.

Students who are weak in Mathematics are advised to take the special Mathematics Course before the Preliminary Dispensing Course. This course extends over one year.

2. Members of the Association should write to the Secretary for details of the conditions under which courses are provided and the fees which are charged.

3. The Council of the Association has conceded that non-members serving in H.M. Forces may take the courses. The fees, payable in advance, are as follows:—

Preliminary Dispensing	} £5 5s. 0d. for each course.
First Year Final Dispensing	
Second Year Final Dispensing	
Mathematics	
Summer Revision Course ... ..		£3 3s. 0d.

4. A specimen application form is given in the Appendix.

5. The Examinations of the Association are held in June, and also, if necessary, in October. The examination fees for all entrants are:—

Preliminary Examination	£1 10s. 0d.
Final Examination	£1 5s. 0d. for each part.

Appendix

Application for Admission to Correspondence Course

To be returned, not later than 15th July† or 15th October, to:

The Secretary,
Association of Dispensing Opticians, Ltd.,
1A, Henrietta Place, Cavendish Square,
London, W.1.

* I wish to take the following Correspondence Course:—

Preliminary Dispensing
Final Dispensing (1st year)
Final Dispensing (2nd year)
Mathematics
†Summer Dispensing Revision

and, for the guidance of the instructor, give the following particulars of my education.

School education

(such as secondary school, matriculation, etc.)

Optical education

(e.g. Northampton Polytechnic evening classes for four years. F.S.M.C., 1930).

Name (in full).....

Age (in full)..... Are you a member
of the Association?.....

Official postal address.....

I enclose herewith the sum of.....in payment
of the fee for the course.

Signature.....

Date.....

* Delete those not applicable.

(A.F.O. 6665/44.)

3852.—R.N. Supply and Secretariat School (H.M.S. "Demetrius") (C.W. 20975/45.—19 Jul. 1945.)

The R.N. Supply and Secretariat School is H.M.S. "Demetrius", at Wetherby, Yorkshire.

2. A Captain (S) is appointed in charge of the school and has authority to communicate direct as may be necessary in connection with matters affecting the establishment.

3. The administrative authority of the establishment is the Flag Officer-in-Charge, Humber.

4. The Captain (S)-in-Charge has authority under K.R. & A.I., Article 173, to have under his orders all officers and men serving in the establishment. He has been delegated in writing the full powers of a Commanding Officer of one of H.M. ships to award all summary punishments authorized in K.R. & A.I., Article 540, Table II, except dismissal with disgrace and dismissal from H.M. Service, to all ratings borne for duty in H.M.S. "Demetrius"; but proposals to award punishments requiring warrants, not requiring approval of a Flag Officer, are to be forwarded for approval to the Commanding Officer of H.M.S. "Demetrius" (who is also Chief of Staff to Flag Officer-in-Charge, Humber). Warrants requiring a Flag Officer's approval are to be sent to the Flag Officer-in-Charge, Humber, in the normal way.

5. The establishment carries its own accounts.

6. The R.N. Supply and Secretariat School is the official authority for the preparation and revision of text books and manuals concerning the Supply and Secretariat Branch (subject to Admiralty approval in each case of a proposed new or revised book) and suggestions may be forwarded direct to the Captain (S)-in-Charge with a copy to the Director-General, Supply and Secretariat Branch, Admiralty.

7. Correspondence is to be directed as follows:—

Captain (S)-in-Charge,
H.M.S. "Demetrius",
R.N. Supply and Secretariat School,
Wetherby,
Yorks.

8. The telephone number is Wetherby (Leeds) 375.

(A.F.O. 3953/44 is cancelled.)

3853.—Applications for, and Results of, Professional Examinations for Advancement in Rating

(N. 18856/45.—19 Jul. 1945.)

In future the following forms are again to be rendered in duplicate:—

S.441.—Application for, and result of, professional examination for Seaman Petty Officer and Leading Seaman.

S.442.—Application for examination (other than Seaman or Sick Berth branch).

S.1236.—Application for examination for Sick Berth Chief Petty Officer.

S.1237.—Application for examination for other Sick Berth ratings.

2. On successful completion of the examination, one copy of the appropriate form is to be given to the man and the other forwarded to his depot. For men who fail, one copy is to be retained with the service certificate for future reference, the other copy being destroyed.

3. In the case of combined operations personnel, all forms S.441 and S.442 are to be prepared in triplicate. Where a candidate is successful, one copy of the form is to be forwarded to "Copra" (Pay), another handed to the man, and the third forwarded to his depot. Should a rating fail, one copy of the form is to be kept with the true copy of his service certificate and the remaining forms destroyed.

4. B.R.1066 is being amended.

(B.R. 1066.)

(A.F.O. 2988/45 is cancelled.)

3854.—Film "Modern Rugger" (Serial Number E.615)

(N.T. 5381/44.—19 Jul. 1945.)

The film entitled "Modern Rugger", produced by the Rugby Football Union, is now available and copies will be issued without demand to the following Instructional Film Libraries:—

	No. of copies	
	35-mm.	16-mm.
Rosyth	1	1
Greenock	1	1
Liverpool	1	1
Chatham	1	1
Portsmouth	1	1
Devonport	1	1
London	1	1
Malta	1	1
Alexandria	1	1
Bombay	1	1
Colombo	1	1
Trincomalee	1	1
Sydney	2	2

2. Application for the loan of copies of this film should be made to Instructional Film Libraries in accordance with A.F.O. 5377/44, paragraphs 107 and 108.

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

3855.—R.N. Fire Force

(N./D.P.S. 578/45.—19 Jul. 1945.)

The following *amendments* are to be made to A.F.O. 1397/45 dealing with the R.N. Fire Force :—

Paragraph 2. *After* the words "Marine Establishments" *add* "and Naval Air Stations".

Paragraph 21. *Delete* the words in brackets.

Paragraph 22. *Cancel* the first sentence and *substitute* "Fire Parties and Crash Tender Crews at Naval Air Stations will be composed of Seamen (A.H.) ratings, but until sufficient numbers of these ratings are qualified, Stoker (F.F.) ratings are to be borne in lieu. These latter ratings will be drafted by the Commodore, Royal Naval Barracks, Devonport (in collaboration, where necessary, with the Commodore, Royal Naval Barracks, Lee) to Eastleigh, where they will undergo specialized training.

Appendix 1. *Delete* words from "at Royal Naval Air Stations" to the end.

(A.F.O. 1397/45 and 3842/45.)

3856.—H.M.S. "Exmouth"—Disposal of "The 'Exmouth' and Minesweepers Canteen Fund" and the "Sports Fund"

(P.M. 2240/45.—19 Jul. 1945.)

(Included in Notice Boards Issue only.)

3857.—H.M.S. "Varbel"—Disposal of Ship's Fund and W.R.N.S. Ship's Fund

(P.M./D.N.A. 1601/45.—19 Jul. 1945.)

(Included in Notice Boards Issue only.)

3858.—Manpower—Reallocation—Invaliding Procedure, to Come into Operation with the Release and Dispersal Plan on 18th June, 1945—Amendment No. 1 to A.F.O. 2834/45.

(P.M. 3679/44.—19 Jul. 1945.)

The following *amendments* are to be made to A.F.O. 2834/45 :—

Delete paragraph 2 and *substitute* :—

2. *Disposal of invaliding documents*

Ratings.—Invaliding documents are to be disposed of as follows :—

(A) *By establishments authorized to carry out final invaliding procedure* (see Appendix)

R.N. ...	... } To Ministry of Pensions Liaison Officer, c/o D.N.A.,
R.M. ...	... } Bath, except Forms M.168 and U.I.3X.S. (see this
W.R.N.S. ...	... } paragraph)
T.124X ...	... H.M.S. "Mersey"
T.124T ...	... C.R.T.B. "Campbeltown"
Cablesnip ...	... H.M.S. "Ubiquity"
V.A.Ds... ..	... To Medical Director-General

Immediately after final survey, the invaliding establishment is to send notification of the date on which the rating is dispersed from hospital, or establishment concerned, on his final leave and of the number of days foreign service leave due, as follows :—

Original.—For all ratings, to Supply Officer or depot closing the rating's account, Form U.I.3X.S. and M.168 should accompany this communication in every case.

Duplicate.—For R.N., R.M. and W.R.N.S., to the Ministry of Pensions Liaison Officer, c/o D.N.A., Bath. For T.124X, T.124T, and Cablesnip, to Ministry of Pensions Liaison Officer, c/o Registrar-General of Shipping and Seamen, Llantrisant Road, Llandaff, Cardiff. For V.A.Ds., to the Medical Director-General, Admiralty.

The scale of foreign service leave is seven days for each six months abroad and one day for each month in a broken period of less than six months. The period of foreign service leave or overseas leave to be granted to ratings is to be assessed on the basis of the individual's service documents or such other evidence as is available, a signed declaration by the individual concerned being obtained if necessary.

Naval Canteen Ratings

Foreign service leave due will be assessed by the Naval Canteen Service, Ruxley Towers, Claygate, Surrey, to whom should be forwarded a copy of the notification of date of dispersal on final leave sent to the Commodore, R.N. Barracks, Chatham, for all naval canteen ratings invalidated.

(B) *By establishments authorized to carry out surveys for final invalidings* (i.e. E.M.S. Hospitals, Horton, Park Prewitt, Mount Vernon, R.N.S.Q., Vincent Square, London).

All documents together with a statement of the foreign service leave due should be forwarded to the M.D.G., who will inform the Supply Officer of the ceasing pay date.

4. (c). Line 4. *Read* "sub-paragraphs (a) and (b) above."

Amend paragraph 6 to read :—

"Temporary Certificates of Discharge (S.1559) (Royal Marines, R.111). These should be completed as at present."

Delete paragraph 9 and *substitute* :—

9. Forms and leaflets to be given by the invaliding establishments to ratings invalidated will therefore be as follows :—

- | | |
|--|--|
| (1) Temporary Certificates of Discharge | (S.1559) (Royal Marines R.111). These should be completed as at present. |
| (2) Form for obtaining Civilian Identity and Ration Cards. | S.1588B. |
| (3) For Your Guidance | — |
| (4) Notes for Guidance of Invalids ... | B.R. 1276. |
| (5) Reinstatement in Civil Employment | R.E.1 and R.E.L.2. |
| (6) Instructions regarding Medical Treatment. | S.1600 (S.1274, for Eire and Channel Islands). |
| (7) Railway Warrant to Home ... | D.N.A. 800. |
| (8) Ration Card | R.B. 12 S. |

The forms listed above may be obtained as follows :—

- (1) to (6) from R.N. Store Depot, Park Royal, N.W.10.
- (7) From the Director of Navy Accounts, Branch 2, Northwick Park Hutments, Harrow.
- (8) By all shore depots : From the local food office. By seagoing ships : From the Ministry of Food, Rationing Documents Branch, Hotel Whitehall, Colwyn Bay, Denbighshire.

Delete paragraph 10 and *substitute* :—

10. In the case of officers invalidated the following forms will be sent by the Admiralty :—

- | | |
|---|---|
| (1) Form for obtaining Civilian Identity and Ration Cards. | S.1588A |
| (2) Warrant for Obtaining Civilian Clothing. | S.1075 |
| (3) For your guidance | — |
| (4) Notes for the Guidance of Invalids | B.R.1276 |
| (5) Instructions regarding Medical Treatment (insured officers only). | S.1600 (S.1274 for Eire and Channel Islands). |

Forms R.E.1 and R.E.L.2 are to be given by the invaliding establishment to officers surveyed for invaliding. Ration cards are to be issued by these establishments for a period of 42 days. The Form S.1588A will enable officers to obtain a civilian ration card upon receipt. The provisions of A.F.O. 6255/44 therefore no longer apply.

Paragraph 11 (a). *Substitute* "As from the date of dispersal on final leave".

Paragraph 12 is cancelled.

Paragraph 13 (d), line 3. For "date of survey" *substitute* "date of dispersal on final leave".

Paragraph 14 (a), line 4. *After* "station of entry" *add* "together with any recommendation for medical treatment".

Paragraph 15. *Delete* "R.N. sick quarters, Dartmouth".

(A.F.O. 2834/45.)

(A.F.O. 6255/44 is cancelled.)

***3859.—Manpower—Reallocation—Re-instatement in Civil Employment—Attitude of Employers**

(C.W. 14919/45.—19 Jul. 1945.)

It is known that some "War Only" officers and ratings have received communications from their previous employers on the consequences of volunteering for further service. Some of these communications have not been in accordance with Government decisions, and it is therefore desired to make the matter clear.

2. An individual who volunteers for further service in accordance with the Release Instructions, retains his position under the Re-instatement in Civil Employment Act until such time as he is eventually released. This is made quite clear in the booklet entitled "Release and Resettlement". It must be clearly understood, however, that the continuation of the payment of balance of civil salary or wages is a private matter between individuals and their previous employers and is in no way covered by the Re-instatement in Civil Employment Act.

3. The position of Civil Servants in the Forces has been explained in A.F.O. 3593/45, where it has been made clear that Civil Servants who are allowed to remain in the Forces as volunteers for further service will continue to be eligible for balance of civil pay under the standing rules, in addition to the legal obligation for the preservation of their re-instatement rights under the Re-instatement in Civil Employment Act.

4. Where communications are received which are at variance with the above, officers and ratings are invited to send the communication, or a certified copy, to the Admiralty.

(A.F.O. 3593/45.)

(A.G.M. 56A is cancelled.)

3860.—Manpower—Reallocation—Release of Certain Married W.R.N.S.

(C.W. 44421/45.—19 Jul. 1945.)

Married W.R.N.S. ratings claiming low priority under A.F.O. 892/45, and who are in the rating groups shown below, are to be released in Class A in accordance with B.R. 1281 (1):—

Rating group numbers: 20 to 23 inclusive, 25, 26, 48, 49, 61 to 74 inclusive, 92, 98, 99, 205, 281, 306 to 309 inclusive, 312, 313, 315, 317, 318, 325, 326, 328 to 333 inclusive, 335 to 338 inclusive.

2. Dispersals are to commence on 20th July, 1945.

(B.R. 1281 (1).)

(A.G.M. 73A Home and Abroad is cancelled.)

***3861.—Families Resident in Enemy or Enemy-Occupied Territory or Elsewhere Outside the Sterling Area—Liability of Officer or Rating**

(N. 26084/43.—19 Jul. 1945.)

Enquiries have from time to time been received from Naval personnel as to their precise liability in respect of distress relief payments or cash advances made for maintenance by Consuls of neutral States or through other agencies on behalf of the Foreign Office for the benefit of their families in enemy or enemy-occupied territories or other countries outside the Sterling Area, where credits of special separation grant are being made under A.F.O. 1048/41, or where the officer or rating has elected under the provisions of A.F.O. 1310/43 to be reimbursed (within the limits of marriage allowance) the actual payments he will be called upon to make in the country concerned.

2. Under the Special Separation Grant Scheme the officer allots two-sevenths of his current pay and the rating the normal qualifying rate of allotment for marriage allowance in order to secure the appropriate credit. No further contribution will be expected from the officer or man for the period covered by his participation in this scheme, i.e. if the distress payments made during the period of participation in the Special Separation Grant Scheme exceed the amount standing to his credit under the Special Separation Grant Scheme, the excess will remain as a charge to Crown funds. Where the distress payments do not exceed the special separation grant credit, they will be deducted from the credit when payment of the credit becomes due.

3. If any distress payments have been made before the inception of the Special Separation Grant Scheme, or if for any reason an officer or man has not participated in the scheme and the amount of the distress payments exceeds the amount of marriage allowance for which the officer or man would have been eligible during the period in question, the liability of the officer for repayment to the State will be limited to two-sevenths of his pay and that of the rating to the normal qualifying allotment for marriage allowance purposes. This paragraph also applies to officers and men claiming under A.F.O. 1310/43.

4. Where an officer or man has reason to believe that under the foregoing regulations he may be called upon to make some repayment in respect of distress payments, and where such charges are not likely to be covered by any sums payable under A.F.Os. 1048/41 and 1310/43 he is advised to accumulate a fund from which these claims may be met.

(A.F.Os. 1048/41 and 1310/43.)

***3862.—Ratings on T124. and Similar Agreements—Retention of Uniform on Discharge**

(V/1/5108/45.—19 Jul. 1945.)

Ratings engaged on Admiralty Agreement T.124 and its variants (including the Commissioned Cable Ship Agreement) who have completed not less than three months' service on discharge, may in future retain their naval kit except that the "strictly uniform articles", viz., naval buttons and badges, including cap badges for men not dressed as seamen, and blue jean collars, badges and cap ribbons for men dressed as seamen are to be withdrawn.

(A.F.Os. 1848/40, 3606/40, 3666/43 and 251/44.)

3863.—Honours and Awards—French Navy

(H. & A. 536/45.—19 Jul. 1945.)

The King has been graciously pleased to approve the following awards for gallant and distinguished service in successful patrols in the French Submarine "Curie":

The Distinguished Service Cross

Lieutenant de Vaisseau Pierre Jean Chailley, F.N.

The Distinguished Service Medal

Maitre Mecanician Marc Deboos, 1453.C.33.

Second Maitre Mecanicien Raymond Bouvrande, 4022.C.33.

Mention in Despatches

Enseigne de Vaisseau de 1ere classe Jean-Pierre Bennet, F.N.

Quartier-Maitre Mecanicien Robert Melinat, 5269.C.35.

Quartier-Maitre Torpillent Jean Coron, 540.C.37.

2. These awards will not be gazetted.

*3864.—Honours and Awards—“London Gazette” Supplement of 10th July, 1945

(H. & A.—19 Jul. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

10th July, 1945.

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

To be an Additional Member of the Military Division of the said Most Excellent Order

Temporary Surgeon Lieutenant George Smith, M.B., Ch.B., R.N.V.R., for bravery and great devotion to duty, whilst serving in H.M.S. “Daffodil”, in refusing to leave his ship though seriously wounded himself in order that he might attend to casualties.

ADMIRALTY,

Whitehall.

10th July, 1945.

The KING has been graciously pleased to approve the award of the VICTORIA CROSS for valour to:—

The late Lieutenant-Commander Gerard Broadmead Roope, R.N.

On the 8th April, 1940, H.M.S. “Glowworm” was proceeding alone in heavy weather towards a rendezvous in West Fjord, when she met and engaged two enemy destroyers, scoring at least one hit on them. The enemy broke off the action and headed north, to lead the “Glowworm” on to his supporting forces. The Commanding Officer, whilst correctly appreciating the intentions of the enemy, at once gave chase. The German heavy cruiser, “Admiral Hipper”, was sighted closing the “Glowworm” at high speed and an enemy report was sent which was received by H.M.S. “Renown”. Because of the heavy sea, the “Glowworm” could not shadow the enemy and the Commanding Officer therefore decided to attack with torpedoes and then to close in order to inflict as much damage as possible. Five torpedoes were fired and later the remaining five, but without success. The “Glowworm” was badly hit; one gun was out of action and her speed was much reduced, but with the other three guns still firing she closed and rammed the “Admiral Hipper”. As the “Glowworm” drew away, she opened fire again and scored one hit at a range of 400 yards. The “Glowworm”, badly stove in forward and riddled with enemy fire, heeled over to starboard, and the Commanding Officer gave the order to abandon her. Shortly afterwards she capsized and sank. The “Admiral Hipper” hove-to for at least an hour picking up survivors but the loss of life was heavy, only 31 out of the “Glowworm’s” complement of 149 being saved.

Full information concerning this action has only recently been received and the VICTORIA CROSS is bestowed in recognition of the great valour of the Commanding Officer who, after fighting off a superior force of destroyers, sought out and reported a powerful enemy unit, and then fought his ship to the end against overwhelming odds, finally ramming the enemy with supreme coolness and skill.

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

For great gallantry in H.M.S. “Glowworm’s” last action on 8th April, 1940. H.M.S. “Glowworm” attacked the German heavy cruiser “Admiral Hipper” and, after inflicting damage, was sunk with colours flying.

To be a Companion of the Distinguished Service Order

Lieutenant Robert Archibald Ramsay, R.N.

The Conspicuous Gallantry Medal

Engine Room Artificer Third Class Henry Gregg, P/MX.51369.

Petty Officer Walter Thomas William Scott, P/J.113793.

Able Seaman Reginald Thomas Merritt, P/JX.154145.

ADMIRALTY,
Whitehall,

10th July, 1945.

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

For outstanding courage, coolness and skill in searching out, attacking and sinking an enemy cruiser with a minimum of loss to their own forces:

Bar to the Distinguished Service Order

Captain Manley Lawrence Power, C.B.E., D.S.O., R.N.

The Distinguished Service Cross

Commander (E) Geoffrey Morris Robins, R.N. (Emsworth, Hants.).

Temporary Acting Lieutenant-Commander (A) Michael Trevor Fuller, R.N.V.R. (Burton-on-Trent, Staffs.).

Lieutenant Douglas Millar Harry Stobie, R.N. (Cheltenham, Glos.).

Temporary Sub-Lieutenant (A) Kenneth Crompton, R.N.V.R. (Boothstown, Manchester).

Temporary Sub-Lieutenant (A) Alfred Eric Lansdell, R.N.V.R. (Forest Gate, London, E.7).

Temporary Sub-Lieutenant (A) Frank Cyril Ott, R.N.V.R. (Gravesend, Kent).

The Distinguished Service Medal

Chief Petty Officer (Air) Edward Jutland Watts Sherlock, FAA/FX.77496 (Goring-by-Sea).

Temporary Petty Officer Leonard Gilbert Finch, D/JX.132225 (London).

Acting Petty Officer (Air) Anthony Joseph Traverse, FAA/FX.86720 (St. Helens, Lancs.).

Temporary Stoker Petty Officer Harold Cracknell, D/KX.80625 (Kingham, Devonport).

Temporary Stoker Petty Officer Enoch Davies, D/KX.76292 (Carmarthen, S. Wales).

Ordinary Seaman Norman Francis Poole, D/JX.677828 (Wolverhampton, Staffs.).

For courage, tenacity and devotion to duty whilst serving in H.M. Ships “Pathfinder” and “Phoebe”; H.M. Indian Ships “Narbada”, “Hamla”, “Cauvery”, “Jumna”, “Hathi” and light coastal forces in operations lasting four months, frequently performed under rapidly changing conditions and with difficult lines of communication, on the Arakan Coast:

To be Companions of the Distinguished Service Order

Captain Duncan Codwise Hill, R.N.

Acting Captain Martin Henry St. Leger Nott, O.B.E., R.I.N.

Bar to the Distinguished Service Cross

Commander Ronald Robert Wilson Ashby, D.S.C., R.N.V.R.

Lieutenant-Commander Paul Wilson Clark, D.S.C., R.N.

The Distinguished Service Cross

Commander Rupert Douglas Hughes, R.N.

Commander Hugh Rowley Mount Nicholl, D.S.O., R.N.

Acting Temporary Lieutenant-Commander Herbert Charles Butcher, R.N.V.R. (Addlestone, Surrey).

Acting Lieutenant-Commander Thomas H. L. MacDonald, R.I.N.V.R.

Lieutenant Denis Handcock Mackay, R.N. (Nelson, N.Z.).

Lieutenant Alexander Hughes, R.N.R.

Lieutenant Hugh Charles Grainger Brown, Burma R.N.V.R. (New Delhi).

Temporary Lieutenant Anthony Ivor Lang, R.I.N.V.R.

Temporary Sub-Lieutenant Clarence Maund Cockle, R.I.N.V.R.

Temporary Sub-Lieutenant Terence D. Locke, R.I.N.V.R.

Lieutenant (E) Graeme Grant MacLennan, R.N. (Rugby).

Temporary Lieutenant Leslie Thomas Millard, R.N.V.R.

Temporary Lieutenant John George Weston, R.N.V.R. (London).

Temporary Lieutenant Reginald N. Harris, S.A.N.F.(V) (S. Africa).

Temporary Lieutenant Alexander George Milne, S.A.N.F.(V) (S. Africa).

Temporary Lieutenant Ronald L. J. Williams (Retd.), S.A.N.F.(V) (S. Africa).

Temporary Sub-Lieutenant John Lyon Taylor, R.N.V.R.

Temporary Sub-Lieutenant George David Lord, S.A.N.F.(V) (S. Africa).

The Distinguished Service Medal

Chief Petty Officer Nur Mohd, R.I.N.2901.
 Chief Petty Officer Telegraphist Sher Afzal, 2550.
 Petty Officer Mohammed Akram, 3572.
 Petty Officer Telegraphist Sukhthankar Gopal, R.I.N.4513.
 Petty Officer M.E.III Dady Hirtibhai, 77450.
 Coxswain Hamza Balkote, 3153.
 Leading Seaman Edward William Lynch, S.A.N.F.(V) 67718.
 Leading Seaman Maula Baksh, 101136 (Bombay).
 Leading Seaman Obeidullah, 10028 (Bombay).
 Leading Seaman Ohn Shein, 683, Burma R.N.V.R.
 Leading Telegraphist David Nicholson Miller, C/SSX.30683.
 Leading Telegraphist Frederick Arthur Rajaratham, 5135 (Bombay).
 Leading Stoker Albert Naylor Culley, P/KX.86412.
 Leading Stoker Alan Leonard Stewart, D/KX.103449 (New Barnet).
 Able Seaman Richard Henry Kernick, S.A.N.F.(V) 67731.
 Able Seaman David Smith, S.A.67774.
 Able Seaman Abdul Latif, R.I.N.101850.
 Able Seaman Mohd Ali, R.I.N.10425.
 Able Seaman Mowra Khan, 101110.
 Stoker First Class Charayeph Paily Joseph, 12930 (Bombay).
 Stoker First Class Rahman Nair, 15575 (Bombay).
 Stoker First Class S. Mustan, 15397 (Bombay).
 Ordinary Signalman Horace Albert Cuthbert Fisher, 12015 (Bombay).
 Ordinary Signalman A. Balasubramanian, 16287 (Bombay).
 Sick Berth Attendant Roland Hubert Rogers, D/MX.72789 (Birmingham).
 Sick Berth Attendant Nathamar Bose, 29003.

Mention in Despatches (Posthumous)

Able Seaman Eric Facey, B/DX.1618.

Mention in Despatches

Captain Eric Wheeler Bush, D.S.O., D.S.C., R.N.
 Captain Sidney Moffat Raw, C.B.E., R.N.
 Commander Eric John Campbell Edwards, D.S.C., R.N.V.R.
 Commander Edward Nigel Pumphrey, D.S.O., D.S.C., R.N.
 Commander Frederick Francis Wentworth Harvey, R.I.N.
 Commander Killingworth Richard Utten Todd, R.I.N.
 Lieutenant-Commander George Henry Cunningham, R.N.
 Lieutenant-Commander Thomas Frederick Hallifax, R.N.
 Lieutenant-Commander Richard Matthew Pitsworth Williamson, R.N.
 Acting Lieutenant-Commander John Anthony Hodnot Hamer, O.B.E., R.N.
 Lieutenant-Commander Alistair Campbell, D.S.C., R.N.V.R.
 Acting Temporary Lieutenant-Commander James David Cowley Tongue, D.S.O., R.N.V.R.
 Temporary Acting Lieutenant-Commander George Douglas Cook, G.M., R.C.N.V.R.
 Acting Lieutenant-Commander Samuel Walker, R.I.N.V.R.
 Lieutenant Allan Liddicoat, R.N. (Lostwithiel).
 Lieutenant William John Macdonald Teale, R.I.N.
 Temporary Acting Lieutenant Harold Friend, R.N.V.R.
 Lieutenant Peter Grenville Wild, D.S.C., R.N.V.R.
 Lieutenant Alan John Adam, R.I.N.V.R.
 Temporary Lieutenant Ivor William Guest Alecock, R.I.N.V.R.
 Temporary Lieutenant Benjamin Clifford Farthing, R.I.N.V.R.
 Temporary Lieutenant John Kent, R.I.N.V.R.
 Temporary Lieutenant Peter Ranger Lawrence, R.I.N.V.R.
 Temporary Lieutenant Kenneth Hislop Mackinnon, R.I.N.V.R.
 Temporary Lieutenant (E) A. B. Glennie, R.I.N.V.R.
 Temporary Lieutenant William Kentish, R.N.V.R. (Birmingham).
 Temporary Lieutenant Thomas Douglas Knight Smith, R.N.V.R. (Croft Spa, Darlington).
 Temporary Lieutenant William Sutherland, R.N.V.R. (Keith, Sootland).
 Temporary Lieutenant John Thorn, R.N.V.R. (Bude).
 Temporary Lieutenant Thomas Victor Bartholomew, S.A.N.F.(V) (S. Africa).
 Temporary Lieutenant Harley James Bird, S.A.N.F.(V) (S. Africa).
 Temporary Lieutenant Herbert Henry Brown, S.A.N.F.(V) (S. Africa).

Temporary Lieutenant Edward Robert Sindall, R.I.N.V.R.
 Temporary Lieutenant (E) George Albert Williams, D.S.M., R.N.V.R.
 Sub-Lieutenant Dennis Birkett Crowe, R.I.N.V.R.
 Temporary Sub-Lieutenant Charles Howard Tremain, R.N.V.R.
 Temporary Sub-Lieutenant Norman Hill Patterson, S.A.N.F.(V) (S. Africa).
 Temporary Sub-Lieutenant Herbert Groves Twine, S.A.N.F.(V) (S. Africa).
 Chief Petty Officer Anegony Rajaram Rao, 74324.
 Chief Petty Officer John Verghese, 77141.
 Chief Petty Officer M.E. First Class Marilio Joseph Fernandes, 75004.
 Chief Petty Officer Motor Engineer Suddala Muthu Perumal, 76472.
 Acting Chief Engine Room Artificer Richard Stamp Pocock, D/MX.53509.
 Petty Officer Andrew Sinclair, X.10384B (Brixham).
 Petty Officer Arthur Briggs, P/JX.144952 (Preston, Lancs.).
 Petty Officer Samuel Sutherland, LT/KX.124810.
 Petty Officer George Watson, LT/KX.109931.
 Petty Officer Fazil Bux, 100228.
 Petty Officer Coxswain Mohammed Ibrahim, 4384.
 Petty Officer Tun Tin, 530 Burma R.N.V.R.P.
 Petty Officer Engineman Donald Mackenzie Grant, LT/KX.160857.
 Petty Officer E. A. Fourth Class Mohammed Salim Khan, 23596.
 Petty Officer Motor Mechanic David Ebenezzer Conde, P/MX.501155.
 Petty Officer Motor Mechanic George Alfred Duffield, P/MX.99141.
 Petty Officer Motor Mechanic James Harrison, P/MX.124218.
 Petty Officer Motor Mechanic John Shears, P/MX.117571.
 Petty Officer Telegraphist Henry Penrose Bennett, D/JX.137557 (Truro).
 Stoker Petty Officer Clifford Jordan Harrison, D/KX.88915 (Manchester).
 Engine Room Artificer Fourth Class Richard Venton, 69129 S.A.N.F.(V).
 Acting Shipwright Fourth Class Fuzal Iushi, R.I.N. 101188.
 Acting Yeoman of Signals Harry Guy, C/JX.150713.
 Leading Seaman Coxswain Kenneth C. Cockroft, 67524 S.A.N.F.(V).
 Leading Seaman John Corran, LT/X.18596A (Douglas, I.O.M.).
 Leading Seaman John Crichton, LT/JX.183180.
 Leading Seaman Coxswain John Patrick Freeland, 66585 S.A.N.F.(V).
 Leading Seaman Coxswain Jack Charles Hannah, 66679 S.A.N.F.(V).
 Leading Seaman Douglas Samuel Lagerwell, 67242 S.A.N.F.(V).
 Leading Seaman Geoffrey Andrew Lowey, X.9976B.
 Leading Seaman John Smith, LT/JX.301064.
 Leading Seaman Harold Victor Turner, LT/JX.200595 (Poole, Dorset).
 Leading Seaman A.A. Third Class Mohammed Alam, 7315.
 Leading Seaman Q.E. Second Class Habibullah Khan, 4014.
 Leading Seaman Sardar Khan, R.I.N.102508.
 Leading Seaman Rai, 535 Burma R.N.V.R.
 Leading Seaman A.A. Third Class Abdul Rashid, 4173.
 Leading Seaman Gurbachan Singh, 100209.
 Acting Leading Seaman Coxswain Ronald Frederick Goodall, C/JX.155737.
 Temporary Leading Seaman Arthur Symons Ruberry, P/JX.346643.
 Acting Temporary Leading Seaman Harold Charles Starn, P/JX.502401 (Stoke Newington).
 Acting Leading Seaman Subab Ali, 9387.
 Acting Leading Seaman A.A. Third Class Mohammed Ishaq, 7512.
 Leading Telegraphist Soliel Syam, 9764.
 Leading Stoker Venkatatachalam Sankarapan, 15580.
 Able Seaman Ronald George Bridgwood, P/JX.427165.
 Able Seaman David Stanley Isley, 67251, S.A.N.F. (V).
 Able Seaman S. Jordain, LT/JX.241532.
 Able Seaman H. Robert, 17646.
 Able Seaman John Henry Roestorff, 66911, S.A.N.F. (V).
 Able Seaman A.A. Third Class P. Samuel, 8978.
 Able Seaman Mohd Ayub, R.I.N.102190.
 Able Seaman A.A. Third Class Gul Baz, 8673 (Bombay).
 Able Seaman Noroz Khan, 5522.
 Able Seaman Ghulam Mohd, 102190.
 Able Seaman Mohammed Roshem, 102495.
 Stoker First Class Frederick Albert George Baker, P/KX.526915.
 Stoker First Class James Gallagher, D/KX.161253 (Salford).
 Stoker First Class Amar Nath Pathak, 12529.

Stoker First Class Mohm Afsal Shah, 9502.
 Stoker First Class Mohammed Safi Ullah, 7776.
 Telegraphist John William Cutts, C/JX.386748.
 Telegraphist Archibald Neilson, P/JX.415396.
 Telegraphist Robert Edward Wardle, P/JX.360730.
 Ordinary Seaman Terence Robert William Cooper, 9148 (Bombay).
 Ordinary Signalmán Daniel Mathew, 10834 (Bombay).
 Ordinary Telegraphist Koatteei Narayan Nair, R.I.N.16094.
 Seaman Alfred Fletcher, LT/JX.376264.

For outstanding courage, skill and endurance whilst serving in H.M. ships "Vindex", "Myngs", "Scorpion", "Scourge" and "Honey-suckle", in escorting convoys, frequently in severe weather, to North Russia:

To be Companions of the Distinguished Service Order

Captain Horace Temple Taylor Bayliss, R.N.
 Captain Peter Grenville Lyon Cazalet, D.S.C., R.N.

Bar to the Distinguished Service Cross

Commander Colin William McMullen, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant-Commander George Ian Mackintosh Balfour, R.N.

Mention in Despatches

Acting Commander (S) Ronald Thomas Owen, R.N.
 Acting Temporary Lieutenant-Commander James Alfred Wright, R.N.R.

For courage, perseverance and skill, whilst serving in H.M. ships "Icarus" and "Mignonette" in seeking out and destroying an enemy submarine:

Bar to the Distinguished Service Cross

Lieutenant Harold Hinksman Brown, D.S.C., R.N.R. (Glasgow).

The Distinguished Service Cross

Lieutenant-Commander David Drummond Bone, R.N. (Glasgow).
 Temporary Lieutenant David Keith Turner, R.N.V.R. (Thurlaston, Warwicks.).
 Temporary Sub-Lieutenant Neil Lewin MacDonald, R.N.V.R. (Oban).

The Distinguished Service Medal

Temporary Stoker Petty Officer Joseph Samuel Wilson, C/K.63804 (Ware).
 Leading Seaman Albert James Blatch, P/JX.137690 (Newbury).
 Able Seaman Harold Hall, C/JX.408793 (Northfleet, Kent).

Mention in Despatches

Leading Seaman Francis Victor Biggs, C/SSX.30306 (Fulham).
 Acting Leading Seaman Arthur Thomas Wilson, P/JX.222482 (Hackney).
 Acting Able Seaman Brian Albert Collins, P/JX.516982 (Southampton).
 Stoker First Class James Hickman, P/KX.113085 (Derby).
 Steward Henry William Roberts, C/LX.27994.

For gallantry, determination and skill in successful submarine patrols in the Far East:

Bar to the Distinguished Service Cross

Lieutenant-Commander Frederick Henry Sherwood, D.S.C., R.C.N.V.R. (Ottawa, Canada).

The Distinguished Service Cross

Lieutenant Neil Rutherford, R.N. (Heswall).
 Mr. Harold John Hard, Warrant Engineer, R.N. (Edinburgh).

The Distinguished Service Medal

Temporary Acting Chief Petty Officer George William Carr, C/SSX.28520.
 Engine Room Artificer Third Class William Aubrey Winwood.
 Petty Officer Thomas George Gillson, P/JX.144362.
 Stoker Petty Officer Peter McKeon, C/KX.81234.
 Temporary Leading Seaman George Leslie Cork, C/JX.138780.
 Temporary Leading Seaman Charles Frederick James, C/JX.159338.

Mention in Despatches

Temporary Acting Leading Stoker John George Guthrie, C/KX.113077.
 Able Seaman James Brown, C/SSX.18134.
 Able Seaman John William Henry Cross, C/SSX.22265.
 Signalmán Victor Alan Grenfell-Williams, C/JX.160464.

For gallantry, determination and skill, whilst serving in H.M. Ships "Viceroy" and "Watchman" in successful attacks against enemy submarines:

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander John Richard Clarke, D.S.C., R.N.V.R. (Winsley, Wilts.).
 Temporary Lieutenant Frederick Nicholas Mead, D.S.C., R.N.V.R. (Gravesend).

The Distinguished Service Cross

Lieutenant John Errol Manners, R.N.
 Sub-Lieutenant Robert McLure French, R.N.

The Distinguished Service Medal

Petty Officer James Madin, P/JX.154162.
 Temporary Acting Leading Seaman David Arthur Lloyd, D/SSX.31307 (Wakefield).
 Able Seaman Richard Williams, D/JX.194360 (Merton-on-Tees).

Mention in Despatches

Temporary Acting Leading Seaman Kenneth John Hardman, D/JX.141733 (Prescot).
 Able Seaman Robert McSorley, D/JX.194950 (Manchester).

For bravery, skill and devotion to duty in hazardous reconnaissance operations:

The Distinguished Service Cross

Lieutenant Ian Ernest Alcock, R.C.N.V.R.

The Distinguished Service Medal

Temporary Acting Leading Seaman Thomas Harry Turner, P/JX.387575.

Mention in Despatches

Lieutenant Alexander Hughes, R.N.R.

For outstanding courage, tenacity and devotion to duty when H.M.S. "Bedouin" was sunk in defence of a convoy to Malta:

The Distinguished Service Cross

Lieutenant-Commander (E) Jack Syrett McNaughton Jay, R.N.
 Lieutenant Errol Adrian Sherard Manners, R.N.
 Surgeon Lieutenant Robert St. Clair Mooney, R.N.V.R.

The Distinguished Service Medal

Chief Petty Officer Allon Archbold Blenkinsop, C/JX.129424.
 Chief Engine Room Artificer George William Henry Bellinger, B.E.M., C/M.39400.
 Chief Stoker John Herbert Pollard, C/K.60012.
 Petty Officer Lindley Brian Warwick Clowes, C/JX.136679.
 Sick Berth Petty Officer Thomas Gavin Rutherford, C/MX.45861.

Mention in Despatches (Posthumous)

Electrical Artificer 1st Class Charles Alfred Sexton, C/M.34562.

Mention in Despatches

Temporary Lieutenant John Albert Reeve-Moller, R.N.V.R.
 Stoker Petty Officer Frank Leslie Brown, C/K.61829.

For skill, resourcefulness and determination on special service with the Home Fleet:

The Distinguished Service Cross

Temporary Sub-Lieutenant (Sp.) Alan Turner Peacock, R.N.V.R.
 Temporary Sub-Lieutenant (Sp.) Allan Clair Jay, R.N.V.R.

The Distinguished Service Medal

Chief Petty Officer Telegraphist Charles Sydney Marsland, F/J.104153.
Leading Telegraphist (S) Leslie Charles John Skipworth, P/JX.271058.

For bravery, pertinacity and skill whilst serving in Light Coastal Forces, in shadowing a force of E-boats under difficult conditions and enabling the rest of the unit to make a successful attack :

The Distinguished Service Cross

Temporary Lieutenant David Currie, R.N.V.R.

The Distinguished Service Medal

Acting Leading Telegraphist Roy Arthur Stent, P/JX.580661.
Stoker 1st Class James West, P/KX.178977.

Mention in Despatches

Able Seaman Vyvyan Lewis Morgan, P/JX.624518.

For bravery, great endurance and devotion to duty whilst serving in H.M. Ships "Daffodil" and "Manners" :

Mention in Despatches (Posthumous)

Temporary Lieutenant Douglas Lister Morrison, R.N.V.R.
Stoker Petty Officer Alfred Gilbert, C/KX.105297.
Stoker 1st Class John Reginald Butcher, P/KX.602569 (New Romney, Kent).

Mention in Despatches

Lieutenant Denis Jermain, D.S.C., R.N.
Temporary Lieutenant Alan Yates, R.N.V.R. (Sheffield).
Engineer Lieutenant Edgar Auguste Gaillard, R.N.R.
Temporary Surgeon Lieutenant Michael Charles Connell, M.B., B.Ch., M.R.C.S., L.R.C.P., R.N.V.R.
Sub-Lieutenant (E) James Wedgwood Holyhead, R.N.V.R.
Acting Chief Motor Mechanic Joseph Wood, C/MX.67442 (Carlisle).
Petty Officer James Charles Edwards, C/J.28177.
Sick Berth Petty Officer James Gibson, C/MX.49793.
Temporary Acting Leading Stoker Michael Matthews, P/KX.111299 (Portico, St. Helen's, Lancs.).
Able Seaman James Henry Gill, C/JX.352663.
Able Seaman Charles Thomas Robert Spencer, P/JX.296564 (East Claydon, Bletchley, Bucks.).

For resolution, zeal and skill whilst serving with H.M. ships "Onslow" and "Zealous" and H.M.C.S. "Iroquois" in an attack on enemy shipping off Norway :—

Mention in Despatches

Lieutenant John Somerville Kendall Oram, R.N.
Lieutenant William Prine Hayes, R.C.N.
Chief Petty Officer Clement Cecil Wallace Mann, R.C.N.
Petty Officer Norman James Rankine, D/JX.131885.
Able Seaman Arthur Chalmers, V-65929, R.C.N.V.R.
Able Seaman Robert Herbert Stone, D/JX.176884.

For good service and skill in repair operations on a "Pluto" pipe line in a tideway at a depth of twenty fathoms.

Mention in Despatches

Acting Captain Harold Burham Eagle, R.N.R. (Leigh-on-Sea).
Mr. Bernard William Buckley, Gunner, R.N. (Woolston).
Ordnance Artificer 3rd Class Eric James Kite, C/MX.55281.
Able Seaman Henry Thomas Samuel Hartnell, P/JX.298501.
Marine James Nichols, Ply./X.120079.
Marine John Henry George Slater, Ch X.2719.

For outstanding courage, determination and devotion to duty in operations during the campaign in Italy :

To be a Companion of the Distinguished Service Order

Captain (Brevet Major) (Acting Lieutenant-Colonel) Ian Hurry Riches, R.M.

The Military Cross

Temporary Captain Martin Luther Preston, South African Union Defence Force, Seconded to the Royal Marines.
Temporary Lieutenant (Acting Temporary Captain) David Solomon Barnett, R.M.

Bar to the Military Medal

Sergeant (Temporary) Richard Douglas French, M.M., Ex.3226, R.M.,

Military Medal

Marine Edward Charles Saberton, Ch/X.101281, R.M.

For courage, tenacity and devotion to duty whilst serving in H.M. ships under trying weather conditions in operations on the Arakan coast :

The Distinguished Service Medal

Marine (Acting Temporary Corporal) Joseph Griffiths, Po./X.114564, R.M. (Manchester).
Marine Walter James Bridger, Ch.X.108996, R.M. (Stanford-le-Hope, Essex).
Marine Adam Russell Bond, Po./X.117489, R.M. (Nottingham).

Mention in Despatches

Temporary Lieutenant Peter George Boyce, R.M. (Amersham).
Marine Ronald Frederick Saltern, Ply/X.103248 R.M. (Plymouth).

For good service and devotion to duty whilst serving with the Allied Forces during the invasion of North West Europe :

Mention in Despatches

Temporary Captain (Acting Temporary Major) John Neville Turner North, R.M.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decorations, bestowed by the President of the United States of America.

For gallant and distinguished service during the invasion operations of the South of France :

*Legion of Merit**Degree of Officer*

Rear-Admiral Gervase Boswell Middleton, C.B.E., A.D.C.
Captain John Terry, M.V.O., R.N.
Acting Temporary Lieutenant-Commander Edward Robert Denys Sworder, D.S.C., R.N.V.R.

For bravery and complete disregard of his personal safety in the rescue of an American airman who had bailed out from his plane and become entangled in his parachute :

The Soldier's Medal

Leading Seaman William Alexander George, P/JX.223051.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decoration bestowed by the Queen of the Netherlands for courage and skill in an attack on an enemy submarine while serving in H. Neth. M.M.V. "Frans Hals" :

The Netherlands Bronze Cross

Temporary Acting Leading Seaman Frederick Morgan, C/JX.209346.

The following amendment, where underlined, is made to previous Orders of Honours and Awards under the heading shown :

A.F.O. 3434/45.

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

Acting Captain Rickard Charlie Donovan, R.N. (Retd.).

3865.—Commissioned Aircraft Officers and Warrant Aircraft Officers Promoted Direct to Lieutenant (A) or Granted the Acting Rank of Lieutenant (A)—Pay and Allowances

(C.W. 48969/44.—19 Jul. 1945.)

Commissioned Aircraft Officers and Warrant Aircraft Officers promoted direct to Lieutenant (A) for air engineering duties under A.F.O. 132/45, paragraph 4, have the option of either pay and allowances as laid down for ex-cadet officers of the Engineering Branch (alternative (A) of A.F.O. 132/45, paragraph 7) or rates based on their pay as Commissioned Aircraft Officer or Warrant Aircraft Officer (alternative (B) of A.F.O. 132/45.)

2. Certain Commissioned and Warrant Aircraft Officers have recently been granted the *acting* rank of Lieutenant (A). Such officers do not fall under A.F.O. 132/45, but are to be credited with full pay and allowances as laid down for a Lieutenant (E) promoted from warrant rank.

(A.F.O. 132/45.)

3866.—Gunnery Proficiency Fund

All ships concerned

(G./G.D. 0386/45.—19 Jul. 1945.)

It has been approved to include A.A. lookouts, surface lookouts, A.D.P. personnel and Gunnery Radar personnel in the "per capita" allowance for the Gunnery Proficiency Fund.

2. In the new revised edition of Form S.255, Quarter Bill, the above-mentioned personnel will be grouped under "Gunnery Quarters".

3867.—Royal Marines—Tradesmen—Clerk (General Duties)

(N. 5135/45.—19 Jul. 1945.)

The introduction of the Tradesman category of Clerk (General Duties) has been postponed and A.F.O. 1973/45 is accordingly cancelled.

(A.F.O. 1973/45 is cancelled.)

3868.—Midshipmen and Acting Sub-Lieutenants, R.N.V.R.—Specialization as Pilots or Observers

(C.W. 61652/44.—19 Jul. 1945.)

With reference to A.F.O. 1278/45, it has been decided, owing to the re-organization of flying training, to suspend until further notice the specialization as Pilot or Observer of the R.N.V.R. officers referred to.

(A.F.O. 1278/45.)

3869.—Transfers to Permanent Commissions in Royal New Zealand Navy—Officers of R.N.Z.N.R. and R.N.Z.N.V.R.

(C.W. 42567/45.—19 Jul. 1945.)

For the information of officers of the Royal New Zealand Naval Forces serving on loan to the Royal Navy, following is a copy of R.N.Z.N. Navy Order No. 1221 of 7th June, 1945. A copy of applications and other items referred to in the final paragraph sent from H.M. ships should be forwarded to the Secretary of the Admiralty (C.W. Branch).

1221. *Transfers to Permanent Commissions in the Royal New Zealand Navy—Officers of the R.N.Z.N.R. and R.N.Z.N.V.R.* (N.A. 13/18/59—7/6/45.)

Although it is not possible to determine, at this stage, the size and disposal of the seagoing units and shore establishments of the Royal New Zealand Navy in the post-war years, it is apparent to the Naval Board that the number of permanent officers of the Royal New Zealand Navy will be inadequate. It is therefore desired to invite applications for permanent commissions in the Royal New Zealand Navy from permanent and temporary R.N.Z.N.R. and R.N.Z.N.V.R. officers who fulfil the conditions laid down in this Order.

2. As conditions of service and retirement have not yet been formulated, officers volunteering *will in no way be bound by their applications*, but such applications will be used only for the purpose of placing the volunteers in suitable appointments and for the purpose of giving the Naval Board some indication of the numbers likely to be available for selection.

3. Volunteers will continue to retain their Reserve status and no action will

be taken to effect the transfer of selected applicants until requirements are known and conditions of service defined.

4. It is the intention of the Naval Board that officers applying for transfer to the Royal New Zealand Navy who have had no experience in major war vessels shall be loaned to the Royal Navy as soon as practicable (consideration being given to leave due, etc.), to gain this experience, so that all officers selected for the Royal New Zealand Navy shall be fitted to serve in all classes of ships in the Royal New Zealand Navy.

All selected candidates will, after transfer to the Royal New Zealand Navy, serve on loan to the Royal Navy from time to time, to broaden their experience and keep them abreast of latest developments in ships, tactics and equipment.

Those who, after transfer, are recommended by their Commanding Officers to specialize, will undergo their specialist courses in the United Kingdom.

5. *Qualifications for Transfer.*—Permanent and Temporary R.N.Z.N.R. and R.N.Z.N.V.R. officers of *all* branches are eligible to apply for permanent commissions; provided that—

(a) They are of the rank of Acting Sub-Lieutenant or above.

(b) They have carried out at least one year's mobilised service as Naval officers in the war, if under the age of 27 and at least two years' mobilised service as Naval officers in the war, if over the age of 27.

(c) In the case of executive officers, this minimum qualifying period of service must include at least six months' service in a seagoing appointment, if under the age of 27 or at least one year's service in a seagoing appointment if over the age of 27.

(d) Applicants are medically fit for sea service.

6. *Age Limits.*—Permanent R.N.Z.N.R. and R.N.Z.N.V.R. officers must have been under the age of 31 on the 1st April, 1945. Temporary R.N.Z.N.R. and R.N.Z.N.V.R. officers must have been under the age of 29 on the 1st April, 1945. Officers who are above these age limits may apply, but will only be considered if they are specially suitable for transfer.

7. Applications from officers desiring to be considered for transfer should be made to their Commanding Officers, who are to forward them to the Naval Secretary, Navy Office, Wellington, through administrative authorities, accompanied by completed Form S.206, which should state whether, in the Commanding Officer's opinion, the officer is considered suitable for transfer, and which should be as full as possible.

3870.—Radar Ratings

(N. 18635/45.—19 Jul. 1945.)

The following *amendments* are to be made to A.F.O. 5394/44 :—
Paragraph 5 (as amended by A.F.O. 6680/44).

"The following special arrangements apply to men who were recommended for P.O. (Radar) *before 1st March, 1944*, and who had completed twelve months' service as L.S. (Radar) *by that date* but who had not been rated *before 1st March, 1944* owing to lack of opportunity to pass the qualifying course. On successfully . . ."

Paragraph 13.

* * * * *
"For complement, qualifying service and pay purposes, the 'Provisional' rating counts the same as the equivalent fully-qualified rating. The additional instruction required for full qualification should be given at the first opportunity. *Except for R.C. 3 (P) and R.P. 3 (P) ratings, any rating who fails to qualify fully after this instruction will revert to the next lower non-substantive rating from the date of failure. This lower rating may be 'provisional' or 'fully-qualified' at the discretion of the Authority to give rating.* R.C. 3 (P) and R.P. 3 (P) *who fail to qualify should, however, retain their provisional 3rd class rating. (P) ratings of any class who fail may not be recommended for further course until 12 months after the date of failure, and they will not be allowed to transfer to Continuous Service until they have qualified in Part II courses.*"

(A.F.Os. 5394/44 and 6680/44.)

***3871.—Royal Naval War Amenities Fund—Donations**

(N./W.A.F. 84/44/217.—19 Jul. 1945.)

The Committee of the Royal Naval War Amenities Fund acknowledges, with thanks, the receipt of the following further donations from H.M. Ships, Naval Bases and Establishments from 1st April to 30th June, 1945 :—

	£	s.	d.
R.N. Base, Algiers	409	4	1
34th Amphibian Assault Regiment, R.M....	100	0	0
R.N. Base, Ancona	18	2	0
H.M.S. "Arcturus"	30	0	0
R.N. Base, Ardrossan	50	0	0
H.M.S. "Athlone Castle"	12	10	0
R.N. Fleet Club, Bari	129	15	7
R.N. Barracks, Brindisi	500	0	0
H.M.S. "Byrsa"	150	0	0
R.N. Base, Calais	100	0	0
H.M.S. "Cavendish"	145	0	0
H.M.S. "Cormorant"	325	0	0
R.M. Camp, Creeksea	10	0	0
R.N. Air Station, Crimond	80	0	0
R.N. Air Station, Culham	50	0	0
R.M. Engineers, Dale, "F" Co.	100	0	0
R.N. Barracks, Devonport	150	0	0
H.M.S. "Dragonfly"	10	0	0
H.M.S. "Elfin"	50	0	0
H.M.S. "Formidable"	50	0	0
H.M.S. "Ganges"	10	0	0
R.N. Depot Canteen, Gibraltar	200	0	0
Gibraltar Camp, Towyn	50	0	0
H.M.S. "Golden Hind"	40	0	0
H.M.S. "Gosling"	50	0	0
R.N. Base, Granton	50	0	0
R.N. Canteen Fund, Hammenkeil	101	5	0
H.M.S. "Hannibal"	50	0	0
H.M.S. "Helicon"	50	0	0
H.M.S. "Highflyer"	75	0	0
R.N. Air Station, Inskip	200	0	0
H.M.S. "Iron Duke"	30	0	0
Coastal Forces Base, Ischai	100	0	0
Naval Draft J.4	20	0	0
R.N. Base, Kirkwall	150	0	0
R.N. Base, Lehorn	10	0	0
R.N. Base, Lerwick	234	12	3
R.N. Base, Lyness	334	15	9
H.M.S. "Medina"	8	0	0
H.M.S. "Myllodon"	100	0	0
R.N. Fleet Club, Naples	100	0	0
Naval Party 100	40	0	0
Naval Party 1715	10	0	0
Naval Party 1732	100	0	0
Naval Party 1747	50	0	0
H.M.S. "Nelson"	175	0	0
H.M.S. "Nemo"	40	0	0
H.M.S. "Nile"	14	0	0
Naval Draft, s.s. "Orion"	47	0	0
H.M.S. "Pasco"	125	3	7
H.M.S. "Ready"	15	0	0
H.M.S. "Regulus"	31	8	5
H.M.S. "Royal Athelstan"	150	0	0
R.N. Repair Base, Sandbanks	20	0	0
H.M.S. "Sandown"	19	5	0
H.M.S. "Seahawk"	29	1	7
R.N. Establishment, Shepton Mallet	20	3	0
H.M.S. "Squid II"	157	0	0
H.M.S. "Swiftsure"	20	0	0
H.M.S. "Taff"	10	0	0
H.M.S. "Trelawney"	30	0	0
H.M.S. "Victory V"	125	0	0
R.M. Training Group, Wales, Amenities Fund	200	0	0
H.M.S. "Woolverstone"	10	0	0

3872.—Mosquito Protection

H.M. Ships and R.F.As. proceeding to or operating in Tropical or Semi-Tropical Waters

(M.D.G. 66408/44.—19 Jul. 1945.)

In H.M. Ships (including landing ships and craft) personal protective measures, namely, mosquito nets, mosquito repellants and flit guns as laid down in A.F.O. 6085/44 have been found satisfactory and will in future form the sole protection to be afforded. No protection in the form of screens is being provided.

2. See A.F.Os. 3517/44, 340/45 and 1264/45 for anti-malarial measures, etc.

3. *In R.F.As. mosquito protection is to be provided in accordance with the Ministry of War Transport Notice No. M.178.*

(A.F.Os. 3517/44, 6085/44, 340/45 and 1264/45.)

†3873—Admiralty Surgeons and Agents

(C.E. 5427/45—C.E.13610/45.—19 Jul. 1945.)

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

Place	Name	Address
Clydebank and Dalmuir Area.	Mr. C. S. Garratt, M.B., Ch.B.	Glentama, Mill Road, Clydebank. (Telephone : Clydebank 1511)
Paisley District	Mr. A. E. Struthers, M.B., Ch.B.	87, Causeyside Street, Paisley. (Telephone : Paisley 2346)
Bothwell, Bellshill and Uddingston Districts	Mr. W. Jope, M.B., Ch.B.	Crcftbank, Blantyre. (Telephone : Blantyre 81)
Stirling Area	Mr. R. T. Campbell, M.B., Ch.B.	3, Park Terrace, Stirling. (Telephone : 229)

Place	Name	Address	Remarks
Salford	Mr. J. P. Patel, M.R.C.S., L.R.C.P.	72, Cross Lane, Salford, 5.	Vice Mr. G. Featley. (Telephone : Pendleton 2146)
London District	Mr. E. Sommer, L.R.C.P. & S.	1, Palace Mansions, (opposite Olympia) London, W.14, Fulham, Shepherds Bush, West Kensington, Earl's Court, West Brompton, Hammersmith	Vice Mr. T. Adam. (Telephone : Fulham 7678)

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

3874.—Rail Travel at Holiday Periods

(N. 18633/45.—19 Jul. 1945.)

It is intended that restrictions on rail travel during holiday periods shall not be imposed in future; accordingly A.F.O. 2951/43 is cancelled.

2. Pressure on the railway services at public holidays will, however, continue to be extreme for some time to come, and every endeavour must be made so to phase leave periods that the numbers of Service personnel travelling during public holiday periods does not exceed the normal.

(A.F.O. 2951/43 is cancelled.)

3875.—Routing of Ratings to North of Scotland Ports and Orkneys

(N. 15965/45.—19 Jul. 1945.)

The Office of the Resident Naval Officer, Inverness, is now closed. Ratings travelling from the south to north of Scotland ports and the Orkneys should in future be routed through to their destinations and not sent to Inverness with orders to report to the Resident Naval Officer for onward routing. Ratings for Aultbea should be given a railway voucher to Achnasheen and bus warrant made out to Achnasheen Hotel Bus Company, Ltd., from Achnasheen to Aultbea.

2. There is no rail communication from Inverness to Oban and Fort William, which are on the west coast line from Glasgow. There are no Sunday trains from Inverness to Aberdeen, Invergordon, Thurso, Achnasheen (for Aultbea) or Kyle of Lochalsh.

*(Admiralty General Message 210AZ is cancelled.)***3876.—Rationing of Soap, Soap Flakes and Soap Powder**

(V. 11/4462/45.—19 Jul. 1945.)

The ration of soap, soap flakes and soap powders for the civilian population has had to be reduced by one-eighth and it is necessary to make a similar reduction in the quantities allowed to personnel of the Services who are rationed on a civilian basis. The instructions promulgated in paragraphs 7 and 16 of A.F.O. 4234/44 are therefore to be modified as follows with effect from 1st July, 1945:—

*Paragraph 7.**(a) Officers.*—No coupon is to be issued on each eighth week.*(b) Ratings and R.M. other ranks.*—One coupon, instead of two, is to be issued at every fourth fortnightly payment.*Paragraph 16.*

Holders of Ration Cards R.B.8x and R.B.8R.—The space marked "Panel I" on R.B.8R. is to be cancelled at every alternate issue of the card.

2. The rest of the instructions contained in A.F.O. 4234/44 remain in force.

*(A.F.O.s 1211/41, 4234/44 and 4984/44.)***3877.—W.R.N.S. Drafting Records—Standardization**

(N. 18627/45.—19 Jul. '945.)

The following amendment is to be made to A.F.O. 5630/44, paragraph 7 (A):—
Amend introduction to read as follows:—

"(A) S.161(W) is to be rendered in the event of the following changes:—

Original to Director, W.R.N.S. (to be passed after action to Naval Personnel Statistical Section).

Duplicate to Superintendent, W.R.N.S. of Command. In the case of (iii) New name on marriage, this copy is to be sent after action to D.N.A.9, Admiralty, Bath, when allotments are shown as in force.

Triplicate to Drafting Authority (see Appendix)."(A.F.O.s 5630/44, 6691/44 and 3987/45.)***3878.—Forms S.450—W.R.N.S. Officers Certificates of Conduct**

(C.W. 21335/45.—19 Jul. 1945.)

Forms S.450 have not been issued to W.R.N.S. officers during their service.

2. In order that these officers may be in possession of a Certificate of Conduct on leaving the Service, Forms S.450 will be completed by D.W.R.N.S. in respect of all officers with satisfactory records, and a Certificate will be sent to each officer on discharge from the Service. The Certificate will be compiled from her official record and will cover the whole period of her service as an officer in the W.R.N.S. A brief reference will be included on the form as to the nature of her duties.

*(A.F.O. 2021/42 is cancelled.)***Section 3.—G., T., N., E., etc., & STORES; HULL,
EQUIPMENT & FITTINGS****3879.—Aircraft—Bombs, Depth Charges and other Explosive Stores—Jettisoning**

(G. 5637/45.—19 Jul. 1945.)

On all occasions of jettisoning aircraft bombs, depth charges and other explosive stores, they should be jettisoned "SAFE" if means are provided for releasing "safe".

H.E. bombs, depth charges and other H.E. stores should be jettisoned from above the minimum safe height when circumstances permit, whether jettisoned "Safe" or "Live".

2. B.R. 862, "Naval Magazine and Explosives Regulations", Article 251, Clause (3), (inserted by A.F.O. P. 321/44) will be amended in due course.

*(A.F.O. P.321/44.)**(B.R. 862.)***3880.—Aircraft—Bombs—Detonators, Aircraft Bomb No. 51, Mark I—Defective Lots 1362 and 473—REPORTS**

(C.I.N.O. 5044/45.—19 Jul. 1945.)

Detonators, aircraft bomb No. 51, lots 1362 and 473, have been reported as defective, and are to be withdrawn from service. Stocks of detonators, aircraft bomb No. 51, on board H.M. ships and at air stations should be examined at the earliest opportunity and stocks bearing these lot numbers returned to the nearest Naval armament depot and others drawn in lieu.

2. Quantities returned by H.M. ships and R.N. air stations should be reported by Naval armament depots for disposal instructions together with any found in depot stock.

3881.—Aircraft—Guns, Browning, 0.50-in.—Tools, Joining and Breaking Belts—Introduction

(A.S./G.O.14821/43.—19 Jul. 1945.)

The following item has been introduced into Naval service:—

Guns, Browning, 0.50-in. :—

Tools, joining and breaking belts (N), Ref. N.O.D. 2175/104.

2. The tool is to be used as follows:—

(a) To join belt.—Use the three-prong side of the tool. Push the round as far into the link as possible with hand pressure. Unhook the handle and open the tool. Place the solid end of the tool on the base of the cartridge case and place the link between the first and second prong (the hole in the solid end is to avoid pressing the cap of the cartridge). Squeeze the handles until the legs of the jaws meet. The round will then be correctly positioned.

(b) To break the belt.—Use the two-prong side of the tool and with the handles open, place the chamfered prong in the extractor groove of the round and the front prong at the rear of the link. Squeeze the handles and the round will be debelted sufficiently to be removed by hand.

3. Care should be taken not to drop the tool as this may cause damage and distortion of the prongs, probably preventing efficient operation.

4. The tools will be allowed to squadrons (as mobile equipment), H.M. ships, R.N. air stations, repair yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc.

5. Supplies of the tools do not permit of full issue being made at present. Arrangements have been made, however, for a number to be issued to certain ships (who have been informed separately) for the use of squadrons carried.

6. A further A.F.O. giving details of allowances and instructions to demand will be issued when supplies permit of general distribution. Those services to which issues have been made should, when demanding, take into account quantities held.

3882.—Aircraft—Guns—Operational Sorties—Rounds Fired and Stoppages—Summary

(G. 4866/45.—19 Jul. 1945.)

In order to give general information and assistance to personnel in the maintenance of aircraft guns and accessories, it is intended in future to issue a quarterly summary on the number of rounds fired and the number and type of stoppages which have occurred on aircraft operational sorties.

2. Owing to the time taken for reports to arrive from distant operational areas, delay in the issue of the quarterly summary cannot be avoided.

3. A summary for the period October, 1944, to January, 1945, inclusive has been compiled and is as follows :—

	0.50-in.			20-mm.		
	Rounds fired	Stoppages	Rounds fired per stoppage	Rounds fired	Stoppages	Rounds fired per stoppage
October	6,383	12	532	19,430	19	1,023
November	2,285	2	1,143	—	—	—
December	13,087	7	1,869	—	—	—
January	75,379	25	3,015	—	—	—
October-January	98,694	46	2,145	19,430	19	1,023
<i>Type of Aircraft</i>						
Wildcat	14,477	12	1,207	—	—	—
Corsair	58,236	27	2,157	—	—	—
Hellcat	24,421	7	3,489	—	—	—
Firefly	—	—	—	19,430	19	1,023

Stoppages

	Wildcat	Hellcat	Corsair	Firefly
Feed chute jam	2	—	—	—
Faulty firing mechanisms	1	1	—	—
Broken firing pin	—	—	—	2
Broken locking piece	—	—	—	1
Gas piston corroded in cylinder	—	—	—	1
Short recoil	—	—	—	1
Breech block unserviceable	—	—	—	1
Sear buffer cushion damaged	—	—	—	1
Damaged magazine carrier stay	—	—	—	1
Empty case jammed in chute	—	—	—	2
Empty case in chamber	—	—	—	1
B.F.M.—Hard extraction of round	—	—	—	2
B.F.M.—Late presentation of round	—	—	—	2
B.F.M.—Broken last round retainer spring	—	—	—	1
B.F.M.—Link jam	—	—	—	1
B.F.M.—Lost tension	—	—	—	1
Ammunition tanks not connected	—	—	2	—
Link chute jam	1	1	5	—
Missfire	—	1	1	—
Feed stoppage	1	—	—	—
Cross feed	—	—	4	—
Gun distorted	1	—	—	—
Uncertain	6	2	15	1
Gun chargers (0.5 Browning) pressed when turned to Safe	—	1	—	—
Bomb switch made instead of gun switch	—	1	—	—
Total stoppages	12	7	27	19

3883.—Aircraft Pyrotechnics—Cartridges, Illuminating, 1½-in., J.III—Restriction for Training Purposes only

(A.S.—19 Jul. 1945.)

Stocks of cartridges, illuminating, 1½-in. J.IV, are now sufficient to meet all operational requirements. Cartridges, illuminating, 1½-in. J.III are therefore relegated to training purposes only.

(C.A.F.O. 1412/44 is cancelled.)

3884.—Ammunition—Fuzes, No. 244, Mark IV, and 257, Marks I and II—Removal of Cap before Firing

(A.S. 9448/44.—19 Jul. 1945.)

H.E. ammunition for 6-pdr., 7-cwt., guns mounted in certain L.C.S.(L)S., includes rounds fuzed No. 244, Mark IV and No. 257, Mark I.

2. H.E. ammunition for 6-pdr., 10-cwt., guns mounted on certain destroyers, includes rounds fuzed No. 244, Mark IV.

3. H.E., reduced charge, and H.E., reduced charge, super high-capacity ammunition for 17-pdr. guns mounted in L.C.G.(M)S., includes rounds fitted with fuzes No. 257, Mark I.

4. Fuzes, No. 244, Mark IV and No. 257, Mark I, are Army fuzes and are provided with caps for use with guns fitted muzzle brakes. The caps are stamped "Fire with cap on".

5. 6-pdr. guns in Naval service are not fitted with muzzle brakes and therefore the caps are not necessary and would have an adverse effect on fuzes functioning on soft targets. Caps are also not necessary on the No. 257, Mark I, fuzes fitted to the reduced charge H.E. ammunition supplied for 17-pdr. guns in Naval service.

6. In the case of ammunition fuzed No. 244, Mark IV, for 6-pdr., 10-cwt., guns, caps are removed from fuzes by Army authorities before ammunition is supplied to the Navy.

7. Caps will normally be removed from fuzes, No. 244, Mark IV, and 257, Mark I, in ammunition for 6-pdr., 7-cwt., guns, and also from fuzes, No. 257, Mark I, in 17-pdr. ammunition, by Naval depots before issue to ships. It is possible, however, that some fuzes may be issued with caps on. If this occurs the stamping on the cap is to be disregarded and the caps removed before firing.

8. Ammunition fitted with fuzes, No. 244, of earlier marks than Mark IV, is also in supply for 6-pdr., 7-cwt., and 17-pdr. guns. These fuzes are, however, not fitted with caps and the above instructions do not therefore apply.

9. Future supplies of ammunition for 6-pdr., 7-cwt., and 17-pdr. guns may be fuzed No. 257, Mark II. Fuze No. 257, Mark II, has a cap stamped "Remove before firing". The ammunition will be supplied with the fuze capped and caps are to be removed before firing.

10. Fuzes, No. 257, Marks I or II, are not used in ammunition for 6-pdr., 10-cwt., guns.

11. *R.N. Armament Depots.*—Separate instructions have been issued by letter to the appropriate depots to remove caps from fuzes, No. 244, Mark IV, and No. 257, Mark I, in ammunition for 6-pdr., 7-cwt., guns, and 17-pdr. guns, on receipt of ammunition from Army authorities.

3885.—Heads, Rocket, Flare, 2-in., No. 2, Mark I—Withdrawal of Lots 76-80 and 85-100

(A.S./C.I.N.O. 5512/45.—19 Jul. 1945.)

Owing to premature ejection of flare heads at proof, it has been decided to withdraw heads, rocket flare, 2-in., No. 2, Mark I, of Lots 76 to 80 and 85 to 100 inclusive.

2. Any heads of these lots on board ship should be exchanged for heads of serviceable lots at the nearest Naval armament depot, where they are to be retained pending receipt of disposal instructions which will be issued separately.

("A" Message 852 is cancelled.)

3886.—Ammunition, S.A., 0·303-in., Tracer G., Mark I—Withdrawal

(A.S. 7990/45/B.107.—19 Jul. 1945.)

Cartridges, S.A., 0·303-in., Tracer G., Mark I, of all makes and dates are hereby declared obsolete.

2. Any quantities of this ammunition that may be on board or at shore establishments should be returned to the nearest R.N. armament depot at the earliest opportunity.

3. All 0·303-in., Tracer G., Mark I, ammunition in stock or returned to R.N. armament depots as a result of this Order, is to be sentenced unserviceable and dealt with in accordance with existing instructions.

(A.F.O. 2155/42 is cancelled.)

3887.—Ammunition—S.A., 0·30-in. and 0·50-in., of Obsolete Types—Withdrawal

(A.S. 8044/45/B.107.—19 Jul. 1945.)

The following types of small arms ammunition of U.S. manufacture are hereby declared obsolete:—

0·30-in., ball, M.1906.
0·30-in., ball, M.1.
0·30-in., A.P., M.1.
0·30-in., A.P., M.1A1.
0·30-in., A.P., M.1922.
0·50-in., ball, M.1.
0·50-in., ball, M.1923.

2. Any ammunition of the types listed in paragraph 1 that may be on board or held at shore establishments is to be returned to the nearest R.N. armament depot at the earliest opportunity.

3. All ammunition of these types in stock at R.N. armament depots or returned as a result of this order is to be sentenced unserviceable and disposed of in accordance with existing instructions.

3888.—Ammunition—20-mm., Oerlikon—Withdrawal of Defective Lots

(A.S./G. 3867/45/B.107.—19 Jul. 1945.)

The undermentioned lots of Oerlikon ammunition are to be withdrawn from service owing to defects, viz:—

H.E. ... Lots N.F.E. 480 and H.M.C. 109.
H.E. Tracer ... Lots N.M.C. 15 and N.F.H. 2063.

2. Any ammunition of these lots on board ships is to be returned to the nearest Naval armament depot at the first opportunity and other lots drawn in lieu.

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

4. Ammunition of these lots in store or subsequently received should be disposed of in accordance with the existing arrangements for the disposal of unserviceable S.A. ammunition.

3889.—Ammunition Supply—Naval Armament Depots—Supply, Test and Returns of Ammunition to—REPORTS

(A.S. 8282/45.—19 Jul. 1945.)

A sample of each of the undermentioned lots and sub-lots is to be landed for test at the nearest Naval Armament Depot as opportunity offers from each H.M. ship having these lots and sub-lots on board:—

Lot No.	Size	Cartridges into which filled
RNC.23R	... S.C.027 ...	... Q.F. 3-pdr. Gun.
RNC.95	... S.C.061 ...	... Q.F. 4-in. V-V* Gun.
RNC.96	... S.C.270 ...	... B.L. 13·5-in. Gun.
RNC.97	... S.C.205 ...	... B.L. 8-in. VIII Gun.
RNC.100	... S.C.270 ...	... B.L. 13·5-in. Gun.
RNC.101	... S.C.061 ...	... Q.F. 4-in. V-V* Gun.

Lot No.	Size	Cartridges into which filled
RNC.157XA	... S.C.103 ...	... Q.F. 4-in. V-V*, Q.F. 4·7-in., Q.F. 3-in. 20-cwt. Gun.
RNC.160XA	... S.C.061 ...	... Q.F. 4-in. V-V*, Q.F. 3-in. 20-cwt., B.L. 5·5-in., B.L. 6-in. Gun.
RNC.165XA	... S.C.061 ...	... Q.F. 4-in. V-V* Gun.
RNC.168XA	... S.C.061 ...	... Q.F. 4-in. V-V*, Q.F. 12-pdr. 12-cwt. Gun.
RNC.440	... HSCT.124-058 ...	... Q.F. 6-pdr. Gun.
M.A.456	... N.H.025 ...	... Q.F. 25-pdr. Gun.

2. Officers-in-Charge of Naval Armament Depots are to arrange for a sample from each lot and sub-lot held in store to be tested forthwith and the results reported to Director of Armament Supply, Branch B, Bath, as soon as known.

3. Similar immediate action is to be taken with samples landed from ships.

3890.—Anti-Aircraft Fire Control and Anti-Ship Fire Control—Fire Control Instruments—Introduction of Standard Paints for Function Colouring*Dockyards and Overseers concerned*

(G. 026583/44.—19 Jul. 1945.)

To facilitate identification of components, it has been decided to adopt a policy of colouring the internal shafts of fire control instruments to agree with the colours shown for these items on the plates issued with the handbooks. A standard range of paints has been introduced for this purpose, for free issue to contractors engaged on manufacture or repair of fire control equipments, against demands by the Admiralty Overseers concerned.

2. The Rate Book description and pattern numbers for the paints are as follows:—

"Paint, special, quick drying, for functional colouring of fire control equipments"

Admiralty Pattern No 3610	... ..	Purple
Admiralty Pattern No. 3611	... ..	Red
Admiralty Pattern No. 3612	... ..	Pink
Admiralty Pattern No. 3613	... ..	Brown
Admiralty Pattern No. 3614	... ..	Orange
Admiralty Pattern No. 3615	... ..	Yellow
Admiralty Pattern No. 3616	... ..	Khaki
Admiralty Pattern No. 3617	... ..	Emerald
Admiralty Pattern No. 3618	... ..	Green
Admiralty Pattern No. 3619	... ..	Pale blue
Admiralty Pattern No. 3620	... ..	Blue
Admiralty Pattern No. 3621	... ..	Violet

3. A contract, dated 20th April, 1945, C.P./3C/8583/45, has been placed with Messrs. Jenson and Nicholson for supply of 64 pints of each of the standard colours, packed in one pint containers.

Delivery is being made to S.N.S.O., H.M. Dockyard, Portsmouth, to whom authorities quoted in paragraph 1 should forward demands.

3891.—Binoculars, 7 × 50 R.E.L.—Desiccation—Use of Adaptor for

(G. 01315/45.—19 Jul. 1945.)

A large number of 7 × 50 binoculars manufactured by Research Enterprises Ltd. (R.E.L.), Canada, are now in service, and although recent production is provided with means for desiccation, standard desiccator unions, Pattern 12119, are not fitted.

2. To enable these binoculars to be desiccated by hand-desiccating pumps, Pattern 12128, and other desiccating pumps in service, the adaptors described in paragraph 4 of A.F.O. 1998/45 should be made and used by ships' staffs where necessary.

3. The phrase "Adaptor Washer—'GACO' Rubber, Grade E.75" shown at the top of A.F.O. Diagram 135/45 which illustrates this adaptor, refers to the washer shown on the lower half of the diagram.

(A.F.O. 1998/45.)

3892.—Guns—Tampeons—Supply and Use

All ships

(A.S. 959/43.—19 Jul. 1945.)

The following revised instructions, as to the supply and use of tampeons are to be complied with until further notice:—

2. *Supply* :—

All guns ... All ships are to carry the authorized allowance of tampeons so far as stocks permit except that tampeons are not to be carried for guns below 4.5-in. in ships on or joining the East Indies or Pacific stations.

Use

East Indies and Pacific stations. Administrative authorities should issue such instructions as are necessary governing the circumstances in which tampeons are or are not to be used.

All other stations ... Tampeons are to be used in the normal way.

3. The guns of reserve ships categories B and C are to be plugged with waxed wooden plugs supplied by the nearest R.N. armament depot and sealed with putty or thick luting. The tampeons should be retained on board, but should be landed when ships are de-stored.

(A.F.O. 1918/43 is cancelled.)

3893.—Guns—20-mm.—Oerlikon—Breech Casings with Oversize Screw Threads

(A.S./C.I.N.O. 13232/44/5376/45.—19 Jul. 1945.)

A number of guns having breech casings with screw threads, 0.5-mm. oversize, are being accepted for Naval Service. The register number of guns accepted to date are:—

32419 to 32425, 32160, 32212, 32299, 32328, 32370, 32339, 32274, 32443 to 32453, 47599, 47600 to 47605, 47861 and 47894 to 47900, 48481, 48482, 48483, 48484, 48485, 48486, 48487, 48491, 48492, 48494, 48495 and 48496.

2. Spare rings, seating, barrel springs, stamped "75-mm. thread, 0.5-mm. oversize", have been provided for these guns. R.N. armament depots should demand oversize rings if and when required for repair from Director of Armament Supply as necessary.

3. Oversize rings, seating, barrel spring must not be fitted to guns with breech casings of correct plan dimensions.

(A.F.O. 2443/45 is cancelled.)

3894.—Guns—2-pdr., Q.F., Mark VIII—Failure due to Broken Toggle

(G. 3478/45.—19 Jul. 1945.)

A failure recently occurred, resulting in serious damage to the gun, due to the gun being fired when toggle was broken. The circumstances were as follows:—

(a) The gun had been correctly loaded and was left with the lock home, handle housed and safety sear released.

(b) After loading the rest of the mounting, an attempt was made to load the already loaded gun, the lock being withdrawn sufficiently for the crank latch pin to clear the locking catches but not enough to recock the safety sear. The mistake was realized and the handle rehoused.

(c) The round in the feed box, partially withdrawn, was not fully pushed back into the link, and held the lock slightly open, the crank spring being compressed.

The latch pin was forcing the latches back but was not beneath them.

In this condition, i.e., with toggle broken, the gun was fired.

2. Attention is drawn therefore to the necessity for ensuring that after loading and/or a stoppage the lock is properly home and the crank locked.

3895.—Guns—Q.F., 2-pdr., Mark VIII "W"—Body Box Steam Release—Modification

(A.S./G. 017570/44.—19 Jul. 1945.)

Gun ... Q.F., 2-pdr., Mark VIII "W" guns.
Part affected ... Body box steam release.
Purpose ... To obviate masking of steam escape holes.
Nature of modification ... Two adjacent steam escape holes to be linked by slot 0.375 in. wide. Mark of body to be advanced to II.
Drawing ... A.F.O. Diagram 269/45.
By whom to be done ... Staffs of H.M. ships, bases and R.N.A. depots.
Degree of urgency ... Without delay

3896.—Gun Mountings—40-mm. Twin, Marks IV and IV* Mountings—Improved Lubrication of Safety Firing Gear

(G. 08552/45.—19 Jul. 1945.)

Ships concerned ... Vessels fitted with 40-mm. Twin, Marks IV and IV* mountings.
Parts affected ... Safety firing gear linkage.
Purpose of modification ... To improve the operation of the safety firing gear.
Nature of modification ... To provide additional lubrication.
Drawing ... A.F.O. Diagram 259/45 (29771 GB.).
By whom to be done ... Ship's staffs, assisted as necessary by base or repair establishments.
When to be done ... As soon as possible.
Type of modification ... Defect.

3897.—Gun Mountings—4.5-in. C.P.V., 4.5-in. R.P.50 Mark V Safety Firing Gear—Modification to Safety Switch, etc.

(G. 026762/44.—19 Jul. 1945.)

- (a) *Ships, Establishments and Authorities concerned* Destroyers of "Z" and "C" classes.
- (b) *Types and Marks of mountings* 4.5-in. C.P.V. and 4.5-in. R.P.50 Mark V (Reg. Nos. 72-181).
- (c) *Part of mounting affected* ... Safety firing switch and sliding interruptor lever of percussion firing gear.
- (d) *Purpose of modification* ... To ensure that both methods of firing, i.e. electrical and percussion, are cut out almost simultaneously when training into or depressing on a dangerous bearing.
- (e) *Nature of modification* ... To increase travel of safety switch spring-loaded contacts to 0.25-in. and weld a stop to sliding interruptor lever of percussion gear, to limit a tendency to rotate.
- (i) For all mountings—0.2-in. should be removed from the housing and its oilite bush.
- (ii) For mountings fitted with percussion firing gear, the existing shim should be removed; and the length of the screws securing contact box should be decreased by 0.2-in.
- (f) *Drawing or A.F.O. Diagram* ... A.F.O. Diagram 256/45 (Drawing No. G.R.6936) shows modifications necessary to component parts.
- (g) *By whom to be done* ... Ship's staff, with the assistance of depot ships if necessary.
- (h) *When to be done* ... First available opportunity.
- (i) *Whether to be treated as an A. and A. or a defect.* Defect.

(A.F.O. 1440/45 is cancelled.)

3898.—Gun Mountings,—4·5-in. Twin, Mark II—Star Shell Spirit Level

(G. 011253/44.—19 Jul. 1945.)

(a) *Ships, Establishments and Authorities concerned.*—“Queen Elizabeth”, “Valiant”, “Renown”, “Illustrious”, “Indomitable”, “Formidable”, “Victorious”.

(b) *Types and Marks of Mounting.*—4·5-in. twin, Mark II, mountings.

(c) *Part of Mounting affected.*—Sighting gear.

(d) *Purpose of Modification.*—To fit an adjustable star shell spirit level.

(e) *Nature of Modification.*—The adjustable star shell spirit level complete with bubble, bracket, and lamp fitting should be screwed to the sight elevating arm.

(f) *Drawing or A.F.O. Diagram.*—Part Drawing No. 56960 G.B., A.F.O. Diagram 263/45.

(g) *By whom to be done.*—Ship's staff, who should demand the whole assembly from A.S., Portsmouth, quoting this A.F.O.

(h) *When to be done (or degree of urgency).*—As opportunity occurs.

(i) *Whether to be treated as an Alteration and Addition or as a Defect.*—As a defect.

3899.—Depth Charges and Equipment—Detonators, Percussion, Watertight, Marks VI, VI D.C.O. and VII D.C.O.—Withdrawal from Service

(A.S. 01606/45.—19 Jul. 1945.)

Stocks of detonators, percussion, watertight, Mark VII, unrestricted, held by Naval Armament Depots are now sufficient to meet all demands. It has therefore been decided that all stocks of Marks VI, VI D.C.O. and VII D.C.O. types of detonator, percussion, watertight, are to be replaced by unrestricted detonators, percussion, watertight, Mark VII.

2. Accordingly arrangements should be made for all detonators, percussion, watertight, Marks VI, VI D.C.O. and VII D.C.O. to be landed at nearest Naval Armament Depot and unrestricted detonators drawn in lieu.

(C.A.F.O. 1918/40 is cancelled.)

3900.—Depth Charge Pattern Control System—Fitting of Restriction Piece—REPORT

(T. 1113/45.—19 Jul. 1945.)

In ships fitted with the depth charge pattern control system it has been found possible to operate the traps and throwers inadvertently.

2. This is caused by a surge of pressure in the exhaust pipe, when pressure in the accumulator is suddenly released by means of the relief valve.

3. To overcome this a restriction piece is to be inserted into the system.

4. *Method of inserting restriction piece.*—(a) Drain the oil from the system by removing the blank nut at the 4-way piece at the top of the power unit.

(b) Remove the pipe connecting the outlet from the relief valve at the top of the casing to the 4-way piece adjacent to the solenoid valves.

(c) Clean the pipe thoroughly with spirit and check that the restriction piece (A.F.O. Diagram 255/45) correctly fits the nipple at the 4-way piece end. The restriction piece should enter the pipe so that the shoulder bears on the end of the pipe.

(d) Heat and tin separately the fitting surfaces of the restriction piece and the end of the pipe.

(e) Assemble the restriction piece in the pipe and sweat together, running solder as necessary into the chamfer between the shoulder of the restriction piece and the end of the pipe.

(f) Wipe off surplus solder and ensure that the $\frac{1}{16}$ -in. diameter hole in the restriction piece is clear.

(g) Re-assemble the pipe.

(h) Refill the system with oil and carry out test for air in system (C.B. 4257(7), paragraph 495).

5. The restriction piece is to be made to A.F.O. Diagram 255/45.

6. Ships fitted with the depth charge pattern control system are to carry out this modification. The assistance of base staffs is to be requested if required.

7. On completion of the work a report is to be forwarded to the Admiralty, through the usual channels, copy to The Captain, H.M.S. “Vernon” (M), West Leigh Cottage, near Havant, Hants.

3901.—Echo-Sounding and Ardenite Equipment—Metal Filament Lamps for Use in Respective Lamp Charging Boards for Batteries

(T. 2208/44.—19 Jul. 1945.)

Production of carbon filament lamps, Pattern 1758 (100 volts) and Pattern 2117 (220 volts) has now ceased and stocks are practically exhausted.

2. Metal filament lamps Pattern 8046M (110 volts, 110 watts) and Pattern 2117M (220 volts, 220 watts) are available and should replace the carbon filament lamps hitherto used for Pattern A.941 charge/discharge boards in Type 758, 761 763 and 764 series E/S sets and boards fitted for charging Ardenite batteries in situ when carbon lamps can no longer be obtained.

3. When metal filament lamps are in use, the additional light emitted will be considerable and in order to avoid the effects of direct glare ships may site the lamps away from the charging boards through flexible cable and lampholder adaptors if desired.

4. The batteries concerned should be charged when possible during daylight hours. In this connection, E/S batteries are duplicated and as they are jointly capable of giving 140 hours continuous operation of the set, it should never be necessary to put the batteries on charge under darken ship conditions.

5. The relevant Establishment lists will be amended in due course.

3902.—Lighting—Alternative Red and White Systems in Surface Ships—As. and As.

(S.R.E. 690/42.—19 Jul. 1945.)

As a result of reports received from sea, it has been decided that alternative red and white lighting should be provided in compartments and spaces used by personnel requiring to be dark adapted, and from which light does not shine outboard.

2. All “white” lighting in the compartments concerned is to be switched “off” at night, and in certain compartments as indicated in paragraph 3 below, switches with removable keys are to be used for controlling the “white” lighting to prevent it being switched “on” by irresponsible persons during dark hours.

3. The table below indicates the red lighting to be fitted in various types of compartment in addition to the normal “white” lighting:—

<i>Space or Compartment.</i>	<i>General Policy.</i>	<i>Lamps to be used.</i>
(a) Living Spaces used by personnel requiring to be dark adapted.	Red Police Lighting.	Pattern 16101, 220 volt 40 watt red silicate sprayed, or Pattern 16103, 110 volt 40 watt silicate sprayed.
(b) Lobbies, flats above living spaces and approaches to bridges and control position.	Red Police Lighting.	Pattern 16101, 220 volt 40 watt red silicate sprayed, or Pattern 16103, 110 volt 40 watt silicate sprayed.

Space or Compartment.

(c) Officers' sea cabins.

General Policy.

One in No. red lighting point to be fitted. Separate switches to be provided to control the red and white lighting. All lighting to be controlled by door switches where these are fitted. An additional dim red light with own switch short of door switch may be fitted if required.

Lamps to be used.

Pattern 16101, 220 volt 40 watt red silicate sprayed, or Pattern 16103, 110 volt 40 watt silicate sprayed.

(d) Compartments in which personnel requiring to be dark adapted, wait before closing up.

Alternative red and white lighting to be fitted. Switches for white lighting to have removable keys.

Pattern 16101, 220 volt 40 watt red silicate sprayed, or Pattern 16103, 110 volt 40 watt silicate sprayed.

(e) Heads.

Alternative red and white lighting to be fitted. Switches for white lighting to have removable keys.

Pattern 16101, 220 volt 40 watt red silicate sprayed, or Pattern 16103, 110 volt 40 watt silicate sprayed.

Particulars of an improved type of red glass lamp to replace the above pattern red silicate sprayed lamps will be promulgated in the near future.

4. It is undesirable that lamps should have to be changed when darkening and undarkening ship, especially where fittings have to be dismantled in order to do so. In order to avoid this, it is necessary, in compartments where the existing white police lights form part of the main illumination by day, that such police lights be transferred to the ordinary lighting circuits, and that new red police circuits be fitted. The positions of the new police lights should be selected according to the nature of the compartment (e.g., low down in compartments where hammocks are slung); overhead above hatches.

5. It is impracticable at present, due to technical reasons, to replace dim blue lamps by dim red lamps. Dim blue lamps will, therefore, continue to be used in positions from which lighting shows outboard. It has now been established that the difference in the effect on night vision of exposure to dim red lighting and the dim blue lighting provided by Pattern 16016 blue lamp is negligible. Red lighting may only be used in such positions when the conditions laid down in C.A.F.O. 2623/44 are complied with.

6. Ships' staffs should, as far as possible, give immediate effect to the above decisions, and an item, classification "A", should be inserted in the next list of As. and As. covering any work ships' staffs are themselves unable to carry out.

7. Separate action is to be taken with shipbuilders in connection with new construction ships.

(C.A.F.Os. 1673/44 and 2623/44.)

3903.—Torpedo Fids—Loss of—After Withdrawal from Torpedoes on Release from Aircraft

(A.M.R./T.M. 2175T/44.—19 Jul. 1945.)

Two cases have occurred of the loss of fids after torpedoes have been dropped from aircraft when using quick attachment hooks (reference 27H/2164).

2. In neither case did the torpedo fail to run, indicating that the loss of the fid took place after its withdrawal from the torpedo.

The loss is attributed to a strong kick which on withdrawal is administered to the curved underside of the fid by the air lever causing the former to rotate about the axis of the jaws of the hook. The rectangular head of the fid then strikes the hook possibly causing damage and subsequent loss of the fid.

3. Since no reports of similar failures have been received from Service sources it is not intended to take modification action at this stage.

3904.—Torpedo Gyroscopes—Sealing of Boxes on Issue from Torpedo Depots

(T. 08867/45.—19 Jul. 1945.)

In order to prevent the possibility of unauthorized or careless handling of torpedo gyroscopes during transport between the torpedo depot and the ship to which the gyroscopes are issued, gyroscope boxes will be sealed immediately the gyroscope has been inserted on completion of adjustment in the depot.

2. The seal will be in the form of a linen label, bearing the name or monogram of the issuing torpedo depot, the registered number of the gyroscope and the date, and will be shellacked in position equally spaced over the box and lid.

3. On receipt, ships should examine all gyroscope boxes to see that the seals are not broken. Provided the seal is intact, it is not to be broken until the gyroscope is actually required for X.R.T. and tabling.

4. If the seal on a gyroscope box is not intact on receipt the gyroscope should if possible be exchanged by arrangement with a torpedo depot. If this is not possible the gyroscope should be selected for tabling before those received in correctly-sealed boxes.

5. Defects in gyroscopes should be reported in accordance with the instructions on Form S.1161.

(A.F.O. 49/45 is cancelled.)

3905.—Torpedo Tubes—Modification to I.C.O. Valves and E.I.V. Cock Interlocks—As. and As.

(Submarines)

(T. 01111/45.—19 Jul. 1945.)

Item numbers S.629, T.632, U.584, Classification A*.

2. The items quoted in paragraph 3 were manufactured from steel in submarines of the 1942 and 1943 building programmes. Misfires have occurred through seizure of the parts in question, and, in consequence, they are to be modified or replaced in high tensile brass as stated below.

3. (a) I.C.O. valve unit of internal and external torpedo tubes. Spindle to be modified as shown in A.F.O. Diagram 261/45 (1).

(b) Hand emergency vent cock of external torpedo tubes. New interlocking valve as shown in A.F.O. Diagram 261/45(2) to be made and fitted.

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

5. Separate arrangements have been made for submarines under construction

3906.—A.T.M. Compass—Installation of—Modification to Pattern 4097

Master Switch
Coastal Craft

(C.D. 130/45.—19 Jul. 1945.)

To avoid accidental interruption to the power supply to the A.T.M. compass, the following action is to be taken:—

(a) The Pattern 4097 master switch is to be fitted adjacent to the control panel and tallied "A.T.M. Compass Master Switch".

(b) The switch is to be modified in accordance with A.F.O. Diagram 254/45 (Drawing D.E.E. 13491), a loose handle, Pattern 4213, being fitted in place of the existing handle.

(c) The loose handle, Pattern 4213, is to be kept on the key board and is not to be used without the consent of the Commanding Officer.

2. The work involved is to be carried out by Base Staff, and an A. and A. item is being raised by D.C.F.M., Admiralty, accordingly.

3907.—Change of Deviation on Change of Latitude

L.C.T.

(C.D. 340/45.—19 Jul. 1945.)

L.C.T. (3) and (4) are fitted with compass binnacles which are not provided with Flinders bars. The result of this is that it is impossible to correct the compass in such a manner that the compensation remains correct on change of latitude. On proceeding southwards through any considerable range of latitude it may be expected that deviations will become more Easterly on Easterly courses and Westerly on Westerly courses, while the reverse will happen when proceeding Northwards. For example about 10° of change may occur while going down the Red Sea.

3908.—D.R. Compass, Mark I—Fitting of Polarity Indicator

(N.S. 22385/45.—19 Jul. 1945.)

Instances have been reported of large values of coefficient A being found when observing the deviation of D.R. compasses.

In some cases this has been due to the fact that the compass is not correctly fitted in the fore and aft line but in others it has been due to the electric supply to the compass having been reversed at some time during the installation. To overcome the latter contingency, a simple polarity tell-tale fitting has been introduced in the supply circuit.

2. This tell-tale, which is known as "Polarity Indicator for D.R. Compasses, Mark I, Pattern No. 8033", should be installed in all vessels and craft where in a D.R. compass, Mark I, is fitted. An item, classification "A," to cover the installation should be inserted in the lists of As. and As. for vessels and craft concerned.

3. Details of an instructions for installation should be obtained from Director of Electrical Engineering by overseers and authorities concerned.

4. It is anticipated that supplies of the polarity indicator will become available by the end of July, 1945, and demands should be forwarded to the Naval Store Officer, Slough.

3909.—Engines, Diesel, General Motors Quad Units, Model 6051—Engine Lifter Eye Bolt Breakage

L.C.I.(L)

(D.C.O.M. 1905/45.—19 Jul. 1945.)

To remove an engine assembly from an L.C.I.(L) engine room, it is necessary to tip the assembly in such a way that the two engine lifter eye bolts, Part No. 5151476, bend, sometimes causing them to break.

2. In order to overcome this defect the cylinder head front vent, Part No. 5159921, should be removed and a spare engine lifter bracket rear, Part No. 5150050, fitted in its place. This will provide a heavy lifting bracket at each end of the engine and eliminate using the eye bolts for removing the engine assembly from the engine room.

3. When slings, chains or hooks are attached to the engine lifter brackets, or eye bolts, a spreader bar must be used to maintain a vertical lifting force wherever possible. One type of spreader bar is illustrated in fig. 5, page 4, section 2, of the 1943 Quad Maintenance Manual.

4. Spare engine lifter brackets, new Part No. 5150050, for this requirement should be demanded from L.C.M.S.O., Staines, on a basis of one spare bracket per craft.

3910.—G.M. Quad Unit—Exhaust Pipes—As. and As.

L.C.I.(L), L.C.H., L.C.Q.

(D.13116/45.—19 Jul. 1945.)

It has been found in many cases that the exhaust outlet bends, adjacent to the ships' sides in the above-mentioned craft, have become perforated in service, resulting in water leaks.

2. In order that means may be provided for the ready renewal of the bends without having to dock or slip a craft, the exhaust piping should be modified as shown in A.F.O. Diagram 252/45 in all craft when taken in hand for docking and

refit. With this arrangement, it will be possible to fit a replacement bend when necessary at some subsequent date without docking the craft, the ship's side outlet being plugged from outboard for the short period required to replace the defective bend.

3. Two main and one auxiliary spare replace bends, items C and D, should be carried on board each craft so modified. These parts may be fabricated from steel tube as follows:—

Item C. 4½ in. O.D., ⅜ in. thick commercial.

Item D. 2¾ in. O.D. ⅝ in. thick, Admiralty contract, schedule 160, item 30.

4. Each bend should be formed from three pieces of tube with the mid section at 45 degrees to the end sections. The ends of the sections of tube should be chamfered to form a V at the circumferential joints and then welded.

5. An A. and A item, classification "A," should be raised to cover the work involved.

(R.A.L.S.C.U., Message 291043/March 1945.)

(A.F.O. 2619/45 is cancelled.)

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

3911.—Diesel Generators—Superior Model G.D.B.8—Modification to Improve Engine Lubrication

L.S.T. (2)

(D. 10666/45.—19 Jul. 1945.)

Arrangements are to be made to remedy the main causes of excessive bearing wear and low lubricating oil pressure in the above-mentioned engines as follows:—

- (a) *Strainer and Filter.*—(i) Rotary element in strainer (Purolator—self-cleaning full-flow type) chokes with sludge that cannot be completely removed even when the strainer is dismantled. This restricts the flow of oil to the bearings.
- (ii) Relief valves in strainer therefore blow continuously, thus a constant supply of dirty oil is bye-passed direct to the engine.
- (iii) Pressure is lost by oil flowing through the De Luxe bye-pass filter direct to the sump and not via the bearings.

The lubricating oil pipes are to be altered to the arrangement shown in A.F.O. Diagram 258/45 (1), whereby the filter is in parallel with the strainer; thus increasing the supply of filtered oil to the bearings. The existing pipes and connections (including the restrictor, Item 27, Plate 26 of Manual) are to be discarded and replaced by ½-in. bore copper pipes. Cocks or valves are to be fitted for isolating the filter unit when cleaning (see diagram); filtering elements in the De Luxe filter are to be renewed by Vokes cleanable elements from L.S.M.S.O. (Part No. B/M 2160A). The amount of oil passing through the cooler is to be regulated (at the ½-in. supply valve to the De Luxe filter) as necessary to maintain oil temperatures in accordance with the Manual of Instructions.

- (b) *Lubricating Oil Pump.*—(i) the output of the oil pump may be insufficient due to any of the defects indicated on A.F.O. Diagram 258/45(2).
- (ii) If when a pump has been properly reconditioned the oil pressure is still low, the suction line should be tested for leaks. The hand priming pump may be used for this purpose by disconnecting and blanking the flanges as necessary at the engine casing and at the pump.
- (iii) Loss of oil through relief valve in pump may be caused by worn spindle and guide. New spindle and guide may be made locally if not available from L.S.M.S.O.

2. This work is to be treated as an urgent defect and carried out by the ship's staff with the aid of the Base maintenance or repair authority concerned at the first opportunity.

3. The oil cooler and strainer are to be opened up for inspection and cleaning if the temperature exceeds 180° F. (outlet from engine) under normal running conditions, and after every 250 hours in accordance with A.F.O. 6056/44. Instructions for cleaning the oil cooler are given in the instruction manual. The cooler

and Purolator strainer element may require soaking in carbon tetrachloride for 24 to 48 hours in the open air to facilitate the removal of hard deposit. The strainer may be cleaned by jetting with compressed air (100 lb./sq. in.). This jetting should be done from the outside only on account of the tapered shape of the filtering passages through the element.

4. At the first opportunity the strainer (Purolator) is to be replaced by a full flow filter (Vokes type Part No. E.106L/8248 fitted with a cleanable element, Part No. C.8246) obtainable through L.S.M.S.O. Owing to the negligible restriction in this type of filter the bearing oil pressure will be increased and adequate filtration will be provided by the exclusive use of cleanable elements in both units—the one operating in parallel with the other. The useful life of Vokes fabric elements is limited and they are to be renewed after every 1,000 running hours (approximate).

Note.—Engines overhauled at Chatham Dockyard and by Messrs. Bristol Tramways will, when possible, have these modifications completed."

(A.F.Os. 6056/44 and 1864/45.)

3912.—D/F Outfit FV1—Disposal of Stores on Withdrawal from Service

(N.S./R.E. 10022/45.—19 Jul. 1945.)

In view of the decision to cease fitting D/F Outfit FV1 and to withdraw outfits as they become defective from services so fitted, all stocks of the items detailed below should be disposed of in accordance with existing instructions at home, and to the best advantage abroad. No returns should be accepted on main or repairable ledger charge.

2. The items concerned are peculiar to D/F outfit FV1 and its associated aerial outfits AQH, ARM and ARO.

Pattern.	Description.
W.2008	Received P.19
W.3904	Junction box, 2-way for cables, Patterns 13811 and 13826
W.4804*	Dipole unit, design AR, complete with lead 10-ft. long
W.4805*	Dipole unit (Pattern W.4804 with support)
W.4806	Reflector unit
W.4807	Supply unit, 230V., A.C. input, 6 volt 5 amp. and 150, 180 and 200 volt 30 m.a. output
W.6800*	Gramophone table (clockwork drive)
W.7482*	Receiver P.39
W.7981*	Junction box (watertight)
55120*	Dipole aerial, design 6, complete with 100-ft. lead
55121	Reflector unit for heat-proof dipole
55122	Brass-sleeve bell-mouthed, flanged for $\frac{3}{8}$ -in. dia. cable.

3. Patterns marked * carry free-issue components. Any component likely to be of future service should be withdrawn and taken on charge as separate items, provided the work of withdrawal is considered justified.

3913.—Radar Display Room and Height Filtering Position—Supply of Celestoid Sheet, Graph Paper and Chinagraph Pencils

(N.S. 24383/44.—19 Jul. 1945.)

It has been decided to issue supplies of celestoid sheets, graph paper and chinagraph pencils to ships fitted with W.A. Radar sets for use in the height filtering position or Radar display room.

2. Ships concerned are to demand the following stores as shown, quoting this Admiralty Fleet Order as authority.

Subhead	Pattern No.	Description	Quantity	To be demanded from
E.2	2686	Celestoid sheet, 56-in. × 25-in. × 3 mm.	3 sheets	Normal storing yards and depots.
Sta.	—	Graph paper, 1/10-in. graduations, 2 ft. wide.	6 yards	
F1A Pt. I	—	"Blaisdell" Chinagraph pencils.	6 sets	

Ships at home from Superintending Naval Store Officer, Haslemere. Ships abroad from appropriate yards or depots.

3. Provision of celestoid sheets and graph paper has been made for delivery as follows:—

Yard	Chatham	Ports-mouth	Devon-port	Rosyth	Mersey Area	Severn Area	West Riding	Carlisle
Celestoid sheets.	60	60	60	60	100	100	60	60
Graph paper (yards).	100	100	100	100	200	200	100	100

4. Supplies to yards abroad should be arranged from depots as indicated:—

From Rosyth	Celestoid Sheets	Graph Paper
Gibraltar
Malta
Alexandria
From Severn Area		
Colombo
From Chatham		
Durban
Simonstown
From Mersey Area		
Sydney
From Devonport		
Brisbane

5. "Blaisdell" chinagraph pencils are already in general supply.

6. Celestoid sheets are being added to the Rate Book for Naval Stores—under subhead E.2.

7. Establishment lists will be amended in due course.

(A.F.O. 2163/45 is cancelled.)

3914.—Radar—Type 275—Modification to Time Base and Relay Unit—Design P—A.P.W. 8033

(R.E. 182/45.—19 Jul. 1945.)

The following modification is to be carried out to the wiring of all Time Base Unit "P" up to and including Serial No. F.L.109. Units with serial numbers commencing with B.C. are not affected.

2. Refer to RH.460(3) Handbook for Type 275, Diagram No. 85. On units with serial numbers up to F.L.109 two leads will be found connected to Tag. No. 38 of the unit. These come from contacts C and F on the strip connector.

The lead on Tag 38, which comes from contact C on the strip connector, is to be disconnected, the bare end being insulated and stowed in the unit.

3. This work is to be carried out by ships' staff.

3915.—Radar—Type 941—Performance Meter Design 4, Pattern 56834

(R.E. 02104/45.—19 Jul. 1945.)

Performance Meter, Design 4, together with its test aerial is now available for use with Type 941. This unit is a modification of Performance Meter, Design 2 as used with Types 242/3 and tests the interrogator in the same manner.

2. Ships fitted with Type 941 should fit the performance meter and aerial the work being carried out by ships' staff, assisted by base staff as necessary, as follows:—

- Clamp the aerial support bracket to the safety rail of Type 281 upper platform as shown in A.F.O. Diagram 265/45 (1-2) (A.S.E. Drawing No. 44239/A).
- Connect the aerial unipole through a short length of Pattern 13804 cable and Junction Box, Pattern W.7969 to the main pyrotenax feeder, Pattern 13934 cable.
- Fit the aerial on the bracket, mount the junction box on the platform and run the pyrotenax down the mast to a Pattern W.7969 junction box in Type 281 office.
- Mount the performance meter in the office (a space is provided in Type 281BQ rack) and connect the aerial socket to the junction box with a flexible cable.

3. To fix the performance meter aerial in position, turn the Radar aerial till it is facing aft, put the gain control at mid-position and adjust the position of the aerial by moving the bracket up and down until the performance meter is triggered by the interrogator. Clamp the aerial in this position.

4. Stores required are :—

Pattern 56834 Performance Meter, Design 4	...	1
Pattern 54934 Connection	...	1
Pattern 54935 Mounting	...	1
Pattern W.6757 Aerial Unipole	...	1
Pattern 59855 Counterpoise	...	1
Pattern 59854 Bracket	...	1
Pattern W.7969 Box Junction	...	2
Pattern W.4637, Plug	...	1
Pattern 10H/702 Socket	...	1
Pattern 13804 Cable	...	20 ft.
Pattern 13934 Cable	...	as required

These will be supplied with all Types 941 in future. For retrospective fittings in services in home waters they should be obtained from S.N.S.O., Haslemere. Stores are being despatched to S.N.S.O., Alexandria, Colombo, Durban, Malta, N.S.O. Gibraltar, Brisbane. For retrospective fittings abroad, stores should be demanded from the appropriate Naval Store Officer, quoting this Admiralty Fleet Order as authority.

5. Fitting out information is contained in the Specification B.528/R.1 for Type 941 and 243Q.

6. Handbook C.B. 4393 will be issued shortly for Performance Meter, Design 4. The handbook for Performance Meter, Design 2 (RH.626) should be consulted until C.B. 4393 is available.

3916.—R.N. Shore Wireless Stations—Admiralty Signal Establishment Specifications for Wireless and Radar Equipment used on Shore—Standard Distribution—REPORT

R.N. Shore Wireless Stations, R.N. Shore Radar Stations, R.N. Air Stations, Mobile Naval Wireless Stations and Authorities concerned
(R.E. 02213/45.—19 Jul. 1945.)

To provide an adequate distribution of information of new equipment produced for use on shore, it has been decided to introduce a standard distribution for Admiralty Signal Establishment Specifications appropriate to shore installations.

2. A similar distribution will be given to amendments and addenda to the specifications concerned.

3. *Specifications of General Application.*—To reduce the total number of copies to be distributed and to ensure that those allocated are appropriate, the specifications have now been divided into the following categories :—

Category	Description of Specification
1A	All masts, aeriels and earth systems.
1A	A selection from Category 1 of the specifications appropriate to R.N. air stations.
2	Transmitting sets, medium and low power receivers.
3	Transmitting sets, high power. Diversity and other special receivers. Automatic signalling equipment.
4	Control apparatus.
5	Direction-finding equipment.
6	Radar equipment, except Radar sets employed as "Flying Aids".
7	"Flying Aids", both Radar and wireless. Monitoring equipment for flying aids.
8	"Brief" specifications for Naval radio vans.
9	Typical layouts for wireless stations, excluding plan assembled stations.
9A	Plan assembled stations.
10	Typical layouts for Air Stations.
11	Typical layouts for Radar Stations.
12	Typical layouts for mobile Naval Radar Stations.

Note.—With reference to the above table, Category 1 includes all the specifications in Category 1A. Authorities receiving Category 1 do not, therefore, require Category 1A in addition.

4. The revised Standard Distribution now being implemented is shown in the table given below. This table indicates the distribution of standard non-confidential specifications having a general application only.

Authority	Category of Specification and Number of Copies Supplied													
	1	1A	2	3	4	5	6	7	8	9	9A	10	11	12
<i>Admiralty :—</i>														
D.R.E. (London) ...	1	1	2	1	2	2	2	2	1	1	1	2	2	2
D.A.C.R. (London) ...	—	1	1	—	1	1	1	1	1	—	—	1	—	1
C.C.O. (London) ...	—	—	—	—	—	—	—	—	1	—	—	—	—	1
D. of S. (London)	—	—	—	—	—	—	—	—	1	—	—	—	—	—
D. of D. (Bath) ...	2	40	42	2	42	42	42	42	3	2	2	42	2	3
C. E.-in-C. (Bath) ...	6	—	6	6	6	6	6	6	—	6	2	6	6	—
D.E.E. (Bath) ...	2	—	2	2	2	2	2	2	3	2	2	2	2	3
E.-in-C. (Bath) ...	—	—	—	—	—	—	—	—	3	—	2	—	—	3
<i>Authorities :—</i>														
Commanders-in-Chief ...	1	—	1	1	1	1	1	1	2*	1	1*	1	1	2*
F.O. Bombay ...	—	—	—	—	—	—	—	—	2	—	—	—	—	2
F.O., Ceylon ...	1	—	1	1	1	1	1	1	2	1	1	1	1	2
F.O.G.M.A. ...	1	—	1	1	1	1	1	1	—	1	—	1	1	—
F.O.L.E.M. ...	1	—	1	1	1	1	1	1	—	1	—	1	1	—
S.B.N.O., Western Atlantic.	1	—	1	1	1	1	1	1	—	1	—	1	1	—
V.A., Malta ...	1	—	1	1	1	1	1	1	—	1	—	1	1	—
V.A.(Q), B.P.F. ...	1	—	1	1	1	1	1	1	3	1	1	1	1	3
O.S.E.D. (India), Bombay	—	—	—	—	—	—	—	—	12	—	—	—	—	4
Admiral (Air) ...	—	1	1	—	1	1	1	1	2	—	—	1	—	2
F.O.A., East Indies ...	—	10	10	—	10	10	10	10	2	—	—	10	—	2
F.O.N.A., Pacific ...	—	2	2	—	2	2	2	2	2	—	—	2	—	2
COM. N.A.S. (North) ...	—	1	1	—	1	1	1	1	2	—	—	1	—	2
Naval Air Signal School, Arbroath.	—	1	1	—	1	1	1	1	3	—	—	1	—	3
A.C.N.B. ...	2	—	2	2	2	2	2	2	2	—	—	2	2	2
C.S.S. ...	2	—	2	2	2	2	2	2	2	—	—	2	2	2
N.Z.N.B....	2	—	2	2	2	2	2	2	2	—	—	2	2	2
F.O.C.R.I.N. ...	2	—	2	2	2	2	2	2	2	—	—	2	2	2

Authority	Category of Specification and Number of Copies Supplied													
	1	1A	2	3	4	5	6	7	8	9	9A	10	11	12
<i>Authorities :—contd.</i>														
O.S.E.D. (U.K.), Fun- tington	-	-	-	-	-	-	-	-	12	-	-	-	-	1
A.S.E.	10	-	10	10	10	10	10	10	20	10	10	10	10	10
E.E.M., Rosyth	-	10	10	-	10	10	10	10	-	-	-	10	-	-
E.E.M., Portsmouth	-	10	10	-	10	10	10	10	-	-	-	10	-	-
E.E.M., Devonport	-	10	10	-	10	10	10	10	-	-	-	10	-	-
Warship Electrical Super- intendent, Belfast.	-	3	3	-	3	3	3	3	-	-	-	3	-	-
<i>Stations :—</i>														
Shore W/T Stations	1	-	1	1	1	1	-	-	-	1	-	-	-	-
Air Stations	-	1	1	-	1	1	1	1	-	-	-	1	-	-
Plan Assembled Stations	1	-	1	1	1	-	-	-	-	-	1	-	-	-

Note.—* = Commander-in-Chief, British Pacific Fleet and Commander-in-Chief East Indies only.

5. With reference to paragraph 4, the stations to which distribution will be made are as follows :—

(a) *R.N. Shore Wireless Stations*—

Aden	Cleethorpes	Malta (2 copies)
Alexandria	Colombo (Y)	Mauritius
Bahrein	Durban	Nore
Bermuda	Falkland Islands	Plymouth
Bombay (R.I.N.)	Flowerdown	Portland
Capetown East	Gibraltar	Rosyth
Capetown South	Horsea	Scarborough (Y)
Ceylon North	Liverpool	Whitehall
Ceylon West		

(b) *R.N. Air Stations*—

Abbotsinch	Easthaven	Peplow
Anthorn	Eglinton	Piarco
Arbroath	Evanton	Puttalam
Ayr	Fearn	Ronaldsway
Belfast	Grimsetter	St. Merryn
Ballyhalbert	Hastings	Stretton
Burscough	Hatston	Sollur
Cochin	Henstridge	Takali
Coimbatore	Heston	Tambaram
Colombo	Hinstock	Trincomalee
Craik	Hiswa	Twatt
Crimond	Inskip	Weston Park
Culdrose	Katukurunda	Woodvale
Culham	Lee-on-Solent	Worthy Down
Dale	Machrihanish	Wingfield
Donibristle	Maydown	Yeovilton
Douneary	Middle Wallop	Zeals
Drem	Nutts Corner	

6. *Specifications of Limited Application.*—In the case of specifications and drawings which have only a limited application, as, for example, specifications showing the arrangement of a building at a particular station, distribution will be made as follows :—

Authority	No. of Copies
<i>Admiralty :—</i>	
D.R.E. (London)	1
D.A.C.R. (London)	1A
D. of D. (Bath)	6A
C.E.-in-C. (Bath)	6
D.E.E. (Bath)	6
<i>Authorities :—</i>	
Commander-in-Chief concerned	1
Administrative Authority concerned	1
<i>Stations :—</i>	
Station concerned	6

Note.—A = Specifications applicable to air stations only.

7. *Safe Custody of Specifications.*—On receipt, copies of specifications should normally be retained by officers-in-charge of stations, staff communication officers, etc., who should arrange that they are available for use locally by other departmental officers concerned.

8. *Reports.*—Administrative authorities are to report any changes considered necessary to the standard distribution above, to Admiralty, as these arise.

(A.F.Os. 5073/44 and 6443/44 are cancelled.)

3917.—Signal Flag Lockers, Types A to J—Revised Markings

H.M. Ships

(R.E. 11305/45.—19 Jul. 1945.)

The markings of the pigeon holes of standard signal flag lockers, Types A to J, are to be altered and painted as necessary to agree with revised markings shown for the respective lockers on A.F.O. Diagrams 266/45 (1) to (5) (A.S.E. Drawings No. 45148/1 to 45148/5).

2. All lettering is to be painted in accordance with A.F.O. Diagram 266/45 (6) (A.S.E. Drawing No. 45148/6).

3. Arrangements have been made for all new signal flag lockers supplied by shipbuilders or dockyards in new construction ships, etc., to be marked similarly.

4. Ships with old types of lockers are to conform as nearly as possible to the A.F.O. diagram most applicable.

5. Lockers for the stowage of sets of signal flags are *not* required to be fitted in H.M. submarines owing to the decision to omit the fitting of flag-hoisting arrangements in such vessels. Consequently the remarking of signal flag lockers referred to in this Admiralty Fleet Order is *not* applicable to H.M. submarines.

(A.F.O. 420/36, not in Annual Volume, is cancelled.)

3918.—Combined Control Circuits for two U.S. Naval High Power Transmitters—Fitting-Out Information

(R.E. 12648/44.—19 Jul. 1945.)

A.S.E. Installation Specification No. B.470 has been prepared to show the method of fitting and wiring combined control circuits for two U.S. Naval High Power Transmitters.

2. Copies of the specification have been forwarded to the Commanders-in-Chief, East Indies and Western Approaches; to the Admirals Superintendent, Chatham, Devonport, Portsmouth, Alexandria, Orkneys and Rosyth; to the Flag Officers-in-Charge, West Africa and Ceylon; to the Commodores Superintendent, Gibraltar, Malta, Bermuda and Simonstown; to the Commodores-in-Charge, Sheerness and Halifax; to the Flag Officer, Bombay; to the Captains Superintendent, Kilindini and Durban; to the Commodore (D), Londonderry; to the Naval Headquarters,

India; to the Deputy Superintendent, Pembroke; to the Naval Secretary, Wellington; to the Naval Secretary, Melbourne, for the officers concerned at Melbourne, Sydney and Fremantle; to the Secretary Naval Board (N.D.A.), Ottawa; to the Chief Constructors-in-Charge, H.M. Naval Repair Bases, Corpach and Dunstaffnage; to the B.A.D., Washington.

3. Copies of the specifications have also been forwarded to the Warship Production Superintendents, East Coast or 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 two U.S. Naval High Power Transmitters are therefore to apply to the Warship Production Superintendents of their areas for a copy of A.S.E. Specification No. B.470.

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

5. The carbon filament lamps shown on the drawings in this specification are now obsolete. Particulars of suitable replacements will be included in an addendum to the specification to be issued in due course.

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

3919.—Aircraft—Engine Driven Accessories—Tools

(A.M.R. 241/45.—19 Jul. 1945.)

Allowances of tools for engine driven compressors, vacuum, fuel and hydraulic pumps, will be included in B.R.383, Section V, Parts V and VI.

2. The range of these tools, in general, limits the work which may be undertaken to repair by replacement of parts which have been allowed as spares. This work should be within the limitations laid down in the relevant Air Publications or other approved reconditioning schedules.

3. Owing to the limited number available, any tools held in excess of this establishment are to be returned to the nearest R.N. Store Depot (U.K.) or Storing Yard (abroad) in order that they may be re-issued to other Services.

3920.—Aircraft Radio—AN/ARC-1—Transmitter Receiver—Introduction

(N.A.R. 510/45.—19 Jul. 1945.)

Aircraft Radio Equipment AN/ARC-1 is hereby introduced. The equipment will be installed in aircraft types Barracuda III and Avenger III.

2. AN/ARC-1 provides R.T. transmission and reception in the 100 to 156 Mc/s band on any one of nine crystal controlled pre-set frequencies, together with a guard channel frequency of 140.58 Mc/s only. Provision is made for monitoring on the guard channel at the same time as operating on one of the main channels. The change from reception to transmission is accomplished where carbon microphones are used by operating a microphone push-button. Where the set is modified for use with E-M microphones (see paragraph 9 below) the change from reception to transmission is accomplished by operating a "press to transmit" push button.

3. Twelve crystals are used to control 10 transmitting and receiving channels (nine main channels and a guard channel) and the receiver guard channel R/F assembly. One crystal is required for each communication channel to produce the receiver heterodyne frequency, of 9.72 Mc/s below the carrier frequency. These crystals operate at 1/18th of the desired heterodyne frequency. The transmitter carrier frequency is obtained by adding the heterodyne frequency to the output of a crystal controlled oscillator operating at 9.72 Mc/s. Crystals for the guard channel frequency are provided for both receiver R/F assemblies; the one for the main channel R/F assembly is used for transmission and reception, and the one for the guard channel allows simultaneous monitoring on the guard channel and a main channel. The transmitter crystal (9.72 Mc/s) and the guard channel crystal are located inside the chassis, and crystal CR.1A/AR must be used for satisfactory results. The remaining 10 crystals are mounted on the front panel of the transmitter-receiver.

4. The transmitter-receiver is mounted in a rack, known as the mounting base, and is easily removed. Inter unit connectors terminate on the mounting base and are, therefore, not disturbed when removing the transmitter-receiver.

5. Power supplies are obtained from a dynamotor mounted in the transmitter-receiver unit. The dynamo is driven from the 24–29 volts D.C. aircraft supply.

Actual current consumption is shown below:—

Reception...	...	...	...	...	7 amps
Transmission	...	...	...	...	10 amps
Main Channel Switching interval (on reception)	...	...	...	...	12 amps
Main Channel Switching interval (on transmission)	...	...	...	...	15 amps

} 28 volts

6. The equipment comprises the following main units:—

Unit	Ref. No.	Height	Width	Depth
Transmitter-Receiver RT-18/ARC-1	110D/1011	9 $\frac{1}{2}$ in.	10 $\frac{1}{2}$ in.	24 $\frac{3}{16}$ in.
Control Unit C-115/ARC-1...	110L/153	2 $\frac{1}{4}$ in.	6 in.	6 $\frac{1}{2}$ in.
or				
Control Unit C-45/ARC-1 ...	110L/154	2 $\frac{3}{8}$ in.	3 $\frac{3}{8}$ in.	6 $\frac{1}{2}$ in.
Mounting Base MT-100/ARC-1	110A/1155	Included in above.		
Connector Set, Barracuda III	10HA/4634	Type ARI/5403/Y/2.		
(Details of Connector Set, Avenger III, are not yet available.)				
Aerial, Type 147	10B/13339			
Total weight (exclusive of cables)	...	...	...	52 $\frac{1}{2}$ lb.

7. Information on AN/ARC-1 is contained in handbooks AN-08-30ARC1-2 and AN-08-30ARC1-3. Distribution of these handbooks will be made without demand from the R.N. Store Depot, 6 Murray Street, Belfast.

8. Deliveries of the equipment are now commencing and supply will be made without demand to priority services for a few months following the date of this Admiralty Fleet Order. In the meantime no demands are to be raised.

9. Those equipments already fitted in Avenger III aircraft make no provision for inter-communication or for the use of E-M microphones. Full details of the necessary modification will be promulgated in due course. Any equipment supplied through naval stores in the U.K. will embody the modification.

3921.—Aircraft—Bulbs and Plugs for Electrical Thermometers

(N.S. Air 1530/45.—19 Jul. 1945.)

The undermentioned items for use in oil and radiator thermometers, Marks I, IB, and IIA are hereby introduced in lieu of bulbs (Stores Ref. 6A/1089) which are obsolescent.

2. Allowances to ships and services will be in accordance with the following scales:—

Ref. No.	Description	B.R. 378		B.R. 377		Repair Ships						
		Carriers		R.N. Air Stations		R.N. Repair Yards	R.N. Maintenance Yards	"Unicorn"	Maintenance Repair Ship	Component Repair Ship	M.O.N.A.B.'s	
		Maintenance Stock		Class "A"	Class "B"							R.N. Repair Yards
		1-6 A/C	7-12 A/C			13-24 A/C	Class "A"	Class "B"	R.N. Repair Yards	R.N. Maintenance Yards	"Unicorn"	
1566	Section 6A Bulbs, Mark III for oil and Rad. Therm Marks I, IB and IIA	1	2	2	4	2	4	8	4	4	4	2
1775		1	2	2	4	2	4	8	4	4	4	2
1755		1	2	2	2	1	2	4	4	2	2	1

2. Bulbs, Mark III and IIIA (Stores Ref. 6A/1566 and 1775) while differing internally are interchangeable with one another and are suitable for use on all types of engines.

3. Bulbs (Stores Ref. 6A/1089) are unsuitable for use on "In Line" engines, they may however, continue to be used in "Radial" engines until stocks are exhausted.

4. Plugs (Stores Ref. 6A/1755) are already fitted to all stocks of the old type bulbs (Stores Ref. 6A/1089), and are issued automatically with such bulbs without separate demand; they are not fitted to the new type bulbs (Stores Ref. 6A/1566 and 1775), which are supplied fitted with a special dust cap in place of the plug.

5. When a replacement bulb of either the Mark III or Mark IIIA type is fitted, it will not be necessary to remove the plug which is permanently attached to the aircraft wiring; but it should be noted that the old bulb (Stores Ref. 6A/1089) is supplied complete with plug.

6. Supply will be made without demand from R.N. Store Depot, Llangennech to R.N. Air Station, Piarco.

7. Other services concerned should forward demands to their normal sources of supply of air stores, quoting this Admiralty Fleet Order as authority for supply. Issues to new services will be made with their initial supply of stores.

8. Stocks are available and arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

9. Aircraft Stores Establishments will be amended in due course, meanwhile establishments held by H.M. dockyards, R.N. stores depots, etc., should be amended in manuscript.

3922.—C.V.Es.—Arrester Gear

(A/Acc. 131/45.—19 Jul. 1945.).

It has been reported by several ships that when the 2½-in. circumference centre spans are fitted to the arrester gear system there is difficulty in obtaining sufficient clearance between the wires and the deck.

There are two possible causes:—

- (a) insufficient height of the yielding elements,
- (b) too much sag between the yielding elements.

2. To assist in overcoming the difficulty referred to in (a), the stronger yielding element springs referred to in Arrester Gear Bulletin No. 8 and A.F.O. 6194/44 should be fitted. In addition, the centre line yielding element springs should be augmented by a length of elastic shock absorbent cord as described in Admiralty Letter D.O. 7799/45, dated 14th May, 1945.

3. To overcome the trouble referred to at (b), the accumulator pressure may be increased up to but not above 900 lb./sq. in. Auxiliary rope supports as described in Arrester Gear Bulletin No. 8 may also be used if found to be desirable.

(A.F.O. 6194/44.)

3923.—Aircraft K Dinghy Pack Type "C"—Modification to Provide Attachment for Water Cushion

(N.S. Air 6355/45.—19 Jul. 1945.)

In order to provide aircrews with fresh drinking water as mentioned in paragraph 2 (b) of A.F.O. 193/45, the following modification is necessary:—

2. It calls for the fitting of four webbing tabs to the K dinghy pack Type "C" container for the purpose of attaching the K type dinghy water cushion, and should be embodied as soon as possible.

To carry out the modification the following items will be required, which should be demanded as necessary from the usual sources of supply of Air Stores.

Stores Ref. No.	Description	Quantity
27C/2149	Webbing tab, complete with male and female portion of press stud and fabric doubler.	4 per pack.
32B/649	Linen thread, khaki, No. 25	As required.

3. The sequence of operations is as follows:—

- (i) Mark out the positions of the webbing tabs and male portions of press studs as shown on Drawing No. AP. 1182/45.
- (ii) Stamp out by means of cutting and also punch out the four holes for receiving the shank of the male portions of the press studs.
- (iii) Fit the press studs, taking care to include the fabric reinforcement doubler.
- (iv) Sew the webbing tabs in position, using Thread, linen khaki, No. 25 (Stores Ref. No. 32B/649).

4. Repair instructions will be published in AP. 1182/Vol. II, Part 3, in due course.

5. A.F.O. Diagram 251/45 gives layout of equipment necessary for this modification.

(A.F.O. 193/45.)

3924.—Binoculars—Allowances

(N.S. 015850/44.—19 Jul. 1945.)

The production of seven-power binoculars now permits their supply in exchange for six-power types in all ships shown in C.A.F.O. 94/43 (as amended by C.A.F.O. 2064/43) and C.A.F.O. 2644/44, and in all landing ships and craft.

2. Full allowances are approved to monster liners, personnel transports, M.T. vessels and all other D.E.M.S., when employed or allocated for service in the Eastern Theatre.

3. H.M. ships and craft concerned in commission should arrange exchanges with the nearest Naval Store Depot. D.E.M.Ss. should apply through the usual channels.

4. Army, American or Canadian, 7 × 50 types are to be issued to D.E.M.Ss., minor war vessels and landing craft. Issues to other ships are to consist of approximately 50 per cent. of these types and the remainder, Pattern No. 1900A.

5. Supply to new construction H.M. ships concerned should be arranged by warrant and supplying yards and depots in the normal manner.

6. (Superintending) Naval Store Officers should notify requirements where stocks are deemed insufficient.

(C.A.F.O.s 94/43, 2064/43, 2625/43, 1612/44, 2553/44 and 2644/44.)
(A.F.O. 1332/45 is cancelled.)

3925.—Boilers—Combustion Tubes and Supports of Heat Resisting Steel—Purchase and Maintenance of Stocks

(N.S. 020852/44.—19 Jul. 1945.)

Standard designs of Admiralty type combustion tubes and supports for oil fuel registers as fitted in the boilers of H.M. ships are shown in A.F.O. Diagram 262/45.

2. In view of the expenditure of heat-resisting tubes and supports, arrangements are to be made to maintain stocks of these fittings in H.R. steel at dockyards and bases as follows:—

Combustion tubes and supports of heat-resisting steel for standard Admiralty type closed boiler fronts with air pre-heaters.

	For 17½-in. Registers.	For 15½-in. Registers.
Chatham	200	50
Portsmouth	200	50
Devonport	100	25
Rosyth	200	50

	For 17 $\frac{1}{2}$ -in. Registers.	For 15 $\frac{1}{2}$ -in. Registers.
Mersey Area	125	35
Severn Area	125	35
Alexandria	200	50
Malta	200	50
Gibraltar	150	25
Simonstown	100	25
Durban	100	25
Trincomalee	100	25
Bermuda	25	5
Sydney	700	—
Colombo	250	—
Bombay	25	10

3. These combustion tubes and supports are intended for general issue as required for H.M. ships and arrangements should be made by Home Dockyard Officers and Superintending Naval Store Officers, Mersey and Severn Areas, to replenish stocks by local purchase as they fall below the quantities shown in paragraph 2.

4. Yards abroad should forward demands to Director of Stores, Admiralty, to complete to the quantities authorized as issues are made.

5. Dockyards only: The Supports, Patterns 5930 and 5931 are to be dealt with under Vote 8/II/Subhead B.3, and requirements should be obtained by purchase from one of the undermentioned firms for supply in the materials indicated:—

Messrs. Firth's	H.R. Crown Max.
Messrs. Hadfields	E.R.A., H.R.I. or E.R.A., H.R.3
Messrs. Cronite	Cronite
Messrs. Firth Vickers	Immaculate 5
Messrs. Edgar Allen	Maxhete 2W

Supports of mild steel aluminised should be obtained by dockyard manufacture as necessary.

6. The undermentioned particulars are to be furnished on all demands for steel combustion tubes forwarded by H.M. ships to dockyards:—

- Number of tubes actually fitted on board.
- Number of tubes it is proposed to use from spares on board.
- Spares remaining on board after action at (b) has been taken.
- Whether boilers are fitted with air pre-heaters.

Supply is to be restricted to the quantities required to bring the number of spares carried on board up to the following percentages of those actually fitted:—

All ships, except sloops, having boilers fitted with air pre-heaters.	50 per cent.
Capital ships, aircraft carriers and cruisers not fitted with pre-heaters.	25 per cent.
Destroyers and similar vessels	40 per cent.
Sloops	100 per cent.

7. Unless otherwise ordered, combustion tubes of heat-resisting steel are to be supplied only where the boilers are fitted with air pre-heaters.

Ships attached to B.P.F. and E.I.F. which are fitted with Admiralty type closed boiler fronts are to be supplied with combustion tubes of H.R. steel, where these are available, whether the boilers are fitted with air pre-heaters or not.

Ships under refit for this service are also to be provided for similarly.

Where combustion tubes of mild steel aluminised are already carried on board these should be used before fitting tubes of H.R. steel.

8. Supply of heat-resisting steel combustion tubes for Sydney and Colombo has been arranged as follows:—

To Sydney	From
Heat-resisting steel combustion tubes—A.F.O. Diagram 262/45 (for 17 $\frac{1}{2}$ -in. registers).	200 Chatham
Pattern 5930 supports	200 } Severn Area
Heat-resisting steel combustion tubes, complete with supports for 17 $\frac{1}{2}$ -in. registers—A.F.O. Diagram 262/45.	500 }
To Colombo	
Heat-resisting steel combustion tubes, complete with supports for 17 $\frac{1}{2}$ -in. registers—A.F.O. Diagram 262/45.	250 Severn Area

(A.F.Os. 879/41, 612/43 and 1001/44 are cancelled.)

3926.—Boom Defence Scaffolding Equipment—Unsuitability for Constructional Scaffolding

(B.D. 0432/44.—19 Jul. 1945.)

The scaffolding tubing and fittings supplied for the erection of defences are not suitable for the erection of constructional scaffolding.

2. The tubing and the fittings do not comply with the British Standard Specifications for scaffold fittings used in normal building work and any accident resulting from its use would have most serious repercussions.

3. Before using this equipment for any service the concurrence of local technical officers should be obtained.

4. Special precautions are to be taken to ensure that none of this equipment is released to the general market.

5. Scrap scaffolding tubing should be disposed of in accordance with A.F.Os. 2455/43 and 1508/45. Mention should be made when reporting to the Iron and Steel Disposals Ltd., Steel House, Tothill Street, London, S.W.1, that it is important that the material is, in fact scrapped. An acknowledgement that this will be done should be obtained.

6. Scrap scaffolding fittings are to be reported separately to the Iron and Steel Disposal Ltd., Steel House, Tothill Street, London, S.W.1, and facilities given to their officer to examine the fittings.

7. Where the quantity of fittings for disposal is less than one ton the material may be disposed of in accordance with paragraph 5 of A.F.O. 2455/43, subject to effective mutilation of the fittings being carried out and a certificate being obtained from the buyer that the metal will be scrapped and that none of it will find its way to the general market through dealers or otherwise.

(A.F.Os. 2455/43 and 1508/45.)

(A.F.O. 2779/44 is cancelled.)

3927.—Additional Naval Stores—Supply

L.S.T. (2)

(N.S. 32579/44.—19 Jul. 1945.)

The following stores are to be carried on all L.S.T. (2):—

(a) Fire-fighting equipment

Subhead	Description	Quantity
B.8	Twin foam compound unit, Type "C"	2 No.
	Mechanical spares for	1 set
	Hose, canvas, delivery, with instantaneous connections:—	
	2 $\frac{1}{2}$ -in. × 40 ft.	4 No.
	2 $\frac{1}{2}$ -in. × 20 ft.	2 No.
B.9	Adaptors, 2 $\frac{1}{2}$ -in. male, instantaneous, to 2 $\frac{1}{2}$ -in. female American standard hose thread.	2 No.

(b) *Towing arrangements*

B.4 Senhouse slip with end links for 1 $\frac{3}{8}$ -in. chain cable ... 1 No.

(c) *For L.C.T. Launching Ways (when fitted)*

B.11 D.H.T. 2461 (Admiralty Pattern 3865) Spanners, box, 10 No.
 $\frac{5}{8}$ -in. \times $\frac{3}{4}$ -in.
 D.H.T. 1634 (Admiralty Pattern C.659) Mauls, double-headed, 7 $\frac{1}{2}$ -lb. 2 No.

(d) *For repair of awnings, etc.*

D.1 Canvas, R.N.2 $\frac{1}{2}$ bolt.

2. Certain of the above items may have been supplied whilst approved As. and As. were being carried out, and Commanding Officers are to ensure that such stores are included in the ship's store account.

3. Demands should be forwarded to the nearest Yard or R.N. Store Depot for any articles which are not already held on board, with the exception of adaptors and Senhouse slips, which should be demanded from Naval Store Officer, Preston.

(A.F.O. 834/45 is cancelled.)

3928.—Kedge Winch Sprockets

L.C.I.(L), L.C.H. and L.C.Q.

(D./D.C.O.M. 645/45.—19 Jul. 1945.)

In replacing the existing 2 $\frac{1}{2}$ -in. circular U.S. type wires on the kedge winches on the above-mentioned craft, 2 $\frac{1}{2}$ -in. British F.S.W.R. should be used.

2. To enable this heavier wire to be correctly reeled on the winch drums, it will be necessary to change the sprockets actuating the feeder guide. The existing 44-tooth sprockets on the leading-on screw spindle should be replaced by sprockets with 39 teeth.

3. Stocks of 39-tooth sprockets are now available at L.C.M.S.O., Staines, and supplies will permit of the issue of two sprockets per vessel. Demands on this basis should be made to L.C.M.S.O., Staines, and the new sprockets should be retained on board until the necessity for their use arises, i.e. when 2 $\frac{1}{2}$ -in. wire is substituted for the 2 $\frac{1}{2}$ -in. wire.

4. The work in changing the sprockets should be carried out by the base or ships' staffs and 44-tooth sprockets should be retained on board to provide for the eventuality of a 2 $\frac{1}{2}$ -in. wire being fitted to the winches at a later date.

3929.—Transfer of British-built Landing Craft—Disposal of Armament Stores, Naval Stores, Spare Gear and Portable Fittings

(M/C.O.D. 0134/45.—19 Jul. 1945.)

Except as indicated in paragraph 5, the following instructions are to be followed as respects the disposal of armament stores, Naval stores, spare gear and portable fittings, when British-built landing craft are transferred, with Admiralty approval, to the Ministry of War Transport or other non-Naval authority.

2. As a general rule, all warlike stores and equipment are to be removed prior to transfer and returned to the appropriate stores authority, receipts being obtained.

3. In the case of landing craft, tank (L.C.T.) the full allowance of *onboard spare gear* is to be transferred, in accordance with the lists held in the craft. A list of the stores and equipment to be removed from L.C.T. is given, as a guide, in the appendix to this A.F.O.

4. As regards minor landing craft, only minimum outfits of Naval stores (less chart desk and portable light fitting) and certain approved spare gear are to be transferred. Davit hoisting slings are to be removed.

5. *Transfers on loan to Dominion and Allied Navies ; and to the Army.*—Failing instructions to the contrary, landing craft for Dominion and Allied Navies will be

transferred with their complete equipment. Transfers to the Army will be dealt with as circumstances require.

6. *Receipts.*—Receipts are to be obtained on separate lists prepared in duplicate for all stores and spare gear transferred, the original copy being forwarded to the Admiralty and the duplicate copy retained by the authority to whom the craft is transferred as an inventory of the stores, etc., handed over.

7. The closed Naval store accounts, supported by receipted copies of return vouchers (S.331) referred to in paragraph 2, should be forwarded to Director of Stores (N.S.4A), Admiralty.

APPENDIX

Stores and Equipment to be removed from L.C.T. prior to transfer

All Gun Mountings.

All Naval armament stores (including guns, projectors, machine-guns, small arms, signal pistols, pyrotechnics and ammunition of all types).

All W/T sets and receivers—

W/T set, type 66 (Army 18).

W/T set, receiver B.P. 413.

W/T set, CNY (if fitted).

R.G. receiver, Pattern W.5766 or W.4238 (if fitted).

Tank securing gear and chocks.

Ocean towing gear (if supplied).

Loud hailing equipment.

Binoculars, 7-power.

Naval signalling flags.

Breathing apparatus.

Dark adapting goggles and anti-glare spectacles.

Oils and greases for guns.

Damage control stores.

Anti-gas and decontamination equipment.

Dinghies (if carried).

Log—non-electric, Excelsior, Mark IV, Trident or Cherub.

Log line—80 yards.

Governor—spare for log.

Ball bearing—spare for log.

Slide rule—speed, time, distance.

Station keeper (bell).

Barometer—Aneroid, Mark II, Pattern 502.

Watch, pocket—Pattern 308.

Portable lantern, signalling, Pattern 1038.

Canvas case for portable lantern, signalling, Pattern 1038.

Telescope, small.

Range indicator, A.A., Pattern No. 10422.

All shades and screens for Aldis lantern.

3930.—L.C.G. (M) 1 and 1*—After Fairlead

(D.C.O.M. 5090/44.—19 Jul. 1945.)

In order to facilitate the hardening up of the kedge anchor on its grid stowage, it has been decided that the after fairlead and support should be modified in accordance with the arrangement shown on A.F.O. Diagram 253/45 (D.N.C. 26/AB/500). In cases where the fairlead is at present fitted on a stool above the deck, the fore and aft position of the fairlead should be checked and modified if necessary. The existing Blake stopper should be replaced by a screw stopper for 1-in. cable to facilitate taking slack out of the anchor chain.

2. Commanding Officers of craft in which the fairlead requires modification or the screw stopper has not been fitted should insert an Item, Classification "A", in the next list of As. and As. to cover the work involved.

(A.F.O. 3359/45 is cancelled.)

3931.—Gymnastic Gear—Supply
Tropicalized Major Landing Craft
 (N.S. 014701/45.—19 Jul. 1945.)

All major landing craft fitted for tropical service are to carry the following gymnastic gear:—

Pattern No.		E.12	
C.407	} Gloves, boxing, 8-oz. Pairs, 4	...	...
C.408		...	...
C.456	Ball, recreational No. 1	...	...

2. Supply to tropicalized craft in commission should be arranged by bases to which the craft are allocated. Storing yards should supply to all new construction craft, in the usual manner.

3. The Establishments of Stores will be amended.

(R.A.L.S.C.U.s. No. 382M.692/81, 12 May, 1945.)

3932.—Watch Bells—Supply

L.C.T.(R), L.C.H., L.C.Q., L.C.G.(L)(3) and (4), L.C.G.(M) (1) and (2),
 L.C.S.(R), L.C.T.(8)

(N.S./D.C.O.M. 539/45.—19 Jul. 1945.)

The following types of major landing craft are to be equipped with a watch bell, Pattern No. 11A or like Pattern No. 11A. The bells, which will not be inscribed are to be positioned as shown below:—

L.C.T.(R)	...	On the after side of the Radar support.
L.C.H.	...	On the fore side of the after strut of the Radar mast, <i>fittings to be of non-magnetic material.</i>
L.C.Q.	...	On the lobby bulkhead abaft the pilot house.
L.C.G.(L) 3	...	On the after side of the after 4·7-in. gun screen.
L.C.G.(L) 4	...	On the after side of the after 4·7-in. gun screen.
L.C.G.(L) 4	...	On after side of midship deck house.
	(new type)	
L.C.G.(M) 1	...	Below sanitary tank at after end of superstructure.
L.C.G.(M) 2	...	On the dinghy sea stowage bracket at after end of superstructure.
L.C.S.(R)	...	Below sanitary tank at after end of superstructure.
L.C.T. (8)	...	On the forward bulkhead of the officers' heads, starboard side.

2. Storing yards should arrange supply to new construction craft in the usual manner. Supply to craft in commission should be arranged by bases to which they are allocated. The work of fitting brackets, etc., for the bells is to be carried out by base staffs in craft not so fitted during construction.

3. The Superintending Naval Store Officers, Mersey and Severn areas are to arrange shipment as indicated below:—

<i>S.N.S.O. Mersey Area</i>	<i>S.N.S.O. Severn Area</i>
<i>Malta</i>	<i>Ceylon</i>
30 No.	60 No.

4. The Establishments of Stores will be amended.

3933.—L.C.A. Fitted with Osco Engines—Stores

(N.S. 23066/44.—19 Jul. 1945.)

L.C.A. fitted with Osco V.8 engines are supplied with 6-volt engine batteries, Pattern 14068.

2. Some of these craft are fitted with screening harness and until this is removed sparking plugs, KLG type RE 41 or Lodge type SR 14 should be used. Craft with unscreened engines should be fitted with sparking plugs KLG type E 41 or Lodge type B 14, and with radio interference suppressors and condensers as in

L.C.A. fitted with Scripps engines. Lamps required for craft with Osco engines are 6-volt sbc type, Patterns 16024 and 16134.

3. Allowances of spare batteries, plugs, suppressors and lamps for craft authorized to be equipped with operational outfits of stores are as follows and bases and ships concerned should arrange supply as necessary:—

		Per Group of	
		Per Craft	6 Craft
	<i>F.2.A (Permanent)</i>		
Pattern 14068	Battery, 6-volt, 150 A.H.	—	4
	<i>F.2.A (Consumable)</i>		
Pattern 16024	Lamps, 6-volt, 3-watt	2	12
Pattern 16134	Lamps, 6-volt, 9-watt	4	24
	<i>F.2.B (Consumable)</i>		
	Plugs, sparking:—		
—	KLG RE 41 or Lodge SR 14	4	96
—	KLG E 41 or Lodge B.14	4	96
Pattern 19434	Suppressor, radio interference	—	96
Pattern 19436	} Condenser, radio interference	—	12
Pattern 19436A			

4. The Establishment of Stores will be amended.

3934.—Mark V Gyro Compasses—Spares

Repair and Depot Ships

(N.S. 011563/45.—19 Jul. 1945.)

The allowances of spares for Mark V gyro compasses to fleet repair ships Auxiliary repair ships ("Assistance" and "Diligence") and submarine and destroyer depot ships for effecting repairs and replacements in attached vessels have been revised and are now as shown in the appendix.

2. Supply to H.M. Ships "Assistance" and "Diligence" should be arranged by Naval Store Officer, Slough, without demand. Other ships concerned, in commission, should forward demands to the Naval Store Officer, Slough, as necessary, to complete to the revised allowances. Supplies of Mark V spares and accessories already arranged for H.M. Ships "Alaunia" and "Ranpura" should be adjusted by the Warrant Yards and Naval Store Officer, Slough.

3. The sea store establishments concerned will be amended.

APPENDIX

Mark V Gyro-Compass Spares and Accessories to be carried in Depot Ships and Repair Ships

Patt. No.	Description	Destroyer Depot Ships	Submarine Depot Ships	Repair Ships	Remarks
<i>Permanent Stores</i>					
2743	Controls	1	1	1	Note.—A. These quantities should be carried for each flotilla attached. B.—These quantities should be carried for every six or less number of submarines attached.
4017	Gauges, vacuum and pressure	1	1	1	
6939	Levels, casing	2A	2B	6	
1260	Suspensions	1A	1B	4	
1560	Trolleys	1A	1B	4	
1560A	Boxes, stowage	1A	1B	4	
1550	Contactors	1A	1B	4	
3400	Contactors, magnetic	1A	1B	4	
3400A	Boxes, stowage, for Pattern 3400	1A	1B	2	
3403	Magnet holders	1A	1B	2	
3403A	Boxes, stowage, for Pattern 3403	1	1	1	
6900	Correctors, speed	2	2	2	
6906	Rollers, cosine ring	2	2	2	

Patt. No.	Description	Destroyer Depot Ships	Submarine Depot Ships	Repair Ships	Remarks
2722	Motors, azimuth ...	1A	1B	4	
1400A Mod.	Boxes, stowage, for Pattern 2722	1A	1B	4	
2744	Motors, azimuth ...	1A	1B	4	
2745	Boxes, stowage, for Pattern 2744	1A	1B	4	
2718	Plugs, azimuth, motor relay ...	1A	1B	4	
2718A	Boxes, stowage, for Pattern 2718	1A	1B	4	
1501	Transmitters, 10-minute ...	—	—	2	
1534	Plugs, transmitter ...	—	—	2	
1509	Brush assemblies ...	3	3	3	
1515	Transmitters, "M" type, 10-minute.	1A	1B	4	
1517	Brush assemblies for Pattern 1515.	1A	1B	2	
3561	Transmitters, "M" type, 2 minute.	1A	—	4	
2515	Transmitters, "M" type, 10 minute, without lost motion device.	1A	—	4	
3562	Transmitters, 2 minute, "M" type, for use with A.G.T.U.	—	—	2	
5143	Armatures, with 4 pole rotor, 100 volts.	1	—	1	
5144	Armatures, with 4 pole rotor, 220 volts.	1	1	1	
5109	Coils, motor field, 100 volts ...	2	—	2	
5110	Coils, motor field, 220 volts ...	2	2	2	
5111	Coils, generator field, 100 volts	1	—	1	
5112	Coils, generator field, 220 volts	1	1	1	
5120	Holder, brush ...	2	2	2	
5240	Armatures, 100 volts ...	1	—	1	
5209	Coils, field, 100 volts ...	2	—	2	
5220	Holder, brush, generator end	2	—	2	
5221	Holder, brush, motor end ...	2	—	2	
5307	Armatures ...	—	1	—	
5305	Coils, field, motor ...	—	2	—	
5306	Coils, field, generator ...	—	2	—	
5320	Holder, brush ...	—	2	—	
5401	Contactors, voltage regulator, 190-310 volts.	—	1	—	
1078	Voltmeters, 0-150 v., 150 cycles	1	1	1	
3602	Voltmeters, 130-260 v., D.C. ...	1	1	1	
3603	Voltmeters, 10-40 v., D.C. ...	1	1	1	
3604	Voltmeters, 65-120 v., D.C. ...	1	1	1	
1077	Ammeter, 0-5 amps, 150 cycles	1	1	1	
3608	Ammeter, 10-0-20 amps, D.C....	1	1	1	
3638	Relay panel, 220 v. ...	1	1	1	
3641	Relay panel, 110 v. ...	1	—	1	
3639	Relay panel, 220 v. ...	1	1	1	
1949	Relay panel, 110 v. ...	1	—	1	
633	Transmitter units ...	—	—	2	
4356S	Bottle transmitter ...	1	—	2	
4356M	Bottle transmitter ...	4	—	6	
1952	Condenser units and star point resistances ...	2	—	2	
4351	Transmitters, 144 step ...	1	—	2	
1700	Synchroniser, "M" type ...	—	1	—	

Patt. No.	Description	Destroyer Depot Ships	Submarine Depot Ships	Repair Ships	Remarks
3952	Sockets, assembled, 5 point ...	1	1	1	
3992	Plugs, 5 point ...	1	1	1	
1712M	Repeaters, steering ...	1A	1B	4	
2954M	Repeaters, azimuth, pressure tight.	—	3B	—	
30P	Motors, step by step, Sperry type, 20 v.	—	—	2	
1719P	Motors, step by step, Sperry type, 50 v.	—	—	2	
9298	Motors, step by step, "M" type, Mark X (Flb.).	2A	1B	6	
6703	Azimuth circles ...	2A	—	6	
2961	Azimuth circles, for P.T. repeaters.	—	2B	—	
2962	Box, transport, for 2961 ...	—	2B	—	
1900M	Repeaters, azimuth type ...	2A	—	6	
1910M	Repeaters, steering type ...	1A	1B	3	
6037	Levels, balancing ...	1	1	1	
4050	Stroboscopes ...	1	1	1	
4032	Pumps, pressure and vacuum ...	1	1	1	
3820	Taps, American A.S.M.E. to standard ...				To be demanded from storing Yards under Subhead B.11. Taps and dies are consumable stores.
3825					
3826	Dies, American, A.S.M.E. to standard ...	1 of each pattern	1 of each pattern	1 of each pattern	
3831					
3832	Stocks for dies, Patterns 3826-3831 ...				
6945	Wrench, adjustable (wrenches, Pattern 3833 to be utilized while stocks last)				
2951	Motors, "R" type ...	—	—	1	
4670	Motors, Type FM 30 ...	—	—	1	
2900	Follow up transformers... ..	1	—	1	
2722V	Azimuth motors... ..	1A	—	4	
1400A Mod.	Boxes, stowage, for Pattern 2722 v.	1A	—	4	
987	Amplifier panel, assembled ...	1A	—	2	
2904	Ammeters, 1-0-1 ...	1	—	1	
1076	Voltmeters, A.C., 0-75, 333 cycles.	1	—	1	
2918	Relays, follow up A.C. ...	1	—	1	
558	Azimuth motor release relay coils.	1	—	1	
1919	Motor generators ...	1	—	1	
5220	Holder, brush ...	2	—	2	
2937	Governors, assembled ...	1	—	1	
6201	Motors, azimuth torque ...	—	—	1	
6202	Motors, erection torque ...	—	—	1	
6206	Differential units ...	—	—	1	
<i>Consumable Stores</i>					
6912	Bearings, rotor, Mark V ...	2	2	2	
7200	Bearings, rotor, Mark VI ...	4	4	4	
1379	Nuts, level fixing ...	12	12	12	
1380	Glasses, window bezel ...	2	2	2	
1835	Gaskets, window bezel ...	2	2	2	

Patt. No.	Description	Destroyer Depot Ships	Submarines Depot Ships	Repair Ships	Remarks
1322	Screws	6	6	6	(Lengths)
1368	Screws, stator terminal ...	6	6	6	
1303	Packing for casing cover ...	2	2	4	
1304	Screws, casing cover ...	6	6	6	
1318	Screws, oil well bezel ...	4	4	4	
6927	Gaskets, oil well bezel, small ...	6	6	6	
6928	Gaskets, oil well bezel, large ...	6	6	6	
6930	Glasses, oil well bezel ...	6	6	6	
6931	Wicks, oil well bezel ...	3	3	3	
1377	Valves, oil well ...	2	2	2	
1388	Valves, air ...	2	2	2	
1344B	Bearings, horizontal ...	6	6	6	
6036	Screws, horizontal bearing dust cap.	8	8	8	
1621	Nuts, level bracket attachment	6	6	6	
7204	Oil wicks for Pattern 7200 ...	6	6	6	
1265	Screws, suspension clamp ...	4	4	4	
1355	Shims, packing ...	6	6	6	
1294	Lower guide pivots ...	2	2	2	
5136A	Bearings, upper guide ...	4	4	4	
1268	Screws, adjusting torque clamp	12	12	12	
1270	Screws, adjusting torque clamp	6	6	6	
141	Eyelets, terminal, size No. 3 ...	24	24	24	
4231	Screws, compensator frame attachment.	6	6	6	
6945	Mercury for mercury boxes ...	2	2	2	(Sets)
6403	Nuts, mercury pot attachment	12	12	12	
6406	Gaskets, mercury pot attachment.	6	6	6	
1271	Gearings, ball	12	12	12	
6431	Screws, east and west bearing housing cap	8	8	8	
6426	Pivots, west bearing	1A	1B	4	
6428	Pivots, east bearing	1A	1B	4	
1644	Rods, adjusting, north ...	1A	1B	2	
1645	Rods, adjusting, south ...	1A	1B	2	
1208	Screws, junction	6	6	6	
1276	Screws, attachment for lower housing guide.	4	4	4	
3407	Mercury, special, for Pattern 3400	6	6	6	
1246	Screws, terminal	12	12	12	
202	Washers, stem packing ...	6	6	6	
1242	Bearings, stem upper	2	2	2	
1243	Bearings, stem lower	2	2	2	
1202	Screws, cap attachment ...	6	6	6	
1344C	Bearings, gimbal	12	12	12	
225	Brushes, collector, silver morganite.	24	24	24	
1226	Screws, attachment, for Pattern 225.	12	12	12	
6905	Shims, packing	6	6	6	
1150	Screws, terminal	24	24	24	
6901	Screws, attachment, speed corrector.	6	6	6	
6918	Nuts	12	12	12	
1402	Screws, azimuth motor attachment.	6	6	6	

Patt. No.	Description	Destroyer Depot Ships	Submarines Depot Ships	Repair Ships	Remarks
2746	Screws, azimuth motor attachment, B.A.	6	6	6	
1433	Bearings, armature, upper ...	6	6	6	
1904	Bearings, armature, lower ...	3	3	3	
257	Screws, damping weight attachment.	12	12	12	
1905	Damping weight, Reservoir, bushed.	3	3	3	
1416	Brushes, silver morganite azimuth motor.	24	24	24	
226	Brushes, silver morganite, for Pattern 2744.	24	24	24	
266	Springs, brush tension ...	6	6	6	
279	Screws, terminal brush block...	6	6	6	
280	Eyelets, terminal brush block...	12	12	12	
4513	Screws, brush clamp ...	12	12	12	
1430	Bearings, clutch shaft ...	3	6	6	
1544	Buttons, contact ...	12	12	12	
3410	Resistances, 300 ohm, centre-tapped.	3	3	3	
3401	Switches for relays ...	1A	1B	2	
1500	Screws, transmitter attachment	12	12	12	
1619	Screws, transmitter attachment, long.	12	12	12	
1511	Brushes, contact, roller ...	6	6	6	
1510	Brushes, contact, plain... ..	6	6	6	
373	Bearings, brush assembly shaft, upper.	6	6	6	
374	Bearings, brush assembly shaft, lower.	3	3	3	
375	Bearing, lost motion plate ...	3	3	3	
3503	Brushes, contact roller ...	12	12	12	
3516	Brushes, negative	6	6	6	
3532	Bearings, brush assembly shaft, lower.	3	3	3	
3534	Bearing, lost motion plate ...	6	6	6	
381	Bearing, upper, for pinion ...	6	6	6	
3072	Pins, split, for piston pivot ...	24	24	24	
3073	Shock absorbers, "Lord" ...	16	16	16	
1372	Nuts, securing, for universal balance weights.	12	12	12	
1249	Weights, balance, universal, 5 grammes.	10	10	10	
1250	Weights, balance, universal, 15 grammes.	20	20	20	
1254	Weights, balance, universal, 20 grammes.	20	20	20	
5136B	Bearings, ball	12	12	12	
5332	Brushes, carbon... ..	24	24	24	
5131	Springs, brush	12	12	12	
2057	Screws, terminal	12	12	12	
5232	Brushes, carbon, generator end	12	12	12	
5231	Springs, brush, generator end...	6	6	6	
7330	Brushes, carbon, motor end ...	—	—	6	
7332	Brushes, carbon, generator ...	—	—	6	
7331	Springs, brush	—	—	3	
7335	Bearings, ball, complete with sleeve.	—	—	2	

Patt. No.	Description	Destroyer Depot Ships	Submarine Depot Ships	Repair Ships	Remarks
1923	Brushes, carbon, motor end ...	—	—	6	
1924	Brushes, carbon, generator end	—	—	6	
1926	Springs, brush ...	—	—	3	
1927	Bearings, ball ...	—	—	2	
7353	Brushes, carbon motor end, ...	—	—	6	
7354	Brushes, carbon, generator end	—	—	6	
499	Springs, brush ...	—	—	3	
7355	Bearings, ball ...	—	—	2	
1957	Springs, brush ...	—	—	3	
5132	Brushes, carbon, generator end	—	12	—	
5331	Springs, brush ...	—	6	—	
1944	Batteries, alarm ...	3	3	3	
5490	Springs, contact, button ...	—	4	—	
532	Button, contact ...	—	12	—	
5500	Screws, contact adjusting, with button.	—	6	—	
5541	Resistances R.1., 500 ohms ...	—	2	—	
5542	Resistances R.2., 1,500 ohms ...	—	2	—	
5543	Resistances R.3., 1,000 ohms ...	—	2	—	
5544	Resistances R.4., 3,000 ohms ...	—	2	—	
5545	Resistances, R.5., 350 ohms ...	—	2	—	
5546	Resistances R.6 (starting), 40 ohms.	—	2	—	
9050	Fuseholders, 5-10 amps. (F2B)	20	20	20	
5504	Fuses, 10 amps. (F2B) ...	10	10	10	
5504	Fuses, 30 amps. (F2B) ...	10	10	10	
1087A	Resistances, motor, field, 300 ohms.	3	3	3	
1087B	Resistances, no vacuum, 200 ohms.	3	3	3	
1087C	Resistances, no vacuum, 90 ohms	2	2	2	
1088	Resistances, field, discharge 4,000 ohms.	2	2	2	
1164	Condensers, 80 mf. ...	3A	3B	6	
1163	Condensers, 2 mf. ...	3A	6B	12	
3435A	Condensers, 500 mf. (Flc) ...	6A	6B	12	
562	Covers for Pattern 2724, Relay Box.	2	2	2	
1692	Buttons, contact for "M" type transmitter.	12	—	12	
1862A	Bobbins, dimmer, resistance ...	1A	1B	2	
1866	Bobbins, dimmer, resistance ...	1A	1B	2	
1722	Glasses, bezel ...	12	6	12	
1715	Tapes, graduated ...	12	12	24	
629M	Lamps (F2A) ...	24	24	24	
1753	Glasses, window ...	6	6	6	
1901	Glasses, bezel bevelled ...	12	6	12	
1903	Gasket, synchronizer cap and lamp socket.	6	6	6	
1956	Cards, single figured, for Pattern 1910.	1A	1B	3	
4759	Cards for Pattern 1900... ..	2A	—	6	
3013	Glasses, window ...	—	—	2	
3015	Screens, celluloid, coloured ...	—	—	2	
4021	Tubing, rubber, for pump ...	12 ft.	12 ft.	12 ft.	
1394	Keys, air and oil valve, long...	2	2	2	

Patt. No.	Description	Destroyer Depot Ships	Submarine Depot Ships	Repair Ships	Remarks
4015	Strips, abrasive covered ...	24	24	24	
4676	Spanners, double end, $\frac{1}{4}$ -in. by $\frac{1}{16}$ -in.	3	3	3	
4677	Spanners, double end, $\frac{3}{8}$ -in. by $\frac{1}{8}$ -in.	3	3	3	
4678	Spanners, double end, $\frac{1}{2}$ -in. by $\frac{9}{16}$ -in.	3	3	3	
4679	Spanners, double end, $\frac{7}{8}$ -in. by 1-in.	3	3	3	
3408	Spanners, for Pattern 3400 ...	3	3	3	
3409	Fillers, for Pattern 3400 ...	6	6	6	
6033	Extractors, Mark V, rotor bearing.	1	1	1	
7206	Extractors, Mark VI, rotor bearing.	1	1	1	
4042	Extractors, horizontal, bearing	1	1	1	
6031	Spanners, box, for Mark V. and Mark VI rotor nuts.	1	1	1	
5149	Spanners, box, for motor generator nuts.	2	2	2	
6032	Spanners, pin ...	1	1	1	
1530	Gauges, transmitter ...	—	—	2	
4680	Screwdrivers, $1\frac{1}{4}$ -in. spindle ...	3	3	3	
165	Oil, lubricating, in bottles ...	12	12	12	
72	Oil, C.D., for balancers, in bottles (E.9).	—	—	12	
934	Oil, compass bearing, heavy (E.9)	12	12	12	
992	Paper, crocus (E.12) ...	24	24	24	(Sheets)
2946	Ball cages ...	—	—	6	
2940	Discs, for potter's wheel ...	—	—	6	
2901	Brushes, collector, single blade	6	—	6	
2902	Brushes, collector, laminated blade.	6	—	6	
C.V.					
1285	Double triode valves (F.4) ...	6	—	4	
C.V.					
1128	Gas-filled relays (F.4) ...	6	—	4	
2027	Fuse wire, 1 amp. (F.2b) ...	1	—	1	(Reels)
2938	Brushes, contact governor ...	12	—	12	
2939	Springs, contact arm, governor	6	—	6	
2941	Springs, weight arm, governor	6	—	6	
2942	Discs, contact ...	1	—	1	
6204	Resistances, erection control, assembled.	—	—	2	
6208	Switches, vacuum ...	—	—	3	
6211	Springs, collector brush ...	—	—	6	
4352	Brush, silver morganite ...	—	—	12	

(A.F.O. 466/44 is cancelled.)

3935.—Cabin Accommodation—As. and As.

Cruisers—"Kent" and later classes

(D. 15276/45.—19 Jul. 1945.)

In order to increase the cabin accommodation for officers in cruisers constructed as flagships, when carrying an Admiral with full operational and administrative staff, the cabin allocated to the dental officer and the double cabin for the Admiral's steward and cook (in ships so fitted) are to be appropriated for additional officers' numbered cabins.

2. The dental officer is to be borne in a private ship.

3. The dental surgery is to be so arranged that when not required as such, it can be fitted with two portable berths and recognized as the normal accommodation for the Admiral's steward and cook. The minimum amount of furniture is to be fitted so that dental fixtures are not unnecessarily disturbed and so that the dental surgery can be reinstated as such as possible on reversion to private ship.

4. The dental chair and other special dental fittings are to be removed temporarily from the dental surgery and carefully stowed elsewhere in the ship and kept ready for replacement unless other instructions are issued by the Admiralty.

5. Where no separate cabin accommodation is provided for the Admiral's steward and cook (e.g., modified 1939 "Dido" class) the dental surgery should be fitted out generally as described above to provide additional accommodation for officers when the ship wears an Admiral's flag.

6. The commanding officers of ships concerned should insert an item classification A, in the list of alterations and additions when necessary to cover the work involved.

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

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

3936—Damage Control in H.M. Ships—Slide off Transfers for marking Bulkheads, Doors, Hatches, Valves, etc.—Supply

New construction and existing ships (White Ensign ships only.)

(N.S. 33356/44.—19 Jul. 1945.)

A standing contract (C.P. 10D/31838/44, dated 22nd December, 1944) has now been arranged with Messrs. Tenax Transfers, Ltd., of 43, Avenue Chambers, Southampton Row, London, W.C.1, for the supply of "Transflex" slide off transfers for affixing to bulkheads, doors, hatches, valves, etc.

2. The markings are to be of the standard colours and sizes for letters and numerals detailed in the Appendix to this Order.

3. The transfers which have been allocated the pattern numbers shown will be added to the Authorized List of Naval Stores under Subhead E, Item 12, and will be dealt with as consumable naval stores.

4. In the case of new construction ships built by contract, the shipbuilder will arrange for the supply of the necessary transfers for marking the particular fittings. Supply of transfers to provide new construction ships concerned with an initial stock on commissioning in accordance with the quantities given in the Appendix is to be arranged by the warrant yards and supplying yards and depots in the usual manner. Ships concerned in commission should forward demands for the transfers to their storing yards or depots in accordance with the quantities given in the Appendix.

5. Supplies to yards abroad should be arranged as follows:—

From Preston to:—

Pattern No.	Denom.	Sydney	Malta	Gibraltar	Alexandria	Taranto	India
3880	No.	13,000	12,000	3,500	3,000	550	5,000
1	No.	13,000	12,000	3,500	3,000	550	5,000
2	No.	13,000	12,000	3,500	3,000	550	5,000
3	No.	13,000	12,000	3,500	3,000	550	5,000
4	Set	4,000	3,000	1,200	850	200	1,600
5	Set	13,000	12,000	3,500	3,000	550	5,000
6	No.	2,000	1,300	500	300	100	500
7	No.	2,000	1,300	500	300	100	500
8	No.	13,000	12,000	3,500	3,000	550	5,000
9	No.	4,000	3,000	1,200	850	150	1,600
3890	No.	4,000	3,000	1,200	850	150	1,600

Pattern No.	Denom.	Sydney	Malta	Gibraltar	Alexandria	Taranto	India
3891	No.	4,000	3,000	1,200	850	150	1,600
2	No.	4,000	3,000	1,200	850	150	1,600
2A	No.	4,000	3,000	1,200	850	150	1,600
3	Set	13,000	12,000	3,500	3,000	550	5,000
4	Set	13,000	12,000	3,500	3,000	550	5,000
5	Set	13,000	12,000	3,500	3,000	550	5,000
6	Set	13,000	12,000	3,500	3,000	550	5,000
7	No.	4,000	3,000	1,200	850	150	1,600
8	No.	4,000	3,000	1,200	850	150	1,600
9	Set	6,500	5,500	2,000	1,250	300	2,300
3900	—	—	—	—	—	—	—
1	No.	13,000	12,000	3,500	3,000	550	5,000
2	No.	13,000	12,000	3,500	3,000	550	5,000
3	No.	4,000	3,000	1,200	850	150	1,600
4	No.	4,000	3,000	1,200	850	150	1,600
5	No.	13,000	12,000	3,500	3,000	550	5,000
6	No.	13,000	12,000	3,500	3,000	550	5,000

From Severn Area to:—

Pattern No.	Denom.	Colombo	Freetown	Durban	Bermuda
3880	No.	6,000	3,000	2,000	100
1	No.	6,000	3,000	2,000	100
2	No.	6,000	3,000	2,000	100
3	No.	6,000	3,000	2,000	100
4	Set	2,000	900	700	30
5	Set	6,000	3,000	2,000	100
6	No.	900	350	300	15
7	No.	900	350	300	15
8	No.	6,000	3,000	2,000	100
9	No.	2,000	900	700	25
3890	No.	2,000	900	700	25
1	No.	2,000	900	700	25
2	No.	2,000	900	700	25
2A	No.	2,000	900	700	25
3	Set	6,000	3,000	2,000	100
4	Set	6,000	3,000	2,000	100
5	Set	6,000	3,000	2,000	100
6	Set	6,000	3,000	2,000	100
7	No.	2,000	900	700	25
8	No.	2,000	900	700	25
9	Set	3,000	1,500	1,000	50
3900	—	—	—	—	—
1	No.	6,000	3,000	2,000	100
2	No.	6,000	3,000	2,000	100
3	No.	2,000	900	700	25
4	No.	2,000	900	700	25
5	No.	6,000	3,000	2,000	100
6	No.	6,000	3,000	2,000	100

6. Until required for use, the transfers should be stowed by ships in the Naval store and *not* in the damage control lockers.

7. Instructions for the use of the markings for which the transfers are intended are given in C.A.F.O. "P" Series 219/43.

8. Directions for affixing the above transfers are as follows:—

- (1) Immerse in clean water for 15 to 20 seconds.
- (2) After removal allow 30 seconds (approximately) to elapse to enable moisture to permeate the paper backing. As soon as the film slides freely upon the paper backing by gentle pressure from the fingers, it is ready for affixing.
- (3) The surface to which the transfer is to be affixed must be thoroughly clean and smooth.
- (4) Moisten this surface with water before applying film.
- (5) Slide the film on its paper backing until one edge of the film projects beyond the edge of the paper backing.
- (6) Place film with paper backing on surface to which transfer is to be affixed in approximately the position the transfer is to occupy.
- (7) Hold the projecting edge of film on the surface with one hand and slowly withdraw paper backing from underneath with the other hand.
- (8) Adjust the film into the exact position required by sliding with the fingers.
- (9) Use squeegee or any piece of plain flexible material to smooth out film, working from centre to edges, until all air and water bubbles disappear.
- (10) Leave untouched for a few hours so that transfer may become thoroughly dry and hardened.

9. The Sea Store Establishments concerned will be amended.

APPENDIX

Transfers for Damage Control Markings—First Outfit Quantities

For the purpose of this Order the ships concerned are classified as shown below *White Ensign ships only* are concerned.

1. Capital ships, Fleet and Light Fleet carriers, H.M. Ships "Unicorn", "Perseus" and "Pioneer".
2. Cruisers over 6,000 tons, Fleet and Base repair ships, large depot ships, escort carriers, White Ensign ships (including landing ships) of merchant ship construction over 10,000 tons gross.
3. Cruisers under 6,000 tons, monitors, small depot ships, L.S.T. (1) ("Boxer" Class), L.S.D., hull repair ships, aircraft component and engine repair ships, White Ensign ships (including landing ships) of merchant ship construction between 5,000 tons and 10,000 tons gross.
4. Flotilla Leaders, Fleet Destroyers, Escort Destroyers over 1,300 tons, Fast Minelayers, Frigates 1,300 tons and over, Sloops ("Black Swan" and modified "Black Swan" classes), "Protector" and "Guardian", Cutters, L.S.T. (2), L.S.E., F.D.T. 13 and 217, Transport Ferries, White Ensign ships (including landing ships) of merchant ship construction between 3,000 tons and 5,000 tons gross.
5. Escort destroyers under 1,300 tons, frigates under 1,300 tons, sloops (other than "Black Swan" classes), corvettes, Fleet minesweepers, survey ships, cable vessels over 800 tons, White Ensign ships (including landing ships) of merchant ship construction between 2,000 tons and 3,000 tons gross.

No.	Pattern No.	Description of transfers	Denomina- tion	Quantity per ship to ships under classification				
				1	2	3	4	5
1	3880	Red discs with arrows ... 2-in.	No.	324	236	168	72	36
2	3881	Red discs without arrows ... 2-in.	No.	324	236	168	72	36
3	3882	Blue discs with arrows ... 2-in.	No.	324	236	168	72	36
4	3883	Blue discs without arrows ... 2-in.	No.	324	236	168	72	36
5	3884	Letters, gold with black outline, X, Y, Z, O. 3-in.	Set	96	72	48	24	12

No.	Pattern No.	Description of transfers	Denomina- tion	Quantity per ship to ships under classification				
				1	2	3	4	5
6	3885	Letters, gold with black outline, X, Y, Z, O. 1½-in.	Set	324	236	168	72	36
7	3886	"Routine" 2-in.	No.	36	24	18	12	6
8	3887	"Mark be left open" for discs ...	No.	36	24	18	12	6
9	3888	Gas symbol. Yellow discs, 2-in. dia- meter.	No.	324	236	168	72	36
10	3889	"Action" 1½-in.	No.	96	72	36	18	12
11	3890	"Action" 1-in.	No.	96	72	36	18	12
12	3891	"2 Clips" 1½-in.	No.	96	72	36	18	12
13	3892	Parallel lines (to show direction for putting on clips). R.H.	No.	96	72	36	18	12
	3892A	Parallel lines (to show direction for putting on clips). L.H.	No.	96	72	36	18	12
14	3893	Letters, gold with black outline. A-H and J. 1-in.	Set	324	236	168	72	36
15	3894	Letters, gold with black outline. A-H and J and V. ... ¾-in.	Set	324	236	168	72	36
16	3895	Serial numbers 0-9, gold with black outline. 1-in.	Set	324	236	168	72	36
17	3896	Serial numbers 0-9, gold, with black outline. ¾-in.	Set	324	236	168	72	36
18	3897	"Group". Gold with black outline. 1-in. Number to be added from "serial numbers" 1-in. (Pattern No. 16).	No.	96	72	36	18	12
19	3898	"Compts. below" ¾-in. (Names of compts. to be added with stencils.)	No.	96	72	36	18	12
20	3899	Serial numbers 0-9, gold, with black outline. 3-in.	Set	168	108	72	36	24
21A	3900	Black circle, ½-in. wide, 4-in. int. diam, with arrow.	No.	324	236	168	72	36
21B	3901	Black circle, ½-in. wide, 4-in. int. diam., without arrow.	No.	324	236	168	72	36
22	3902	Green arrow, 1-in. wide at shank, 12-in. long.	No.	96	72	36	18	12
23	3903	D.W.L., 3-in. letters. Bar 6-in. by 1½-in.	No.	96	72	36	18	12
24	3904	Letters A-H, M, S, V. and (O), Black (for (8) 21A and 21B). ... ¾-in.	No.	324	236	168	72	36
25	3905	Serial Nos. 0-9, ½-in. (for (8) 21A and 21B).	No.	324	236	168	72	36

N.B.—The marking "Other Side" is to be done with stencils.

(C.A.F.O. "P" Series 219/43.)

(C.A.F.Os. 2385/39 and 870/40 are cancelled.)

3937.—Ammunition Supply, Endless Chain Hoists, Modifications—Provision of Internal Illumination at Top of Hoists—As. and As.

H.M. ships "Mauritius", "Kenya", "Nigeria", "Uganda", "Bermuda", "Newfoundland", "Ceylon", "Jamaica", "Gambia", "Liverpool", "Birmingham", "Glasgow" and "Sheffield"

(N.S. 20818/45.—19 Jul. 1945.)

It has been decided to provide internal illumination at the top of hoists which deliver to decks not under cover or where adequate external illumination cannot be provided. A lamp fitting to D.E.E. Drawing No. 10390 designed for this purpose has been found satisfactory in service.

2. A.F.O. Diagram 267/45 shows the lamp fitting secured to the existing door provided for access to the retaining pawl at the rear of the top casing of such hoists.

3. An item to cover this modification is to be inserted in the ship's list of As. and As.

4. Arrangements are being made for purchase of 46 No. fittings for delivery through Superintending Naval Store Officer, Park Royal, to ships concerned. The work of installing the fitting is to be covered by ships' staffs.

5. Replacements should be demanded from Superintending Naval Store Officer, Severn Area, or Naval Store Officer, Prestoa, to each of whom five are being ordered.

3938.—Shaydolite—Discontinuation of Supply—REPORT

(N.S. 32912/44.—19 Jul. 1945.)

Owing to a shortage of certain of the constituent materials of Shaydolite, and in view of the fact that a range of lamps and shades, either in coloured glass or sprayed by the manufacturers, now exists which, so far as is known, meets all requirements of the Service, all outstanding contracts for Shaydolite of all colours have been cancelled. Existing stocks may be issued until exhausted.

2. The complete range of coloured lamps and shades at present available to the Fleet is listed below, together with an extension of the range of red lamps for instrument illumination which have now been introduced:—

Blue lamps available for general lighting:

Pattern No.

16016.	220 volts, 35 watts.	B.C.	Ships and shore establishments.
16017.	110 volts, 35 watts.	B.C.	Ships and shore establishments.
16031.	230 volts, 25 watts.	B.C.	Shore establishments only.

Blue lamps available for general lighting:

16032.	110 volts, 25 watts.	B.C.	Shore establishments only.
16027.	230 volts, 15 watts.	B.C.	Shore establishments only.
16028.	110 volts, 15 watts.	B.C.	Shore establishments only.
6255A.	220 volts, 35 watts.	B.C. (3-pin).	Ships only.
6256A.	110 volts, 35 watts.	B.C. (3-pin).	Ships only.

Blue, for instrument illumination:

664 B.M.	20 volts, 1.6 watts.	Special single pin.
666 B.M.	24 volts, 4 watts.	S.B.C.

Red lamps available for general lighting in surface ships:

16100.	220 volts, 25 watts.	B.C.
16101.	220 volts, 40 watts.	B.C.
16102.	110 volts, 25 watts.	B.C.
16103.	110 volts, 40 watts.	B.C.

Red, for general lighting in submarines:

16127.	230 volts, 60 watts.	B.C.
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Red, for instrument illumination in all classes of ships:

629 R.M.	22 volts, 4.8 watts.	S.B.C.
8096 R.M.	24 volts, 2.4 watts.	Sideplate.
914 R.M.	100 volts, 11 watts.	B.C.

Red, for instrument illumination in all classes of ships:

Pattern No.

915 R.M.	220 volts, 11 watts.	B.C.
16080 R.M.	115 volts, 10 watts.	Candelabra screw cap. (For use in American-built ships.)
16026 R.M.	24 volts, 1.92 watts.	Special screwed pin. (For night sights.)
16107R.	6.2 volts, 1.8 watts.	M.E.S. (For Pattern 54205 cathode ray unit.)

New red lamps introduced for instrument illumination:

619 R.	10 volts, 4 watts.	S.B.C.
16115 R.	220 volts, 12 watts.	B.C.
16131 R.	220 volts, 12 watts.	S.B.C.
16116 R.	110 volts, 10 watts.	B.C.
16128 R.	110 volts, 10 watts.	S.B.C.

Coloured wellglasses available:

<i>Pattern</i>	<i>Colour</i>	<i>Service</i>
416	Ruby ...	Navigation fittings, Pattern 7009A, B and C.
617A	Green ...	
19078	Blue ...	
5797	Blue ...	Lamp fittings, Pattern 5755A-5759A, 4215-6, 4254-6.
19075	Ruby ...	
19101	Green ...	
8184	Ruby ...	Lamp fittings, Pattern 7007A-B.
8183A	Ruby ...	Indicating lamp fitting, Pattern 9849.
19099	Red ...	Indicating lamp fitting, various.
19100	Green ...	
5547	Red ...	Indicating lamp fitting, Pattern 5543.
5548	Green ...	
19076	White ...	
19077	Blue ...	
19169	Amber ...	

3. Ships should report if they have any coloured lamp or shade requirements which the above lists do not meet.

4. The new red lamps for instrument illumination are in production, but deliveries are not anticipated to commence until July, 1945.

5. The Rate Book for Naval Stores and the Sea Store Establishments concerned will be amended.

(C.A.F.O. 1673/44.)

3939.—Fire Extinguishing Agents—Methyl-Bromide, Carbon-Tetrachloride and Carbon-Dioxide—Toxicity and Precautions to be Observed in their Use

(M/L.D.(PD). 395/44.—19 Jul. 1945.)

The following amendments are to be made to A.F.O. 1337/45:—

Paragraph 4 (d). Cancel and substitute:—

"(d) Decomposition products when methyl bromide or carbon tetrachloride is used on a fire:—

When used on a fire both methyl bromide and carbon tetrachloride decompose to form other toxic gases, viz. hydrogen-bromide and bromine in the case of methyl bromide and chlorine, hydrochloric acid and phosgene in the case of carbon tetrachloride. The amounts of decomposition products will depend on the size of the fire and its temperature but will be only a small proportion of the total quantity of vapour likely to be present and therefore the principal danger when fighting fires in enclosed spaces will normally be due to the vapour of the carbon tetrachloride or methyl bromide themselves."

Paragraph 6, line 5. Delete "and their decomposition products".

(A.F.O. 1337/45.)

3940.—35 mm. Cinema Projectors, A.P. 7501 and 7570—Improvement of Screen Illumination

H.M. Ships and Shore Establishments Concerned

(N.T. 5270/44.—19 Jul. 1945.)

In order to improve the screen illumination of cinema projectors, A.P. 7501 and 7570, fitted with 100 volt, 1,000 watt projector lamp, A.P. 7529, the following action has been decided on:—

- (a) A rear reflector is to be fitted as shown in A.F.O. Diagram 257/45.
- (b) The relative positions of the optical components are to be adjusted so that the lamp filament is 42 mm. (1.65-in.) from the back surface of the condenser lens and 151 mm. (5.94-in.) from the film (see A.F.O. Diagram 257/45, Figure 2). These distances are important and certain modifications are necessary to obtain them, as described in paragraph 4 below.
- (c) The alignment of the lamp and optical system to be carried out in accordance with the instructions given below in paragraph 6.

2. Compliance with the above instructions will result in a total gain in screen illumination of 100 per cent. (or 2 to 1) compared with the projector as at present supplied and used.

3. *To Reposition Optical Components.*—To reposition the optical units further from the gate, as mentioned in paragraph 1 (b), it is necessary to drill and tap fresh holes for the securing screws of the following parts $\frac{1}{8}$ -in. towards the back of the lantern:—

- (a) Lamp-holder housing.
- (b) Lamp house cover clips.
- (c) Outlet duct. In this case the slot on the bulkhead will also have to be extended.
- (d) Suppressor unit.
- (e) Fan motor guard. For this the bulkhead will have to be extended by an "L"-shaped strip to take the new holes.
- (f) Asbestos shield. In this case it will be found difficult to drill the two top holes. Instead a strap should be let into the rear of the asbestos heat shield frame and this drilled to utilize the existing holes.

Care should be taken before drilling to remove fittings on the other side of the bulkhead which may be in the way, and to clean out all metal after drilling.

4. *To Fit Spherical Rear Reflector.*—To fit the rear reflector, proceed as follows:—

- (a) Remove the inner baffle of the lamp house cover.
- (b) Cut away a portion of the lamp house cover to the extent shown in A.F.O. Diagram 257/45.
- (c) Cut away sufficient of the metal frame of the asbestos pad to clear the mirror.
- (d) Remove the projector lamp and clamp the reflector securing rung round the porcelain lamp holder. Replace the lamp.

5. *To Adjust and Align Optical System.*—To get the best illumination results on the screen, proceed as follows:—

- (a) See that the lamp is secured well home, but do not force it. Rotate the lamp holder until the filament is at right angles to the optical axis of the projector.
- (b) Remove the projection lens, and the condenser lens and mount complete.
- (c) See that the "flicker" shutter is open and wedge up the centrifugal shutter.
- (d) Adjust the position of the lamp-holder. See that the lamp filament is the correct distance (151 mm. or 5.94-in.) from the gate (see A.F.O. Diagram 257/45, Figure 2). See that the lamp filament is in line with the centre of the gate and lock the lamp-holder.
- (e) For the next series of adjustments, the lamp filament must be alight, but the eye must see only a dull glow; this can be achieved either by:—
 - (i) Obtaining a low voltage supply, that from a twelve volt battery is most suitable; or
 - (ii) Running the lamp in the normal way from the mains, but with all resistance in (or the lowest transformer tapping), and using a searchlight hand shade, Pattern A.P. 590, or other suitable filter.

(f) Slightly ease the knurled nut which locks the spherical mirror and the clamp locking screw and, with one eye, look through the gate and down the optical axis of the projector; adjust the mirror until the reflected image of the lamp filaments coincides with the gaps in the actual filament, thus forming a solid source. This is a delicate but important adjustment and may require movement in the vertical and lateral planes. Lock clamp screw and mirror nut.

(g) Replace the condenser and projection lenses and adjust the former to the correct distance from the lamp filament (42 mm. or 1.65 in.).

(h) The final alignment must now be checked. Look through the projector lens down the optical axis of the system and note the position of the source image relative to the gate. The former should be exactly central, any adjustment necessary being made by moving the lamp-holder (with locking screws eased slightly) either laterally or vertically. Lock the lamp-holder by tightening the clamp and knurled screw. This adjustment is of importance in obtaining even screen illumination.

(i) Replace the lamp house cover, taking care not to disturb the lamp or the reflector and restore the normal supply arrangements.

6. Should a lamp fail during a performance:—

- (a) Remove lamp house cover and reflector.
- (b) Insert new lamp as in paragraph 6 (a) and replace the reflector, adjusting the height so that the mark on the reflector is in line with the centre of the filament.
- (c) Replace the lamp house cover and carry on.

At the earliest convenient opportunity the adjustments and alignment should be re-checked in accordance with paragraph 6.

7. To obtain the best results it is essential that the correct lamp voltage should be used and that all optical parts should be kept clean.

8. The spherical rear reflector should be cleaned with "Silvo" cleanser, A.P. 4291, and a soft polishing cloth; chamois leather should not be used.

9. The reflectors, complete with special supporting clamp, are being dealt with as Naval stores under Sub-head F.3A and should be demanded by ships and shore establishments concerned from the Superintending Naval Store Officer, Portsmouth, quoting this order as authority for supply.

10. This work is to be carried out by ships' and shore establishment staffs. In the United Kingdom the Command Cinema Officer may be consulted in cases of difficulty.

11. Future deliveries from the manufacturers of projectors, Pattern 7570, will incorporate rear reflectors.

3941.—Film, Panchromatic, for Low Angle Marking—Introduction

(N.S. 23648/45.—19 Jul. 1945.)

Panchromatic film has been introduced as an alternative to Orthochromatic for photographic marking for range of low angle firings with Low Angle Marking Camera, Mark IV, Pattern 5782.

2. The description of the film is as follows:—

Pattern No.	Description	Denomination
4903	Film, H.P. Panchromatic, 36 ft. × 70 mm. ...	No.

3. Thirty-six feet of panchromatic film is the maximum quantity that can be wound on the existing spools, Pattern 2382, and this length will necessitate a reduction of approximately 9 exposures a roll. Thus the maximum exposures possible with the new panchromatic film will not exceed 52.

4. The processing time of the new film will be about 50 per cent. longer than that of orthochromatic film when using the standard developing tank.

5. B.R. 386—Establishment of Naval Stores for Photographic purposes in H.M. Ships—will be amended.

3942.—Signal Flag Lockers

(D. 9653/45.—19 Jul. 1945.)

A new standard drawing Devonport M.C.D. A.21278, showing construction of signal flag lockers has been prepared and supersedes drawing Devonport M.C.D. 38538 and fly.

2. Copies of Devonport M.C.D. A.21278 may be obtained on application to Curator of Drawings, Director of Naval Construction Department, Admiralty, Bath.

(Devonport Yard Letter, 1 May, 1945, No. 1949.)

3943.—Spare Gear and Replace Parts of British Manufacture—Hull, Electrical and Engineering—Arrangements for Supply in Eastern Theatre

(H.M. Ships and Craft, Dockyards, Repair Bases and S.P.D.Cs. of East Indies and Pacific Commands)

(D. 017374/44.—19 Jul. 1945.)

The arrangements detailed in the following paragraphs are being made for the provision, storage and distribution of all classes of British made hull, electrical and engine spare gear and replace parts to meet the needs of the Fleet, supporting craft, floating docks and naval shore establishments in the East Indies and Pacific Commands, including those of other services normally met through Naval channels.

The arrangements do not apply to:—

(i) Items required for Alterations and Additions.

(ii) Spare gear or replace parts required for gun-mountings, directors, torpedo tubes, H.P. air compressors and other Vote 8 III G. gear covered by the provisions of A.F.O. 1003/45.

(iii) Items of naval stores. See also remarks under paragraph 5 (b).

2. The spare parts distribution centres (S.P.D.Cs.) established at Sydney and at Veyangoda (Ceylon) (with sections at Bombay), will maintain stocks of British-made spares. The functions of the S.P.D.Cs. are as follows:—

(a) To hold and maintain, at a level decided by the Admiralty, stocks of hull, machinery and electrical spare gear.

(b) To meet demands for replenishment of spare gear held at dockyards, bases or sub-depots in the Eastern Theatre necessary to maintain stocks at a level approved by the Admiralty or administrative authorities (see paragraph 5 (f)).

(c) To issue spare gear and replace parts to demanding authorities in the area served by the S.P.D.C. or to arrange supply from local sources.

(d) To meet emergency demands from S.P.D.Cs. in other areas if stocks permit.

(e) To be the channel through which all demands for spare gear and replace parts in their areas are passed.

(f) To arrange distribution of spares in conjunction with administrative authorities to suit operational needs.

(g) To return to U.K. parts which, though economically repairable, cannot be repaired locally.

(h) To keep statistical records of parts used.

(i) To maintain stocks of parts, lists and of instruction books giving technical information regarding the equipment handled, and to issue them against demands for replenishment. (Arrangements for provision of stocks of literature are not yet completed. An A.F.O. will be issued when enough books are available to meet demands.)

(j) To ensure that all stocks held are suitably preserved, identified and packaged to prevent deterioration between the time of receipt and the time when they are actually fitted to a working equipment, and to make sure that they can be correctly identified without prejudice to the effectiveness of preservation methods employed.

3. (a) The S.P.D.C. in the East Indies Command is divided into three main sections as follows:—

S.P.D.C. (Ships) at Veyangoda (Ceylon)
(Officer-in-Charge, Capt. S.P.D.C. (E.I.)).

S.P.D.C. (Landing Craft) at Bombay,
(Officer-in-Charge, L.C.M.S.O.(I)).

S.P.D.C. (Coastal Forces) at Bombay,
(Officer-in-Charge, C.F.M.S.O.(I)).

In addition to British hull, machinery and electrical spares, these sections also deal with American type spare gear appropriate to the vessels for which they are responsible under the terms of C.A.F.O. 809/44. In addition to the East Indies Station, these sections will meet the requirements of all demanding authorities in the South Atlantic Station with the exception of the Falkland Islands sub-command.

The Captain, S.P.D.C. (E.I.), besides acting as Officer-in-Charge of the ships' S.P.D.C., is Inspecting Captain of the Landing Craft and Coastal Forces S.P.D.Cs. He is directly responsible to the Commander-in-Chief, East Indies, for the distribution of all spare gear and replace parts throughout the Command. Each Officer-in-Charge is responsible to the local administrative authority for the administration of his depot.

(b) The S.P.D.C. at Sydney (British Pacific Fleet Command), besides holding stocks of British spares, also holds stocks of spares for machinery of U.S. manufacture, and will work in close liaison with the R.A.N. Central Machinery Depot. The Officer-in-Charge is responsible to C-in-C., B.P.F., for the distribution of spare gear, and to the local administrative authorities for administration of the depot. This depot will meet the requirements of demanding authorities in the Pacific Area.

4. Initial stocks of spare gear.—Arrangements for the initial supply of the following categories of spare gear to S.P.D.Cs., dockyards and bases are being made by the Admiralty without demand:—

(a) Ships—

(i) Heavy spares, such as propellers, shafts, hull castings and items of auxiliary machinery, etc., which require major repair facilities for fitting. These will normally be held at dockyards or repair bases and their initial distribution arranged by the Admiralty, due consideration being given to recommendations which may be received from Cs.-in-C.

(ii) Intermediate spares, which are generally beyond the capacity of the ship's staff to fit without assistance from a base. These will be held at bases and their initial distribution arranged by the Admiralty.

(iii) Light spares, similar to those generally carried on board and of which expenditure is expected to be high. These will normally be carried by S.P.D.Cs. with small working stocks at dockyards, repair bases and repair ships.

Note.—Items of machinery and electrical depot spare gear for destroyers and fast minelayers are included in both categories (i) and (ii) above.

(b) Submarines—

(i) Main ledger spares, such as propeller tail shafts and nuts, forward and after hydroplanes complete with shafts and fittings, periscope standards, rudders, periscope and Radar mast hoists and telemotor control panels—to be held at the S.P.D.Cs., the initial distribution being arranged by the Admiralty, due consideration being given to recommendations made by Commander-in-Chief.

(ii) List "A" and "B" spares, of which expenditure is known to be high, to be carried by S.P.D.Cs.

(iii) Main Armatures.—Arrangements should be made for an insulation test every six months.

(c) M.M.Ss., H.S.T.S. craft, M.F.Vs., harbour service craft and ships' motor boats—

(i) Base machinery spares and certain base electrical spares supplied on a per group of vessel basis to the S.P.D.C. for distribution to meet the requirements of the administrative authority.

- (ii) *Stock replacements* supplied to the S.P.D.C. for the purpose of meeting demands from bases for replenishment of "on board" and base spares, and from refitting authorities.

(iii) *Complete spare engines.*

Note.—In view of the lack of standardization, hull spares for ships' motor boats are not being supplied.

(d) *Landing craft*—

(i) *Group spares* supplied on a per 12 craft or engine basis.

(ii) *Stock replacements* supplied to the landing craft section of the S.P.D.C. Estimated as being sufficient to meet demands from refitting authorities and to provide replenishments for group or flotilla allowances for a period of six months.

(iii) *Complete spare engines.*

(e) *Coastal Forces craft*—

(i) *Base spares* supplied on a flotilla (8 craft) basis, except in the case of H.D.M.Is. where "on board" spares are carried in lieu.

(ii) *Stock replacements* supplied to the Coastal Forces section of the S.P.D.C. Estimated as being sufficient to meet demands from refitting authorities and to provide replenishments for group flotilla allowances or "on board" spares for a period of 12 months.

(iii) *Complete spare engines.*

(f) *Fleet Shore Establishments* as required.

5. *Action required by Ships (including Repair, Depot and Maintenance Ships, Submarines, Floating Docks, Landing Craft, Coastal Forces Craft, Bases, Dockyards and Repair and Administrative Authorities).*

(a) *Responsibility.*—Ships, submarines, craft, bases and dockyards with authorized allowances are responsible for maintaining stocks of spares at the approved level.

(Attention of administrative and repair authorities concerned is drawn to the arrangements for destroyers and fast minelayers depot spare gear outlined in Admiralty Letter D.16942/44 of 24th October, 1944.)

(b) *Demanding.*—Demands based on actual usage of spare gear and for other replace parts are to be rendered through the administrative authority to the S.P.D.C. on Form S.140. (In the East Indies and South Atlantic Commands, demands should be addressed to the appropriate section of the S.P.D.C.) If passing demands through administrative authorities is likely to cause unacceptable delay, administrative authorities should delegate this work to a responsible officer and inform the Admiralty and the S.P.D.C. These instructions supersede those in A.F.O. 674/34 where applicable.

In the event of a demand being wrongly addressed to the S.P.D.C. or Naval Stores Depot these authorities will arrange for mutual transfer of demands and inform demanding authorities of the action taken. Demanding authorities should observe that a certain amount of delay will inevitably occur if demands are wrongly addressed and particular care should be taken in this connection.

(c) *Immediate Operational Demands.*—Demands of special importance should be signalled by the administrative authority to the appropriate S.P.D.C. repeated to Admiralty. If items are not available the S.P.D.C. Officer-in-Charge is to signal Admiralty immediately so that arrangements for direct supply can be made. Such demands are to be covered by a Form S.140 rendered through the administrative authority. The serial number of the Form S.140 should be quoted in the signal.

(d) *Screening.*—It is essential that administrative authorities screen all demands on the S.P.D.Cs. to ensure that—

- (i) the quantities of spare gear and/or replacement parts demanded are no more than are required to meet known defects and maintain "on board" or base spares at the approved level;

(ii) the fullest possible details of items required are given and thus remove the necessity for demands being returned from the S.P.D.C. for amplification;

(iii) any items which can be obtained or reconditioned economically from local resources are so dealt with.

It cannot be stressed too heavily that all available information should be included on Form S.140 to enable the staffs of the S.P.D.Cs to identify the parts required. Although much has been done to standardize equipment there is a very large number of minor variations amongst equipments of the same type supplied to the Fleet. The supply of fully standard parts should present no serious difficulties provided stocks are available and the correct consignment address is given.

(e) *Salvage.*—Any unserviceable parts, which in the opinion of the administrative authority, can be reconditioned economically but not by local resources, should be reported to the appropriate section of the S.P.D.C. for disposal instructions. All items returned should be suitably packed to prevent deterioration and properly labelled to ensure identification.

(f) *Scale of Supply.*—Recommendations for modification of approved allowances should be forwarded to the Admiralty with a copy direct to S.P.D.C.

6. *Action required by S.P.D.Cs.*—

(a) *Procurement—Routine Procedure.*—Monthly demands for replenishment of initial supplies of spare gear and for replace parts based on actual demands received, are to be forwarded to U.K. by air mail, on Form S.140, as follows:—

(i) *For Ships,* to the Admiral Superintendent at the manning port of the vessel concerned, or to Sheerness for ships without a specific manning port. In the event of precisely similar parts being required for two or more ships with different manning ports, the Officer-in-Charge, S.P.D.C., may, at his discretion, forward the demand to one dockyard only, but an explanatory letter to the dockyard must accompany the demand.

For aircraft carrier arrester gear spares, demands must be sent direct to the Admiralty (for D.N.C., Bath).

For destroyers and fast minelayers, replacement of items of machinery depot spare gear only will be arranged by the Admiralty on receipt of reports of appropriation without further action by the S.P.D.Cs. Replacement of electrical items will only be made should it be reported that the defective item cannot be repaired locally.

(ii) *For Submarines,* in accordance with the principles of C.A.F.Os. 1312/42, 902/43 and Admiralty Letter dated 7th February, 1945, D.0701/45, to administrative authorities, except that demands from S.P.D.Cs. abroad on home dockyards should be rendered on Form S.140 and not by means of defect list.

(iii) *For M.M.Ss., H.S.T.S. Craft, Harbour Service Craft, M.F.Vs., Ships' Boats, I.C. Engines driving Generators, etc.*—Machinery and associated electrical items to Portsmouth, in accordance with A.F.Os. 3708/44, 3709/44, 3710/44, 3711/44. For hull items to Admiral Superintendent, Portsmouth, those for H.S.T.S. craft in particular being addressed "for C.O. Excellent".

(iv) *For Landing Craft*—to L.C.M.S.O., Staines, in accordance with C.A.F.O. 151/44.

(v) *For Coastal Forces Craft*—to D.C.F.M., Admiralty, in accordance with A.F.Os. 6151/43 and 944/45.

Each demand is to carry a serial number allocated by the S.P.D.C. This serial number will be included in all correspondence and shipping documents and used as a case number. Enough separate demand numbers should be allocated by the S.P.D.C. to ensure that on receipt of the gear ordered S.P.D.C. officers will know what is inside a particular case without having to open it. Demands should be repeated by another mail and *plainly marked as duplicate demands.*

- (b) *Procurement—Emergency Procedure.*—In cases of urgency, where the system of monthly demands would involve unacceptable delay, demands should be made by signal as indicated at paragraph 6 (a) (i) to (v), quoting a demand serial number. Such demands are to be covered subsequently on Form S.140, bearing a clear reference to the signal.

For items of which stocks should be held at other S.P.D.Cs. demand signals should be addressed to the nearest British S.P.D.C., repeated to the U.K. authority concerned under paragraph 6 (a) (i) to (v). If the S.P.D.C. addressed cannot supply the required items, a signal to this effect should be made to the appropriate authority in U.K. repeated to the initiating S.P.D.C.

Demands for items of major importance, and for which no provision has been made in the initial stocks, should be made direct to the Admiralty with copy to the home dockyard.

Note.—Demands for equipment in connection with Alterations and Additions must in all cases be forwarded to the Admiralty.

- (c) *Salvage.*—All parts, which are economically repairable, but not by local resources, should be returned by the Officer-in-Charge of the S.P.D.C. to the U.K. consigned to the authority on whom a demand for similar replace parts would be made under paragraph 6 (a), except that where replacements would be demanded from Sheerness Dockyard, material for salvage should be returned to Chatham Dockyard, care being taken to ensure that all material returned for salvage is adequately packed and preserved to prevent deterioration. All items returned are to be accompanied by a return voucher. Form S.140 is to be used for this purpose and is to be over-stamped in large letters diagonally across the sheet "RETURN VOUCHER". If the part is required to be returned to the S.P.D.C. after repair, the return voucher is to be accompanied by a fresh demand on Form S.140. This will ensure that officers responsible for maintaining stocks of spares will know at all times what items are due to them from U.K. sources.

Note.—Attention is called to A.F.Os. 1504/41 and 3428/43 in respect of the folio system for submarine electrical spare gear.

7. Action required by U.K. Authorities on Replenishment Demands Received from S.P.D.Cs.

- (a) *Routine supply.*—On receipt of demands, authorities are to take immediate action to obtain supply. Where it is found that the delivery date offered by the supplier is such that the gear will not be available for shipment within three months, the facts are to be reported to the Admiralty (D. of D.).
- (b) *Emergency supply.*—In the case of emergency demands made by signal, full particulars are to be reported to the Admiralty (D. of D.) if the gear will not be available for shipment within one month of the receipt of the signal.

Reports made in accordance with the foregoing paragraphs 7 (a) and (b) are to be marked "IMMEDIATE". S.P.D.C. Officers will be informed by the Admiralty should undue delay be expected in meeting demands.

- (c) *Information required by the Admiralty.*—A copy of the demand should be forwarded immediately to the Admiralty. The duplicate demand received from the S.P.D.C. and referred to in paragraph 6 (a) may be used for this purpose.
- (d) *Identification.*—All cases, packing notes, shipping documents and signals are to carry the S.P.D.C. demand serial number. Attention is called to the fact that cases of submarine electrical spare gear will each carry a case reference number in connection with the folio system detailed in A.F.O. 1504/41. This case reference number should be covered by a strip of wood bearing the S.P.D.C. demand serial number.

8 *Preservation.*—All gear is to be packed and preserved to suit tropical conditions.

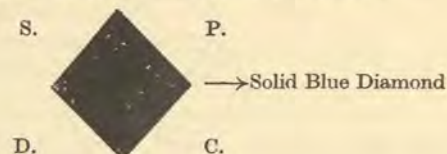
9. Case Markings

- (a) *For ships, submarines, craft, boats, etc., except those referred to in (b) and (c) following.*—Cases containing initial supplies of spare gear will carry a case serial number allocated by the Admiralty. Brief particulars of case numbers allocated will be forwarded to the Officer-in-Charge of the ship section of each S.P.D.C. Cases containing replenishment spare gear and other replace parts will carry the S.P.D.C. demand serial number.

All the cases will be marked as follows:—

"ROYAL NAVY"—for items being consigned to Australia.

"BRITISH NAVY"—for ALL other S.P.D.Cs.



* *

† †

* Destination of gear, e.g., Bombay, Veyangoda, Sydney or Durban.

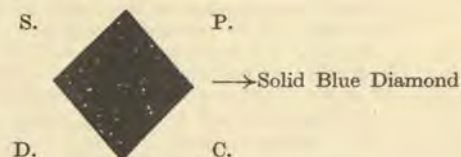
† Admiralty serial number or S.P.D.C. demand serial number.

All letters and figures are to be at least 2½-in. in height, unless the case be too small to accommodate them, when the largest possible figures should be used. All cases to be marked on at least three sides. Shipping acquaints will include case serial numbers and be repeated to the ultimate consignee and the Officer-in-Charge of the S.P.D.C. concerned.

In the case of submarine electrical spare gear the above-mentioned case markings will be on a separate board nailed over the permanent case reference number allocated, vide A.F.O. 1504/41.

- (b) *For Landing Craft.*—All cases containing landing craft spare gear consigned to S.P.D.Cs. will be marked as follows:—

BRITISH NAVY



LANDING CRAFT SECTION

* *

† †

* Destination of gear, e.g. Bombay.

† Case number.

Case numbers will be provided by D. of S. (1J) on receipt of requests for shipping instructions.

All letters and figures are to be at least 2½-in. in height, unless the case be too small to accommodate them, when the largest possible figures should be used. All cases to be marked on at least three sides. Shipping acquaints will include case numbers and be repeated to the ultimate consignee and the Officer-in-Charge of the S.P.D.C. concerned.

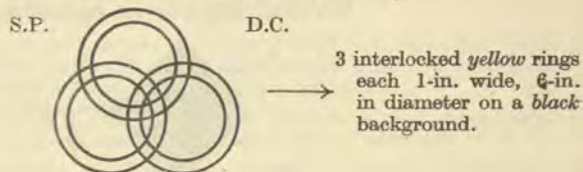
- (c) *For Coastal Forces Craft.*—Cases containing *initial* supplies of spare gear will carry a case serial number allocated by the Admiralty. Brief particulars of case numbers allocated will be forwarded to the Officer-in-Charge of the C.F. section of each S.P.D.C.

Cases containing *replenishment* spare gear and other replace parts will carry in addition to an Admiralty serial number the S.P.D.C. demand reference number.

All cases will be marked as follows :—

“ROYAL NAVY”—for items being consigned to Australia.

“BRITISH NAVY”—for all other S.P.D.Cs.



FOR COASTAL FORCES

C.F.M./ * /
 † †
 ‡ ‡

* Admiralty serial number incorporating consignment number and the case number.

† Destination of gear, e.g. Bombay.

‡ S.P.D.C. demand reference number.

All letters and figures are to be at least 2½-in. in height, unless the case is too small to accommodate them, when the largest possible figures should be used. All cases to be marked on at least three sides. Shipping acquaints will include case serial numbers and be repeated to the ultimate consignee and the Officer-in-Charge of the S.P.D.C. concerned.

10. *Packing Notes*

- (a) *For ships, submarines, craft, boats, etc., except those referred to in (b) and (c) following.*—Four copies of the packing notes will be required. These should be allocated as follows :—

One copy enclosed in a waterproof envelope marked “Packing Note” and secured to the inside of the lid of the case.

One copy to be forwarded together with the application for shipping instructions to D. of S. (1J).

Two copies to be forwarded to the Admiralty for E. in C.

All copies must contain the following information :—

- (i) Details of the contents including part numbers, descriptions and quantities.
- (ii) The type of equipment for which each component is supplied and the name(s) of the vessel(s) or class of vessel to which it applies.
- (iii) The case serial number and for submarine electrical spares the permanent case number allocated vide A.F.O. 1504/41.
- (iv) The size and weight of case.

Copies of all packing notes will be forwarded by the Admiralty (E. in C.) to the ultimate consignee and to the Officer-in-Charge of the S.P.D.C. concerned. These will be sent by microgram where facilities for this service exist.

- (b) *For Landing Craft.*—A complete inventory showing demand numbers, case markings, etc., is included in No. 1 case (where more than one case is involved) a further copy is sent by air mail to the consignee followed by a signal advising despatch and giving case markings and name of vessel in which cases are being shipped.

- (c) *For Coastal Forces Craft.*—Four copies of the packing notes will be required. These should be allocated as follows :—

One copy enclosed in a waterproof envelope marked “Packing Note” and secured to the inside of the lid of the case.

Three copies to the Admiralty for D.C.F.M.

All copies must contain the following information :—

- (i) Details of the contents including part numbers, descriptions and quantities.
- (ii) The type of equipment for which each component is supplied and the name(s) of the vessel(s) or class of vessel to which it applies.
- (iii) The case serial number.
- (iv) The size and weight of case.

11. *Addresses to which the cases are to be consigned*

For Bombay ... Naval Store Officer, Bombay, for L.C.M.S.O., C.F.M.S.O., or Officer-in-Charge, S.P.D.C. (R.I.N.).

For Colombo ... Superintending Naval Store Officer for Officer-in-Charge, S.P.D.C. (Ships), Veyangoda, Ceylon.

For Sydney ... D.D.S. (R.N.), Sydney, for Officer-in-Charge, S.P.D.C., Sydney, Australia.

For Durban ... Superintending Naval Store Officer, H.M. Dockyard, for *....., Durban.

* Insert professional department concerned, e.g. C.C., C.E., S.E.E.

12. *Addresses of S.P.D.Cs. for correspondence and signals*

		<i>Correspondence</i>	<i>Signals</i>
East Indies Command.	Veyangoda	Officer-in-Charge, S.P.D.C. (Ship), Ceylon, c/o Fleet Mail Office, Colombo.	S.P.D.C. (Ships), Ceylon.
	Bombay	L.C.M.S.O., c/o H.M.S. “Braganza”, Bombay.	L.C.M.S.O. (I), Bombay.
		C.F.M.S.O., Bombay	C.F.M.S.O. (I), Bombay.
Pacific Command	Sydney	F.O.I.C., Sydney, for Officer-in-Charge, S.P.D.C. (R.N.).	S.P.D.C. (R.N.), Sydney.

(C.A.F.Os. 1312/42, 902/43, 151/44 and 809/44; A.F.Os. 674/34, 1504/41, 3428/43, 6151/43, 3708/44, 3709/44, 3710/44, 3711/44, 4925/44, 944/45, 1003/45, 1311/45 and 2535/45.)

3944.—*Mosquito Protection*

For H.M. Ships and R.F.As. proceeding to or operating in Tropical or Semi-Tropical Waters

(M.D.G. 66408/44.—19 Jul. 1945.)

Attention is drawn to A.F.O. 3872/45 under Section 2 of this issue.

3945.—Cox Submerged Bolt-driving and Punching Unit—Stowage Ashore— (Subhead B11)

(N.S. 20516/45.—19 Jul. 1945.)

The following paragraph 5 (ii) is to be added to A.F.O. 3191/44.

“When ammunition is stowed ashore in dockyards and Naval store depots the following precautions are to be observed:—

Safety cartridges should be stowed in a clean dry building free from grit or stores subject to spontaneous combustion. They should be kept at least 2 ft. from steam pipes and radiators, and no naked lights should be allowed in the store. The same store should not be used for other explosives or inflammables.”

(A.F.O. 3191/44.)

3946.—Heat Insulation Materials for Machinery Compartments in H.M. Ships

H.M. Ships, Dockyards and Emergency Repair Overseers

(N.S. 020039/44.—19 Jul. 1945.)

The undermentioned heat insulation materials which are being provided for improving the standard of habitability in machinery compartments in H.M. ships have been added to the Rate Book for Naval Stores under Subhead E, Item 2D, and pattern numbers assigned as follows:—

Pattern 2567 85 per cent. Magnesia Slabs, M.B.35, 36-in. × 6-in. × 1-in.;
 Pattern 2568 85 per cent. Magnesia Plastic, M.P.45, in cwt. bags.
 Pattern 2569 Newtempheit Plastic, M.P.48, in cwt. bags.
 Pattern 2570 Flexible Asbestos Blanket, in rolls, 18-ft. × 3-ft. × 1-in.
 Pattern 2571 W.11 Armouring Composition (non-inflammable), in cwt. bags.
 Adhesive Composition (non-inflammable), in drums:—

(a) Mixed ready for use with Flexible Asbestos Blanket, Pattern 2570 (unsuitable for use in tropical or sub-tropical areas).

Pattern 2572 Silicate Cement No. SC.109:—

(b) With ingredients in separate sealed drums requiring mixing before use with pattern 2570 in tropical or sub-tropical areas only.

Pattern 2573 Silicate Cement Powder No. SC.109 in soldered drums, 66-lb. gross, 56-lb. net.

Pattern 2574 Silicate Cement Liquid No. SC.109 in soldered drums, 94-lb. gross, 84-lb. net.

2. The undermentioned quantities have been ordered under C.P.3C/32794/44 of 8th December, 1944, from Messrs. Newalls Insulation Co., Ltd., for delivery as follows:—

Pattern	Denom.	Chatham	Sheerness	Portsmouth	Devonport	Rosyth	Greenock	Mersey Area	Newcastle	Severn Area	Hull	West Riding	Cardfn	Total
2567	sq. ft.	—	—	—	—	—	—	—	—	40,000	—	—	—	40,000
2568	tons	30A 10	20B 20C	20D 10	60E 10	110F 10	10	10	10	—	—	—	—	320
2569	tons	6A 2	4B 4C	4D 2	12E 2	22F 2	2	2	2	—	—	—	—	64
2570	sq. ft.	—	—	—	—	—	—	—	—	50,000	—	—	—	50,000
2571	tons	3A 1	2B 2C	2D 1	6E 1	11F 1	1	1	1	—	—	—	—	32
2573	tons	—	—	—	—	—	—	—	—	10	—	—	—	10
2574														

A.—Includes 33½ per cent. for distribution to each of Harwich and London when and as required.

B.—Includes 50 per cent. for distribution to Southampton when and as required.

C.—Includes 50 per cent. for distribution to Falmouth when and as required.

D.—Includes 50 per cent. for distribution to Dundee when and as required.

E.—Includes 16½ per cent. for distribution to Tees Area when and as required.

F.—Includes 19½ per cent. for distribution to Cardiff when and as required.

Arrangements have been made for shipment abroad as follows:—

From Mersey Area

Pattern	Denomination	Gibraltar	Malta	Taranto	Alexandria
2568	tons	10	10	10	10
2569	tons	2	2	2	2
2571	tons	1	1	1	1

From Severn Area

Pattern	Denom.	Colombo	Durban	Simons-town	Bermuda	Freetown	Massauva	Bombay	Trinco-malee	Sydney	Brisbane
2567	sq. ft.	20,000	10,000	10,000	—	—	—	—	—	10,000	10,000
2568	tons	25	12½	12½	10	10	10	10	10	12½	12½
2569	tons	5	2½	2½	2	2	2	2	2	2½	2½
2570	sq. ft.	25,000	12,500	12,500	—	—	—	—	—	12,500	12,500
2571	tons	2½	1½	1½	1	1	1	1	1	1½	1½
2573	tons	5	2½	2½	—	—	—	—	—	2½	2½
2574											

3. “W.9 Hardsetting Composition, Pattern 2571” was originally ordered under Contract C.P.3C/32794/44 of 8th December, 1944, but this has since been superseded by W.11 Armouring Composition which should be taken on charge and dealt with under Pattern 2571.

4. Pattern 2572 originally assigned to the Adhesive Composition, and referred to in the C.P. order quoted above, is erroneous. This adhesive, in powder and liquid form, should be taken on charge and dealt with under Patterns 2573 and 2574 respectively, as indicated in paragraph 1 above.

5. In order to meet requirements for this service, stocks of the undermentioned stores are being augmented as shown:—

Pattern	Description	Denom.	Colombo	Durban	Simons-town	Sydney	Brisbane
<i>From Severn Area</i>							
18	Asbestos Cloth, ½-in. ...	sq. ft.	15,000	7,500	7,500	7,500	7,500
18A	Asbestos Cloth, ¼-in. ...	sq. ft.	15,000	7,500	7,500	7,500	7,500
28	Asbestos Twine ...	lbs.	250	125	125	125	125
<i>From Chatham</i>							
—	Mild Steel Angles:—						
	1½-in. × 1½-in. × ½-in. ...	feet	—	325	325	—	—
<i>From Devonport</i>							
—	Mild Steel Sheets, Black NTT:—						
	8-ft. × 4-ft. × 2.5-lb. ...	No.	16	8	8	—	—
	8-ft. × 3-ft. 6-in. × 1.25-lb. ...	No.	90	45	45	—	—
<i>From Portsmouth</i>							
1463	Netting, wire ...	Yards	1,700	850	850	—	—

Silicate Cement

6. The Silicate Cement No. SC.109 is normally supplied for use in the United Kingdom in drums mixed ready for use (Pattern 2572). When required for use in tropical or sub-tropical areas, the two ingredients are supplied in separate sealed drums as follows:—

Drums 14-in. diameter, 15-in. deep with soldered lids, weight empty 10 lb. Fifty per cent. of the drums are stencilled “Powder for adhesive Cement, Pattern 2573”; these each contain 56 lb. of powder. The remaining 50 per cent. of the drums are stencilled “Liquid for Adhesive Cement, Pattern 2574” and each contains 84 lb. of Silicate of Soda of appropriate density.

7. *Method of Mixing.*—The ingredients in the drums are so arranged that the correct consistency is obtained by gradually adding the contents of one drum of liquid to one drum of powder or, if smaller batches are required, half a drum of liquid to half a drum of powder, etc. A small quantity of the liquid should be poured into the mass of powder, mixed up with a stick and more and more liquid added gradually until the whole is absorbed by the powder. This will produce a plastic cement having a consistency somewhat thicker than treacle. An abbreviated mixing instruction is stencilled on each drum as follows: "To mix, add 1 drum of liquid to 1 drum of powder".

8. *Application.*—The resultant cement is a very strong adhesive and no special precautions are necessary in applying it except the obvious one that no adhesive is satisfactory on a flaking surface. The surface to which the adhesive is to be applied should, therefore, have all loose paint, dirt, etc., thoroughly scraped off. It will be found best to spread the adhesive evenly over the asbestos with a piece of wood 3 ft. long, after which the sheet is pressed around the trunk or other metal work concerned, some support being necessary whilst the adhesive sets.

9. This adhesive will be found useful for a number of other purposes connected with insulation, particularly in repairing asbestos fibre sheets which have been damaged or broken.

10. The quantity required varies from a quarter of a pound per square foot for jointing the harder types of asbestos, such as slabs, etc., to half a pound per square foot for softer materials. It is desirable not to mix more adhesive at one time than can be used within a few hours because the cement will commence to set.

11. The materials referred to in this order are for use by H.M. dockyards and refitting authorities. They are not to be carried in H.M. ships.

(A.F.O. 4132/44.)

3947.—Boat Hooks, Pattern Nos. 344A and 345A—Subhead B.10B

(N.S. 21706/45.—19 Jul. 1945.)

As a wartime emergency measure selected clear douglas fir or selected prime clear silver spruce is acceptable in lieu of the approved timbers for the manufacture of boat hook staves.

2. In order to ensure a reliable housing of the softer wood stave in the socket of Pattern No. 344A boat hook, it has been found necessary to modify this design, i.e. the length and taper to be as for Pattern No. 345A with the appropriate internal dimensions.

3. In view of this it has been agreed from a production point of view to merge Pattern No. 344A and Pattern No. 345A boat hook.

4. The standard design boat hooks, Pattern No. 344A will, however, be restored when the appropriate timbers for manufacture of the staves again become available.

3948.—Paunch Mats, Pattern 400—Revised Allowances Flotilla Leaders and Destroyers (including "Hunt" Class)

(N.S. 014865/45.—19 Jul. 1945.)

The allowances of paunch mats, Pattern 400, to flotilla leaders and destroyers have been revised and are now to be as follows:—

"Battle", "Daring", "Gallant", L. and M. Classes.	} 2 for each 4.7-in., 4.5-in. and 4-in. mounting.
"Hunt" Class	
All other classes	2 for each 4-in. gun. 2 in addition for use at tops of shell hoists in ships fitted with whip and bollard hoists.

2. Ships concerned in commission are to adjust the numbers of paunch mats now held on board and return any in excess of these allowances to the nearest dockyard or Naval Store Depot. Supply to new construction vessels should be adjusted by Warrant and supplying yards and depots.

3. The establishments of naval stores concerned—B.Rs. 373 and 332A—will be amended.

(A.F.O. 3393/45 is cancelled.)

3949.—Tools, Screwcutting, for American Threads

(N.S. 16056/44.—19 Jul. 1945.)

The distribution of American screwcutting tools from Devonport in accordance with A.F.O. 5079/44 has been completed as far as possible, and any items not received should be regarded as cancelled.

2. Requirements of screwcutting tools for American threads can now be met by standard Rate Book patterns introduced by A.F.O. 73/45.

(A.F.O. 73/45.)

(A.F.O. 5079/44 is cancelled.)

3950.—Fresh Water Filling System—Modification to—As. and As.

Submarines

(D/N.S. 013088/44.—19 Jul. 1945.)

Item No. "S", 609; Item No. "T", 614; Item No. "U", 569; Minelayer "556". Classification "A".

2. A 15-lb. relief valve of the same diameter as the filling pipe is to be fitted to the fresh water system in the above-mentioned submarines whether or not the filling pipe is extended to the superstructure. A pressure gauge marked with a red line at 15 lbs. per sq. in. is to be fitted adjacent to the relief valve.

(C.-in-C., W.A., 9 Mar. 1944, No. W.A. 829/162M.)

(A.F.O. 2924/44 is cancelled.)

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

3951.—Main Generators—Modifications—As. and As.

"U" Class Submarines

(D. 13848/45.—19 Jul. 1945.)

Item No., Unity Class 516, Classification "A*".

It has been found necessary to make further modifications in the main generating sets of "U" class submarines to avoid contamination of the generators with oil and grease.

2. The action described in paragraph 4 of this Order is to be taken on all generators in addition to that called for by A.F.O. 4300/42. Items (iv) (b) and (v) (b) should be omitted until closed cooling is adopted.

3. As many items as possible are to be completed before the next refit. Overseeing Officers at building yards should arrange accordingly for vessels completing.

4. (i) *After main bearing of engine.*—(a) See that joints on gland housing and bearing cover are oil-tight and the sealing ring in good condition. The two halves of this ring should butt firmly together.

(b) Fit an oil thrower on the forward side of the shaft coupling flange as shown on A.F.O. Diagram 260/45 (1-3). Fit steel baffle in halves and machine gland housing as shown on A.F.O. Diagram 260/45 (4).

(c) Remove the guard between engine and Bibby coupling casing and substitute a light expanded metal frame.

(ii) *Tail bearing of generator.*—(a) Fit a Gits oil seal, supplied by Admiralty, on the forward side of the bearing instead of the felt washer and brass retaining rings. The shaft diameter must be checked before fitting the seal and a good surface finish obtained. The joint between the bearing housing and the adaptor for the seal is to be made oiltight with Manganosite or other suitable compound. The sealing chamber joint must not coincide with the bearing cover joint, nor with the Gits seal leather joint.

(b) See that bearing cover joint is oiltight, that emergency drain is free and that overflow to prevent overfilling is functioning.

(iii) *Bibby coupling* (A.F.O. Diagram 260/45 (5)).—(a) Remove lubricating nipples and substitute plugs.

(b) Bolts securing the spring cover to the end closing plate to be increased in number from twelve to twenty-four.

(c) Gaseoid jointing material, 0.010 in. thick, to be fitted between spring cover and end closing plate, also between cover and driven flange.

(d) Studs in driven flange to be increased in number from eight to sixteen and secured against slacking back by countersinking holes in driven flange and peening ends of the studs.

(e) Weld deflector on driving member of coupling as shown on A.F.O. Diagram 260/45 (5).

(f) Quantity of Belmoline R.B. grease on first assembly to be not more than 3 lb. in weight and applied by hand to fill the spring grooves only. Re-greasing will seldom be necessary between refits, but in the event of springs being found dry, small quantities of grease may be added by hand through the inspection plug holes.

(g) Carefully remove all traces of grease or oil from the exterior of coupling before running.

(h) After installation on board the couplings are to be tested by air at 16 lb. per sq. in. as shown on A.F.O. Diagram 260/45 (6).

(iv) *Casings.*—(a) The drain hole at the bottom of the air baffle under Bibby coupling is to be blanked, and a removable airtight oilproof inspection door provided for cleaning purposes, as low as possible in the vertical end casing as shown on A.F.O. Diagram 260/45 (7).

(b) A moisture eliminator is to be fitted in the air trunking on the discharge side of the cooler. The existing cooler drain is to be blanked and two new drains, with water seals, are to be fitted at the base of the moisture eliminator as shown on A.F.O. Diagram 260/45 (7).

(c) Fit a narrow rigol or gutter about 4 in. above the oil thrower mentioned at (i) (b); the width of the rigol to be such that oil from the thrower does not strike it.

(d) All joints to ventilation trunks, air cooler, barring hole and commutator inspection openings are to be made of liquored leather.

(e) Generator end shield joints are to be made oiltight with Manganosite or other suitable compound supplemented by oiled paper where necessary. The jointing compound is also to be applied to the faces forming the register between the commutator end shield and the bearing pedestal and to the joint faces of the driving end shield and the magnet yoke.

(f) See that the metal to metal horizontal joint between the magnet frames is oiltight.

(g) Interiors of casing around Bibby couplings are to be painted with white enamel.

(v) *External.*—(a) Savealls and driptrays of ample capacity are to be fitted below gravity tanks, filters, governor gear, etc., where necessary, to prevent overflow of oil dripping on generator casing.

(b) Ventilation supply to be connected by a 3-in. branch trunk with the commutator end of the generator casing. These branch trunks are to be connected at a convenient position to the ship's ventilation supply trunk on the starboard side. A removable filter of the Vokes type, supplied by Admiralty, is to be fitted in the common connecting piece, and a flap valve is to be fitted in the branch trunks to each generator. One spare filter is to be supplied to each submarine. (A.F.O. Diagram 260/45 (8)).

(vi) *Routine.*—(a) All casings are to be kept scrupulously clean and on no account is any cover plate to be removed without first rubbing off surplus oil.

(b) The interior of the Bibby Coupling casing should be cleaned out as found necessary by means of a swab on a length of stout wire. A.F.O. Diagram 260/45 (7).

(c) Heaters should be switched on as soon as the generators are stopped and left on until re-starting. The temperature of the air inside the generator (as shown by the temperature indicator on the air trunking) should be maintained about 15° F. higher than the temperature of the engine room. If necessary the shunt fields may be excited, at fine fields only, so as to assist in keeping the interiors of the generators warm.

(d) The flap valves in ventilation trunks to the generators should be closed when the generators are not running or if the ship's ventilation fan supplying the generators is stopped.

(e) The Vokes filtering element should be removed from its housing regularly, as found necessary, and the accumulated dust removed by gently tapping the element, dirty face downwards, on a flat surface. When the element shows signs of wear it should be replaced with a complete new spare element.

(f) Oil is not to be added to the tail bearing when the generator is running; Filling should be carried out preferably when the submarine is on an even keel and the emergency drain outlet should be watched so that filling is stopped as soon as the oil overflows. Oil level should be checked by dip stick, time given for oil to drain to the sump and the generator not started up until the level is correct.

(g) Complete examination of the coupling springs and teeth is to be made at each refit.

(h) The interior of the generators at both ends is to be inspected daily, and commutators wiped over with a clean cloth. The commutators should be inspected to see that they are clean and dry and carbon dust should be removed from the grooves between segments with a pointed piece of wood.

(j) The following routine for preventing the accumulation of carbon dust should be practised weekly:—

(i) Remove the commutator inspection cover and the closing plate over the barring hole and use a compressed air hose for dislodging any carbon dust that has settled in the generator.

(ii) Blow thoroughly through brush arms, brush holders and brushes, working from the risers towards the bearing. Then blow into the risers. During the blowing out period the armature should be barred round slowly for two revolutions.

(iii) Immediately after blowing, and before closing up the casing, wipe over the commutator and run the generator at full speed and no load for five minutes to expel the air laden with carbon dust through the barring hole. It is preferable that the engine room should be cool during this run; and care should be taken that oil does not drip into the openings of the generator casing.

(iv) Immediately after the five minute run, the inside of the machine should be inspected and cleaned as necessary and the inspection cover and barring hole cover then replaced. As insulation may be low due to moisture, after blowing out, generators should, if possible, be given a short run on light load to warm them up before applying full load.

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

(A.F.O. 4300/42.)

(A.F.O. 3859/44 is cancelled.)

3952.—Oil Fuel System for Replenishing at Sea—Modification to—As. and As.

H.M. Submarines "U", "S" and "T" Classes

(D./N.S. 013088/44.—19 Jul. 1945.)

Item No. "U" Class, 570; Item No. "T" Class, 615; Item No. "S" Class, 610; Minelayer "557". Classification "A".

2. A 1-in. bore vent cock is to be fitted in the gooseneck fitted at the forward O.F. filling position in connection with fuelling at sea.

3. The 5-in.-4-in. double female adaptor supplied in connection with the forward O.F. filling position is to be replaced by an adaptor having a loose collar on the 5-in. connection.

(*C.in-C., W.A., 9 Mar. 1944, No. W.A. 829/162M.*)

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

3953.—Ice Cream Plants and Soda Fountains—Supply to H.M. Ships and Establishments

(V.6/25186/45.—19 Jul. 1945.)

A. Ice Cream Plants

Since the re-introduction of the manufacture of icecream in the United Kingdom, and as a measure for the amelioration of service conditions in the Far East, it has been decided that ice-cream plants may again be fitted in H.M. ships and establishments.

2. These plants will, for the present, be supplied in two sizes, viz., with storage containers for 6-gallons or 12-gallons. A 6-gallon unit is suitable for up to 900 men, and a 12-gallon unit for upwards of that number. The machines will be supplied by the Admiralty but operated by the N.A.A.F.I. Canteen staff, and the provision of ice-cream will form part of the regular canteen service.

Allocation and delivery

3. Supply of ice-cream plants will be made to fleet shore establishments and air stations in the Far East, M.O.L.C.A.Bs., M.O.N.A.Bs. and T.A.M.Ys. and to ships of the following categories:—

(a) 12-gallon Containers

Battleships.
Fleet and light fleet carriers.
Depot, accommodation, heavy repair and aircraft maintenance and repair ships.
L.S.I. (L) (except "Racehorse" class).
Amenities ships.
Maintenance ships.

(b) 6-gallon Containers

Escort carriers.
Monitors.
Cruisers.
Aircraft engine repair, component repair ships.
Auxiliary repair ships.
"Racehorse" class L.S.I. (L).
L.S.H. (L).
L.S.D.
L.S.E.
L.S.F.
L.S.I. (M).
L.S.I. (S).

4. Plants will be allocated in the following order of priority:—

- (i) H.M. ships in or proceeding to the Far East.
- (ii) Advanced bases in the Far East, M.O.L.C.A.Bs., M.O.N.A.Bs. and T.A.M.Ys.
- (iii) Other shore establishments in the Far East.
- (iv) Balance of H.M. ships included in the list given in paragraph 3 above.

5. Supply will be arranged by the Admiralty direct to the ships and establishments concerned and demands should not be forwarded for these plants. It should furthermore be understood that manufacture of ice-cream machines has only recently been re-introduced and some time is likely to elapse before the requirements of all ships and establishments referred to in paragraph 3 can be met.

Installation and Maintenance

6. In the case of ships entitled to ice-cream plants under paragraph 4 (i) above, delivery will where possible be made prior to such ships leaving the United Kingdom. Plants should, where practicable, be installed in an ice-cream and soda-fountain bar; if this is impracticable, an alternative position should be found, preferably in the canteen. If sited outside the canteen or soda-fountain, plants should be installed in a position suitable for access by the ship's company and where they are least likely to be adversely affected under active service conditions.

7. The installation should be carried out by local resources except in ships under construction and undergoing refit or conversion in the United Kingdom, for which separate action has been taken to inform the shipbuilders and refitting contractors concerned. For ships on service, Commanding Officers should raise an

A. and A. Classification "A" to cover the work of installation; the arrangement of the plant and details of the pipe connections required are shown in A.F.O. Diagram 264/45. In ships in which provision of an electrical supply for this service has not yet been made, the supply to the control panel for the ice-cream mixer and compressor should be obtained from a double-pole fuse box, Pattern 8182A, supplied from an unimportant (yellow) branch breaker. It must further be ensured that an adequate supply of fresh water is readily available.

8. The care and maintenance of the plants is to be carried out by ship's staff.

9. Consideration is being given to the practicability of providing smaller ice-cream plants to destroyers, frigates, sloops, L.S.T., transport ferries, etc., in which canteens are operated by N.A.A.F.I., and separate instructions will be promulgated in due course. In the meantime it is intended that the ice-cream machines installed in depot and maintenance ships should in some measure meet the needs of ships of these types, and of craft in which canteens are not provided.

Financial Adjustment with N.A.A.F.I.

10. Charges against N.A.A.F.I. for the supply, installation and maintenance of the plants will be raised at the Admiralty.

B. Soda Fountains.

11. It is recognized that the provision of a soda fountain plant in H.M. ships is most desirable in the interests of the well-being of service personnel.

12. Efforts are being made to extend this service to as many types of ships as possible, and in conjunction with N.A.A.F.I. it has been agreed as policy that soda fountains shall be provided in all ships with complements of over 100 in which canteens are operated by N.A.A.F.I. This is subject to the provision of adequate canteen accommodation and the availability of canteen personnel. The plants will continue to be supplied by N.A.A.F.I., as at present, and priority will be given to ships allocated for service in the Far East. The installation of the soda fountain plant will necessitate a re-arrangement of the canteen and, where practicable, this work should be carried out when the ship is refitting for tropical service. Guidance drawings will be distributed to the authorities concerned by the Admiralty, and the soda fountain plants should be demanded when required from:—

The Manager, Naval Canteen Service,
N.A.A.F.I.,
Ruxley Towers,
Claygate, Esher, Surrey.

Electric supplies for the soda fountain, if not already fitted, should be obtained from a switch socket A.P. 4460 fed from an unimportant (yellow) branch breaker.

13. A cooled water supply is essential in order to obtain satisfactory results from the soda-fountain plant; in ships with two or more water coolers, one of these should be fitted to supply the soda fountain.

14. Care and maintenance of soda fountain plants will be undertaken by N.A.A.F.I. at home or overseas bases where a N.A.A.F.I. mechanic is stationed. At all other times the care and maintenance of the plant is to be carried out by the ship's staff.

Compensation for topweight.

15. In ships where topweight restrictions are imposed for stability reasons, compensation is required for any additions to be made consequent upon the fitting of ice cream plant and soda fountain.

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

3954.—Sea Otter and Seafire, Interchangeable Oddie Items 26EM and 26AJ (N.S. Air. 8450/45.—19 Jul. 1945.)

New Seafire 26AJ reference numbers have been allocated for the following interchangeable Oddie items, used on both Sea Otter and Seafire aircraft.

2. Existing stocks in R.N. Store Depots, aircraft carriers, stations, repair and maintenance yards should be transferred to the appropriate 26AJ reference numbers

3. Pending publication of official amendment list, spare parts schedules should be amended in manuscript.

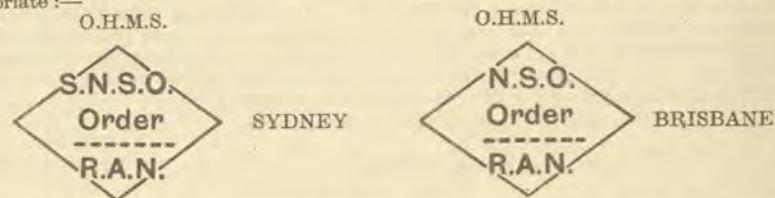
<i>Old Sea Otter</i>		<i>New Seafire</i>	
<i>Ref. No.</i>	<i>Part No.</i>	<i>Ref. No.</i>	<i>Ref. No.</i>
26EM/36594	A.25	26AJ/49269	
26EM/36596	A.45	26AJ/49270	
26EM/36597	A.65	26AJ/49271	
26EM/37779	M.45	26AJ/49272	
26EM/36598	M.65	26AJ/49273	
26EM/36600	M.105	26AJ/49274	
26EM/37667	204	26AJ/49275	
26EM/36633	324	26AJ/49276	
26EM/36604	326	26AJ/49277	

3955.—Shipment of Naval Stores to Sydney and Brisbane for R.A.N.

(N.S. 20782/45.—19 Jul. 1945.)

In order to avoid confusion at Sydney and Brisbane concerning naval stores shipped for R.N. and R.A.N. services, all future supplies of naval stores required by the Australian Commonwealth Naval Board to be shipped to those ports are to be consigned to: Superintending Naval Store Officer, R.A.N., Sydney, or Naval Store Officer, R.A.N., Brisbane, as relevant. Shipping instructions for these consignments should be obtained from the Secretary, Commonwealth of Australia, Australia House, London, W.C.2.

2. The undernoted markings should be applied to all packages, as appropriate:—



3. Australian Commonwealth Naval Board requisitions for naval stores will include these directions in future.

4. Directions for the consigning of naval stores to Sydney and Brisbane, on Imperial Account, are given in A.F.O. 1772/45.

(A.F.O. 1772/45.)

3956.—Liquid Insecticides containing D.D.T.

(N.S. 35243/44.—19 Jul. 1945.)

Two types of liquid insecticide containing D.D.T. (Dichlorodiphenyltrichlorethane) have now been introduced into the service as Naval Stores (Subhead E. 7b) and have been allocated pattern numbers as follow:—

Pattern 4293, Anti-mosquito Spray.—This was formerly described as "Liquid insecticide containing 0.3 per cent D.D.T." and the description has now been altered as shewn. This insecticide contains 0.3 to 0.5 per cent. D.D.T. besides other insecticidal ingredients in kerosene and is effective against mosquitoes, flies and pediculi, but has less effect on infestations of bugs and cockroaches.

Pattern 4294, Residual Spray.—This contains 5 per cent. D.D.T. in kerosene and is primarily intended for the destruction of bugs and cockroaches and for spraying from aircraft (by means of S.C.I. equipment) to destroy mosquito larvae. When this spray is used on ceilings and walls at a density rate of approx. 1 quart to 1,000 sq. ft. mosquitoes and flies are controlled for a month and a reduction in number may be noted for over three months.

2. *Initial Supplies.*—(a) *Pattern 4293.* Details have already been promulgated. (b) *Pattern 4294.* Arrangements have been made with the War Office for supply as follows:—

<i>Yard</i>	<i>Gallons</i>
Devonport	1,750
Portsmouth	4,250
Chatham	1,750
Rosyth	2,250
Sheerness	1,050
Severn Area	3,500
Mersey Area	5,500
West Riding	1,250
Carfin	3,750
Lathalmond	1,000

3. *Future supplies.* Further requirements should be obtained as follows:—

<i>Yard</i>	<i>Pattern 4293</i>	<i>Pattern 4294</i>
Australia ...	Local manufacture.	
India	} Local army authorities*.	
Ceylon		
Alexandria		
Malta		
Taranto		
Gibraltar ...	Local army authorities*	} To be mixed locally from D.D.T. to be demanded from Admiralty.
Durban	} Admiralty	
Simonstown		
Bermuda ...	Admiralty if not obtainable locally from U.S. authorities.	As above if not obtainable locally from U.S. authorities.
Home yards ...	Admiralty.	Admiralty.

* The necessary arrangements have been made with the War Office and, in all correspondence with local Army authorities, the descriptions given in paragraph 1 should be quoted.

4. D.D.T. has been added to the Rate Book for Naval Stores under Subhead E6, and the following initial supplies will be made from Severn area to the yards stated in order that the latter may arrange local manufacture of Pattern 4294 liquid insecticide.

<i>Yard</i>	<i>Quantity</i>
Gibraltar	1,120 lb.
Simonstown	1,120 lb.
Durban	2,240 lb.

5. *Pattern 4294 insecticide* is prepared by adding one pound of D.D.T. powder to two gallons of kerosene (weight/volume). To ensure complete solution the liquid must be stirred or agitated by rolling or inverting the drums periodically. Solution is more quickly obtained if the drums are exposed to the sun or the D.D.T. powder may be added to kerosene which has been heated up to 650°F. over a slow fire provided that the necessary precautions against fire are taken. D.D.T. in oily solution is absorbed by the skin but it is not considered that occasional contact would be dangerous; reasonable precautions, however, should be taken to prevent splashing and drenching of the clothing and skin.

6. No further purchase of the existing liquid insecticide will be made but stocks should be issued until exhausted. Pattern 4293 or 4294 may, however, be issued when there is a danger of disease being spread by insects, even though stocks of the old type are still available.

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

(A.F.Os. 2993/43, 5697/44 and 6622/44 are cancelled.)

3957.—Supply of Clothing and Mess Gear to H.M. Canadian Ships, etc.

(V. 3/4575/45.—19 Jul. 1945.)

The arrangements laid down in A.F.O. 3688/45 for the supply of provisions to H.M. Canadian ships and establishments are also to be applied to the supply of clothing and mess gear. Copies of supply notes are to be forwarded in accordance with paragraph 3 of that Order, i.e. the supply notes should be clearly marked "Chargeable to the Canadian Government". A copy of each supply note is to be forwarded to the Commanding Officer, H.M.C.S. "Niobe" for issues in the United Kingdom, and to the Director of Victualling, Naval Service Headquarters, Ottawa, for issues in other theatres of operation. The copies are to be forwarded monthly.

(A.F.O. 3688/45.)

3958.—Victualling Stores—Returns from H.M. Ships and Establishments Paying Off in the United Kingdom

(V. 13/1793/45.—19 Jul. 1945.)

Victualling stores returned from ships and establishments paying off should be consigned to the appropriate (Superintending) Victualling Store Officers at the addresses shown in A.F.O. 5508/44 except as follows:—

Midland Area—

Serviceable stores are to be returned direct to Leicester depots as follows:—

- (a) *Provisions* to H.M. Naval Victualling Depot, Spalding Street, Leicester.
- (b) *Officers' Clothing* to H.M. Naval Victualling Depot, West Street Open Braunston Gate, Leicester.
- (c) *Seamen's Clothing* to H.M. Naval Victualling Depot, Messrs. Corah's Premises, Canning Street, Leicester.
- (d) *W.R.N.S. Clothing* to H.M. Naval Victualling Depot, Messrs. Russell's Premises, Eastern Boulevard, Leicester.

Other Stores (dirty, worn and unserviceable) including all Mess Gear, are to be forwarded to H.M. Naval Victualling Depot, Economy Works, Economy Road, Lowestoft.

Yorkshire Area—

Provisions to H.M. Naval Victualling Depot, Northallerton.

Clothing and Mess Gear to H.M. Naval Victualling Depot, Fountain Mill, Carlinghow, Batley.

Lancashire Area—

- (a) Ships paying off at Liverpool should apply to the Deputy Victualling Store Officer, H.M. Naval Victualling Depot, Rubin's Building, London Road, Liverpool.
- (b) Ships paying off at Preston should apply to the Superintending Victualling Store Officer, Acerrington.
- (c) Returns from ships at other ports and from shore establishments closing down should be consigned to H.M. Naval Victualling Depot, Underbank Mill, Whitworth, near Rochdale.

Wales—

Returns from ships and establishments paying off in Wales will be dealt with in Lancashire Area and, except at Milford Haven, where the V.S.O. will arrange for onward transit, are to be consigned direct to H.M. Naval Victualling Depot, Underbank Mill, Whitworth, near Rochdale. Returns are *not* to be sent to H.M. Naval Victualling Depot, Newtown.

Southern Area—

All returns are to be consigned to Royal Clarence Yard, Gosport.

South Western Area—

Provisions to be consigned to Royal William Yard, Plymouth.

Clothing and Mess Gear to be consigned to H.M. Naval Victualling Depot, Newport Street, Plymouth.

Scotland—

Arrangements should be made with the nearest Victualling Yard or depot except that:—

- (a) Ships and establishments in the Orkneys are to return provisions and seamen's clothing to H.M. Naval Victualling Depot, Grangemouth, and mess gear to H.M. Naval Victualling Depot, Jamestown.
- (b) All returns of Officers', W.R.N.S.', flying and D.E.M.S. clothing are to be sent to H.M. Naval Victualling Depot, Kilmarnock.

2. To facilitate the work at the Victualling Depots, all return notes for stores from ships and establishments paying off are to be endorsed "Paying Off Returns" and the actual packages or trucks containing the stores are to be labelled "P.O. Returns".

(A.F.O. 5508/44.)

3959.—Bacon—Invoicing of Supplies by N.A.A.F.I.

(V. 14/6749/44.—19 Jul. 1945.)

With reference to A.F.O. 3405/45, it has been decided that in order to facilitate accounting, all supplies of bacon made by the N.A.A.F.I. will be invoiced on Form D.55 and receipts should be furnished to them on this form. Receipts on Form S.92 will therefore not be required.

2. Receipts on Form D.55 should be furnished to N.A.A.F.I. promptly in order not to delay payment.

(A.F.O. 3405/45.)

3960.—Provisions—Lemon Powder—Instructions for Use—REPORTS

(V. 10/2375/45 Part IIIa.—19 Jul. 1945.)

Lemon powder, constituted as follows, is now supplied from victualling yards and depots at home and abroad in lieu of lime juice for issue in accordance with K.R. and A.I., Article 1825:—

	<i>Per cent.</i>
Stoved sugar crystals	47.5
Citric acid-anhydrous granular	46.2
Tribasic calcium phosphate	3.1
Lemon oil	2.8
Ascorbic acid	0.4

2. The powder is packed in externally lacquered tins containing 33 ozs. which, when dissolved in 11 pints of water, will produce the equivalent of 11 pints (220 rations) of lime juice. It is to be demanded and accounted for under the denomination of "tins".

3. When lemon powder is issued instead of lime juice the allowance of sugar issued with it in accordance with K.R. & A.I., Article 1825, paragraphs 2, 3 and 11, is reduced to $\frac{1}{2}$ ounce.

4. Unless the whole tin is used at one time it should be well shaken before use as there is a tendency of the ingredients to separate during storage.

5. Stocks on board H.M. Ships should be regulated on the same basis as those of dry provisions.

No further purchases of lime juice should be made but victualling yards and depots abroad should report to the Director of Victualling by signal any quantities of lemon powder necessary to complete their stocks to the approved level for dry provisions after allowing for any quantities of lime juice still remaining in store. Subsequent replenishments of stock will be arranged by the Director of Victualling in accordance with the procedure in force for replenishing stocks of other items of dry provisions.

(K.R. and A.I., Art. 1825.)

(A.F.O. 1257/43 is cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

3961.—B.B.C. Short Waveband Chart—Overseas World Services in English—
July to October, 1945

(E.F.O. 122/45.—19 Jul. 1945.)

Copies of the B.B.C. Short Waveband Chart—Overseas World Services in English—for the period July to October, 1945, are being supplied to distributing authorities abroad concurrently with this issue of Admiralty Fleet Orders. The number of copies available should permit distribution both afloat and ashore on a scale comparable to that in force for Confidential Admiralty Fleet Orders.

2. Commencing with this issue of the Short Waveband Chart, distribution will be extended to H.M. ships and vessels in home waters direct from Admiralty (Editor of Fleet Orders)

(A.F.O. 1109/45.)

3962.—Amendments to Books

(E.F.O.—19 Jul. 1945.)

The undermentioned amendments (A.F.Os. P.610–641/45) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under:—

Nore Book Office, Quarry House, Aylestone Hill, Hereford.
Plymouth Book Office, R.N. Port Library, Devonport.
Portsmouth Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

- A.F.O. *P.610/45.—B.R. 380/A—Swordfish—S.A.T.L. and "M" Lists—Amendment No. 8.
*P.611/45.—B.R. 380/A—Swordfish—S.A.T.L. and "M" Lists—Amendment No. 9.
*P.612/45.—B.R. 380/B—Barracuda—S.A.T.L. and "M" Lists—Amendment No. 19.
*P.613/45.—B.R. 380/C—Firefly—S.A.T.L. and "M" Lists—Amendment No. 13.
*P.614/45.—B.R. 380/C—Firefly—S.A.T.L. and "M" Lists—Amendment No. 14.
*P.615/45.—B.R. 380/C—Firefly—S.A.T.L. and "M" Lists—Amendment No. 15.
*P.616/45.—B.R. 380/C—Firefly—S.A.T.L. and "M" Lists—Amendment No. 16.
*P.617/45.—B.R. 380/J—Seafire—S.A.T.L. and "M" Lists—Amendment No. 14.
*P.618/45.—B.R. 380/J—Seafire—S.A.T.L. and "M" Lists—Amendment No. 15.
*P.619/45.—B.R. 377 (General)—A.S.E.—Amendment No. 37.
*P.620/45.—B.R. 377 (General)—A.S.E.—Amendment No. 38.
*P.621/45.—B.R. 377 (Photographic)—A.S.E.—Amendment No. 8.
*P.622/45.—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 17.
*P.623/45.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 19.
*P.624/45.—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 9.
*P.625/45.—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 10.
*P.626/45.—B.R. 377 (P)—Corsair—A.S.E.—Amendment No. 11.
*P.627/45.—B.R. 378 (General)—A.S.E.—Amendment No. 77.
*P.628/45.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 44.
*P.629/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 27.
*P.630/45.—B.R. 378 (P)—Corsair—A.S.E.—Amendment No. 12.
*P.631/45.—B.R. 378 (P)—Corsair—A.S.E.—Amendment No. 13.
*P.632/45.—B.R. 383—A.S.E.—Amendment No. 13.
*P.633/45.—B.R. 383—A.S.E.—Amendment No. 14.
*P.634/45.—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 18.

- A.F.O. *P.635/45.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 45.
*P.636/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 26.
*P.637/45.—B.R. 383—A.S.E.—Amendment No. 15.
P.638/45.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3—Amendment No. 29.
P.639/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.
P.640/45.—B.R. 962—Handbook for 6-in., B.L., Mark XXIII Guns on Triple Mark XXIII Mountings, 1939—Amendment No. 9.
P.641/45.—B.R. 668—Rules and Regulations for Naval Detention Quarters—Amendment No. 5.

* Exceptionally A.F.Os. P.610–637 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 3801/45.)

3963.—King's Regulations and Admiralty Instructions—1943 Edition—
Amendment 2/45

(E.F.O.—19 Jul. 1945.)

K.R. 2/45—Amendments to King's Regulations and Admiralty Instructions (B.R. 31, 32 and 32a)—are distributed with Admiralty Fleet Orders of this date.

(A.F.Os. 617/45 and 1779/45.)

3964.—B.R. 216 (Restricted)—Handbook for 13.5-in. Pneumatic Run-Out
Gear—Obsolete

(G. 5295/45.—19 Jul. 1945.)

B.R. 216 (Restricted) is now obsolete and all copies should be disposed of in accordance with the instructions laid down in B.R. 1—Books of Reference and I.D. Catalogue.

3965.—B.R. 368—Establishment of Naval Stores for Sloops, Corvettes ("Kittiwake"
etc. Types), etc.—List of Errata No. 14 and Form D.129—List of
Particulars—List of Errata No. 13

(N.S. 35478/44.—19 Jul. 1945.)

Lists of Errata No. 14 to the Establishment of Naval Stores for Sloops Corvettes ("Kittiwake" etc. types) (B.R. 368) and No. 13 to the List of Particulars (Form D.129) have been prepared, and copies will be distributed from R.N. Store Depot, Park Royal, N.W.10

2. Three copies of the List of Errata No. 13 to Form D.129 will be required to complete each copy of the list of particulars already supplied to ships under construction and these should be supplied without demand by the appropriate warrant yard. Ships' officers, etc., concerned with preparing the lists should not demand the lists of errata from R.N. Store Depot, Park Royal.

3966.—B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—
List of Errata No. 4

(N.S. 40202/44.—19 Jul. 1945.)

List of Errata No. 4 to B.R. 370—Establishment of Naval Stores for H.M. Mooring Vessels—has been prepared, and copies will be distributed to services concerned from R.N. Store Depot, Park Royal, N.W.10, without demand.

3967.—B.R.379—Establishment of Naval Stores for 105 ft. Wooden Motor Mine-
sweepers—List of Errata No. 5

(N.S. 25958/45.—19 Jul. 1945.)

List of Errata No. 5 to the Establishment of Naval Stores for 105 ft. wooden motor minesweepers has been prepared and copies will be distributed to services concerned by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10.

3968.—B.R. 386.—Establishment of Naval Stores for Photographic Purposes in H.M. Ships—Issue

(N.S. 19377/45.—19 Jul. 1945.)

An Establishment of Naval Stores for photographic purposes in H.M. ships has now been prepared and added to the Catalogue of Books of Reference as B.R. 386.

2. This publication details allowances of photographic stores to H.M. ships of the following classes :—

- All Fleet, Light Fleet and Escort Carriers.
- All Submarines.
- All Merchant Aircraft Carriers.
- Those Capital Ships, Cruisers, Depot Ships, Flotilla Leaders and Destroyers in which darkrooms are fitted and photographic personnel borne.

In the case of aircraft carriers the allowances of airborne cameras, air speed indicator cameras (Pattern 2410) and associated equipment, however, are already shown in the Air Store Establishment (B.R. 378) and are not included in B.R. 386.

3. Appendix "A" to the Establishment gives details of Gunnery Record and Low Angle Marking Cameras and associated equipment for the information and guidance of the responsible officers of H.M. ships in which Fleet Marking Parties are embarked. These cameras and equipment are at present subject to Admiralty allocation and no allowances are shown.

4. Attention is drawn to the Memorandum of Instructions contained in the publication.

5. Copies of B.R. 386 will be distributed without demand to all ships and authorities concerned, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10. On receipt of B.R. 386 the advance copies distributed in accordance with A.F.O. 4528/44 and those distributed by Admiralty letter to certain authorities are to be destroyed.

(A.L. dated 24 Apr. 1945, N.S. 24412/44/B.18480.)
(A.F.O. 4528/44 is cancelled.)

3969.—B.R. 913 (14) (Restricted)—Handbook of the Fuse-Keeping Clock and Associated Equipment—Fire Control Box, Mark VIII—Issue

(G. 2047/45.—19 Jul. 1945.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10, when supplies become available, in accordance with the following establishment, viz. :—

	Copies
Flag Officers (except V.A.(Q) and R.A.F.T.)	1
V.A.(Q)	12
R.A.F.T.	2
Cruisers	2*
Repair Ships	1†
Auxiliary Repair Ships	1†
Fleet Repair Ships	1†
H.M.S. "Excellent"	169
Captain (G), R.N.G.S., Chatham	10
Captain (G), H.M.G.S., Devonport	15
H.M.S. "Vernon"	3
H.M.S. "Defiance"	3
H.M.S. "Marlborough"	3
H.M. Torpedo School, Chatham	3

Dockyards—

Portsmouth, Devonport, Chatham and Rosyth	4 each
Sheerness, Lyness, Gibraltar, Malta, Alexandria, Bermuda, Durban, Kilindini, Simonstown, Bombay, Trincomalee	2 each
Colombo	4
Secretary, Naval Board, (N.D.A.), Ottawa	10
Secretary, Navy Board, Melbourne	21
Secretary, Navy Board, Wellington, New Zealand	8

Distributing Authority, Bombay—

Bombay	2
Karachi, Gunnery School	1
I.S.S., Calcutta	1
B.A.M.R.	1
B.A.S.R.	1
B.A.T.M.	1
D.N.O., Washington	1

Gun Mounting Overseers—

Glasgow, Coventry and Woolwich	1 each
B.N.L.O., Royal Norwegian Navy	1
A.C.R.	1
C.G.R.M.	5

Warship Electrical Superintendents—

Scottish, North Eastern, North Western	2 each
London, Northern Ireland, South Wales, South Western	1 each

Admiralty Regional Electrical Engineer—

London	1
Fleet Gunnery Officer, B.P.F.	1
Squadron Gunnery Engineer Officer (D), B.P.F.	1
Squadron Gunnery Engineer Officer (Fleet Train), B.P.F.	1
Gunnery Engineer Officer (W), Sydney	1
Gunnery Engineer Officer (Q), Melbourne	1
Gunnery Engineer Officer (Q), Brisbane	1
Gun Mounting Storekeeping Officer, Sydney	1
Gun Mounting Storekeeping Officer, Brisbane	1
Gun Mounting Storekeeping Officer, Durban	1
Gun Mounting Storekeeping Officer, Veyangoda, Ceylon	1
Squadron Gunnery Engineer Officer, First Battle Squadron	1
E.O.(G), Colombo	1
G.M.O. (India), Bombay	1
F.G.E.O. on staff of C.-in-C., East Indies Station	1
Loan Libraries	1
Naval Staff Library, Admiralty	1

* Ships fitted or to be fitted with the Fire Control Box, Mark VIII.
† Ships concerned.

3970.—B.R. 980 (K) (Restricted)—Range Table 612 for Q.F. 4-in. Guns, Marks XVI* and XXI—B.R. 980 (X) (Restricted)—Range Table 613 for Q.F. 4.5-in. Guns, Marks I, III, IV and V—B.R. 980 (G) (Restricted)—Range Table 614 for Q.F. 5.25-in. Guns, Mark I—Issue

(G. 3790/45.—19 Jul. 1945.)

The above-mentioned Range Tables are now in the press.

2. Copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3971.—Adult Education—Ministry of Information War Commentaries—Distribution of

(N/D.P.S. 170/45/SC.—19 Jul. 1945.)

"Veritas" Commentary.—This commentary is distributed to ships and authorities at home on the same scale as the W.I.R. and is cabled to the Ministry of Information Representatives at Delhi, Capetown, Cairo, Jerusalem, Lagos, Accra, Malta, Nairobi, Mauritius, New York and Ottawa. Copies are flown to a few Flag Officers who cannot be more conveniently served through the cabled service.

2. Although this commentary is distributed with W.I.R., it is not intended that it be subjected to the same restricted circulation as W.I.R. It is intended for general information and for the use of Education Officers.

3. *Far Eastern Weekly Commentary*.—Copies of this commentary are flown to certain Commanders-in-Chief and Flag Officers abroad for any further distribution they think fit.

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

3972.—R.N. Training Unit, Leeds—Closing Down

(M/E.F.O. 151/45.—19 Jul. 1945.)

The R.N. Training Unit, Room 31, Bardon Chambers, Infirmary Street Leeds, was closed down on 28th May, 1945.

2. All future correspondence for this establishment should be addressed to the Commanding Officer, H.M.S. "Shrapnel".

3973.—Form D.80—Admiralty Consignment Notes—Endorsement for Passenger Train Consignments

(N.S. 1487/45.—19 Jul. 1945.)

Difficulty is experienced in connection with railway accountancy by Admiralty Railway Consignment Note, Form D.80 being used both for the conveyance of Admiralty goods by "Merchandise (Goods)" and "Passenger" train. Amendments made to the form when used for passenger train traffic are not always decipherable on all copies.

2. A new Form D.80P is being introduced for passenger train consignments but supplies will not be available for some months.

3. Pending supply of the new Form D.80P, the present Form D.80 should continue to be used for "Passenger Train" consignments but, in addition to the amendment made as shown in the covering instruction on the form, all copies are to be over stamped in red "PASSENGER TRAIN" with a rubber stamp, or endorsed in red in block letters, to enable this class of traffic to be readily identified.

4. Admiralty "F.O.R." and "ex works" contracts normally provide for goods to be consigned by "Merchandise (Goods)" train. When, on account of urgency etc., contractors are instructed by establishments to forward by "Passenger" train, they should be requested to amend and endorse the Form D.80 as shown in paragraph 3 above.

5. In view of the difference in cost (£1 15s. 0d. per ton for "Merchandise" freight and £6 15s. 8d. per ton for "Passenger" traffic) passenger train consignments should only be authorized on grounds of urgency, or if goods are too fragile to be sent by freight trains. In this respect contact should be maintained with local Unit Controllers of the Ministry of War Transport Road Haulage Organization (A.F.Os. 5165/43 and 6180/43) so that the fullest possible use is made of surplus capacity in road vehicles which are travelling over routes favourable to urgent Admiralty traffic.

6. In no circumstances should Form D.80 be used when liability for the cost of delivery rests with the contractor under the terms of the contract. Commercial consignment notes should be used and, where the extra cost (i.e. the amount in excess of the normal goods rate for movement by rail or road) of carriage by passenger train is a Government liability, contractors should re-claim such extra cost in the account for the goods supplied. The claim should be supported by a certificate from the railway company showing the amount of the extra cost incurred and a reference should be given to the Admiralty authority to despatch by passenger train.

(A.F.Os. 318/42, 971/42, 2112/42, 3589/42, 228/43, 1409/43, 4034/43, 4657/43, 5165/43 and 6180/43.)

(A.F.O. 4650/44 is cancelled.)

3974.—Form D.117B—List of Particulars for Flotilla Leaders and Destroyers and Fast Minelayers—List of Errata No. 12

(N.S. 38792/44.—19 Jul. 1945.)

List of Errata No. 12 to the List of Particulars (Form D.117B) has been prepared, and copies will be distributed from the R.N. Store Depot, Park Royal, on the usual basis.

2. Three copies will be required to complete each copy of the List of Particulars, other than the 1944 Reprint, already supplied to ships under construction, and these

should be supplied without demand by the appropriate warrant yard. Ships' officers, etc. concerned with preparing the lists should not demand the lists of errata from R.N. Store Depot, Park Royal.

3975.—Form D.117B.—List of Particulars for Flotilla Leaders and Destroyers and Fast Minelayers—List of Errata No. 13

(N.S. 31277/44.—19 Jul. 1945.)

List of Errata No. 13 to the List of Particulars (Form D.117B) has been prepared, and copies will be distributed from the R.N. Store Depot, Park Royal, N.W.10. Small quantities are being distributed to yards, and if further quantities are required, they may be demanded from Park Royal, stating the circumstances in which demanded.

2. Three copies will be required to complete each copy of the List of Particulars already supplied to ships under construction, and these should be supplied without demand by the appropriate warrant yard. Ships' officers, etc., concerned with preparing the lists should not demand the lists of errata from R.N. Store Depot, Park Royal, London, N.W.10.

3976.—Ammunition—Label N.947—Introduction of

(A.S. 7264/45.—19 Jul. 1945.)

Serial No.	Description	Where used	Page in Form O.6	A.S. No.
N.947	Demolition and Priming Charges:— 1 charge line 60 blocks, C.E./T.N.T., 14-oz. demolition Mark.	On front of box W.128.	18	A.S. 7264/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

3977.—Ammunition—Label N.948—Introduction of

(A.S. 7145/45.—19 Jul. 1945.)

Serial No.	Description	Where used	Page in Form O.6	A.S. No.
N.948	Demolition and Priming Charges:— ..Blocks, demolition, C.E./T.N.T., 14-oz. Mark.....	On front of box W.128.	18	A.S. 7145/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

3978.—Forms O.464a, b, c, and d—Introduction

(A.S. 4711/45.—19 Jul. 1945.)

The following new Forms have been introduced and should be added to Form O.1 as follows:—

<i>Gunwharf Annual Demand</i>	
O.464a ...	Return of net requirements.
O.464b ...	Return of stock and wastage.
O.464c ...	Return of repair parts.

Demand for Gunwharf Stores

O.464d ...	Replenishment required to make good wastage, etc.
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2. Forms O.464a, b, c and d which supersede O.73 series (with the exception of O.73g) should be demanded as necessary from S.N.S.O., R.N. Store Depot, Park Royal, London, N.W.10.

3979.—Form S.239A—Conduct Sheet

(C.W. 54623/44.—19 Jul. 1945.)

In order to provide as much information as possible at the time of a man's release, it will be essential that a conduct sheet shall be made out whenever a man joins a ship without one and that this conduct sheet shall accompany a man if drafted and not be destroyed until the man has been released.

2. The provisions of K.R. & A.I., Article 603, Clause 3, as to disposal of conduct sheets are suspended for the period of the war.

3. Entries on conduct sheets of offences in previous ships are to be ruled through diagonally. When awarding character assessments, Commanding Officers are to be careful to disregard any offences committed outside the period under consideration.

(K.R. & A.I., Article 603 (3).)

(A.F.O. 6228/44 is cancelled.)

3980.—Official Correspondence—Regulations for Despatch of Postal Packets

(M. 1342/45.—19 Jul. 1945.)

It has come to notice that Admiralty establishments frequently despatch by letter post, bulky packets exceeding 3 lb. in weight. The inclusion of heavy and bulky packets in the letter mails tends to delay normal despatch and causes inconvenience in the Post Office, and they should normally be despatched by parcel post.

2. In exceptional circumstances, where speedy transmission is essential, packets exceeding 3 lb. may be sent by letter post, and they should be endorsed "Urgent, Letter Post".

3. Postage must be paid unless official paid parcel post labels are used. Their issue is restricted to establishments despatching more than 100 parcels weekly.

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

3981.—Form S.161R (Revised)

(C.W. 41005/45.—19 Jul. 1945.)

Form S.161R, Report of Releases, etc., under the Re-Allocation of Manpower Plan, has been revised.

2. On receipt of the revised form, stocks of the old Forms S.161R are no longer to be used.

(A.F.O. 3317/45.)

(A.G.M. Home 227AZ is cancelled.)

3982.—A.M.D.Is.

(E.F.O.—19 Jul. 1945.)

Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.), Nos. 31-33/45, are being distributed concurrently with this issue of A.F.Os.

(A.F.O. 3817/45.)

3983.—Air Publications Distributed during the Week Ending 7th July, 1945

(N.S. Air. 8858/45.—19 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12.

(i) Airframe and Aero-Engine Publications

A.P. No.	Description	Distribution
A.P. 1525A, Vol. II, Part 2, Issue 5 (dated July, 1944).	Anson I Aircraft	Initial General
A.P. 1580A, Pilots' Notes (incorporating A/Ls 1 to 45M).	Beaufort I Aircraft	Initial General
Nav-Aer 01-85EA-529 (dated 15th September, 1944).	Electrical Inventory for Avenger I Aircraft.	Initial General
B.R. 777	Naval Aircraft Code	Initial General
—	Squadron Mobile Equipment List for Avenger III (with A/Ls 1 and 2).	Initial General

(ii) Air Diagram

AD. 1271, Sheet 1 (December, 1944).	Rotal 4 Bladed Propeller (B) Type ...	Initial General
A.D. 2669, Sheet 1 (December, 1944).	Range and Endurance of Avenger I and II Aircraft.	Initial General

(iii) Miscellaneous Publications

RAE. F.C. Mem. No. 108, Issue No. 1 (with A/L 1).	Notes on Operation, Use, Adjustment and Maintenance of G.G.S., Mark IID, Series 2 and 3 Installations.	Initial General
Accident Prevention Poster.	"Trust your Instruments, not your Senses."	Initial General
Accident Prevention Poster.	"The Safety of the aircraft is the concern of every body."	Initial General

3984.—Air Publications Distributed during the Week Ending 7th July, 1945

(N.S. Air 8858/45.—19 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 6, Murray Street, Belfast.

General Publications

A.P. No.	Description	Distribution
A.P. 1086, Part 4B (Revised 5th March, 1945).	Priced Vocabulary of R.A.F. Equipment—Gaseous Equipment, Aircraft Personnel Equipment, Parachutes and Dropping Apparatus (Supplies and Equipment).	Initial General
A.P. 1086, Part 13 (Revised 5th April, 1945).	Priced Vocabulary of R.A.F. Equipment—Metals.	Initial General
A.P. 2306, Vol. III, Parts B, C, D, E, F and G (3rd Edition October, 1944).	Servicing Trolleys	Initial General
A.N. 03-5CC-21 (dated 10th March, 1945).	Handbook of Instructions with Parts Catalogue for Model 5BA50 Series Aircraft Electric Motors (General Electric).	Initial General
A.N. 05-25-9 (dated 15th December, 1944).	Preliminary Handbook of Overhaul Instructions for Mark IIC Pelorus Drift Sight Recording Base.	Initial General
A.N. 05-35-31 (dated 15th February, 1945).	Handbook of Installation, Operation and Service Instructions for Optical Head and Post, Mark IIC (Kollsman).	Initial General
A.N. 05-45AE-2 (dated 1st October, 1944).	Handbook of Overhaul Instructions for Automatic Pilot, Model G-1 (General Electric Co.).	Initial General
A.N. 05-70-4 (dated 25th January, 1945).	Handbook of Instructions with Parts Catalogue for Navy Type F.S.S.C.88-T-2145 Army Type A-1 Pressure Transmitter.	Initial General
A.N. 05-70-10 (dated 1st June, 1944).	Handbook of Overhaul Instructions for Type AN 5770-1 Manifold Pressure Gauge.	Initial General
Nav-Aer 08-5Q-261 (dated 1st May, 1944).	Handbook of Operating Instructions for Aircraft Radio Receiving Equipment and Portable Test Oscillators.	Initial General

3985.—Supply Position of General Air Publications enumerated in A.P. (N) 1

(N.S. Air 7023/45.—19 Jul. 1945)

The supply position at 20th June, 1945, of General Publications enumerated in A.P. (N) 1, but not at present available for full distribution, is indicated in the following lists.

2. Services not holding the allowances shown in A.P. (N) 1 for publications which are not included in the undermentioned lists should ascertain despatch details from the R.N. Store Depot concerned.

3. The key to the notations in the "Remarks" column is as follows:—

BR Being reprinted.
 NYP Not yet published.
 NYS Bulk supplies not yet in sight from U.S.A.

List "A"

Publications dealt with at the R.N. Store Depot, Shepherds Bush, but not available

Publication	Remarks
Technical Air Intelligence Centre Summaries	... .. NYS
How to Survive on Land and Sea	... .. NYS
R.N. Air Diagram A/62	... .. NYP
R.N. Air Diagram A/73	... .. NYP

List "B"

Publications dealt with at the R.N. Store Depot, Shepherds Bush, but issued on a rationed basis

Publication	Remarks
P.A.P. No. 124—G.G.S., Marks IA and IB	... .. BR
P.A.P. No. 127—Gridded Oblique Photography	... .. BR

List "C"

Publications dealt with at the R.N. Store Depot, Belfast, but not available

A.P. No.	Remarks	A.P. No.	Remarks
129	... .. BR	1766X	... .. NYP
837	... .. BR	1766Z	... .. NYP
880	... .. BR	1803A	Vol. I NYP
957	... .. BR	*1803B	to P, Vols. I, II, Part I, II, Part 2 and II, Part 3.
1081	... .. BR		
1086	Part 3A BR	2034B	Vol. I NYP
1095A	Vol. II, Part 3 NYP	2135A	Vol. I NYP
1095H	Vol. II, Part 3 NYP	2162A	... .. NYP
1182C	Vol. I BR	2239A	... .. NYP
1182B	Vol. II, Part 1 NYP	2240	Vol. I BR
1182C	Vol. II, Part 1 NYP	2305B	... .. BR
1182D	Vol. II, Part 1 NYP	2306C	Vol. I NYP
1186	Vol. I BR	2306D	Vol. I NYP
1275C	Vol. I NYP	2306E	Vol. I NYP
1355A	to N Vol. III NYP	2306H	Vol. I NYP
1374	Vol. II, Part 3 BR	2311	... .. BR
1374	Vol. III, Part 1C BR	2330A	... .. BR
1374	Vol. III, Part 1N BR	2486B	Vol. II, Part 3 NYP
1388B	Vol. I BR	2486C	Vol. II, Part 3 NYP
1464A	Vol. I NYP	2486D	Vol. II, Part 3 NYP
1464D	Vol. II, Part 1 NYP	2486E	Vol. I NYP
1492A	Vol. I NYP	2486E	Vol. II, Part 3 NYP
1492A	Vol. II, Part 3 NYP	2486F	Vol. I NYP
1529	... .. BR	2486F	Vol. II, Part 3 NYP
1538A	Vol. I NYP	2486G	Vol. I NYP
1538H	Vol. II, Part 2 NYP	2486G	Vol. II, Part 3 NYP
1538H	Vol. II, Part 3 NYP	2518A	Vol. I NYP
1641A	Vol. I NYP	2538E	Vol. I NYP
1654	... .. NYP	2538G	Vol. I NYP
1659F	Vol. I BR	2538H	Vol. I NYP
1661H	Vol. I NYP	2546B	Vol. I NYP
1662A	Vol. II, Part 1 NYP	2552A	... .. NYP
1680	... .. NYP	2554A	... .. BR
1730B	Vol. I BR	2563B	... .. NYP
1730C	Vol. II, Part 1 NYP	2563U	... .. NYP
1732A	Vol. I BR	2708A	... .. NYP
1732B	Vol. I BR	2817A	Vol. I NYP
1766Q	... .. BR	2876A	Vol. I NYP

* A.P. 1803B, Vol. I, A.P. 1803D, Vol. I and A.P. 1803F, Vol. I only are available.

List "C"—contd.

A.P. No.	Remarks	A.P. No.	Remarks
T.O. 00-55-2	... .. NYS	T.O. 03-15-9	... .. NYS
Nav Aer 00-80Q-6	... .. NYS	T.O. 03-20B-32	... .. NYS
Nav Aer 00-80Q-9	... .. NYS	AN. 03-20BA-2	... .. NYS
Nav Aer 00-80Q-10	... .. NYS	AN. 03-20BK-1	... .. NYS
Nav Aer 00-80Q-11	... .. NYS	T.O. 03-20CB-2	... .. NYS
Nav Aer 00-80Q-12	... .. NYS	AN. 03-20CC-2	... .. NYS
Nav Aer 00-80Q-13	... .. NYS	T.O. 03-20CC-11	... .. NYS
Nav Aer 00-80Q-14	... .. NYS	Nav Aer 03-20E-502	... .. NYS
Nav Aer 00-80Q-15	... .. NYS	AN. 03-25B-9	... .. NYS
Nav Aer 00-80Q-16	... .. NYS	AN. 03-25B-10	... .. NYS
Nav Aer 00-80Q-17	... .. NYS	Nav Aer 03-30-524	... .. NYS
Nav Aer 00-80Q-19	... .. NYS	T.O. 03-30CH-1	... .. NYS
Nav Aer 00-80Q-22	... .. NYS	Nav Aer 03-35B-501	... .. NYS
Nav Aer 00-80V-60	... .. NYS	T.O. 03-50-3	... .. NYS
T.O. 03-1-2	... .. NYS	T.O. 04-1-8	... .. NYS
T.O. 03-1-6	... .. NYS	Nav Aer 04-10-503	... .. NYS
T.O. 03-5-9	... .. NYS	Nav Aer 05-1-508	... .. NYS
T.O. 03-5-26	... .. NYS	Nav Aer 05-1-571	... .. NYS
T.O. 03-5-27	... .. NYS	T.O. 05-5-9	... .. NYS
T.O. 03-5-58	... .. NYS	AN. 05-5C-2	... .. NYS
T.O. 03-5AA-1	... .. NYS	Nav Aer 05-10-510	... .. NYS
Nav Aer 03-5AA-515	... .. NYS	Nav Aer 05-10-544	... .. NYS
Nav Aer 03-5AA-519	... .. NYS	T.O. 05-15-4	... .. NYS
Nav Aer 03-5AA-525	... .. NYS	Nav Aer 05-15-504	... .. NYS
T.O. 03-5AB-4	... .. NYS	Nav Aer 05-15-542	... .. NYS
Nav Aer 03-5AD-519	... .. NYS	T.O. 05-20A-4	... .. NYS
AN. 03-5AH-2	... .. NYS	Nav Aer 05-20QR-751	... .. NYS
Nav Aer 03-5C-505	... .. NYS	Nav Aer 05-20QR-752	... .. NYS
Nav Aer 03-5CA-517	... .. NYS	Nav Aer 05-20R-31	... .. NYS
AN. 03-5CC-6	... .. NYS	Nav Aer 05-40-518	... .. NYS
T.O. 03-5DA-2	... .. NYS	Nav Aer 05-40-551	... .. NYS
T.O. 03-5DA-3	... .. NYS	AN. 05-40B-6	... .. NYS
T.O. 03-5DC-9	... .. NYS	AN. 05-40B-12	... .. NYS
Nav Aer 03-5DC-541	... .. NYS	AN. 05-40D-7	... .. NYS
Nav Aer 03-5H-507	... .. NYS	AN. 05-55A-1	... .. NYS
T.O. 03-10B-2	... .. NYS	T.O. 05-70C-5	... .. NYS
T.O. 03-10B-3	... .. NYS	Nav Aer 05-70D-516	... .. NYS
T.O. 03-10BA-3	... .. NYS	T.O. 08-10-108	... .. NYS
T.O. 03-10BC-1	... .. NYS	AN. 08-25-16	... .. NYS
AN. 03-10BC-3	... .. NYS	T.O. 10-10A-11	... .. NYS
Nav Aer 03-10BQ-62	... .. NYS	AN. 10-10AC-25	... .. NYS
Nav Aer 03-10BQ-64	... .. NYS	Nav Aer 11-1-506	... .. NYS
Nav Aer 03-10BQ-65	... .. NYS	T.O. 11-20-19	... .. NYS
Nav Aer 03-10BQ-68	... .. NYS	T.O. 11-35-21	... .. NYS
Nav Aer 03-10BQ-69	... .. NYS	Nav Aer 19-1-520	... .. NYS
T.O. 03-10GB-1	... .. NYS	Technical Note 46-44	... .. NYS

List "D"

Publications dealt with at the R.N. Store Depot, Belfast, but issued on a rationed basis

A.P. No.	Remarks	A.P. No.	Remarks
113	... .. BR	1538C	Vol. II, Part 3 BR
1086	Part 11 BR	1538D	Vol. II, Part 3 BR
1186D	Vol. I BR	1641B	Vol. II, Part 3 BR
1269	... .. BR	1661C	Vol. I BR
1374	Vol. II, Part 2 BR	1661G	Vol. I BR
1374	Vol. III, Part 1U BR	1664	Vol. I BR
1480F	... .. BR	1980	... .. BR

(A.F.O. 3421/45 is cancelled.)

3986.—Resettlement in Civil Life—Pamphlets—Distribution

(E.F.O./D.P.S. 674/45/SC.—19 Jul. 1945.)

Reference was made in A.F.O. 1639/45 to a series of pamphlets on individual industries and trades to be issued by the Ministry of Labour. This series is additional to the individual "Career" pamphlets (45 in number) already being distributed.

2. A number of these pamphlets on trades and industries are now with the printers and distribution will be made in the next few weeks of those available. No date can, however, be given when despatch of the full series may be expected since printing delays are often considerable. Titles and dates of distribution will be published in Admiralty Fleet Orders, Section 5, at fortnightly intervals, and in Educational and Resettlement Information Orders, Section 3.

3. Distribution of these leaflets will be made to Resettlement Information Officers on a scale of a minimum of one copy for each ship or unit. In the case of the more popular leaflets, Category I, the scale will be more generous. Resettlement Information Officers should retain one copy for reference purposes and where supply allows, provide copies for Education Officers, information rooms and individuals interested.

4. Distribution of this printed matter will be made without demand by Admiralty, Editor of Fleet Orders, c/o H.M.S.O. Press, Wealdstone, Middlesex, in accordance with A.F.O. 3423/45. Non-receipt should be reported to Editor of Fleet Orders.

Government Vocational Training Scheme. P.L.156.

Category I

Agriculture
Building
Civil Engineering
Commercial and Clerical
Retail Distribution

Category II

Baking
Basket Making
Boot and Shoe Repairing.
Boot and Shoe Manufacture
Cotton
Furniture Manufacture
Glove Making
Hairdressing
Leather Belting
Leather Producing
Musical Instrument Manufacture
Paper Making
Plastics
Pottery
Scottish Woollens
Tailoring
Tractor and Agricultural Implement Repair
Wholesale Clothing
Woollens (England and Wales)

Addition to Individual "Career" series.

Category I

Teaching as a Career.

(A.F.Os. 1639/45 and 3423/45.)

3987.—W.R.N.S.—Forms S.161 (W) Rendering of on Marriage

(N. 18627/45.—19 Jul. 1945.)

In order to avoid difficulties which are at present being experienced by the Director of Navy Accounts in regard to the stoppage or alteration of allotments of W.R.N.S. personnel who have married since declaring an allotment, the

following amendment to Form S.161 (W) is to be made pending the reprint of this form :—

In the space indicating the new name on marriage, the following phrase is to be added :—" and whether any allotments in force (' Yes ' or ' No ')".

2. Command Superintendents W.R.N.S., after action on their copies of Form S.161 (W), are to forward to D.N.A.9, Admiralty, Bath, those reporting change of name on marriage where an allotment is shown as in force.

(A.F.Os. 5630/44 and 6691/44.)

Section 6.—SHORE ESTABLISHMENTS**3988.—Electrodes—Approved Types**

(N.S./C.P. 102807/44.—19 Jul. 1945.)

The following electrode is approved for Admiralty work on mild steel in all positions :—

Messrs. Welding Supplies, Ltd. O.K. 41, P.

(A.F.O. 666/43 is cancelled.)

Faint, illegible text at the top of the page, possibly a header or introductory paragraph.

SECTION 8 - SHORE ESTABLISHMENTS

Main body of faint, illegible text, likely containing a list or detailed description of shore establishments.