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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.I,
3rd August, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

F. H. [Signature]

A. T. [Signature]

J. McG. [Signature]

C. B.

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awards

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ADMIRALTY FLEET ORDERS

No. Subject.

3rd August, 1944.

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 4177. B.R.980(B)—Range Table No. 526 for Q.F., 4.7-in. Guns, Mark XI—Revised page 1 dated May, 1944—Issue.
 4178. B.R.980(X)—Range Table No. 581 for Q.F., 4.5 in. Guns, Marks I, III and IV—April, 1944—Issue.
 4179. Forms A.46—Progress Reports from R.N. Repair and Maintenance Yards and H.M. Repair and Maintenance Ships—Issue.
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 4190. H.M.S. "King Alfred"—Correspondence
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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.

† 4055.—Message of Soviet Navy Day—23rd July, 1944

(M. 08087/43.—3 Aug. 1944.)

The following message was sent by the First Lord to the Chief of the Soviet Naval Staff:—

“On the occasion of the Soviet Navy Day I send once more on behalf of the Board of Admiralty and the Royal Navy, congratulations and greetings to all officers and men of the Soviet Navy and Fleet Air Arm. We salute them for the part they have played in the tremendous strokes dealt by the Soviet Forces to the Fascist aggressors. We applaud the co-operation of the Soviet Navy with our forces fighting convoys through to North Russia.

“Since the last Soviet Navy Day great progress has been made by the Navies of the United Nations towards the destruction of the Naval strength of their enemies. This is demonstrated by the fact that the Fascists were unable to prevent the landing of great liberating armies on the coasts of the territories which had been over-run and enslaved. Naval guns have pounded the enemy tanks, troops and artillery, first in the Mediterranean and then in the greatest of all amphibious operations now being successfully undertaken against the much-vaunted Atlantic Wall.

“Now we are all making the final assault. The Red Fleet, like the Royal Navy, fights with the certain confidence that the blows we are dealing from east, south and west will accomplish the complete defeat of Hitler and his accomplices.

“May the friendship between our two Navies grow ever more cordial and close.
A. V. ALEXANDER.”

The following reply was received:—

“Please accept our thanks for your good wishes to personnel of Soviet Navy and Naval Air Force on occasion of Soviet Navy Day. The successes of our two Navies in destruction of enemy's Naval power is a reality.

“We admired the valour of British sailors before their operations to effect the largest and historical landing on shores of France.

“We are firmly confident that constant blows at sea by our respective Navies against the enemy are bringing nearer the day when seas and oceans will be completely cleared of ships flying the flag of Hitler's Germany.

G. A. STEPANOV.”

4056.—Firing Danger Areas—Omission from Admiralty Charts

(M./H. 19436/44.—3 Aug. 1944.)

Admiralty Notice to Mariners, No. 5 of 1944, has been amended by No. 1555 of 1944.

2. Firing danger areas at home and abroad will not in future be shown on Admiralty charts, nor described in Sailing Directions. The relevant beacons, buoys and targets connected with them will continue to be shown on the charts and when appropriate mentioned in Sailing Directions.

3. Local warnings may be issued, subject to directions given by Commanders-in-Chief, but these will only be re-promulgated by Admiralty in exceptional circumstances.

4057.—R.N. Air Stations—Duty Runway Indicator Boards on Control Buildings

(A. 164/44.—3 Aug. 1944.)

A modified type of duty runway indicator board on control buildings, as required by A.F.O. 919/44, paragraph 5 (a), and previously illustrated in A.F.O. Diagram 52/44 (1-2), has been introduced.

2. The new type board is illustrated on A.F.O. Diagram 241/44. This type will be supplied in future to stations not equipped with the old type indicators.

(A.F.O. 919/44.)

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

* 4058.—Honours and Awards—“London Gazette” Supplement of 25th July, 1944

(H. & A.—3 Aug. 1944.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

25th July, 1944.

The KING has been graciously pleased to give orders for the following promotion in, and appointments to, the Most Honourable Order of the Bath for distinguished services in the planning and execution of the successful Allied landings in Normandy:—

To be an Additional Member of the Military Division of the Second Class, or Knights Commanders, of the said Most Honourable Order

Rear Admiral Sir Philip Louis Vian, K.B.E., C.B., D.S.O.

To be Additional Members of the Military Division of the Third Class, or Companions, of the said Most Honourable Order

Rear Admiral Eric James Patrick Brind, C.B.E.

Rear Admiral George Elvey Creasy, C.B.E., D.S.O., M.V.O.

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

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

Lieutenant Loftus Edward Peyton Jones, D.S.O., D.S.C., R.N.

Temporary Lieutenant (A) Alistair William James Capes, R.N.V.R.

for gallant and distinguished services.

ADMIRALTY,

Whitehall,

25th July, 1944.

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

For undaunted courage, leadership and skill in Light Coastal Craft in successful attacks on enemy shipping in enemy coastal waters:

Bar to the Distinguished Service Cross

Temporary Acting Lieutenant-Commander Howard Owen Turner Bradford, D.S.C., R.N.V.R. (Horam, Sussex).

The Distinguished Service Cross

Temporary Lieutenant Richard Roy Crosley, R.N.V.R. (Sheffield).
 Temporary Lieutenant James Dunlop Dempster, R.N.V.R. (Glasgow).
 Temporary Lieutenant John Dudley Dixon, R.N.V.R. (Banstead).
 Temporary Sub-Lieutenant Edward Henry Robert Womersley, R.N.V.R. (Letchworth).
 Temporary Sub-Lieutenant Guy Kingdon Natusch, R.N.Z.N.V.R. (Hawkes Bay, New Zealand).

The Distinguished Service Medal

Chief Motor Mechanic Leslie Frederick Jarvis, P/MX.96574 (Sidcup).
 Petty Officer Motor Mechanic Robert Sharman, P/MX.503092 (Bourne).
 Leading Motor Mechanic Ronald Henry Charles Goldney, P/MX.99933 (Aylesbury).
 Able Seaman Joseph Henderson Alexander, C/JX.406780 (Neston).
 Able Seaman Ronald Allen, C/JX.316726 (Woodthorpe).
 Able Seaman Edwin Hall, P/JX.223870 (Conongsby).
 Able Seaman Peter Henry, P/JX.325414 (Seaham).

Mention in Despatches (Posthumous)

Petty Officer John Harris Hobson, D/JX.136879 (Liverpool).

Mention in Despatches

Temporary Lieutenant Eoin Cameron Glennie, R.N.V.R. (Glasgow).
 Temporary Lieutenant Arthur Henry Lewis, R.N.V.R. (Plymouth).
 Temporary Lieutenant Michael Vernon Rout, D.S.C., R.N.Z.N.V.R. (Nelson, N.Z.).
 Chief Motor Mechanic Raymond Harold White, D.S.M., P/MX.69116 (Gravesend).
 Leading Seaman Horace Arthur Ball, C/SSX.29515 (London).
 Acting Leading Seaman William Utting, P/JX.274916 (Stoke-on-Trent).
 Temporary Acting Leading Seaman Edgar James Dawes, P/JX.167728 (Woodford Green).
 Able Seaman Andrew Rae Ronney Banger, P/JX.326476 (Slough).
 Able Seaman George John Boorman, P/JX.180631 (Clapton).
 Able Seaman Roland Clarke, C/JX.318290 (Hucknell).
 Able Seaman Cyril Harrison, D/JX.286656 (Ilkeston).
 Able Seaman George Law, C/JX.318384 (Leicester).
 Able Seaman William McGinlay, C/JX.545960 (Glasgow).
 Able Seaman Denys Parkin, D/JX.364801 (Barrow-on-Humber).
 Able Seaman Frederick Reginald White, C/JX.353145 (Earls Barton).
 Telegraphist John Austin Thompson, P/JX.359352 (Newcastle-on-Tyne).
 Motor Mechanic Cyril William Leslie Frampton, P/MX.79096 (Titchfield).
 Stoker Herbert William Carpenter, P/KX.179243 (Crayford).
 Stoker Arthur Vernon Rowberry, D/KX.162514 (Birmingham).
 Ordinary Seaman Ronald David Baird, D/JX.385944 (Romford).
 Ordinary Seaman George Oliver Morris, D/JX.564377 (Cardiff).

For bravery, leadership, skill and devotion to duty while operating from, or serving in, H.M. Ships "Victorious", "Furious", "Emperor", "Pursuer" and "Searcher" during successful strikes at enemy shipping off the coast of Norway:

The Distinguished Service Cross

Acting Lieutenant-Commander (A) Philip Noel Charlton, D.F.C., R.N. (Newcastle-on-Tyne).
 Lieutenant Guy Noel Micklem, R.N. (London).
 Temporary Lieutenant (A) Andrew Cameron Lindsay, R.N.V.R. (London).
 Temporary Lieutenant (A) Arthur Robert Towson, R.N.V.R. (Norwich).
 Temporary Lieutenant (A) Joseph Ernest Armitage, R.N.Z.N.V.R. (Napier, New Zealand).
 Temporary Sub-Lieutenant (A) John Morton Boswell, R.N.V.R. (Rugby).
 Temporary Sub-Lieutenant (A) David Stewart Clarabut, R.N.V.R. (Rochester, Kent).
 Temporary Sub-Lieutenant (A) Stanley Alfred Erratt, R.N.V.R. (Yiewsley, Middlesex).
 Temporary Sub-Lieutenant (A) Matthew Cameron Farrer, R.N.Z.N.V.R. (Te Kuiti, New Zealand).
 Temporary Sub-Lieutenant (A) Jeffery Allan Gledhill, R.N.Z.N.V.R. (Wellington, New Zealand).
 Lieutenant Orbell Roy Oakes, R.M. (Bury St. Edmunds).

The Distinguished Service Medal

Chief Petty Officer Airman Cyril Topliss, FAA/FX.76315.

Mention in Despatches

Acting Lieutenant-Commander Roy Sydney Baker-Falkner, D.S.O., D.S.C., R.N. (Torquay).
 Acting Lieutenant-Commander Victor Rance, D.S.O., R.N. (Littlehampton).
 Acting Lieutenant-Commander Frederick Richard Arnold Turnbull, D.S.C., R.N. (Woking).
 Acting Temporary Lieutenant-Commander (A) Christopher Charles Tomkinson, R.N.V.R. (Stourport).
 Temporary Lieutenant (A) Walter Knight, R.N.V.R. (Coventry).
 Temporary Lieutenant (A) Howard Roland Emerson, R.N.Z.N.V.R. (Glasgow).
 Temporary Sub-Lieutenant (A) Royston Leonard Eveleigh, R.N.V.R. (Swindon).
 Temporary Sub-Lieutenant (A) Desmond Stephenson Farthing, R.N.V.R. (Shipley, Yorkshire).
 Temporary Sub-Lieutenant (A) Gerard Anthony Michael Flood, R.N.V.R. (Birmingham).
 Temporary Sub-Lieutenant (A) Donald Macgregor MacLeod, R.C.N.V.R. (Miami, Florida, U.S.A.).
 Temporary Sub-Lieutenant (A) Norman Perrett, R.N.Z.N.V.R. (Wellington, New Zealand).
 Temporary Sub-Lieutenant (A) Leslie John Ryan, R.N.Z.N.V.R. (New Plymouth, New Zealand).
 Temporary Acting Sub-Lieutenant (E) Richard Aitken Gunn, R.N.V.R. (St. John, Canada).
 Chief Petty Officer Air Fitter (E) Alan Kay, FAA/FX.82934 (Oldham).
 Petty Officer Frederick Robert Hipkins, D/JX.157124 (Goseley, Staffordshire).
 Petty Officer Air Fitter (E) Victor Charles Jones, FAA/FX.83568 (Wolverhampton).
 Air Artificer Fourth Class Jack Salter, FAA/FX.75585 (Havant, Hampshire).
 Leading Airman Robert Cecil Bacon, FAA/FX.86844 (Nuneaton).
 Leading Airman William Raymond Firth, FAA/FX.86853 (Bedford).

For outstanding courage, skill and devotion to duty in successful patrols in H.M. Submarines:

The Distinguished Service Cross

Lieutenant Tobin Subremont Weston, R.N. (Freshfield, Lancashire).
 Temporary Lieutenant John Frederick Gibson, R.N.V.R. (Peaslake, Surrey).
 Lieutenant (E) Montague Edward Lee, R.N. (Gillingham).
 Mr. Leonard Bertram Taylor, Temporary Warrant Engineer, R.N.

The Distinguished Service Medal

Acting Chief Petty Officer Philip Suter, P/J.106654 (Streatham Vale).
 Engine Room Artificer Second Class Thomas Ronald Fee, D/MX.53880 (Monkseaton).
 Chief Stoker Richard John Phebey, P/KX.80408 (Fareham).
 Temporary Petty Officer Telegraphist Duncan William McKay McBeath, P/SSX.14248 (Motherwell).
 Acting Temporary Leading Stoker John Crichton, D/KX.88715 (Edinburgh).

Mention in Despatches

Lieutenant-Commander Mervyn Robert George Wingfield, D.S.O., D.S.C., R.N. (Liphook).
 Lieutenant Kenneth James Clark, R.N. (Watford).
 Acting Petty Officer James Banks, D/SSX.21762 (Westhaughton, Lancashire).
 Petty Officer Cook (S) Ernest Owen Crimp, D/MX.51409 (Paignton).
 Acting Leading Seaman Donald Francis Clide Jones, C/KX.146698 (Lydd).
 Able Seaman John Leslie Furness, C/JX.298981 (Woking).
 Able Seaman Joseph Robertson, P/JX.160245 (Edinburgh).
 Able Seaman Robert Thexton, P/JX.126411 (Millom, Cumberland).
 Telegraphist Alexander Trotter, D/JX.172292 (Dumfries).
 Stoker First Class George Bell, C/KX.99620 (Durham).
 Stoker First Class Frederick George Stening, P/KX.112022 (Brighton).

For leadership and skill in H.M. Australian Ships "Ipswich" and "Launceston" and H.M.I.S. "Jumna" on Convoy Escort duty:

The Distinguished Service Cross

Temporary Lieutenant Ronald Hugh Creasy, R.A.N.R.(S).

The Distinguished Service Medal

Able Seaman James Nicholson, S.5465.

Mention in Despatches

Commander Hugh Murray-Clark, R.I.N.

Temporary Acting Lieutenant-Commander Percy Goldsworthy Collins, R.A.N.R.(S).

Temporary Lieutenant Wallace William McQueen, R.A.N.V.R.

Leading Signalman William James Davies, B.2354.

Able Seaman James Edmund Mallam, S.6101.

For bravery and resource:

Mention in Despatches

Able Seaman Stanley Taylor, D/SSX.32499.

The KING has been graciously pleased to give unrestricted permission for the wearing of the following decoration bestowed by the President of the United States of America for distinguished service as Commanding Officer of H.M.N.Z.S. "Leander" in action with Japanese forces:

The Silver Star Medal

Captain (Commodore First Class) Cecil Aubrey Lawson Mansergh, D.S.C., R.N.

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

A.F.O. 2970/44

The Distinguished Service Medal

Petty Officer Airman Thomas William Halhead, FAA/FX.77364.

Mention in Despatches

Chief Petty Officer Motor Mechanic Leslie George Caswell, P/MX.117847.

Acting Leading Seaman Ralph Hopper, D/JX.136991.

A.F.O. 3248/44

Mention in Despatches

Leading Supply Assistant Ernest James Sidders, C/MX.61217.

A.F.O. 3786/44

Mention in Despatches

Acting Leading Seaman John William Johns, D/JX.189638.

4059.—Honours and Awards—Royal Norwegian Navy

(H. & A. 141/44.—3 Aug. 1944.)

The King has been graciously pleased to approve the following awards for leadership, courage and skill shown in H.Nor.M.S. "Stord" in the action in which the German Battleship "Scharnhorst" was sunk:—

Mention in Despatches

Sub-Lieutenant Roald Thomesen, R.Nor.N.

Chief Engine Room Artificer Henry Wilhelm Nicolai Gundersen, 1015, R.Nor.N.

2. These awards will not be gazetted.

4060.—Honours and Awards—Royal Norwegian Navy

(H. & A. 496/44.—3 Aug. 1944.)

The King has been graciously pleased to approve the following Honorary Appointment and Awards for courage, skill and devotion to duty shown in H.Nor.M. Submarine "Ula":—

Distinguished Service Order

Lieutenant Sigurd Valvatne, D.S.C., R.Nor.N.

Distinguished Service Cross

Sub-Lieutenant Sam Block Sandved, R.Nor.N.

Distinguished Service Medal

Chief Petty Officer Gerhard Bjotveit, R.Nor.N.

Leading Seaman Kristoffer Svanberg, 1056, R.Nor.N.

Engine Room Artificer Ragnar Wilhelmsen, 2963, R.Nor.N.

Mention in Despatches

Sub-Lieutenant Conrad Thrane Weisser, R.Nor.N.R.

Chief Petty Officer Ragnvald Zeifarth-Hansen, 4704, R.Nor.N.

Leading Seaman Armaur Hansen, 7901, R.Nor.N.

These Awards will not be gazetted.

4061.—Clasp to the 1939-43 Star—Issue of Silver Rosette

(H. & A. 433/44: H. & A. 661/44: H. & A. 714/44.—3 Aug. 1944.)

The following amendments are to be made to A.F.O. 661/44, paragraph 4 (a):—
Restore H.M.S. "Glengyle" (deleted erroneously by A.F.O. 2972/44.)

Add British liaison parties in U.S.S. "Blackfish".

U.S.S. "Gunnel".

U.S.S. "Shad".

U.S.S. "Herring".

Delete H.M.S. "Corncrake".

(A.F.Os. 661/44 and 2972/44.)

***4062.—Chevrons for War Service**

(N. 19025/43.—3 Aug. 1944.)

With reference to A.F.O. 7/44, R.N., R.M. and W.R.N.S. personnel who make claim to the award of chevrons in respect of Civil Defence and similar Services must themselves obtain verification of such service from the Authority controlling the Service in respect of which their claim is made. At the same time, if it is not clear from the list in the Appendix of A.F.O. 7/44 that the service qualifies for award, the claimants must also obtain confirmation from the same Authority that the service in question (whether whole-time or part-time) qualifies for the award of chevrons in that Service.

2. Pending receipt of confirmation, claims, if apparently reasonable, may be accepted and chevrons awarded provisionally. Concurrent service in more than one eligible Service during any period of 12 months qualifies for one chevron only.

3. With reference to paragraph 6 of A.F.O. 7/44, the award of all chevrons is to be noted on page 1 of service certificates.

(A.F.O. 7/44.)

4063.—Powers of Provost and Regulating Staffs in Countries Abroad Under Defence (General) Regulations—Amendment of Regulation 48C

(N.L. 3494/44.—3 Aug. 1944.)

Attention is drawn to A.F.O. 3788/44, which promulgates an amendment to Regulation 48C which empowers Provost Marshals and any officer, seaman or marine, etc., exercising authority under or on his behalf, to board a ship and search it for the purpose of effecting an arrest, and also to board and search for material evidence believed to be on board of the commission of an offence which a Naval Court would be competent to investigate.

2. To avoid the risk of unacceptable delay the Ministry of War Transport representative is always to be consulted before action under the amended Regulation is taken.

(A.F.Os. 198/44 and 3788/44.)

4064.—R.N.R. and R.N.V.R. Officers—Qualified Status for Officers of Commander's Rank

(C.W. 48588/43.—3 Aug. 1944.)

In view of the war experience and the appointments held by officers of Commander's rank in the Permanent and Temporary Reserves, Their Lordships have approved the institution of Q.O. Status for this rank. All Reserve Commanders holding that rank substantively, including Temporary and Mobilized Retired Officers, are eligible for consideration; officers serving under T.124 Agreement or its variants will not be eligible. The following qualifications and regulations are issued for information and guidance:—

(I) *Executive Officers*

- (a) Have served at sea for a minimum period of 12 months in a major war vessel, either in command or as executive officer, in the confirmed rank of Commander, since commencing mobilized service in 1939 or later.
- (b) Have a good knowledge of Service customs, discipline and administration.
- (c) Be in all respects able and recommended to perform the ordinary duties of a newly-promoted Commander, R.N., in the class of vessel in which serving.

(II) *Engineer Officers*

- (a) Have served afloat or ashore for a minimum period of 12 months in the confirmed rank of Engineer Commander or Commander (E) since commencing mobilized service in 1939 or later.
- (b) Have a good knowledge of Service customs, discipline and administration.
- (c) Be in all respects able and recommended to perform the ordinary duties of a newly-promoted Commander (E), R.N., in the particular appointment in which serving.

(III) *Accountant Officers*

- (a) Have served afloat or ashore for a minimum period of 12 months in the confirmed rank of Paymaster-Commander since commencing mobilized service in 1939 or later.
- (b) Have a good knowledge of Service customs, discipline and administration.
- (c) Be in all respects able and recommended to perform the ordinary duties of a newly-promoted Paymaster-Commander, R.N., in the particular appointment in which serving.

Note.—Service under T.124 Agreement, its variants or other special forms of service, will not be regarded as qualifying service.

Recommendations

2. Recommendations for officers of all branches are to be initiated by the Commanding Officer of the ship or establishment in which the officer is serving, or, if the officer is in command of one of H.M. ships, by his senior officer or Administrative Authority, and forwarded through the normal Service channels to the Admiral Commanding Reserves, accompanied by a report on Form S.206.

3. The qualifications at I (c), II (c) and III (c) are to be certified by an officer not below Captain's rank and based on personal observation.

4. Recommendations for the grant of Qualified Officer status may be made at any time, but will be considered half-yearly by the Admiralty, who will decide the date from which seniority as a Qualified Officer ("Q.O. Seniority") as opposed to normal substantive seniority will become operative.

Effect of Status

5. The order of rank and command as between the R.N. Commander and the Commander Q.O. will depend in the case of the Commander Q.O. upon his Q.O. seniority and not his substantive seniority; a Commander Q.O. will rank senior to all R.N. Commanders whose date of substantive seniority is later than the former's date of Q.O. seniority, and junior to all R.N.

Commanders whose date of substantive seniority is earlier. Similarly, "Q.O. seniority", not substantive seniority, will determine the order of rank and command as between Commanders Q.O. among themselves, regardless of the branch of the Reserve Forces to which they belong. Where seniorities on the above basis are equal, the R.N.V.R. will take rank and command after the R.N. and the R.N.R., and the R.N.R. will take rank and command after the R.N.

6. Commanders Q.O. in the R.N.R. and R.N.V.R. will be shown separately in the Navy List and will take rank and command before all unqualified Commanders in the R.N.R. and R.N.V.R., regardless both of substantive seniority and the branch of the Reserve Forces to which they belong.

7. Commanders Q.O. will be regarded as category 4 of Group (7) in A.F.O. 3478/42.

Retention of Status

8. The institution of Q.O. status for Commanders is a wartime measure only.

9. Lieutenant-Commanders (Q.O.) will not retain Q.O. status automatically on promotion to Commander.

Deprivation of Status

10. Any officer of Commander's rank who has been granted Q.O. status and has been reported upon as being unsuitable to retain the status, may be deprived of it by the Admiralty and is not thereafter to be recommended for its restoration for a period of at least six months from the date of the report of unsuitability. Subject to this, the question of restoration will be considered upon the principles of paragraph 4 supra.

(A.F.O. 3478/42.)

***4065.—Naval and Royal Marine Officers—Increased Uniform Allowance**

(C.W. 26498/44.—3 Aug. 1944.)

The standard war-time uniform allowance of £55 for Naval and Royal Marine officers has been increased to £60. The higher amount will be paid to officers who would ordinarily have been eligible for the £55 grant on or after the 1st July, 1944. Pending further instructions, the non-standard grants for uniform authorized in A.F.O. 2113/43 remain in force.

2. Payment will be authorized by the Director of Navy Accounts, except in the case of those Naval establishments which have been specifically authorized to make local payment of the standard rate of uniform allowance. Individual applications for payment are not, therefore, required.

(A.F.Os. 2113/43 and 3253/43.)

***4066.—Accelerated Promotion**

(C.W. 41042/44.—3 Aug. 1944.)

With reference to A.F.O. 4067/44, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

C. R. L. Kemp	... "Dalhousie"	... ..	... 1st May, 1944
D. G. T. Hill	... "Gregale" for M.G.B. "659"	... ..	... 1st July, 1944
D. Luke	... "Copra"	... ..	... 1st July, 1944
H. D. Davy	... "Bulldog"	... ..	... 1st August, 1944
W. J. Brackley	... "Copra"	... ..	... 1st August, 1944
A. Eames	... "Copra"	... ..	... 1st August, 1944
P. R. Daniel	... "Marshal Soult" for "1003"	M.M.S.	1st August, 1944
D. S. Shortreed	... "Nabob"	... ..	... 1st August, 1944
P. J. Broomfield	... "Gorleston"	... ..	... 1st August, 1944
W. J. P. M. Garnett	... "Forte" for M.F.V. "2026"	... ..	... 1st August, 1944
Andrew Smith	... "Britannia III" for M.G.B. "503"	... ..	1st August, 1944
J. M. Blundell	... "Copra"	... ..	... 1st August, 1944

Executive—contd.

W. M. Kilshaw	... "Blackbat" for M.L. "212"	... 1st August, 1944
R. H. Bradley	... "Nile" for M.M.S. "105"	... 1st August, 1944
A. Rollason	... "Alecto" ...	... 1st August, 1944
C. Bradshaw	... "Helder" ...	... 1st August, 1944
J. R. Lee	... "Victory III" for L.S.T. "427"	1st August, 1944
W. J. Peacock	... "Copra" ...	... 1st August, 1944
D. R. Dawson	... "Silhouette" ...	... 1st August, 1944
J. V. Haddock	... "Tormentor" ...	... 1st August, 1944
J. M. Hirst	... "St. Christopher" for M.L. "557"	1st August, 1944
C. Bamfield	... "Excellent" ...	... 1st August, 1944
I. B. Hunter	... "Aristocrat" ...	... 1st August, 1944
D. R. Charles	... "Selkirk" ...	... 1st August, 1944
F. R. Elliott	... "Lombard" ...	... 1st August, 1944
R. C. Tatton	... "Tactician" ...	... 1st August, 1944
A. C. Shearer	... "Midge" for M.G.B. "325"	... 1st August, 1944

Engineers

J. C. Robinson	... "Mantis" ...	... 1st August, 1944
L. G. Nicoll	... "Kilele" ...	... 1st August, 1944
W. Frame	... "Attack" ...	... 1st August, 1944
D. McK. Muirhead	... "Copra" ...	... 1st August, 1944
L. A. Tracey	... "Copra" ...	... 1st August, 1944
J. G. Macrory	... "President" ...	... 1st August, 1944
F. R. Bushell	... "Elissa" 1st August, 1944

Electrical

J. C. Richards	... "Lizard" 1st August, 1944
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Flying

J. M. Threlkeld	... "Bambara" 1st July, 1944
P. A. L. Hill	... "Daedalus" 1st August, 1944
R. H. Chalker	... "Merlin" ...	... 1st August, 1944

Accountant

L. H. Morrison	... "Hathi" ...	... 1st August, 1944
A. P. Lee	... "Hannibal" ...	... 1st August, 1944
S. C. Mountfield	... "Renown" ...	... 1st August, 1944
F. Haynes	... "Fabius" ...	... 1st August, 1944

Special

S. J. Harper	... "Drake" ...	... 1st August, 1944
S. A. Leech	... "Forward II" ...	... 1st August, 1944
Allan MacDonald	... "President" ...	... 1st August, 1944
G. J. Kitchener	... "Northney" ...	... 1st August, 1944
R. J. Farrant	... "King Alfred" ...	... 1st August, 1944
J. A. Sunshine	... "King Alfred" ...	... 1st August, 1944
K. Shuttleworth	... "Baldur" ...	... 1st August, 1944
S. Brown-Watson	... "Colonsay" ...	... 1st August, 1944
D. J. English	... "Excellent II" ...	... 1st August, 1944
G. S. Appleby	... "Wildfire III" ...	... 1st August, 1944
R. T. Chubb	... "President III" ...	... 1st August, 1944
Charles John Paul	... "President III" 1st August, 1944

Executive R.A.N.V.R.

A. H. Blair	... "Racer" for M.L. "225"	... 1st August, 1944
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Executive R.N.Z.N.V.R.

H. P. Anderson	... "Castleton" 1st August, 1944
C. P. Harker	... "St. Christopher" for M.L. "568"	1st August, 1944
A. W. Worth	... "Excellent" for M.G.B. "65"	... 1st August, 1944

Executive S.A.N.F. (V)

C. A. Spence	... "Nith" 1st June, 1944
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Accountant Ceylon R.N.V.R.

F. M. McBain	... "Gamunu" 1st August, 1944
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2. With reference to A.F.O. 3899/43, the following Sub-Lieutenants have been promoted from the dates shown:—

Executive

G. A. C. Frost	... "King Alfred" ...	... 1st August, 1944
R. X. Hindmarsh	... "Wolfe" ...	... 1st August, 1944
J. M. T. Frohock	... "Copra" ...	... 1st August, 1944
W. W. V. Parrish	... "Copra" ...	... 1st August, 1944
John Stephen	... "St. Angelo" ...	... 1st August, 1944

Murphy

3. The above promotions will appear in C.W. List of Appointments.

(A.F.Os. 3899/43 and 4067/44.)

4067.—Accelerated Promotion of Junior Reserve Officers to Rank of Lieutenant

(C.W. 36230/44.—3 Aug. 1944.)

The following order consolidates previous instructions on this subject.

2. Consideration will be given to recommendations for accelerated promotion to the rank of Lieutenant of permanent and temporary R.N.R. and R.N.V.R. and temporary R.N. (E) officers who are considered by their Commanding Officers to be outstanding in the performance of their duties.

3. Only officers who are genuinely outstanding in comparison with the average officer of their rank and who comply with the conditions set out below can be considered for accelerated promotion. Recommendations should be confined to such officers who are regarded as suitable for immediate promotion and not for accelerated promotion at some future date.

4. Officers to be eligible for accelerated promotion to substantive Lieutenant must have attained the age of 21½ and in addition must satisfy the following conditions:—

(a) *Executive R.N.R. and R.N.V.R. officers.*—Performed one year's service in the rank of Acting Sub-Lieutenant or above (including probationary time).

(b) Obtained a Full Naval Watchkeeping Certificate, or for officers serving in minor war vessels a Watchkeeping Certificate appropriate to their class of vessel.

Temporary R.N. (E) and R.N.V.R. (E) officers (other than Patrol Service Engineer Officers and Officers serving on T.124 agreements or variants).—Performed one year's service as Acting Sub-Lieutenant (E) or above, including probationary time.

Air Engineer Officers.—Performed one year's service after the award of a certificate of competency.

Accountant and Special Branch Officers.—Performed one year's service in the rank of Acting Sub-Lieutenant or above, including probationary time.

Electrical Branch Officers.—(a) Performed one year's service in the rank of Electrical Acting Sub-Lieutenant and above, including probationary time.

(b) Certified as fully competent to carry out the duties of an Electrical Lieutenant in that section of the electrical branch in which employed.

R.N.R., R.N.V.R. and R.N.V.R. (A) Officers qualified as Pilot or Observer.—Completed not less than 12 months' service as Pilot or Observer in an operational or non-operational squadron in the rank of Acting Sub-Lieutenant or above.

R.N.V.R. (A) Officers commissioned for ground duties (other than Air Engineers), and Pilots and Observers medically unfit for flying duties.—Performed one year's service in the rank of Acting Sub-Lieutenant and above, including probationary time.

5. Executive officers who are not in possession of a Watchkeeping Certificate may be recommended for accelerated promotion to the rank of Acting Lieutenant provided that:—

- (a) They have performed one year's service in the rank of Acting Sub-Lieutenant and above, including probationary time.
- (b) It is certified by an officer of not below Captain's rank that the officer recommended has, through no fault of his own, been prevented by the exigencies of the service from qualifying for a Watchkeeping Certificate but is, in all other respects, recommended for accelerated promotion.

6. Officers granted promotion to Acting Lieutenant under paragraph 5 are required to obtain a Watchkeeping Certificate at the earliest possible opportunity; when this is obtained they will be confirmed as Lieutenants with seniority of the date on which they were promoted Acting Lieutenant.

7. Recommendations are to be forwarded to Administrative Authorities accompanied by Form S.206, who are to forward them to *Admiral Commanding Reserves* (not to the Secretary of the Admiralty), stating whether they concur in the recommendation. Grants of accelerated promotion will be promulgated monthly in A.F.Os. Officers who are not selected when recommended are not debarred from being recommended again.

(A.F.Os. 425/42, 1503/42, 786/43, 3899/43, 4159/43 and 2974/44 are cancelled.)

4068.—Charge Pay—Accountant Officers

(C.W. 23359/44.—3 Aug. 1944.)

[*Note.—The following is an amplified re-issue of A.F.O. 1648/44. As explained in paragraph 1 this Order is a consolidation of previous instructions; it introduces no new principle of entitlement.*]

Owing to differences in the methods of computing the "number of pay accounts" which in some (but not all) cases determines Charge Pay for Accountant Officers, as well as other differences in the wording of the various relevant orders, it has been decided to cancel all previous regulations on this subject and to substitute a single schedule in which *average* numbers borne is the uniform basis for all such calculations.

2. The following schedule has therefore been drawn up to replace the instructions at present given in King's Regulations and Admiralty Instructions, Appendix I, Part 3 (25).

3. It is emphasized that these allowances are based on the degree of responsibility imposed by the total duties of the Accountant Officers concerned, of which charge of pay accounts is but one item. Where, therefore, the appointment qualifies for charge pay according to the number of pay accounts for which the officer is responsible, this is but a criterion and is not intended to be taken as a direct measure of the full responsibilities for which the allowance is granted. An officer acting as Sub-Accountant is not eligible; to the extent delegated to him by the Accountant Officer of the parent ship he is responsible for the accounts he renders, but it is the former's duty to ensure that they are checked, for which purpose they are to be forwarded into office through the parent ship or establishment. Charge Pay for Accountant Officers of large establishments dealing solely with pay, and having no responsibility for stores, will be approved in special cases only, and is not to be credited without special Admiralty authority.

Schedule

No.	Rank of Officer in charge of Accounts and Stores	Criterion	Rate per diem
1	Paymaster Lieutenant and below	Irrespective of number of pay accounts	2 6
2	(a) Paymaster Commander and below	Not less than 900 accounts	2 6
	(b) Paymaster Commander and below	Not less than 1,400 accounts	3 6
	(c) Paymaster Commander and below	Not less than 2,000 accounts	4 0
	(d) Paymaster Commander and below	Not less than 2,500 accounts	5 0
3	Paymaster Captain and below in charge of a division of R.N. Barracks at Portsmouth, Chatham and Devonport.	Irrespective of number of pay accounts.	5 0

Notes

(i) These allowances are not payable while closing accounts.

(ii) In the case of allowances under 2, where the number of pay accounts is the criterion, the numbers are to be computed and the allowance paid per quarter. The computation is to be the average number of accounts calculated as follows: Count the number of open accounts on the ledger on the first day of the quarter, and keep a running record of the total number of open accounts on each day of the quarter by adding or subtracting the number of entries and discharges each day as they occur; at the end of the quarter divide the sum total of these figures by the number of days in the quarter. (This running record and final calculation are to accompany the ledger into office.) The following may be included in addition to those appearing on the ledger on lists 1-16 inclusive: Accounts of civilian employees, including crews of drifters and small craft serving under ENG 6 agreement, who are regularly employed (i.e. excluding casual workpeople who are employed on a day-to-day basis) for which the Accountant Officer is responsible for the full and final calculation of all wages, payments, etc. The account of an officer or man entered on List 17—Victuals only—may be included, and counted as equal to one-quarter of an account on Lists 1-16. Each Combined Operations Officer and man victualled but not entered on List 17 of the ledger (A.F.O. 4414/43, paragraph 3) may be included in the computation and counted as equal to one quarter of an account on Lists 1-16. Personnel of Dominion and other Navies who, although borne for victuals only, in fact displace R.N. personnel who would otherwise be borne, may be counted as full accounts.

(iii) The allowance under 2 (d) is approved as a war-time measure only.

(iv) Where the size of an establishment makes it quite obvious that the average number of accounts will be in excess of 3,000, the record referred to in Note (ii) may be dispensed with in order to save clerical work and a certificate, signed by the Commanding Officer, may be substituted for it to the effect that the average numbers borne for pay have been in excess of 3,000 throughout the quarter.

(v) Retired officers in receipt of full pay of a higher rank than that in which they are serving qualify for Charge Pay according to the rank of which they receive pay.

4. The provisions of this Order will take effect from 1st April, 1944. No adjustments are to be made by reason of past interpretations differing from the above.

5. K.R. & A.I., Appendix I, Part 3 (25) is in abeyance.

6. *Charge Pay to Officers of other Branches.*—Attention is directed to K.R. & A.I., Article 1576, which defines the conditions under which Charge Pay is payable to officers of other branches when no Accountant Officer is borne. Applications which do not fulfil these conditions should not be forwarded. The rates payable in such cases are given in K.R. & A.I., Appendix I, Part 3, No. 49.

(K.R. & A.I., Appendix I, Part 3 (25).)

(A.F.O. 4414/43.)

(A.F.O. 1648/44 is cancelled.)

4069.—Temporary Commissions in Special Branch of R.N.V.R. for H/F D/F Duties—Promotion from the Lower Deck

(C.W. 27769/44.—3 Aug. 1944.)

A further requirement has arisen for additional Special Branch Officers of the R.N.V.R. for H/F D/F duties.

2. The technical standard required of candidates is that which is the equivalent of a pre-war 2nd Class P.M.G. Certificate, details of which are given in B.R. 168, Appendix V, pages 96 to 98 inclusive.

3. Candidates will be called for interview by the Captain, H.M. Signal School, in order to ascertain their technical suitability. If recommended by Captain, H.M. Signal School, candidates will be called for interview by an Admiralty Selection Board as required.

4. Commanding Officers should commence Form C.W.1(T) for any Telegraphist ratings (H.O. or Reserve) who are considered suitably qualified for these duties, particularly those who are already carrying out the duties. A clear indication should be given on the form that the recommendation is for a commission in the Special Branch of the R.N.V.R. for H/F D/F duties. In view of the shortage of suitable candidates for executive commissions, preference should be given to Telegraphist ratings who are not fully medically or visually fit for executive duties.

(A.F.Os. 3135/43 and 3784/43 are cancelled.)

4070.—R.N. Air Medical School—Formation of—Functions, Duration and Syllabus of Courses, etc.

(C.W. 35955/44.—3 Aug. 1944.)

It has been approved to establish a Royal Naval Air Medical School at the R.N. Air Station, Eastleigh.

2. The function of the school will be—

- (i) to instruct Medical Officers in the principles and practice of medicine as applied to the special requirements of naval flying personnel.
- (ii) to instruct Officers and ratings of other branches (e.g. Safety Equipment Branch) in such medical subjects as they may require for the proper performance of their duties in the flying branch.
- (iii) to apply medical knowledge to the solution of problems arising out of naval flying.

The school will act in close collaboration with the Safety Equipment School and one officer of the medical staff will act as Safety Equipment Medical Officer to both schools.

3. The Air Medical Course for Medical Officers will be of three weeks' duration and there will be one course each month. Eight to twelve vacancies will be available in each course.

Dates of the commencement of courses for 1944 are as follows:—

6th August, 3rd September, 1st October, 29th October and 26th November.

A few vacancies in each course will be reserved for Medical Officers from Aircraft Carriers and Naval Air Stations and application for these vacancies should be made to the Medical Director General, Admiralty, repeated to F.O.N.A.S. and Royal Naval Air Station, Eastleigh.

3. The syllabus of the Air Medical Course will be as follows:—

- (a) The physiology of high altitude flying and centrifugal force.
- (b) The psychiatric care of air crew.
- (c) Oto-rhinology and ophthalmology as applied to air crew.
- (d) The medical aspects of safety equipment.
- (e) The elementary theory of flight.
- (f) Demonstrations and practical work on the above and as much practical flying experience as possible.

4. A special short course of three days' duration in Safety Equipment and Air Medical Subjects for Commanding Officers of Aircraft Carriers and Naval Air Stations, Commanders (Flying) and Squadron Commanders will be arranged by F.O.N.A.S., to whom application should be made, copy to Commodore, Lee and R.N.A.S., Eastleigh.

The syllabus will be:—

- (a) One day in the Air Medical School, Eastleigh.
- (b) One day in the Safety Equipment School, Eastleigh.
- (c) One day at C.A.M.B., Lee-on-Solent.

4071.—Courses in Anglo-American Relations and Current Affairs at Balliol College, Oxford—REPORTS

(C.W. 38117/44.—3 Aug. 1944.)

Attention is drawn to the weekly residential courses in Anglo-American Relations and Current Affairs, which are held at Balliol College, Oxford, for officers and other ranks of the American, Canadian and British Forces. They were first announced in A.F.O. 3548/43 and have proved most successful.

2. These courses, which last from 1800 on Monday till 1200 on Saturday of each week, aim at increasing mutual understanding and a knowledge of Current Affairs. Each day lectures, followed by discussions, are given by accepted authorities.

A special feature of the courses is the opportunity afforded students of meeting people in Oxford with the same interests as themselves. Hospitality is arranged and visits are paid to places of outstanding interest in and around Oxford.

3. Thirty places are allocated each week to the American, 30 to the Canadian and 15 to the British Forces. Of the last, 3 places (for officers only) are allocated to the Navy. Officers of the Women's Services are included.

4. Officers attend these courses on duty and are eligible for subsistence allowance.

5. The names of officers whom it is desired to send should be forwarded to the Director, Education Department, Admiralty, S.W.1, 14 days before the required course begins.

6. Officers on leave who wish to attend should make application to the Secretary of the Admiralty (for D.E.D.).

7. The inclusive charge for accommodation in College is £3 12s. 0d., which is paid to the Secretary on the last morning of the course. This sum includes gratuities but does not cover drinks, taken with meals, which must be paid for separately. Blankets and bed linen are provided by the College, but officers must take their own towels and soap. Officers must also take ration cards to cover the period of the course.

(A.F.O. 3548/43 is cancelled.)

***4072.—Qualifying Course for Warrant Telegraphist**

(C.W. 30539/44.—3 Aug. 1944.)

With reference to A.F.O. 3639/44, as many of the candidates as can be made available will commence course on 11th September, 1944.

2. The following rating will undergo the qualifying course for the rank of Warrant Telegraphist in place of E. J. Tibble, P.O. Tel., D/JX.135201:—
G. Brooker, P.O. Tel., P/JX.139300, H.M.S. "Faulknor".

3. This rating should join H.M. Signal School, p.m., Sunday, 10th September, 1944.

(A.F.O. 3639/44.)

4073.—Radar and R.P.C.—Electrical Maintenance—Scales of Torpedo Complement

(T. 05733/44.—3 Aug. 1944.)

It has become necessary to extend the scales of torpedo complement as given in C.A.F.O. 2260/43 for electrical installations in respect of Radar and R.P.C. in view of the large number of units fitted in some ships.

2. Complements of H.M. ships are to be adjusted to conform to the extended scale where applicable. Formal amendments to individual schemes of complement will not be issued, but new schemes of complement will provide for the extended scales.

(a) Torpedo personnel are to be provided on a "Unit—Manning" basis, each type of set being assigned a certain points value as follows:—

Unit Scale.

Sets. Classification GS, GA, GC, GB in C.B. R.3090.

Types Nos. 269, 284, 285, 262, 282, 288, 283—1 unit per set.

Type No. 274—2 units per set.

Type No. 275—3 units per set.

Sets. Classification WS, WC, WCH in C.B. R.3090.

Types Nos. 268, 271, 272, 273, 276, 286, 287, 291, 293—1 unit per set.

Type No. 277—2 units per set.

**Sets. Classification WA in C.B. R.3090.*

Types Nos. 79 and 279—2 units per set.

Type No. 281—3 units per set.

**Remote Power Controlled Guns and Directors.*

Each R.P.C. director or gun mounting—2 units per director or gun mounting.

**Hazemeyer, Buster—2 units per mounting.*

(b) Manning Basis.

Ships fitted with 3 to 5 units	...	1 L.T.O.	
Ships fitted with 6 to 10 units	...	1 L.T.O.	1 S.T.
Ships fitted with 11 to 15 units	...	1 L.T.O.	2 S.Ts.
Ships fitted with 16 to 25 units	...	*1 L.T.O.	2 S.Ts.
Ships fitted with 26 to 35 units	...	*2 L.T.O.	2 S.Ts.
Ships fitted with 36 to 50 units	...	2 L.T.O.	3 S.Ts.
Ships fitted with 51 to 65 units	...	3 L.T.O.	3 S.Ts.
Ships fitted with 66 to 80 units	...	3 L.T.O.	4 S.Ts.
Ships fitted with 80 to 100 units	...	4 L.T.O.	4 S.Ts.

(* If no E.A. is allowed by scale below add 1 L.T.O.)

Electrical Artificers:—

For 1 to 5 sets marked * add "1 E.A., 1 S.T."

For 6 to 12 sets marked * add "2 E.As., 2 S.Ts."

For 13 to 20 sets marked * add "3 E.As., 3 S.Ts."

For 21 to 30 sets marked * add "4 E.As., 4 S.Ts."

For 31 to 40 sets marked * add "5 E.As., 5 S.Ts."

3. One additional A.B. or Ord. Seaman should be allowed in the substantive complement for each L.T.O. and S.T. authorized by the above scales.

(C.A.F.O. 2260/43.)

4074.—Kits and Uniform—Ratings

(V/1/858/44.—3 Aug. 1944.)

It has been reported that when ships are sent at short notice to a hot station, men are frequently not in possession of white uniform and tropical clothing. Besides the personal inconvenience which is caused, sudden demands for white clothing on foreign yards create supply difficulties.

2. Attention is drawn to the fact that for all General Service ratings two white drill or duck suits (No. 5's) are compulsory kit. Two cap covers are also compulsory kit for men not dressed as seamen, and men dressed as seamen proceeding abroad should be in possession of a white duck cap.

3. It has also been reported that men who have changed rig from Class II to Class I or III have sometimes not provided themselves with drill suits. The Clothing Gratuity paid is sufficient to cover the cost of all the new articles of kit required on change of rig, and it is essential that they should all be provided so that the men are in possession of their complete compulsory kit.

4. Although it is realized that war conditions do not permit musters of kit to take place with the same regularity as in peace time, Their Lordships expect Commanding and Divisional Officers to satisfy themselves that ratings under their orders are in possession of their full kit and that its fit is satisfactory.

5. *Patrol Service ratings.*—Patrol Service ratings are not provided with white uniform whilst on home service. Steps are to be taken to ensure that they are supplied with two drill or duck suits, prior to draft abroad, and also that men in ships under orders to proceed abroad are, whenever possible, kitted up with white uniform before leaving home waters.

6. *Tropical clothing.*—The following action is to be taken as regards the provision of tropical clothing (B.R. 93, Chapter XI, Section 6, as amended by A.F.O. 5781/43, paragraph 7):—

(i) All men on draft to ships and establishments abroad should be supplied with tropical gear before draft, except drafts to ships re-fitting or commissioning in the U.S.A. or Canada, all clothing for which is being obtained in those countries. Except under special instructions from Admiralty, tropical clothing is not to be supplied to drafts to ships at home, unless it is known that the ships are proceeding abroad.

(ii) All cruisers and above, commissioning at home, are to include in their commissioning demands sufficient tropical gear, except sun helmets, to equip the whole of the ship's company on the approved scale. The gear is to be retained in the Accountant Officer's charge and not issued to individuals until it is required for use. Sun helmets are to be demanded on the basis of equipping 15 per cent. of the ship's company only (A.F.O. 1875/44) and are to be taken on charge in the Loan Clothing Account.

(iii) Home Fleet ships will carry tropical clothing as laid down in Home Fleet General Orders.

7. All gratuitous issues of tropical clothing are to be recorded in Form S.43A, Sailor's Pay Book.

(B.R. 93—Manual of Victualling, Chapter XI, Section 6.)

(A.F.Os. 5781/43, 5783/43 and 1875/44.)

(A.F.Os. 671/44 and 1491/44 are cancelled.)

4075.—Landing Craft Personnel—Allowances

(N. 11426/44.—3 Aug. 1944.)

Paragraph 13 of A.F.O. 6308/43 is to be amended as follows:—

Add:—

(d) To R.M. drivers (L.C.) allo- 6d. a day ... Payable from 1st June, 1944. cated for duty as drivers in Flotilla officers to report minor landing craft whose names of men entitled to engines exceed 100 h.p. "Copra" and dates of commencing and ceasing entitlement.

Notes.—(i) Where necessary to employ Stokers 2nd class and R.M. Drivers still in their training period on this duty, payment of the allowance will be admissible.

(ii) Payments already made contrary to the terms of this order may be allowed to stand.

(A.F.O. 6308/43)

(A.F.O. 3273/44 is cancelled.)

4076.—Landing Craft Signalmen—Vision Standard

(M.D.G. 28709/44.—3 Aug. 1944.)

Landing Craft Signalmen should conform to the visual standards of Signalmen V/S General Service, viz.: Vision, Standard I, and Colour Vision, Grade I.

(A.F.O. 5965/43)

4077.—Non-substantive Ratings—Restoration after Cancellation

(N. 12563/44.—3 Aug. 1944.)

As a war-time measure, it has been decided to modify the rule in Article 429, K.R. & A.I., whereby a man cannot have his non-substantive rating restored, after cancellation, until he has completed two years' service from the date of cancellation or reduction.

2. As from the date of this Order, non-substantive rates cancelled or reduced may be restored after a *minimum* period of 12 months, subject to re-qualification.

3. The non-substantive rating of T.O. V/S and T.O. W/T may likewise be restored after a minimum period of six months from the date of cancellation or reduction.

(K.R. & A.I., Article 429.)

***4078.—Dominion Personnel—Production of Evidence of Divorce by Previously Divorced Personnel Intending Marriage**

(N. 26524/43.—3 Aug. 1944.)

The attention of Dominion personnel is particularly drawn to the following fact:—

“Where a person who has been divorced intends to re-marry, he must, after civil preliminaries, produce (as in the case of U.K. personnel), evidence of his divorce to the Superintendent Registrar to whom notice of marriage is given.”

2. Normally the evidence required is a copy of the decree absolute of divorce but, if this is not available, such other evidence as is possible should be submitted by the party.

(A.F.Os. 4369/42 and 919/43.)

4079.—Service Documents of Royal Naval Personnel Serving in Eastern Canada

(N. 12785/44.—3 Aug. 1944.)

Enquiries for service documents of Royal Naval personnel serving in Eastern Canada (negative Newfoundland) should now be made to H.M.S. “Seaborn” and not to H.M.C.S. “Stadacona”.

4080.—W.R.N.S.—Promotion of Third Officers

(C.W./N.8624/44.—3 Aug. 1944.)

A.F.O. 550/44 is to be *amended* as follows:—

Paragraph 9. Add “Officer-in-Charge of Safety Equipment at Naval Air Stations”.

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

4081.—W.R.N.S.—Radio Mechanics—Conditions of Service

(N. 12325/44.—3 Aug. 1944.)

With reference to A.F.O. 2214/42, the conditions of service of W.R.N.S. Radio Mechanics are as follows:—

2. W.R.N.S. Radio Mechanics will be trained for duty in the General Service and Fleet Air Arm and will be governed generally by the rules for naval ratings. The equivalent designations are:—

(R.R.)	Radar Mechanic	} General Service.
(W.M.)	Wireless Mechanic	
(A.R.M.)	Radar	} Fleet Air Arm.
(A.W.M.)	W/T	
(A.C.M.)	Radar and W/T	

3. Radio Mechanics (R.R.) and (W.M.) will be drafted by the Superintendent, W.R.N.S., Portsmouth, and Radio Mechanics (A.R.M.), (A.W.M.) and (A.C.M.) by the Commodore, R.N. Barracks, Lee-on-Solent.

4. On satisfactorily completing specialized training in a Service establishment, a rating will be awarded the higher specialized rate of pay as

Wren (R.R.), (W.M.), (A.R.M.) or (A.W.M.) as appropriate and, if recommended, advanced to Leading Wren (R.R.), (W.M.), (A.R.M.) or (A.W.M.) the next day.

5. After a year as leading rate, advancement to the confirmed rating of Petty Officer Wren (R.R.), (W.M.), (A.R.M.) or (A.W.M.) may be made by the Commanding Officer if he is satisfied that the rating is suitable for Petty Officer rate (vide A.F.O. 5194/43). Recommendation for advancement should be initiated by the W.R.N.S. Unit Officer (vide A.F.O. 4864/42, paragraph 9).

6. Chief Wren Radio Mechanics of the Fleet Air Arm will be required to conform to A.F.O. 126/43, paragraph 1 (b), and will be designated Chief Wren (A.C.M.). Those of the General Service will be required to undergo a qualifying course as indicated below. Details of such courses will be promulgated later:—

(R.R.) at the Radar Training School.

(W.M.) at H.M. Signal School.

7. Advancements to Chief Wren (R.R.), (W.M.) or (A.C.M.) will be made in vacancies from roster with a service qualification of three years in the Petty Officer rating.

8. All advancements are to be reported to the appropriate authority (vide paragraph 3 above).

9. *Transfers from Fleet Air Arm to General Service.*—A number of transfers has been and will be effected from the Fleet Air Arm to the General Service. Ratings so transferred will retain existing higher rating (if any) and seniority. All W.R.N.S. Radio Mechanics already on loan from the Fleet Air Arm to the General Service are to be included in General Service categories henceforth and their drafting assumed by the Superintendent, W.R.N.S., Portsmouth, in accordance with paragraph 3 above.

10. Nominal lists of W.R.N.S. Radio Mechanics transferred from the Fleet Air Arm and employed on General Service duties are to be forwarded to the Superintendent, W.R.N.S., Portsmouth, by the Captain, H.M. Signal School (for (W.M) ratings) and by the Captain, Radar Training (for (R.R.) ratings), giving the dates of transfer. Where such ratings have not completed Part II training before transfer, the dates when they become eligible for the higher specialized rate of pay and leading rate are also to be forwarded.

11. The provisions of this Order are retrospective to 1st January, 1943.

12. The reference to “Radio Mechanic” in the specialized section of the Appendix to A.F.O. 1901/43 is to be amended to read as follows:—

Column 1. Radio Mechanic (A.R.M.), (A.W.M.), (A.C.M.).

Column 2. Mobile.

Column 3. No.

Column 4. 36 weeks.

Column 5. Commodore, R.N. Barracks, Lee-on-Solent.

Column 1. Radio Mechanic (R.R.), (W.M.).

Column 2. Mobile.

Column 3. No.

Column 4. 34 weeks.

Column 5. Portsmouth.

(A.F.Os. 2214/42, 4864/42, 126/43, 1901/43 and 5194/43.)

(A.F.Os. 2058/44 and 3278/44 are cancelled.)

4082.—W.R.N.S.—Overseas Service—Further Liability of Returned Personnel

(N. 15106/44.—3 Aug. 1944.)

W.R.N.S. officers and ratings who have completed a minimum of 20 months' foreign service are, on return to this country, to be kept on home service for as long as possible, having regard to requirements overseas and the available resources, unless they specifically volunteer to go abroad again.

2. As a general rule, the period of home service to be allowed to ratings in such circumstances should be at least a year but, in any event, they

should not be drafted abroad again if there are any other ratings of the same category, aged 21 or over, who have not previously served overseas and have not been granted exemption from or deferment of overseas service.

3. Ratings whom it is desired to draft for a second term of overseas service are to be summoned before an Overseas Selection Board and given an opportunity to state any reasons they may have for exemption or deferment.

(A.F.Os. 3371/42, 4419/43 and 4685/43.)

4083.—Combined Operations Personnel—Absentees and Deserters in United Kingdom

(N.L. 6842/44.—3 Aug. 1944.)

The following instructions concerning the reporting of Combined Operations personnel (including R.M.L.C. personnel serving under the Naval Discipline Act) who become absentees in U.K. are to be regarded as modifying A.F.Os. 2482/42 and 2934/43 for these personnel.

The importance of the reports required from flotilla and Commanding Officers cannot be over stressed as financial hardships to dependants may be caused if there are delays in rendering them. (See A.F.O. 150/44.)

2. The Flotilla or Commanding Officer of the craft or unit is to report the circumstances to the local base (as defined in paragraph 5 below) by a signal, repeated to H.M.S. "Copra", within 48 hours of a rating becoming an absentee, giving the following particulars and requesting that a warrant for arrest for absence be issued:—

Name, initials, rating, official number, ship's book number, date and time of commencement of absence, home or leave address (if known), whether conduct sheet and copy of service certificate are held. Particulars are also to be shown on victualling and check sheets and Form S.1072A where in use.

3. A further signal is to be sent to the same addressees immediately if the absentee is apprehended, reports for duty, or any information is gained as to his whereabouts or cause of absence, giving date, time, and place of apprehension or return as the case may be.

4. If the absentee has not satisfactorily explained his absence or returned by the eighth day, the Commanding Officer of the local base is, if he considers it necessary, to issue a warrant for arrest for desertion. At the same time the Flotilla or Commanding Officer is to forward all service documents held by him (including copy of service certificate) to the authority issuing the warrant. If these are not held by the Flotilla or Commanding Officer, H.M.S. "Copra" will forward extracts or a copy of the man's service certificate on request by the local authority concerned.

5. For the purpose of this Order the "local base" is defined as follows:—

- | | |
|---|--|
| (a) Major landing craft and landing barges. | The base at which the craft was lying when the absence was first reported. |
| (b) Personnel of minor landing craft flotillas, naval beach commands, and other formed units when not embarked. | The base in which last accommodated when absence was first reported. See Note (i). |
| (c) Personnel embarked in Royal Fleet Auxiliaries and merchant vessels, including landing ships other than White Ensign and troop transports. | The base at which the ship was lying, or to which she was proceeding, when the absence was first reported. |

Note.—(i) In the case of a rating "breaking draft", if it appears obviously more convenient that the action ordered should be taken by the base to which the rating was proceeding, the base in which he was last accommodated is responsible for requesting such base to take action accordingly.

In any case of doubt, or where the case does not fall within one of the above categories, H.M.S. "Copra" will initiate necessary action if so requested and on receipt of the requisite information. In all cases H.M.S. "Copra" will initiate necessary action in regard to stoppage and restarting of allotments.

6. Where the warrant for arrest has been issued by the local base, that base will be responsible for the provision of escorts where necessary on receipt of information of an absentee's apprehension and for the subsequent investigation of the case.

If the man reports at or is received at a base other than the local base, the Commanding Officer of that base is responsible for the investigation and any necessary disciplinary action, application being made to H.M.S. "Copra" for his service documents.

In either case H.M.S. "Copra" is to be kept informed of charges proved, details of punishments awarded, date and number of warrant (if appropriate) and disposal of rating, in order that necessary accounting and drafting action may be taken.

7. Before proceeding to a foreign station, the Flotilla Officer or Commanding Officer is to inform the base at the port of departure (on Form S.219 if available) of particulars of absentees on sailing, stating also what other base if any has been informed.

8. If the absentee has not been recovered within thirty days, his copy service certificate and other documents connected with the case are to be transferred by the local base to H.M.S. "Copra" for all further action.

Note.—A deserter's effects are not to be sent to H.M.S. "Copra", but are to be disposed of by the local authority in accordance with K.R. & A.I., Art. 1769, paragraph 8, and Form S.46 forwarded to H.M.S. "Copra".

9. Where the warrant for arrest has been issued by H.M.S. "Copra", H.M.S. "Copra" will, on receipt of information from the police of the arrest of an absentee, make a signal to the appropriate base arranging for his disposal. This signal should state:—

- Place, time and date of arrest.
- Name, initials, rating and official number of the man arrested.
- Date and time of rating's commencement of absence.

At the same time H.M.S. "Copra" should send the man's copy service certificate and other service documents, together with any written evidence concerning the case, to that base.

10. Where the absentee's unit at the date of arrest is not definitely known, or is abroad, absentees will normally be sent under paragraph 9 to the following bases for the case to be investigated and dealt with:—

<i>Locality of Arrest by Police</i>				<i>Base for Disposal</i>
Western Approaches	...	...	...	H.M.S. "Dundonald"
Rosyth and Orkneys and Shetlands	...	...	...	H.M.S. "Stopford"
Nore	...	...	...	H.M.S. "Westcliff"
Portsmouth	...	...	...	H.M.S. "Squid"
Plymouth	...	...	...	H.M.S. "Foliot"

11. The Commanding Officer of the base receiving the signal referred to in paragraph 9 is to arrange for an escort to collect the absentee, and is to forward the information required in paragraph 6 above to H.M.S. "Copra" after dealing with the case.

(K.R. & A.I., Art. 1769, paragraph 8.)

(A.F.Os. 2482/42, 3615/42, 5131/42, 2934/43 and 150/44.)

4084.—Combined Operations Personnel Sentenced to Imprisonment or Detention—Procedure

(N.L. 11112/44.—3 Aug. 1944.)

Information has been received that the terms of A.F.O. 130/43 are not always being complied with by authorities committing Combined Operations personnel (as defined in paragraph 1 of A.F.O. 1653/44) to imprisonment or detention in places of confinement administered by "Pembroke".

2. It is essential that "Copra" should be kept informed of all cases where men are sentenced to imprisonment or detention, no matter in what locality, and that copy Service Certificates and Conduct Sheets, completed to date, should be forwarded

to the base ship concerned (as defined in paragraph 2 of A.F.O. 130/43) as soon as possible after committal, "Copra" being informed that this has been done. (See A.F.O. 2447/44.)

3. When Combined Operations ratings are sentenced to imprisonment or detention in places of confinement in the London and Chatham areas, arrangements are to be made for them to pass through R.N. Barracks, Chatham, on entering and leaving the place of confinement. (A.F.O. 1169/43.)

4. Attention is drawn to the importance of inserting the correct date on committal warrants (S.245).

(A.F.Os. 130/43, 1169/43, 1653/44, 2447/44.)

4085.—Casualty Report and Payment of Dependants' Pensions (or Gratuities) in Respect of Deceased R.N. Ratings who are Natives of India

(P.M. 3019/43.—3 Aug. 1944.)

It is notified for information that the Department of Commerce of the Government of India have undertaken on behalf of the Admiralty the payment of pensions to the dependants of R.N. ratings who are natives of India, and the following arrangements have been approved.

2. In addition to the usual casualty report rendered to the Admiralty, Naval Authorities should in future also notify the Department of Commerce of the Government of India by signal of the death of any R.N. rating who is a native of India, giving relevant details of the cause of death and an indication as to whether or not death is attributable to service.

3. On receipt of such notification, the Department of Commerce of the Government of India will issue a provisional award of a widow's or other dependant's pension (or gratuity) at the minimum rate shown in the appropriate scale laid down in A.F.Os. 5482/41 and 5483/41 in cases where death is clearly attributable to the service, and will notify the Admiralty accordingly. Such notification will be accompanied by a completed M.O.P. Form, M.P.B. 525 (suitably amended), in respect of the casualty.

4. Where the cause of death may be attributable to service but the issue is doubtful, no immediate payment will be made, but the relevant details will be reported to the Admiralty (P.M. Branch) for decision. If attributability is conceded the Department of Commerce will be authorized by signal to proceed as described above.

5. On receipt of completed Form M.P.B. 525 by the Admiralty, provisional awards will be adjusted as necessary and communicated to the Government of India for payment.

6. The amounts paid by the Department of Commerce under these arrangements will be recovered through the remittance account with the Secretary of State for India.

7. These arrangements apply only to dependants' compensation and awards in respect of service, disablement, and non-attributable disability will continue to be paid direct by the Admiralty.

(A.F.Os. 5481/41, 5482/41 and 5483/41.)

4086.—Supply Staff for Naval Air Stores

Aircraft Carriers, Aircraft Repair Ships, etc.

(N/D.P.S. 605/44/M.—3 Aug. 1944.)

In schemes of complement hitherto issued the Accountant Branch personnel allowed for naval air stores in aircraft carriers, escort and assault carriers, and aircraft repair ships of all kinds, are shown under air complements, repair staffs or workshop complements as the case may be. This does not alter the fact that they are employed under the Accountant Officers of the ships concerned who are responsible for the custody of air stores, *vide* A.F.O. 2986/44.

2. The arrangement of personnel in the scheme of complement must not in itself be regarded as allocating personnel to any particular department.

(A.F.O. 2986/44.)

4087.—Deafness due to Gunfire—Recording in Medical Officer's Journals
(M.D.G. 44732/43.—3 Aug. 1944.)

A number of cases of ear injury, claimed as being attributable to gunfire, are being received. In a good few instances, the claimant states he reported to the sick bay on the occasion, but no record of the fact can be found in the relevant journal.

2. The necessity for recording the visit may not have been apparent on the particular occasion, but in view of the number of retrospective claims now being received sometimes years after the alleged injury took place, persons attending the sick bay complaining of ear injury or temporary deafness due to gunfire should be noted in the Medical Officer's Journal.

3. Circumstances may not allow of the separate notation of a great many persons reporting at the sick bay on one particular occasion complaining of temporary deafness from gunfire; on these particular occasions a general notation should be made in lieu. Cases in which a hurt certificate should be granted will of course be treated separately.

(K.R. & A.I. 386, Cl. 5.)

4088.—Civilian Clothing on Discharge—Out-Sizes

(V/1/C.P. 22043/44.—3 Aug. 1944.)

The contract for the supply of civilian suits referred to in A.F.O. 3283/44, paragraphs 5-8, covers normal stock sizes only and does not provide for ratings with chest and waist measurements exceeding 42 in. and 40 in. respectively.

2. Suits for ratings whose measurements exceed those mentioned in the preceding paragraph should be obtained by local purchase. In such cases the order form, D.258d, should be sent in duplicate to the firm from whom the suit is ordered, as one copy will be required by the firm for the purpose of recovering the coupon value of the suit from the Board of Trade.

3. The order should specify a suit made from material complying with Board of Trade Specification No. 208, or nearest equivalent quality of material.

(A.F.O. 3283/44.)

4089.—Scottish Bank Notes

(D.N.A. 29005/44.—3 Aug. 1944.)

Accountant Officers and others concerned are reminded that Scottish bank notes are now accepted, without charge for encashment, by the Clearing Banks in England and Wales.

2. These notes should, therefore, be accepted at their face value for all transactions and facilities afforded, as necessary, for Naval personnel to exchange such notes for Bank of England notes.

3. The following Scottish banks are authorized to issue bank notes:—

Bank of Scotland.
British Linen Bank.
Clydesdale Bank, Ltd.
Commercial Bank of Scotland, Ltd.
National Bank of Scotland, Ltd.
North of Scotland Bank, Ltd.
Royal Bank of Scotland.
Union Bank of Scotland, Ltd.

(A.F.O. 5642/41 is cancelled.)

***4090.—Chatham R.N. Electrical Artificers' Benevolent Club**

(N. 9951/44.—3 Aug. 1944.)

(Included in Notice Boards Issue only.)

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

4091.—Aircraft—General—Corsair I and II—Re-arming with Wings Folded

(G./A. 01060/44.—3 Aug. 1944.)

When re-arming with the wings folded the ammunition belt in the feed chute has a tendency to fall back into the mouth of the ammunition tank, particularly when the inner and outer tanks are being connected. This difficulty can be overcome by inserting a belt retaining tool which will fit over the belt and into the lips of the tank. This tool is shown in A.F.O. Diagram 244/44.

2. In order to retain the belt in the feed chute, insert the tool through the belt, so that the projections fit either side of a link, and the ends of the tool pass into the lips of the tank. The curved ends of the tool should face the feed chute.

3. The belt retaining tool is to be made locally by stations and squadrons.

(C.A.F.O. 184/44.)

4092.—Aircraft—Ammunition—Catapult Charges—Disposal of Obsolete Types

(A.S. 0530/44.—3 Aug. 1944.)

The undermentioned charges for catapult aircraft are no longer required, and any that may be on H.M. ships are to be returned to the nearest naval armament depot, viz. :—

Catapult	Type of Charge to be broken down
D.I.H.	" Queen Wasp "
D.I.H. and D.II.H.	Light and " Queen Bee "
D.I.L., E.II.T., E.III.T., E.III.H., and E.III.H.(M).	Light
D.I.L. and E.III.H.	" Queen Bee "
E.I.H. and E.II.H.	Light
E.II.H.	" Queen Bee "
E.III.H.(M) and E.IV.H.	" Queen Bee "
E.I.T.	" Queen Bee "
E.I.T. (M)	Light and " Queen Bee "
E.II.T. and E.III.T.	" Queen Bee "
S.I.H.	Light and " Queen Bee "
S.I.T....	Light and " Queen Bee "
S.I.L.	Light, " Queen Bee " and " Special Flycatcher "
S.II.T.	" Queen Bee "
S.III.L.	" Queen Bee "
S.III.L. and S.II.T.	Light

2. Naval Armament Depots.—Stocks of these charges and/or any subsequently received are to be broken down and the cordite destroyed.

3. It is to be specially noted that the Light Charges mentioned in this order do not include Light Charges Nos. 1 2 3 4 5 and 6.

(A.F.O. 5531/42 is cancelled.)

4093.—Aircraft—Bombs—Tails Units—Introduction of new Marks

(G. 08139/44.—3 Aug. 1944.)

The undermentioned stores are hereby introduced into the service :—

Nomenclature	Detail
Tail, bomb, aircraft—	For use with—
No. 2, Mark III	250 M.C., Mark I, and 250 G.P., Mark IV.
No. 27, Mark II	500 S.A.P., Mark V.
No. 28, Mark II	500 M.C., Marks II and VII (also I, III, VI and VIII).

Associated items—

Wire, safety, No. 1, Mark I	1 per tail unit.
Clip, safety, No. I, Mark I...	2 per tail unit.

2. These tails are similar to the preceding Mark in each case and are for use with the same bombs. They are, however, fitted with an arming wire guide in place of the safety clip and with a new type of two-bladed arming vane having a flattened centre and holes to receive the arming wire. They are introduced to enable bombs to be armed by the horizontal method of fuzeing and to permit bombs having alternative single and twin suspension lugs to be carried on normal British carriers or on twin hook shackles.

3. Each tail unit is supplied with one wire, safety, No. 1, Mark I, and two clips, safety, No. 1, Mark I. These items are secured to the tail unit by adhesive tape whilst in transit.

4. Supply.

5. These tail units will be packed in the same containers as the preceding Mark.

(C.A.F.Os. 1586/43, 647/44 and A.F.O. 4707/43.)
(A.F.O. 4708/43 is cancelled.)

4094.—Aircraft—Guns, Hispano 20 mm.—Belt Feed Mechanisms

(A.S./C.I.N.O. 5907/43.—3 Aug. 1944.)

Belt feed mechanisms for 20 mm. Hispano guns are now being received into service with the rivets on the inside of the link chute cover countersunk, leaving rivets flush with inside plates.

2. Belt feed mechanisms with countersunk rivets are acceptable without further modification to the rivets.

(A.F.O. 2742/44.)

4095.—Aircraft—0.303-in. Browning Guns—Legs, Feed, Pawl, R.A.F., Ref. 7H/1198

(A.S./G. 4554/42.—3 Aug. 1944.)

It has been found that the modification to the legs, feed, pawl, of 0.303-in. Browning guns in aircraft authorized in A.F.O. 815/43 is liable to cause double feeds when using ammunition belted in Mark II links.

2. This modification is therefore cancelled, and feed pawl legs which have been so modified are to be replaced by unmodified legs.

3. The exchange is only to be effected at present in guns in first line aircraft and in training squadrons which carry out air firing with 0.303-in. Browning guns.

4. Some demands have already been received at R.N. Armament Depots for unmodified feed legs and these will be met in part. H.M. ships and R.N. Air Stations, etc., should demand on the nearest R.N. Armament Depot quantities required to exchange modified legs, feed, pawl, in guns, as in paragraph 3, taking into account any received in part satisfaction of demands already rendered.

5. All Browning 0.303-in. guns issued in future by R.N. Armament Depots will be fitted with unmodified feed pawl legs.

6. Modified feed pawl legs held by ships and stations, including those removed from guns, and by R.N. Armament Depots, should be brought to produce.

(A.F.O. 815/43 and Admiralty R Message 149 R of 23 May 1944 are cancelled.)

4096.—Ammunition—20-mm. Hispano of United States Manufacture— Withdrawal from Use in Naval Service—REPORTS

(G. 07187/43.—3 Aug. 1944.)

In consequence of hard extraction stoppages, 20-mm. Hispano ammunition of U.S. manufacture should not be used for operational or training purposes unless British and Canadian ammunition is not available or cannot be obtained.

Note.—United States A.P./T. (M.75) should, however, in no circumstances be fired, as it is liable to give high pressures.

2. If the use of U.S. ammunition is essential the cartridge cases should be lightly greased with grease No. 0 (D.T.D. 143C). The greasing should be done after belting and immediately before loading into the magazine of aircraft, so that dirt and grit are not collected.

3. 20-mm. Hispano ammunition of U.S. manufacture on board ships or at Naval Air Stations should be returned to the nearest Naval Armament Depot at the first convenient opportunity and British (or Canadian) ammunition demanded in lieu. Any difficulty in complying with the instructions above owing to inability to obtain ammunition of British manufacture should be reported to D.A.S., Admiralty.

4. Naval Armament Depots are to set aside the quantities of U.S. ammunition held or subsequently received, and report details of stocks to D.A.S. (B107).

5. U.S. 20-mm. Hispano ammunition can be distinguished by being packed in boxes containing 120 rounds, whereas British ammunition is packed in H.32 or H.45 boxes containing 60 rounds.

(A.F.O. 580/44 is cancelled.)

4097.—Ammunition—20-mm. Oerlikon, H.E., Tracer, Lot N.F.C.68—Withdrawal

(A.S./G. 013226/44.—3 Aug. 1944.)

20-mm. Oerlikon H.E. tracer ammunition of Lot N.F.C.68 is liable to give short recoil, and is to be withdrawn from service.

2. H.E. tracer ammunition of this lot on board ships is to be returned to the nearest Naval armament depot, or Officer-in-Charge of Armament Supply at the first opportunity and ammunition of other lots drawn in lieu.

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

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

4098.—Ammunition—20-mm. Oerlikon H.E., Lot N.F.E.368—Withdrawal

(A.S. 5028/44.—3 Aug. 1944.)

20-mm. Oerlikon H.E. ammunition of Lot N.F.E. 368 is liable to give short recoil and is to be withdrawn from service.

2. All H.E. ammunition of this lot on board H.M. ships is to be returned to the nearest Naval Armament Depot or Officer-in-Charge of Armament Supply at the first opportunity and ammunition of other lots drawn in lieu.

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

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

4099.—Ammunition—20-mm. Oerlikon, H.E., Lot N.F.E.373—Withdrawal

(A.S./G. 3178/44.—3 Aug. 1944.)

20-mm. Oerlikon H.E. ammunition of Lot N.F.E.373 has caused stoppages, owing to the caps of the cartridges blowing out when using Mark II breech face pieces, and is to be withdrawn from service.

2. All H.E. ammunition of this lot on board ships is to be returned to the nearest Naval armament depot or Officer-in-Charge of Armament Supply, at the first opportunity, and ammunition of other lots drawn in lieu.

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

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

4100.—Ammunition—20-mm. Oerlikon H.E., Lot N.F.E. 476—Withdrawal

(A.S./G. 016249/43.—3 Aug. 1944.)

20-mm. Oerlikon H.E. ammunition of Lot N.F.E. 476 has caused stoppages owing to the caps of the cartridges blowing out when using Mark II breech face pieces, and is to be withdrawn from service.

2. All H.E. ammunition of this lot on board ships is to be returned to the nearest Naval Armament Depot or Officer-in-Charge of Armament Supply, at the first opportunity, and ammunition of other lots drawn in lieu.

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

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

4101.—Ammunition—Fuzes, Primers and Tubes—Primers No. 14, Lot 58—V.A.D. 1/38—Withdrawal for Examination

(A.S. 2673/44/B.89.—3 Aug. 1944.)

All primers, percussion, No. 14, Lot 58, V.A.D. 1/38, are to be withdrawn from the service for examination.

2. Commanding Officers of H.M. ships are to arrange for primers on board, both loose and in ammunition, to be examined at the first opportunity, and any ammunition containing these primers with any loose ones on board are to be landed at the nearest Naval Armament Depot for examination.

3. These primers are regarded as coming under category (b), C.A.F.O. 991/42, and may be found in cartridges for the following guns:—

Q.F., 4-in., Mark XVI gun,

Q.F., 4.7-in., Mark IX (D.E.F.) and Mark XII guns.

4. R.N. Depots at home and abroad should examine stocks as soon as possible and arrange for any primers of this description to be sent to the local Naval Ordnance Inspecting Officer for examination and report direct to Chief Inspector of Naval Ordnance.

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

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

4102.—Ammunition—Fuzes, Primers and Tubes—Tubes, Vent, Electric S, 0.5-in., Mark VIII, R.L. 4/38, Lots 21 and 22—Withdrawal

(A.S. 11142/43.—3 Aug. 1944.)

All tubes, vent, electric S, 0.5-in., Mark VIII, of R.L. manufacture 4/38, Lots 21 and 22, are to be withdrawn from the service.

2. Commanding Officers of H.M. ships are to arrange for any tubes of this description, make and lots on board to be returned to the nearest Naval Armament Depot and others drawn in lieu.

3. These tubes are regarded as coming under category (b) of C.A.F.O. 991/42.

4. R.N. Depots at home and abroad should examine stocks as soon as possible and arrange for tubes of this description in store, together with any received under this Order, to be brought to produce.

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

4103.—Ammunition—Fuzes, Primers and Tubes—Primers No. 26, Lots 70 and 78—R.L. Manufacture Required for Examination—REPORT

(A.S./C.I.N.O. 3946/44.—3 Aug. 1944.)

Ten primers, No. 26, Mark II, from each of Lots 70 and 78 of R.L. manufacture, filled B.R., are required for examination.

2. Commanding Officers of H.M. ships are to arrange for primers on board, both loose and in ammunition, to be examined at the first opportunity, and if any of the above lots are found, to set aside 10 of each lot and inform the Admiralty, D.A.S. (Branch B.89), Bath.

3. These primers are regarded as coming under category (b), C.A.F.O. 991/42, and may be found in cartridges for the following guns:—

Q.F., 4.7-in., Mark V*,

Q.F., 12-pdr.

D.E.M.S. Staff Officers are to arrange in regard to merchant ships.

4. Naval Armament Depots are to examine stocks as soon as possible, set aside 10 of each lot if available, and report to D.A.S. (Branch B.89), Bath, by signal.

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

4104.—Ammunition—Pyrotechnics and Rockets, Signal—Star Shell with Parachutes—all Calibres—Minimum Ranges and Height at which Satisfactory Functioning can be Expected

(G. 02040/44.—3 Aug. 1944.)

Cases have been reported in which the parachutes of star shell have failed, resulting in too rapid descent of the star. Enquiry has shown that some of the shell had been set to burst at so short a range that satisfactory functioning should not be expected.

2. Two natures of parachutes are to be found in some calibres of shell, the original type and a much stronger type recently introduced and now in production. Shell containing this latter are marked with a green star on a white background in place of the normal red star on a white background.

3. The following table shows, for each calibre and for each of the types of parachute, the minimum range for correct functioning with the present star shell charges. If fuzes are set to burst at shorter ranges, parachute failures are likely to occur.

4. The heights at which the shell should be set to burst are shown in the last column. These heights are selected to give the best illumination of the target consistent with the minimum dazzling of director crews, and are intended to cause the star to cease to burn when it has fallen to about 200 ft. from the water. They differ in detail from the standard "2,000 ft. height of burst" for which most ships have calculated the ranges to set on the range dials of the star shell guns and some revision of the "ranges to set" will be necessary.

Equipment.	Old Type Parachute.	New Type (Green Star).	Height at which Burst should occur.
	Yards.	Yards.	Feet.
Q.F., 5.25 in., Mark I ...	6,200	2,600	2,200
Q.F., 4.7 in., Mark XI ...	4,200	1,100	2,200
B.L., 4.7 in., Marks I* and II ...	1,800	1,000	2,200
Q.F., 4.7 in., Marks IX and XII ...		1,800	2,200
Q.F., 4.7 in., Mark VIII ...	1,800	1,000	2,200
Q.F., 4.5 in., Marks I, III and IV ...	3,200	1,000	1,700
Q.F., 4 in., Mark XIX ...	1,000	1,000	1,700
Q.F., 4 in., Mark XVI ...	1,700	1,000	1,700
Q.F., 4-in., Marks IV, V and XII ...	1,000	—	1,700
Q.F., 3 in., 20 cwt. ...	1,000	—	1,200
Q.F., 12 pdr. ...	1,000	—	1,200

(A.F.O. 972/44 is cancelled.)

4105.—Anti-Aircraft Fire Control—Close Range Weapons—Directors—F.K.C. System, H.A. Control System, H.A. and H.A./L.A. Directors (Anti-Ship Fire Control—Director Control Towers) (Guns—40-mm Boifors, Mark IV)—Fire Control Gyros—Policy regarding Fitting.

(G. 010182/43.—3 Aug. 1944.)

It has been established that the maintenance required for the various types of fire control gyros now in service is excessive, and that earlier designs of Vickers gyros are unreliable. Further, the number of different types of gyro in service increases the problems of allocation and obtaining replacements unnecessarily.

2. Action has been taken to overcome the foregoing defects and the following statement outlines future Admiralty policy regarding the fitting of fire control gyros.

3. A standard design of gyro has been developed, which will be produced in four sizes and will be designated Gunnery Standard Gyros, Marks I-IV inclusive. These gyros are of the rigid spindle type, and particular attention has been given in the design to reduction of maintenance, increased reliability, and ease of production. These gyros will be fitted in all equipments of future design, and arrangements are being made for retrospective fitting wherever possible. These gyros require to be lubricated annually, and it is the intention that this should be carried out by dockyards.

4. Due to space limitations and the inherent design of certain equipment, it will not be possible to fit the standard gyro retrospectively in all cases and steps have therefore been taken to improve the reliability of the Vickers type of gyro, as these gyros are in very general use. New bearings with plastic cages and a modified system of lubrication are being fitted, and improvements have been made in the methods of running the flexible leads across the gyro gymbals. The modified Vickers gyros will not however be so reliable as the standard gyro, but a running life of 10,000 hours may be expected with the new bearings. Full details of the modification to the Vickers gyros and comprehensive maintenance and stripping instructions for both the modified and unmodified types of gyro have been promulgated in A.F.O. 6194/43 together with a summary of the more frequent causes of failure. The A.F.O. also gives the bases which will be equipped with gyro balancing machines and stocks of spare gyros.

5. In view of the number of gyros fitted in the larger ships, a spare Vickers gyro will shortly be allocated to major war vessels as a ship's spare.

6. Supply of the base spare and ship's spare gyros is now being arranged.

7. The design of a simple gyro speed testing apparatus is now in hand, which will provide a means of measuring alternator speed and gyro speed within a few seconds, thus enabling the amount of slip of the gyro to be measured. It is hoped to issue these instruments from end 1944 onwards provided no unforeseen difficulties are met with in manufacture.

8. As a high proportion of gyro failures have occurred through the breakdown of one or more of the supply lines, a Gyro Motor Protective Relay has been developed. This consists of a combined starting switch and automatic safety device, which, in the event of a failure in the supply of any one phase, will automatically interrupt the supply in the remaining lines. The relay will also give protection against overloads caused by an earth, failure to start or by a slow running gyro. Arrangements have been made for the trials of this relay to be carried out in selected ships of the Home Fleet.

(A.F.O. 6194/43.)

4106.—Anti-Aircraft Fire Control—Close Range Weapons—Pom Pom Directors, Mark IV, Fracture of G.R.U. Elevating Arms

(G. 06266/44.—3 Aug. 1944.)

A number of instances of fractured gyro rate unit elevating arms has been reported from sea. In certain instances the registered numbers of the directors concerned suggest that the failure is attributable to faulty alloy in a consecutive series of directors, particularly Reg. Nos. 87-125 inclusive.

2. In order that the extent to which this series of directors is affected may be assessed and provision made for replacements, ships' staffs should inspect all G.R.U. support arms on directors in service for cracks and flaws. The areas from which the protective paint should be removed and the probable locations of the fractures are shown on A.F.O. Diagram No. 231/44.

3. After inspection two coats of aluminium protective paint should be applied to the clean aluminium surfaces. The protective paint should be mixed from the following items:—

Aluminium powder (B.S.S. 388/1930)—Rate Book, page 711, Subhead E7(b).

Varnish medium for aluminium paint, Pattern 772, Subhead E7(b).

4. Reports of any fractures discovered should be forwarded to D.N.O. Admiralty, Bath. Nil returns are required.

(O.U. 5409/39.)

4107.—Guns—General—Issue of Mechanism Parts, Obturators and Pads, Obturator Unproved

(A.S. 1945/43.—3 Aug. 1944.)

The instructions in C.A.F.O. 935/41 having been amended and embodied in B.R. 292—Instructions for the Maintenance of Naval Ordnance and Gun Mountings, Chapters II and III—this C.A.F.O. is cancelled.

(C.A.F.O. 935/41 is cancelled.)

4108.—Guns—American—40-mm., Q.F., Bofors—Springs, Striker, Inner and Outer

(A.S. 8412/44.—3 Aug. 1944.)

A.F.O. 3142/44 is to be amplified as follows:—

Add paragraph 5:—

5. Staffs of H.M. Ships, Bases and R.N. Armament Depots are to ensure that inner and outer striker springs of British Marks I, IV and X, and Canadian C, Mark I guns, are wound to opposite hands.

(A.F.O. 3142/44.)

4109.—Guns—Q.F., 40 mm.—Spindle Extractor, Mark II—Modification

(A.S. 7664/44.—3 Aug. 1944.)

The following modification is approved:—

<i>Gun</i>	...	...	Q.F., 40 mm., Marks IV and VIII-X.
<i>Part affected</i>	...	...	Spindle extractor, Mark II.
<i>Purpose</i>	...	...	To facilitate assembly of breech block in gun.
<i>Nature of modification</i>	...	...	Slot, 3 mm. wide by 2 mm. deep, to be cut in outer end of spindle to suit key extractor spindle, Mark II.
<i>Drawing</i>	...	...	A.F.O. Diagram 237/44.
<i>By whom to be done</i>	...	...	Staffs of R.N.A.Ds., bases and H.M. ships.
<i>Degree of urgency</i>	...	...	As convenient, when key extractor spindle, Mark II, is supplied (details of which will be promulgated by A.F.O.).

4110.—Gun Mountings—15-in.—Maintenance in Hot Climates

(G. 07708/44.—3 Aug. 1944.)

In order to assist in maintaining the joints in the pipes of the hydraulic systems of 15-in. gun mountings in hot climates, and to increase the durability of the leathers in the main turret walking pipes and the reciprocating hydraulic pump plungers, it is now approved:—

(a) For any joints which give continual trouble, to be re-jointed, using either sheets, vulcanized fibre, Pattern 37 (Subhead E2(c)), or vulcanized fibre sheets (Subhead F2A) as the jointing material. A general change over to fibre joints is undesirable at present, and its use should be limited to those joints which are continuously troublesome, and those joints which have to be remade in the course of normal maintenance or routine examination.

(b) For chrome leather to be used for the manufacture of the reciprocating hydraulic pump plunger seals and main turret walking pipe leathers. Chrome leather is, however, not to be used in other positions.

4111.—Gun Mountings—5-in./38 Calibre Single and Twin Mountings—Rammer System—Procedure to Prevent Loosening of Crosshead Arm Set Screw

Ships concerned

(G. 013142/44.—3 Aug. 1944.)

Information has been received from the U.S. Bureau of Ordnance that crosshead arm set screw, Drawing 159390, item 2, requires some securing device to prevent repeated loosening of this screw, which may result in damage to, and failure of the rammer.

2. To remedy this condition, the following procedure is recommended. Whenever set screw, Drawing No. 159390, item 2, is tightened, either on re-assembly or to take up slack, the metal of the crosshead should be stabbed into the screwdriver slot to prevent any movement of the set screw.

4112.—Gun Mountings—3-in., U.S./50 Cal., Mark XI and Mods., Mark XX and Mods., and Mark XXII and Mods.—Replacement of 1½-in. Diameter Steel Balls in Training Base.

Ships, Dockyards and Repair Establishments concerned

(G. 04390/44.—3 Aug. 1944.)

It has been found that any variation beyond 0.0004-in. in diameter of these steel balls may give rise to binding in training and damage to ball races.

2. A stock of 1½-in. steel balls is now available at the Gun Mounting Store, Coventry, which, according to the makers' guarantee, are all within the above tolerance for size.

3. When any of the balls in a race are found to be damaged the complete set is to be replaced by new, the number of balls required being 59 for an inner race and 80 for an outer race. These should be obtained by demand on Gun Mounting Store, Coventry.

4. Any of the balls removed from the mounting which appear to be still serviceable should be retained in store until sufficient have been accumulated to make a reasonable package and then forwarded to The Hoffman Manufacturing Co., Ltd., Chelmsford, quoting Contract C.P. 59438/44. Arrangements have been made with the firm to gauge the balls and those found to be within the required limits will be sent to the G.M. Store, Coventry, for re-issue as required.

4113.—Gun Mountings—20-mm., Mark IX Twin—Fitting of new Safety Depression Gear and Modifications for Improved Lubrication of Pivot Bearing—As. and As.

(Ships, Bases and F.O.G.M.Os. concerned. G.M.Os., Coventry and Parkhead and Portsmouth Dockyard.)

(G. 01241/44.—3 Aug. 1944.)

A new safety depression gear for 20-mm., Mark IX Twin mountings is now in production and will become available shortly. The safety depression gear will replace the safety depression tubes at present fitted, which should be brought to produce locally. Concurrent with the fitting of the new safety depression gear, the lubrication of the pivot bearing is to be changed from grease to oil.

2. Commanding Officers of ships concerned should insert an item, classification "A*", in their list of As. and As. for the removal of the depression tubes, fitting of the safety depression gear, the rebalancing of mountings and for the modifications to the lubrication of the pivot bearing.

3. Sets of parts required for the safety depression gear are to be demanded from the nearest F.O.G.M.O. or G.M.O., Parkhead, as convenient. The Admiralty, Pattern 4140 lubricators are to be demanded from the Naval Stores, Portsmouth, as required.

4. Instructions for fitting the safety depression gear and modifying the lubrication for the pivot bearing are as follows:—

(a) Safety Depression Gear—A.F.O. Diagram No. 240/44.—(1) (G.R. 6707).

Remove safety depression tubes, angle brackets and rear balance weight. Bolt bracket E—with connecting rod C and roller carrier D attached—to underside of forward end of cradle, picking up existing holes. Care must be taken to ensure that the bracket and connecting rod are assembled the correct way round in relation to the cradle as otherwise the rod will foul the guide A. Bolt one (or two, if required) half cam plates N, to the bottom flange of the top pedestal, using the longer bolts provided. As the top surface of the flange is unmachined, it may be necessary to use shims to level the cam plates. With the connecting rod and roller carrier hanging vertically, scribe a line on the cam plate to represent the bottom half of the cam roller H. For this purpose a piece of plate bent to spring over the roller as indicated on A.F.O. Diagram No. 240/44 (1) (G.R. 6707) may be used. Alternatively, the attachment shown on A.F.O. Diagram No. 240/44(2) (Dwg. No. D.N.O. (W.O.) 587) should be used where the number of cams to be cut is sufficient to warrant the manufacture of such an attachment.

The scribed lines should be repeated at close intervals over arcs where depression control is necessary.

The guns are to be sighted to clear obstacles, vide A.F.O. 5592/43. The series of lines so obtained will give the outline to which the cam plates should be cut.

(b) Modifications for lubrication of pivot bearing.—In order to improve the lubrication of the pivot bearing, oil is to be used instead of grease. The existing Tecaletit nipple and adaptor is to be removed from the greaser socket at the top of the pedestal head and replaced by a Rotherham's spring lid lubricator, Admiralty Pattern No. 4140, screwed, $\frac{1}{4}$ -in. B.S.P. thread. The word "GREASER" on the greaser socket is to be erased and the word "OILER" stamped on in $\frac{1}{4}$ -in. letters. The mountings should be stripped down and all grease in the lubricating pipe and around the thrust bearing should be removed to allow a free flow of oil.

When mountings are stripped, opportunity should be taken to modify the thrust pad and to drill the drain holes as indicated on A.F.O. Diagram No. 240/44(3) (G.R. 6709), if it is found that these modifications have not already been carried out during manufacture. After modification, sufficient oil should be poured in to fill the lubricator and the pipe leading to the pivot bearing. Thereafter, the lubricator only should be topped up weekly, allowing the wick to drip feed the pivot bearing.

5. Some 20-mm., Mark IX Twin mountings have already been delivered complete with the new safety depression gear. Of these mountings, a few have been fitted with right and left hand stays for the safety depression gear. Where it is found that these stays foul the cartridge bags when the mounting is operated at high angles of elevation, the stays are to be removed and the roller guide stiffened with gussets as shown on A.F.O. Diagram No. 240/44(4) (G.R. 6705). The work involved is to be carried out by base or depot staffs.

(A.F.O. 5592/43.)

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

4114.—Gun Mountings—20 mm., Twin, Marks V and VC—Oil-leakage Drain from I.H.C. Pump

Ships concerned

(G. 3276/44.—3 Aug. 1944.)

The I.H.C. gear-wheel pump, which is fitted to the electrically-driven pump unit of the above mountings, is provided with an oil leak-off passage connecting the space inside the spindle gland housing to atmosphere. The leak-off hole is situated near the top of the pump, close to the fixing flange.

2. It is understood that owing to an assembly error on the part of the manufacturers, a number of pumps issued for use on the Mark V mounting are fitted with a Tecaletit greaser in the leak-off hole. Commanding Officers of ships fitted with these mountings are to arrange for examination of the pumps and removal of the greaser as necessary.

3. The oil leak-off described above is not designed to deal with the small quantity of oil which might leak past the pump-spindle chevron packing, and if the latter type of leakage should occur, oil can eventually find its way to the bottom of the electric motor casing. A screwed drain-plug is fitted in the bottom of the electric motor casing, and this plug should be removed periodically in order to drain off any oil which might have accumulated inside the casing.

4115.—Mortars—Signal, M.L., 3-in., Mark I—Precautions before Firing

(G. 3686/44.—3 Aug. 1944.)

In the Mortar, Signal M.L., 3-in., Mark I, there is a wooden buffer block on which the barrel rests, and which serves to buffer the recoil on firing.

2. Instances have occurred in which this block has been omitted, resulting in damage to the barrel on firing.

3. Before firing the Mortar is always to be examined to ensure that the wooden block is in place.

4116.—Small Arms—Rifles, 0.303-in.—Withdrawal of Older Types and Replacement by Rifles No. 4

Fleet Establishments at Home

(A.S./G.D. 0514/43.—3 Aug. 1944.)

The appended table shows:—

In Col. 2—The number of long M.L.-M. and M.L.-E. (0.303-in.) rifles (reported in reply to A.F.O. 4575/43 as recommended for exchange) to be returned, complete with sword-bayonet and scabbard, Pattern 1888, but without oil-bottle and pullthrough, to the nearest R.N. Armament Depot; an equivalent number of rifles, No. 4, complete with bayonet, No. 4, and scabbard bayonet, No. 4, and tab securing bayonet, but without oil-bottle and pullthrough, will be issued in lieu.

In Col. 3—The number of rifles, No. 1 or No. 4, reported as held in lieu of D.P. rifles, also to be returned to the nearest R.N. Armament Depot in exchange for an equivalent number of long M.L.-M. or M.L.-E. rifles relegated to D.P.

Command and Establishment.	(2)	(3)	Remarks.
(1)	(2)	(3)	(4)
Nore :—			
H.M.S. "Beehive"	—	72	
Patrol Service Central Depot, Lowestoft.	391	—	
Portsmouth :—			
R.N. Barracks' Establishments	410	—	
Portland Base	230	—	
H.M.S. "Mastodon"	14	14	
H.M.S. "Northney"	200	—	
H.M.S. "Excellent"	—	245 (a)	(a) Additional.
N.O.I.C., Poole	—	19	
R.N.O., Shoreham	6	—	
Western Approaches :—			
H.M.S. "Glendower"	—	200	
H.M.S. "Osprey"	34	—	
N.O.I.C., Holyhead	17 (b)	—	(b) Ross rifles.
N.O.I.C., Ardrossan	45	—	
N.O.I.C., Stranraer	18 (c)	—	(c) U.S. 0·30-in. rifles.
N.O.I.C., Oban	12	—	
N.C.S.O., Clyde	4	—	
Orkneys and Shetlands :—			
H.M.S. "Proserpine"	18	—	
N.O.I.C., Lerwick	14	—	
N.O.I.C., Kirkwall	162	—	
N.O.I.C., Faroes	32	—	
Rosyth :—			
Rosyth Sub-Command	337	—	
Tyne Sub-command	99	—	
Admiral (submarines)	23	—	

2. R.N.A. depots are, on receipt of the long M.L.-M. and M.L.-E. 0·303-in. rifles referred to in column 2, to convert them to D.P. rifles.

3. Consequent on this order the allowances of D.P. rifles to the larger Naval establishments at home are now as follows :—

Establishment.	Number of Drill Purpose Rifles allowed.
"Collingwood"	450
"Royal Arthur"	400
"Raleigh"	400
"Gosling"	350
"Duke"	250
R.N. Barracks, Chatham	200
R.N. Barracks, Portsmouth	200
"St. George"	150
"Foliot"	50
"King Alfred" (Lancing)	50
"King Alfred" (Hove)	40
"Glendower"	600
Gunnery School, Devonport	80

Establishment.	Number of Drill Purpose Rifles allowed.
"Excalibur"	100
R.N. Patrol Service Depot, Lowestoft	50
"Excellent"	300
"Ganges"	400
"Cabot"	100
"Scotia"	60
"St. Vincent"	100
"Northney"	50
M.T.E., Rosyth	50

Any change in the requirements of "drill purpose" rifles, to the quantities shown above, should be reported to the Admiralty through administrative authorities.

(A.F.O. 4575/43.)

(A.F.O. 1925/43 is cancelled.)

4117.—Cancelled

4118.—Stowage Battens—Magazines, Shell Rooms and Storerooms Dockyards, P.S.Os. and E.R.Os.

(G. 01357/44.—3 Aug. 1944.)

All vertical portable battens are in future to be fitted with quick action release, shown on A.F.O. Diagram 239/44. This device, which is designed for fitting at the heel of the batten, supersedes all other vertical batten release arrangements.

(A.F.O. 2368/44.)

(A.F.Os. 3036/40, 4584/40, 4422/41, 1076/43 and 4192/43 are cancelled.)

4119.—Torpedoes—U.S. 22·4-in., Mark 13, Modification 3,—Introduction

(T. 09005/44.—3 Aug. 1944.)

U.S. 22·4-in., Mark 13, Mod. 3 torpedoes are now being introduced into service and may be issued concurrently with other Mark 13 types.

2. The only difference between the Mod. 3 and Mod. 2A is the addition of external gyro angling gear to the former.

3. For the present gyro angling is *not* to be used, owing to a considerable variation which exists between the positions at which individual torpedoes take their angle; Mod. 3 torpedoes are therefore to be used for straight running only.

4120.—Torpedo Stores—Addition of Spanners, St. No. 1084, to Contents of Chests, Tools and Spare Gear Pistols, T.491 Type (Impact only)

(A.S. 01541/44.—3 Aug. 1944.)

The following item, viz. :—

Section III.

Spanners, box cap generator valve, etc., St. No. 1084, for removing the access plug of the pistol, will be added to the contents of Chests, Tools and Spare Gear, Pistols, T.491 type (Impact only), in the proportion of one per chest.

2. Ships and vessels concerned are to demand the quantities of spanners, St. No. 1084, required to complete chests on board to the new allowance from the nearest torpedo depot.

3. Torpedo store accounts and labels of chests are to be amended as necessary.

4121.—Minelaying Arrangements
Coastal Force Vessels

(T.01763/44.—3 Aug. 1944.)

Earlier M.T.Bs. and M.Ls. were fitted with supporting chocks, or end chocks to steady the mines "A" Marks I to IV when carried in Mark I mine chutes.

2. It has been decided that these supporting, or end chocks are no longer necessary for their original purpose and they may be landed and disposed of except where required in the circumstances described in para. 11C (iii) of B.R.317 (22) as amended by A.F.O. P.493/44.

3. C.A.F.O. 1532/43 is cancelled, the information being embodied in O.U. 6292/37 and B.R.317 (22).

(C.A.F.O. 1532/43 is cancelled.)

4122.—Dan Working Arrangements—Modifications—As. and As.

"Isles" Class Danlayers

(T. 993/44.—3 Aug. 1944.)

It has been approved to incorporate the following modifications in "Isles" Class Danlayers:—

- (a) Jumping ladders secured to a spur are to be fitted on the inboard side of each stump mast to facilitate access to masthead blocks.
- (b) A catwalk (portable in coal burners) is to be fitted between bridge deck and stump masts port and starboard to admit of easier recovery of dans, stanchions and safety chains being provided as necessary.
- (c) 3 in No. scupper pipes, 2 in. in diam., are to be fitted port and starboard on the dan stowage deck, the pipes being led adjacent to waterway on upper deck.

2. The Commanding Officer H.M.S. "Marshal Soult" is to insert items, Classification "B" in the Class List of As. and As. to cover the work involved

4123.—U.S. Hedgehog (Projector Mark 10)—Shield for Weather Protection of Crew and Instruments—As. and As.

"Captains" Class Frigates

(T.O. 1009/44.—3 Aug. 1944.)

It has been approved to fit a shield for the protection of personnel and firing gear of the hedgehog mounting in "Captain" class frigates as shown in Drawing D.N.C. 3/A.724. The work of erecting this shield is within the capacity of, and should be carried out whenever possible by, base staffs.

2. Application for copies of Drawing D.N.C. 3/A.724 should be submitted to the Admiralty, Bath.

3. An item is to be inserted in the class As. and As. list of "Captain" class frigates to cover this work.

4124.—Explosive Grapnel Sweep, Mark I

(T. 903/44.—3 Aug. 1944.)

A.F.O. Diagram No. 190/44 (1), referred to in A.F.O. 3308/44, is superseded by A.F.O. Diagram No. 243/44.

(A.F.O. 3308/44.)

4125.—New Demolition Explosive Stores—Substitution for Service Explosives

(T. 1136/44.—3 Aug. 1944.)

A.F.O. 2620/44 is to be amended as follows:—

Paragraph 4. Amend "Group No. for Stowage abroad" to read "Group No. for stowage aboard".

Paragraph 4 (v). Under "Group No. for Stowage aboard" delete "4" and insert "7".

(A.F.O. 2620/44.)

(A.F.O. 3543/44 is cancelled.)

4126.—Diesel Engine Driven Auxiliary Air Compressor—Modification to Charging Arrangements

105-ft. and 126-ft. Motor Minesweepers

(D. 6236/44.—3 Aug. 1944.)

The absence of a relief valve in the charging system between the auxiliary compressor and the starting air receiver for the auxiliary engine in the above-mentioned vessels has resulted in an injury to personnel.

2. Where provision has not already been made, a relief valve, set to lift at 10 lbs. above the maximum working pressure of the air receiver, is to be fitted in a suitable position in the charging line between the compressor and the shut-off valve at the air receiver.

3. The work should be treated as a defect and carried out at the first opportunity. An item should be inserted in the ship's defect list accordingly.

(F.O.I.C. Liverpool, message 231120/Apr. 1944.)

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

4127.—Auxiliary Superheated Steam Pipes in Forward Engine Room—REPORTS

"Fiji" Class Cruisers, H.M.S.s "Swiftsure" and "Minotaur"

(D. 11957/44.—3 Aug. 1944.)

Investigation into the flexibility of certain auxiliary superheated steam pipes has disclosed that pipe No. 501 S.S. "Main superheated steam to auxiliaries" is not sufficiently flexible for certain conditions and may in due course affect the steam tightness of the joints.

2. Arrangements have, therefore, been made to purchase 3 sets of corrugated pipes (2 pipes per set), 2 sets of which will be held abroad for ships belonging to the Eastern Fleet.

3. If trouble is experienced with the joints in question the matter should be reported to the Admiralty, who should also be informed when corrugated pipes are appropriated so that arrangements can be made for replacement.

4128.—Oil Fuel—Emulsification of

(D. 011890/44.—3 Aug. 1944.)

A case has been reported of emulsification of fuel and water in the engine room bilges of one of H.M. Ships. The emulsion was similar to that described in C.A.F.O. 1826/43 and had to be removed by manual labour, as it could not be handled by ship's pumps.

2. Subsequent examination revealed that leakage of fuel had occurred due to leaky seams and perforation of the inner bottom directly under steam drain pipes which terminated too close to the inner bottom.

3. Attention is called to the vital necessity of keeping bilges clear of fuel; should such leakage of fuel occur, immediate steps are to be taken to trace the source of the leakage and to prevent further accumulation by lowering the level of the oil in adjacent tanks, or by other means, until repairs can be effected.

(C.-in-C., Plymouth, 10 Jan., 1944, No. 119/Ply. 2008.)

(C.A.F.O. 1826/43.)

4129.—Oil Fuel Sprayers Pattern 13—Extension Pieces for

H.M. Ships concerned

(D. 10388/44.—3 Aug. 1944.)

In all ships where boiler oil fuel sprayers, Pattern 13, have been supplied with extension pieces, similar extension pieces should be provided and fitted to all spare sprayer bodies, including those supplied for lighting-up purposes.

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

3. Stocks of suitable extension pieces are being made available at Devonport, Chatham, Rosyth, Belfast, Londonderry and Portsmouth (see A.F.O. 2759/44).

4. Demands should be forwarded as for special stores not included in the Rate Book.

(A.F.O. 2759/44.)

4130.—Oil Burning Equipment—Admiralty Closed Type Registers—Fouling of Air Shut-off Tubes

(D. 11403/44.—3 Aug. 1944.)

It has been found in a number of cases recently in boilers fitted with standard Admiralty type closed fronts that the opening of the air shut-off tubes has been restricted owing to—

- (a) In the case of boiler fronts of standard depth, the air slide fouling the radiation screen plate.
- (b) In the case of deep boiler fronts, by the stops on the operating rods being incorrectly positioned.

2. For correct combustion it is essential that shut-off tubes should be fully open when the sprayer is in use. Any restriction in the designed opening is liable to produce smoke and damage to the burner through overheating.

3. The Commanding Officers of all ships concerned are to examine these fittings and adjust them where necessary at the earliest opportunity.

(A.F.O. 250/44.)

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

4131.—Main Machinery Gearing—Examination of—REPORTS

Sloops of "Bridgewater", "Hastings", "Shoreham", Repeat "Shoreham" and "Grimsby" Classes

(D. 10906/44.—3 Aug. 1944.)

A recent inspection of the main gearing in a ship of one of the above classes revealed defects necessitating complete replacement of the gearing.

2. The main gearing in all ships of these classes is therefore to be examined at the next convenient opportunity, and the condition of the gears reported to the Admiralty.

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

4132.—Machinery—Heat Insulation of

H.M. Ships, Dockyards and Emergency Repair Overseers

(D. 11079/44.—3 Aug. 1944.)

The high temperatures experienced in the machinery compartments of H.M. Ships are partly attributable to inefficient or badly applied heat insulation. C.A.F.O. 1864/43, paragraphs 8 and 9, indicated some of the more usual sources of heat emission; the following is an amplification of those paragraphs.

2. The principal sources of heat are as follows, in order of importance :—

- (a) Unlagged surfaces at high temperatures.

Examples.—Governor and nozzle boxes on auxiliary turbines.

These are frequently left unlagged owing to their awkward shape.

- (b) Inefficiently lagged surfaces at high temperatures.

Examples.—(i) Pipe flanges and valve boxes, which are often only partly covered by loosely fitting asbestos mats.

(ii) Auxiliary turbine casings. The defect here is less evident, since the lagging is hidden by the cleading.

- (c) Unlagged metal surfaces which are heated by being in metallic contact with hot pipes or machinery.

Examples.—(i) Main and auxiliary turbine cleading.

(ii) Pipe hangers.

(iii) Bulkheads in the vicinity of steampipe bulkhead pieces.

- (d) Insufficiently lagged surfaces.

Examples.—Small drain pipes, which are generally covered with one or two layers of asbestos cloth. Although this reduces the surface temperature, it may in certain cases actually increase the heat emission, owing to the comparatively high thermal conductivity of the insulation and the large increase in surface area occasioned by even small thicknesses of lagging.

3. For new construction, all the above-mentioned points will be covered in a specification now in course of preparation; but for existing ships the following instructions are issued as a guide in improving the efficiency of the heat insulation where this is found necessary :—

- (a) Make sure that all hot surfaces are efficiently lagged with the correct thickness of insulation as given in Appendix II to this Order. In the case of small drain pipes, etc., see paragraph 3(d) below.

For covering awkward and irregular surfaces use may be made of plastic insulating material, which will shortly be made available as a store article. Instructions for the application of this material are given in Appendix I to this Order. Wherever possible the plastic material should be protected from damage by a covering of asbestos cloth.

- (b) A.F.O. Diagram No. 234/44 (1-3 and 5), Figs. (1)-(7), shows common faults in the present methods of insulating pipe flanges and valve boxes, and suggested methods of overcoming these defects. Moulded asbestos covers similar to that shown in Fig. (7) are now being fitted in one ship for trial; and if satisfactory it is hoped to produce a range of covers suitable for most of the standard valves now in use.

A.F.O. Diagram No. 234/44(4), Fig. (8) shows common faults in the insulation of auxiliary turbines. The whole space beneath the cleading of such a turbine should be fitted with plastic insulation of the grade specified as shown in A.F.O. Diagram, No. 234/44(4), Fig. (9); where necessary, and possible, the cleading should be modified to enable the correct thickness of insulation to be applied (see paragraph 3(c) below).

- (c) Metal cleading should be insulated from the hot surface to which it is attached, by $\frac{1}{2}$ -in. asbestos millboard; the size and number of securing screws should be reduced as far as possible.

Methods of application of lagging to pipe hangers and bulkheads, and the optimum area of insulation in the vicinity of bulkhead pieces, are the subjects of experiments now in progress, the results of which will be promulgated in due course.

- (d) On very small pipes ($\frac{3}{8}$ -in. and below) the application of lagging in accordance with Appendix II is uneconomical when the pipes are treated singly. Wherever possible, therefore, the run of such pipes should be altered, so that a number of them can be clipped together and insulated as one large pipe. Where this is not practicable and insulation of the pipes is considered desirable, they should be treated as shown in A.F.O. Diagram No. 234/44, (5) Fig. (10).

APPENDIX I

Instructions for the Application of Plastic Insulating Material

The following instructions apply both to special high temperature insulating material and to 85 per cent. magnesia, when used in plastic form :—

- (i) The plastic material should be well mixed to the consistency of mortar, using about one gallon of clean fresh water to two pounds of plastic. Sea water should on no account be used.
- (ii) In order to obtain initial adhesion, and to dry out each successive application, it is necessary for the surface to be heated to a temperature not exceeding 300° F. by warming through with steam.
- (iii) Rub a handful of the wet material over the surface and allow the thin coating thus obtained to dry.
- (iv) Apply a layer of plastic about $\frac{1}{2}$ -in. thick, leaving the surface rough and finger marked to form a "key" for the next coat.

- (v) When the second layer is dry, a third coat may be applied. In this way the total thickness required may be built up in successive layers not more than $\frac{1}{2}$ -in. thick; care being taken that each layer is left rough and finger marked, and allowed to dry out before the next is applied.
- (vi) The thickness should be tested periodically by knocking in "prods" at various positions, to ensure that the material is being applied evenly.
- (vii) The final layer should be trowelled to a smooth finish and allowed to dry before the usual asbestos cloth covering is stitched on.
- (viii) Throughout the manipulation and application of plastic material, great care should be taken to avoid excessive pressure with the hands or trowel, as this tends to increase the density of the material, thereby impairing its insulating properties.
- (ix) Where additional reinforcement of the insulation is considered necessary, a layer of 1-in. mesh wire netting should be laced or wired over the final coat, before applying the asbestos cloth.
- (x) Where metal cladding is fitted—e.g., on auxiliary turbine casings—the asbestos cloth covering may be omitted; but wire netting reinforcement should invariably be used in such cases.

APPENDIX II

Thickness of Insulation to be Applied

Pipe Bore	$3\frac{1}{2}$ -in. and over.	2-in. and under $3\frac{1}{2}$ -in.	Less than 2-in.
A ...	3 in.	$2\frac{1}{4}$ in.	$1\frac{1}{2}$ in.
B ...	2	$1\frac{1}{2}$	1
C ...	$1\frac{1}{4}$	1	$\frac{3}{4}$

A. Internal temperature, 600°–700° F.

B. Internal temperature, 400°–500° F.

C. Internal temperature, 200°–250° F.

Where the internal temperature exceeds 600° F., the first $\frac{1}{2}$ -in. of insulation is to be "Newtempheit" or its equivalent; otherwise 85 per cent. Magnesia is to be used throughout.

(Both types are available either in plastic form or moulded sections.)

Where thicknesses greater than the above are already fitted, they should not be reduced.

(C.A.F.O. 1864/43.)

4133.—"A" Brackets—Fitting of Poker Gauges—As. and As.

Battleships, Aircraft Carriers, Cruisers, Destroyers and Fast Minelayers

(D. 030750/43.—3 Aug. 1944.)

Several instances of rapid wear of the lignum vitae in "A" bracket bushes have been reported, and it is necessary that means should be provided whereby this wear can be checked by a diver at convenient intervals between docking periods.

2. Poker gauges, of the type indicated in A.F.O. Diagram No. 233/44, should be fitted to the "A" brackets (not on the rope guards), and Commanding Officers of ships concerned are to insert an item, classification "A", in their next lists of As. and As. to cover the work involved.

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

(C.-in-C., E.F., 5 Nov., 1943, No. 1993/E.F. 395/60.)

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

4134.—Valve Spindle Gearing—Modification

"Kil" Class Escort Vessels

(D.06499/44.—3 Aug. 1944.)

A report has been received that the patent gearing fitted to the extended spindles of certain valves to allow them to be operated from positions on deck has become defective due to the hinge pins in the gear housing having worked loose and damaging the teeth and sockets.

2. The hinge pins at present fitted in these gears should be replaced by pins of modified design as shown in A.F.O. Diagram No. 236/44 at the first opportunity. The work should be treated as a defect and carried out by ship's staff at the first opportunity.

(C.S. Bermuda, message 081740/March, 1944.)

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

4135.—Water Intake Scoops for L.C.P. (M)

(D.C.O.M. 587/44.—3 Aug. 1944.)

Overheating of the Scripps engines fitted in L.C.P. (M) has been experienced when operating at or near the maximum continuous rating. Trials have shown that this trouble can be overcome by fitting a water scoop of the design shown in A.F.O. Diagram No. 238/44. This scoop is suitable for fitting to the existing deep water intake of these craft.

2. Scoops should be fitted by base staffs at the first convenient opportunity.

3. Demands for these scoops should be made on Landing Craft Maintenance Stores Officer, Staines, and should quote the official number of L.C.P. (M) for which they are required.

4136.—Radar, Type 253/P—Power Supplies for

(R.E. 02145/44.—3 Aug. 1944.)

A new rectifier unit, Pattern W.9823A, is being introduced in lieu of battery outfit BBh for fitting in certain ships. The rectifier requires a supply of 300 watts at 180 volts 500 cycles, which should be taken from the power board of a Radar set which is normally continuously manned. The dimensions are $16\frac{1}{2}$ -in. wide by 21-in. high by 15-in. front to back and will replace all the units of BBh batteries, charging boards and resistances. The rectifier will not be suitable for ships without a 180 volt 500 cycle supply, or coastal craft, for which special arrangements are made.

2. The power supply for future Type 253/P fittings will therefore be as follows:—

- Ships with suitable 180 volt 500 cycle supply—rectifier, Pattern W.9823A (Pattern 56584 may be supplied in lieu).
- Ships fitting outfit BBq as common battery supply—battery outfit BBq.
- Ships without a suitable 180 volt 500 cycle supply but with a 110 volt or 220 volt DC supply—battery outfit BBh or BBm.
- Ships without 110 volt or 220 volt DC supply for charging—battery outfit BBj.

3. Owing to difficulties in the production of Pattern W.9823A rectifier, Pattern 56584 has been introduced. This is identical with W.9823A in power requirements and physical dimensions. For the same reason it may not be possible to adhere strictly to the plan of paragraph 2 in the immediate future. It should be noted that it is not at present intended to fit rectifier unit W.9823A retrospectively in lieu of battery outfit BBh or BBm.

4. The power supply for Type 253MW is obtained from rectifier unit, Pattern W.9823A, fitted as part of outfit DUF of Type 291W.

5. An amendment to the specification will be issued in due course.

6. Special instructions will be issued for ships under construction which are affected by the new arrangement.

4137.—Radar Set, Type 272—Fitting of Perspex Cylindrical Lanterns,
Pattern 54679

(R.E. 02385/44.—3 Aug. 1944.)

Perspex cylindrical lanterns, Pattern 54679, are now available for fitting with Type 272 sets.

2. The new lanterns will be allocated to fitting pools at main yards, by Admiralty.

3. All ships fitted with Type 272 sets and not fitted with the above lanterns are to insert an item in their next list of As. and As., Classification "A*", "To remove existing Type 272 lantern and fit a cylindrical perspex lantern, Pattern 54679".

4. The new lantern can be mounted on the existing supports with modifications.

5. Fitting instructions are given in Addendum D to B.147/42, "Preliminary Fitting-out Specification for Type 272".

6. The displaced lantern is to be returned to N.S.O., R.N. Store Depot, Castle Mill, Schofield Street, Oldham.

4138.—Radar Types, 282/3/4/5—Panel 3AH Transmitting Transformer,
Pattern W.2663—Modification

Ships and Authorities concerned

(R.E. 02239/44.—3 Aug. 1944.)

Transformers, Pattern W.2663 (fitted with the above type sets in Panel 3AH Transmitting (lower front) Pattern W.2404), which bear the prefix "B.C." to their serial numbers have been issued with the low potential terminal (I.S.) of the 8,000 volt, 150 mA. winding connected directly to core and earth. This has the effect of short-circuiting the charging current meter and the protective relays in the equipment.

2. Transformers, Pattern W.2663, so affected may be made serviceable by providing a separate terminal for the low potential end of the winding.

3. The modification is to be carried out by ship's staff and base staffs in accordance with A.F.O. Diagram 232/44 (A.S.E. Drawing 39363) and the following instructions:—

(i) Disconnect and remove Transformer, Pattern W.2663 (if fitted), from Panel 3AH Transmitting (Lower Front), Pattern W.2404.

(ii) Fit an O.B.A. or Whitworth $\frac{1}{4}$ -in. brass stud type terminal in position "X" shown on A.F.O. Diagram 232/44 (A.S.E. Drawing 39363).

Note.—Distance marked "y" is to be 3 inches.

(iii) Disconnect I.S. end of 8,000 volt winding from core fixing bolt. This lead may be cut as it will require to be lengthened.

(iv) Connect lengthened I.S. lead to the new terminal at "X" shown on the diagram.

(v) Add the letter "A" to the Pattern Number W.2663 so that it reads W.2663A.

(vi) Replace Transformer (if in service) in Panel 3AH (lower front) and reconnect leads as before.

4. All stocks of Transformers, Pattern W.2663, held at storing bases are to be modified in accordance with this Order.

5. Transformers incorporating the modification are being issued as Transformer, Pattern W.2663A.

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

4139.—F.1A/1—Condensers, Pattern 1140A—Disposal

(N.S. 24925/44.—3 Aug. 1944.)

Condensers, pattern 1140A, under F1A/1, are not technically suitable for issue in lieu of pattern 1140. All stocks should be disposed of.

2. Demands for pattern 1140A should be met by supply of pattern 1140.

3. The pertinent Establishment Lists and the Authorized List will be amended.

4140.—Green Yardarm Flashing Lantern in certain H.M. Ships

(R.E. 11405/44.—3 Aug. 1944.)

The green starboard yardarm flashing lantern in certain ships is wooded over a considerable arc on the port side by Radar lanterns, mast struts, etc.

2. Ships in which this occurs should insert an A. and A. item, Classification "A". To fit a similar lantern on port yardarm, lantern to be wired in parallel to starboard yardarm lantern.

(A.F.Os. 163/42 and 1842/44.)

4141.—Apparatus A.W.D.—Disposal

(N.S. 013093/44.—3 Aug. 1944.)

The fitting of apparatus A.W.D. (acoustic warning device) in D.E.M.S. is to cease. Ships already fitted will dismantle the apparatus and land the stores.

2. It is anticipated that the majority of the sets will be returned to United Kingdom ports, and Superintending Naval Store Officers are to arrange for the following parts to be removed and disposed of as indicated:—

Junction boxes, P.A.	}	To be taken into stock.
Bells, Pattern 3227		
Valves, Pattern A.915	}	To be returned to Naval Store Officer, Dex Garage, Newcastle.
Valves, Pattern 6J7G		
Milliameters, 0-5		

3. Similar action is to be taken with any unused equipments and spares in store. In addition, *unused* cable should be returned to the Naval Store Officer, Glossop, the coils and drums being marked "like cable, Pattern 9314".

4. Superintending Naval Store Officer, Haslemere, should be informed of the quantities of stores returned to Glossop and Newcastle.

5. The remainder of the stores comprised in the equipments should be disposed of in accordance with A.F.O. 3118/43, paragraph 4.

6. Apparatus returned to yards abroad should be disposed of locally, the components mentioned in paragraphs 2 and 3 being taken into stock.

(A.F.O. 3118/43.)

4142.—Aircraft Torpedo Director, Type "F"

(A.M.R. 20550/44.—3 Aug. 1944.)

The following 58 computers, Mark III, reference 9/2675, have been issued to the Service with "35 Knot Torpedo Speed" recorded externally on the case. The actual torpedo speed inside the computer, however, is now stated by the makers to be incorrect, and when any of the serial numbers given below are encountered, the computers should be readjusted for Gyro Angling Technique, in accordance with C.A.F.O. 1061/44 and the word "readjusted" written on the torpedo speed label.

Serial No.	Serial No.	Serial No.	Serial No.
2034/42	2056	2010-2017 (inclusive)	2002
2035	2060	2021	2004-2009 (inclusive)
2037	2066	2025 and 2026	2132-2137 (inclusive)
2041-2045 (inclusive)	2068	2028 and 2029	2140
2047	2070	2023	2036
2049	2072	2030-2033 (inclusive)	2038
2051 and 2052	2074	2040	2053-2055 (inclusive) 2058

2. As cases have occurred recently of internal damage to computers through incorrect assembly, attention is drawn to the fact that no work which involves the removal of covers is to be undertaken except by qualified ratings, and in a properly constituted workshop.

3. Pending Amendment List Action, A.P.2018 A. & B, vol. II, Part 2, is to be amended as follows i—

On page 61 amend "Co. 2455" to read "Co. 2455*". Under numbers Co. 2455*, 2458, 2459, amend "E.A. or A.A./L" to read "E.A., Electrical Mechanic, or A.A./L".

(C.A.F.O. 1061/44.)

4143.—Aircraft Radio—Provision of Waterproof Covers for W/T and Radar Equipment

(A.C.R.D./A.W.D. 2169/43.—3 Aug. 1944.)

Reports have been received that aircraft W/T and Radar equipment is frequently damaged by water or damp.

2. At the discretion of the Commanding Officer, units and squadrons experiencing such trouble are to make, from local resources, simple waterproof canvas covers for the protection of the equipment concerned when it is not in use. Care is to be taken that where trouble is experienced from dampness in plugs and sockets they are accommodated within the cover.

4144.—Aircraft Radio—Sealing H.F. Feeder Cables—Pernax Tape

(A.C.R.D. 1081/44.—3 Aug. 1944.)

The insulating materials "Pernax" and "Plastic Pernax Tape" are no longer suitable for sealing H.F. feeder cables in Naval aircraft.

2. A.F.O. 3173/44 is to be amended as follows:—

Delete paragraphs 7, 8 and 9.

(A.F.O. 3173/44.)

4145.—Storage of Aero-Engines

(A.M.R. 377/42.—3 Aug. 1944.)

As the result of recent investigations into the conditions of storage of aero-engines it has been approved to extend the period between re-inhibiting from six to twelve months.

2. A.P. 1464, Volume II, Leaflet C.32-W, dated 9th June, 1943, will be amended in due course when the result of investigations into anti-corrosive treatment of American engines is complete. Pending this action the following amendments are to be made to the leaflet quoting this Fleet Order as authority:—

(a) Amend paragraph 2 (i) (f) before the table of quantities to read:—

"Use spray apparatus (Stores Ref. 4A/1261) and spray each cylinder with anti-corrosive inhibitor (Stores Ref. 33c/777); whilst this operation is in process piston should be at bottom dead centre on the power stroke. To reduce the degree of turning required to a minimum, yet consistent with efficient distribution of the inhibitor, the cylinders are to be inhibited in their correct firing sequence. With sleeve valve engines when all cylinders

have been dealt with and in order to work some of the fluid up to the junk heads and junk head rings, the engine is to be turned through a further three complete revolutions. The quantities of inhibitor fluid to be used are as follows:—"

(b) Add to the table of quantities in paragraph 2 (i) (f):—

Scarab	...	...	...	4.5 c.es. per cylinder
Lycoming	...	...	...	4.5 c.es. per cylinder
Ranger	...	...	...	4 c.es. per cylinder
Cirrus minor	...	...	...	4 c.es. per cylinder

(c) Amend paragraph 2 (iii) to read:—

"All external parts of the engine are to be treated with Lanoline Resin Protective (Stores Ref. 33c/923, 924), using the hand spraying apparatus (Stores Ref. 4A/719). If hand spraying apparatus is not available, the fluid should be applied with a clean paint brush. The previous standard of external protection call for the treatment of steel and other unprotected parts only, and in consequence it will be necessary for external re-treatment to be carried out after a period of six months. Further advice will be promulgated in due course detailing the date from whence it can be assumed that all issue ex-contractors have been given the complete external treatment and upon which the period between re-treatment can be extended to 12 months.

(d) Paragraph 5, line 2. Amend "Form 1322" to read Form 701, Sect. 4 (i).

(e) Paragraph 7:—

Corrosion inhibitor 33c/777 is suitable for use under low temperature conditions, and dilution by the addition of white spirit is not necessary. The existing paragraph 7 is to be deleted, therefore, and the following substituted.

Corrosion inhibitor (Stores Ref. 33c/777) contains 15 per cent. of lead free petrol, and in consequence all necessary fire precautions are to be observed.

(f) Add new paragraph 8:—

Details in respect of treatment of carburettors are as under:—

Bendix—A.P. 2152, Vol. II Leaflet A.6-W refers.

Holley & Chandler Evans—A.P. 2112, Vol. II Leaflet B.5-W refers.

Claudiel Hobson—Capsule chamber of the automatic mixture controls must contain 75 c.es. of oil to specification D.T.D. 472, and linkage chamber must be lightly sprayed with this oil.

3. It will be noted that anti-corrosive inhibitors (Stores Ref. 33c/563 and 33c/745) are no longer listed, and are to be regarded as obsolete.

4. The instructions contained in A.F.O. 2406/42, as amended by A.F.O. 3416/42, are cancelled. Engines are in future to be maintained in accordance with A.P. 1464/C.32-W, as amended by this new Fleet Order.

(A.F.Os. 2406/42 and 3416/42 are cancelled.)

4146.—Aircraft—Rules, Navigation, Ref. 6B/260 and Straightedges, Ref. 6B/200

(N.S. Air 5649/44.—3 Aug. 1944.)

The undermentioned items have been introduced for use in operations and briefing rooms and will be allowed to ships and services in accordance with the following scales:—

Ref. 6B/260, Rules, Navigation, Mark I.

Ref. 6B/200, Straightedges, Mark II.

Ships . . . as shown in B.R. 378.

Shore Establishments.

R.N. Air Stations.

Classes "A" and "B" . . . as shown in B.R. 377.

2. Two of each of the above instruments will be supplied to the following services from R.N. Store Depot, Stafford, without demand:—

R.N. Air Station, Piaseo.

R.N. Air Section, Dartmouth.

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

4. Deliveries from contractors are expected during the latter part of September and supplies to ships and services should begin immediately after.

5. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover requirements of ships and services attached to Foreign Stations. Details of the quantities to be supplied are being forwarded direct to the (S) Naval Store Officers concerned.

4147.—Aircraft Materials Required for Refinishing Instruments and Instrument Components

(N.S. Air 3533/44.—3 Aug. 1944.)

The following items were originally introduced by A.F.O. 3185/44 under R.A.F. Section 33B:—

- Ref. No. NIV.—Reducer for Cannoid.
- Ref. No. NIV.—Reducer for Ebonide.
- Ref. No. NIV.—Reducer for Frigalene.

2. It has now been decided that these should be accounted for under Section 33C.

3. Aircraft Stores Establishments will be amended in due course; meanwhile all existing establishments held by H.M. Dockyards, R.N. Air Stations, Store Depots, etc., should be amended in manuscript, to show the items under Section 33C.

(A.F.O. 3185/44.)

4148.—Air Stores—Classification of Priorities for Supplies

(N.S. Air. 12454/42.—3 Aug. 1944.)

The following amendments should be made to A.F.O. 463/44:—
Paragraph 1 (A).

Add to remarks about Priority IIIC “except as stated under Priority IIId”.

Insert “Priority IIId. Requirements for completion of equipment of stored reserve aircraft (other than those required for immediate service—see Priority IB AOG)”.

Paragraph 2 (b). *Add* “When the requirements of more than one airframe or engine are included in the same signal the total number of airframes or engines involved is to be stated. Part numbers in addition to reference numbers are to be quoted on demands whenever possible”.

Paragraph 2 (d). *Delete*.

Paragraph 3 (a). *For* A.F.O. 2300/43 *read* A.F.O. 2777/44.

After Paragraph 3, *Add*:—

“*Note*.—The system adopted in the R.A.F. for numbering signals differs from that in the Navy in as much as each signal in the R.A.F. commences with the reference number, which is quoted in any subsequent signal, whereas in the Navy signals are identified by the time of origin which is inserted at the end of the signal, and this means of identification is used in any subsequent correspondence or signal. Arrangements have been made with the R.A.F. authorities concerned for them to quote the time of origin in any subsequent correspondence arising from a signal addressed to them by R.N. Air Establishments. Certain R.N. Air Establishments have conformed in the past to the R.A.F. practice by giving signals addressed to the R.A.F. a reference number at the commencement of the signal, but this practice should cease as from the date of receipt of this Order. It will be necessary, however, to refer to the R.A.F. reference number whenever a signal from the R.A.F. is referred to in subsequent signals or correspondence from an R.N. Air Establishment.”

Paragraph 4 (b). *Delete*. “Urgently required by xxx (date) xxx” and *substitute* “Priority IC—A.F.O. 4148/44”.

Paragraph 4 (c). “*For* A.F.O. 2300/43” *read* “A.F.O. 2777/44”. *Add* at end “A.M.O. A.481/43 being quoted instead of A.F.O. 4148/44 in the case of demands forwarded direct to R.A.F. Maintenance Units”.

(A.F.Os. 463/44 and 2777/44.)

4149.—Air Stores Required for Types of Aircraft in Common Use by the Royal Navy and Royal Air Force—Responsibility for Provision and Supply

(N.S. Air. 74/43.—3 Aug. 1944.)

The following amendments should be made to A.F.O. 2777/44:—
Paragraph 2 (a) (ii).

Amend to read: “R.N. Aircraft Repair Yards and R.N. Air Stations in U.K.”.

Delete throughout:—

“R.N. Aircraft Repair Yards in U.K.	As laid down in A.L. N.S. Air 617/43/U.659, 19 January, 1943 (now in course of revision).”
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(A.F.O. 2777/44.)

4150.—Alterations and Additions—Co-ordination and Procedure

“*Hunt*” Class Destroyers

(D. 015676/44.—3 Aug. 1944.)

The authorities responsible for the co-ordination of As. and As. to H.M. destroyers of the “*Hunt*” class in accordance with the nomenclature published in C.A.F.O. 468/42 are:—

Commander-in-Chief, The Nore	... Type I.
Captain (H), Malta	... Types II, III and IV.

2. All correspondence concerning As. and As. to these ships is to be addressed accordingly.

3. Lists of As. and As. are not required from individual ships and Forms S. 1182 are not to be forwarded.

4. Class lists for the different types are forwarded to the Admiralty by the co-ordinating authorities concerned and decisions on these lists are promulgated periodically by C.A.F.O. The Commanding Officer of each individual ship should know which items have not been completed and are applicable to his ship. In those instances when an item is known to be applicable to certain ships only, a remark to that effect is added to the published decision.

5. This procedure applies to all “*Hunt*” class destroyers whether at home or abroad. Any proposed items, or comments on approved items, from ships on foreign stations are to be put forward by their Administrative Authorities through the Commander-in-Chief, The Nore, or the Captain (H), Malta, according to the type concerned, who allot numbers to new items, adding any remarks such as “applicable to Mediterranean ships only” and submit them to the Admiralty when forwarding their class lists, thereby ensuring uniformity of numbering and decisions.

(*C.-in-C., Med., 27 Jun. 1944, No. 4270/Med. 596/10/8.*)

(C.A.F.O. 468/42.)

(A.F.O. 1937/42 is cancelled.)

4151.—Batteries, Pattern 14093, and Bulbs, Air Ministry Type 5L/2274, for Use with Marine Bubble Sextant, Pattern 704

(N.S. 18062/44.—3 Aug. 1944.)

Batteries, Pattern 14093, for use with marine bubble sextant, Pattern 704, have been introduced under Subhead F2A and initial purchases have been arranged for delivery as follows:—

	<i>Lyness.</i>	<i>Liverpool.</i>	<i>Mossley.</i>
Batteries, Pattern 14093 ...	30	60	60
Bulbs, A.M. 5L/2274 ...	65	65	70

2. Ships concerned should demand requirements from Superintending Naval Store Officer, Mersey, except those based on Scapa, which should demand from Lyness. Two spare batteries and four spare lamps are supplied initially with each sextant.

3. The Authorized List of Naval Stores has been amended.

(A.F.O. 1687/44.)

4152.—Chart Table in Chart House—New Design—As. and As.

(H. 0831/43.—3 Aug. 1944.)

A chart table and stowage of new design is shown in A.F.O. Diagram No. 235/44.

2. Construction in steel will depend upon proximity to the compass. Where steel is unacceptable, fire-proofed wood or aluminium alloy (where available) should be used in lieu.

3. All new construction ships, where the state of work permits, are to be fitted with the new type of chart table and stowage. The minimum length is 3-ft. but this should be increased where space permits.

4. This type of chart table should also be fitted in commissioned ships when in hand for large refit.

5. An item, Classification "B", is to be included in lists of As. and As.

6. P.S.Os., P.E.R.Os. and Dockyard Officers are to arrange accordingly.

4153.—C.S.A.M. Drums—Precautions to be Observed when Returning

(N.S. 29119/43.—3 Aug. 1944.)

An instance has occurred recently of leakage of the residue of chlorosulphonic acid mixture from a drum being returned for refilling resulting in a hole being burnt through the floor of a railway truck.

2. The attention of all concerned is drawn again to the corrosive nature of this acid and to the fact that a certain amount must inevitably remain in the drum after use.

3. Before returning drums for refilling, therefore, it is essential that the bungs are tightened. In addition to preventing damage through leakage, this precaution will ensure that the interior of the drum and the residue of C.S.A.M. are protected from attack by atmospheric moisture.

4. Care should also be taken to ensure that drums are invariably loaded into lorries, railway waggons, etc., bung upwards.

(A.F.O. 4605/43.)

4154.—Fenders—Supply of

L.B.V.(2), L.B.E., L.B.F., L.B.O., L.B.W. and L.B.K.

(N.S./D.C.O.M. 093/44.—3 Aug. 1944.)

The allowances of fenders for landing barges have been under review and are now to be as follows:—

L.B.V.(2) ...	6 No.	L.B.O. ...	6 No.
L.B.E. ...	6 No.	L.B.W. ...	6 No.
L.B.F. ...	2 No.	L.B.K. ...	6 No.

2. The following should already be on board:—

L.B.V. (2) ...	2 No. coir fenders, 12-in. diameter.
L.B.E. ...	4 No. coir fenders, 12-in. diameter.
L.B.F. ...	2 No. coir fenders, 12-in. diameter.
L.B.O. ...	*4 No. coir fenders, 12-in. diameter, and 4 apple-ring type, like pattern 898.
L.B.W. ...	2 No. coir fenders, 12-in. diameter, and 4 apple-ring type, like pattern 898.
L.B.K. ...	2 No. coir fenders, 12-in. diameter, and 4 apple-ring type, like pattern 898.

* Includes two coir fenders surplus to revised allowances but which may be retained on board while serviceable.

3. Any fenders required to complete to the allowances in paragraph 1 should be made up locally, or on board, from old cordage and should be either like pattern 897 (apple-ring type, 3 ft. diameter) or sausage-shaped with a lanyard at each end. As, however, supplies of cordage suitable for the manufacture of fenders are very limited, extreme difficulty is to be expected in meeting requirements.

4. The equipment list will be amended.

(A.F.O. 5767/43.)

4155.—Hose Adaptors, etc.—Allowances

Ships fitted with Instantaneous Couplings

(N.S. 17901/43.—3 Aug. 1944.)

With reference to paragraph 3 of A.F.O. 1608/43, the appendix to this order contains a statement of the allowances of adaptors, branch pipes, etc., to ships fitted with instantaneous couplings and details of pattern numbers. With the exception of the foam branch pipes, the stores detailed in the appendix are new articles. These have been allocated the pattern numbers shown and added to the Authorized List of Naval Stores under Subhead B.9.

2. Ships concerned in commission fitted with instantaneous couplings should already be in possession of the stores detailed in the appendix; otherwise, such ships should forward demands to their storing yards or Naval store depots as necessary to complete to the allowances shown. As stated in paragraph 2 of A.F.O. 1608/43, supply of the adaptors and connections to vessels under construction is to be arranged by shipbuilders, except where arrangements have already been made for supply from Admiralty stocks and where any change now would result in delay in completion.

3. The provisions of this order do not apply to the requirements of the Engine Room Department owing to wide divergences of requirements between different classes of ship. For the Engine Room Department there is no change in existing arrangements whereby such adaptors are included in the Machinery Specification, Part IV, or covered by a Statement of Machinery Requirements, and are supplied by the Main Machinery Contractor. The instructions referred to in paragraph 6 of A.F.O. 1608/43 will, therefore, not be issued separately. For sloops and larger vessels these will be embodied in future machinery specifications.

In cases of ships where instantaneous hose connections have been fitted in the Engine Room Department subsequent to the issue of the machinery specification, any adaptors necessary for use with connections of other types are to be provided. A list of such adaptors should be forwarded to the Admiralty for each ship or class of ship concerned and, in the case of new construction ships, supply should be arranged by shipbuilders. Paragraph 6 of A.F.O. 1608/43 is thus superseded.

4. The sea store establishments concerned will be amended.

APPENDIX

Statement of Allowances of Hose Adaptors, Etc., for Vessels Fitted with Instantaneous Couplings

Item No.	Pattern No.	Description.	Classes.												Explanatory Remarks.
			Capital Ships.	Cruisers, 6,000 tons and over.	Cruisers, under 6,000 tons.	Fleet and Light Fleet Carriers.	Repair and Large Depot Ships.	Small Depot Ships, L.S.T.(1), "Boxer" Class only, Fast Minelayers, Netlayers.	Sloops.	Fleet Minesweepers.	Corvettes, except "Castle" Class.	"River" Class Frigates.	Destroyers (Classes Applicable).	Trawlers, Tugs and B.D.V.s.	
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
1	—	<i>Sub-head B.8</i> Branchpipe, foam type F.B.2 (L.P.), fitted with instantaneous couplings.	—	—	—	—	—	—	2	2A	2	2	2	—	For use with knapsack tanks supplied with Beresford & Sigmund manual pumps and to be operated from the fire main. A.—Not to coal burning ships unless fitted with diesel generators. (A.F.O. 3148/42)
2	—	Branchpipes, foam, fitted with instantaneous couplings, for foam compound units fitted with A.S.B.J. couplings.	—	—	—	—	—	—	—	—	—	—	—	—	See A.F.O. 216/44.
3	1552 1557	<i>Sub-head B.9</i> Branch pipe, suitable for 2½-in. instantaneous coupling. Nozzles for, with ½-in. bore	B	B	B	B	B	B	B	B	B	B	B	B	B.—One for each fire main hose connection not fitted with a jet/spray nozzle.
4	1563	Diffuser (jet/spray) nozzles fitted with 2½-in. male instantaneous coupling on tail to obviate use of branchpipe.	50 per cent. of the total number of fire main hose connections fitted, plus one for each hose connection fitted in machinery spaces in accordance with A.F.O. 5806/42, provided the approved allowance of Oilfyre nozzles, Pattern 1564, has been allocated to other services.											A.F.O. 3981/43.	
5	1564	Oilfyre nozzles terminating in 2½-in. male instantaneous coupling	12	6	6	10	6	6C	4	4	3	4	4	2D	C.—Not to netlayers. 5 for fast minelayers. D.—For tugs only.
6	1532	<i>Adaptors or Connections G.M.</i> :— 2½-in. male instantaneous one end ; No. 3 A.S.B.J. the other.	3	3	3	3	3	3E	1	1	1	1	1	1	For fresh water filling connections. To enable waterboats or other vessels with A.S.B.J. couplings to connect. E.—Not to L.S.T.(1).
7	1532	Ditto ...	6	4	4	6	4	4	2	2	2	2	2	2	To enable shore hydrants or vessels having A.S.B.J. couplings to connect to ship's fire main.
8	1532	Ditto ...	—	—	—	—	—	—	—	—	—	—	—	—	One for each foam compound unit fitted with A.S.B.J. couplings—see A.F.O. 216/44.
9	1533	2½-in. female instantaneous one end ; No. 3 A.S.B.J. the other	8	6	6	8	6	4	2	2	2	2	2	2	For dry dock flooding connections. To enable ship's hoses to be used from shore mains and dry dock connections having A.S.B.J. couplings.
10	1533	Ditto ...	—	—	—	—	—	—	—	—	—	—	—	—	Foam compound units fitted with A.S.B.J. couplings :—One for each Type A unit. One for each Type B unit. Two for each Type C unit—see A.F.O. 216/44.
11	1535	2½-in. male instantaneous one end ; No. 3 S.P. female screw the other.	3	3	3	3	3	3F	1	1	1	1	1	1	For fresh water filling connections. To enable water boats, etc., with serew couplings to connect. F.—Not to L.S.T.(1)

Statement of Allowances of Hose Adaptors, Etc., for Vessels Fitted with Instantaneous Couplings

Item No.	Pattern No.	Description.	Classes.												Explanatory Remarks
			Capital Ships.	Cruisers, 6,000 tons and over.	Cruisers, under 6,000 tons.	Fleet and Light Fleet Carriers.	Repair and Large Depot Ships.	Small Depot Ships, L.S.T.(1), "Boxer" Class only, Fast Minelayers, Netlayers.	Sloops.	Fleet Minesweepers.	Corvettes, except "Castle" Class.	"River" Class Frigates.	Destroyers (Classes Applicable).	Trawlers, Tugs and B.D.V.s.	
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
12	1535	2½-in. male instantaneous one end; No. 3 S.P. female screw the other.	4	4	4	4	4	2	1	1	1	1	1	-	For flooding compartments, O.F. tanks, etc., via standpipes having suction connections No. 3 service pattern male screw. As required. Also one for each soil pipe flushing connection, to be stowed alongside.
13	1535	2½-in. male instantaneous one end; No. 3 S.P. female screw the other.	-	-	-	-	-	-	-	-	-	-	-	-	
14	1536	2½-in. female instantaneous one end; No. 3 S.P. female screw the other.	8	6	6	8	6	4	2	2	2	2	2	2	For dry dock flooding connections. To enable ship's hoses to be used from shore mains, etc., having screw couplings.
15	1537	2½-in. female instantaneous one end; No. 3 S.P. male screw the other.	-	-	-	-	-	-	-	-	-	-	-	-	As required for ship's side connections for washplace drains.

16	1543	2—2½-in. female instantaneous one end; No. 4 service pattern female screw the other	-	-	-	-	-	-	-	-	-	-	-	-	As required for emergency deck connections from rising mains of pumps supplying fire main.
17	1538	2½-in. instantaneous double male	6	4	4	6	4	2	2	2	2	2	2	2	For general use in replacing damaged portions of fire main by canvas hoses, etc.
18	1539	2½-in. instantaneous double female	6	4	4	6	4	2	2	2	2	2	2	2	ditto.
19	1540	2½-in. male instantaneous to flange suitable for 2½-in. pipe.	-	-	-	-	-	-	-	-	-	-	-	-	As required for emergency bulkhead connections.
20	1541	2½-in. female instantaneous to flange suitable for 2½-in. pipe.	-	-	-	-	-	-	-	-	-	-	-	-	As required for emergency bulkhead connections.
21	1542	2½-in. female instantaneous to flange suitable for 1¾-in. pipe.	-	-	-	-	-	-	-	-	-	-	-	-	As required for shipbuilders' connection on distiller pump discharge.
22	1544	2—2½-in. female instantaneous one end; No. 4 A.S.B.J. the other.	6	4	4	6	4	2	1	1	1	1	1	-	To enable portable electric pumps to be used for fire purposes.
23	1545	<i>Breeching Piece</i> 2½-in. male instantaneous to 2—2½-in. female instantaneous.	6	4	4	6	4	2	2	2	2	2	2	-	For action fire parties. To enable two hoses to be led from one fire main connection.
24	1550	<i>Caps</i> For 2½-in. male instantaneous ...	-	-	-	-	-	-	-	-	-	-	-	-	As required for item 15, and fresh water hoses.
25	1551	For 2½-in. female instantaneous	-	-	-	-	-	-	-	-	-	-	-	-	As required for items 12 and 16, and fresh water hoses.

(A.F.O.s 3148/42, 5806/42, 1608/43, 3981/43, 216/44 and 336/44.)

4156.—Internal Combustion Engines—Use in Hangars

Aircraft Carriers

(A.M.R. 95/44.—3 Aug. 1944.)

It may be essential at times to use tractors or other equipment driven by petrol or diesel engines in the hangars of aircraft carriers, but this practice should be reduced to a minimum owing to the fire and explosion risk involved and to the possibility that prolonged running of such engines may endanger personnel by carbon monoxide poisoning.

2. The engines should be used in the hangar only when the hangar is in a "Fuel Safe" state and whilst the hangar exhaust ventilation is running at maximum output. *The engines are never to be run in a hangar when it is in the "Fuel Danger" state.*

3. To reduce the fire risk, the engines should be kept in an efficient electrical state and particular attention paid to the fuel and exhaust systems to ensure that no leaks develop. It is under consideration to provide further safeguards to minimize the fire risk, e.g. by fitting exhaust spark arresters, screened magnetos and battery isolating switches.

4157.—Lubricating Oil for Use with Cinema Equipment

Ships

(N.S./C.P. 3001/43.—3 Aug. 1944.)

It has been decided after further investigation that the following lubricating oils should be used with the cinema equipment in ships:—

Pattern

931 Oil, lubricating, for gears of cinema projectors (Edgar Vaughan Sta-put, No. 310) (thin).

932 Oil, lubricating, for cross boxes of cinema projectors (Edgar Vaughan Sta-put, No. 360) (thick).

2. The following are the accepted tolerances of viscosity at 140° F. (Redwood):—

<i>Sta-put, No. 310</i>	...	...	...	120/140 secs.
<i>Sta-put, No. 360</i>	...	...	...	240/260 secs.

3. The Rate Book for Naval Stores will be amended.

4. The above amendment will be included in a revision of A.F.O. 4251/43 which will be promulgated shortly.

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

(A.F.O. 4344/43 is cancelled.)

4158.—Sea and Bilge Suction Valves—As. and As.

Auxiliary Vessels

(D.8976/44.—3 Aug. 1944.)

Serious flooding of the engine and boiler rooms of a rescue tug has recently occurred due to the auxiliary bilge pump sea suction and bilge suction being left open at the same time.

2. The attention of all concerned is drawn to the danger arising from the possibility of flooding the main bilge line, and the ship, through these valves in ships fitted with sluice or screw down bilge suction valves, instead of the normal non-return valves.

3. An item, classification A, is to be included in the next lists of alterations and additions of all vessels so fitted for the auxiliary bilge pump suction valve to be replaced by a non-return valve.

(C.-in-C., Plymouth, 2 June, 1944, No. 2040/Ply. 367.)

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

4159.—Oiling at Sea—Special Forecastle Arrangements for Destroyers, Frigates, Sloops and Corvettes likely to be Fuelled at Sea

Existing ships, As. and As., and new construction

(T.D. 383/44.—3 Aug. 1944.)

For the buoyant hose method of oiling at sea, in which H.M. ship receiving fuel lies on the quarter of the ship supplying fuel, it is necessary to provide means of bringing the hose on to either side of the forecabin of H.M. ship, adequate arrangements for connecting hose to ship's fuelling line and for towing the hose during the operation, and facilities by which H.M. ship can quickly disengage in emergency.

2. To meet these requirements the following special fittings are needed.

(a) Fairlead bollards

Bollards will be required, port and starboard, positioned as described in paragraph 4 (b).

Description.—Bollards to have a diameter of not less than 8 in., and a minimum height of 12 in. from deck to under side of cap. Bollards to be placed 6 in. or less if practicable, from ship's side.

Horns to have a minimum clearance between them of 15 in.: this distance to be increased to 24 in. as described in paragraph 7.

A fairing plate of 10 lb. material to be fitted over the ship's deck edge, on a radius of 9 in., as shown in A.F.O. Diagram 245/44 (1). The lower edge of the fairing plate to be carried down to a line 1 ft. 3 in. below the centre, to avoid formation of an under-shoulder. The plate to extend from 6 in. forward of the fore end of the foremost bollard to a point 15 in. beyond the after end of the after bollard; both ends being tapered off into ship's side.

Filling to be bitumen—cork.

See A.F.O. Diagram 245/44 (1).

(b) Warping guides

These will be required, port and starboard, positioned as described in paragraph 4 (a).

A "Dunstos" warping guide, type 3, should be used. This has a neck 5½ in. diameter, and 10-in. flanges 3 in. apart.

A warping guide of other make, if embodying the above features and of robust build, will be suitable.

(c) Senhouse slip

A senhouse slip, Pattern 1915, will be required. Other patterns of slip will be suitable if having a breaking strain of not less than 18 tons and provided that the tongue will disengage cleanly from the loose link (1 in. internal measurement 6 in. by 1½ in.) which is inserted in the hose jackstay line for use with this slip.

(d) Stanchions and guard wires, adjustment

Stanchions will in most cases require setting out against the ship's side, to provide a clear lead for ropes between the fairleads provided and the bollards positioned as described at (a) above.

A stanchion should be placed close on either side of the fairlead bollards; between these two stanchions the second and third guard wires should be specially fitted, with slips at one end and shackles at the other. The upper guard wire may be run continuously through these stanchions.

(e) Extension of ship's fuelling line to forecabin

Whenever possible the ship's fuelling line should be brought up to a deck plate in a position near the capstan or windlass, and a goose neck provided for screwing in at this position previous to fuelling.

3. *Lay-out on the forecabin—Notes for guidance.*—When heaving the hose on board, the tail-wire (shackled to the end of the hose jackstay) is brought through the fairlead bollards either direct to the capstan, or around a warping guide and thence to the niggerhead of the windlass.

It is essential to provide a clear distance of 12 ft. between the fairlead bollards and the capstan or the warping guide.

This is a basic requirement which enables the following procedure to be carried out:—

The tail wire is hove in until the loose link provided at the end of the jackstay has been brought close up to the capstan or warping guide, and there hung off by the senhouse slip. The end of the hose is now 5 or 6 ft. inboard of the fairlead bollards, and the connection to the ship's fuelling line can be made without difficulty.

On the hose, just behind the male thread by which connection is made to the ship's fuelling line, will be provided an instantaneous coupling of the Merryweather type.

In case the need arises to disengage quickly, the instantaneous coupling is parted, the tail wire unshackled from the jackstay, and by knocking off the senhouse slip the hose is released immediately and without damage.

4. In order to provide for the basic requirement the items mentioned below are to be positioned in strict accordance with the following directions:—

(a) *Position of the warping guides.* (See also paragraph 5.)

In windlass ships the warping guides are placed, one on each side, about 10 ft. from the niggerheads. The warping guides will generally have to be packed up so that a wire will lie fairly in the neck of the guide when taken to the top of the niggerhead; and must be positioned so that the wire runs truly in a fore and aft line to a point 3 in. from the inner flange of the nigger-head.

Note.—The warping guides will usually be placed forward of the windlass; but in certain sloops the free space is on the after side of the windlass and it will be found convenient to place the warping guides here.

(b) *Position of the fairlead bollards*

(i) *In ships with centre-line capstan* the bollards are sited approximately abreast of the capstan, as convenient or as necessary to obtain the essential clear distance of 12 ft.

See A.F.O. Diagram 245/44 (2).

(ii) *In ships with twin capstans* the bollards are sited from 3 to 5 ft. forward of the position of the capstans, as required to give an unobstructed line to the further capstan (that on the opposite side of the ship). The clear distance of 12 ft. will always be readily obtainable in these ships.

See A.F.O. Diagram 245/44 (3).

(iii) *In ships with windlass where warping guides have been positioned forward* the bollards are sited a full 12 ft. aft of the warping guides. (See also paragraph 6.)

See A.F.O. Diagram 245/44 (4).

(iv) *In ships with windlass where warping guides have been positioned aft* the bollards are sited abreast or slightly aft of the windlass as required to give an unobstructed line to the further warping guide (that on the opposite side of the ship). The clear distance of 12 ft. will always be readily obtainable here.

5. *Warping guides placed aft of the windlass, caution.*—When the warping guides have been positioned aft of the windlass (as paragraph 4 (iv) it should be noted that the wire will lead from the fairlead bollards across the deck, round the after side of the warping guide and from the outboard face of the guide to the windlass. Care must be taken to align the warping guide accordingly.

6. *Utilizing warping guides already in position for other purposes.*—In some ships warping guides are already in position forward of the windlass. It is necessary here to ascertain whether the wire for which the warping guide has been provided comes to the windlass off the inboard or outboard face of the guide. The lead of the hose wire must, obviously, be taken similarly; and it may be found that the wire will have to be taken across the deck to the further warping guide; this in turn may necessitate moving the fairlead bollards slightly forward in order to obtain an unobstructed line.

7. *Distance apart of horns of fairlead bollards.*—The normal distance is to be 15 in., and in all conditions listed in paragraph 4 (b)—except (iii)—this distance should suffice.

In condition (b) (iii), however, the hose leads forward from the bollards at a small angle to the fore-and-aft line; and to facilitate passage of the hose between the horns the clear distance between them must be increased to 24 in.

8. *Existing bollards to be adapted, or surrendered in lieu.*—Existing bollards should if possible be moved and adapted as fairlead bollards; guard rails being adjusted as described in paragraph 2 (d).

Alternatively, two pairs of bollards must be surrendered; the fairlead bollards in either case will be available for normal uses.

9. *Position of the senhouse slip.*—The senhouse slip is to be fitted with a double bollard strop of 2½-in. wire. The strop is intended to be hung from the fairlead bollards on the opposite side of the fore-castle to those through which the hose has been brought; its length should be so adjusted that it can be passed around and hold the senhouse slip 1 ft. beyond the capstan or warping guide in use, enabling the hose jackstay to be hung off at this point.

10. Commanding Officers and co-ordinating authorities of all ships in commission likely to oil from other ships at sea are to insert an item, Classification "A", in the next list of As. and As. "To fit fairlead bollards for oiling at sea"; stating if existing bollards suitably repositioned can be used, or if new bollards will be required.

4160.—Perspex Sheets—Requests for

(N.S. 22146/44.—3 Aug. 1944.)

Numerous demands are being received for unauthorized sizes and thicknesses of Perspex sheets and no indication is given on the demands as to the service for which the material is required.

2. All demands must state the size, thickness and precise purpose for which required and, if non-standard sizes are required, the reason why standard size sheets are not acceptable should be stated.

3. To avoid the delay which is being caused by ships, etc., demanding Perspex for unauthorized services, all such requests should be forwarded direct to Admiralty (Director of Stores (5C)) with a full explanation of the necessity for supply.

(A.F.O. 1789/42, C.A.F.O. 2554/43.)

4161.—Petrol Tanks—Drainage and Sounding of Cofferdams or Voids—REPORTS

Escort Carriers

(D. 032871/43.—3 Aug. 1944.)

It has been ascertained from the U.S. authorities that in some Escort Carriers drainage of the cofferdams around the petrol tanks is effected by means of fixed eductors with capped hose connections for salt water supply and overboard discharge risers, which terminate immediately below the cofferdam tank tops, adjacent to the access manholes.

2. In view of recent service experience the U.S. authorities have authorized immediate steps to be taken to carry out the following modifications in their ships so fitted:—

- (i) Extend these supply and discharge lines to the upper side of the cofferdam tank tops and terminate them with capped hose valves.
- (ii) Fit a suitable deck box with a bolted cover over the hose valves.
- (iii) Sounding tubes for the cofferdam spaces to be provided independent of any other piping led to the cofferdams.
- (iv) Sounding tubes to be slotted immediately under the deck to permit use as a vacuum relief when taking suction from the cofferdams.

3. This policy is concurred in, and the item is important in view of the necessity for being able to pump out the cofferdams without removing the manhole covers, particularly in the event of damage causing leakage from the petrol storage tank.

4. Although this defect will have been corrected in most ships before arrival in United Kingdom, it is possible that some vessels may still be fitted with the original arrangements. Drainage arrangements in this cofferdam should therefore be examined and a report forwarded to the Admiralty stating whether the modifications described above have been carried out. If these modifications have not been carried out, an item should be inserted in the defect list to cover the work involved, which should be carried out at the first suitable opportunity. It should be borne in mind that these cofferdams may be filled with inert gas.

(B.A.D., 6 Dec. 1943, No. S.R. 10150/43.)

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

4162.—Radio Interference Suppressor, A.P. 19441A—Introduction

(N.S. 25677/44.—3 Aug. 1944.)

The modified form of the Pattern 19441 suppressor, to which Pattern 19441A has been allocated, is fitted with four glands instead of two, so that it will be suitable for wiring with two single cables as well as with twin cable; its rating is 5 amps.

2. The suppressor has been added to the Authorized List of Naval Stores, under Subhead F.2B, Schedule C.750, as follows:—

Pattern No.	Description
19441A	Radio Interference Suppressor (220 volts, 5 amps.), fitted with four glands.

3. The use of this suppressor is to be limited to purposes for which specific authority is given and demands should accordingly be endorsed with the appropriate authority, e.g. A.F.O. 955/43.

4. The article falls within the Centralized Allocation Scheme, and yards and depots should demand requirements accordingly.

(A.F.Os. 955/43 and 5757/43.)

4163.—Searchlight Manipulators and Searchlight Sights—Removal—Disposal of Binoculars, Pattern 1907A

"Hunt" Class destroyers and other ships concerned

(N.S. 25790/44.—3 Aug. 1944.)

Ships which have had searchlight manipulators and/or searchlight sights removed in accordance with C.A.F.Os. 1161/43 and 1044/44 should return redundant binoculars, Pattern 1907A, to the (Superintending) Naval Store Officer at the nearest dockyard or store depot (excluding Portsmouth, Chatham and Devonport).

(C.A.F.Os. 1161/43 and 1044/44.)

4164.—Silvo Cleanser for Aluminium Reflector, Pattern 12227, for 10-in. Signalling Projector, Pattern 3860A

(N.S. 37422/43.—3 Aug. 1944.)

With reference to paragraph 3 of A.F.O. 2221/44 Silvo cleanser has been added to the Rate Book of Naval Stores under Subhead E.7 (b) and Pattern No. 4291 assigned.

2. Silvo is obtainable from Messrs. Reckitt & Son in tins of approximately $\frac{1}{2}$ -pint capacity.

3. Home yards and depots should obtain requirements by local purchase whilst yards abroad should demand requirements in the usual manner.

4. The Sea Store Establishments concerned will be amended.

(A.F.O. 2221/44.)

4165.—Sling Fittings and Lifting Weight

26-ft. Motor Whale Boats—American Type

(D. 5461/44.—3 Aug. 1944.)

In the above-mentioned type of boats there is a possibility of bending action coming on the tie rod to which the top fitting which takes the falls is secured. This bending action may result in the tie rod breaking off where it is screwed into the top fitting. One or two cases of the fracture of this tie rod have occurred on service, although in these cases there is fairly definite evidence that the tie rods had been overstrained, due to unfair treatment.

2. The sling fittings of all boats of this type are to be carefully examined when the ships are next in hand for refit, and in any cases where there are signs of bending of the tie rod, the tie rod fittings are to be replaced by an arrangement as shown on A.F.O. Diagram No. 242/44.

3. In the case of unappropriated boats the fittings should be examined before these boats are issued for sea service.

4. The lifting weight of the 26-ft. motor whale boat is to be taken as 2.75 tons and all future sling tests are to be based on this figure. This lifting weight should be incorporated with those published.

(G.-in-C., W.A., 4 Apr. 1944, No. W.A.1149/5976.M.)

(Capt. (D), Belfast, 14 Jan. 1944, No. C/2322/145.)

4166.—Storeroom Doors—Modifications to

"Loch" Class Frigates and "Castle" Class Corvettes

(D/P. 4349/44.—3 Aug. 1944.)

The following modifications are to be undertaken to all storeroom doors in "Loch" class Frigates and "Castle" class Corvettes now in commission:—

(a) Hasp and padlock to be fitted to each door.

(b) Escape panels in the bottom of each door to be rivetted up.

2. Commanding Officers of the vessels concerned are to treat these modifications as a defect and arrange for the work to be carried out at the first available opportunity.

3. Separate instructions have been issued by the Admiralty for vessels under construction.

(A.S.C.B.S., 13 Mar. 1944, No. 549/3.)

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

4167.—Stores for Tropical Service—Supply

(L.C.T.(3) and (4), fitted for Tropical Service)

(N.S. 015834/44.—3 Aug. 1944.)

All L.C.T. marks (3) and (4) fitted for tropical service are to be supplied with the stores listed in the appendix hereto which are additional to existing allowances shown in B.R. 382—Establishment of Stores for L.C.T. and associated types—except as shown by Notes A to G.

2. Storing yards should arrange supply accordingly to craft concerned under construction; craft concerned in commission should demand stores as required through the base to which they are attached.

3. The establishment of stores will be amended.

Appendix

Pattern No.	Description	Denom.	L.C.T. (3)	L.C.T. (4)
<i>Permanent Stores</i>				
<i>E.3</i>				
—	Dinghy, 10-ft., without sailing equipment, but complete with oars, crutches, etc.	No.	1E	1E
<i>F.1C</i>				
12020	Kettle, electric, 4-pint, 220-v.	No.	A	1
12026	Urn, electric, 2-gal., 220-v.	No.	1	1
—	Binoculars, 7 × 50, Army, American or Canadian type.	No.	1F	1F
<i>F.2A</i>				
15040	Fan, table, electric, 220-v.	No.	A	4C
16012	Oldhams lantern with plug, Pattern 17908	No.	1	3
8117	Battery, nickel iron, 10-AH	No.	1	3
16194	Light, electric, indicator, short range for attachment to a life-float.	No.	2B	2B
<i>F.2B</i>				
5763	Handlamp, portable, 220-v.	No.	1	1
<i>F.3A</i>				
491 M/V 701V or 702M	Sextant	No.	1	1
<i>Consumable Stores</i>				
<i>D.5</i>				
C3209	Cordage, white, sisal, H.L., 2½-in.	Fms.	120G	120G
<i>E.8</i>				
—	Soap, hard	lb.	21B	21B
<i>F.1C</i>				
4019	Key-operating triangular headed, for switches	No.	1	1
<i>F.2A</i>				
8119	Lamps, 2·5-v. 2·5-w. for lantern, Pattern 16012.	No.	2	6
Lamps, incandescent :—				
6903S	220-v. 60-w.	No.	28	28
6902S	220-v. 40-w.	No.	3B	3B
9880C	220-v. 25-w.	No.	1	1
16010	24-v. 3-w.	No.	2	2
16112	24-v. 6-w.	No.	2	2
1039A	2-v. 1-w.	No.	4B	4B
5111	12-v. 36-w.	No.	4B	4B
16137	for torch, Pattern 16216	No.	4B	4B
<i>F.2B</i>				
6934	Fuseholder, spare	No.	33	33
Fuses, packed, non-renewable :—				
5504	10-amp.	No.	4	4
5504	15-amp.	No.	4	4
5505	80-amp.	No.	D	D
19220	80-amp.	No.	4	4
5787A	Key for retaining rings	No.	2	2
4214	Loose handle for switches	No.	2	2

Notes

A.—Already allowed by B.R.382.

B.—In lieu of existing allowance in B.R. 382.

C.—Only *two* in flotilla leaders.

D.—Existing allowance is cancelled.

E.—In lieu of existing allowance of one dinghy per two craft.

F.—In lieu of Pattern 12115 at present allowed.

G.—In lieu of existing allowance of tarred sisal, Pattern C.3246.

(Captain M.L.Cs. M.760/97, 5 Jun. 1944 M.062/3, 8 Jul. 1944, M.760/99, 4 Jul. 1944.)

4168.—Thermometers, Maximum and Minimum, Pattern 65—Allowance

Coastal Force Craft

(N.S./C.F.M. 2768/44.—3 Aug. 1944.)

Coastal Force Craft are to be allowed one thermometer, maximum and minimum, pattern 65, and one magnet, pattern 65A (Subhead B9) for use in the magazines.

2. Coastal Force bases should demand requirements for craft attached from the normal storing yards. Supply to new construction craft should be arranged by warrant and supplying yards in the usual manner.

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

4169.—True Static Depth Tester, Pattern 4209—Withdrawal of Allowance

Flotilla Leaders

(N.S. 27833/44.—3 Aug. 1944.)

The allowance of one true static depth tester, Pattern 4209 (Subhead B, Item 8), to Flotilla Leaders, is withdrawn.

2. Ships concerned should return the testers now held on board to the nearest dockyard or Naval store depot. Supply to vessels under construction should be adjusted accordingly by the warrant yard.

3. B.R. 332A—Establishment of Naval stores for flotilla leaders and destroyers—will be amended.

(Captain, H.M.S. "Vernon's" (W) No. W.4854/802/44, 1 Jul. 1944.)

4169a.—D.G. Equipment—Danlayers

(D. 016966/44.—3 Aug. 1944.)

The D.G. equipment of "Danlayers" is to be fitted to the same D.G. specification as similar vessels employed on minesweeping duties.

2. A.F.O. 3313/43 is to be amended to include "Danlayers" with the vessels quoted in paragraphs 2 (i) and 2 (ii).

(A.F.O. 3313/43.)

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES, MEDICAL STORES, CONTRACTS

4170.—Edible Oils

(C.P.5A./25280/44.—3 Aug. 1944.)

A contract for the supply of edible oils for the period terminating 31st January, 1945, has been placed with The Premier Oil Extracting Mills Ltd., Stoneferry, Hull (Telegram: Premier, Hull; Telephone 15191).

2. To economise, paper copies of the contract are not being sent to all the demanding authorities.

3. The contractors have been instructed to accept any demand from Naval establishments providing each is signed by a responsible officer.

4. On account of the damage to which non-returnable containers are subjected in transit to establishments abroad, all supplies of edible oils under this contract will be made in *returnable* containers.

5. Particular attention is drawn to A.F.O. 1969/42 concerning the return of empty drums. It is important that the screw stoppers should be returned with the empty drums.

(A.F.O. 1969/42.)

(A.F.O. 616/44 is cancelled.)

4171.—Tinned Bacon

(V. 10/2/44.—3 Aug. 1944.)

In future, home produced tinned bacon will be packed in size A.2 tins, each containing 18 oz. net. The new pack will be issued from H.M. victualling yards and depots at home when the present stocks of home-produced bacon in 1-lb. tins and American bacon in 1½-lb. tins are exhausted.

2. The issuing price of bacon in 18-oz. tins is 2s. 5d. per tin.

(A.F.O. 3337/43.)

4172.—Commissioned Rescue Tugs—Loan Clothing Establishment

(V.8/3302/44.—3 Aug. 1944.)

The establishment of loan clothing for Commissioned Rescue Tugs is as follows:—

*Oilskin jacket	1 No.	} for each person in the complement.
*Oilskin trousers	1 pair	
Oilskin sou'westers	1 No.	
Seaboats	1 pair	
Duffel coat	1 No.	
Stokehold boots (if required)...	4 pairs	
Blankets (marked)	2 for each rating, plus one spare blanket for 50 per cent. of the number of ratings borne.	

Oilskin gloves } As set out in C.A.F.O. 2851/43.
Oilskin hoods }

* Oilskin coats may be drawn in lieu of oilskin jackets and trousers up to 25 per cent. of the allowance.

2. The allowance of oilskin clothing and seaboats is intended to cover the full requirements for weather protection and for anti-gas and decontamination purposes.

3. The spare blankets are to provide a margin for the use of newly joined ratings whilst the loan blankets which have been in use by their predecessors are being washed.

(A.F.Os. 3606/40, App. IV, 3666/43 and 5904/43.)

(C.A.F.O. 2851/43.)

(A.F.Os. 62/41 and 2802/42 are cancelled.)

4173.—Rescue Tugs—Uniform of Ratings Dressed as Seamen

(V/1/5034/44.—3 Aug. 1944.)

In future, T.124T ratings dressed as seamen are to be supplied on entry with a blue overall suit in lieu of the white duck suit which is included in the free kit issued to ratings on T.124 and similar agreements.

2. T.124T ratings already serving who have received a white duck suit should take up a blue overall suit in lieu when the duck suit requires replacement.

3. It has been reported that a number of T.124T ratings were given blue jean collars of Canadian naval pattern on entry. Any such ratings should be given a naval pattern blue jean collar in exchange. Canadian pattern collars withdrawn should be sent to the nearest Victualling Yard for return to Canadian Naval authorities.

(A.F.Os. 331/43 and 3666/43.)

4174.—French Naval Forces—British Supplies and Services under Mutual Aid Agreement

(W.G.F. 314/44.—3 Aug. 1944.)

The following procedure has been agreed with the French Naval Authorities in London for dealing with demands by the French for supplies and services to their naval forces and establishments which are made without payment under mutual aid terms, as set out in A.F.O. 885/44. The broad intention is that, subject to the qualifications mentioned below, arrangements should be made to meet these demands as far as possible on the spot without reference to headquarters in London. It should be verified in all cases that the liability would otherwise fall on the French Naval Authorities and not on some private individual or organization.

2. French ships and establishments will make their demands for stores and equipment on local Admiralty Supply Officers, who are to arrange for them to be met in the same way as demands by H.M. Ships and establishments. Replacements and spares will be dealt with in accordance with A.F.O. 133/44. The French authorities are normally satisfied with Admiralty patterns.

3. The same arrangements apply to victualling stores. As regards supplies normally obtained from N.A.A.F.I., however, the French authorities should be requested to send their demands direct to the nearest N.A.A.F.I. depot. The N.A.A.F.I. accounts for such supplies will be dealt with at the Admiralty and should not be settled locally.

4. It may occasionally be necessary, in order to satisfy a French demand, to make special purchases (e.g. of stores) or other arrangements (e.g., hire of tugs, accommodation, etc.). In such cases local arrangements should be made to the same extent as if the demand had proceeded from one of H.M. Ships or establishments, and settlement effected accordingly within the usual local financial limits. In the Dominions and foreign countries, local purchases should not be made on behalf of the French, nor should the provision of services be arranged from outside sources as a charge to Navy Votes (*see* A.F.O. 885/44, paragraph 2).

5. Where demands are clearly outside the approved range or scale for comparable British services, or are considered unusual or unreasonable, the French demanding authority should be requested to refer them to the French Naval Headquarters in London, who will forward requisitions for such of the demands as they consider to be justified to the Admiralty (M.F.(L)—Allied Supplies Section), where arrangements have been made to deal with them.

6. Where supplies and services are obtained directly by the French Naval Authorities from outside sources, the accounts should be settled by them. Exceptionally, however, special arrangements have been made to enable French Naval Headquarters in Great Britain to purchase special items from a fund provided as a charge to Navy Votes.

7. In any case of doubt as to the procedure to be followed, reference should be made to the Admiralty (W.G.F. Branch) before any liabilities are incurred. The reporting and accounting procedure remains as laid down in A.F.O. 885/44.

(A.F.Os. 133/44 and 885/44.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4175.—Amendments to Books

(E.F.O.—3 Aug. 1944.)

The undermentioned amendments (A.F.Os. P.489-499) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.

Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.

- A.F.O. *P.489/44.**—B.R. 380/B.—Barracuda I & II S.C.L.—Amendment No. 7.
***P.490/44.**—B.R. 380/E.—Albacore S.C.L.—Amendment No. 5.
***P.491/44.**—B.R. 378(Z)—Walrus A.S.E.—Amendment No. 22.
P.492/44.—B.R. 292 (1)—Addendum No. 1 to B.R. 292—Instructions for the Maintenance of Naval Ordnance and Gun Mountings, 1944—Amendment No. 1.
P.493/44.—B.R. 317 (22) Mining Drill Book—Minelaying Arrangements, Coastal Force Craft—Amendment No. 2.
P.494/44.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendment.
P.495/44.—B.R. 778—Handbook and Drill for the 2-pdr. Q.F., Mark VIII, Gun on Single Mark XVI Mounting (Powered)—1943—Amendment No. 6.
P.496/44.—B.R. 867—Handbook and Drill for the 20-mm. Twin, Mark V, Mounting—1944—Amendment No. 1.
P.497/44.—O.U. 6292/37.—Handbook of Minelayer Equipment and Mining Accessories—Amendment No. 5.
P.498/44.—O.U. 6342—Drill for 18-in. and 21-in. L.C. Tubes Mounted in S.G.Bs.—Amendment No. 13.
P.499/44.—O.U.6350—Manual of Minesweeping—Amendment No. 17.

* Exceptionally A.F.Os. P.489-491 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherd's Bush, W., who holds the stock of the parent book.

(A.F.O. 4028/44.)

- 4176.**—B.R. 915 (1)—Addendum No. 1 to B.R. 915—Handbook for the 5.25-in., Q.F., Mark I, Gun on the H.A./L.A., Marks I and II Mountings for Mountings Fitted with R.P.10—1944—Issue

(G. 015773/43.—3 Aug. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, Park Royal, N.W.10, when supplies become available in accordance with the following establishment, viz. :—

	Copies
Flag Officers	1
Battleships	10*
Cruisers	7*
Loan Libraries	1
H.M.S. "Excellent"	68
Captain (G), R.N. Gunnery School, Chatham	12
Captain (G), H.M. Gunnery School, Devonport	10
E.O. for Gun Mountings, Alexandria	1
G.M.E.O., R.N. Base, Lyness	1
Dockyards—	
Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2

	Copies
Warship Electrical Superintendents—	
Scottish Area, North Western Area, North Eastern Area, South Wales Area, London Area, South Western Area, and Northern Ireland Area	1 each
Admiralty Regional Electrical Engineers—	
North Western Area, Northern Area, Scottish Area and North Eastern Area	1 each
R.N. College, Greenwich	1
Commandant, Military College of Science, Stoke-on-Trent	1
N.S.H.Q., Ottawa	10
B.A.D.	1
B.A.M.S.R.	2
B.A.T.M.	1
Ministry of Supply, S.S. 2B (for A.I, C.E.A.D., S.O.B., C.S.A.R., S. of E., Shoeburyness, A.4)	6
H.M.S. "Vernon"	1
Gun Mounting Overseers—	
Elswick, Barrow, Parkhead and Manchester	1 each
Commanding Officer, H.M.S. "Marlborough"	1

* Ships fitted and to be fitted with R.P.10 fitted to 5.25-in. Q.F. Gun, Mark I, on Twin, Marks I and II, Mountings.

- 4177.**—B.R.980(B)—Range Table No. 526 for Q.F., 4.7-in Guns, Mark XI—Revised Page 1, dated May, 1944—Issue
 (G. 2165/44.—3 Aug. 1944.)

The above-mentioned revised page 1 to Range Table No. 526 is now in the press.

2. Copies will be issued to all holders of the main range table without demand by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10, when supplies become available.

3. This page supersedes the existing page 1, dated December, 1941, and amendments Nos. A.F.O. P.145/42 and A.F.O. P.333/43, which should be disposed of in accordance with the B.R.I.—B.R. and I.D. catalogue, when the new page is received.

(A.F.O's P.145/42 and P.333/43.)

- 4178.**—B.R.980(X)—Range Table No. 581 for Q.F., 4.5-in. Guns, Marks I, III and IV—April, 1944—Issue
 (G. 2022/44.—3 Aug. 1944.)

The above-mentioned Range Table No. 581 is now in the press.

2. Copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10 when supplies become available.

- 4179.**—Forms A.46—Progress Reports from R.N. Repair and Maintenance Yards, and H.M. Repair and Maintenance Ships—Issue
 (A.M.R. 248/44.—3 Aug. 1944.)

Form A46 has been introduced as a periodical progress report of airframes, power plants and engines repaired or modified at R.N. Repair and Maintenance Yards and in H.M. Repair and Maintenance Ships.

2. Forms A.10 will not be required from these ships and establishments but a signalled return is still to be made in the form shown in A.F.O. 2725/42 Part V, paragraph 2.

3. Forms A.46, an initial supply of which will be issued without demand, are to be rendered to Admiralty (D.A.M.R.) as follows:—

Repair and Maintenance Yards at Home:—

One copy only on the first and fifteenth of each month.

Repair and Maintenance Yards Abroad. Repair and Maintenance Ships:—

In duplicate on the first Tuesday of each month.

A.F.O. 2725/42 will be amended in due course.

(A.F.O. 2725/42.)

4180.—Form O.5—Introduction

(A.S./Sta. 15276/44.—3 Aug. 1944.)

With reference to A.F.Os. 2603/44 and 2604/44, a label is being printed for issue with "Basic sets" of spare parts, etc., for 20-mm. Oerlikon guns.

2. The label has been numbered O.5 and should be added to Form O.1 as follows:—

O.5—Label for Basic Set of Spare Parts, etc., for 20-mm. Oerlikon Guns.

3. Demands for requirements should be addressed to S.N.S.O., R.N. Store Depot, Elveden Road, Park Royal, N.W.10.

(A.F.Os. 2603/44 and 2604/44.)

4181.—Form O.6—Ammunition Labels—Additions

(A.S./Sta. 15950/44.—3 Aug. 1944.)

Serial No.	Description	Where used	Page in Form O.6	Sta. No.
N.899	1 Ejector, contents No. 7, Mark I, for head, rocket, flare, A/C, 3-in. Mark I.	On bottom of cylinder No. 424, Mark I.	25	15950/44

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4182.—Books—O.P. No. 811—Assemblies—3-in. Mounts, Mark 20, Mod. 1, Mark 21 and Mark 22 (50-cal. A.A.)

(G. 010510/44.—3 Aug. 1944.)

All holders of the American "Ordnance Pamphlet No. 811, 3-in. (50-cal.) mounts, Mark 20, Mod. 1, and Mark 22 (A.A.) Description", should amend their copies as follows:—

The equivalents table below should be pasted adjacent to the lubrication chart No. 233389, and a note, "See table of American lubricants and British Equivalents on Chart No. 233389", inserted on charts No. 237386 and No. 23829.

American Lubricant	British Equivalent
O.S.1350. (This supersedes O.S.646).	Grease No. 0 (D.T.D. 143C). In hot weather, grease G.S. should be used.
O.S.758	Grease No. 0 (D.T.D.143C). In hot weather, grease G.S. should be used.
O.S.1165	Special mineral lubricating oil. (D.T.D. 44D. at low temperatures.)

(Ordnance Pamphlet No. 811.)

4183.—Cancelled

4184.—Cancelled

4185.—Cancelled

4186.—Publications for Swordfish Aircraft, Marks I, II, III and IV

(A.E. 5094/44.—3 Aug. 1944.)

Swordfish aircraft, Marks I, II, III and IV, are all covered by A.P. 1517 Series. The difference between the Marks lies in the equipment fitted and this will be covered by separate publications, which will be issued without demand.

4187.—"Naval Aviation Confidential Bulletin" and "Naval Aviation News"—Scale and Method of Distribution

(A./A.W.D. 471/44.—3 Aug. 1944.)

Copies of the publications—"Naval Aviation Confidential Bulletin" and "Naval Aviation News", issued by the Aviation Training Division of the Officer of the Chief of Naval Operations and Bureau of Aeronautics, United States Navy Department, will be made available without demand in accordance with the following scale of distribution:—

	<i>No. of Copies</i>
(a) Commanders-in-Chief	1
Flag Officers, Carriers and Air Stations	1
Fleet, Light Fleet and Escort Carriers	1
H.M.S. "Excellent" (for Air Gunnery Officers' Course)	2
Large Naval Air Stations	2
Aircraft Repair Yards	2
Aircraft Repair Ships	1
Small Naval Air Stations and Sections	1
First Line Squadrons	1
Naval Air Fighting Development Unit	1
Naval Fighter Interception Unit	1
Night Fighter Training School	1
Service Trials Unit	1
No. 1 T.B.R., N.O.T.U., R.N.A.S., Fearn	1
No. 10 Fighter N.O.T.U., R.N.A.S., Yeovilton	1
Fighter Direction Centre, Yeovilton	1
Anti-Submarine N.O.T.U., R.N.A.S., Inskip	1
School of Air Combat	1
"Z" Flight, No. 787 Squadron	1
Wing Leaders (Fighter and T.B.R.)	1
Carrier Borne Air Liaison Sections	1
Engineer Officer on Staff of F.O.N.A.S.	1
Engineer Officer on Staff of Com.N.A.S.(N)	1
Engineer Officer on Staff of R.A.N.A.S.(I.O.)	1
(b) Through British Admiralty Delegation, Washington, D.C.:—	
Training Commander, Yarmouth, Nova Scotia	2
Naval Air Representative	1
Superintendent of British Air Training	1
Senior British Naval Officers at U.S. Naval Air Stations	1
(c) All ships capable of Fighter Direction:—	
One copy to each ship, including Aircraft Carriers mentioned above.	

2. Direct supply from U.S.A. will be made to the undermentioned D.As., who will arrange for the individual distribution to authorities and ships in their areas :—

Copies			Copies		
Bermuda	...	5	Freetown	...	5
Bombay	...	30	Gibraltar	...	10
Capetown	...	10	Malta	...	5
Colombo	...	60	Ottawa	...	45
Durban	...	10	Western Mediterranean	...	10
Eastern Mediterranean	...	15			

3. Supply to home services of the "Naval Aviation News" will be made by S.N.S.O., R.N. Store Depot, Shepherds Bush.

4. "Naval Aviation Confidential Bulletin" is a monthly publication and the "Naval Aviation News" a bi-monthly.

4188.—Royal Naval Medical Bulletin No. 11—Issue

(M.D.G. 62579/42.—3 Aug. 1944.)

Royal Naval Medical Bulletin No. 11 is now ready for issue and should be obtained by all Medical Officers.

2. The Bulletin will be supplied on demand, addressed as follows :—

For ships and establishments at home—

R.N. Store Depot,
Elveden Road,
Park Royal,
London, N.W.10.

For ships and establishments abroad—

The Local Naval Distributing Authority.

4189.—Rate Book for Naval Stores, 1943/44—Reprint, Renumbering, Re-arrangement and Distribution

(D.A. 94/44.—3 Aug. 1944.)

The printing of a new edition of the Rate Book for Naval Stores is nearing completion. The book is being numbered B.R. 810. The latest prices shown in Parts II and III thereof should be brought into general use as soon as practicable after the parts are received.

2. The new edition will comprise three parts as previously, but the complete index is being removed from Part I and will appear at the end of both Part II and Part III. The contents of the three parts will be as follows :—

Part I. Memorandum of General Principles.

Appendix to Memorandum on :—

(i) Valuation.

(ii) Repayment Services : percentage charges.

Table of principal plate gauges.

Legal standard wire gauge.

Table of weights per square foot of copper and Naval brass of various thicknesses.

List of Subheads and Stock items of Vote 8, Section 2.

Part II. Subheads A to E, and K with components.

Index of stores appearing in Parts II and III.

Part III. Subhead F with components.

Index of stores appearing in Parts II and III.

(Note.—A new subhead item, viz., F.4, has been formed to cover thermionic valves and related components which have recently been given common inter-service pattern numbers. This item has been incorporated in Part III of the new Rate Book and includes a cross reference index showing the descriptions, old and new types, and pattern numbers, arranged alphabetically and numerically.)

3. As few amendments have been found necessary to Part I in recent years, sufficient copies of this part are being printed only for supply on first demand. Part I of O.U. 5409/41 (the 1941/42 edition) will therefore remain in use and all copies should be brought up to date by inclusion of the following amendments :—

Page No. Article

vii	Memo	In paragraphs 9 and 13 of the Memorandum amend "N.S.O. Royal Victoria Yard, Deptford" to read "S.N.S.O., R.N. Store Depot, Park Royal, London, N.W.10."
xviii	47	Add to Group B :— "Soldiers', Sailors' and Airmen's Families Association." "Merchant Navy Supply Association (M.E.N.S.A.)." In Group B delete :— "Dominion and Colonial Governments : Naval Forces only." "Allied Naval Forces." Substitute :— "Crown Forces of Dominion and Colonial Governments." "All Allied Armed Forces."
xix	47	In Group C delete :— "Board of Trade (for ultimate recovery from a third party)." Substitute :— "Ministry of War Transport (for vessels owned or chartered by)."
xx and xxi xxii	47	Amend as directed by A.F.O. 2414/44.
	50	In the amendment to this Article appearing in A.F.O. 2414/44 the phrase "from work done or stores for sale" in the second line of the first paragraph should read "from work done of stores for sale." The A.F.O. should be amended accordingly and the substituted paragraph (as modified above) should be included in all copies of Part I of O.U. 5409/41.
xxiii	53	In Section headed "(ii) Percentage Charge" delete the words "plus interest" at the end of the second paragraph.
xxiv	54	At the end of the second paragraph delete "only when abnormal expense is incurred" and substitute "when additional identifiable expense is incurred (e.g. rail charges)."
xxvii	58 (a)	In the seventh paragraph delete "except for supplies to dining halls, messes and canteens in Admiralty industrial establishments."
xxx xxxii xxxiii	59	Amend, in the first note to each Table, the addition to Rate Book price before percentage charges are calculated, from "21s. a ton" to "25s. a ton."

4. On receipt of B.R. 810, Parts II and III, the indexes on pages xxxvii to lxxv and lxxviii to lxxxv in Part I of O.U. 5409/41 should be cancelled.

5. Present holders of all parts of O.U. 5409/41 should, on receipt of Parts II and III of B.R. 810, return Parts II and III of O.U. 5409/41 to S.N.S.O., Park Royal. All copies of Part I of O.U. 5409/41 which (owing to the inclusion of the complete index in Parts II and III of B.R. 810) can be dispensed with without replacement should also be returned.

6. Establishments which receive the new edition of Parts II and III of B.R. 810 and have no copy of Part I of O.U. 5409/41 can be supplied with a Part I on demand ; but supplies of Part I will be strictly limited : they should not be demanded merely to complete sets of parts of the book but only if, and to the extent to which, they are definitely required for use : a Part I should not be necessary, for instance, where the book is used solely for routine demand and/or supply purposes.

7. Future demands should specify the Part or Parts of B.R. 810 (or, for Part I, O.U. 5409/41 in lieu) required and the number of copies required of each Part.

8. Services not included in the approved distribution of O.U. 5409 (now B.R. 810), as shown in Form O.U. 2A, requiring copies of this book, should refer their demands, in the first instance, to their local administrative authority for concurrence in the necessity for supply.

9. It is anticipated that the modifications in the arrangement of the Rate Book will enable Part III of B.R. 810, in which most amendments of description occur, to be re-issued annually; and Parts I and II at longer intervals, as necessary.

(A.F.O. 2414/44.)

4190.—H.M.S. "King Alfred"—Correspondence

(M. 634/44.—3 Aug. 1944.)

The establishment known as H.M.S. "King Alfred" consists of:—

- (a) The main buildings in Kingsway, Hove—H.M.S. "King Alfred" (H).
 - (b) Lancing College, Shoreham-by-Sea—H.M.S. "King Alfred" (L).
 - (c) Mowden School, The Droveaway, Hove—H.M.S. "King Alfred" (M).
2. All correspondence should be addressed to H.M.S. "King Alfred", Hove, 3, Sussex, unless it concerns the Admiralty Selection Boards or the interview and selection of candidates by the Selection Boards, in which case the address in paragraph 1 (c) should be used.
3. The name H.M.S. "King Alfred II" is not to be used.

4191.—The Captain, H.M.S. "Dryad"—Correspondence for

(M. 1607/44.—3 Aug. 1944.)

Correspondence from ships and establishments intended for the Captain, H.M.S. "Dryad", is being received addressed c/o G.P.O., London, thus causing considerable and unnecessary delay in receipt. Also, correspondence concerning the Action Information Training Centre and intended for the Captain, H.M.S. "Dryad", is being addressed to "Officer-in-Charge, A.I.T.C."

2. Both of these forms of address are incorrect, and in future all correspondence intended for the Captain, H.M.S. "Dryad", is to be addressed as follows:—

The Captain,
H.M.S. "Dryad",
Southwick,
Nr. Fareham, Hants.

3. Attention is drawn to C.A.F.Os. 1728/43, page 25, Serial No. 147, 1902/43 and 545/44.

(C.A.F.Os. 1728/43, 1902/43 and 545/44.)

4192.—Mails from H.M. Ships—Causes of Delay

(M. 1582/44.—3 Aug. 1944.)

Delays to mail from H.M. ships are frequently caused by the non-observance of the correct method for the make up of mail.

2. The instructions contained in A.F.O. 5540/43 and B.R. 7/41 should be brought to the notice of all concerned with the despatch of mail from H.M. ships and mail offices.

3. The passage of mail through the Post Office would also be accelerated if letters were properly faced, i.e., envelopes arranged so that the address side is uppermost, and securely tied in bundles of 50 to 60 letters.

(A.F.O. 5540/43.)

4193.—Duty Free Concession Gift Parcels—Additional Privileges

(M. 1463/44.—3 Aug. 1944.)

The following additional privileges for duty free concession gift parcels to the United Kingdom, from H.M. Forces overseas, are now operative:—

- (a) Value limit raised from 30s. to 40s. making a total value of £8 a year.
- (b) Two or more labels may be used together on one parcel, with a corresponding increase in the permitted value, subject to the limit of £8 a parcel.

- (c) All other conditions set out in A.F.O. 2682/43 remain unaltered, including the limit of weight for individual parcels, which remains unaltered at 5 lb.
- (d) The War Office are arranging to have official label A.F.W. 5192 printed in different colours according to value, as follows:—white maximum value £2, green maximum value £4, red maximum value £6, and yellow maximum value £8.
- (e) These labels may be used in combination subject to the limit of £8.
- (f) Pending reprint, the existing label will be accepted as covering value up to £2.
- (g) The rationing of labels is to be on the value basis of not more than £8 a man each year.

(A.F.Os. 2682/43 and 5670/43.)

4194.—Rail Transport of Cases Containing Ships' Ledgers and Cash Accounts

(D.N.A. 8994/44.—3 Aug. 1944.)

Cases containing ships' ledgers or cash accounts of ships or shore establishments should normally be sent to Director of Navy Accounts by goods train when the weight of the consignment exceeds one hundredweight and only exceptionally by passenger train, e.g. when the account has been expedited by D.N.A.

2. All ships' ledgers are to be sent to D.N.A. 3A, Foxhill Hutments, Bath, and all cash accounts of ships or shore establishments to D.N.A.5A or D.N.A.5 respectively at Northwick Park, Harrow.

3. It appears that the notification in A.F.O. 888/44 about the removal of part of D.N.A. to Harrow has given rise to some misunderstanding, and has in some cases resulted in ships' ledgers being sent to D.N.A.1, Harrow. The description "Admiralty Ledger" against D.N.A.1 in that A.F.O. means the ledger which is maintained at the Admiralty and should not be confused with ships' ledgers.

(A.F.O. 888/44.)

4195.—R.N. Armament Depot, Muirtown Basin, Inverness—Closing of

(A.S. 8808/44.—3 Aug. 1944.)

R.N. Armament Depot, Muirtown Basin, Inverness (previously the railhead for onward shipment of Naval armament stores to Lyness) has now been closed, and no further correspondence, signals, etc., should be forwarded to this depot.

2. Any correspondence regarding outstanding questions at R.N. Armament Depot, Muirtown Basin, should be addressed to:—

Suptdg. Armament Supply Officer,
R.N. Armament Depot,
Crombie,
Cairneyhill,
Dunfermline.

Section 6.—SHORE ESTABLISHMENTS

4196.—Pay-As-You-Earn System of Income Tax Collection

(D.N.A. 1902/44.—3 Aug. 1944.)

With reference to paragraph 12 of A.F.O. 960/44, Instruction 2 on Form P.45 states that, in cases of change of employment where an emergency card is being used at the date of leaving, the letter "E" is to be entered at item 3 of the form, and items 4 and 5 are to be struck through. In such cases, the details of pay and tax appearing on the emergency card are to be entered on Part I of Form P.45 at item 7 in addition to the other information required under that heading.

(A.F.O. 960/44.)

4197.—Lead Rates for Semi-skilled Grades in Admiralty War-Time Establishments

(L. 5736/44.—3 Aug. 1944.)

Further to paragraph 2 (a) of A.F.O. 3101/44, it should be noted that the effect of the Industrial Court Award has been to turn male packers (previously paid the ordinary labourer's rate, plus allowances of 2*d.* or 4*d.* per day) into skilled labourers, with a lead of 6*s.* per week over the ordinary labourer's rate for the establishment.

2. Women employed in this grade will now accordingly fall to be dealt with as skilled labourers, and will be eligible for 75 per cent., 85 per cent., etc. of the minimum corresponding male rate, i.e. in this case 75 per cent. or 85 per cent. of (ordinary labourer's rate, basic plus bonus, plus 6*s.* lead), as in A.F.O. 1448/44.

(A.F.Os. 1448/44 and 3101/44.)

(A.F.O. 3910/44 is cancelled.)

4198.—Yard Craft Ratings—Exceptional Employment Allowance

(L. 105/44.—3 Aug. 1944.)

The conditions under which payment of the exceptional employment allowance payable to yard craft crews serving at and away from their home ports, and under agreement abroad, have been further reviewed, and it has been decided that, with effect from 15th May, 1944, and for the remainder of the war period or until such time, if earlier, that there is an appreciable reduction in the rate of industrial bonus, the following changes therein shall be made:—

The rates shown in A.F.O. 3790/40 shall be increased by 6*d.* in the case of Able Seamen, Stokers, 1st Class, and higher ratings, and by 3*d.* in the case of Ordinary Seamen, Stokers, 2nd Class, Harbourmen and Boys, so that the revised rates will be:—

Ratings.	Rate per Diem.	
	s.	d.
Masters, 2nd Class	3	6
Mates	3	3
Engineers, 2nd Class	3	6
Engineers, 3rd Class	3	3
Coaling Masters, 1st Class	3	6
Coaling Masters, 2nd Class	3	3
Chief Stokers		
Leading Harbourmen		
Leading Stokers	3	0
Wireless Telegraph Operators		
Stokers, 1st Class		
Able Seamen	2	0
Skilled Harbourmen		
Ordinary Seamen		
Stoker, 2nd Class	1	3
Harbourmen		
Boys		

2. Further, a quadruple rate of the allowance will be payable from the date stated to men who are required for active employment lasting for more than 18 hours.

3. As has been the intention hitherto, payment of the Exceptional Employment Allowance should be made only in respect of occasions when it has been necessary for a man to be detained for a specific duty *beyond* 10, 12, 15 or 18 hours, as the case may be.

4. The quadruple payment represents the maximum payment of the allowance, i.e. where the quadruple payment of the allowance is made for unusually long hours, such payment is to be regarded as covering detention on board for the remainder of the night, and similarly where the treble payment of the allowance is made for unusually long hours one payment only of the detention on board allowance is due.

(A.F.Os. 3790/40, 1457/41 and 3460/42.)

4199.—Clothing Coupons for Civilian Uniforms (including R.M. Police Uniform)—REPORT

(C.E. 52341/44.—3 Aug. 1944.)

This Order consolidates A.F.Os. 89/42, 1990/42 and 6299/43.

The Board of Trade regulations require that clothing coupons shall be surrendered for civilian uniforms. Full time uniformed Admiralty employees (including R.M. Police) serving in Great Britain and Northern Ireland will be required to surrender a modified number of coupons, based on the wear and tear saved on ordinary clothing and not on the particular garments supplied. The scale of coupons to be surrendered is without regard to the *quantity* of uniform issued each year but is on the basis of the type of uniform supplied, as set out below:—

Men.	Coupons.
External uniform, excluding great-coat	6
Jacket only	3
Trousers only	3
Great-coat, mackintosh or both	2
Boots or shoes (when included)	8
Women.	
Coat and skirt with or without shirt or tie; or nursing uniform	6
Coat only	3
Skirt only	3
Great-coat, mackintosh, cape or any two of them	2
Boots or shoes (when included)	8

(For example, if the appropriate uniform supplied consists of jacket, trousers and boots, a man would be required to surrender 3 + 3 + 8 = 14 coupons per annum, irrespective of the number of issues of these items made to him.)

2. For all uniformed Admiralty employees serving on 1st September, 1943, coupons must be collected as from that date irrespective of time such employee actually received or will receive a new uniform. Uniforms which need replacement for any cause other than resulting from the person's own negligence or carelessness will be replaced without further surrender of coupons by the wearer.

3. Persons taking up uniformed employment and receiving their first uniform after the beginning of the "uniform year", i.e. 1st September, will surrender a number of coupons proportionate to the number of unexpired months left in that year.

4. Persons leaving uniformed employment for purposes *other* than joining one of H.M. Forces may obtain a refund of clothing coupons from the appropriate department to which surrendered coupons are forwarded (see paragraph 9 below), from coupons obtained for this purpose from the Board of Trade. Such refund will be in respect of each unexpired month for which the employee has surrendered coupons. Refunds will be made only in respect of coupons surrendered for the items of uniform set out in paragraph 1 above. No refund will be made in respect of coupons surrendered for clothing purchased from Service sources under the arrangements shown in paragraph 8 below.

5. Persons not possessing enough coupons to pay any instalment or instalments must surrender those "owed" immediately they receive their next allotment of coupons. Coupons marked as invalid before a certain date, may be surrendered before that date for this purpose even though they may not be valid for purchases in retail shops. Coupons marked "token" however may not be taken.

6. The year's coupons may be collected from uniform wearers either for the whole year or in quarterly instalments of 4 coupons. The latter is, however, advisable as coupons once collected cannot be returned "loose" to their owner, if he leaves uniformed employment during the year, and quarterly surrender of coupons therefore enables persons leaving such employment to pay only the number of coupons proportionate to the use they have had from their uniforms. In cases where the number of coupons to be collected or refunded would include a fraction, the nearest whole number above must be taken if the fraction is $\frac{1}{2}$ or more, and below if less than $\frac{1}{2}$.

7. The above arrangements are also to apply to any civilian personnel for whom special authority has been given to draw seamen's clothing from Naval stocks on repayment (e.g., the pensioners referred to in A.F.O. 904/44).

The quantities of clothing which they are allowed to take up should be restricted to requirements essential to the maintenance of their uniform in good condition and the full civilian coupon equivalent must be surrendered for items essential to their uniform which are not mentioned in paragraph 1 of this Order.

8. The full civilian coupon equivalent must also be surrendered for garments not strictly uniform taken up by other Admiralty civilian employees from Admiralty stocks under specially approved arrangements, *e.g.*, under-clothing, etc., for R.M. Police and collars and ties, etc., for Admiralty messengers. When seamen's clothing is demanded from the victualling yards for this purpose the demand is to be accompanied by a certificate that the necessary clothing coupons have been collected.

9. The officer responsible for the issue of civilian uniforms or of the clothing referred to in paragraphs 7 and 8 above will also be responsible for ensuring that the appropriate clothing coupons are collected from the individuals concerned. The utmost care should be exercised in the handling and custody of these coupons and they should be forwarded at quarterly intervals by registered post as follows:—

In respect of non-industrial uniformed staff at outports, excluding Admiralty Civil Police, to the Under Secretary's Office, Admiralty, Bath.

In respect of non-industrial uniformed staff at Admiralty, London, to the Deputy Secretary's Office, Admiralty, London.

In respect of industrial uniformed staff generally, to Labour Branch, Admiralty, Bath.

In respect of R.M. Police, R.M. Police Special Reserve and Admiralty Civil Police, to Area Police Officers.

The coupons should be accompanied by a statement in duplicate giving the following particulars:—

- (a) the number of persons from whom the coupons were collected.
- (b) the number of coupons collected from each person.
- (c) the number of uniforms and of other garments issued, and
- (d) the number of civilian uniforms in stock (excluding R.M. Police uniform and any clothing referred to in paragraphs 7 and 8 above).

10. When overalls or other protective clothing are issued for the protection of uniform, the coupons surrendered for the uniform items will cover such clothing. In other cases the provisions of A.F.O. 6192/43 apply.

11. A report should be forwarded to the Admiralty if any employees in an establishment are required to buy from outside sources articles of civilian uniform for themselves, whether on repayment or otherwise.

12. While it is desirable that those covered by the scheme should cooperate it is nevertheless open to anyone to remain outside it provided he or she surrenders the full number of coupons in exchange for any article of uniform issued. Defaulters should be warned that failure to surrender the appropriate coupons will render them liable to prosecution without further notice. Full particulars, including the number of coupons owing and the address of any participant in the scheme who persistently refuses to surrender coupons should be forwarded to the Admiralty.

13. These arrangements are not applicable to H.M. Coastguard and Q.A.R.N.N.S. In the case of domestic and certain other civilian staffs in R.N. Hospitals, see A.F.O. 3243/44.

(A.F.Os. 6192/43, 904/44 and 3243/44.)

(A.F.Os. 89/42, 1990/42 and 6299/43 are cancelled.)

4200.—Clothes Rationing—Industrial Workers—Industrial 10 Supplement, 1943—1944—Return of Coupons to Board of Trade—REPORT

(L. 7327/44.—3 Aug. 1944.)

With reference to A.F.O. 6192/43, paragraph 4 (iv), as the Clothes Rationing Order ended on July 31st, all coupons surrendered by employees, in accordance with the instructions contained in the A.F.O. mentioned, should now be returned, by Heads of Establishments, to the Chief Accountant, Board of Trade, New Oxford House, Bloomsbury Way, London, W.C.1, by registered post, accompanied by a statement in the form shown hereunder. A copy of the statement sent to the Board of Trade should be forwarded to Labour Branch.

Copy

STATEMENT for the rationing period from 1st September, 1943, to 31st July, 1944, of the number of coupons collected from employees in respect of Cotton Overalls, etc., issued to them.

This statement should be submitted by registered post, together with the number of coupons shown in item 6, to the Chief Accountant, Board of Trade, New Oxford House, Bloomsbury Way, London, W.C.1, by 15th August, 1944, or as soon thereafter as possible.

1. Number of coupons collected from employees during the period in respect of standard issue of Overalls:—

Type of overall	Standard collection	Number of employees	Number of coupons
Boiler suit ...	} 8 coupons		
Jacket and trousers			
Bib and Brace ...	} 6 coupons		
Long coat ...			
Wrap-over ...			
Trousers ...	} 4 coupons		
Jacket ...			
Apron ...			

- 2. Add
Number of coupons collected from employees during the period in respect of additional overalls issued
- Together
- 3. Add
Number of coupons allocated by the Board for refunds for employees
- Together
- 4. Deduct
Number of coupons refunded to employees during the period
- 5. Deduct
Coupons delivered to the Board in respect of the period:—

Date	Receipt No.	Number of coupons
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

6. Balance of coupons due to the Board of Trade and returned herewith

Date1944 Signature.....
(on behalf of the management)
Signatory's status.....
Name of factory.....
Address

4201.—Admiralty Regional Officers

(P. 9668/44.—3 Aug. 1944.)

The following amendments are to be made to the list of Admiralty Regional Officers shown in A.F.O. 3360/44 :—

Scotland—

Engineer Rear-Admiral H. A. Sheridan, C.B., has succeeded Engineer Rear-Admiral J. P. Foster as Admiralty Regional Officer, Scotland.

Eastern—

Engineer Rear-Admiral H. E. Dowling, O.B.E., will be retiring as A.R.O., Eastern Region, on 17th August, 1944, and will be succeeded by Engineer Rear-Admiral J. P. Foster.

(A.F.O. 3360/44.)

(A.F.Os. 1757/43, 3221/43 and 4022/43, are cancelled.)