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ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,
26th July, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

J. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

No. Subject.

26th July, 1945.

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(Issued separately on 26th July, 1945.)

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

Section 1

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

4058.—Reduction of the Repair Bases at Lyness, Dunstaffnage and Corpach

(M/D. 07405/45.—26 Jul. 1945.)

Floating docks A.F.Ds. 12, 19 and 22 at Lyness, Dunstaffnage and Corpach respectively are to be transferred for service abroad. The reduction of these repair bases is to be planned accordingly.

2. It is expected that the three docks will have left U.K. by early August, 1945.

4059.—Commodore (D) H.F.—Lapse of Appointment Accounts of H.F. Destroyers

(M. 06789/45.—26 Jul. 1945.)

The appointment of Commodore (D) H.F. will lapse on 31st July, 1945, and from that date administration of H.F. destroyers will be undertaken by C.-in-C. H.F., to whom all future correspondence should be addressed.

2. The accounts of H.F. destroyers will be transferred from "Vindictive II" to their respective manning ports ("Pembroke II" in the case of Chatham-manned ships) on 1st August, 1945. A.F.O. 2396/45, paragraph 3 (a), is to be amended accordingly.

(A.F.O. 2396/45.)

(A.F.O. 647/45 is cancelled.)

4060.—Portland Sub-Command—Administration and Status

(M. 06836/45.—26 Jul. 1945.)

From 1st August, 1945, the Captain-in-Charge, Portland, will administer—

- (a) H.M.S. "Boscawen,"
 (b) H.M. Naval Base and H.M. Dockyard,
 (c) R.N.T.D., Bincleaves,
 (d) R.N.H., Portland.

2. The Commodore, L.C.B., will continue as the administrative authority for H.M.S. "Turtle" (Landing Craft Base), but in his capacity as R.N.O., Poole, will correspond direct with the Commander-in-Chief, Portsmouth.

3. Within the territorial limits of his command, the Commander-in-Chief, Portsmouth, will assume responsibility for the remainder of the Portland sub-command.

4. The title of Flag Officer-in-Charge, Portland, lapses p.m. 31st July, 1945.

4061.—Western Approaches Command—Closing Down

(M. 04680/45.—26 Jul. 1945.)

The Western Approaches command will close down on the 15th August, 1945, and the area of the command will be absorbed in the Plymouth and Rosyth commands.

2. The boundary between the Plymouth and Rosyth commands will be as follows:—

In the Atlantic

A line 270 degrees from Malin Head to boundary of home station.

In the Irish Sea

The present northern boundary of the Liverpool sub-command Burrow Head—Point of Ayre—Gulf of Man—Cranfield Point.

3. F.O. i/c Liverpool will be responsible for the general supervision of the personnel who will be retained in connection with the closing down of the Area Combined Headquarters.

4. From the same date the boundary between the Rosyth and Nore Commands will be the parallel of 55° 46' North at Berwick-on-Tweed.

(C.A.F.Os. 2068/44 and 2173/44 are cancelled.)

(A.G.M. 85A is cancelled.)

4062.—Re-institution of Weather Reporting by British Merchant Ships

(M. 06982/44.—26 Jul. 1945.)

The Air Ministry have been informed that there is no objection to British merchant ships, other than troopships and monster liners, carrying meteorological equipment and making systematic weather reports in plain language anywhere in the non-combat area. Ships can be visited in port as necessary for the purpose.

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

4063.—Action Information Organization—Increase in Complement of certain ships to provide for the station of Operations Room Officer

(C.W. 66707/44.—26 Jul. 1945.)

It has been decided that the station of Operations Room Officer is to be included in the Quarter Bill of all ships fitted with Action Information Organization down to and including corvettes, without substantive addition except in battleships, aircraft carriers, and cruisers.

2. Battleships, aircraft carriers, and cruisers, when fitted with Action Information Organization, will be allowed an increase in complement of one Lieutenant-Commander or Lieutenant. In a Second-in-Command's Flagship and an aircraft carrier Flagship the additional officer will be a navigating officer, but in the other ships he will be an officer appointed "and for O.R.O. duties". Officers so appointed will undergo a course of training, prior to joining, at the Action Information Training Centre, H.M.S. "Dryad".

(C.A.F.O. 11/45.)

4064.—Assistance to Agriculture, 1945

(N. 11513/45.—26 Jul. 1945.)

In order that the 1945 harvest shall be lifted assistance is urgently required by the agricultural industry and the Admiralty have approved that all possible assistance shall be given by Naval personnel subject to service requirements including training and drafting not being interfered with.

2. On application by local Agriculture Executive Committees, every endeavour should be made to provide assistance by the following means:—

- (i) By detailing for agricultural duty during working hours, under A.F.O. 5133/42, such male ratings as can be made available temporarily. W.R.N.S. ratings must not be employed except as volunteers.
- (ii) By allowing male and female ratings and officers to volunteer for agricultural labour out of working hours at their own risk and for such wages as may be arranged privately with the farmers.
- (iii) By allowing selected batches of men to be housed on or near the farms if desired by the farmers, provided no expense falls on the Crown and provided no administrative staff is required other than such Officers and Petty Officers as may be available for supervisory duties. Arrangements should be made to ensure that satisfactory conditions are provided for men so accommodated.

(A.F.O. 5133/42.)

4065.—Naval Flying Instructors—Training and Employment

(C.W. 37322/45.—26 Jul. 1945.)

Training of Naval Flying Instructors is undertaken, at present, by the Royal Air Force. Pilots are trained either as twin-engined instructors on Oxford aircraft, or as single-engined instructors on Harvard aircraft. The length of the course is 12 weeks, during which the pilot improves his own knowledge of flying, both practice and theory, studies instructional technique, and learns how to convey his knowledge to a pupil both by ground briefing and air demonstration.

2. The acquired ability to give dual instruction and to detect and correct flying faults can be utilized at the N.O.T.U. stage in the same way as in earlier basic instruction. Although a pupil is flying a single-seat fighter, for example, his ability can be checked and improved effectively by dual instruction in a Harvard or Master aircraft. This is recognized by the existence of a shortened six-week course to train instructors for the O.T.U. stage. The same ground is covered as in the long course, in a condensed form, with the same emphasis on basic flying technique.

3. Full details of Flying Instructors' categories are given in Air Ministry Order A. 156/45. Briefly, the instructor normally obtains a "C" category on completion of his course, indicating that he is on probation, has been taught the elements of instruction and has the makings of a good instructor. Under Royal Air Force regulations a re-categorization test is obligatory within three months, when a "B" category, as a capable instructor, should be obtained. After six months or 300 hours' experience, a further test for an "A.2" category may be taken.

4. It will be obvious that successful graduation from the "C" (probationary) stage and any further progress will be possible only if the instructor has sufficient opportunity to gain experience by giving dual instruction. Current night flying practice is also a requirement.

5. The number of vacancies on instructor courses available to the Navy is limited and it is essential that full value should be obtained from every pilot trained. It is of first importance that Commanders (Flying) and Chief Flying Instructors should appreciate the specialized value of trained instructors, employ them in their full capacity, and give them every encouragement to improve their experience and obtain higher categories.

6. There is a growing requirement for Flying Instructors, and the names of suitable pilots who volunteer and are recommended should be forwarded through Administrative Authorities. Volunteers should be:—

- (a) Not above the rank of Lieutenant or over 24 years of age.
- (b) Preferably R.N. or R.N. (A) or volunteers for transfer to R.N.
- (c) Of above average flying ability with a good accident record.
- (d) Experienced to the extent of having completed not less than 400 hours total flying.
- (e) Of the right temperament, that is enthusiastic about instructing, level-headed, sanguine and hard-working. A good standard of mental alertness is required, coupled with attention to detail.

7. On qualification, instructors will be appointed initially to training squadrons engaged on conversion or refresher courses. They will thus have full opportunity to put their training to use and obtain the experience necessary to develop into capable instructors. After a period of from three to six months, an instructor may be transferred for a period to a Naval Operational Training Unit appropriate to his previous squadron employment.

8. In order to keep training fully in touch with squadron requirements and to prevent staleness, Flying Instructors will be re-appointed to squadrons (1st or 2nd line according to experience and suitability) after a tour of duty as instructor. This tour must vary in duration in wartime according to requirements. In peacetime it will be of about 18 months.

9. The intention thereafter is that instructional qualification should not be wasted, but that instructors should return to training for further periods, thus building up an experienced instructional body from which Commanders (Flying), Chief Flying Instructors and Squadron Commanders at training units would be provided.

10. In other words, there will be ample opportunities for advancement in training, and instructors should expect to qualify for higher posts, but it is not the intention to confine pilots to training to such a point that they grow out of touch with general squadron activities or become unfitted for such employment. On the contrary, the improvement of an instructor's flying should be of very great benefit to him in any flying appointment.

(*Air Ministry Order A. 156/45.*)

***4066—Families Resident in North America including Evacuees—Discontinuance of Allotments for their Maintenance**

(C.W. 16671/45.—26 Jul. 1945.)

The following information is promulgated for the guidance of Naval personnel who make remittances by way of allotments through Naval channels to their evacuated families who reside in North America.

2. Now that the war in Europe is over it is more than ever essential to reduce to an absolute minimum expenditure in dollars in North America, and for this reason H.M. Government have decided that payments from the United Kingdom to evacuated families for their maintenance cannot be continued indefinitely.

3. It will be appreciated that as hostilities have now ceased in Europe there is generally speaking, no longer any need, so far as their personal safety is concerned, for families to continue to reside away from the United Kingdom, and consequently it is expected that evacuees will either return to this country as soon as passages become available for them, or will maintain themselves in North America without any monetary assistance from the United Kingdom.

4. It has accordingly been decided to discontinue after 30th September, 1945, allotments through official channels for the maintenance of evacuees residing in North America except that these allotments may continue up to 31st December, 1945, where an officer or rating certifies that the evacuees' names are on a waiting list for return passage to the United Kingdom or that application for passage will be made immediately. An officer or rating desiring to take advantage of this concession should forward the necessary certificate to the Director of Navy Accounts (Branch 9) Admiralty, Bath.

5. A special concession may be allowed for the continuance of remittances to North America after the 30th September, 1945, in respect of—

- (i) the maintenance of a child who remains at school to complete—
 - (a) the school year ending in 1946,
 - (b) the school year ending in 1947, if the child will then matriculate or graduate,
 - (c) a university course as allowed in the United Kingdom,
- or*
- (ii) in the case of Canada only, a child for whom permanent settlement is intended.

Continuance of remittances after 30th September, 1945, for the maintenance of adults accompanying a child may be permitted if the child is included under category (i) (a) or (b) above but not for adults accompanying a child under category (i) (c) or (ii) above, or in other circumstances except as provided in paragraph 4 above. Exceptional cases not covered by the foregoing regulations will be considered on their merits upon application being made to the Director of Navy Accounts.

6. Applications for special concessions under paragraph 5 above should be sent to the Director of Navy Accounts (Branch 9), Admiralty, Bath, as soon as possible. Full particulars of the child, school or university, and reason for the application should be given.

7. In cases where it is desired to continue allotments on the ground that the allottee is not an evacuated person, applications to this effect should be forwarded to the Director of Navy Accounts (Branch 9A) Admiralty, Bath, showing to which category of A.F.O. 5338/43, paragraph 3, the allottee belongs.

8. In the light of the foregoing remarks, it will be essential, generally, for evacuees in North America to make arrangements forthwith for their passages to the United Kingdom to take place as soon as possible.

(*A.F.O. 5338/43.*)

4067.—Vessels Undergoing Refit—Allowances

(C.W./D.N.A. 30203/44.—26 Jul. 1945.)

Officers in command of vessels undergoing refit with reduced complement or care and maintenance parties are to receive command money (and entertaining allowance where applicable) at harbour rates, provided the complement is not reduced to less than one-sixth of the full complement and the total numbers borne are not less than 20 Naval personnel. These rates will be payable until the vessel is considered to be again available for sea service.

2. The rates of command money and entertaining allowance will be those appropriate to the rank of the officer temporarily in command, irrespective of the rank of the officer normally allowed in the full complement.

3. Subject to the general conditions of K.R. & A.I., Article 1565, First Lieutenant's allowance at the lower rate may be paid in vessels under refit provided the local administrative authority certifies that the responsibilities of the First Lieutenant are at least equal to those of a First Lieutenant of a ship in reserve or of above cruiser status, and provided (a) that the numbers borne are not less than two-fifths of the ship's full complement; (b) that a Captain or Commander is borne as Commanding Officer; and (c) that, if a Captain is borne as Commanding Officer, no Commander is borne for executive duties.

4. First Lieutenant's allowance becomes payable under the normal rules applicable to seagoing ships as soon as the ship (a) completes to 50 per cent. normal complement, or (b) becomes fit for sea service, whichever is the later.

5. Formal appointments of officers "in command" of vessels undergoing refit with reduced complements or care and maintenance parties will not be issued. Authority for payment of Command Money and entertaining allowance where applicable, at the appropriate rate must be given by the Flag or Naval Officer in Charge. No allowances are to be credited for periods of less than 30 days.

6. Suitable notations are to be made in the ledger when command money is paid.

7. Other allowances such as Machinery and Store allowances will be as notified on Schedules of Allowances issued by the Director of Navy Accounts under the provisions of Article 1559, Clause 3, K.R. and A.I.

8. The provisions of this Admiralty Fleet Order will take effect from 8th March 1945. Any allowances not in accordance with the above, that have been issued prior to 8th March, 1945, will be allowed to stand, but schedules authorizing allowances not in conformity with the above provisions should be amended, and the Director of Navy Accounts informed of the alterations made.

9. The above provisions do not apply to ships refitting in the U.S.A. in respect of which separate instructions will be issued as necessary, neither to ships undergoing short refit with no reduction in complement where payment of Command Money, Entertaining Allowance and First Lieutenant's Allowance may be continued under the normal rules applicable to seagoing ships.

(*A.F.O. 3252/41 is cancelled.*)

***4068.—Navy, Army and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet**

(V.2/5199/45.—26 Jul. 1945.)

Petty Officer Telegraphist A. J. Bristow, Official Number C/J, 107919, H.M.S. "St. Angelo", has been elected Mediterranean Fleet Lower Deck Representative at the Mediterranean Headquarters of the Navy, Army and Air Force Institutes for the period of eighteen months commencing 1st July, 1945, in succession to Chief Stoker (Pensioner) William Francis Williams, Official Number D/K 306177.

(*A.F.O. 5983/43 is cancelled.*)

4069.—C.O. Personnel Destined for the Far Eastern War

(N/M. 054269/43.—26 Jul. 1945.)

Arrangements are to be made for C.O. Personnel destined for the Far Eastern War to have grounding in the following additional subjects :—

- (i) Rifle and L.M.G.
- (ii) Anti-Malarial Discipline.
- (iii) Digging.
- (iv) Cooking.
- (v) Sanitation.
- (vi) Familiarity with tentage and Army equipment.

Note.—Royal Marines and Beach Commando Personnel are taught all these subjects and so will only require refresher training to varying degrees.

2. The following personnel require a high degree of training in the art of living in bivouac conditions in the tropics :—

- (i) All "build up" Minor Landing Craft personnel including Squadron and Flotilla Staffs.
- (ii) All Major Landing Craft, Squadron and Flotilla Staffs, but not Craft crews.
- (iii) All Naval Beach Commando, Beach Signal Section and Naval Section Bombardment troop personnel.
- (iv) All L.C.R.U. and L.C.O.C.U. personnel.
- (v) Crews and Flotilla and Squadron Staffs of Smoke-making craft likely to be left behind for the Build-up.
- (vi) L.S.T. Pontoon Barge Units.
- (vii) Personnel detailed to form the Staff of any Naval Base Camps that it may be desired to set up in the Assault Area.

Note.—The degree of training of the personnel in (i), (ii), (v) and (vi) can be reduced if in due course Landing Craft Parent Ships are provided, but the personnel in (iii), (iv) and (vii) will require this training in any case, *i.e.*, even if Parent Ships are available.

3. The following personnel will require a lower standard of training since they will only require to live ashore in the event of their being survivors or being left behind when the assault force withdraws.

- (i) All Minor and Major Landing Craft personnel and Squadron and Flotilla Staffs not included in 2 above.

4. Training should be started at Landing Craft Bases and Combined Training Centres on these lines and continue during the formation and working-up of Naval Assault Forces.

5. The following Naval and Army compilations refer, from which lectures and practical instruction can be formulated.

1. *Naval.*

- | | |
|---------------------------------|--|
| A.F.O. 3892/44 | Air Ministry pamphlet 160—"Health Hints for Warm Climates". |
| A.F.O. 364/44 | Handbook of Military Hygiene 1943 and memoranda on Medical Diseases in Tropical and Sub-Tropical Areas 1942. |
| C.A.F.O. 230/41, A.F.O. 2950/43 | Infection with body lice—Treatment. |
| A.F.O. 4182/43 | Malaria—Information vital to all Naval Personnel. |
| A.F.O. 5074/43 | Malaria—Lecture by Medical Officers. |
| A.F.O. 4182/43 | Naval Medical Bulletins Nos. 5 and 7. |
| B.R. 856/43 | Notes for Medical Officers Allocated to Landing Parties. |

"Food is where you find it". Obtainable direct from the New Zealand Naval Board.

Instructional Film—Serial No. B.209. "Mosquitos and Malaria". C.B. 04211/43 (7) (A).

2. *Army.*

- (i) Hints on Health in India and other Tropical Countries, 1941.
- (ii) Military Training Pamphlet No. 52—Forest, Bush and Jungle (Warfare against a modern enemy, 1942).
- (iii) Malaria 1943—A Pamphlet for Officers.
- (iv) Combined Operations Pamphlet No. 27—Hardening of Commando Troops for Warfare, B.R. 640. Series.

4070.—Complement Amendments

H.M. Escort Carriers

(N.15710/45.—26 Jul. 1945.)

The following amendments are to be made to schemes of complement :—
H.M. Escort Carriers "Nairana", "Campania" and "Vindex" (Admiralty Letter N.13319/44 of 9 June, 1944) :—

Ship's Air Complement

- Reduce :*
- 3 Air Artificer (A.E.).
 - (b) 3 E.R.A. (M.W.) or Air Fitter (M.W.).
1 Air Fitter (A).
1 Air Fitter (E).
1 Air Fitter (L).
- Delete :* Note (b).
- Add :*
- (d) 5 Air Artificer (A.E.).
 - (e) 1 Air Artificer (L).
1 E.R.A. or Leading or Air Fitter (M.W.) (Group V).
1 Air Mechanic (A).
- Add (d)*
- (i) Air Fitters (A) of any grade may be borne in lieu of 2 of these ratings.
 - (ii) An Air Fitter (E) of any grade may be borne in lieu of 1 of these ratings.
 - „ (e) An Air Fitter (L) of any grade may be borne in lieu of this rating.
- H.M. Escort Carriers "Smiter" and "Ruler" Class and "Tracker" Class* (Admiralty Letter N. 9409/44 of 26 May, 1944)
- H.M. Escort Carriers "Smiter" and "Ruler" Class and "Tracker" Class as Assault Carriers when manned fully by General Service personnel* (Admiralty Letters N. 26702/44 of 31 October, 1944, and N. 17762/45 of 6 July, 1945 respectively)
- H.M.S. "Trouncer" as Assault Carrier Flagship* (Admiralty Letter N. 13806/45 of 22 May, 1945.)

Ship's Air Complement

- Reduce :*
- 3 Air Artificer (A.E.).
1 Air Fitter (A).
1 Air Fitter (E).
1 Air Fitter (L).
- Add :*
- (d) 5 Air Artificer (A.E.).
(e) 1 Air Artificer (L).
1 E.R.A. or Leading or Air Fitter (M.W.) (Group V).
1 Air Mechanic (A).
 - „ (d) (i) Air Fitters (A) of any grade may be borne in lieu of 2 of these ratings.
(ii) An Air Fitter (E) of any grade may be borne in lieu of 1 of these ratings.
 - „ (e) An Air Fitter (L) of any grade may be borne in lieu of this rating.

(Commodore Carrier Training and Administration Submission No. 1323/C.C.T. 72 B, of 1 Jun, 1945.)

4071.—Complement Amendment*H.M. Permanent Ferry Carriers*

(N. 15472/45.—26 Jul. 1945.)

The following amendment is to be made to the scheme of complement of *H.M. Permanent Ferry Carriers* (Admiralty Letter N/A.O.D. 411/44 of 22 March 1945):—

Add: 1 Leading Air Mechanic (O)
1 Air Mechanic (O)

4072.—Complements—Cook Ratings—Amendment

(N. 18926/44.—26 Jul. 1945.)

The following amendments are to be made to schemes of complement:—

H.M. Ships of "Halcyon", "Hebe" and "Bramble" classes (both complements) (Admiralty Letter N/G.O. 0800/41 of 7 July, 1941).

S.Os., Second S.Os. and "Private" ships.

Add: "1 Cook (S) or Asst. Cook (S)".

H.M. Ships of "Algerine" class (Admiralty Letter N/P.M. 8594/40 of 28 May, 1941)
S.Os., Second S.Os. and "Private" ships.

Insert "(h)—Cook (S) or Asst. Cook (S)" below "1 Ldg. Cook (S)"; also a new note as follows:—

"(h) If more than 99 ratings are borne, add 1 Cook (S) or Asst. Cook (S)".

H.M. Corvettes ("Castle" Class) (Admiralty Letter N. 27825/42 of 21 April, 1943).

Insert "(f)—Cook (S) or Asst. Cook (S)" below "1 Ldg. Cook (S)"; also a new note as follows:—

"(f) If more than 99 ratings are borne, add 1 Cook (S) or Asst. Cook (S)".

Owing to the shortage of these ratings, it is not possible at present to augment the Cook (S) complement of certain small ships fitted for and conducting Modified General Messing.

2. Commanding Officers of such ships should therefore arrange where necessary for a suitable and carefully selected Able Seaman or Ordinary Seaman to be detailed to work in the galley as assistant to the Cook (S) rating or ratings.

3. No addition to complement will be allowed.

4. The same rating is not to be employed in the galley indefinitely, but, on the other hand, he should not be changed more frequently than once a month.

4073.—Damage Control School (II) for Training of Ratings

(N./T.S.D. 196/45.—26 Jul. 1945.)

The attention of Commanding Officers of all ships, particularly those refitting or under construction in the United Kingdom, is drawn to the facilities for Damage Control instruction for key ratings offered by Damage Control School, at Stamshaw Camp, Portsmouth. It is desired that as many key ratings as possible should attend this course.

2. The object of the school is to provide a centre for the teaching of damage control to ratings including practical application in advance of that as detailed in A.F.O. 3300/45 with a view to their becoming instructors in ships. The object of the course will be to make the ratings aware of the importance of and necessity for Damage Control and the methods involved.

3. These ratings should be of Petty Officer rate or above, and in addition should be "Key Ratings" of existing D.C. Teams, or "Key Ratings" designate. Leading rates may be included if vacancies exist in courses.

4. Courses will commence at 0900 hours on alternate Mondays and will be of two weeks' duration and will end at 1600 hours the following Friday week. The first of the fortnightly series of courses will commence on Monday, 20th August, 1945.

5. Maximum number attending the courses is limited to 36.

6. Training will consist of lectures and practical work on the Double Deck Training Unit. This unit is designed for the practical training and demonstration of shoring, leak stopping, repair of damaged systems and pumping in conditions similar to that in damaged ships. In addition to the above, instruction is given in buoyancy, stability, watertight integrity, machinery and machinery damage, electrical supply, distribution, control and repair, communications and organization and training.

7. Applications for courses should be made direct to the Officer-in-Charge, Damage Control School II, Stamshaw Camp, at least seven days before the commencement of each course. Service accommodation is available at Stamshaw Camp, and applications for the course should state whether accommodation is required or not.

8. Ratings are to report to the school fully prepared to start the course by 0830 hours on the day of commencement. Hammocks, overalls, and sufficient kit for 14 days will be required if accommodated at Stamshaw Camp.

9. The school will be administered by the Commodore, R.N. Barracks, Portsmouth, but all matters relating to Damage Control and training policy are to be forwarded to the Director, Damage Control School, 46, Colet Gardens, London, W.14.

(A.F.O. 3300/45.)

(A.F.O. 3459/45 is cancelled.)

***4074.—Dependants Allowances—Ratings and Women's Services**

(N. 13044/45.—26 Jul. 1945.)

This Order revises and cancels existing Orders on this subject.

2. *Duration of scheme.*—The Dependants Allowance Scheme is a war-time concession of such duration as may be decided.

3. *Ratings eligible.*—The scheme applies to Chief Petty Officers, Petty Officers and ratings borne on the books of H.M. ships and Non-commissioned Officers and men of the Royal Marines who are paid from Navy votes at ordinary Naval or R.M. rates of pay, and to mobile ratings of the W.R.N.S. and mobile members of the V.A.D.

It does not apply to men of colour or foreigners not recruited under normal R.N. conditions of service and pay.

Only one Dependants Allowance may be paid in respect of a rating, but a dependant may receive additional Dependants Allowances in respect of other serving members in the Royal Navy, Army or Royal Air Force, subject to the overriding household income limit (see paragraph 9).

4. *Dependants eligible.*—Ordinary Dependants Allowance may be paid only to a dependant bearing one of the following relationships to the rating: Parent, grandparent, step-parent, foster-parent (who has acted as a parent to the rating during his or her minority for a reasonable period—normally, not less than five consecutive years), brother, sister, half-brother, half-sister, son or daughter or stepson or step-daughter or statutorily adopted child, grandson, granddaughter

Exceptional consideration would be given to a claim by a mobile member of the W.R.N.S. or mobile V.A.D. member in respect of, for example, a dependant husband.

Ordinary Dependants Allowance may be paid also to the wife of the rating (for herself and any children of the marriage living with her) if she is living apart from the serving man on account of estrangement and is not in receipt of Marriage Allowance or so long as she does not hold a Separation Agreement or Court Order in respect of her maintenance. If the wife is living apart from the rating on account of estrangement and in fact holds a Separation Agreement or Court Order for the maintenance of herself and/or children, the rules in A.F.O. 408/44 will apply.

A dependant living as the wife of the rating but not married to him may receive *Special Dependants Allowance* for herself and children in her care under conditions set out in paragraph 13 of this Admiralty Fleet Order. In the following paragraphs references to *Dependants Allowance* do not apply to *Special Dependants Allowance* unless this is specifically stated.

5. *Restrictions on the award of Dependants Allowance.*—Dependants Allowance is not issuable concurrently with—

- (a) Marriage Allowance payable to the rating's wife.
- (b) Allowances payable to the Guardian of the rating's children.
- (c) Special Dependants Allowance payable to the rating's unmarried dependant.

No Dependants Allowance or other payment from public funds may be made to assist a rating to meet his liabilities under an Affiliation Order held against him.

Dependants Allowance will not be issuable to dependants residing outside the United Kingdom and Eire except as may be decided by the Admiralty; if an allowance is authorized, special rates may be fixed.

6. *Qualifying allotments.*—The rating must make a Qualifying Allotment to the dependant according to the following scale (any Voluntary Allotment will be payable to the dependant in addition to the standard rate of the allowance mentioned in paragraph 8):—

Men—

Daily rate of pay and allowances	Weekly rate of qualifying allotment
From 3s. 0d. to 3s. 5d.	3s. 6d.
3s. 6d. to 3s. 11d.	5s. 3d.
4s. 0d. to 5s. 11d.	7s. 0d.
6s. 0d. to 8s. 0d.	8s. 9d.
8s. 1d. to 9s. 0d.	10s. 6d.
9s. 1d. to 11s. 0d.	14s. 0d.
11s. 1d. to 12s. 0d.	17s. 6d.
12s. 1d. upwards.	24s. 6d.

Women—

Daily rate of pay and allowances	Weekly rate of qualifying allotment
Less than 2s. 10s.	2s. 4d.
From 2s. 10d. to 3s. 3d.	3s. 6d.
3s. 4d. to 3s. 9d.	5s. 3d.
3s. 10d. to 5s. 9d.	7s. 0d.
5s. 10d. to 7s. 10d.	8s. 9d.

Boys—

Daily rate of pay and allowances	Weekly rate of qualifying allotment
Less than 1s. 6d.	1s. 2d.
From 1s. 6d. to 1s. 11d.	1s. 9d.
2s. 0d. and over.	2s. 4d.

Note A.—For the purpose of the above scales, pay will be the continuing pay normally associated with the duties of the branch to which the man belongs. The following items *only* are to be included:—

- Substantive Pay.
- War Bonus.
- Non-substantive pay (category "D" payments as shown in K.R. & A.I., Vol. 2, Appendix XVII, Part 3).
- Submarine Pay (at the lower rate).

No item of pay, e.g., War Service Increment or Good Conduct Badge Pay, other than as indicated above should be included unless specific directions to do so are notified.

Note B.—When an increase in a rating's pay raises it to a point requiring a higher rate of qualifying allotment under the above scales, and the increase itself is less than the additional allotment required of him or her, the additional allotment is restricted to the amount of the actual weekly increase in pay, the allotment being raised to the standard appropriate level as pay further increases. In all cases where a restricted allotment is declared under the terms of this paragraph, Form S.63 should be clearly annotated (*see also* paragraph 15).

7. *Pre-entry contribution.*—The rating must have made an average net effective contribution to the dependant's support, at a rate in excess of the qualifying allotment or of 5s. 0d. (whichever is the greater), for a period of not less than six

months immediately preceding 3rd September, 1939 (in the case of the W.R.N.S.—30th January, 1941, of the V.A.D.—22nd May, 1941, and of Boy Ratings—31st December, 1942) or the date of entry, whichever is the later (cases will, however, be considered in which the need for a contribution arose less than six months, but more than three months, before the dates mentioned, for example, on the death of the rating's wage-earning father).

The net effective contribution is the gross amount of the weekly contribution made to the dependant by the rating, less 7s. 0d. a week if the dependant provided the rating with board out of that contribution.

8. *Standard rates of allowance.*—The rate of ordinary Dependants Allowance, including the qualifying allotment from the rating's pay, will be according to the following scale, subject to the limitation mentioned in paragraph 9:—

Net effective weekly contribution made by rating to dependants' support before the war or date of joining whichever is the later.	Weekly rate of allowance including qualifying allotment.
5s. 0d. and below.	Nil
Over 5s. 0d. and not exceeding 9s. 0d.	8s. 6d.
Over 9s. 0d. and not exceeding 15s. 0d.	14s. 0d.
Over 15s. 0d. and not exceeding 20s. 0d.	19s. 0d.
Over 20s. 0d. and not exceeding 23s. 11d.	22s. 6d.
24s. 0d. or over	25s. 0d.

9. *Household income limits.*—Where the rate of Dependants' Allowance (including allotment) according to the scale in paragraph 8 added to the income of the dependant's household as defined in paragraph 10 would exceed the following limits, the allowance payable will be at such lower rate in the scale as will bring the total income to a sum not exceeding the limits stated. The limits are:—

- (a) For a dependant 26s. 0d. a week (child 13s. 0d., plus one-third of living alone. rating's contribution towards child's maintenance)
- (b) For a dependant 23s. 0d. a week for each adult dependent unit and not living alone. 11s. 6d. for each dependent child under fourteen years of age.

10. *Calculation of household income.*—The calculation of household income for the purpose of assessing Dependants' Allowance (other than for unmarried dependants living as wives) conforms, as far as possible, with the principles of the Determination of Needs Act, 1941. The rules are as follows:—

- (i) (a) Only the income of the dependant, the wife or husband of the dependant, and any sub-dependant of the dependant or the dependant's wife or husband will be taken into account, except that if the dependant is a child under 16, who is a member of a household (e.g. the rating's young sister living with his mother) the income to be taken into account will include that of the dependant's parent, step-parent or guardian, that of the wife or husband of the parent, step-parent or guardian and that of any other person dependent on any of them.
- (b) In cases where—
 - (i) The dependant is the householder or the wife or husband of the householder, or a child under 16 dependent on the householder or the wife or husband of the householder, and
 - (ii) The householder contains in addition one or more self-supporting members—the self-supporting member or members will normally be presumed to be contributing something to the general expenses but never more than seven shillings a week and in certain cases less.
- (c) Where the dependant is regarded as a member of a household, but does not fall to be dealt with under (b) (i) above, no abatement from income in respect of rent will be made. The rule at (b) (ii) does not apply in these cases.
- (ii) Income, other than that derived from self-supporting members of the household ((i) (b) (ii) above) will be subject to the following abatements:

- (a) One-fifth of the earnings (but not other means) of each member of the household is ignored, except that this abatement may not exceed 10s. 0d. a week in the case of the earnings of the dependant and the dependant's husband, wife, father or mother.
- (b) Rent (or equivalent expenditure in the case of an "owner-occupied" house) and rates.
(*Note.*—Income from sub-letting and profit from boarders will be included in the dependant's income.)
- (c) The first 5s. 0d. a week of any sick pay from a Friendly Society.
- (d) The first 10s. 6d. a week of any benefit under the National Health Insurance Acts.
- (e) The first 7s. 6d. a week of sickness benefit under Part I of the Old Age and Widows' Pensions Act, 1940.
- (f) The first £1 a week of any wounds or disability pension.
- (g) The first £1 a week of any injury allowance or disablement pension granted under the Personal Injuries (Civilians) Scheme to the dependant for injury sustained by him or her.
- (h) The first 7s. 6d. a week of a dependant's pension (but not a widow's pension) issued by the Ministry of Pensions (other than under the Civilian Injuries Scheme) or a Service Department.
- (i) One-half of any weekly payment by way of compensation under the Workmen's Compensation Acts.
- (j) The income from the first £375 of War Savings.
- (k) The first 3s. 6d. of a voluntary allotment by another serving member in the Royal Navy, Army or Royal Air Force (but Dependant's Allowance received in respect of another serving member in the Royal Navy, Army or Royal Air Force is not subject to any abatement).

(iii) Any income which a rating receives apart from his or her active service emoluments, e.g. balance of civil pay, payment from a works fund, pension, etc., will, however, be considered available for the maintenance of the dependant.

11. *Method of claiming allowance.*—Claims to Dependants' Allowance will be required from ratings and members of the Women's Services. Men will claim on Admiralty Form 496 (see paragraph 13 for unmarried dependants living as wives) and members of the Women's Services on Admiralty Form No. 500; demands for these forms should be made on the R.N. Store Depot, Park Royal. Separate application will not be required from dependants. All forms mentioned in any part of this Order are to be sent to the Director of Navy Accounts (Branch 10), Admiralty, Bath, or to the Commandant of the appropriate Royal Marine Division.

The application of a new entry, and any relevant documents (such as Assistance Board reports) received from the Ministry of Labour, should be sent into office attached to the Forms S.63 on which he declares his qualifying allotment.

Probationary members of the W.R.N.S. should apply after satisfactorily completing their probationary period; an allowance will be antedated only if allotment charges are antedated.

All claims will be investigated on behalf of the Admiralty. Generally the rules governing the commencement, stoppage or restriction of Marriage Allowance will apply in the same manner to Dependants' Allowance.

12. *Financial and other changes in household.*—Every allowance is liable to review at any time and will cease on the marriage or re-marriage of the dependant. It will be the responsibility of the rating and the dependant to report, immediately it occurs, any change of circumstances which might affect the issue of the allowance, e.g. a dependant marrying or becoming self-supporting; and they may be held responsible for repayment of any overissue which may result from failure to do this. Such reports should be made to the appropriate paying authority, i.e. the Director of Navy Accounts or the Commandant of the R.M. Division concerned. Fresh declarations of their circumstances by the dependant and/or the rating may also be required from time to time.

13. *Special Dependants' Allowance.*—An unmarried dependant living as the wife of a rating, i.e. a person not married to him (hereinafter referred to as an unmarried dependant) but who has lived with the man on a bona-fide domestic basis as his wife and been wholly or substantially maintained by him for at least six months immediately prior to the 3rd September, 1939, or, in the case of men entering after that date, prior to entry may receive an allowance known as Special Dependants' Allowance. Cases will be considered in which, owing to circumstances over which the man had no control (sickness, unemployment, etc.), the unmarried dependant was not substantially maintained by the man during the particular period described but was so maintained during the twelve months preceding 3rd September, 1939, or date of entry, if later.

An unmarried dependant who qualifies for an allowance will receive payment for herself and any children in her care for whose maintenance the man is, or in the circumstances mentioned in A.F.O. 4310/40, makes himself responsible, on the same scale, and subject to the same age limit for children, as Marriage Allowance for lawful wives and their children.

The rate of qualifying allotment required for Special Dependants' Allowance is the same as for Marriage Allowance (vide A.F.O. 2085/45). Where in addition a Court Order providing for the maintenance of the lawful wife and child is held against the man, the rule given in paragraph 2 (b) of A.F.O. 408/44 will apply.

Claims to Special Dependants' Allowance will be required from ratings (on Admiralty Form 496) and from the unmarried dependants (on Admiralty Form 497). The Forms should be sent to the Director of Navy Accounts (Branch 10), Admiralty, Bath, or to the Commandant of the appropriate Royal Marine Division. All claims will be investigated on behalf of the Admiralty.

It will be the responsibility of the rating and his unmarried dependant to report, immediately it occurs, any change of circumstances which might affect the issue of the allowance (e.g. a dependant marrying or otherwise ceasing to be dependent on the rating, the death of a child for whom an allowance is being paid, or a child for whom an allowance is being paid leaving school) and they may be held responsible for repayment of any overissue which may result from failure to do this.

14. *Fraud and misconduct.*—Fraudulent statements in claims will disqualify claimants for an award and may lead to serious consequences. Misconduct on the part of the recipient of an allowance may lead to the loss of the allowance.

15. *Increase of allotment on advancement in pay.*—Supply Officers will be informed by D.N.A. Form 501 of awards of Dependants' Allowance and by D.N.A., Form 502, of their withdrawal, and by confidential communication of awards of Special Dependants' Allowance and their withdrawal. In the event of Dependants' Allowance being restored after withdrawal, a new D.N.A. Form 501 will be supplied. On the receipt of Form 501, the qualifying portion of the man's allotment is to be shown in the ledger as "D.Q." and any balance of allotment to the same allottee as "V". Similarly the qualifying portion of an allotment to an unmarried dependant is to be shown in the ledger as "F.Q." and any balance of allotment to the same allottee as "V".

Once a Qualifying Allotment has been declared, charges at the qualifying rate will be varied as the man's pay increases without further action on his part.

Subsequent variations of qualifying and voluntary allotments are to be reported as in A.F.O. 2087/45, paragraphs 10 to 13.

16. *Casualty procedure.*—If a man is reported missing, dead, or officially presumed dead, Dependants Allowance will be continuable in accordance with the normal rules. Allotments and allowances in issue to dependants of ratings of the W.R.N.S. and V.A.D. members will be continued for the same periods as for dependants of men, notwithstanding the fact that certain categories of relationships which are pensionable in the case of R.N. ratings are not pensionable in the case of W.R.N.S. ratings and V.A.D. members.

The award of an allowance under any part of this Admiralty Fleet Order does not give a dependant any claim to pension in the event of the death or disablement of the rating.

17. *War Service Grants.*—The conditions under which war service grants, which are available to ratings and to mobile members of the Women's Services to

meet their financial obligations, including obligations to dependants, may be granted are explained in A.F.O. 1078/44.

18. *Maltese Ratings*.—The special scheme for Maltese personnel has been promulgated in A.F.O. 3099/42.

(A.F.Os. 4310/40, 3099/42, 408/44, 1078/44, 4880/44, 2085/45 and 2087/45.)

(A.F.Os. 4257/42, 914/43, 1435/43, 4542/43 and 2842/44 are cancelled.)

(Admiralty General Message No. 672A. 28 Apr. 1945 is cancelled.)

4075.—Discipline—Unauthorized Low Flying

(N.L./A.A.2845/44.—26 Jul. 1945.)

A Board of Inquiry has recently been held into an accident to a Firefly Aircraft which resulted in the death of two persons and two horses, the injury of two other persons and considerable damage to certain farm property. The report of the Board of Inquiry stated that the aircraft circled low over the area in which the accident took place and then topped the brow of one hill, probably reduced height slightly and struck the top of the next ridge. The aircraft careered on hitting the ground at intervals, causing the casualties mentioned above and damage to itself. The accident was clearly caused by unauthorized low flying on the part of the pilot for which he had no justification.

2. At subsequent proceedings in the Civil Court, the officer concerned was convicted of culpable homicide and sentenced to four months imprisonment. In consequence, Their Lordships have decided to terminate his commission as from the date of his conviction.

3. Commanding Officers are to draw the attention of Pilots to this case and to warn them particularly of the dangers attending unauthorized low flying.

4076.—Drafting—Communication Ratings and Radio Mechanics W/T and (S) star

(N.2028/45.—26 Jul. 1945.)

With reference to K.R. and A.I. Article 740, ratings in the Communication Branch of the Portsmouth Port Division, who are drafted to their depot are to be discharged as follows:—

I. V/S, W/T and Coder Ratings

(a) Except as stated in paragraph (b) below, all W/T, V/S and Coder ratings to H.M.S. "Collingwood", Fareham, Hants. If proceeding by rail they are to be routed to Fareham, the Captain, H.M.S. "Collingwood" being informed of their arrival so that transport can be arranged.

(b) Communication ratings for any of the following courses to H.M. Signal School (H.M.S. "Mercury"). If proceeding by rail they should be routed to Petersfield, Captain, H.M. Signal School being informed of their time of arrival so that transport can be arranged.

Warrant Telegraphists	Signal Boatswains
W/T 2.	V/S 2.
W/T 3.	V/S 3.
Refresher courses.	New Construction courses.

II. Radio Mechanics (W/T) and (S) star

To H.M. Signal School as in I (b) above.

2. All ratings indicated in I and II above, together with C.W. candidates discharged to R.N. Barracks, Portsmouth, are borne on the books of H.M.S. "Mercury". Pay and service documents should be addressed to H.M. Signal School (H.M.S. "Mercury"), Leydene House, East Meon, near Petersfield, Hants.

(K.R. & A.I., Article 740.)

4077.—Drafting of Portsmouth R.C. and R.P. Ratings and Radio Mechanics (R) and (W.R.)

(N.2028/45.—26 Jul. 1945.)

With reference to K.R. and A.I., Article 740, the following procedure for the discharge of ratings who are drafted to Depot is to be carried out:—

(1) All R.C. and R.P. ratings of the Portsmouth Port Division to H.M.S. "Collingwood", Fareham, Hants. If proceeding by rail, they are

to be routed to Fareham, the Captain, H.M.S. "Collingwood" being informed of their time of arrival in order that transport can be arranged.

- (2) All general service Radio Mechanics (R) and (W.R.) as in 1 above.
- (3) The accounts of these ratings will be borne in H.M.S. "Collingwood". Pay and Service Documents should be addressed accordingly.

(K.R. & A.I., Article 740.)

4078.—Adult Education—Educational and Vocational Training—Curriculum Handbooks

(N. 18696/45.—26 Jul. 1945.)

In A.F.O. 2680/45 a preliminary announcement was made concerning the Curriculum Handbooks to be issued for the guidance of officers and instructors engaged in educational and vocational training. The titles of the handbooks are:

- (1) Commerce.
- (2) Technical subjects.
- (3) Man and society.
- (4) Science.
- (5) Arts, crafts, music and drama.
- (6) Home and health.

They are being distributed direct to certain ships (destroyers and above). For establishments at home and abroad, including air stations, distribution is being made through Command Education Officers by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10.

2. The number of handbooks available is limited and distribution will be on a scale which, in general, will allow not more than six copies to main E.V.T. centres, two copies to large establishments and cruisers and bigger ships, one copy to other establishments and destroyers. The copies, on receipt, should be handed to the Education Officer.

3. Ships and establishments not included in this distribution and requiring copies of the handbooks should forward demands to the nearest Command Education Officer.

4. The appropriate syllabuses in the handbooks are suitable for use with the tool units available under A.F.O. 3834/45.

(A.F.Os. 2680/45 and 3834/45.)

4079.—Educational and Vocational Training—Exchanges of Ratings

(N.17434/45.—26 Jul. 1945.)

If ratings apply for training which is not available in the base in which they are serving but is available in another base in the Sub-Command of the Administrative Authority, local exchanges may be effected so that they can be employed in a base capable of providing the training they desire.

4080.—Correspondence Courses—City and Guilds of London Institute—Electrical Engineering Practice

(N. 18905/45.—26 Jul. 1945.)

Consequent upon the transfer of H.M.S. "Vernon" (R) to Portsmouth, the references to this establishment in A.F.O. 5411/44, paragraphs 1, 3, 4 and 6, should be *deleted* and in lieu H.M.S. "Vernon," Portsmouth, *inserted*.

(A.F.O. 5411/44.)

*4081.—Correspondence Courses—Ministry of War Transport Certificates of Competency—Navigating and Engineer Officers

(N. 17245/45.—26 Jul. 1945.)

Officers of the Merchant Navy, now serving with the Royal Navy, who wish to prepare for the theoretical subjects of the examinations for the Ministry of War Transport Certificates of Competency, may obtain tuition by correspondence courses from the schools of navigation and engineering indicated below:—

- (a) *Navigating Officers*. All subjects for Master, First Mate and Second Mate.—School of Navigation, University College, Southampton. Plymouth and Devonport Technical College, Tavistock Road, Plymouth. Marine School of South Shields, South Shields.

- (b) *Navigating Officers. All subjects for Master and First Mate.*—L.C.C. School of Engineering and Navigation, City Literary Institute, Stukeley Street, Drury Lane, London, W.C.2.
- (c) *Navigating Officers. All subjects for Second Mate.*—King Edward VII Nautical School, 680 Commercial Road, London, E.14. Sir John Cass Nautical School, Jewry Street, Aldgate, London, E.C.3. City Technical College, Byron Street, Liverpool, 3. School of Navigation, Royal Technical College, George Street, Glasgow, C.1. Leith Nautical College, Leith, Edinburgh. The Technical College, Cathays Park, Cardiff.
- (d) *Engineer Officers. All subjects for First and Second Class Certificates.*—Marine Engineering Department, University College, Southampton. L.C.C. School of Engineering and Navigation (see (b) above). City Technical College, Byron Street, Liverpool, 3. Hull Municipal Technical College, Park Street, Hull. Marine School of South Shields, South Shields. Leith Nautical College, Leith, Edinburgh.

2. Full details of these correspondence courses and the moderate fees which are charged may be obtained direct from the schools concerned.

The fees normally cover the cost of instruction by correspondence when afloat and the tutorial course at the school, but do not include the cost of text books.

3. Attention is invited to A.F.O. 6665/44, which states the conditions under which financial assistance may be granted towards the cost of correspondence courses.

(A.F.Os. 134/43, 6665/44 and 1652/45, App. VIII (ii).)

4082.—Instructional Film "Battle of China" Serial No. G.605—Withdrawal from Circulation

(N.T. 5305/45.—26 Jul. 1945.)

The instructional film G.605, "Battle of China" is to be revised and in the meantime all holders of copies of the version issued in accordance with A.F.O. 5409/44 are to return them to the nearest Instructional Film Library.

2. Information concerning the distribution of the revised version will be promulgated in Admiralty Fleet Orders in due course.

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

(A.F.O. 5409/44 is cancelled.)

4083.—Instructional Film "The Story of D.D.T." (Serial No. B.3004)

(N.T. 5111/45.—26 Jul. 1945.)

An instructional film entitled "The Story of D.D.T." (Dichloro-diphenyl-trichloroethane) is now available and copies are being issued without demand in accordance with paragraph 3 below.

2. The film has a running time of 25 minutes and depicts the role being played by D.D.T. in controlling mosquitoes which carry malaria, lice which carry typhus and flies which carry dysentery and typhoid.

3. Distribution will be as follows:—

	No. of Copies	
	35 mm.	16 mm.
Rosyth Library	2	2
Greenock Library	2	2
Liverpool Library	2	2
Chatham Library	2	2
Portsmouth Library	2	2
Devonport Library	2	2
London Library	1	1
Londonderry Library	1	1
Malta Library	2	2
Alexandria Library	1	1
Colombo Library	2	2
Trincomalee Library	2	2
Sydney Library	2	2
Bombay Library	1	1
F.O.C.R.L.N.	1	1
Commodore, Durban	1	1
Commodore, East Africa	1	1

4. Application for copies of this film on temporary loan should be made to the Authorities referred to in paragraph 3 above, in accordance with A.F.O. 5377/44 (paragraphs 107 and 108). Permanent loan copies are not available.

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

4084.—Naval Pay and Identity Book—Form S.43A

(N. 30773/44.—26 Jul. 1945.)

A.F.O. 5025/44 was inadvertently shown at the foot of the consolidated order for the use of Form S.43A (A.F.O. 3607/45) as being cancelled. The reference to A.F.O. 5025/44 should accordingly be deleted from the list of cancelled orders and inserted in its correct place in the list of orders quoted for reference.

(A.F.Os. 5025/44 and 3607/45.)

4085.—Gunnery Improvement Funds

(N. 15184/45.—26 Jul. 1945.)

The following list of amounts should be substituted for that shown in K.R. & A.I., Appendix VIII, Part 2:—

	Each	
	per annum	£ s. d.
(1) Battleships and Battle Cruisers	10	0 0
(2) Aircraft Carriers of 17,000 tons and over	8	0 0
(3) Cruisers of 8,000 tons and over	8	0 0
(4) Cruisers of under 8,000 tons	5	0 0
(5) Aircraft Carriers of under 17,000 tons	5	0 0
(6) Destroyer and Submarine Depot Ships	5	0 0
(7) Fast Minelayers of "Adbiel" class	5	0 0
(8) R.N. Air Stations and Sections—		
(i) Arbroath, Burscough, Crail, Fearn, Henstridge, Inskip, Katukurunda, Machrihanish, Nowra, Piarco, Ronalds-way, St. Merryn, Schofields, Söllur, Tanga, Wingfield, Yeovilton.	7	10 0
(ii) Aircraft Maintenance Ships, Bankstown, China Bay, Clappenburg Bay, Coimbatore, Colombo, Dale, Donibristle, Drem, Easthaven, Eglinton, H.M.S. "Excellent" (Air Gunnery Section), Hatston, Lee-on-Solent, Maydown, Monabs 2 and 7, N.A.F.D.U. Tangmere, R.N.A.T.E. Newcastle-under-Lyme (Ordnance Section) Stretton, Tambaram, T.A.M.Y.1, Twatt, Worthydown.	5	0 0
Culdrose, or, if this station becomes the "School of Naval Air Warfare"	5	0 0
(iii) All Monabs (except 2 and 7), Abbotsinch, Belfast, Dartmouth, Dekheila, Eastleigh, R.N. Air Section, R.A.F. Station, Evanton, Hastings, Mackinnon Road, Port Reitz, Puttalam.	3	0 0
(iv) Ayr, Halfar, Dunino, Takali	2	0 0
(9) H.M.S. "Wayland" and other Auxiliary Repair Ships	5	0 0
(10) Escort Carriers	5	0 0
(11) Monitors, Sloops, Corvettes of "Kingfisher" and later classes, Minesweepers of "Halcyon" and later classes, Gun Boats, Flotilla Leaders, Destroyers, Armed Merchant Cruisers and Auxiliary A.A. Ships	4	0 0
(12) Submarines fitted with guns	2	0 0
(13) Corvettes and Minesweepers not included in (11)	2	0 0

- (14) Ships of the Combined Operations Organization and independent commands fitted with guns, if not included in the above categories 2 0 0
- (15) Armed Tenders generally not provided for above—e.g., Armed Boarding Vessels, Yachts, Trawlers, Drifters, Motor Launches, etc.... .. 10 0

2. Payment of the allowance for fired cartridge cases returned will not be made in the case of R.N. Air Stations and Sections.

3. The annual flat rate payments within the rates shown in the first paragraph of this Admiralty Fleet Order, as applicable to R.N. Air Stations and Sections (item 8), may be made and utilized for payment for armament instructional models, or for the materials used in their construction, and for the construction of experimental armament fittings.

4. Where two or more R.N. Air Stations are under the control of the same authority the individual amounts may be pooled as may be convenient for purposes of administration.

(K.R. & A.I., Article 1527 and Appendix VII, Part 2.)
(A.F.O. 1936/44 is cancelled.)

4086.—Courses in Tropical Hygiene and Sanitation—Notation on History Sheets
(N./M.D.G.39873/45.—26 Jul. 1945.)

The history sheets of ratings who have satisfactorily completed a course in Tropical Hygiene and Sanitation at the R.N. Air Station, Middle Wallop, or the R.N. School of Tropical Medicine, Colombo, should bear a notation to this effect.

***4087.—Foreign Service Leave**

(N./D.P.S. 824/45/M.—26 Jul. 1945.)

The limitation of foreign service leave to a maximum of 21 days (28 days after 4 years' service abroad) permitted by paragraph 3 of A.F.O. 5998/44 is cancelled.

2. In future the full entitlement of foreign service leave is to be granted except in the case of men whose age and service grouping precludes them from further overseas draft, except to N.W. Europe. Where drafting requirements for home service billets render such a course necessary, the balance of foreign service leave earned in excess of 21 days (or 28 days if the period of service abroad was 4 years or more) by such men may be postponed until the man is due for dispersal under the Re-allocation plan.

3. A.F.O. 5998/44, paragraph 3, is amended accordingly.

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

4088.—Re-Engaging and Mobilizing Leave

(N./C.W. 24368/45.—26 Jul. 1945.)

Pensioners and Reservists called up for service prior to 1st August, 1939, under the Reserve and Auxiliary Forces Act were not granted 7 days leave during that year as originally intended owing to the outbreak of war. The fact that they did not receive this leave was noted on their Conduct Sheets with a view to it being granted whenever opportunity occurred. It has been reported that, in a few instances, this period of leave is still outstanding, and where Commanding Officers are satisfied that the leave has not been taken, it should be granted as soon as possible. Similarly, in any cases where ratings have not been granted re-engaging leave for which they are eligible, this leave should be granted as soon as possible. In no case can re-engaging leave or mobilizing leave be added to re-settlement leave.

2. As stated in A.F.O. 2406/45, the grant of pension leave under K.R. & A.I., Article 651, is suspended for the duration of the war.

(K.R. & A.I., Article 651.)
(A.F.O. 2406/45.)

***4089.—Africa Star—Clasp Denoted by Emblems "8" and "1"**

(H. & A. 443/45.—26 Jul. 1945.)

With reference to A.F.O. 3658/43, paragraph 3 (c), it has been approved—

- (a) that the Naval Liaison Officer, Eighth Army Communication Party and his party, qualify for the clasp to the Africa Star denoted by the emblem "8", and
- (b) that the Naval Liaison Officer, First Army Communication Party and his party, and the Naval Liaison Officer, 18th Army Group, and his party, qualify for the clasp to the Africa Star denoted by the emblem "1".

(A.F.O. 3658/43.)

4090.—Honours and Awards—Royal Norwegian Navy

(H. & A. 636/45.—26 Jul. 1945.)

The King has been graciously pleased to approve the following award for distinguished service in minelaying operations:—

The Distinguished Service Cross

Acting Lieutenant-Commander Gerhard Hegland, Royal Norwegian Navy.

2. This award will not be gazetted.

4091.—Honours and Awards—United States Navy

(H. & A. 427/45.—26 Jul. 1945.)

The King has been graciously pleased to approve the following awards for distinguished service in light coastal craft in attacks on enemy shipping in the Mediterranean:—

The Distinguished Service Cross

Lieutenant Robert Emmet Nagle, C-V(S), 117457, U.S.N.R.
Lieutenant (j.g.) William Barnes, III, (D), 229443, U.S.N.R.

2. These awards will not be gazetted.

4092.—Honours and Awards—United States Navy

(H. & A. 12/45.—26 Jul. 1945.)

The King has been graciously pleased, on the advice of His Majesty's New Zealand Ministers, to give orders for the following Honorary Appointments:—

To be an Honorary Companion of the Military Division of the Most Honourable Order of the Bath

Rear-Admiral T. S. Wilkinson, U.S.N.

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

Captain E. R. Wilkinson, U.S.N.

To be Honorary Officers of the Military Division of the Most Excellent Order of the British Empire

Commander R. Easterley, U.S.N.
Commander J. McD. Smith, U.S.N.
Commander C. A. Whyte, U.S.N.

To be an Honorary Member of the Military Division of the Most Excellent Order of the British Empire

Lieutenant C. E. Turnbull, U.S.N.

2. These appointments will not be gazetted.

*4093.—Honours and Awards—“London Gazette” Supplement of 17th July, 1945
(H. & A.—26 Jul. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD,

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

17th July, 1945.

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

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

Temporary Lieutenant Peter Macfarlane Shankland, R.N.V.R.,

for devotion to duty, initiative and zeal in the opening-up of the Port of Ostend.

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

Chief Engine Room Artificer Ivor Gordon George, C/MX.66120.

for skill in damage control and courageous disregard of injury whilst serving in H.M.S. “Ekins”

ADMIRALTY,

Whitehall,

17th July, 1945.

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

Albert Medal in Bronze (Posthumous)

Stoker Second Class Charles Alexander Pethebridge, R.A.N.R., W.2164.

for gallantry in saving life at sea at the cost of his own.

When the ship on which he was a passenger was torpedoed, Stoker Pethebridge got away with twenty others on a raft. During the ordeal which followed, Pethebridge left this raft on several occasions, without a life-belt, to go to the help of those who through physical weaknesses could not prevent themselves from slipping into the sea.

The strain of this merciful work upon himself was such that he could not carry on, and during the night which followed the sinking of the ship, he himself disappeared.

For outstanding courage, skill and daring in sinking a large Japanese warship, which was strongly escorted, whilst operating in very shallow and navigationally hazardous waters:—

Bar to the Distinguished Service Order

Commander Anthony Richard Hezlet, D.S.O., D.S.C., R.N.

For exceptional skill, courage and resource whilst serving in H.M.S. “Ekins,” in an action in which two explosive motor boats and one midget submarine were destroyed, and later for the good work done in damage control in bringing their ship safely to port after she had struck two mines:

The Distinguished Service Cross

Temporary Lieutenant Robert John Slater, R.N.V.R. (Whinstead, Suffolk).

The Distinguished Service Medal

Able Seaman Frederick William Smith, P/JX.321071.

Mention in Despatches

Temporary Lieutenant Peter William Hayward, R.N.R. (Ruislip).

Petty Officer Edward Henry Clark, C/J.44335.

Temporary Acting Leading Stoker Harold Alfred Kennedy, D/KX.133684.

For distinguished service during offensive operations with the Allied Armies over a period from November, 1944, to January, 1945:—

Mention in Despatches

Captain (Acting Major) Arthur Ernest Ebsworth, B.E.M., R.M.

Temporary Captain (Acting Temporary Major) George Arthur Craven Sawtell, R.M.

Lieutenant (Acting Major) Charles Malcolm Muir, R.M.

Lieutenant (Acting Captain) John Russell Sturgis, R.M.

Temporary Lieutenant (Acting Temporary Captain) Michael Stocker Bradford, R.M.

Temporary Lieutenant (Acting Temporary Captain) Leslie Ronald Grant, R.M.
Temporary Lieutenant (Acting Temporary Captain) Dick Hurst Pantlin, R.M.
Temporary Lieutenant (Acting Temporary Captain) Mark Pickard, R.M.
Temporary Lieutenant (Acting Temporary Captain) Arthur Brian Rose, R.M.
Temporary Lieutenant (Acting Temporary Captain) John Joseph Elliot Square, R.M.
Temporary Lieutenant (Acting Temporary Captain) Brian John Stickings, R.M.
Sergeant (Temporary) (Acting Temporary Company Sergeant Major) Harold Edward Elsom, R.M., Ch.X.3109 (Weymouth, Dorset).
Sergeant (Acting Temporary Company Sergeant Major) Donald James Robert Morss, R.M., Po.X.1808 (Hérne Hill, London).
Colour Sergeant (Temporary) James Stewart, R.M., Po.22707 (Gosport, Hants).
Sergeant Albert James Brunson, R.M., Ply.X.1024 (Birkenhead).
Sergeant (Temporary) (Acting Temporary Colour Sergeant) Francis Albert Chidgey, R.M., Ply.22014 (Plymouth).
Sergeant (Temporary) William Stanley Burrows, R.M., Ex.1796.
Sergeant (Temporary) Lewis Russell John Williams, R.M., Ch.X.103323 (Manchester).
Corporal (Temporary) (Acting Temporary Sergeant) Bertie Edward Luffman Jones, R.M., Ch.X.106401 (Eversholt, Beds.).
Corporal (Acting Temporary Quartermaster Sergeant) Henry Fry, R.M., Ply. X.852(T) (Fowey, Cornwall).
Corporal (Temporary) (Acting Temporary Sergeant) Alexander Ogilvie, R.M., Po. X.102018.
Corporal (Temporary) Charles Noel Hallows, R.M., Ply.X.106345 (Sheffield).
Corporal (Temporary) Robert Young Parker, R.M., Ply.X.103897 (Hexham Northumberland).
Marine (Acting Temporary Corporal) Leonard Findlay Christie, R.M., Po.X.113833 (Smethwick, Staffs.).
Marine James Dignam, R.M., Po.X.106884 (Manchester).
Marine Robert Couley, R.M., Ply.X.109358 (Newcastle-on-Tyne).
Marine George Gilbert Flower, R.M., Ply.X.120309(T).
Marine Robert Lewis, R.M., Ex.2978(T) (West Hartlepool).
Marine (Acting Temporary Corporal) John James Colin McCabe, R.M., Ch.X.115548 (Newcastle-on-Tyne).
Marine Frederick Peberdy, R.M., Ch.X.107053 (Wokingham, Berks.).

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

For gallant and distinguished service whilst in command of the invasion operations on Normandy:—

Legion of Merit, Degree of Chief Commander

Admiral Sir Bertram Home Ramsay, K.C.B., K.B.E., M.V.O. (To date from 1st January, 1945.)

Legion of Merit, Degree of Commander

Rear-Admiral Cyril Eustace Douglas-Pennant, C.B.E., D.S.O., D.S.C.

Rear-Admiral William Edward Parry, C.B., A.D.C.

Rear-Admiral Arthur George Talbot, D.S.O.

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

Legion of Merit, Degree of Officer

Lieutenant-Commander Leslie John McMillan, R.N.V.R.

For gallant and distinguished service during the invasion operations in Northern Italy and the South of France:—

Legion of Merit, Degree of Chief Commander

Admiral Sir John Henry Dacres Cunningham, K.C.B., M.V.O.

Legion of Merit, Degree of Officer

Captain Norman Vincent Dickinson, D.S.O., D.S.C., R.N.

Captain John William Josselyn, D.S.C., R.N.

Captain Dennis Marescaux Lees, D.S.O., R.N.

Temporary Acting Captain (Special) Charles Rodger Noel Winn, R.N.V.R.

Acting Temporary Lieutenant-Commander Arthur Craig-Bennett, R.N.V.R.

Major Patrick Henry Blygh Wall, R.M.

Legion of Merit, Degree of Legionnaire

Acting Temporary Lieutenant-Commander Charles Howard Pearse, R.N.V.R.
Temporary Lieutenant Ronald Harry Boulter, R.N.V.R.

For outstanding courage, skill and daring in sinking a large Japanese warship, which was strongly escorted, whilst operating in very shallow and navigationally hazardous waters :—

Legion of Merit, Degree of Commander

Commander Anthony Richard Hezlet, D.S.O., 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. 239/45.

The British Empire Medal (Military Division)

Petty Officer Writer Quentin Harold Dibnah, R.C.N., 40895.

A.F.O. 3438/45.

The Distinguished Service Medal

Petty Officer Telegraphist John Russell Richards, D/SX.146718 (Splott Road, Cardiff).

A.F.O. 3434/45.

The British Empire Medal (Military Division)

Petty Officer Wren Kathleen Stella Holmes, W.R.N.S., 10577.

Mention in Despatches

Temporary Lieutenant (E) Arthur Elver Blankley, R.N.R.

A.F.O. 3434/45.

Bar to the Distinguished Service Cross

Temporary Lieutenant Robert Christian Mathe, D.S.C. (London and Paris).

The Military Medal

Marine (Acting Temporary Corporal) John Charles Sykes, R.M., Po.X.106961.

A.F.O. 3732/45.

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

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

for bravery, good seamanship and inspiring devotion to duty in Damage Control under exacting conditions.

4094.—Staff of Admiral (Air), Lee-on-Solent—Appointment of a Naval Health Officer

(A. 209/45.—26 Jul. 1945.)

With reference to C.A.F.O. 1023/45, paragraph 4 (b), Surgeon Lieutenant Commander D. W. Wallace, M.B., B.Ch., D.P.H., R.N.V.R., has now joined the staff of Admiral (Air) at Lee-on-Solent as Naval Health Officer. He is responsible for Naval health matters at R.N. air stations and establishments in the United Kingdom and will work in close liaison with Naval Health Officers on the staffs of the Commanders-in-Chief.

(C.A.F.O. 1023/45.)

4095.—Special Branch Officers Engaged on W/T and Technical V.H/F Duties

(C.W. 36990/45.—26 Jul. 1945.)

A limited number of R.N.V.R. (Sp.) (Sc.) officers have been trained in Naval W/T maintenance duties and some in V.H/F maintenance duties only. It is intended that the latter when available should qualify in all Naval W/T.

2. The training of these officers has been entirely technical and it is emphasized that they have no knowledge of other aspects of W/T, e.g. organization and procedure.

3. It is intended that in the first instance the officers trained in Naval W/T should be appointed as Assistants to Port W/T Officers and to Fleet W/T maintenance units in lieu of Commissioned and Warrant Telegraphists and officers promoted therefrom. Those trained solely in V.H/F will be appointed according to special requirements.

4. *Pay*.—R.N.V.R. officers of the Special (Scientific) Branch who are technically qualified in carrying out W/T or V.H/F duties are to be paid on the scale appropriate to qualified Engineer Officers in the same way as officers of the electrical branch.

5. The term technically qualified should be taken as indicating that an officer has passed H.M. Signal School W/T and/or V.H/F qualifying course. The Captain, H.M. Signal School, may, however, certify an officer to be "technically qualified" without his having taken the course.

6. Payment of this higher rate is to take effect from 12th June, 1945, or from the date of qualifying, or from the date of confirmation in the rank of Sub-Lieutenant, whichever is the later. Individual accounting instructions will be issued by the Director of Navy Accounts (Branch 4) in respect of all the officers who are at present entitled to the higher rate. In future, however, all R.N.V.R. Special Branch Officers actually appointed for W/T or V.H/F duties will be technically qualified and, provided they have attained the confirmed rank of Sub-Lieutenant, entitled to the higher rate. Non-qualified officers will not be so appointed.

4096.—Official Quarters—Occupation of, by Families of Lower Deck Personnel—Marriage Allowance Deduction

(N. 6419/44.—26 Jul. 1945.)

Occupation of official quarters by a rating's family necessitates a deduction of 17s. 0d. a week from the rate of marriage allowance that would otherwise be payable.

2. For this purpose the term "official quarters" means (1) premises situated within the confines of an officer's residence, including the grounds, and (2) any other premises owned or controlled by the Admiralty other than premises freed by Admiralty authority for letting.

3. No premises within the confines of an officer's official residence may be let, and no Admiralty-owned or controlled premises outside such residence may be let to a Naval rating without specific Admiralty authority, unless already freed for letting to civilians.

4. If any official quarters as defined are occupied by a rating's family, or any premises have been let to a rating's family otherwise than in accordance with the terms of this Admiralty Fleet Order, and the deduction from marriage allowance is not being made, the facts should be reported to the Admiralty.

5. No compulsion or undue persuasion may be put on any rating's family to occupy quarters defined as official. It must be made clear to any family wishing to occupy rent-free Admiralty premises that occupation will necessitate the deduction of 17s. 0d. a week from marriage allowance.

4097.—Officiating Ministers of Religion

(C.E. 52012/45.—26 Jul. 1945.)

The following appointments have been approved :—

Church of England—

H.M.S. "Ambrose," Dundee	...	Rev. L. A. Wheatley, M.A., The Rectory, Broughty Ferry, Dundee. (Honorary.)
Falmouth (R.N. Base)	...	Rev. Canon O. R. M. Roxby, M.A., The Rectory, Falmouth.
Kandy (R.N. Base)...	...	Rev. F. H. B. Wood, St. Paul's Vicarage, Kandy, Ceylon.

Lerwick (R.N. Base)	Rev. E. A. Lister, R.D., St. Magnus Rectory, Lerwick, Shetland Isles.
Newhaven (R.N. Base)	Rev. Sydney Newby, B.A.L.Th., The Rectory, Newhaven, Sussex.
Stockgrove Park (W.R.N.S. Quarters).	Rev. D. R. James, B.A., Great Brickhill Rectory, Bletchley, Bucks. (To date 1st June, 1945.)
Walton Rectory and Walton Hall (W.R.N.S. Quarters)	Rev. A. M. Berry, B.A., Willen Vicarage, Newport Pagnell, Bletchley, Bucks. (To date 11th February, 1945.)
H.M.S. "Sea Serpent"	Rev. V. Dunphy, M.A., Birdham Rectory, Nr. Chichester. (To date 24th June, 1945.)
<i>Roman Catholic—</i>	
Ramsgate	Rev. E. Arnold, O.S.B., St. Augustine's Abbey, Ramsgate. (Vice the Rev. R. Biddulph.)
Middlesbrough	Rev. G. McClean, Anchor House, 55, Grange Road, W., Middlesbrough. (Vice the Rev. E. Glynn.)
Leith	Rev. P. Gaffney, O.M.I., Our Lady Star of the Sea, 106, Constitution Street, Leith. (Vice the Rev. J. Ryan.)

Church of Scotland and the Free Churches—

H.M.S. "Ferret", Londonderry ...	Rev. H. Irvine (Methodist), 4, Dacre Terrace, Londonderry. (To date 16th October, 1944. A.F.O. 6008/44 amended.)
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United Board—

Eastbourne	Rev. Dr. H. Ingham, Upperton Manse, King's Avenue, Eastbourne.
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The usual facilities are to be afforded.

The following appointments have been cancelled :—

Church of England—

Highgate (R.N. Unit)	Rev. W. G. Howard, M.A., 68, Southwood Lane, Highgate, N.6.
Steeple Claydon (W.R.N.S. Establishment).	Rev. R. G. Griffith, M.A., The Vicarage, Steeple Claydon, Bucks.

Swansea	Ven. Archdeacon H. S. Williams, D.D., Archdeacon of Gower, Yongala, Higher Lanes, Mumbles.
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Roman Catholic—

Ramsgate	Rev. R. Biddulph, St. Augustine's Abbey, Ramsgate.
Middlesbrough	Rev. E. Glynn, St. Philomena's, Middlesbrough.
H.M.S. "Queen Charlotte" ...	Rev. J. Walsh, St. Joseph's, Freshfield, Liverpool.
Leigh	Rev. J. Ryan, St. Mary's Star of the Sea, Leith, Edinburgh, 6.

(A.F.O. 6008/44.)

***4098.—Petrol Concessions and Leave Permits for Motor Vehicles for Naval Personnel on Leave**

(N.S.M.T. 1749/45.—26 Jul. 1945.)

Naval personnel, including Allied, Dominion and Colonial personnel serving in H.M. ships, and members of the Queen Alexandra's Royal Nursing Service, the Women's Royal Naval Service and voluntary aid detachments proceeding on leave in the United Kingdom may obtain concessions with regard to the issue of licences and petrol vouchers for a motor car or motor cycle, subject to the conditions shown hereafter.

2. There are four forms of concession :—

- (a) Leave permits, or short-term licences, for an unlicensed motor vehicle (applicable only to personnel on leave from overseas or sea-going appointment).
- (b) Petrol concession for leave from Overseas or Sea-going appointment (Overseas and Sea-going Leave Petrol Allowance). Superseding as from 1st August, 1945, the concession previously termed "Active Service Leave Allowance".
- (c) Petrol concession for travel where normal facilities are inadequate (Leave Travel Allowance).
- (d) Petrol concession for private business or urgent private affairs.

3. *Leave permits.*—These permits authorize the use of an unlicensed motor car or motor cycle and may be obtained subject to the following conditions :—

- (a) The price of the permit will be 10s. for a motor car and 2s. for a motor cycle, except in the Isle of Man, where the charges are 5s. and 2s. 6d. respectively.
- (b) The validity of the permit will be from the date of issue until the day after the expiry of the holder's leave, inclusive, and in no case for longer than 29 days.
- (c) The vehicle for which a permit is issued must have been registered in the applicant's name at some time when a licence was current in respect of the vehicle.
- (d) Permits will be issued by the County Territorial Army Associations and by authorized social welfare officers attached to these associations. Application must be made in person. The address of the nearest issuing authority may be obtained from any police station. Permits must be obtained in the county where the vehicle is to be used, and personnel proceeding on leave to (a) the Isle of Man and (b) Northern Ireland must obtain their permits from (a) the Highway Board or (b) the local Taxation Officer in the County or County Borough where the vehicle is normally used.

- (e) (i) Applicants must be personnel on leave for more than 48 hours, as follows :—
- (ii) Leave from service at a place which is outside the United Kingdom and the Isle of Man, or
- (iii) Leave from service in the Orkneys, the Shetlands, the Hebrides, or the Channel Islands.
- (iv) Leave from service in a sea-going appointment (including leave granted on the occasion of the loss of a ship or the paying off of a ship's crew).
- (f) The applicant must produce for the inspection of the issuing authority :—
- (i) The registration book for the vehicle ; and
- (ii) A current certificate of insurance ; and
- (iii) A certificate (the name of ship or base should not be stated) as shewn below, from the Commanding Officer of his ship or the Naval Officer-in-Charge of the base or depot from which the holder proceeded on leave or in the case of repatriated prisoners of war applying for petrol allowance, from the Commodore of the depot or Commandant of the R.M. barracks to which they proceed on arrival in the U.K., providing evidence that the applicant falls into one of the categories laid down in paragraph 3 (e) above :—

FORM OF CERTIFICATE

I certify that.....
has been granted leave until.....19.....
and that he/she is entitled, subject to his/her being in possession of the necessary documents,* to apply for a leave permit, and/or petrol allowance to drive a motor car or motor cycle, under the terms of A.F.O. 4098/45.

.....
Commanding Officer or Naval Officer-in-Charge.

* Registration Book and Current Certificate of Insurance.

- (g) The name of the applicant's ship or base is not to appear on the Certificate
- (h) No permit will be issued to any applicant in respect of more than one vehicle in any one period of leave.
- (i) Should circumstances prevent the use of the vehicle, repayment of the permit fee (10s.) can be obtained from the association, etc., by whom granted, provided the petrol coupons are returned intact with the permit, together with a declaration that the holder was unable to make use of either, owing to recall from leave.
4. *Overseas and Sea-going Leave Petrol Allowance.*—Personnel covered by the leave categories described in paragraph 3 (e) of this order are allowed petrol for use in a vehicle for which a Leave Permit has been obtained or which is registered and currently licensed in the name of the applicant or his wife (or her husband) or a parent or step-parent or adoptive parent of either wife or husband. The allowance is not applicable to a car or motor cycle registered in the name of any other person.

- (a) In the case of a vehicle registered in the name of a parent as defined above, a declaration in the following form should be produced and signed by the applicant that the registered owner is in fact related to him or her :—

I hereby apply for the Active Service Leave Allowance of Petrol Coupons in respect of the vehicle, Registration No.....
of which the registered owner is (Name).....
(Address)

I hereby declare that the registered owner of that vehicle is the parent, step-parent or adoptive parent (amend as applicable) of myself or of my wife/husband.

(Signed) (Name)..... (Rank)..... (No.).....

(Date).....

- (b) Application for the allowance should be made in person or by properly authorized representative to any Army Recruiting Centre, County Territorial Army Association or Social Welfare Centre. Applicants must produce the Registration Book and Certificates as shown in paragraph 3 (f) (iii), and 4 (a) above where applicable.

In Northern Ireland petrol coupons are obtainable from Local Taxation Officers. Certain Recruiting Officers also issue coupons, but only in respect of currently licensed vehicles. These Recruiting Officers do not issue Permits.

Coupons obtained on the United Kingdom mainland are not valid on the Isle of Man, where coupons may be obtained (or exchanged for any obtained in the mainland) from the Highway Board, 21a, Athol Street, Douglas.

- (c) The Overseas and Sea-going Leave Petrol Allowance is intended to provide for approximately 300 miles travel and will be based on the following scale :—

Vehicle	Model		
	1939—later Units	1937/38 Units	Up to 1936 Units
<i>Motor Cycles</i>			
Up to 250 c.c.	4	4	5
251—350 c.c.	5	5	6
351—500 c.c.	6	6	7
501 c.c. and over	7	7	8
<i>Motor Cars</i>			
1—7 h.p.	9	9	10
8 h.p.	10	10	11
9 h.p.	11	12	12
10 h.p.	12	12	13
11 h.p.	12	13	14
12 h.p.	13	14	15
13 h.p.	14	15	16
14 h.p.	15	16	17
15 h.p.	17	17	17
16 h.p.	17	18	19
17 h.p.	19	20	22
18 h.p.	19	20	22
19 h.p.	19	20	22
20—29 h.p.	20	22	24
30 and over h.p.	22	26	26

- (d) Not more than two such allowances will be made within any period of twelve calendar months, except as shown in (e).

- (e) In the case of personnel on leave longer than a 28-days period (including repatriated prisoners-of-war) the limit of 300 miles for any one leave period may be increased by 75 miles for each additional 7 days' leave up to a maximum of 600 miles. Vehicle permits are not valid during periods of leave exceeding 28 days and, in such longer leave periods, the vehicle should be licensed in the usual manner.

5. Reports have been received that personnel frequently apply to Army Recruiting Officers and other issuing authorities for the issue of petrol coupons and vehicle permits on the grounds that they are entitled to them by virtue of their service, but they fail to produce the certificate signed by their Commanding Officer. The issue of petrol coupons for recreational purposes is a privilege, and if officers and men wish to take advantage of this privilege it is their own responsibility to ensure that they comply with the regulations on the subject.

6. *Leave Travel Allowance.*—Personnel on leave from overseas or a sea-going appointment, or proceeding on short home service leave may be granted an allowance to enable them to get to and from their leave addresses in their own private cars or motor cycles, currently licensed and insured ("G" certificate not applicable), when other means of transport are not practicable.

- (a) It is the intention that the actual amount of assistance, if any, to be afforded up to the agreed maximum shall be decided by Commanding Officers who should, after satisfying themselves that the applicant is entitled to assistance under the conditions stated above, obtain from the nearest Naval issuing authority the number of petrol coupons (up to the approved maximum) which it has been decided to allocate.
- (b) The assistance is to be limited to two journeys in any calendar month, and will be subject to an over-riding maximum of 250 miles per quarter.
- (c) There is no objection, in order to enable urgent requirements for coupons to be met, to Commanding Officers maintaining a "ready-use" stock of coupons, replenishing this stock as necessary from the Naval issuing authority.

7. Leave Granted in Connection with Private Business or Urgent Private Affairs.—All personnel are entitled in their capacity as private individuals to consideration by the Regional Petroleum Officer of any claim they may put forward (Form R (M.S.) 1 or 2) for petrol coupons to enable them to handle business or urgent private affairs. Vehicles used for these purposes are required to be currently licensed and insured ("G" certificates not applicable). Such applications are to be accompanied by a certificate by the applicant's Commanding Officer to the effect that leave has been granted to enable him/her to attend to business or urgent private affairs. If the contingency occurs during leave, application may be made direct to the appropriate Regional Petroleum Officer.

Petrol coupons are not to be provided by Naval issuing authorities for this purpose.

(A.F.O. 2688/45 is cancelled.)

4099.—Recommendations for Promotion for R.C.N. Personnel Serving on Loan in R.N.

(C.W. 43084/45.—26 Jul. 1945.)

The R.C.N. authorities state that confidential reports on Forms S.206 in respect of a number of Canadian officers serving with the R.N. are not being received at Naval Service Headquarters, thereby prejudicing their chances for promotion and additional seniority.

2. Commanding officers of H.M. ships in which Canadian personnel are serving are therefore to forward special reports on Forms S.206 if they have not already been forwarded in accordance with paragraphs 2 and 3 of A.F.O. 1175/44.

3. One copy of these reports should be sent direct to Naval Service Headquarters, Ottawa, and the other to the Admiralty for notation and onward transmission to the Canadian Naval Mission Oversea.

(A.F.O. 1175/44.)

4100.—R.N.R. Officers—Rules for Confirmation and Promotion up to the Rank of Lieutenant during the War

(C.W. 66091/44.—26 Jul. 1945.)

The following amendment is to be made to A.F.O. 5515/44.

Delete existing paragraph 7 and substitute :—

"7. Sub-Lieutenants (E), R.N.R. (entered for Patrol Service duties) are eligible for promotion to Lieutenant (E), provided that—

- (a) they are recommended by their Commanding Officers if of the rank of Lieutenant or above, otherwise by Senior Officer of Flotilla ;
- (b) performed a minimum of one year's service in the rank of Sub-Lieutenant (E), including time served under T.124 or T.124X agreements ;
- (c) attained the age of 25 or attained 2½ years' seniority as Sub-Lieutenant (E).

Engineer Officers at present holding the rank of Acting Lieutenant (E) are being promoted to the rank of Lieutenant (E) with effect from the date of this Admiralty Fleet Order."

(A.F.Os. 5515/44 and 2573/45.)

4101.—Confirmation and Promotion of R.N.V.R. Officers During the War

(C.W. 66091/44.—26 Jul. 1945.)

The following amendments are to be made to A.F.O. 4995/44.

Paragraph 3. Add " Radar School " after " completion of course in ".

Paragraph 5. Delete " (other than Patrol Service Engineer Officers) ".

Add " Temporary R.N. (E) officers entered prior to 1st December, 1942, will be eligible for promotion to Temporary Lieutenant (E) on attaining the age of 25 or on completion of 2 years and 6 months as Acting Sub-Lieutenant (E) and Sub-Lieutenant (E) (including probationary time and time served as Acting Sub-Lieutenant (E) and Sub-Lieutenant (E) (R.N.V.R.) whichever is earlier. For Engineer Officers entered for Patrol Service duties see paragraph 9 of this Admiralty Order ".

Delete existing paragraph 9 and substitute :—

"9. Sub-Lieutenants (E), R.N.V.R., entered for Patrol Service duties after 1st December, 1942, are eligible for promotion to Lieutenant (E), provided that—

(a) they are recommended by their Commanding Officers if of the rank of Lieutenant or above, otherwise by Senior Officer of Flotilla ;

(b) performed two years' service in the confirmed rank of Sub-Lieutenant (E).

Engineer Officers at present holding the rank of Acting Lieutenant (E) are being promoted to the rank of Lieutenant (E) with effect from the date of this Admiralty Fleet Order. Sub-Lieutenants (E) entered under the regulations in force prior to 1st December, 1942, will be eligible for promotion to Lieutenant (E) instead of Acting Lieutenant (E) when they become eligible by service for such promotion."

(A.F.O. 4995/44.)

4102.—Lieutenants R.N.V.(W)R.—Specialist Allowances

(C.W. 36990/45.—26 Jul. 1945.)

Lieutenants R.N.V.(W)R., except those employed on Radar duties and eligible for technical rates of pay in accordance with A.F.O. 330/42, are eligible for Specialist Allowance of 2s. a day from the date of promotion to Lieutenant R.N.V.(W)R.

(A.F.O. 330/42.)

4103.—Royal New Zealand Navy—Liaison Supply Officer in United Kingdom—Appointment and Duties

(C.W. 43731/45.—26 Jul. 1945.)

Lieutenant (S) L. S. Stanners, R.N.Z.N., has been appointed R.N.Z.N. Liaison Supply Officer in the United Kingdom, vice Lieutenant (S) J. R. W. Kear, R.N.Z.N., to date 1st August, 1945. He is attached to the New Zealand Naval Affairs Office, London.

2. The duties of the R.N.Z.N. Liaison Supply Officer are to include :—

- (a) Examination of the pay accounts of N.Z. personnel.
- (b) Advising R.N. Supply Officers on questions relating to N.Z. pay and allowances.
- (c) Visiting H.M. ships and establishments when directed to satisfy enquiries and accounting difficulties of N.Z. personnel.
- (d) Examination of Transfer Lists of personnel drafted from R.N. ships to R.N.Z.N. ships to ensure that accounts are correct at date of transfer and to avoid adjustment involving reference to the United Kingdom after arrival in New Zealand.
- (e) Examination of ledger extracts of N.Z. personnel rendered to the N.Z. Naval Affairs Officer for errors of principle.

3. R.N. ships and establishments are requested to give every assistance to the R.N.Z.N. Liaison Supply Officer in the fulfilment of his responsibilities.

(A.F.O. 2053/44.)

(A.F.O. 5632/44 is cancelled.)

***4104.—Radio Mechanic (W/T) Branch—Transfer of Chief and Petty Officer Telegraphists Serving on C.S., S.S., Reservists or "H.O." Engagements**

(N. 11550/45.—26 Jul. 1945.)

A limited number of vacancies exist in the Radio Mechanic W/T Branch for Chief and Petty Officer Telegraphists who may wish to transfer. Ratings on continuous service, special service, reservists, or H.O. engagements are eligible to volunteer to transfer; Pensioners are not eligible.

2. *Method of Application.*—Applications should be sent to the Commodore of the Port Division to which the rating belongs, a copy being sent to the Captain, H.M. Signal School, Leydene House, East Meon.

3. *Qualifications.*—Ratings must have the following qualifications:—

- (i) Hold the non-substantive rate of W/T 1, or W/T 2, Higher Standard (*see note below*).
- (ii) If on continuous service engagement must not be within three years of pension.
- (iii) Continuous service ratings within three years of completing their first period must have re-engaged to complete time for pension, or, in the case of those with less than 10 years' pensionable service have been recommended for re-engagement.
- (iv) Any rating accepted must transfer to a regular engagement if not already serving on such engagement, under the conditions laid down in A.F.Os. 362/45 and 363/45.

(*Note.*—Reference (i) above. Any rating who is a W/T 2 Lower Standard, but is specially recommended for his technical qualifications by a fully qualified "C" Officer, should be drafted to a suitable signal school to undertake the course for W/T 2, Higher Standard; if successful, he will become eligible for transfer. This concession should be allowed only in exceptional cases.)

4. *Action to be taken on receipt of applications.*—The Commodores of Port Divisions are to withdraw candidates from both Home and Foreign service for an interview at H.M. Signal School, Leydene. In order, however, to avoid unnecessary drafting, candidates on foreign stations are to be recommended by a qualified "C" Officer before their applications are sent to the United Kingdom. Recommendations made by a qualified "C" Officer should take into account theoretical knowledge as well as practical technical knowledge. Ratings who are accepted as a result of the subsequent interview at H.M. Signal School will undergo a fourteen weeks course at Leydene. On successful passing of this course ratings will be transferred to the Radio Mechanic Branch by the Commodore of the Port Division to which they belong and will retain in their new branch their seniority as Chief Petty Officer or Petty Officer as the case may be.

5. *Qualifications for Chief Petty Officer.*—In the case of Petty Officers the course in paragraph 4 above will also qualify ratings provisionally for Chief Radio Mechanic, regardless of their seniority as Petty Officers. Petty Officers will, however, require the same service qualifications for advancement as laid down in A.F.O. 1550/45, paragraph 9 (e), for Petty Officer Radio Mechanics.

6. *Withdrawal of Application.*—Should a rating cancel his application for transfer after withdrawal from foreign service, the conditions laid down in paragraph 6 of A.F.O. 2103/45 will not apply.

7. *Pay.*—Attention is drawn to the fact that in some cases (e.g., C.P.O. Telegraphist, W/T 1) transfer to the Radio Mechanic Branch will entail a small decrease in rate of pay.

(A.F.Os. 362/45, 363/45, 1550/45 and 2103/45.)

(A.F.O. 364/45 is cancelled.)

4105.—Special Repair Ratings (D)—Tool Kits

(N.S. 19899/45.—26 Jul. 1945.)

Although Shipwrights D.C.S.W.1 are generally platers by trade, by reason of their association with trained shipwrights on common work they will become adaptable and in time capable of performing duties where a certain number of woodworking tools will be required.

2. A tool kit comprising the following items will therefore be issued to each Shipwright D.C.S.W.1 who has not served an apprenticeship as a shipwright:—

Pattern	Description	Quantity
—	Chest, tool	1 No.
2137	Rule, steel, 2-ft.	1 No.
1203	Hammer, handled, 2 lb.	1 No.
2187	Saw, hand, 26-in.	1 No.
1716	Plane, smoothing	1 No.
2251	Screwdriver, cabinet, 6-in.	1 No.
2277	Screwdriver, London, 8-in.	1 No.
406	Chisel, firmer, ½-in.	1 No.
410	Chisel, firmer, 1-in.	1 No.
412	Chisel, firmer, 1½-in.	1 No.
1119	Gouge, ¼-in.	1 No.
89	Awl, brad, handled	1 No.
2546	Square, steel	1 No.
1694	Pincers	1 No.
1633	Maul, pinhead, handled	2 No.
1873	Punches, centre	1 No.
—	Chalk line and reel	1 No.

3. The method of issuing and accounting will be as laid down in Part II of A.F.O. 4355/44.

(Commodore, R.N. Barracks, Chatham, No. 2781/M.23, Mar. 1945.)
(A.F.O. 4355/44.)

4106.—Telegraphist Detector ratings serving in Submarines—Amendment of title
(N.13700/45.—26 Jul. 1945.)

The title of Telegraphist Detector ratings serving in submarines should in future be suffixed "s/m", the rates to become: T.D.I. (s/m), H.T.D. (s/m), and T.D. (s/m).

4107.—Teachers—Emergency Recruitment and Training of—Applications for Training

(C.W. 29383/45.—26 Jul. 1945.)

A. England and Wales. Emergency Training Scheme.

The Ministry of Education has arranged a special intensive training scheme designed to meet the shortage of teachers in the post-primary, junior, infant and nursery schools of England and Wales. This scheme, which is open to men and women who have performed national service, provides for a course of training lasting one year, after which successful candidates will be qualified to teach in schools subject to a probation period of actual teaching.

The normal age limits are 21 to 35 years.

Married women are eligible.

Tuition will be free.

Maintenance allowances, both for the candidate and for wife and children, if any, will be available where appropriate.

Particulars of the scheme have already been published in A.F.O. 1537/45, but further details together with information regarding methods of selection of candidates, nature of the course, salaries of qualified teachers, etc., will be found in the Ministry of Education's pamphlet "Teaching as a Career" which is being distributed in accordance with A.F.O. 1639/45.

2. Candidates in H.M. forces must await their release in the ordinary course in Class A before taking up a course of training. Meantime, however, the Ministry of Education is prepared to receive applications and to deal with them so that men and women may know as soon as possible whether they are likely to be admitted to training when in the ordinary course they are released. Candidates accepted in this way will be required to undergo a medical examination before entry to a Training

College, and acceptance will therefore be subject to the candidate fulfilling medical requirements. The demand for teachers will continue for a considerable period, so that men and women in the latest groups will have as good a chance of training as the first to be released. On the other hand acceptance for training will make no difference to the date of a candidate's release, which will take place in Class A according to his or her group, and subject to the requirements of the service.

3. Applications are, therefore, invited now from serving members of H.M. forces. Forms for this purpose can be obtained from Commanding Officers, who should either demand them from Command Education Officers or duplicate the form in the Appendix to this Admiralty Fleet Order. When completed they should be sent to the Ministry of Education as directed on the form.

4. Candidates who are prima facie eligible will be interviewed as soon as possible by special interviewing boards appointed by the Ministry of Education. Candidates selected for interview will be notified by the Ministry in due course of time and place. Leave may be given for the purpose of attending for interview, subject to operational requirements, and free travel warrants to the place of interview may be issued. It is hoped to set up special interview boards abroad but candidates' chances of being accepted for training will in no case be prejudiced by the fact that they are serving abroad.

B. England and Wales. Courses of Training for Teachers of Technical or Commercial Subjects.

The arrangements for courses of training for the teaching of Technical or Commercial Subjects in Colleges and Schools of Technology or Commerce are somewhat different from those for the more general courses described above, e.g., as regards age limits and length of the courses. Candidates who are interested in training for technical, etc., teaching should consult Part IV of the pamphlet "Teaching as a Career".

Arrangements for maintenance allowances, and selection, are, however, on lines broadly similar to those indicated under A above. Application forms can be obtained as described in A.3 above.

C. Scotland.

Arrangements have been made by the Scottish Education Department for the provision of shortened courses of training for ex-service men and women who wish to become teachers in Scottish schools. Persons following such courses may qualify for the award of one of the following certificates:—

- (a) The Teacher's General Certificate (for primary school teaching);
- (b) The Teacher's Special Certificate (for teaching subjects such as English, French, Mathematics, Science in Secondary Schools);
- (c) The Teacher's Technical Certificate (for teaching Art, Music, Domestic Subjects, Physical Education, Commercial Subjects, Educational Handwork, Agriculture, Horticulture, Engineering or other technical subjects).

2. The courses will as a rule be conducted at the following training centres and colleges under the control of the National Committee for the Training of Teachers:—

- (a) *Training Centres*—
St. Andrews and Dundee (Training College, Dundee).
Glasgow (Jordanhill).
Aberdeen.
Edinburgh (Moray House).
- (b) *Training Colleges for Roman Catholic Women*—
Notre Dame R.C. Training College, Glasgow.
Craiglockhart R.C. Training College, Edinburgh.
- (c) *Training Colleges for Teachers of Physical Education*—
Scottish School for Physical Education (Men) (conducted at the Training Centre, Jordanhill, Glasgow).
Dunfermline College of Hygiene and Physical Education (Women) (at present conducted at Aberdeen).

They may be of more or less of than one year's duration, according to the circumstances of the individual case, and may be linked with a course at a University or a Central Institution (technical college).

3. Free tuition will be provided, and maintenance allowances will be granted where required. For further information, reference should be made to the pamphlet "Teaching as a Career (Scotland)".

4. Application forms can be obtained as described in A.3. When completed they should be returned to the Secretary of the Central Selection Board, the National Committee for the Training of Teachers, 140, Princes Street, Edinburgh, 2.

5. The conditions regarding release and interview will be, in general, as stated in paragraphs A.2 and 4 above. Applicants who are prima facie eligible for admission to training in Scotland will, however, be interviewed by one of the Selection Boards set up by the National Committee for the Training of Teachers, and will be notified by the Selection Board of the time and place of interview.

Important.

- (1) Applicants are responsible for notifying any change of address.
- (2) Applicants released from service before their application for training has been finally accepted or rejected should notify this fact, and give their new address, to the Ministry of Education (or in the case of candidates for Scottish training, to the Secretary of the Central Selection Board) marking the envelope "Form 203 R.E. Discharged".
- (3) Admiralty civilian staff are eligible for consideration for training and may apply on the same form of application.

Form 203 R.E.

For office use

APPENDIX

MINISTRY OF EDUCATION AND SCOTTISH EDUCATION DEPARTMENT
APPLICATION FOR TRAINING AS A TEACHER

Notes.—(1) The issue of this form does not imply that the applicant will be admitted to a course of training.

(2) With applicants who have been discharged from H.M. Forces on medical grounds it may be necessary to obtain in confidence the applicant's medical history from the Ministry of Pensions, and it is assumed that such candidates agree to this being done.

(3) For Service or ex-Service applicants, it is assumed that they agree that access may be had to their "Selection of Personnel" record (if any).

(4) Copies of testimonials or other documents should *not* be forwarded at this stage.

PART I

To be completed by all candidates

1. Surname (block letters)
- Full Christian names
2. Permanent Home Address.....

ANY CHANGE OF ADDRESS MUST BE NOTIFIED

3. Date of birth.....
4. Nationality.....
5. Whether married, single, widow or widower
6. If married, state number of children, if any, and their dates of birth.....
7. School or schools attended, with dates and examinations passed: similar particulars in regard to any other full-time education. Evidence of examination successes claimed may be required later.

8. Civil employment from leaving school until present time

Name of Employer	Nature of Employment	Dates	
		From	To
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Indicate against each occupation during the war whether you were directed or whether you were allowed to continue in that occupation by the Ministry of Labour and National Service, stating any special circumstances.

9. Outline of service (if any) in H.M. Forces.

Unit or Ship Arm or Corps	Rank or Rating	Service trade or Nature of duties	Dates	
			From	To
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Service Number.....

Reason for discharge (if already discharged).....

10. Particulars of any part-time education, whether of a general or vocational character, e.g. evening classes, adult education classes, correspondence courses, and any certificates obtained.

	Dates	
	From	To
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

11. Particulars of any private study and any special interests, such as games, dramatic work, art, craft or music.

.....

12. Particulars of any teaching work undertaken as a civilian, either professionally or voluntarily with either children or older people, or any activity with young people other than teaching, or as an instructor in H.M. Forces.

	Dates	
	From	To
.....
.....
.....
.....
.....
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.....

13. If possible give names and addresses of two persons to whom reference can be made. These should, preferably, be persons competent to give an opinion as to your suitability for the teaching profession, and if possible should be resident in the United Kingdom.

(a) (b)

14. Any other information relevant to your application.

PART II

To be completed by candidates who wish to qualify by means of an Emergency One-Year Course as teachers in post-primary, junior, infant or nursery schools in England or Wales.

15. State type of school in which you wish to teach and the subjects of the school curriculum in which you are particularly interested.

.....

16. Do you wish to qualify to teach in Welsh schools?.....
 Candidates who complete this Section should return the Form in a cover marked "Form 203 R.E." to the Ministry of Education (Teachers' Branch), 14-22, Lennox Gardens, London, S.W.1

PART III

To be completed by candidates who wish to qualify as teachers of technical subjects in Technical Colleges, Schools of Commerce or Secondary Technical Schools in England and Wales.

17. Do you wish to teach in—
 (a) A Technical College or School of Technology or Commerce
 or (b) A Secondary (Technical) School.....

State the subjects of the school curriculum in which you are particularly interested.

.....

 Candidates who complete this section of the Form should return it in a cover marked "R.E. (Technical)" to the Ministry of Education (Teachers' Branch), 14-22, Lennox Gardens, London, S.W.1

PART IV

To be completed by candidates who wish to teach in Scotland.

18. For what type of teaching do you wish to train?
 (a) General subjects in Primary (including Nursery) Schools
 (b) Special subjects in Secondary Schools (e.g. French, Mathematics). State subject or subjects
 (c) Technical subjects (e.g. Art, Agriculture, Commercial subjects, Domestic subjects, Handwork, Music, Physical Education). State subject

19. If you have been apprenticed to any trade, give full particulars and state whether the apprenticeship has been completed.

20. State, in order of preference, the training centres or colleges you desire to attend. A list of the centres and colleges is given in the pamphlet "Teaching as a Career (Scotland)."

Candidates who complete this part of the Form should return it in a cover marked "Form 203 R.E." to the Secretary of the Central Selection Board, the National Committee for the Training of Teachers, 140 Princes Street, Edinburgh 2.

PART V

To be completed by candidates still serving in H.M. Forces.

21. Release Group Number.....
Service address

Persons released before their applications are settled should immediately notify their new (civilian) address for correspondence, marking their communication "Form 203 R.E. Discharged", and sending it to the address to which they sent their original application.

Signature of applicant

Date

(A.F.Os. 1537/45 and 1639/45.)

4108.—Service-Trained Male Nurse—Eligibility of Sick Berth Ratings

(M.D.G. 35593/45.—26 Jul. 1945.)

The Ministry of Health have issued a Statutory Rule and Order 1945, No. 638, which states *inter alia*, that a person who has, while serving in H.M. Naval Forces, passed for Leading Sick Berth Attendant, and is no longer serving in H.M. Forces (otherwise than as a member of a Naval Reserve Force not for the time being called out for service or called into actual service) may use the name or title of "Service-trained Male Nurse".

2. All ratings in the Sick Berth Branch, therefore, who have passed for the leading rate are entitled in future to use the title "Nurse" in conjunction with the special name of "Service-trained Male Nurse". The order applies to all Sick Berth Ratings who may have qualified for advancement in the past, as well as those who will pass for the leading rate in the future.

3. Steps are being taken to provide for particulars of entitlement to the special use of the word "Nurse", as legislated for the Nursing Profession by the Nurses' Act, 1943, to be included in future on Form S.1246L—History Sheet of Sick Berth Ratings.

4. Form S.1246L in respect of the ratings at present serving who qualify, or who have already qualified for such entitlement, should be annotated in the following manner. This certificate is to be added to the First Aid Nursing, etc., certificate on page 4 of the History Sheet; and is to be signed by the man's Commanding Officer:—

"It is certified that this man is entitled on leaving Active Service to use the name or title of 'Service-trained Male Nurse'."

5. Form S.1246L will be amended accordingly when reprinted.

*4109.—Naval Cadetships at the Royal Naval College, November, 1945, Examination

(C.W. 46602/45.—26 Jul. 1945.)

The next examination for Cadetships at the Royal Naval College will be held in November, 1945.

2. Candidates must have been born on or between 1st April, 1932, and 31st July, 1932, and their completed application forms must be received by the Admiralty not later than 10th October, 1945.

3. The educational test is the Common Examination for entrance to Public Schools, in the following subjects:—

English
History
Geography
Latin or Science
Arithmetic, Algebra and Geometry
French.

4. About 45 Cadetships in all will be offered. These include 20 scholarships, 10 of which are reserved for boys from grant-aided schools. In addition, one scholarship will be given to the son of a rating or ex-rating of the permanent service who does not win an open scholarship but who takes a high enough place in the examination.

5. The fees for boys who are awarded scholarships vary according to the parents' means. In cases of small incomes all fees and expenses may be remitted; in other cases the inclusive fee ranges from £1 to £65 a term.

6. Application forms and detailed regulations may be obtained from the Secretary of the Admiralty (C.W. Cadets).

4110.—W.R.N.S.—Promotion of Officers

(C.W. 43972/45.—26 Jul. 1945.)

The following W.R.N.S. officers have been promoted and re-appointed during the period 1st April, 1945, to 30th June, 1945, inclusive, with seniorities as shown against their names. These promotions are in addition to those promulgated in A.F.O. 2702/45:—

To First Officer, W.R.N.S.

Miss S. Badenoch	"Byrsa"	17th May, 1945
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To Second Officer, W.R.N.S.

Miss A. M. Hunter	"Europa"	5th April, 1945
Mrs. M. E. Allen	"Ferret"	30th April, 1945
Mrs. D. M. Sharp	...	...	"Midg"	...	...	30th April, 1945
Miss M. N. Rodwell	...	...	"Flowerdown"	...	...	30th April, 1945
Miss H. M. Brachi	...	...	"Pembroke IV"	...	...	30th April, 1945
Mrs. K. E. Staines	...	...	"Orlando"	...	...	30th April, 1945
Miss B. M. Guthrie	...	...	"President"	...	...	30th April, 1945
Miss E. H. P. Milburn	...	...	"Watchful"	...	...	30th April, 1945
Mrs. A. M. Smith	...	...	"Cabbala"	...	...	30th April, 1945
Miss M. E. Munro-Kerr	...	...	"Byrsa"	...	...	30th April, 1945
Mrs. B. L. Hunter	...	...	"Shrapnel"	...	...	30th April, 1945
Mrs. P. J. Dunn	...	...	"Merganser"	...	...	30th April, 1945
Mrs. M. E. Cooper	...	...	"Leigh"	...	...	30th April, 1945
Mrs. J. M. Milne	...	...	"Cochrane II"	...	...	30th April, 1945
Mrs. J. E. L. Tyler	...	...	"Saker"	...	...	30th April, 1945
Miss J. V. A. Reid	...	...	"Bacchante"	...	...	30th April, 1945
Miss M. J. Leigh	...	...	"Proserpine"	...	...	30th April, 1945
Miss J. H. Laurence	...	...	"President"	...	...	30th April, 1945
Miss P. Halliday	...	...	"Eaglet"	...	...	30th April, 1945
Mrs. J. M. Bradley-Hole	...	...	"Pembroke III"	...	...	30th April, 1945
Mrs. K. H. Batchelor	...	...	"Forte"	...	...	30th April, 1945
Miss A. E. A. Hampton	...	...	"Osprey"	...	...	30th April, 1945
Miss L. D. Hussey	...	...	"Skirmisher"	...	...	30th April, 1945
Miss L. R. Sommerville	...	...	"Nile"	...	...	30th April, 1945
Mrs. D. A. Howells	...	...	"Bacchante"	...	...	30th April, 1945
Miss E. A. Sinclair	...	...	"Faraway"	...	...	30th April, 1945
Miss A. M. McRobert	...	...	"Spartiate"	...	...	30th April, 1945
Mrs. L. E. Lee	...	...	"Vernon" (R)	...	...	30th April, 1945
Miss J. E. Franks	...	...	"Pembroke IV"	...	...	30th April, 1945
Miss C. Campbell	...	...	"Leigh"	...	...	30th April, 1945

To Second Officer, W.R.N.S.—contd.

Miss V. B. Ross-Skudder ...	"Drake" ...	30th April, 1945
Mrs. E. M. Chase ...	"Lucifer" ...	30th April, 1945
Mrs. J. M. S. Eden ...	"Lucifer" ...	30th April, 1945
Miss M. V. Bergonzi ...	"President" ...	30th April, 1945
Mrs. D. B. Colthurst ...	"President" ...	30th April, 1945
Miss B. W. Hill ...	"Eaglet" ...	26th May, 1945
Mrs. K. M. Inman ...	"Heron" ...	28th May, 1945
Mrs. B. Iley ...	"Shrapnel" ...	31st May, 1945
Miss A. T. McLean ...	"Pembroke III" ...	3rd June, 1945
Mrs. M. L. Bosworth ...	"Cochrane II" ...	6th June, 1945
Mrs. M. O. N. Smith ...	"Osborne" ...	15th June, 1945
Miss R. B. U. Hummel ...	"President" ...	16th June, 1945
Miss B. E. Shepard ...	"Badger" ...	20th June, 1945
Miss E. M. Tate ...	"James Cook" ...	30th June, 1945
Miss M. J. Spaight ...	"Pembroke III" ...	30th June, 1945
Miss K. M. Fox ...	"President" ...	30th June, 1945
Miss B. P. M. Lewis ...	"Drake" ...	30th June, 1945
Miss I. Baker ...	"Pembroke III" ...	30th June, 1945
Miss P. Cooper ...	"Proserpine" ...	30th June, 1945
Miss P. B. Johnston ...	"Badger" ...	30th June, 1945
Miss B. Hurler ...	"President" ...	30th June, 1945
Miss B. A. Best ...	"Shrike" ...	30th June, 1945
Mrs. L. Cochran ...	"Pembroke III" ...	30th June, 1945

2. The following W.R.N.S. Officers are promoted or confirmed in rank, with seniority as shown against their names. Attention is drawn to A.F.O. 2128/45, paragraph 18 :—

To Chief Officer, W.R.N.S.

Miss N. W. Keenan ...	"Nile" ...	1st July, 1945
Miss H. M. Collison ...	"Pembroke V" ...	1st July, 1945
Mrs. A. F. Parker ...	"Victory V" ...	1st July, 1945
Mrs. A. Fanshawe ...	"Badger" ...	1st July, 1945

To First Officer, W.R.N.S.

Miss C. MacGeagh ...	"Beehive" ...	1st July, 1945
Miss M. S. Gibbs ...	"Lanka" (Ce) ...	1st July, 1945
Mrs. C. M. McLelland ...	"Golden Hind" (Ce) ...	1st July, 1945
Miss A. Chapman ...	"Pembroke" ...	1st July, 1945
Miss A. L. Hodge ...	"Shrike" ...	1st July, 1945
Miss F. Johnson ...	"Eaglet" ...	1st July, 1945
Mrs. H. M. Minto, M.B.E. ...	"Eaglet" ...	1st July, 1945
Miss C. McN. Petrie ...	"Beaver I" ...	1st July, 1945
Miss C. J. Kelway ...	"Pyramus" ...	1st July, 1945
Mrs. W. Garland ...	"Lizard" ...	1st July, 1945
Miss H. E. Jones ...	"Byrsa" ...	1st July, 1945
Mrs. D. L. S. King ...	"Victory IV" ...	1st July, 1945
Miss N. I. Haunch ...	"Victory IV" ...	1st July, 1945
Miss B. Perry ...	"Raleigh" ...	1st July, 1945
Miss M. H. Love ...	"Pembroke III" ...	1st July, 1945
Mrs. H. Falls ...	"Pembroke V" ...	1st July, 1945

To Second Officer, W.R.N.S.

Mrs. W. Mills ...	"Drake" ...	1st July, 1945
Miss W. P. Sparrow ...	"President" ...	1st July, 1945
Miss I. A. Ash ...	"Drake" ...	1st July, 1945
Miss M. R. D. Cree ...	"Pembroke I" ...	1st July, 1945
Miss L. I. Parish ...	"Lanka" ...	1st July, 1945
Miss P. A. S. Coulthurst ...	"Badger" ...	1st July, 1945
Miss D. W. Sanger ...	"Pembroke" ...	1st July, 1945
Miss P. Field ...	"Nile" ...	1st July, 1945
Miss J. M. Fauvel ...	"Pembroke III" ...	1st July, 1945
Miss L. M. Hamilton ...	"Lanka" ...	1st July, 1945
Miss M. E. S. Breene ...	"Lanka" ...	1st July, 1945
Miss C. D. Hulton-Sams ...	"Owl" ...	1st July, 1945
Miss J. P. Green ...	"Hathi" ...	1st July, 1945

To Second Officer, W.R.N.S.—contd.

Miss M. Humphreys ...	"Nile" ...	1st July, 1945
Miss F. B. Lewis ...	"Lanka" ...	1st July, 1945
Miss H. M. D. McLaren ...	"Spartiate" ...	1st July, 1945
Miss E. M. Holmes ...	"Pembroke III" ...	1st July, 1945
Miss B. M. Colls ...	"Pembroke III" ...	1st July, 1945
Miss R. D. Davies ...	"Eaglet" ...	1st July, 1945
Miss P. M. Rawlinson ...	"Ferret" ...	1st July, 1945
Miss R. P. Reyne ...	"Golden Hind" ...	1st July, 1945
Miss D. A. Cain ...	"Merlin" ...	1st July, 1945
Miss J. L. Thomson ...	"Godwit" ...	1st July, 1945
Miss G. D. Deery ...	"Proserpine" ...	1st July, 1945
Miss J. M. Weeks ...	"President" ...	1st July, 1945
Miss L. E. Beringer ...	"Pembroke III" ...	1st July, 1945
Miss J. M. Baily ...	"Mersey" ...	1st July, 1945
Miss C. Bee ...	"Victory V" ...	1st July, 1945
Miss P. W. MacDonald ...	"Boscawen" ...	1st July, 1945
Miss B. Heaton ...	"Cormorant" ...	1st July, 1945
Miss D. E. Tolhurst ...	"Colombo" ...	1st July, 1945
Miss A. G. R. Honey ...	"Valluru" ...	1st July, 1945
Miss D. B. Parnham ...	"Abatos" ...	1st July, 1945
Miss J. M. Lindsay ...	"Pembroke III" ...	1st July, 1945
Miss N. E. M. Wilkin ...	"Drake" ...	1st July, 1945
Miss M. W. F. Courage ...	"Byrsa" ...	1st July, 1945
Miss M. A. Gray ...	"Pembroke I" ...	1st July, 1945
Miss M. Tennent ...	"Nile" ...	1st July, 1945
Miss O. W. Foale ...	"St. Angelo" ...	1st July, 1945
Miss O. M. Gurden ...	"President" ...	1st July, 1945
Miss J. M. Stanley ...	"Drake" ...	1st July, 1945
Miss P. Wright ...	"Afrikander" ...	1st July, 1945
Miss A. D. St. J. Inman ...	"Leigh" ...	1st July, 1945
Miss P. M. Lindop ...	"Royal Arthur" ...	1st July, 1945
Miss N. M. Westbrook ...	"Lanka" ...	1st July, 1945
Miss V. S. Watkin ...	"Urley" ...	1st July, 1945
Miss M. M. Carruthers ...	"Pyramus" ...	1st July, 1945
Miss B. M. Suggett ...	"Peewit" ...	1st July, 1945
Miss M. B. B. Deane ...	"Elfin" ...	1st July, 1945
Miss P. M. C. Bartholomew ...	"Eaglet" ...	1st July, 1945
Miss D. Wilson ...	"Pembroke III" ...	1st July, 1945
Miss C. R. Nevill ...	"Curlew" ...	1st July, 1945
Miss N. H. Shaw ...	"Drake" ...	1st July, 1945
Miss A. Baxter ...	"Pembroke IV" ...	1st July, 1945
Miss M. Hervey ...	"Forte" ...	1st July, 1945
Miss E. A. Fry ...	"Excellent" ...	1st July, 1945
Miss S. M. Young ...	"Nile" ...	1st July, 1945
Mrs. D. S. Rose ...	"Royal Arthur" ...	1st July, 1945
Mrs. P. E. Moore ...	"Fortitude" ...	1st July, 1945
Miss J. C. N. Barr ...	"Robin" ...	1st July, 1945
Miss M. B. Buxton ...	"Royal Arthur" ...	1st July, 1945
Miss J. D. M. Ravenscroft ...	"Urley" ...	1st July, 1945
Miss D. H. Crawford ...	"Eaglet" ...	1st July, 1945
Miss M. E. R. Warren ...	"President III" ...	1st July, 1945
Miss A. V. Hawke ...	"Saker" ...	1st July, 1945
Miss L. K. Barber ...	"Lanka" ...	1st July, 1945
Miss N. K. Maude ...	"President" ...	1st July, 1945
Miss M. K. Frewin ...	"Pembroke III" ...	1st July, 1945
Miss H. Townsend ...	"Badger" ...	1st July, 1945
Miss M. Y. Potter ...	"President III" ...	1st July, 1945
Miss M. E. Griffith ...	"President" ...	1st July, 1945
Miss E. J. Ede ...	"Pembroke III" ...	1st July, 1945
Miss D. M. Cannell ...	"Cressy" ...	1st July, 1945
Miss M. L. Dent ...	"Lanka" ...	1st July, 1945
Miss G. M. Harries ...	"Goldcrest" ...	1st July, 1945
Miss B. M. E. Tyler ...	"Lanka" ...	1st July, 1945
Miss D. B. Brooks ...	"Skirmisher" ...	1st July, 1945
Miss M. A. Higginson ...	"President" ...	1st July, 1945
Miss P. M. Dickie ...	"Pembroke III" ...	1st July, 1945

To Second Officer, W.R.N.S.—contd.

Miss J. Plenderleith	"Gannet"	1st July, 1945
Miss W. McL. Robertson	"Lucifer"	1st July, 1945
Miss I. W. L. Mackie	"Beaconsfield"	1st July, 1945
Miss F. R. Farquhar	"Pembroke I"	1st July, 1945
Miss V. L. Jabez-Smith	"Pembroke V"	1st July, 1945
Miss M. J. McNeel-Caird	"Daedalus"	1st July, 1945
Miss O. R. Morgan	"Victory IV"	1st July, 1945
Miss A. C. Nicholls	"Marlborough"	1st July, 1945
Miss K. M. Whitcombe	"Spartiate"	1st July, 1945
Miss J. M. Hughes	"Shrapnel"	1st July, 1945
Miss D. Stead	"Faraway"	1st July, 1945
Miss E. K. Parker	"Cricket"	1st July, 1945
Miss A. K. Bartlett	"Condor"	1st July, 1945
Miss A. Pocock	"Heron"	1st July, 1945
Miss O. F. Pollok-Morris	"Condor"	1st July, 1945
Miss J. M. Crossman	"Lucifer"	1st July, 1945
Miss M. J. Watson	"Lanka"	1st July, 1945
Miss F. S. Harris	"Hornbill"	1st July, 1945
Miss M. T. Russell	"Afrikander"	1st July, 1945
Mrs. M. Walters	"Pembroke III"	1st July, 1945
Miss V. Seals	"Mersey"	1st July, 1945
Miss M. M. Donaghy	"Forte"	1st July, 1945
Mrs. D. E. Davies	"Watchful"	1st July, 1945
Miss M. C. Bennett	"Nightjar"	1st July, 1945
Miss D. H. Watson	"Eaglet"	1st July, 1945
Miss I. P. Wilder	"Kestral"	1st July, 1945
Miss B. S. Cowan	"Victory IV"	1st July, 1945
Miss C. M. Bulkeley	"Braganza"	1st July, 1945
Miss E. C. Miller	"Pembroke"	1st July, 1945
Miss E. J. Black	"Bacchante"	1st July, 1945
Mrs. M. D. Harvey	"King Alfred"	1st July, 1945
Mrs. A. G. Pritchard	"Jackdaw"	1st July, 1945
Miss C. B. Fox	"Victory IV"	1st July, 1945
Mrs. P. A. Bulman	"Lucifer"	1st July, 1945
Miss A. M. Whitecross	"Pembroke III"	1st July, 1945
Miss F. J. Davey	"Westcliff"	1st July, 1945
Miss S. M. Walker	"Victory IV"	1st July, 1945
Miss M. C. Edwards	"Drake"	1st July, 1945
Miss J. S. Forsyth	"Drake"	1st July, 1945
Miss E. N. Currie	"Headingly"	1st July, 1945
Miss L. M. Cooke	"Braganza"	1st July, 1945
Miss M. N. Ingles	"Gadwall"	1st July, 1945
Miss M. Milln	"Marshal Soult"	1st July, 1945
Miss M. L. Doughty	"Pembroke III"	1st July, 1945
Miss P. B. E. Darby	"President"	1st July, 1945
Mrs. C. D. Ainley	"Lucifer"	1st July, 1945
Miss A. J. Brebner	"Revlis"	1st July, 1945
Miss B. O. Scott	"Dipper"	1st July, 1945
Miss B. O. Buchanan	"Landrail"	1st July, 1945

(A.F.Os. 2128/45 and 2702/45.)

*4111.—W.R.N.S.—Register for Relief Work Abroad

(N. 18870/45.—26 Jul. 1945.)

W.R.N.S. officers and ratings who have submitted applications for relief work abroad under A.F.O. 3008/45 who are likely to be released from the Service within the next three months may, if they wish to follow up their applications, inform the Foreign Office (Supply and Relief Department, 3, Cleveland Row, S.W.1.) of their intentions.

2. The Foreign Office will then pass such application forms to the Appointments Department, Ministry of Labour and National Service, Sardinia Street, London, W.C.2, where they will be considered for inclusion in the civilian register of volunteers for relief work. Any subsequent enquiries should be directed to that Office.

3. Applicants should be reminded that, as stated on the form itself, the completion of the application form entailed no obligation in regard to eventual employment nor in regard to release from Official Employment.

(A.F.O. 3008/45.)

*4112.—Examination for Warrant Engineer and Warrant Mechanician, February, 1946—REPORT

(C.W. 42049/45.—26 Jul. 1945.)

The next professional examination for the ranks of Warrant Engineer and Warrant Mechanician will be held on Monday, 4th February, 1946.

2. Candidates for the examination are to forward their applications on Forms S.584 through their Commanding Officers as required by administrative authorities of the ships or establishments in which they are serving.

3. Commanders-in-Chief and administrative authorities at home and abroad are to retain for the time being the Forms S.584, and are to inform the Admiralty by signal not later than 1st October, 1945, of the number of eligible candidates in their commands (a) for Warrant Engineer and (b) for Warrant Mechanician in the following form:—

From (Administrative Authority)

To Admiralty.

A.F.O. 4112/45, paragraph 3.

(a) (Number of candidates for Warrant Engineer.)

(b) (Number of candidates for Warrant Mechanician.)

"Nil" returns are to be rendered.

4. On receipt of the report called for in paragraph 3, the examination papers required, with a proportion of spare sets, will be forwarded to Commanders-in-Chief and Administrative Authorities. The spare sets are for the use of candidates who are eligible to take the examination but whose application, through no fault of their own, did not reach the Administrative Authority by the prescribed date. A small number of sets of examination papers will also be forwarded to Administrative Authorities rendering "Nil" returns for the same purpose. These spare sets may, after the examination is over, be used for instructional purposes. Duplicate sets will be forwarded without demand to replace packets enclosed in mails reported lost. Each set of examination papers will bear a number which will be the examination number of the candidate.

5. In the event of any candidate for whom examination papers have been demanded having been transferred elsewhere since his application was first made, the application on Form S.584, together with copies of the examination papers, are to be forwarded to the Administrative Authority of the ship or establishment to which he has been drafted in order that they may be available for him by the date of the examination.

6. Where the results of the February, 1945, examination are not known in time, candidates who are desirous of sitting again in the event of being declared unsuccessful in their previous attempt should be included in the numbers of candidates reported in accordance with paragraph 3.

7. No application to sit for the examination received by Administrative Authorities after the date fixed for the examination is to be considered unless it is evident that it has been delayed through no fault of the candidate and that he would suffer hardship by missing the examination. Such exceptional cases are to be reported in writing to the Admiralty and, if the circumstances warrant it, a separate set of examination papers will be prepared and forwarded and a date fixed for the examination to be taken.

8. The worked papers from each command or station are to be forwarded to the Admiralty (E.-in-C. Dept., London), accompanied by the Form S.584, for all candidates who took the examination and completed Forms B and C enclosed with the examination papers. At the same time, the Admiralty is to be informed by signal of the number of candidates who took the examination for whom worked papers have been forwarded in the following form:—

From (Administrative Authority)

To Admiralty

A.F.O. 4112/45, paragraph 8.

Worked papers despatched.....(date).....as follows:—

(a) (Number of papers for Warrant Engineers.)

(b) (Number of papers for Warrant Mechanicians.)

9. The receipt of worked examination papers will similarly be acknowledged to Commanders-in-Chief and Administrative Authorities concerned.

10. Form S.584 in respect of any candidate whose application is subsequently withdrawn is to be destroyed and not forwarded to the Admiralty.

11. Before a candidate is to be allowed to sit for this examination, Commanding Officers are to satisfy themselves that the candidate is *eligible in all respects* in accordance with K.R. & A.I., Article 313, except that the temporary relaxation of the age limits already laid down will also apply to the 1946 examination, i.e. candidates must be under the age of 40 on the 1st October, 1946.

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

4113.—Aircraft—Pyrotechnics—Cartridges Emergency Undercarriage Lowering Device 1.5-in. No. 1, Mark I—Introduction into Naval Service

(A.S.11975/44.—26 Jul. 1945.)

Cartridges, Emergency Undercarriage Lowering Device 1.5-in., Mark I, are being introduced into Naval Service for use with Beaufort Aircraft.

2. *Description.*—The Cartridge resembles externally a Cartridge Signal 1½-in., being a rolled paper cartridge with brass base. The filling consists of:—

A single pellet of Mechanite (which is a form of Cordite) approximately 1.3-in. diameter × 2.3-in. long.

Ignited by—

10 pieces of quick match thread

which are initiated by—

a percussion cap mounted in the base in the usual way.

The Cartridge carries the usual external markings.

3. Full particulars of the store are given in A.P. 1161F., Volume 1, Section 3, Chapter 2. They are classified for storage as Group 6, Category Y.

4. Allowances of this store will be 30 per Royal Naval Air Station, from which Beaufort aircraft are operated and demands should be rendered to the nearest R.N. Armament Depot accordingly.

5. A life of 5 years at home and 3 years abroad has been allotted these cartridges.

4114.—Aircraft Ammunition—Pyrotechnics—Cartridges, Engine Starter No. 1, Mark II I.C.I., Lot 275 1/43—REPORTS

(G.08192/45.—26 Jul. 1945.)

Twenty five Cartridges, Engine Starter No. 1, Mark II of Lot 275 I.C.I. manufacture 1/43 are required for examination.

2. Commanding Officers of H.M. Ships and R.N. Air Stations should arrange for all available Cartridges, Engine Starter No. 1, Mark II to be examined, and if any of the above-mentioned lot are found, to set aside up to 25 and notify Admiralty (D.A.S., Bath) by signal, quoting this Admiralty Fleet Order.

3. R.N. Armament Depots at home and abroad are to report similarly. Nil reports are required.

4115.—Aircraft—Pyrotechnics—Smoke Floats A/C No. 3—Withdrawal and Dumping

(A.S. 5994/45.—26 Jul. 1945.)

Smoke Floats A/C No. 3 (Dinghy Distress) are no longer a Naval requirement and any remaining on board H.M. ships should be dumped.

2. The floats should be prepared for dumping as follows:—

(1) Tear off adhesive tape securing cap, protecting upper, and remove the latter from float. (This is positioned on end of float painted yellow.)

(2) The disc sealing now exposed should be removed or punctured to expose one or more holes in the lid.

(3) Drill two ¼-in. holes in the buoyancy chamber ¾-in. from the lid and pierce the millboard liner with any suitable tool. (This is the end painted yellow.)

(4) The cap, protecting lower, which is attached in a similar manner to that of the cap, protecting upper, is not to be removed. (This is positioned on the end of the float painted green.)

3. Any floats remaining at R.N. air stations should be returned to the nearest R.N.A. depot for disposal in accordance with separate instructions already issued.

(A.F.O. 5734/43 is cancelled.)

4116.—Primers No. 14 V, B.R. 11/42, G.B. 7/42, Lot 960—Small Quantity Required for Examination—REPORTS

(A.S./G. 08286/45.—26 Jul. 1945.)

Ten primers No. 14 V, B.R. 11/42, G.B. 7/42, lot 960, are required for examination.

2. H.M. Ships and R.N. armament depots should examine stocks of these primers, both loose and in cartridges, at the first opportunity, and furnish a report to D.A.S., Bath, B.89, stating quantity available.

3. These primers may be regarded as coming under category (b) of C.A.F.O. 991/42, i.e. not dangerous, but liable to a percentage of failures to function, and may be found in cartridges for the following guns:—

4.7-in., Marks IX-IX**, D.E.F. and Marks XII-XII*.

4.5-in. D.E.F. (Separate Loading).

4-in., Marks XVI and XXI.

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

4117.—Ammunition—Fuzes, Primers and Tubes—Primers No. 14 V GB. 9/41 Lot 823 BR. 10/42

(A.S./G. 05445/44.—26 Jul. 1945.)

No reports of availability of five Primers No. 14 V, G.B. 9/41 Lot 823 B.R. 10/42 having been received it has been decided that no further action to obtain, or further report need be made.

2. If any primers of this description come to light in the future they should be brought to produce.

(A.F.O. 284/45 is cancelled.)

4118.—Ammunition—S.A., 0·303-in., Tracer G, Mark V and VZ—Withdrawal

(A.S. 01740/45.—26 Jul. 1945.)

Cartridges, S.A., 0·303-in., Tracer G, Mark V or VZ, are no longer to be used in Naval aircraft. Any quantities on board or at R.N. air stations are to be returned at the earliest opportunity to the nearest R.N. armament depot where they are to be retained pending disposal instructions.

2. In future, all requirements of tracer ammunition for use in 0·303-in. guns in Naval aircraft are to be met with cartridges, S.A., 0·303-in., Tracer G, Mark IV or G, Mark VI or VIZ.

3. C.B. 4252B is being amended.

4119.—Ammunition Supply—Naval Armament Depots—Supply, Tests and Returns of Ammunition

(A.S. 15063/44/B.88.—26 Jul. 1945.)

All ammunition containing N.C. propellant of the following indexes is to be landed at the nearest naval armament depot as early as practicable, viz. :—

S.P.D.1134	... B.L., 5 in., 51 cal.	S.P.D.2353	... B.L., 5 in., 51 cal.
S.P.D.1139	... Q.F., 3 in., 50 cal.	S.P.D.2357	... B.L., 5 in., 51 cal.
S.P.D.W.1192	... Q.F., 4 in., 50 cal.	S.P.D.2358	... { Q.F., 4 in., 50 cal.
S.P.D.1200	... B.L., 5 in., 51 cal.	S.P.D.F.2383	... { B.L., 5 in., 51 cal.
S.P.D.1262	... B.L., 5 in., 51 cal.	S.P.D.N.2436	... { B.L., 5 in., 51 cal.
S.P.D.1292	... B.L., 5 in., 51 cal.	S.P.D.2449	... { Q.F., 4 in., 50 cal.
S.P.D.1376	... B.L., 5 in., 51 cal.	S.P.D.2449	... { B.L., 5 in., 51 cal.
S.P.D.1377	... B.L., 5 in., 51 cal.	S.P.D.N.2466	... B.L., 5 in., 51 cal.
S.P.D.1382	... B.L., 5 in., 51 cal.	S.P.D.2475	... B.L., 5 in., 51 cal.
S.P.D.W.1449	... B.L., 5 in., 51 cal.	S.P.D.2498	... Q.F., 3 in., 23 cal.
S.P.D.1548	... B.L., 5 in., 51 cal.	S.P.D.2558	... B.L., 5 in., 25 cal.
S.P.D.1553	... B.L., 5 in., 51 cal.	S.P.D.N.2586	... Q.F., 3 in., 50 cal.
S.P.D.1565	... B.L., 5 in., 51 cal.	S.P.D.2861	... Q.F., 3 in., 50 cal.
S.P.D.1581	... Q.F., 4 in., 50 cal.	S.P.D.N.2963	... Q.F., 40 mm.
S.P.D.X.1597	... Q.F., 4 in., 50 cal.	S.P.D.N.2971	... Q.F., 3 in., 50 cal.
S.P.D.1602	... B.L., 5 in., 51 cal.	S.P.D.N.3033	... Q.F., 40 mm.
S.P.D.1626	... B.L., 5 in., 51 cal.	S.P.D.N.3037	... Q.F., 40 mm.
S.P.D.X.1646	... Q.F., 4 in., 50 cal.	S.P.D.N.3078	... B.L., 5 in., 50 cal.
S.P.D.W.1738	... Q.F., 3 in., 50 cal.	S.P.D.N.3091	... Q.F., 40 mm.
S.P.D.1763	... B.L., 5 in., 51 cal.	S.P.D.3284	... B.L., 6 in., 53 cal.
S.P.D.1765	... B.L., 5 in., 51 cal.	S.P.D.N.3303	... Q.F., 40 mm.
S.P.D.1853	... B.L., 5 in., 51 cal.	S.P.D.N.3306	... Q.F., 40 mm.
S.P.D.X.1875	... Q.F., 4 in., 50 cal.	S.P.D.B.3347	... B.L., 5 in., 51 cal.
S.P.D.X.1977	... B.L., 5 in., 51 cal.	S.P.D.N.3587	... B.L., 5 in., 51 cal.
S.P.D.X.1996	... B.L., 5 in., 51 cal.	S.P.D.N.3637	... Q.F., 40 mm.
S.P.D.X.2083	... Q.F., 4 in., 50 cal.	S.P.D.N.3674	... Q.F., 4 in., 50 cal.
S.P.D.2089	... B.L., 5 in., 25 cal.	S.P.D.N.3888	... Q.F., 1 in., 1/75 cal.
S.P.D.2195	... B.L., 12 in., 50 cal.		

2. At depots, both at home and abroad, all cartridges so received together with any in store are to be broken down and the propellant destroyed.

4120.—Ammunition Supply—Ready-Use Lockers for 40-mm. Bofors Clearing Charges

(G. 025938/44.—26 Jul. 1945.)

Stowage for 4 in number clearing charges in a small ready-use locker is to be provided in the vicinity of each 40-mm. Bofors mounting.

2. Lockers A.P.7812 are available for issue on the basis of one per 40-mm. mounting and requirements for these lockers should be forwarded to the Director of Contract Work (Supplies), Admiralty, Bath.

3. The work of fitting these lockers should be carried out by base or ship's staff.

4. Separate instructions are being issued for ships under construction.

4121.—Ammunition Supply—Ready-use Stowage—2-pdr. Unboxed Ammunition—Stowage Racks

Ships concerned

(G. 3012/45.—26 Jul. 1945.)

Reports from sea indicate that the retaining clips fitted on the racks used for the stowage of unboxed 2-pdr. ammunition in the R.U. magazines, are liable to failure during heavy rolling and pitching of the ship.

2. A.F.O. Diagram 271/45 shows a method whereby existing clips may be modified to make them more reliable.

3. Where this modification is beyond the capacity of ship's staff, defective clips should be secured with sailmaker's twine.

4122.—Anti-Ship Fire Control—A.G.T.U., Mark I—Fitting Alternative Precessional Torque Arrangements—As. and As.—REPORTS

Ships and Administrative Authorities concerned

(G.03915/45.—26 Jul. 1945.)

Reference was made in A.F.O. 2441/45 to the introduction of a choice of precessional torques to take fuller advantage of the slow-wander properties of the A.G.T.U.

2. Equipment is now becoming available for this modification which it is intended should only be carried out to the A.G.T.U.s. mounted forward. A.G.T.U.s. mounted aft are likely to suffer too much from ship's movement to warrant the use of precessional rates slower than 2 degrees per minute.

3. Briefly the work involved is as follows :—

(a) Fitting a new resistance panel and terminal block on the A.G.T.U. control panel in replacement of the existing resistance in the azimuth torque motor circuit, and the replacement of the existing 60-ohm resistance in the erection torque motor circuit by one of 150 ohms.

(b) Fitting a control switch in a suitable position in the T.S.

(c) Running a 3-core cable from the control panel to the control switch.

4. The switch controlling the choice of torque is to be sited in the T.S. for operation at the discretion of the T.S. officer according to the weather conditions prevailing at the time. When not engaged in operations requiring particular performance of the A.G.T.U., the control switch should remain in the position giving the highest precessional rate ("normal").

5. In ships where the A.G.T.U. is fitted in a compartment immediately adjacent to the T.S., the control switch can be fitted near the A.G.T.U. to reduce the wiring.

6. Commanding Officers of ships concerned are to insert an item in their list of approved As. and As. :—

"To modify the (forward) A.G.T.U. to give alternative precessional rates."

The work is to be carried out by ships' staffs on receipt of the equipment, assisted by base staffs. Sets of equipment with fitting instructions will be forwarded direct to ships concerned without demand.

7. This modification will be incorporated in A.G.T.U.s. fitted in ships after the date of this Admiralty Fleet Order. Wiring instructions will be issued separately for vessels under construction.

Trials to determine the settings appropriate to various weather conditions.

8. After fitting, it will be necessary to establish for each ship the weather conditions which are within the capacity of each of the lower settings.

- (a) The "normal" setting which gives a rate of 2 degrees per minute will compete with the worst weather conditions likely to be experienced and the control switch should, normally, be left in this position.
 - (b) The "medium" setting which should give a rate of about 15 minutes per minute should be appropriate to weather conditions approaching rough.
 - (c) The "light" setting with a rate of $7\frac{1}{2}$ minutes per minute will probably deal with fire conditions only when the ship is not steaming fast.
9. The conditions likely to cause uncontrolled wander are as follows:—
- (a) Roll on an intercardinal course.
 - (b) Yaw on an intercardinal course.
 - (c) Swell with an intercardinal wave-front, on a course parallel to the wave front.

10. Since the gyro of the A.G.T.U. will have a random rate of wander due to friction or error of horizontal balance, the margin of control will be less in one direction than the other, and one intercardinal course or wave front will be more effective in taking the A.G.T.U. out of control than a similar one in a neighbouring quadrant. Trials under conditions 9 (a) and 9 (b) should, therefore, be made on two courses at right angles where this is practicable and conditions on the two courses are comparable.

11. The method of trial proposed is that when weather conditions are suitable and operational duties permit, the ship should be steered on an intercardinal course and the control switch placed at "medium" control. Readings should then be taken of the difference between A.G.T.U. and master compass as shown at the differential unit at intervals of 5 minutes for $\frac{1}{2}$ hour.

Course should then be altered through 8 points and a second set of readings should be taken.

The weather conditions and estimates of roll and yaw in angle and period should be logged.

If the A.G.T.U. does not wander out of control during these trials, the trials should be repeated with the control switch placed at "light" control.

12. Trials should be repeated in varying conditions of weather in order that estimates may be made of the conditions under which "medium" and "light" control can be relied upon to maintain the A.G.T.U. under control of the master compass.

13. The results of such trials should be reported through Administrative Authorities to the Admiralty. Copies of reports should be forwarded to ships of the same class on the station as the findings of one ship will be applicable to others of the same class.

(A.F.O. 2441/45.)

4123.—Anti-Ship Fire Control—Cross Levelling Units—Types "B", "BM", "C", "CM" and "D"—Fitting of New Locking Device to the two speed Handwheels.

All Ships and Gunnery Establishments concerned.

(G.07616/44.—26 Jul. 1945.)

Reports have been received recently stating that on examination of certain Cross Level Units, damage had occurred to stop gears and the locking devices of the two speed handwheels. Investigation showed that this was due to the locking knob having been inserted at positions other than at zero, causing the locking bolt to foul the collar at the end of the zero tripper shaft. It was also noticed that the zero locking bolt had suffered strain, as a further foul occurred at each end of the brass housing arc of the zero position clicker.

2. A new design of locking pin has been produced, as shown in A.F.O. Diagram 270/45 (N.38877) and is suitable for fitting with slight modification to existing cross level units.

A locking pin housing is inserted in the place formerly occupied by the rotatable locking pin. The new design pin takes the form of a reversible slotted peg screwed into the centre of this housing; when required for use the peg should be unscrewed, reversed end for end, and re-inserted to engage its corresponding locking hole when the cross level handwheel is at zero position.

3. The items for this modification are being supplied by manufacturers direct to ships and Gunnery Establishments concerned. Fitting may be made in accordance with the diagram by ships' staffs, and for this it is necessary to remove the cross level handwheel cover and tap the existing hole to suit the new locking pin housing.

4124.—Guns—Q.F. 5.25-in., Mark I, 4.7-in., Marks XI and XII, XII* and XIIIB, 4.5-in., Marks I, III and IV, 4-in., Marks XVI* and XXI—Catch retaining breech block open—Modification

(A.S. 13996/44.—26 Jul. 1945.)

The following modification is approved.

<i>Gun</i>	Q.F. 5.25-in., Mark I; 4.7-in. Marks XI and XII, XII* and XIIIB; 4.5-in., Marks I, III and IV; 4-in., Marks XVI* and XXI.
<i>Part affected</i>	Catches, retaining breech block open.
<i>Purpose</i>	To prevent wear of holes in breech ring which house the axis pins for the retaining catches.
<i>Nature of modification</i>	(1) Welding support to the head of the axis pin. (2) Preparing breech ring to receive four fixing screws. (3) Mark of axis pins to be advanced by the addition of a star after modification.
<i>Drawing</i>	I.P. N.O.D.3112/64.
<i>New parts required</i>	Plates support and screws fixing pins, axis, catch retaining breech block open. Fixing screws and the necessary material (Class I steel plate, $\frac{7}{8}$ -in. \times $\frac{3}{8}$ -in) for local manufacture of the plates, will be supplied by D.A.S. when available.
<i>By whom to be done</i>	R.N. armament depots.
<i>Degree of urgency</i>	In ships—At first opportunity. In store—Before issue if possible.

(A.F.O. 1292/45 is cancelled.)

4125.—Guns—U.S., Q.F., 40 mm.—Waterjacket—Fitting of Emptying Plug, Mark II

(A.S. 10052/44.—26 Jul. 1945.)

The following modification is approved:—

<i>Gun</i>	Q.F., 40 mm., U.S., Mark I, Mark I Mod. I, Mark II, Mark II Mod. 1.
<i>Part affected</i>	Waterjacket.
<i>Purpose</i>	To facilitate drainage of waterjacket.
<i>Nature of modification</i>	Pad piece to be manufactured and welded to waterjacket and waterjacket drilled for reception of chain eye.
<i>Drawing</i>	I.P. N.O.D. 3138/125.
<i>New Parts required</i>	Pad piece, 1; plug emptying, Mark II, with chain, 1—to be manufactured locally. Stocks being distributed to R.N.A. Depots at home and abroad.
<i>By whom to be done</i>	Staff of R.N. Armament Depot.
<i>Degree of urgency</i>	As convenient.

2. U.S., 40 mm., guns of recent manufacture are fitted with drain plugs and do not require this modification.

(A.F.O. 1565/45 is cancelled.)

4126.—Guns—Q.F., 4·7-in., Marks XI, XII, XII*, XIIB and 4·5-in., Marks I, III and IV—Crank—Modification

(A.S.7674/45.—26 Jul. 1945.)

The following modification is approved:—

<i>Gun</i>	Q.F., 4·7-in., Marks XI, XII, XII* and XIIB. 4·5-in., Marks I, III and IV.
<i>Part affected</i>	Crank.
<i>Purpose</i>	To facilitate lubrication.
<i>Nature of modification</i>	Fitting an Enots lubricating nipple.
<i>Drawing</i>	Instructional Print, N.O.D. 3106/87.
<i>New parts required</i>	Enots lubricating nipple Fig. 1 (A.P. 4147).
<i>By whom to be done</i>	R. N. Armament Depots.
<i>Degree of urgency</i>	As convenient, Mark XII—XIIB guns to be given preference.

4127.—Guns—Q.F., 4·5-in., Mark IV—Shafts, Actuating—Modification

(A.S. 8397/45.—26 Jul. 1945.)

The following modification is approved:—

<i>Gun</i>	Q.F., 4·5-in., Mark IV.
<i>Part affected</i>	Shafts, actuating, Mark I.
<i>Purpose</i>	To operate gun-ready lamp circuits in 4·5-in. R.P. 50, Mark V mountings.
<i>Nature of modification</i>	A plate to be fitted to the actuating shaft and a numeral added to mark of the shaft.
<i>Drawing</i>	I.P.N.O.D. 3111/70.
<i>New parts required</i>	Plate and fixing screws, which are to be provided locally.
<i>By whom to be done</i>	R.N. armament depots.
<i>Degree of urgency...</i>	In service—as opportunity offers. In store—before issue to ships with R.P. 50, Mark V mountings.

2. Q.F., 4·5-in., Mark IV guns in 4·5-in. R.P. 50, Mark V mountings must be fitted with Mark II Actuating shafts and spare shafts supplied to these ships must be of Mark II pattern.

4128.—Guns—Q.F., 17-Pr., Mark III—Muzzle Brakes—Condemnation

(A.S. 6184/44.—26 Jul. 1945.)

Muzzle brakes of Q.F., 17-Pr., Mark III guns are liable to fracture after long use.

2. All muzzle brakes are to be examined periodically by ships, base or N.A. depot staff and if they are cracked, severely burned, scored or pitted; or if the thickness of the rear baffle and is less than as follows they are to be sentenced unserviceable and replaced:—

	Thickness	
	At 0·25 in. from exit hole	Beyond 0·5 in. from the exit hole
	in.	in.
Muzzle brake, Part No. F.L. 5731	0·35	0·45
Muzzle brake, Part No. F.L. 5801	0·4	0·5

4129.—Guns—Q.F., 12-pdr., 12-cwt., Marks I to IIA with Mark II rifling—Replacement of Time Fuzes No. 400 by No. 401 or Exchange of Guns

(A.S./C.I.N.O.10986/44.—26 Jul. 1945.)

To reduce the incidence of short bursts in Q.F., 12-pdr., 12-cwt. guns, Marks I to IIA with Mark II rifling, it has been decided to replace all such guns mounted as rapidly as conditions permit; and, as an interim measure when this is not possible in the near future, to replace all time fuzes No. 400 carried as outfit in ships concerned by fuzes No. 401.

2. Any ship mounting a 12-pdr., Mark I—IIA gun with one of the register numbers shown below is to signal the nearest N.A. depot or O.C.A.S. at the first opportunity, requesting that the gun may be exchanged for a 12-pdr. gun with rifling other than Mark II, or that (if this is not immediately practicable) the No. 400 fuze outfit should be exchanged for No. 401 fuzes. This signal should be repeated to Admiralty for D.N.O., D.A.S., and should state the register number of the gun requiring exchange.

3. This order does not apply to ships about to reduce to reserve or (for D.E.M.S.) to vessels which are likely to be disarmed, or to have their D.E.M.S. gunnery ratings removed soon (or have been so treated already).

4. N.A. depots and O.C.A.S. should not issue any gun included in the list below unless it is unavoidable to do so. Before issuing a gun with Mark II rifling, the depot concerned is to seek approval from Admiralty (D.A.S.) for doing so and is to ensure that No. 401 fuzes are issued with any such gun as first outfit.

Guns with Mark II rifling are those with the following Register Numbers only:—

37	519	817	1408	2162	2460
149	522	869	1411	2281	2462
161	527	872	1421	2303	2464
167	528	875	1422	2309	2473
177	533	884	1438	2310	2475
183	534	885	1457	2311	2477
186	535	889	1489	2312	2478
187	543	927	1492	2332	2479
195	572	970	1499	2333	2481
196	575	989	1502	2349	2490
197	585	1021	1507	2356	2492
219	603	1069	1513	2357	2497
221	605	1086	1515	2359	2499
226	630	1097	1517	2360	2505
235	637	1100	1518	2361	2506
239	669	1125	1562	2364	2507
251	670	1140	1596	2365	2516
252	679	1141	1617	2371	2518
257	681	1150	1659	2381	2520
258	688	1156	1705	2386	2521
259	741	1158	1839	2391	2526
262	742	1167	1842	2397	2527
273	745	1171	1874	2408	2531
278	749	1174	1876	2409	2535
286	750	1175	1877	2410	2539
414	754	1180	1880	2411	2545
416	755	1181	1881	2413	2546
420	756	1183	1890	2414	2547
444	757	1236	1892	2420	2548
454	758	1238	1905	2422	2550
483	767	1244	1908	2428	2551
495	773	1246	2071	2433	2553
496	778	1287	2077	2434	2558
497	788	1291	2096	2443	2559
501	791	1292	2101	2445	2561
502	793	1309	2108	2447	2562
503	794	1315	2143	2448	2563
505	804	1329	2150	2449	2565
508	813	1381	2157	2455	2566

Registered Numbers—contd.

2571	3740	4884	6464	6551	6635
2572	3743	4885	6465	6552	6636
2573	3748	4886	6466	6556	6638
2575	3751	4890	6467	6557	6639
2576	3754	4891	6468	6558	6641
2579	3756	4892	6470	6559	6642
2580	3757	4893	6475	6562	6644
2583	3759	4896	6477	6564	6646
2585	3765	6398	6478	6565	6647
2589	3767	6399	6480	6566	6648
2591	3769	6400	6481	6567	6649
2593	3770	6401	6482	6569	6651
2596	3772	6402	6483	6570	6654
2599	3774	6404	6484	6571	6657
3498	3775	6405	6486	6572	6658
3506	3776	6408	6488	6573	6659
3509	3777	6410	6489	6574	6660
3510	3779	6411	6491	6575	6661
3515	3780	6412	6493	6576	6662
3519	3783	6414	6497	6577	6663
3521	3784	6415	6498	6579	6664
3522	3786	6416	6499	6581	6665
3523	3789	6417	6501	6582	6666
3524	3790	6420	6502	6586	6667
3525	3791	6422	6504	6588	6671
3526	3792	6423	6505	6590	6672
3528	3795	6424	6506	6591	6674
3529	3798	6425	6509	6592	6675
3530	3801	6428	6514	6594	6677
3531	3803	6429	6515	6598	6678
3532	3804	6430	6516	6599	6683
3534	3806	6435	6518	6601	6685
3535	3808	6437	6520	6603	6686
3536	3809	6438	6521	6605	6687
3537	3810	6440	6523	6607	6688
3544	3813	6442	6524	6608	6690
3545	3815	6443	6524	6611	6691
3547	3816	6445	6525	6612	6692
3549	3817	6446	6527	6613	6693
3706	3819	6448	6528	6615	6694
3708	3820	6450	6529	6616	6695
3709	3821	6451	6530	6618	6696
3716	3822	6452	6530	6621	6697
3718	3824	6453	6532	6623	6698
3720	3834	6454	6535	6624	6699
3721	3835	6455	6538	6626	6702
3724	3855	6457	6540	6628	6703
3730	3902	6458	6543	6629	6704
3731	3904	6459	6545	6630	6706
3732	3911	6460	6545	6631	6708
3733	3913	6461	6548	6632	6713
3734	3914	6462	6549	6633	6717
3739	4881	6463	6550	6634	6720

4130.—Guns—Q.F., 40-mm., Mark IV—Springs Extractor—Allowance

(A.S. 1796/45.—26 Jul. 1945.)

Q.F., 40-mm., Mark IV gun, Numbers 21535 and onwards, are to be allowed extractor springs in the proportion of 1 per 2 guns and ships should demand these from the nearest R.N. armament depot.

2. Springs, firing lever and extractor which are used as both springs, firing lever and springs extractor in guns Numbers 15116 to 15251 only, will in future be designated springs, firing lever.

3. Naval Proportion Book will be amended.

(A.F.O. 797/45.)

4131.—Guns—Oerlikon 20-mm.—One Round Magazines, Defective

(G.5493/45.—26 Jul. 1945.)

Reports have been received of a defect in the Oerlikon One Round Magazine. The chamfer at the front end of the mouthpiece has been omitted in some magazines with the result that, on firing, the clearing charge is jammed between the breech face piece of the gun and the front end of the magazine mouthpiece, instead of being ejected from the magazine.

2. All one round magazines therefore are to be examined and rectified as necessary in accordance with A.F.O. Diagram 280/45, which clearly details the defect.

4132.—Guns—Machine Browning 0.50-in.—Introduction of Accelerator Stop, Sear and Accelerator Stop Retainer and Modified Locking Piece

(A.S./G. 021406/45.—26 Jul. 1945.)

0.50-in. Browning guns in naval service have, wherever possible, been modified to N.O.D.3131/1B to prevent the accelerator jamming in the locking-piece slot in the breech block.

2. Guns now being manufactured have a different device incorporated for the same purpose. This consists of replacing the stop, sear assembly, by:—

(a) Stop, accelerator, Part No. C.7161301, and

(b) Retainer, sear and accelerator stop, Part No. C.7161300 and modifying the locking-piece to suit the new components. The modified locking-piece is Part No. C.7161302.

3. The new and modified components are shown on A.F.O. Diagram 275/45.

4. The above parts are interchangeable as a set and may be fitted to any gun whether modified to N.O.D.3131/1B or not. The new pattern locking-piece may be fitted to a gun whether or not the other new components are fitted, but on no account must an old pattern locking-piece (Ref. 107K/23) be fitted with the new components.

5. Retrospective modification is not intended and guns should continue to be modified to N.O.D.3131/1B by R.N. Armament Depots whether or not a new set of components is fitted.

6. When demanding locking-pieces H.M. ships, R.N. air stations, R.D.U.s., etc. should state whether or not the new type locking-piece is essential.

7. The following shows the British nomenclature of the items concerned, with the American equivalent.

British Nomenclature	American Nomenclature
Guns, Browning, 0.50-in., aircraft:—	Guns, Browning, 0.50-in., aircraft:—
Stops, accelerator.	Stops, accelerator.
Retainers, sear and accelerator stop.	Locks, accelerator stop.
Locking-piece.	Lock breech.

(A.F.O. 2715/45 is cancelled.)

4133.—Guns—0.303-in.—Vickers G.O., Type "A"—Increase in Allowance of Magazines

Coastal Force Craft

(A.S.13528/44.—26 Jul. 1945.)

The allowance of magazines for Vickers G.O. 0.303-in., Type "A" guns mounted in Coastal Force Craft (not H.D.M.L.s.) is to be increased to 9 per gun.

2. Ships should demand from the nearest Naval Armament Depot.

3. Naval Proportion Book will be amended.

4134.—Gun Mountings—General—Cable Leading-in Gear—Trough Platform System—Method of Arresting Wear on Flameproof Braiding

Ships concerned, Dockyards and Repair Authorities

(D. 14191/45.—26 Jul. 1945.)

In A.F.O. 6115/43 instructions were given for fitting leather strips to arrest the wear on the bottom cables in turrets fitted with the trough platform system. Attention is drawn to the necessity for careful fitting of these strips in accordance with the directions contained in paragraph 2 of the order, particularly with reference to the pitch of the helical lapping, which should not be allowed to exceed 1-in. ; *i.e.*, with $\frac{3}{4}$ -in. wide strip, the gap between adjacent turns should not be more than $\frac{1}{4}$ -in.

2. An instance has recently been reported where the leather strip was wound with a pitch larger than that specified ; in consequence, the leather strip would not remain firmly in position on the cable and special steps had to be taken to prevent the turns from closing up, "concertina" fashion.

(A.F.O. 6115/43.)

4135.—Gun Mountings, General—Safe Arcs of Fire

(N.L. 7053/45.—26 Jul. 1945.)

A recent accident, which resulted in serious injury to a rating during gun practice on board one of H.M. Landing Craft, was caused by a ventilation cowl being immediately in front of the muzzle on one particular bearing when the gun was at low elevation.

2. In determining the safe arcs of fire of guns to avoid damage to structure, allowance is normally made for any moveable equipment being in its position of least interference to the gun. It is, therefore, most important that officers of quarters—or the Commanding Officer in ships in which a separate Officer of Quarters is not borne—and guns' crews should know exactly what items have to be cleared away.

3. The attention of all concerned is drawn to the need for ventilation cowls, galley funnels, etc., which are capable of being readily removed, to be unshipped before guns are fired.

4. In certain exceptional cases, equipment used in the service of the gun may be involved. For example, it may be found that the lid of a ready use locker, placed for serving the gun when firing on an after bearing, would be in the line of fire if left open when firing on the forward bearing. In such cases, Commanding Officers are to arrange for a warning to be marked on the equipment concerned.

(A.F.O. 2503/43 is cancelled.)

4136.—Gun Mountings—2-pdr., Mark XVI*—Sight Target Board Dimensions
Ships concerned

(G.4083/45.—26 Jul. 1945.)

2-pdr., Mark XVI* Mountings should be sight tested in accordance with A.F.O. Diagram 284/45 (G.R. 7041).

4137.—Respirator G.S. (Grade C)—Holders, Valve, No. 4 Made of Tin Plate

(A.S. 8504/44.—26 Jul. 1945.)

Holders, Valve, No. 4 incorporated in General Service Facepieces in recent years have been made of tin plate and may rust.

2. Rusty valve holders are to be returned to, and replacements obtained from, the nearest Royal Naval Armament Depot.

3. All rusty valve holders held or received in future by Royal Naval Armament Depots are to be scrapped.

(A.F.O. 1259/44 is cancelled.)

4138.—Internal Communications—Loudspeaking Systems—Responsibilities

(T./N.16089/45.—26 Jul. 1945.)

Loudspeaking systems are being fitted in H.M. Ships for passing urgent action information, and their failure or poor performance when they are most needed may have serious consequences.

2. Reports from sea show that this equipment is not always receiving the skilled maintenance which its importance warrants.

3. The difficulties of maintenance in destroyers and smaller craft are appreciated and every assistance should, in these cases, be given by base staffs.

4. Reports show that maintenance responsibilities for some loudspeaking systems are not clearly defined, and these are now summarized below :—

5. *Development and design.*—The development and design of all loudspeaking systems, including loud-hailing, Wa/T and S.R.E., is now the responsibility of the Director of Electrical Engineering, but the Director, Radio Equipment, will continue to be responsible for the radio receiver portion of the S.R.E. system.

6. *Maintenance afloat.*—(i) The responsibilities for maintaining loud-hailers, Wa/T equipment, S.R.E. and cinema equipment, have been promulgated by Admiralty Fleet Orders. Apart from the cinema projector (*see* A.F.O. 15/45) the maintenance of all these systems is the responsibility of the Signal Officer who can call upon the Torpedo Officer for repair work in accordance with K.R. & A.I., Articles 1244 and 1248.

(ii) The maintenance of all other loudspeaking systems (action information and other intercom systems, armament and other broadcast systems, or valve amplifiers) used in conjunction with sound-powered telephones and American loudspeaking equipment as fitted in "Captain" class and other U.S. built ships, is to be the responsibility of the Torpedo Officer, who can call upon the Signal Officer for assistance and testing of valves and valve amplifiers.

(iii) It is the intention ultimately to transfer the responsibility for all the internal communication in (i) except loud-hailers as well as those in (ii), to the Torpedo Officer, but questions of the training and drafting of maintenance staff make this impracticable for the present.

7. *Naval bases.*—The Base Maintenance Staff at ports from which destroyers or small vessels operate should assist these ships in the efficient maintenance of their loudspeaking systems. Admirals Superintendent or Flag or Naval Officers-in-Charge should be guided by paragraph 6 above when detailing their Electrical and Radio Officers for these duties.

8. *Books of instruction.*—In addition to the instruction books already issued for loud-hailing, S.R.E. and Wa/T equipment, an instruction book covering the 50-watt amplifier, Admiralty Pattern No. 12522 (which forms part of the intercom and broadcast systems fitted in small craft) is issued to ships so fitted. Additional copies may be obtained on application to Admiralty (D.E.E. Department). The issue of further text books to cover loudspeaking systems is in hand.

9. *Stores.*—Stores for Wa/T, S.R.E., loud-hailing, action information and other intercom systems, and armament and other broadcast systems, should be demanded direct on the local (Superintending) Naval Store Officer, except those for American types of equipment, which should be demanded from Superintending Naval Store Officer, West Riding.

(A.F.O. 2591/45 is cancelled.)

4139.—Multiphones—Replacement by Sound Powered Telephones

(T.136/44.—26 Jul. 1945.)

In view of the adverse reports received on the performance of multiphones, it has been decided that they may be replaced by sound powered telephones when they become defective.

2. The existing wiring should be utilized where possible and the work of replacement undertaken by ships' staffs.

3. The existing multiphone circuits run in fire control multicore cables may not prove satisfactory for use with sound powered telephones due to interference from magclip and fire control instruments, and because the cables are not twisted pair cables. If interference be experienced and twisted pair spare cores are not available in the telephone circuits, action should be taken in accordance with paragraph 6 below.

4. The following types of sound powered telephones are to be used for the under-mentioned services when replacements are effected :—

- (a) *Bomb Lift Communications*—Mark XV, Pattern 13231 (Handset).
- (b) *Ammunition Hoist Motors*—Mark X**, Pattern 12500 (Headset).
- (c) *Fire Control Communications*—Mark XV, Pattern 13231 (Handset).
- (d) *Miscellaneous Communications*—Mark XV, Pattern 13231 (Handset).

5. Multiphones rendered redundant by paragraph 19 of C.A.F.O. 916/44 are not affected by this order.

6. Where the work involved is beyond the capacity of ships' staffs, or rewiring is necessary, an item should be inserted in the Defect List.

7. The Sea Store Establishments concerned will be amended.

(A.F.Os. 1571/43 and 6122/43 and C.A.F.O. 916/44.)

4140.—Switches, 500 Amp., for Emergency Purposes

Destroyers—"J" to *Fleet "C" Classes*, "*Tribal*" and "*Hunt*" *Classes*, *Types II, III and IV*

(D. 14018/45.—26 Jul. 1945.)

Emergency terminals are, at present, connected direct to the bus-bars of each of the main fore and aft switchboards. The connecting of emergency cables to these terminals entails working on the "live" parts.

2. In order to facilitate the connecting of emergency cables a 500-amp. D.P. knife switch incorporating emergency terminals is to be fitted adjacent to each main switchboard and the top of the switch is to be connected by flexible cables to the existing emergency terminal on the bus-bars, the outgoing cables for emergency supplies being connected to the heel.

3. It is expected that the switches will be available early in August, 1945.

4. Arrangements will be made to deliver two switches to each of the vessels concerned as soon as they become available, and the work of fitting should be undertaken by ship's staff with base or dockyard assistance as necessary.

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

4141.—Preservation, Identification and Packaging of Naval Electrical Equipment Including Base and Depot Ship Spares, for Shipment and Storage Overseas

Overseers, Dockyards and Bases concerned

(D. 5742/45.—26 Jul. 1945.)

A.F.O. 3641/45 is to be amended as follows :—

Paragraph 6, *Packing Cases*, sub-paragraph, line 13. For Pattern 4681

read Pattern 4651.

(A.F.O. 3641/45.)

4142.—M.A.T., Mark IV—Examination of cut-in valve of Gyro Unit, and Lubrication with Graphite compound

(T.08882/45.—26 Jul. 1945.)

It has been found that burrs on the cut-in valve plunger or on the metal seat of the valve are the cause of these items sticking and failing to function properly in the Gyro Unit, Mark I, of the M.A.T. IV, especially when the gyro is left in the cocked position for any length of time.

2. To prevent, or considerably reduce, the possibility of this failure occurring, these items should be specially examined during the next routine overhaul. In addition the cut-in valve face is to be lubricated with a colloidal-graphite compound.

3. The examination and subsequent lubrication is to be carried out as follows :—

- (i) Remove the locknuts and 2 B.A. Bolt securing the cam plate to the cut-in valve body.
- (ii) Remove the locknuts and 4 B.A. Bolt securing the Fid Arm to the gyro frame. Remove the Fid Arm.
- (iii) Remove the cut-in valve guide plug and the cut-in valve plunger and thoroughly inspect the valve seating in the valve chest for burrs. If burrs are present, dismantle the air lead to the detector valve, the air lead from the air bottle, and the filter, and carefully remove the burrs. The minimum amount of metal only is to be removed to ensure that the burr does not protrude above the valve face and "bite" into the synthetic rubber washer fitted to the bottom of the valve plunger.
- (iv) If the Seating is now found to be satisfactory, thoroughly clean the valve body, using an air blast, ensuring that no metallic swarf or trace of oil remains, and lightly smear the face of the valve with :—
Graphite, Colloidal, in acetone, Stores Reference 33c/813—2-oz. jar.
Allow to dry, then reassemble the filter, air leads, cut-in valve, and fid arm in that order.

(Note.—On no account must the cut-in valve plunger be lubricated with oil because of its deleterious effect on the synthetic rubber sealing pad and washer).

4. After re-assembly the "pull off" of the release fid is to be checked as in B.R. 811(3) A.P. 2610(3), Chapter 1, paragraph 9.

5. The present instruction which requires the periodic inspection of the cut-in valve, to ensure that it does not stick, is to remain in force. (C.A.F.O. 2296/44.)

6. Grease Colloidal Graphite..... R.A.F. Stores Reference 33c/813—2-oz. jarwill be added to the M.A.T. IV chests in the proportion of 2 jars per chest.

(C.A.F.O. 2296/44.)

4143.—Torpedoes—U.S.A. 22.4-in., Mark 13—Exploders, Mark 4, Mod. 1 and 3. Mark 8 and Mark 8, Mod. 2—Conversion to Mark 4, Mod. 8 and 8B, Mark 8 Mod. 4 and Mark 8 Mod. 6.

(T. 08878/45.—26 Jul. 1945.)

In order to eliminate possible failures in the functioning of Mark 4 and 8 type torpedo exploder mechanisms, modifications consisting mainly of removing metal to decrease inertia effect and friction are to be carried out to the top plate and firing pin guide and stem.

2. When these have been effected :—

Mark 4, Mod. 1 becomes Mark 4, Mod. 8.

Mark 4, Mod. 3 becomes Mark 4, Mod. 8B.

Mark 8, becomes Mark 8, Mod. 4.

Mark 8, Mod. 2 becomes Mark 8, Mod. 6.

3. Detonators, torpedo, U.S.A., percussion, instantaneous, Mark 8 (including Mark 8, Mod. 2) only are to be used with the Mark 4 and Mark 8 exploders. All mods. of these exploders having become modified as in paragraph 1 should use detonator Mark 8, Mod. 2 if available. The U.S.A. Mark 7 torpedo detonator is being withdrawn from service and any detonators of this Mark on board H.M. Ships or at R.N. Air Stations, etc., are to be returned to the nearest R.N. Armament Depot, and Mark 8 detonators demanded in lieu; separate instructions will be issued to R.N. Armament Depots in due course as regards the disposal of U.S.A., Mark 7 torpedo detonators.

4. Arrangements are being made for the necessary alterations to existing exploders of the types referred to, to be carried out at torpedo depots. Any exploders of these types now on board H.M. Ships, etc., are to be exchanged for modified exploders at the first opportunity.

5. Instructions for the modification have been issued in T.D.I.2252 and Ordalt 1608 revision C.

(C.A.F.O. 1864/44 is cancelled.)

4144.—Torpedo Stores—Adapters St. No. T.2034—Allowance*Destroyers*

(A.S.5896/45.—26 Jul. 1945.)

With reference to A.F.O. 3026/45, it has been approved for the following item, viz:—

Section II

Adapters, air service St. No. T.2034

to be allowed to Destroyers in the proportion of one for each Nozzle St. No. T.568 carried.

2. Destroyers concerned are to demand the quantity of Adapters St. No. T.2034 required to complete to the new allowance from the nearest Torpedo Depot.

(A.F.O. 3026/45.)

4145.—Torpedo Stores—Plugs Testing St. No. T.549A—Introduction by Fitment of Additional Resistance to Plugs St. No. T.549

(A.S.12170/44.—26 Jul. 1945.)

The existing Plug Testing St. No. T.549 will not be suitable for use with the 18-in. version of the C.C.R. pistol unless the firing circuit has an additional resistance incorporated in it. This addition can most easily be accomplished by fitting an additional resistor in the Plug Testing St. No. T.549 (which is at present supplied for the 21-in. C.C.R. pistol).

2. The resistance to be used is a standard 20,000-ohms \pm 10 per cent. ($\frac{1}{2}$ -watt) Resistor, and the method of fitment is shown in A.F.O. Diagram 277/45, care is to be taken that the resistance is so positioned and protected that the terminal leads cannot be shorted or cannot contact the opposite poles of the instrument.

3. After modification the plugs will be accounted for as follows, viz:—

Plugs testing in box complete with microammeter St. No. T.549A and will then be suitable for both 18-in. and 21-in. C.C.R. pistol services. Details of allowances for 18-in. C.C.R. pistols will be published separately.

4. To effect standardization all Plugs St. No. T.549 are to be converted to St. No. T.549A. Plugs St. No. T.549 carried by Depot Ships and Bases for Submarines and C.F. Bases are to be modified by Depot Ship or Base Staffs.

5. Depot Ships and Bases concerned are to demand Resistors required from the nearest Torpedo Depot and supply will be made on receipt from manufacture.

6. After completion of the modification, the marking on the box, part of St. No. T.549, is to be amended to read "T.549A".

4145a.—Torpedoes 21-in., Mark VIII and IX Types—Simplified Method of Fitment of Stop Valve to Spindle

(A.S.4001/45.—26 Jul. 1945.)

A simplified method of attaching the stop valve St. No. 2678 to the spindle by use of a retaining wire, in lieu of the existing method using two screwed pins, has been introduced as an alternative method of manufacture for stop valves for 21-in. VIII** and IX** type torpedoes.

2. A spindle with plain holes has been provided to accommodate the retaining wire, and details of this spindle, together with the new securing arrangement, are shown in A.F.O. Diagram 283/45.

3. These new items will be accounted for as follows:—

Section IV

Spindles, valve, air stop St. No. 13079.

Wires, retaining, spindle (St. No. 13079) St. No. 13080.

The new spindle St. No. 13079 with the wire St. No. 13080 is interchangeable as a unit with the existing spindle St. No. 2430 complete with two screws St. No. 2679A.

4. A new retaining wire is to be used after stripping the stop valve where such valves are fitted with spindles St. No. 13079, during Routine "O". The ends of the wire protruding beyond the major diameter of the spindle must be turned over and dressed off so that no part of the wire is protruding more than 0.05-in.

5. Pending results of trials with the new type spindle and wire, no further 21-in. VIII or IX torpedoes incorporating these items will be issued to service. Any torpedoes 21-in. Mark VIII or IX now in service found to be fitted with spindles St. No. 13079 and wires St. No. 13080 are to have these exchanged for spindles St. No. 2430 and screws St. No. 2679A.

6. Consequent on the above the following additions will be made to the contents of Chests, spare gear, 21-in., VIII-VIII** and IX-IX** as follows:—

<i>Chests, spare gear 21-in., VIII-VIII**</i>	<i>Remarks</i>
Spindles St. No. 13079— 6 per chest	—
Wires St. No. 13080—12 per chest	In lieu of Screws St. No. 2679A.

<i>Chests, spare gear 21-in., IX-IX**</i>	
Spindles St. No. 13079— 6 per chest	In lieu of Spindles St. No. 2430.
Wires St. No. 13080 —12 per chest	In lieu of Screws St. No. 2679A.

Spindles St. No. 2430 and Screws St. No. 2679A will be issued in lieu of Spindles St. No. 13079 and Wires St. No. 13080 until stocks are exhausted.

Spindles St. No. 13079 and Wires St. No. 13080 will not be included in the above quoted chests until trials referred to in paragraph 5 are successfully completed.

7. If Wires St. No. 13080 are not included in "Chests, spare gear" carried by ships, etc., concerned when such wires are needed to meet requirements as at paragraph 4 above, the quantities of wires required are to be demanded from the nearest Torpedo Depot.

8. Labels of chests and torpedo store accounts are to be amended as necessary.

4146.—Torpedo Stores—Tools, operating depth setting gear, St. No. T.88A—Introduction

(A.S. 5335/44.—26 Jul. 1945.)

The existing design tool St. No. T.88 has 4 pins to engage the depth setting clutch and has a handle driven through the stock and pinned. To facilitate manufacture a new design tool, having 2 pins only and having a handle formed solid with the stock, has been introduced:—

2. The new design tool will be accounted for as follows:—

Section II

Tools, operating depth setting gear ... St. No. T.88A.

3. Tools St. No. T.88 will become O.F.M. but will be considered interchangeable in supply with Tools St. No. T.88A.

4147.—Torpedo Tubes, Submarine—Extractor Firing Gear—Fitting of Safety Catches—As. and As.*Submarines*

(T.02953/44.—26 Jul. 1945.)

Item numbers, "S" Class 626, "T" Class 629, "U" Class 581, Classification "A."

2. Extractor remote torpedo firing transmitters are to be fitted with individual safety catches.

Note.—The spare unit carried in each submarine is to be modified at the same time as the working units.

3. This alteration involves the fitting of new cap assemblies to the transmitter units and of stop plates to the firing lever as shown on A.F.O. Diagram 274/45. Detailed instructions for fitting are given in the Appendix to this order.

4. The work is to be carried out by Depot Ships' Staffs, or by Repair Authorities in the case of ships refitting.

5. The new caps, stop plates and rivets will be supplied on demand from Portsmouth Dockyard.

6. The Extractor Controls now being supplied for new construction submarines or for first fitting in accordance with C.A.F.O. 930/43 are fitted with individual safety catches.

APPENDIX

Exactor Torpedo Firing Gear—Fitting of Safety Catches—Instructions

- (1) Drain Transmitter unit.
- (2) Remove transmitter from mounting.
- (3) Mark off and drill two rivet holes in firing lever.
- (4) Rivet stop plate in position.
- (5) Remove old cap assembly.
- (6) Fit new cap assembly using original screws and washers. Transfer vent plug from old to new cap.
- (7) Great care is to be taken that no dirt swarf enters the transmitter during the transfer of caps.
- (8) Adjust catch-peg by rotating threaded bearing until the stop plate registers with the lever $3^\circ (\pm 1^\circ)$ from vertical in the "fired" direction.
- (9) Replace transmitter and re-prime system.

(C.A.F.O. 930/43.)

4148.—Torpedoes—U.S.A. 22.4-in., Mark 13 Modification—Method of Securing Depth and Steering Engines

(T.08883/45.—26 Jul. 1945.)

The special "between run" routines introduced by C.A.F.O. 2086/44 necessitates removing the immersion unit after each run.

2. One of the operations involved under present regulations when replacing the unit is the locking of the bolts securing the depth and steering engines by threading copper wire through the holes provided.

3. This has been found to be a tedious and lengthy process, so trial of the use of spring washers for locking these bolts has been made, with satisfactory results.

4. In future the bolts securing the depth and steering engines of U.S.A. 22.4-in. Mark 13 modification torpedoes are to be of a longer type and assembled with spring washers, St. No. 13135, under their heads, and locking by copper wire is to be dispensed with.

5. As these bolt heads are in an awkward position, special care is necessary to make sure they are properly tightened down on their spring washers to ensure effective locking.

6. It is anticipated that this arrangement will be satisfactory under all conditions, but no experience has so far been obtained with torpedoes stowed under conditions of vibration.

7. Where such conditions obtain, and until further experience has been gained ship's staff should periodically inspect a proportion of the torpedoes to make sure the bolts securing depth and steering engines have not slacked back. Any cases in which they have should be reported to Admiralty, D.T.M. Department, with a copy direct to Captain, H.M.S. "Vernon" (W).

8. Arrangements have already been made to supply without demand, to ships and stations outfitted with 22.4-in. equipment to N.T.S. Lists 235 or 178, sufficient washers St. No. 13135 to enable 22.4-in., Mark 13 modification torpedoes held to be modified and to provide 36 in number as spares. (*Note.*—4 washers are required per torpedo. Similar arrangements are now being made to supply without demand sufficient securing screws St. No. 13521 and St. No. 13522 to replace existing screws S.P. No. 11819 and S.P. No. 11820 and to provide 18 of each as spares (*Note.*—2 screws of each type are required per torpedo). The screws removed are to be scrapped.)

9. In cases where it is doubtful whether the longer British screws have been fitted, this can be checked without removing the depth or steering engines by examining the heads of the screws. Those of American manufacture have a $\frac{1}{8}$ -in. diameter hole through the flats of the square head, whilst the longer screws of British manufacture have heads without the hole.

(C.A.F.O. 2086/44.)

(A.F.O. 6174/44 is cancelled.)

4149.—Chain Cable Gear Lost on Rail

(N.S. 22352/45.—26 Jul. 1945.)

The Chain Cable Liaison Officer (Scotland), Mr. G. M. North, 20 Blythswood Street, Glasgow, C.2 (Telephone: City 7537), keeps in close touch with the railway companies and has succeeded in tracing numerous items of chain cable gear which have been lost on rail.

In the event of non-delivery of chain cable gear sent by rail to or from the *Scottish Area* (whether of whole consignments or of part consignments), the above-mentioned Officer should be notified without delay, and furnished with as many as possible of the following particulars of the missing gear:—

- (a) Consignor's name and address.
- (b) Station at which loaded and date of despatch.
- (c) Date (if different) and number of consignment note.
- (d) Description of item/s including pattern numbers, test marks, Lloyds test numbers, etc.
- (e) Whether packed in cases or bags and approximate weight.
- (f) Consignee's name and address.

(D.W.P.S., *Scottish Area*, No. SRC/1BE/2424, 18 Apr. 1945.)**4150.—Compass Stores—Disposal***Ships Reducing to Reserve or Preparing for Sale*

(C.D. 292/45.—26 Jul. 1945.)

It has been found that compass gear which should remain in ships reducing to reserve or preparing for sale is still being removed by some authorities, and the following detailed instructions are, therefore, promulgated for information of all concerned. This Admiralty Fleet Order is being incorporated in Reserve Fleet Temporary Memoranda.

2. On reducing to Category C Reserve the following compass gear should be removed, if in repairable condition, and returned to the N.S.O., Slough:—

(a) *Magnetic Compass Equipment*—
Azimuth circles and steering prisms.

(b) *Gyro-compass Equipment*—

- (i) All spare parts and tools.
- (ii) Bottle transmitters.
- (iii) Multiple transmitters.
- (iv) Brown master compasses with gimbals.
- (v) Azimuth circles.

3. When a ship is prepared for sale, the gear mentioned in paragraph 2 together with the items given below are to be removed, if in repairable condition, and returned to N.S.O., Slough:—

(a) *Magnetic Compass Equipment*—
Boats' compasses, Patterns 183 and 0183.

(b) *Gyro-compass Equipment*—

- (i) Mark V master compasses.
- (ii) Brown master compasses.
- (iii) Mark XIV rotors and casings.
- (iv) Sperry Mark XVIII equipments.
- (v) Azimuth motors, all types.
- (vi) Transmitters, all types, except Pattern 6500.
- (vii) Bottle transmitters.
- (viii) Multiple transmitters.
- (ix) Magnetic contactors and magnet holders.
- (x) Panels, Patterns 900, 901, 902, 903, 904, 905, 907, 908, 911, 913, 914, 915, 986, 987, 988, 990, 991, 992, 993, 998, 999.
- (xi) Repeaters, Patterns 1900, 1910, 1712, 3012, 2952, 2954, 2956, and "Iswas".
- (xii) All motor generators detailed in Sections 24, 24(a) and 31 of B.R.35, or the Subhead F3B Section of the Rate Book.
- (xiii) Gimbal brackets, Pattern 4784.
- (xiv) Azimuth circles, spares and tools.
- (xv) Carbon pile voltage regulators.

4. All other magnetic and gyro-compass gear, including the items specified below, is to be left in the ship unless special instructions are given to the contrary:—

- (i) Mark XIV equipments (all mods.), except for azimuth motors, transmitters, rotor and cases, and voltage regulators (*see* (3) (iii), (v), (vi) and (xv) above).
- (ii) Brown compass equipment, except for the master compass (*see* (3) (ii) above).
- (iii) Slate base panels and panels, Patterns 567 to 593.
- (iv) Repeaters, Patterns 1705, 1706, 1707, 1708, 1709 and 1710.
- (v) Dynamotors (Sections 25, 26, 27, 28, 28 (a), 29, 29 (a) and 30).
- (vi) Gimbal brackets, Pattern 4764.
- (vii) Two minute gear (Sections 21 and 21 (a) to (g)).
- (viii) Condenser boxes (Sections 36 and 38 (a)).
- (ix) Pelorus stands (Section 52).
- (x) Relay transmitters and transmotors, Sections 40 and 40 (a) to (d).
- (xi) Balancers (Section 64).
- (xii) Connexion boxes (Sections 42, 43, 44, 45 and 46).

Note.—Sections indicated are Sections of B.R.35 or the F3B portion of the Rate Book for Naval Stores.

4151.—Admiralty Transmitting Magnetic Compasses, Types I and I*—Introduction of Transmitter Setting Gauge

(C.D.366/45.—26 Jul. 1945.)

A device has been designed to facilitate the adjustment of transmitter, Pattern G.165, fitted to Admiralty Transmitting Magnetic Compasses, Types I and I*. This device is known as "Setting Gauge, Pattern 8014".

2. One of these gauges will in future be supplied with each A.T.M.C. Master Unit, Pattern 8000, and, in addition, retrospective supply will be made to all vessels in which an A.T.M.C. Master Unit, Pattern 8000, has been fitted.

3. When supplied with a new A.T.M.C. equipment, the gauge will be stowed, for transit purposes, in the top of the hood. It should be removed from this stowage on receipt and retained in a sheltered position free from damp. In the event of the equipment being returned to store, the setting gauge should be re-stowed in the top of the hood.

4. Each gauge is adjusted to suit the Master Unit with which it is supplied, and is not interchangeable.

5. Instructions for the use of the setting gauge are contained in Addendum No. 1 to C.D. Pamphlet No. 65A, a copy of which will be issued with each gauge. Further copies should be demanded, if required, from the Director, Compass Department.

(A.F.O. 1731/45 is cancelled.)

4152.—D.R. Compasses—Replacement by Admiralty—Transmitting Magnetic Compasses

Coastal Craft

(C.D. 129/45.—26 Jul. 1945.)

Arrangements have been made to install D.R. compasses in the following new construction coastal craft:—

- (1) Camper Nicholson class H.M. M.T.Bs. "514" and "515".
- (2) "D" Class M.T.Bs. "783", "786", "790", "5003", "5007", "5008", "5009".

2. No further D.R. compasses are to be installed in coastal craft when the requirements at (1) and (2) above have been met and in every other case when a remote indicating compass is required in coastal craft the Admiralty transmitting magnetic compass will be installed.

3. In the event of a coastal craft in which a D.R. compass is fitted being ordered abroad arrangements are to be made for the D.R. compass to be replaced by an Admiralty transmitting magnetic compass.

4. In the event of any coastal craft in which a D.R. compass is fitted undergoing a large refit, arrangements are to be made for the D.R. compass to be replaced, if time and labour permit, by an Admiralty transmitting magnetic compass.

4153.—Accelerators, Type "H", Mark IVC, and Type "H", Mark II, Mod. 1—Use of Barrier Wire Cover Plate when Accelerating Aircraft—As. and As.

"Tracker" and "Smiter" Class Escort Carriers.

(D.4336/45.—26 Jul. 1945.)

In a recent accident the arrester hook of an aircraft being accelerated from a Type H, Mark IVC, accelerator installed in a "Smiter" class escort carrier was not correctly housed and consequently dropped, catching No. 3 barrier wire. The suspension wires at both ends broke and personnel were injured. Attention is drawn to this possibility in paragraph 3c of Bu. Aero. Type H, Mark IVC, Bulletin No. 13.

2. In order to prevent similar accidents a hinged cover plate situated aft of the accelerator track is fitted in "Smiter" class escort carriers, but recent experience has shown that this plate has not always been used whilst accelerating aircraft.

3. Ships' officers are to ensure that the cover plate is used at all times when accelerating aircraft.

4. Attention is also drawn to the possibility of the arrester hook picking up No. 2 barrier wires when accelerating Avengers. A suitable portable cover plate to cover the barrier wires is shown on A.F.O. Diagram 281/45.

5. A similar portable cover plate should be provided to cover No. 3 barrier wires in those ships of the "Tracker" class which are fitted with Type "H", Mark II, Mod. 1, accelerators.

6. An item is to be included in the "Smiter" class list of alterations and additions, and in the "Tracker" class list for those ships concerned, for a portable cover plate to be fitted over the respective barrier wires, pending the supply of which one should be improvised.

7. The cover plate is to be manufactured by ship's staff, care being taken that the after edge of the plate is suitably recessed into the deck to prevent the arrester hook picking up the plate.

4154.—Boiler Water Testing Set and Re-agents

H.M. Ships and Administrative Authorities

(D. 12028/45.—26 Jul. 1945.)

The attention of administrative authorities is directed to the necessity for ship's officers to demand boiler water testing sets, etc., before departure for Eastern bases, and for supply being made specially before departure.

(A.F.O. 3011/42.)

4155.—Diesel Generators—Model G.D.B.8 National Superior Engines—Main Bearings Design Change and Care in Fitting of Shells

L.S.T. (2), F.D.T., L.S.E.

(D.14559/45.—26 Jul. 1945.)

A new design of centre (thrust) main bearing is now in production and supplies are obtainable through L.S.M.S.O.

2. A.F.O. Diagram 282/45 shows the new features of the upper and lower half shells which are not interchangeable with each other—as in the case of the older design bearing.

3. New design lower half shells for the centre bearing are easily distinguished by the addition of two oil spreaders or cross grooves—*see* (B) on diagram, also the absence of thrust collars on this half of the bearing.

4. The absence of a dowel hole in the centre of the upper half prevents interchangeability with the lower half. Axial movement of the crankshaft is prevented by the cheeks of the thrust collars fitted on the upper half only—*see* (A) on diagram.

5. Old type replacement centre bearing shells are not to be altered as regards the addition of oil spreaders—*vide* paragraph 3, but to increase the oil flow through the bearing the cheeks of both thrust collars of the lower half only are to be relieved until

the end clearance exceeds that of the upper half by at least 5 to 10-thousandths by feeler gauge at each end of the bearing. Each half is then to be marked (etched with acid on the back of the shell) "Upper" and "Lower" respectively.

6. Experience has shown that satisfactory working of light precision shells of this type depends largely on good clean contact between the housing and each half shell (when both halves are nipped together in the housing) in order to assist heat transfer and obviate an oil film on the back of the shell that will act as an insulating medium. Shells that are not properly nipped and fail to show a good bed in the housing when using a colour marking compound are to be discarded.

7. Replacement shells for the end bearings (Parts P.2038C-4 and P.2089C-4) are supplied without dowel pins in place, the pins being separately packed. Cases have occurred of the dowel pins being omitted during assembly and the upper shell being fitted the wrong way round thus blanking off the oil supply.

4156.—Distillers—Fitting of Improved Lagging—As. and As.

Submarines

(D. 22091/44.—26 Jul. 1945.)

Item No. "S", class 630; Item No. "T", class 634, classification "A".

2. The distillers in H.M. submarines are to be fitted with improved lagging consisting of 2-in. thick, 85 per cent. magnesia and $\frac{1}{4}$ -in. thick hard setting cement covered with asbestos cloth to prevent damage.

The top limit stops to be fitted in connection with the sound insulating mountings are to be modified in accordance with A.F.O. Diagram 279/45 when the new lagging is fitted.

3. Separate instructions have been issued for submarines under construction.

(Admiral (S/M), 12 Dec. 1944, No. 2397/S.M. 745.)

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

4157.—Main Engines (Admiralty Design)—Modification to Cylinder Head Chock Plates—A. and A.

Submarines

(D. 13849/45.—26 Jul. 1945.)

Item No. "T", class 633, classification "A*".

2. Recesses are to be machined in the cylinder heads and the method of attachment for the chock plates for the front cylinder head bolts is to be as shown on A.F.O. Diagram 276/45.

3. This modification is necessary to enable the chock plates to be fitted or removed without lifting the cylinder heads.

4. The work is to be carried out by refitting authorities.

5. Instructions have been issued by the Admiralty for vessels under construction.

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

4158.—Radar—Type 242M.—Transmitter and Pre-Amplifier Unit Design 1 Pattern W.9458/4

(R.E. 117/45.—26 Jul. 1945.)

The transmitter blower of Type 242M is excessively noisy. Steps should therefore be taken to fit the Type 242M in the soundproof compartment with the transmitter and modulator of Types 276/7 and 293 where such a compartment is provided. It is considered that this work will, in most cases, be within the capacity of the ship's staff.

2. Where a soundproof compartment is not provided the blower motor may be disconnected from the 500 cycle supply and forced ventilation provided from an alternative source such as the five inch supply fan of Type 276/7 and 293. Adaptors

for using such a source of ventilation will be provided in later models but the following interim arrangements should provide adequate cooling:—

(a) *Cooling of transmitter valve*—Cut a hole in the side of the transmitter case opposite to the intake of the fan. A piece of $1\frac{1}{2}$ -in. external diameter rubber hose should be pushed through this hole and wedged in the fan intake. (The fan need not be removed). The other end of the tube should be connected to a tapping point on the ventilation trunk. A supply of 10 cubic feet per minute at a pressure of 2 in. of water is adequate to cool the valve.

(b) *Cooling of components*—Ventilation for the components mounted below the main chassis is at present provided through six grids fitted in the bottom of the cover. Make a large hole in the centre back one and wedge into it a piece of rubber hose. Connect the other end of this hose to the forced ventilation trunk.

3. If no suitable source of forced ventilation is readily available, the tubing referred to in paragraph 3 may be connected to the exhaust ventilation trunking.

4. The Fitting-out Specification for Type 242M will be amended.

4159.—Radar—Types 276, 277/S/T/F, 293/M—Replacement of Pattern W4815 Pulse Transformer

(R.E. 181/45.—26 Jul. 1945.)

Pattern W4815 Pulse Transformer has, in a large number of cases, given trouble to insulation breakdown and a new pattern, W4815A, has been introduced. This is now available in sufficient quantities to allow retrospective replacement in transmitter panels 9T used in the above sets.

2. It should be noted that the transformer as supplied is oil filled but care should be taken that when installation is carried out the oil level is inspected and topped up, if necessary.

3. The transformer which is removed should be retained by the ship or base as a spare to be used in the event of breakdown of the A pattern.

4. This replacement is to be carried out by ships' staffs.

5. One in number Pattern W4815A Pulse Transformer is to be demanded for each set from the nearest storing base as follows:—

Ships should demand from (S) N.S.O. Gibraltar, Malta, Alexandria, Durban, Simonstown, Colombo, Bombay, Brisbane, Sydney.
or from the Superintending Naval Store Officer, Haslemere, quoting this Admiralty Fleet Order as authority.

6. Pattern W4815A Pulse Transformers will be available in Mediterranean bases by 1st September, 1945, and in Far Eastern bases by 1st October, 1945.

7. The pertinent Establishment Lists will be amended.

4160.—Radar—Types 276, 277/S/T/F, 293M—Pattern 57069 Choke in Modulator Panel 3AT/3BA

(R.E. 158/45.—26 Jul. 1945.)

Choke L.6 (page 6 of H.546A) at present installed in a modulator panel 3AT/3BA in radar sets of the above quoted types, is liable to give trouble because of faulty insulation and is to be replaced by a new Pattern 57069 choke.

2. The choke, Pattern 57069, should be demanded from the nearest (S) Naval Store Officer or, if not available, direct from The Superintending Naval Store Officer, Haslemere, quoting this Admiralty Fleet Order as authority.

3. The fitting of the new choke should be carried out by ships' staff; the displaced choke, which is of no further use, should be disposed of.

4. The pertinent Establishment Lists will be amended as necessary.

4161.—Radar—Types 281/B/BP/BQ—Indicator Lamp for M.81—Pre-Amplifier

(R.E. 01868/45.—26 Jul. 1945.)

Reports have been received that the power supply to the M.81 pre-amplifier has failed on occasions and that this defect has not been immediately apparent. Ships' staff are to fit an indicating lamp in the power supply leads.

2. The following stores should be drawn from the nearest storing base, quoting this Order as authority:—

Subhead	Pattern No.	Description	Quantity
F.2A	W.6547	Lampholder	1
F.2A	16096	Lamp, 6-volt, 0.25-amp. ...	3 (2 spare)
F.1A	W.8546	Resistance, $\frac{1}{2}$ -watt, 10-ohms ...	1

3. To fit the lamp, first remove the unused 2-pin breeze power supply plug marked "Receiver". Instal the lampholder, Pattern No. W.6547, in its place. Connect the earth side of the lampholder to one side of the unused 6-volt winding on the mains transformer. Connect the other side of the transformer winding through the 10-ohm resistance to the insulated connection on the lampholder. Fit the 6-volt lamp.

4162.—Cancelled**4163.—R/T—Training in the Use of**

(R.E. 02566/44.—26 Jul. 1945.)

The following amendments are to be made to A.F.O. 435/45:—

Paragraph 5(a). For "24980" substitute "24981", and for "24981" substitute "24980".

Paragraph 7. Delete and substitute:—

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

Description	Service Equivalent	No. fitted
ARP.36 or VR.65	CV.1065	1
VR.56	CV.1056	3
VT.75	CV.1075	1
5Z49	CV.1863	1

(A.F.O. 435/45.)

4164.—A.C. Supply Outfits D.W.B. and D.W.E.—Fitting-out Information

(R.E. 11295/45.—26 Jul. 1945.)

A.S.E. Installation, Specification No. B.522, has been prepared to show the method of fitting and wiring A.C. supply outfit D.W.B. and D.W.E.

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

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

The Principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with A.C. Supply Outfits D.W.B. and D.W.E. are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E. Specification No. B.522.

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

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

4165.—Wireless—Wavemonitor Outfit GR—Installation in Submarines

(R.E. 10707/45.—26 Jul. 1945.)

It has been decided to fit Wavemonitor Outfit GR in submarines in lieu of Wavemeter Outfit GK.

2. GR is a portable outfit but it is necessary to fit a Pattern 55611 Coupling Unit in the feeders from the aerial exchange to the Receivers B28.

3. When Wavemonitor Outfit GR is fitted, Wavemeter Outfit GK is to be removed and returned to store. Where D/F Outfit FM4 is fitted it will be necessary to retain the Pattern 1204B Rectifier.

4. Submarines are to demand the stores detailed in paragraph 5, quoting this Admiralty Fleet Order as authority, as shown below:—

Command	Demand from
British Pacific Fleet	S.N.S.O. (R.N.), Sydney.
East Indies Fleet	S.N.S.O., Colombo.
All others	S.N.S.O., Haslemere.

5. The stores required are as follows:—

Wavemonitor Outfit GR	1 in No.
Pattern 55611 Coupling Units	2 in No.
Pattern W.4780 Crystal, Frequency 1740 Kc/s	1 in No.
Pattern W.4776 Crystal, Frequency 1570 Kc/s	1 in No.
Pattern W.4778 Crystal, Frequency 1590 Kc/s	1 in No.
Pattern W.4779 Crystal, Frequency 1650 Kc/s	1 in No.
Pattern W.4781 Crystal, Frequency 1780 Kc/s	1 in No.
Pattern W.4192 Crystal, Frequency 1875 Kc/s	1 in No.
Pattern W.4782 Crystal, Frequency 1930 Kc/s	1 in No.
Pattern W.4783 Crystal, Frequency 2000 Kc/s	1 in No.
Pattern W.4785 Crystal, Frequency 2150 Kc/s	1 in No.
Pattern W.4787 Crystal, Frequency 2300 Kc/s	1 in No.
Pattern W.3527 Crystal, Frequency 2410 Kc/s	1 in No.
Pattern W.5112 Crystal, Frequency 2500 Kc/s	1 in No.
Pattern W.3528 Crystal, Frequency 3000 Kc/s	1 in No.
Pattern W.3530 Crystal, Frequency 3925 Kc/s	1 in No.
Pattern W.4468 Crystal, Frequency 4145 Kc/s	1 in No.
Pattern W.3533 Crystal, Frequency 4740 Kc/s	1 in No.
Pattern W.3536 Crystal, Frequency 6300 Kc/s	1 in No.
Pattern W.3539 Crystal, Frequency 6666 Kc/s	1 in No.
Pattern W.4469 Crystal, Frequency 6342.5 Kc/s	1 in No.
Pattern W.6125 Crystal, Frequency 5615 Kc/s	1 in No.

S.N.S.O., Haslemere, should arrange supply of 25 Outfits GR and Couplings, Pattern 55611, to S.N.S.O., Colombo, and 30 of each to S.N.S.O., Sydney.

6. Stocks of crystals for U.S. ship-shore frequencies are being supplied to Colombo and Sydney, and submarines in those areas are to demand the appropriate crystals from the local authorities.

7. Fitting of Wavemonitor Outfit GR and coupling units and removal of Wavemeter Outfit GK is to be done by submarine staff assisted by Depot ship's staff.

8. Stores comprised in Wavemonitor Outfit GR are included in Establishment List No. E.732.

4166.—Echo Sounding "Ship" Sets—Conduit for Cable Runs—Extension where necessary to conform with N.M.E.R.

(E.F.O./A.S.M. 1879/43.—26 Jul. 1945.)

Paragraph 1 of A.F.O. 5672/44 is to be amplified to read:—

"No action in this connection is required if hull units are separated from magazine (etc.) spaces by W.T. flat."

2. A.G.M. 78a July 1945 is cancelled.

(A.F.O. 5672/44.)

4167.—Aircraft Radio—T.R.1460—Modifications to Modulator Units

(N.A.R./A.D.P. 3090/44.—26 Jul. 1945.)

It has been found that the 2,000-ohm resistance R.23 in modulator units, Type 77A and Type 77B, frequently fails owing to the high current passed.

2. All squadrons equipped with TR. 1460 are to carry out the modification detailed below.

3. The following item is required and is to be demanded from R.N. Store Depot, Stafford:—

Stores Ref. No.	Nomenclature	Quantity
10A/19193 ...	Apparatus Kit, Type 151 ...	1
Consisting of:—		
10W/16052	Resistance unit, Type 345 ...	1
10F/2479 ...	Relay magnetic, Type 913 ...	1
	Instruction pamphlet ...	1

4. Instructions for incorporation of the modification kit are packed with the kit.

5. When modified the existing type and reference numbers are to be deleted and new numbers inserted as follows:—

(a) Modulator unit, Type 77A, to become Modulator unit, Type 77D, Stores Ref. No. 10D/2433.

(b) Modulator unit, Type 77B, to become Modulator unit, Type 77C, Stores Ref. No. 10D/2292.

6. Failures have occurred due to breakage of the leads to the two 0.002M.F. condensers C.3 and C.4. To eliminate these failures the condensers are to be firmly mounted on pillars as detailed below. This can conveniently be carried out at the same time as apparatus kit, Type 151 is installed.

7. The following items of equipment are required:—

Stores Ref. No.	Nomenclature	Qty.
5E/1780	Wire, tinned, 20 s.w.g. ...	—
5F/2139	Tubing, fabric, $\frac{1}{8}$ -in. i/d, bonded ...	1 in.
5F/2121	Tubing, insulation, grade E, 1 mm. ...	—
28C/6089	Screw, brass, roundhead. 6 B.A. by $1\frac{1}{4}$ in. ...	2
28W/3526	Washers, brass, 6 B.A. ...	6
28M/663	Nuts, brass, 6 B.A. ...	4

8. The procedure is as follows (refer to A.F.O. Diagram 272/45):—

(i) Remove the main chassis from the case by releasing the following screws:

(a) Eighteen at the front, including those fixing the two Jones type sockets and two holding the rotary transformer.

(b) Two at each side.

(c) Eight screws and nuts fixing the two "W" plugs.

(d) Twelve fixing the rear plate.

(ii) Remove the two existing screws securing the bases of V.1 and V.2 as indicated in A.F.O. Diagram 272/45. Replace by two 6 B.A. by $1\frac{1}{4}$ in. roundhead screws and lock on the underside of the chassis with 6 B.A. nuts.

(iii) Suitably lengthen the existing C.3 and C.4 condenser leads so that the condenser can be mounted on the screws, as shown.

(iv) Place on each screw a washer, then a $\frac{1}{2}$ -in. length of bonded fabric tubing, a washer, the condenser, another washer and 6 B.A. nut. Tighten nut and varnish.

9. Re-assemble unit and test for correct function.

10. After modification by Apparatus Kit 151, the equipment is liable to become inoperative should the input voltage rise to 16 volts, due to the overload relay working. Commanding Officers are to ensure that a check is made that the aircraft supply does not rise above 14.5 volts.

(A.F.O. 2767/45 is cancelled.)

4168.—Alterations and Additions

H.M. Rescue Tugs—A.T.R. Class, Nos. 17-20 (Steam, Water Tube Boilers, Reciprocating Engines)

(D/T.D. 1573/45.—26 Jul. 1945.)

The undermentioned decisions on As. and As. to H.M. Rescue Tugs, A.T.R. Class 17-20, steam, water tube boilers, reciprocating engines, are promulgated in continuance of A.F.O. 6726/44:—

Item	Authority	Decision
15. To provide and install improvements to ship's armament as follows:— (a) Re-allocate one JY phone and jack box from 20-mm. gun position to the 3-in. gun to permit sight setter of 3-in. gun to receive orders from gunnery officer. (b) Mount 20-mm. ready service boxes outside the gun shield on the gun deck to improve the access to those guns.	P. 011189/44	Approved. Classification "A".
16. Type T.W.12.E.P. W/T, R/T to be fitted to A.T.Rs. 17, 18 and 19.	D.O. 1008/45	
17. To carry forward and outboard the plating of bridge wings to the forecastle deck to prevent water from entering ships' ventilating system.	P. 010007/44	Approved. Classification "B".
18. Non-return valve to be fitted in after bilge suction line.	A.F.O. 4158/44	Approved. Classification "A".
19. Permanent drenching arrangements to be provided in the boiler room to enable the space formed by the ceiling, frames and planking to be flooded in case of fire.	A.F.O. 1598/45	Approved. Classification "A*".
20. Exhaust from capstan to be led into the five-pound back system.	P. 16411/44	Approved. Classification "B".
21. Rivetted pads to be fitted to the following boiler mountings:— (a) Steam gauge connections. (b) Air vent connection. (c) Cleaning hose connection. (d) Salinometer valve. (e) Drain valve for water wall. (f) Drain valve for water drums.	T/D. 1525/45	Approved. Classification "A".

The mountings to be connected direct to the pads where possible. If space does not permit this, flanged elbow pieces of fabricated or cast steel to be fitted to connect the mountings to the boiler.

22. To remove the ferrule, spring and associated parts from the 8-in. spring loaded stop valves situated in the exhaust lines from four Elliot turbines, and insert a packing piece at the base of each valve spindle to prevent the valve chattering when in open position. P. 14278/44
23. To install an extended spindle to enable the main engine stop valve by pass to be operated from the starting platform. P.O. 11190/44

} Approved. Classification "B".

(A.F.Os. 4849/43 and 6726/44.)

4169.—Fire Control Cells, Pattern 5459, 5466, 5467 and 5530 to 5536 inclusive—Packing for Shipment Abroad

(N.S. 32940/43.—26 Jul. 1945.)

When fire control cells, Pattern Nos. 5459, 5466, 5467 and 5530 to 5536 inclusive, are to be shipped abroad, special precautions are necessary to prevent damage due to rough handling and to protect them against adverse climatic conditions. The arrangements made with the battery makers for the packing of new cells are detailed in the following paragraphs.

2. The above patterns shall be packed in accordance with this specification whenever the manufacturer is informed that the cells are required for shipment abroad.

3. The positive and negative plate groups of each cell shall be "married" with wooden packing pieces of suitable thickness between adjacent positive and negative plates and on each side of the group. The wooden packing pieces shall be thoroughly dry, painted with bituminous paint and wrapped in waxed paper. The plate group thus assembled shall be packed and securely wedged in a close fitting wooden packing case, particular care being taken to support the terminal pillars. This packing case shall be formed with tongued and grooved joints and shall be coated with wax on the inside. A tight fitting cover shall be placed on the case and the whole shall be wrapped in waterproof paper, the edges of the paper overlapping by at least 3 inches. This case shall then be packed in a strong outer wooden case with two inches of wood wool between the inner and outer cases at the sides, top and bottom.

4. The ebonite side and end sheets shall be placed in position in the container and a light wooden frame shall be fitted inside the container so as to hold the ebonite sheets in position and also prevent relative movement between the lead lining and the container. The cover shall be placed in position on the container and the whole wrapped in waterproof paper with the edges of the paper overlapping by at least 3 inches. The wrapped container shall then be packed in a strong wooden case, with at least 1½ inches of wood wool between the container and the case.

5. The ebonite separators shall be bundled together and wrapped in corrugated paper and then in waxed paper. The glass support plates and other small accessories shall be individually wrapped in corrugated paper and then in waxed paper and shall be packed with the bundled separators in wood wool in a strong wooden case with at least 1 inch of wood wool around each individual package.

6. Alternatively a wooden box, waxed inside and outside, may be fitted inside the cell container in place of the light wooden frame referred to in paragraph 4 and the ebonite separators, glass support plates and small accessories wrapped in corrugated paper and in waxed paper as set out in paragraph 5, packed in this wooden box. The wooden box shall be as close a fit in the container as is consistent with ease of removal and shall be of such a height that on fitting the cover to the container movement of the box in the container is restrained. The cell container shall then be packed in an outer case as set out in paragraph 4.

7. The inner box containing the plate groups, the cell containers and a box containing the accessories of one or more cells (if packed separately from the container) may be packed in one outer wooden case. Where two or more cells are to be despatched together, the plate groups of all the cells may be packed in one inner case and the small components of all the cells may be packed together, but plate groups, containers and small components (unless packed inside the cell container) must be kept separate from one another.

8. All the outer wooden cases shall be of the best seasoned timber obtainable for packing cases. The joints shall be close fitting and preferably tongued and grooved or made watertight with tarred canvas. The cases shall be lined inside with waterproof paper with at least 3 inches overlap between the edges of all sheets used and this lining shall be folded down over the contents of the case and the edges sealed before the top of the case is put on. The cases shall be reinforced as necessary by bands of hoop iron which shall be rust-proofed by an approved process.

9. Handles of convenient form shall be provided on the outer case. One convenient form comprises wooden battens firmly secured to wooden upright members of the outer case at each end.

10. All wood wool shall be reasonably dry, that is of moisture content not exceeding 10 per cent. when inserted in the boxes.

11. A similar method of packing is to be adopted should it be necessary to send these cells from yards, store depots or other establishments.

12. Cells which have been wetted up are to be dismantled and prepared for storage according to the procedure set out in paragraph 171 of B.R.268 (9). The containers, covers, glass support plates, separators and small accessories of the cells are to be washed free of acid and thoroughly dried before packing.

13. When cells packed in this manner are received at yards or depots abroad, they may be stored in the original packing (unless this has obviously been damaged in transit) for 12 months from the date of despatch provided that the packages are stored in a dry place under cover.

(*Superintending*) *Naval Store Officers at Home only*

14. Arrangements are to be made with the contractors as necessary, in accordance with Admiralty Letter dated 27th March, 1945, C.P.4G/63021/45 to :—

Messrs. D. P. Battery Co.
Messrs. Oldham & Sons, Ltd.
Messrs. Chloride Electrical Storage Co.
Messrs. Tudor Accumulator Co.
Messrs. Pritchett & Gold, Ltd.
Messrs. Edison Swan Electric Co.
Messrs. Alton Battery Co., Ltd.

(A.F.O. 2335/45 is cancelled.)

4170.—Vice, Wrought Iron, Bench, 4-in.—Allowance

L.S.T.(3) and P.(S)Os. concerned

(N.S. 25904/45.—26 Jul. 1945.)

A 4-in. wrought iron bench vice, D.H.T., No. 2985 (Admiralty—Subhead B.11—Pattern No. C.512), is to be allowed to each L.S.T.(3), for use in the electrical workshop.

2. Ships concerned in commission should demand the vice from their storing yards or depots. Supply to ships under construction will be arranged from R.N. Store Depot, West Riding, in the usual manner.

3. The Establishment of Naval Stores will be amended.

4171.—American Built Landing Ships—Arrangement for Supply of Spares

L.S.T. (2), L.S.E. F.D.T. in Home Waters, Os. in C. Administrative and Repair Authorities

(D./D.C.O.M. 1373/45.—26 Jul. 1945.)

For all L.S.T. (2), L.S.E. and F.D.T. in Home Waters demands for replacements of defective parts and replenishments of spares are, after screening in accordance

with A.F.O. 54/45, to be made as in paragraph 8A (ii), (iii) and (iv) of C.A.F.O. 809/44 but addressed to L.S.M.S.O. (Landing Ships Material Supply Officer).

- (i) For ships operating—through administrative authority
- (ii) For ships under refit
 - (a) through administrative authority for items to complete "on board" allowances.
 - (b) through repair authority for items required for, or used during, refit.

2. The correct postal address is:—

L.S.M.S.O.,
No. 3A Transit Shed,
Royal Albert Dock, London, E.16.

Signals should be addressed:—L.S.M.S.O. London and should be routed by *Teletypewriter* via Trafalgar switchboard

Call sign of L.S.M.S.O. is A.L.B.

Messages can at present be received between the hours of 0915 and 1745.

Telephone:—On Naval network ask for "Albert Dock". The Post Office number is "Albert Dock 1051".

(C.A.F.O. 809/44 and A.F.O. 54/45.)

(C.A.F.O. 1070/44 is cancelled.)

4172.—Low Voltage Supply from the W/T Battery for Electric Lighting for Standard and Steering Compasses in Certain 75-ft. and 90-ft. M.F.Vs

(D. 15906/45.—26 Jul. 1945.)

The 220 volt lighting of binnacles is to be replaced by low voltage lighting supplied from the W/T battery in all 75-ft. and 90-ft. M.F.Vs. with the exception of 75-ft. M.F.Vs. provided with a 24 volt secondary lighting system, and 90-ft. M.F.Vs. equipped with an additional 5 kW 220 volt generating set.

2. In vessels having a 12 volt W/T battery, a dimmer, A.P.18911 or A.P.18963 and lamp, A.P.8094, is to be fitted to each binnacle and in cases where a 24 volt W/T battery is installed a dimmer, A.P.18912 or A.P.18964, and lamp, A.P.16010, is to be used. The lights are to be fed via a fuse box A.P.8191A (5 amp.) direct from the battery.

3. Demands for the equipment required are to be made on the local storing yard and the work carried out by base staffs.

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

4173.—Degaussing—German Prize Ships—Policy

(S.D.G. 73/45; S.D.G. 2118/45.—26 Jul. 1945.)

German ships may have been degaussed by flashing, by coiling or by a combination of both, and it is important to investigate the results obtained by such treatment.

2. Subject to no undue delays to shipping, F.O.I.Cs. should arrange in their respective commands, for all German prize vessels, warships, or merchant ships, to be ranged and inspected as soon as is practicable.

3. The minimum of D.G. work is to be carried out in ex-German merchant ships, and in order to ensure this the following policy (similar to that for British New Construction Merchant Ships—A.F.O. 3230/45 refers) is to be adopted:—

- (i) Ships under 2,000 tons gross, employed as short sea traders or coastal tankers, are to be degaussed by wiping
- (ii) Ships under 2,000 tons gross proceeding direct to the Eastern theatre of war should not be wiped unless they are to be routed through the Nore Command or other dangerous waters.
- (iii) Ships over 2,000 tons gross are to remain undegaussed unless they are required to operate within the Nore Command or other dangerous

waters. The decision as to whether a vessel is to remain undegaussed will be made by Admiralty, and the names of all ships concerned must, therefore, be reported to S.D.G., Bath, as they arise.

- (iv) Ships over 2,000 tons gross required to operate within the Nore Command or other dangerous waters are to be degaussed by coiling. In such cases, it is left to the discretion of the local D.G. authority whether the existing installation is to be put back into service or a temporary deck coil fitted. If necessary, complete Admiralty pattern compass equipment will be supplied on D.C.D.'s instructions.
- (v) With the exception of the vessels mentioned in (iv) above, all German D.G. coil installations are to be disconnected.
- (vi) All prize ships, irrespective of tonnage, are to be surveyed and depermed, if necessary.

(A.F.O. 3230/45.)

4174.—Electrical Heating and Cooking Appliances of U.S.A. Manufacture—Economy in Use

(D. 8859/45.—26 Jul. 1945.)

Demands for replace parts for electric galley ranges, etc., of U.S.A. manufacture, have been heavy, and this equipment is in short supply in America.

2. Attention is directed, therefore, to the great need for:—

- (a) economy in use;
- (b) maximum repair either by ship's or base staff.
- (c) no unauthorized use of such parts as hot plates and elements.

(B.A.D., 6 Feb. 1945.)

4175.—Electric Lamp pattern 16254—for Flash Trainers and American type Still Projectors—Introduction

(N.S. 12259/45.—26 Jul. 1945.)

The undermentioned electric lamp has been added to the Authorized List of Naval Stores under Subhead F.2A:—

Pattern 16254. Lamp, electric m.f.g.f. Class A1 projector type, 110-v., 300-w. medium prefocus cap, top part of bulb blackened for use in flash trainers and American type still projectors, model AAA.

2. A running contract for the following monthly deliveries has been instituted.

<i>Park Royal</i> (<i>Neasden</i>)	<i>Stroud</i>	<i>Preston</i> (<i>Mossley</i>)	<i>Portsmouth</i>
25	25	25	25

3. Requirements at home should be demanded from the nearest of these naval store depots.

4. Shipment abroad should be made as follows:—

Sydney	20	(from Portsmouth)
Ceylon	20	(from Stroud).
Alexandria	10	(from Preston).
Bombay	10	(from Preston).

4176.—Electric Lamps, Patterns 7677 and 8063—Standardization

(N.S. 22304/45.—26 Jul. 1945.)

As a result of standardization work with the lamp manufacturers, lamps Patterns 8063 and 7677 will in future be identical with a revised specification based on that of Pattern 7677. Lamp, Pattern 8063 has, therefore, been made obsolete, and is superseded by Pattern 7677.

2. Lamps, Pattern 8063, should continue to be demanded, and will be supplied until existing stocks are exhausted.

3. Lamps, Pattern 8063, cannot be used in lieu of lamp Pattern 7677, but Pattern 7677 can be used in lieu of Pattern 8063.

4177.—Anti-Fouling Composition—Omission from Copper-Sheathed Vessels

(D. 14395/45.—26 Jul. 1945.)

On copper or muntz metal sheathed ships and small craft it is entirely unnecessary, and most undesirable, for any anti-fouling paints to be applied directly to the copper or muntz metal. The copper or muntz metal itself acts as an anti-fouling agent when in contact with the seawater.

2. Normal anti-fouling paints containing mercury applied to the copper or muntz metal have a serious corrosive effect on that metal and should not therefore be used.

3. Copper or muntz metal sheathed craft should be lightly scrubbed at intervals to keep the copper clean.

4. In the case of wooden craft sheathed with galvanized or ungalvanized steel sheets, the sheathing should be painted as approved for similar steel ships.

5. Home Dockyard Regulations, Art. 732, will be amended.

4178.—Cooling Machinery and Domestic Automatic Refrigerators—Removal—REPORTS

(D. 11841/45.—26 Jul. 1945)

The Commanding Officers of ships ordered to pay off into reserve, category "C," are to report through their administrative authorities the following information for each domestic automatic refrigerator fitted on board:—

- (a) Name of the maker.
- (b) Cubic capacity.
- (c) Compressor number.
- (d) Horsepower, speed, voltage, serial number and maker of the electrical motor.
- (e) Serial number and maker of the electrical control gear.
- (f) Spares available.

2. Before ships are paid off into reserve, category "C," or for scrapping, the following equipment is to be landed:—

- (a) All domestic automatic refrigerators, irrespective of condition, with spare gear. Care should be taken that the cabinets are not damaged during removal.
- (b) Methyl chloride and freon cooling machinery fitted in connection with the cold cupboards added to certain "Vees", "Wairs" and "Town" class destroyers, which have been in service less than five years, with spare gear and all electrical equipment.

3. (a) The machinery items removed are to be forwarded direct to the makers for reconditioning, if considered economically repairable, and for completion where necessary to a standard set of machinery and electrical spare parts.

(b) Where the machinery is landed at a dockyard local orders should be placed with the contractor for the necessary work. Disposal instructions should be requested on completion.

(c) In other cases, a report is to be furnished to Admiralty giving despatch particulars to enable orders to be placed with the contractor concerned for the reconditioning work.

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

(A.F.O. 1199/38 is cancelled.)

4179.—Admiralty Equipment in British, Allied and Neutral Merchant Ships—Disposal—Arrangements on releasing Vessels from Government Service or on Disarming

(A.O.S.D. 115/45.—26 Jul. 1945.)

The following instructions covering the general arrangements for the disposal of Admiralty-owned equipment in vessels chartered or requisitioned for Government service or in Defensively Equipped Merchant Ships are subject to any special instructions that may be promulgated concerning particular items.

Classes of Gear.—This gear can be divided into three main categories:—

- (a) Warlike stores and equipment which should be removed when the vessels are returned to their owners or, in the case of Defensively Equipped Merchant Ships, disarmed.
- (b) Warlike stores and equipment which should remain in the vessels pending further instructions.
- (c) Other equipment which normally may be expected to have some value to the owner in connection with the vessel's peace service. This category can be very broadly sub-divided into two classes.
 - (i) Gear, etc., for which the owner might be expected to pay a reasonable price.
 - (ii) Gear, etc., which the owner may not insist on being removed, but which he could hardly be expected to purchase even for a nominal sum.

Appendix I to this order sets forth the main items included in the foregoing categories; the lists are not necessarily comprehensive.

2. *Admiralty Policy.*—Admiralty policy is that on disarming and/or release of ships from Government service, owners should be encouraged to retain gear in category (c) by purchase or gratis as appropriate, rather than that it should be removed from the ship.

3. *Local Procedure.*—To implement this policy, it is necessary, when a vessel is released from Naval service and/or taken in hand for disarming, that Admiralty local officers should agree with the owner's representative what stores and fittings should remain in the ship on the basis indicated in paragraph 2 (i.e. with or without charge). It is not intended that Admiralty officers should agree the actual price to be paid by owners for any items to be purchased; this will be a matter for settlement by the Ministry of War Transport later, as part of the comprehensive settlement which that Ministry will, in due course, make with owners in respect of reconditioning costs, etc. It is, however, necessary for items left aboard for purchase that Admiralty local officers should, to the best of their ability, estimate, for the later information of the Ministry of War Transport, the value the Admiralty would set on this gear, etc. There is no objection to a general indication of the assessed value being given to the owner's representative to enable him to decide whether a particular item may remain on board pending price negotiations with Ministry of War Transport. Admiralty headquarter departments will give their local officers guidance as to the method to be followed in estimating values.

4. Instructions are contained in A.F.O. 332/45 concerning the release of vessels from Naval service; and in paragraph 8 directions are given for a certificate to be rendered, containing particulars of Admiralty equipment left on board. In future, this list is to contain an estimate of the value of the various items under paragraph 1 (c) left behind for purchase.

5. For other vessels the procedure is as follows:—

When a ship arrives for disarming or the removal of Admiralty gear, the local Naval authority is responsible for arranging for the following action to be taken:—

- (a) The owner's representative is to be consulted and agreement reached with him as to what items are to be left behind either without charge or at a price to be settled later between the owner and the Ministry of War Transport. A list of these items is to be communicated to the W.P.S. and other local officers concerned, to ensure that nothing which the owner is willing to retain is removed while the ship is in hand.
- (b) A complete list of items left behind gratis or for sale by negotiation (signed by the owner's representative) is to be prepared in quintuplicate in the form given in Appendix II. Items left on board owing to lack of time or labour should not be included in this list. One copy is to be retained by the Master on board, another is to be forwarded to the owners, a third to the Ministry of War Transport (Director of Sea Transport (S.T./Gen.3), Northgate Mansions, Regents Park, N.W.8), a fourth to the Admiralty (Director of Contracts),

the fifth being retained locally. Before forwarding, a statement of the values set upon the various items by local technical representatives is to be included on the copies sent to the Ministry of War Transport and the Admiralty, as well as on the copy retained locally.

- (c) In the preparation of these lists, local officers normally associated with the fitting of the gear will have a similar responsibility in arranging with owners what is to be left behind, the final preparation of the lists being normally co-ordinated by the W.P.S.
- (d) Where removal of equipment is carried out at several ports and changes are made in the Admiralty-owned items left on board, amendments to the earlier list are similarly to be prepared, certified, and forwarded to all the holders mentioned in paragraph 5 (b) for attachment to the original list.

6. Owners are being informed by Admiralty circular as in Appendix III so that they may be forewarned of the decisions which they are to be asked to make.

7. Items which are required to remain on board under paragraph 1 (b), and which owners express a desire to purchase, are to be included in the lists forwarded under paragraph 5 (b) above.

8. *Assessment of Value.*—In assessing the value of any store or item of equipment, the following considerations should be borne in mind :—

- (a) Owners may be expected to pay a reasonable price for any gear which will really be useful to them, particularly when the cost of fitting such gear is expensive.
- (b) Owners cannot be expected to pay very much for items which will be of little use or uneconomical to maintain in peace-time conditions. Where the equipment is easy to remove and will have substantial use ashore, it is better to remove it than to sell at an inordinately low price to the owner. But for many items it is better that owners should be allowed to acquire them cheaply or even for nothing than that the Admiralty should be called upon to bear the cost of unfitting, making good, transport storage and reconditioning, with the risks of deterioration.

9. *W/T and R/T Gear.*—W/T or R/T gear from ships is to be dealt with as indicated for requisitioned ships in A.F.O. 2323/45, such gear being left on board until agreement has been reached with the W/T company concerned, or in certain cases with owners, as to what is to be retained. It is only in a few ships that owners provide and maintain the W/T gear of ships, but if in any such cases owners express a desire to acquire Admiralty-owned W/T gear, the items should be included in lists forwarded under paragraph 5.

10. *Echo-sounding Equipment.*—Admiralty-owned equipment (Naval E/S sets American E/S sets, and some Hughes Commercial E/S sets) will be dealt with by removal or retention aboard according to the category of Appendix I into which they fall. Equipment owned or rented by owners will be left on board. Marconi echometers and Submarine Signal Co.'s fathometers, with the exception of a few which are the property of owners, are rented by the Admiralty from these firms. For these sets both the firms concerned and the owners should be consulted and informed that the Admiralty will cease renting the sets, and if the owners do not require them, will arrange removal.

11. *Lease Lend.*—Any items separately identifiable as of lease-lend origin, which are left on board by arrangement with owners, should be as stated as such on the list referred to in paragraph 5. It is not at present permissible to transfer such gear to owners.

12. *Disposal.*—Disposal of arisings and surplus materials, etc., from all departments suitable for use only as scrap, are dealt with by local W.P.S.'s. under current instructions. Admiralty technical and supply departments will issue to their local officers specific disposal instructions for all gear with which they are concerned. Wherever possible, advance instructions will be given to avoid reference to the Admiralty in specific cases.

13. No gear removed from merchant ships is to be sent to H.M. dockyard's unless specific instructions to do so are received.

APPENDIX I

(a) *Warlike stores and equipment to be removed in all cases :—*

Ammunition, including depth charges.
Weapons.
Naval and armament stores.
Ammunition and store lockers (*but see C (ii)*).
Magazines (fittings only).
Depth charge chutes and stowages.
Acoustic warning devices (A.W.D.).
Asdic equipment.
American echo-sounding sets—Types N.M.B.1, N.J.3, N.J.9.
C.S.A. equipment.
All Radar (except surface warning sets) and M.A.B.
Kite and balloon gear (except masthead platforms).
Coloured convoy signal lights (including the all round emergency light).
Secret gear, e.g. I.F.F. (interrogators).
Net defence gear—booms, snare frames, nets and their attachments, redundant steam winches in tankers fitted with N.D., and other items not included in category (c).
Oiling at sea—rollers of all descriptions, except roller fairleads, urused hoses, plugs and caps, spanners, floats, oilskins, seaboots and gloves.

(b) *Warlike stores and equipment to remain pending further instructions :—*

Paravane equipment.
Heavy gun stiffening.
Radar (surface warning sets only).
*Degaussing equipment.

(c) (i) *Equipment which should only be removed if owners do not agree to retain pending agreement on transfer price :—*

Ardente hailers.
Gyro compasses.
Hughes "M.S." E/S sets owned by Admiralty.
Marconi "Echometer" E/S sets installed since the ship was requisitioned. (Removal, where required, to be arranged in consultation with Marconi.)
Naval E/S sets—Types 754, 765.
Radar (surface warning sets).
*Degaussing generators and generators for other purposes.
All anchor and chain cable equipment.
Boat disengaging and lifting gear and davits.
Galley fire hearths, mincers, mixers.
Electric-driven pumps and winches.
N.D. gear—telephones, steam winches in tankers (*see (a) above*), Bullivant wire nippers, certain steel blocks.
Oiling at sea gear—used hoses and other items not specified in category (a).

(ii) *Equipment which should only be removed if owners do not consent to retain without charge :—*

Weapon positions (including pedestal structures and platforms).
Crows nests.
Gun control and crows nest telephones.
Some ammunition and stores lockers.
Alarm system.
Asdic structures.
Bridge and other protection.
Magnetic compasses.
Convoy signalling masts and other convoy equipment other than items in (a).
Kite and balloon masthead platforms.
*Degaussing equipment (other than generators).
Net defence running rigging, including topping lifts, guys, brails, etc.
Winch platforms in tankers. Samson posts in tankers and certain ships.

**Note.*—Degaussing equipment, including generators, is not to be removed pending further instructions. Trade Division Memorandum T.D/Soc. No. 85, 14 Sep. 1944 refers.

APPENDIX II

Form R(M/S) (quintuplicate)

Form in which the Record of Items of Admiralty Equipment retained on board Merchant Ships by Agreement with Owners is to be reported.

Name of Ship..... G.T..... Nationality.....

Category	Description of Item	Remarks for Official use only
(c) (i) Items of Admiralty property retained pending settlement of price to be paid by owners.		
(c) (ii) Items retained without charge to owners.		

Dated

Signed Countersigned.....

By or on behalf of
(Owners)

For Admiralty

APPENDIX III

TD/Soc. No. :

Admiralty Circular to Shipowners Issued through War Risks Clubs Disarming of Merchant Vessels.

The following information supplements that contained in paragraphs 13, 14 and 15 of TD/Soc. No. 85, dated September, 1944.

2. A more comprehensive list, but not necessarily complete, of Admiralty-owned items which the Admiralty is willing, subject to agreement by owners, to leave on board merchant ships is set out hereunder.

3. It will be noted that this list is divided into two categories, namely:—

(C) (i) Items which may be of some value to owners and which they may be willing to retain on board for purchase subject to later agreement on a reasonable price.

(C) (ii) Items which it is hoped owners may agree to retain on board in order to save time and labour of removal and for which no charge will be made.

4. It is very necessary for owners to indicate their wishes, in regard to items to be retained, at the earliest possible moment after a ship becomes due and available for disarming, also that an accurate record should be kept. For this purpose the following procedure will be adopted:—

(a) The D.E.M.S. or other Admiralty officer will get into touch with the owner or his representative in order to agree which of the Admiralty-owned items are to be left on board.

(b) A list, known as Form R (M/S), will then be prepared of such items and steps taken to ensure that all Admiralty officers concerned are informed as necessary.

(c) This list will be prepared in quintuplicate and presented to the owner or his representative for signature

(d) The list will be countersigned by the D.E.M.S. or other Admiralty officer, one copy being delivered to the owner or his representative. A second copy will be supplied to the Master for retention on board.

(e) Admiralty officers are not authorized to negotiate the actual price of any equipment. They may, however, if requested, give a general indication of the value the Admiralty sets on a particular item, where this is necessary to enable an owner to decide whether to allow the gear to remain on board for later negotiation. This will be conducted on behalf of the Admiralty by the Ministry of War Transport when negotiating the final reconditioning settlement with owners.

(f) It should be clearly understood that pending final settlement any items which are retained with a view to purchase must not be disposed of and that if the price is not finally agreed owners may reject them or the Admiralty remove them. On the other hand, it is expected that owners will ensure that such items are reasonably maintained pending final transfer or removal.

List to, Appendix III

(C) (i)—

Equipment which should only be removed if owners do not agree to retain pending agreement on transfer price.

Ardente hailers.

Gyro compasses.

Surface warning Radar sets.

Hughes "M.S." E/S sets owned by Admiralty.

Marconi "Echometer" E/S sets installed since the ship was requisitioned (removal, where required, to be arranged in consultation with Marconi).

Naval E/S sets, Types 754, 765.

*Degaussing generators.

All anchor and chain cable equipment.

Boat disengaging and lifting gear and davits.

Galley fire hearths, mincers, mixers.

Electric-driven pumps and winches.

N.D. gear—Telephones.

Steam winches in tankers.

Bullivant wire nippers.

Certain steel blocks.

Oiling at sea gear—all items other than the following:—

Rollers of all descriptions, unused hoses plugs and caps, spanners, floats, oilskins, seaboots and gloves.

(C) (ii)—

Equipment which should only be removed if owners do not consent to retain without charge.

Weapon positions (including pedestal structures and platforms).

Crows nests.

Gun control and crows nest telephones.

Some ammunition and stores lockers.

Alarm systems.

Asdic structures.

Bridge and other protection.

Magnetic compasses.

Convoy signalling masts and other convoy equipment other than coloured convoy signal lights (including the all round red emergency light).

Kite and balloon masthead platforms.

*Degaussing equipment (other than generators).

Net defence running rigging, including topping lifts, guys, brails, etc.

Winch platforms in tankers. Samson posts in tankers and certain ships.

* Note.—Degaussing equipment, including generators, is not to be removed pending further instructions. Trade Division Memorandum T.D./Soc. No. 85, 14 Sep., 1944, refers.

(A.F.Os. 332/45 and 2323/45.)

4180.—Showers, Additional—Fitting of Ships of the Fleet Train

(D. 13631/45.—26 Jul. 1945.)

It has been found necessary, as a result of experience, to improve the bathing facilities on board H.M. ships serving in the East by increasing the numbers of showers fitted for the use of officers and men.

2. In nearly all the vessels of the Fleet Train being converted or completed, these numbers have already been increased, but some further improvement could be effected by fitting showers, operated by spring-loaded cocks:—

(a) In officer's bathrooms, over the bath, to scale of one per long bath.

(b) Open air cold water showers in sheltered positions on the upper deck, as fitted in H.M.S. "Anson" to scale of one per twenty men. These consist of two horizontal parallel lengths of piping bracketed to a suitable bulkhead, with an economical type of shower rose fitted at 4-ft. intervals. One pipe is supplied with fresh water, and the other with salt water by flexible hose from adjacent deck connections. No special drainage arrangements require to be provided. Drawing D.N.C. 23/A.1347 (A.F.O. Diagram 278/45) shows diagrammatic arrangement.

3. Fitting out authorities should investigate the position at the ship and arrange to fit additional showers for officers and men wherever possible, keeping work to a minimum, and subject to no delay in completion.

4. In vessels in which delay in completion would be incurred, the necessary fittings should be supplied, and the work carried out by ship's staff.

5. In vessels already on service, fittings should be obtained locally, and the work carried out by ship's staff.

6. For vessels on Admiralty service, or converting to Admiralty service, but which will wear the Red Ensign, and in which both White and Red Ensign personnel use the officers' washing facilities, no action should be taken at present to modify the White/Red Ensign bathrooms, but action should be taken for that accommodation which is White Ensign only.

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

4181.—Teepol Liquid, Pattern No. 862, and Teepex Paste, Pattern No. 833— Introduction of For Use Partly in Lieu of Hard Yellow Soap

(N.S. 27882/45.—26 Jul. 1945.)

As a result of satisfactory trials carried out at Devonport and Portsmouth Yards, Teepol (liquid) and Teepex (paste) are to be introduced for use as a partial substitute for hard yellow soap and these stores have been added to the Rate Book for Naval Stores under Pattern Nos. 862 and 863 respectively.

2. (a) These materials have been used with satisfactory results for:—

(i) washing protective clothing, teacloths, deck cloths and other items sent to laundries,

(ii) cleaning paintwork, woodwork, floors, lino and sinks,

(iii) removal of oil and grease from machinery and metal articles.

(b) Protective clothing can be cleaned and machinery items de-greased with Teepol in a more economical manner than by present methods.

(c) The materials can be used with hot or cold water, which may be either fresh or salt solutions and varied in strength to suit particular applications.

(d) Teepol (liquid) and Teepex (paste) have no tendency to produce dermatitis and are suitable as substitutes for hard yellow soap for many purposes. They are not suitable for constantly washing the human skin owing to their pronounced de-fatting action. No undesirable effects are produced by contact for normal periods.

3. It should be noted that Teepol (liquid), Pattern No. 862, is for use in H.M. shore establishments only and is *not* to be issued to sea-going ships.

4. Pending experience, ships and services should reduce their demands for soap, hard yellow, by 50 per cent. and should demand in lieu an equivalent quantity of Teepol (liquid), Pattern No. 862, or Teepex (paste), Pattern No. 863, as appropriate, and certify that the quantities have been adjusted in accordance with this Admiralty Fleet Order. (Demands for soap, hard, yellow, already held at dockyards or Naval store depots and those for new construction should be adjusted similarly.) After experience, demands should be framed in a suitable manner. For ready reckoning 56-lb. of hard soap is equivalent to 5-gal. of Teepol (liquid) or 56-lb. of Teepex (paste).

5. Details of provision made have been communicated to (Superintending) Naval Store Officers at home by Admiralty Letter N.S.34723/44/B.36721, dated 28th November, 1944. When stocks are available supplies to yards abroad on the basis of 50 per cent. of outstanding dues of hard yellow soap will be made by the depots concerned.

6. Instructions as to the use of these materials and strengths of solutions recommended are given in the appendix.

7. Teepol and Teepex are *not* to be used to wash magazine clothing in laundries at R.N. armament depots unless instructions are received from the Admiralty (Director of Armament Supply).

8. The sea store establishments concerned will be amended.

APPENDIX

(A) *General instructions for use of Teepol "X" in Admiralty Laundry.*—Store the barrel in a warm place. During cold weather stir the contents each morning before starting work.

2. *Washing of cotton and canvas overalls.*—These should be washed at the boil, using Teepol "X" and sodium metasilicate. Add hot water from the supply tank the machine. Goods can be loaded into machine before water is added.

For normal load use:—

1-quart Teepol "X"
5-lb. sodium metasilicate.

Hot water to a running dip of 9-in.

Run for 15 min. with steam full on.

1st rinse.—Hot water to 12-in. for about 5 min.

2nd rinse.—Half hot, half cold to 12-in. for about 5 min.

3rd rinse.—Cold, full machine, for about 10 min.

For very dirty work increase sodium metasilicate to 8-lb.

3. *Washing of Fearnoughts and blankets.*—Temperature of water is most important. Mix hot and cold water in machine so that wash water is lukewarm (90° to 120° F.) before loading goods into machine. Wash with Teepol "X" and soda ash. Do *not* use sodium metasilicate.

For normal load use:—

Warm water ... (100–120° F.) to a standing dip of 9-in.

Teepol "X" ... 1-quart

Soda ash ... 4-lb.

Run for 10 min. and then rinse.

Rinse 1.—12-in. warm ... 3 to 5 min.

Rinse 2.—12-in. warm ... 3 to 5 min.

Rinse 3.—Full, cold ... 10 min.

Improved results can be obtained by adding 2-lb. of common salt.

(B) (a) *Paintwork, tables, woodwork, etc.*—2-oz. to the gallon, which may be increased to a maximum of 4-oz. for very dirty work.

(b) *Cloth materials.*—2-oz. to the gallon, which may be increased to 3-oz. for very dirty items.

Woollens should be washed in tepid water only.

Other materials may be boiled, but it is not necessary to do so.

(c) *Dishwashing machines.*—Use 1-lb. of "Teepol" to 100 gallons of water. The same amount of washing soda as used with ordinary soap should be employed. "Teepol" can be used without washing soda, but it is not economical to do so.

(1) The quantities of water to be added to liquid "Teepol" and to "Teepol" in paste form are exactly the same.

(2) The quantities and methods employed for washing in fresh and salt water are the same.

(3) A gallon of liquid "Teepol" should be taken as weighing 10-lb.

(C) *General instructions for the use of Teepol "X" in engineering degreasing and cleaning.*

1. Prepare a solution as follows:—

500 to 600 gallons water
3 to 4 gallons Teepol "X"
1-cwt. sodium metasilicate.

2. *Iron, steel, copper, brass, gunmetal; copper and nickel alloys, etc.*—Immerse parts to be cleaned in the hot solution. Time of treatment will depend upon amount of dirt. For very dirty parts a good method is to put these in the tank at night and leave in soak overnight. Then heat up tank until solution is hot, remove parts and hose off.

3. *Aluminium and Zinc.*—Do not treat aluminium or zinc or alloys of these metals in the above manner. *Aluminium and zinc should be treated for only 3 min.* or preferably use a solution of—

1 gallon Teepol "X" in
100 gallons of water.

Use this solution hot at about 140° F. For removing carbon from aluminium pistons soak the pistons in this solution for about 8 hours, then preferably follow with 2 min. in solution described in section (2). Follow by hosing off immediately with water.

To avoid the risk of corrosion of steel and other metal parts—after use of these materials—it is essential that thorough rinsing be carried out, especially where there is any possibility of a residue of the cleansing materials remaining in direct contact with steel or other metal parts.

Requirements of sodium metasilicate should be obtained by local purchase under Subhead E.6.

4182.—Jointing—Compressed Asbestos Fibre, Pattern 35

(N.S./D. 4934/45.—26 Jul. 1945.)

As a result of tests it has been decided that Grade II C.A.F. jointing may be used for all services and not conditioned to 100 lbs. per square inch as previously.

2. All future supplies of this jointing will now be in Grade II composition.

(A.F.O. 5933/44.)

4183.—Aircraft—Capsules, Water Testing for Drop Tanks

(N.S. Air 16074/44.—26 Jul. 1945.)

In order to detect the presence of water in drop tanks, the following item has been introduced and will be allowed to ships and services in accordance with the scales stated:—

Ref. No.	Description.	Denom.	B.R. 378.				B.R. 377.	
			Maintenance Stock.				R.N. Air Stations.	
			Carriers.				Class A.	Class B.
			Squad 1.	Squad 2.	Squad 3.	Squad 4.	Main Store.	—
947	Section 33C. Capsules, water detection	Bottles	10	30	40	60	30	20

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

3. Arrangements have been made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign

stations. Details of the quantities being supplied have been forwarded direct to (S) Naval Store Officers concerned.

4. Aircraft Stores Establishments will be amended in due course; meanwhile establishments held by H.M. dockyards, R.N. air stations, store depots, etc., should be amended in manuscript.

(A.F.O. 725/45 is cancelled.)

4184.—Naval Aircraft—Comparators for Testing Fluorescent Dials—Introduction

(N.S. Air 3631/45.—26 Jul. 1945.)

The undermentioned items of test equipment for checking fluorescent dial markings have been introduced, and will be allowed to Services in accordance with the following scale:—

Ref. No.	Description	Denom.	R.N. aircraft repair and maintenance yards and T.A.M.Y.I.	R.N. aircraft workshops, Coventry and Perth	H.M.S. "Unicorn"	Component repair ships
560	Section 6C Plant testing : Comparator for testing fluorescent dials complete with box of blanks for stencils, Ref. No. 562.	No.	1	1	1	1
561	Accessories for 6C/560 : Sub-standard surface ...	"	1	1	1	1
562	Box of blanks for stencils ...	Box	1	1	1	1
—	Section 33B Powder for fluorescent paint in 4-oz. bottles.	Bottles	1	1	1	1
—	Medium for fluorescent paint in ¼-pint tins.	Tins	1	1	1	1

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

3. Stocks of the comparators and of the powder and medium for fluorescent paint are becoming available for distribution. The accessories, sub-standard surfaces and boxes of blanks for stencils, will not be available for some considerable time but neither of these items is required in the operation of the comparator.

4. Arrangements will be made for the necessary quantities to be despatched to yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities to be supplied will be forwarded direct to (S) Naval Store Officers concerned.

4185.—Aircraft Torpedo Plotting Scales—Introduction

(N.S. Air 13152/44.—26 Jul. 1945.)

In order to facilitate the plotting of aircraft torpedo attacks when using gyro angling technique under varying conditions of release the following new

Torpedo Plotting Scales (de Mahé) have been added to the Rate Book for Naval Stores under Subhead E.12 as follows:—

Scale No.	Naval Pattern No.	R.A.F. Ref. No.	Description
10	3780	14B/2582	Gyro Angle Plotter, variable flight-in-air
11	3781	2583	Torpedo Track Arm, angling left (seconds)
12	3782	2584	Torpedo Track Arm, angling right (seconds)
13	3783	2585	Torpedo Track Arm, angling left (yards)
14	3784	2586	Torpedo Track Arm, angling right (yards)

2. The issue of these new scales will render obsolete the sets of scales at present supplied (Pattern No. 3738), except scale No. 1 to which a separate Pattern No. (Pattern No. 3779) has now been assigned.

3. Full working instructions for Scales 1, 10, 11, 12, 13 and 14 are given in C.B. 4099(2), Chapter IV, paragraphs 147-194.

4. Holders of the original issue of Torpedo Plotting Scales (E.12/3738) should demand the new types of scales referred to in paragraph 1 above; initial demands should be as follows:—

R.N. air stations with torpedo facilities	...	...	...	4 sets
M.A.T.M.Us. stations with torpedo facilities	...	...	...	2 sets
Ships (B.R. 378) with torpedo facilities	...	...	...	2 sets

5. 160 No. of Scales 10 to 14 are on order from the Ministry of Aircraft Production and 50 No. of Scales 1, and 10 to 14 have been ordered from Messrs. Pye of Cambridge under Contract No. C.P. 3/12212/45 of 9th June, 1945, for delivery to Stafford.

6. Demands for initial issues should be lodged as follows:—

Ships in home waters, shore services in U.K.	...	Stafford
Other ships and services	...	Storing yards

7. Distribution of sets comprising Scales 1 and 10 to 14 (Pattern 3779 to 3784) to dockyards abroad should be made from Stafford as follows:—

Gibraltar	...	...	...	4 sets
Malta	...	...	...	4 sets
Alexandria	...	...	...	8 sets
Durban	...	...	...	10 sets
S.N.S.O. (Air), Ceylon	...	...	...	50 sets
S.N.S.O. (Air), Sydney, Australia	...	...	...	50 sets

8. On receipt of the new scales, Scales 2-9 inclusive of the original sets should be treated as obsolete, and returned to the nearest dockyard or depot for disposal.

9. B.R. 378 and B.R. 377 (Appendix V) will be amended in due course.

4186.—Arrow Type Switches—Allowance of Spares

Flotilla leaders and destroyers

(N.S. 24205/45.—26 Jul. 1945.)

The allowance of spare Arrow type rotary switches, Pattern 17961 to 17969 inclusive, to Fleet destroyers of Q and later classes for electric toasters, urns and hot cupboards has been revised and is now to be one for every five or less of each pattern fitted.

2. Ships concerned in commission should adjust stocks on board accordingly. Supply to ships under construction should be arranged in the usual manner.

3. The Establishment of Naval Stores for Flotilla Leaders and Destroyers (B.R. 332A) will be amended.

(Engineer Officer, H.M.S. "Finisterre", Ref. S.T. 95, 15 May, 1945.)

(S.N.S.O., Portsmouth, Ref. IVB/8204X, 25 May, 1945.)

4187.—High Speed Target, 50-ft.

(D.7616/45.—26 Jul. 1945.)

The 50-ft. high speed target built and developed by the Base repair staff at Plymouth has been modified as follows:—

- The stem has been built to an angle of 45° to the horizontal.
- Stem tie boards covered with sheet plating do not project below the planing platform.
- An eye bolt has been fitted on the after part of the target to facilitate securing alongside the towing ship while manoeuvring.

2. The most suitable arrangement for preventers is as follows:—Two preventers of $\frac{7}{8}$ -in. chain, 6 ft. long, are shackled to an eye plate forward on the stem thwart, each preventer being shackled to one span of the towing bridle.

3. Trials have indicated that the target tows satisfactorily at all speeds up to 25 knots with 350 fathoms of 2 $\frac{1}{4}$ -in. special C.M.B. towing wire.

4. Details of the construction of the modified target are shown in A.F.O. Diagram 273/45.

(C.-in-C. Med., 31 Mar. 1945, No. 1450/Med.45/393/3/2.)

(A.F.O. 4001/44 is cancelled.)

4188.—Air Conditioning Plants

(H.M. Ships)

(D. 15771/45.—26 Jul. 1945.)

A.F.O. 2657/45 was issued to inform ships and establishments of Admiralty policy with regard to air conditioning and of the self-contained plants which will shortly become available for some of these applications where more permanent installations are impracticable.

2. As full scale production of the self-contained units has only recently started, it will be some time before ships' full requirements can be met.

The present monthly production is as follows:—

Type A...	...	...	...	...	...	...	...	...	...	60
Type B	...	...	...	...	...	...	...	...	...	25
Type C	...	...	...	...	...	...	...	...	...	30

and it is hoped to increase these numbers soon to:—

Type A	...	...	...	...	...	...	...	...	...	120
Type B	...	...	...	...	...	...	...	...	...	40
Type C	...	...	...	...	...	...	...	...	...	40

3. It is intended that, until all approved requirements can be met, the highest priority in all ships affected, should be satisfied, rather than all the priorities in one ship. The policy for allocation of this equipment is as follows:—

- 25 per cent. of all types to ships in home waters preparing for service in Far East.
- 25 per cent. of all types to S.N.S.O., H.M. Naval Base, Colombo, for allocation to ships already on station, by C.-in-C., E.I.F.
- 50 per cent. of all types to D.D.S. (R.N.), Sydney, for allocation to ships already on station, by C.-in-C., B.P.F.

Supply to Colombo and Sydney commenced in June.

4. Commanding Officers of ships, however, should still take action in accordance with paragraph 23 of A.F.O. 2657/45, and in order to provide a record of plants installed, should forward an alteration and addition item to cover the work involved, stating the compartments to which the plants are fitted.

5. Requests have been received for magazines to be equipped with self-contained plants. Reference was made to "Selected Magazines" in Appendix "A" of A.F.O. 2657/45, in order that the statement of approved applications on air conditioning generally might be complete. It was, however, not intended that magazines should be dealt with by self-contained plants, in view of the danger of interfering with arrangements as fitted, without full consideration. Where magazine conditions in any given ship are definitely in need of improvement, a separate report should be forwarded in order that the best method of ameliorating the conditions may be considered.

(A.F.O. 2657/45.)

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES,
MEDICAL STORES, CONTRACTS

4189.—Uniform—Officers—Khaki Cap Covers, Khaki Socks and Khaki Stockings
(V. 8/7840/44.—26 Jul. 1945.)

Khaki cap covers, khaki socks and stockings have been added to the list of articles which may be taken up on repayment from service stocks by officers who are required to provide themselves with these articles. Supplies are now available at the Victualling Yards and Depots at home at which officers' clothing is stocked and are being provided at Victualling Yards abroad.

2. Stock sizes are as follows:—

Khaki Cap Covers

Sizes 6½ 6¾ 6⅝ 6¾ 6⅞ 7 7½ 7¾ 7⅞.

Khaki Socks

Sizes... 1 2 3 4
Length of foot 10-in. 10½-in. 11-in. 11½-in.

Khaki Stockings

Sizes ... 1 2 3
Length of foot 10½-in. 11-in. 11½-in.

3. Issuing prices are:—

	Free of		Including	
	Purchase Tax		Purchase Tax	
Khaki Cap Covers	11d.	1s.	2d.
Khaki Socks	2s. 1d.	2s.	5d.
Khaki Stockings	2s. 6d.	2s.	11d.

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

4190.—Aircraft—Life-saving Waistcoats—Levers, Gas Cylinder

(V/1/5039/45.—26 Jul. 1945.)

Levers, gas cylinder, Ref. 22C/74, for life-saving waistcoats, are obsolete, and when supplies of the new pattern lever, Ref. 22c/892, have been received, no further issues of the older pattern are to be made. Stocks are to be returned to victualling yards for disposal as salvage.

(A.F.O. 5695/44.)

4191.—Anhydrate Glucose—Shortage of Supply

(M.D.G. 41164/45.—26 Jul. 1945.)

Dextrosom (Anhydrate Glucose) is in very short supply, present stocks barely sufficing to meet requirements for transfusion solutions. From the date of issue of this Admiralty Fleet Order, all issues from R.N. Medical Depots will be in the form Monohydrate Glucose, which is unsuitable for the preparation of intravenous transfusion solutions, but which is perfectly satisfactory for oral administration.

2. Medical Officers-in-Charge of establishments preparing their own solutions for transfusion may demand Dextrosom (Anhydrate Glucose), for this purpose, when endeavour will be made to meet requirements, which must be kept to an absolute minimum.

3. Glucose and Glucose Saline solution for transfusion purposes continue to be obtainable for R.N. Blood Transfusion Service as in the past.

4192.—Penicillin in the Treatment of Syphilis in the Royal Navy

(M.D.G.40526/45.—26 Jul. 1945.)

The investigation into the treatment of syphilis with Penicillin (A.F.O. 6874/44, paragraph 4) has been completed, and cases of syphilis may now be treated in R.N. Hospitals, Auxiliary Hospitals, Sick Quarters and Hospital Ships in which a Genito-Urinary Specialist is borne and where proper serological control can be ensured.

The following is issued for the guidance of Specialists and of Medical Officers undertaking the subsequent surveillance after treatment.

2. *Types of Syphilis suitable for Penicillin Therapy.*—(a) All fresh cases in which diagnosis has been confirmed, either by Tr. pallida tests or by repeatedly positive Wassermann Tests.

(b) Latent cases, up to two years duration without symptoms or signs of syphilis, whose diagnosis is confirmed by repeated Wassermann tests. Care should be taken to exclude false-positive results. (Vide R.N. Medical Bulletin No. 18, Article 126.)

(c) Any other case considered unsuitable for routine anti-syphilitic treatment with Arsenic or Bismuth, owing to previous dermatitis, jaundice or other toxic manifestation, considered to have been due to the arsenic. The decision in these cases is left to the discretion of the Genito-Urinary Specialist concerned.

(d) In cases in which treatment with Arsenic and Bismuth has already been instituted, the following guiding principles should be followed. Penicillin should be substituted in the following cases:—

- (i) Cases in which the Wassermann Reaction is still positive after considerable amounts of Arsenic and Bismuth have been given.
- (ii) Cases which have received Arsenic and Bismuth on a recognized scale and which have later relapsed, clinically or serologically.
- (iii) Cases which have been inadequately treated with Arsenic and Bismuth over long periods and whose Wassermann Tests are still positive.
- (iv) Cases which have only recently started treatment with Arsenic and Bismuth.

(e) Cases already under treatment, in which there are no indications for changing to Penicillin, should complete their treatment with Arsenic and Bismuth unless, as in (iv), they have only very recently started.

N.B.—In all cases under (i), (ii) and (iii) above, the cardio-vascular and central nervous systems should be thoroughly investigated before commencing treatment with penicillin.

3. *Treatment Plan.*—(a) *Dosage.*—Penicillin 40,000 units will be given by intramuscular injection 3-hourly day and night for a total of 60 injections, making a total dose of 2,400,000 units. (Other methods are being tried out and, if successful, will be promulgated at a later date.)

(b) *Site of Injection.*—Upper and outer gluteal quadrant or lateral aspect of the thigh.

(c) *Possible Reactions.*—(i) A local reaction or urticaria may occur, probably due to impurities in the penicillin Adrenalin will usually control it effectively.

(ii) During the first twenty-four hours of treatment, there may be a slight, generalised reaction, with headache, shivering, pyrexia, etc.

(iii) Mild Herxheimer reactions may occur. They need not be regarded as a reason for abandoning treatment.

(d) *Neuro syphilis.*—Cases should be treated on similar lines to those laid down in 3 (a), but a total dosage of at least 4 mega units, will be required. C.S.F. findings must be the guide to the need for further treatment, e.g., Malaria, and this is left to the discretion of the Genito-Urinary Specialist concerned.

4. *Preparation of Penicillin Solution.*—(a) For convenience, the solution is made up to contain 20,000 units per 1 cc., i.e., 40,000 units will be contained in the 2 ccs. given in the standard dosage. This amount will be found most convenient with a small syringe and a 12-14 gauge needle. Little discomfort is experienced with this volume and concentration. If severe pain is experienced, the penicillin may be mixed with 1 cc. of 1 per cent. procaine immediately before injection; procaine must not be added to the stock solution, as it inactivates penicillin on standing.

(b) Penicillin powder, tablets and solution should be kept in a refrigerator and not more than a 24-hour supply should be prepared at any one time.

(c) Sterile pyrogen-free water, distilled water, isotonic saline or 5 per cent. glucose solution may be used as a vehicle for the penicillin.

(d) Sterilization of syringes and needles should be by dry heat or boiling. Spirit, disinfectants and heat inactivate penicillin solution. Soap and water or ether may be used for cleansing the skin prior to injection.

(e) The entire operation must be performed under the strictest aseptic conditions.

5. *Blood Control.*—(a) Serum tests should be done as follows:—

- (i) Before treatment is commenced.
- (ii) Every third day until discharge from hospital.
- (iii) After discharge from hospital, fortnightly until the end of surveillance in Category 6.

(iv) After drafting category has been raised to Category 2, monthly for six months and, thereafter, quarterly to complete at least two years from commencement of penicillin treatment.

(b) At home, the Quantitative Kohler Wassermann Blood Test is to be used. For this test, the serum from 10ccs. of blood, drawn into a clean, dry syringe, should be sent to R.N. Medical School, Clevedon. Special, screw-capped bottles and instructions may be obtained from Clevedon. The Medical Officer concerned will be informed of the result.

(c) Abroad, the Quantitative test should be performed if possible. Otherwise, the most reliable test available should be used on the prescribed occasions and the results reported to Clevedon.

6. *C.S. Fluid.*—(a) C.S.F. serological tests should be carried out prior to commencement of treatment in cases as in paragraph 2 (d), (i), (ii) and (iii).

(b) In all cases, C.S.F. examinations should be carried out—

(i) before the end of surveillance in Category 6, and

(ii) between 18 months and 2 years after commencement of treatment.

7. *Disposal of Cases.*—(a) On discharge from hospital, ratings are to be placed in R.N. Medical Category 6 when at Home. Abroad, Category 4 or 5, at a place where proper serological control may be carried out, is to be substituted. Officers will be shown "Shore Service only".

(b) On the expiration of four months, the W.R. remaining "Fixed Negative" (three successive negative results), the Medical Category may be raised, on the advice of a Genito-Urinary Specialist, to Category 2 or, in the case of Officers, to Limited Sea Service, i.e., in a ship carrying a Medical Officer.

(c) In the case of Royal Marines, the appropriate R.M. Medical Category is to be substituted.

8. *Records.*—(a) *Penicillin Questionnaire.*—The questionnaire detailed in A.F.O. 4193/45 is to be completed and forwarded to Medical Officer-in-Charge, R.N. Medical School, Clevedon, Somerset, on completion of the initial 7½ days treatment. A further penicillin questionnaire is to be sent to Clevedon after examination at the end of four months, 12 months, 18 months and 2 years. To reduce clerical work, only the patient's name, rank or rating and official number need be given, with a brief note of present clinical condition and serological findings.

(b) *Special Report on Syphilis Treated with Penicillin.*—Form "B" (see below). This report is to be forwarded to Clevedon on completion of the initial treatment. It is to be completed down to the section headed "Quantitative Wassermann Reaction Chart". The chart and all subsequent sections will be completed at Clevedon. Abroad, Form "B" is to be completed up to the date of leaving hospital and is to include all blood results to that date.

(c) *Forms S.576S and S.576a.*—Full details of all treatments, serological findings, recommendations as to surveillance, etc., are to be entered in forms S.576S and S.576a, during the hospital and surveillance periods. Great inconvenience is experienced unless these records are complete.

9. *Surveillance.*—(a) A reference sheet addressed to the Medical Officer is to accompany the patient on discharge from hospital, calling attention to the recommendations that have been made. In addition, the following directions regarding surveillance are to be pasted into both Venereal Case Card (S.576S) and Personal Card (S.576a), and signed by the Genito-Urinary Specialist concerned:—

"This patient has been receiving penicillin treatment for syphilis. No further treatment is indicated at present. Surveillance is to be as follows:—

(i) *Drafting.* Patient is to be placed in R.N. Medical Category No. 6 for four months and should remain in the Depot or Base.

At the end of four months he is to be referred to the Genito-Urinary Specialist for further examination. If this is satisfactory, the category may be raised to No. 2. At the end of 2 years, the case is to be re-examined by the Genito-Urinary Specialist for decision as to the completion of cure and raising of category.

(ii) *Blood Wassermann Reactions.* W.R. Tests (if possible, Quantitative) are to be carried out fortnightly for four months, then monthly for six months and then quarterly for a further eighteen months.

(iii) C.S.F. Tests are to be carried out before the end of four months and again before final discharge from surveillance, i.e., at about eighteen months.

(iv) The results of all blood, C.S.F. and clinical examinations are to be recorded on Forms S.576S and S.576a, and are to be notified to the Medical Officer-in-Charge, R.N. Medical School, Clevedon, Somerset, using the penicillin questionnaire described in A.F.O. 4193/45.

(v) If the blood fails to remain negative, or in the event of clinical or serological relapse, the case is to be referred to a Genito-Urinary Specialist for consultation."

(b) While the above routine is to be followed at Home, some modification may be necessary Abroad to meet local conditions; the need for regular, reliable serological reports and their notification to Clevedon cannot be overstressed.

(c) With reference to (a) (i) above, the Drafting category should be altered as necessary in the case of officers and of Royal Marines, and Abroad.

10. Cases of syphilis occurring in Ships and Establishments should be discharged to hospital as soon as possible and, provided that this can be done within 14 days, no anti-syphilitic treatment should be started. The local lesion should be dressed with saline dressings only.

11. Medical Officers are reminded that every patient undergoing anti-syphilitic treatment must be given a Personal Card (S.576a or V.15). This card is the patient's own personal property and the importance of its safe custody is to be explained to him. It is not to be taken away from the patient except to enter treatment, blood results, etc., and is on no account to be kept in the Sick Bay or to be destroyed.

Appendix: Form B.

Report on Syphilis Treated by Penicillin

Serial No :	Diagnosis :							
Name (Capitals)	Date	Place						
Christian Names :	Exposed :						
Off. No..... Rating.....	First Noticed.....						
Ship/Establishment	Incubation period	<table border="0"> <tr> <td rowspan="4" style="font-size: 3em; vertical-align: middle;">}</td> <td>(1. W.R.N.S.</td> </tr> <tr> <td>2. A.T.S.</td> </tr> <tr> <td>3. W.A.A.F.</td> </tr> <tr> <td>4. Civilian.</td> </tr> </table>		}	(1. W.R.N.S.	2. A.T.S.	3. W.A.A.F.	4. Civilian.
}	(1. W.R.N.S.							
	2. A.T.S.							
	3. W.A.A.F.							
	4. Civilian.							
Admitted Days Sick in Hospital	Amateur/Prostitute						
Discharged	Sober Drink Drunk						
Condition on admission	Precautions (if any)						
	Previous History						
Date : Sp. Pallidas	Sp. Pallida = Negative in	Lesion healed in						
 hours days						
	<i>Treatment</i>	<i>Remarks</i>						
Method of administration : S.C. : I.M. : I.V.							
No. of injections :							
Dosage each injection :							
Interval between injections							
Total dosage (Units)							
	<i>Quantitative Wassermann Reaction Chart</i>							
Quantitative Readings. Wassermann Reading						
W.R. Kahn Kahn Reading.						
Date :							

Pathological Controls

Date	Laboratory	Wassermann	Kahn	Date	Laboratory	Wassermann	Kahn

Cerebro Spinal Fluid Examinations

Date :—	Date :—	Date :—
Cells Protein Globulin Lange Wassermann	Cells Protein Globulin Lange Wassermann	Cells Protein Globulin Lange Wassermann

It is requested that "Positive" or "Negative" may be inserted where applicable—not "+" or "—".

Final summary of case

(A.F.Os. 6874/44 and 4193/45.)

4193.—Penicillin—Reports

(M.D.G.40525/45.—26 Jul. 1945.)

Supply.—Supplies of penicillin are now available for distribution to H.M. Ships and Naval Establishments in which a Naval Medical Officer is borne.

Initially, medical officers of battleships, large aircraft carriers, etc., may demand three mega units, those of cruisers and ships of similar complement two mega units, and those of destroyers and ships of similar complement one mega unit. Replenishments to this quantity may be demanded as necessary.

Penicillin will not be included at present in the Service Afloat scale or packed in units, but Medical Officers of H.M. Ships should demand supplies from the most convenient issuing R.N. Medical Depot.

At home, R.N. medical establishments and depots should demand supplies from R.N. Medical School, Clevedon, Somerset, and anticipated requirements should be reported monthly to Medical Director General of the Navy.

R.N. Medical establishments and depots abroad and H.M. Hospital Ships should report anticipated requirements quarterly to Medical Director General of the Navy, who will arrange supply.

2. The conditions for which penicillin therapy may be used are detailed in Royal Naval Medical Bulletins Nos. 12, 14 and 18, which describe in full the technique, method of administration, storage, records, etc. Medical Officers are to study these articles with care to guide them in the selection of cases for treatment.

3. *Questionnaire.* The following pro-forma questionnaire is to be completed for every patient receiving penicillin therapy and is to be forwarded to the Medical Officer-in-Charge, Royal Naval Medical School, Clevedon, Somerset.

Penicillin Questionnaire

Patient's surname (Block Letters)	Hospital (Sick Bay)
Patient's initials	Ward
Patient's rank or rating	Case No.
Patient's official number	Date of admission
Patient's ship or establishment	Date of discharge
Patient's (ship's book) number	Disposal
	Medical Officer directing penicillin therapy.

Date and nature of injury (illness)

Total amount of penicillin used

Condition on discharge from hospital —Cured.
Improved.
No improvement.
Deteriorated.

Present condition (if known).....

Summary of treatment (if any) prior to penicillin therapy

Condition of injury on commencing penicillin therapy.

Signature of medical officer in charge of case.

Details of daily dosage and method of application of penicillin (including penicillin batch numbers).

Summary of progress of case under penicillin therapy. (N.B. Include copies of :
(i) temperature chart, (ii) pulse chart, (iii) leucocyte counts).

Results of all bacteriological examinations of injury (and blood).
Signature of medical officer in charge of case.

4. *Syphilis.*—The treatment of syphilis with penicillin is the subject of a separate order, to which medical officers should refer. (A.F.O. 4192/45).

5. *Gonorrhoea.*—The treatment of gonorrhoea with penicillin is described in R.N. Medical Bulletin No. 14, Article 96, which should be consulted. In order to ensure that a syphilitic infection, contracted at the same time as the gonorrhoea, has not been temporarily suppressed, monthly Wasserman tests should be carried out for 6 months after completion of treatment of gonorrhoea with penicillin.

6. Laboratory control assays on penicillin manufactured in the United States of America indicate that the expiry date given on the ampoule can be disregarded, as the potency of the penicillin does not deteriorate as a result of age, provided that reasonable conditions of storage are adopted. The ampoules should not be subjected to temperatures above 24°C (75°F) for prolonged periods. Unexpended U.S.A. material may therefore be used without regard to the time factor shown on the ampoule, but it is advised that the earliest dated ampoules should be used first.

(A.F.O. 4192/45)

(A.F.O. 6874/44 is cancelled.)

4194.—V.A.D. Officers and Members—Tropical Outfit

(N/C.E. 19994/44.—26 Jul. 1945.)

The items of extra uniform required by V.A.D. officers and members who are sent to stations where the provision of tropical outfit is essential (B.R. 50/41, App. IV) have been increased to the following minimum requirements :—

- 14 White dresses or overalls.
- 8 Pairs of stockings (white lisle).
- 4 Pairs of white canvas shoes (laced).
- 1 White terai hat (with appropriate hat band of body).

2. Officers and members will be expected to provide the following of these articles from the initial Tropical Outfit Allowance of £10 and annual upkeep allowance of £5, both of which will continue to be payable under B.R. 50/41, paragraph 23 :—

- 8 White dresses or overalls.
- 2 Pairs of stockings.
- 2 Pairs of white canvas shoes.
- 1 White terai hat.

3. In the case of V.A.D. members sent abroad in future, the balance of the required articles, viz. : 6 white dresses, 6 pairs of stockings and 2 pairs of shoes, will be issued gratuitously from stocks of W.R.N.S. clothing. Demands for actual requirements, stating sizes, should be forwarded by the Supply Officer or W.R.N.S.

Officer-in-Charge to the Director, W.R.N.S., Queen Anne's Mansions, London, S.W.1, who will make the necessary arrangements for supply by the quickest possible route. These items are available in the following sizes:—

White tropical dresses	...	...	Sizes 1—14.
White canvas shoes	...	...	Sizes 2—8½ (rising in ½ sizes). Medium and broad fittings only.
Stockings, white lisle	...	...	Sizes 8½—10½ in.

4. The uniforms of V.A.D. members who receive the free issues of clothing under paragraph 3 above will be distinguished from those worn by W.R.N.S. personnel by their black V.A.D. buttons, blue or black petersham belt and V.A.D. brassard. These distinctive items are to be provided by the members themselves.

5. B.R. 50/41 will be amended as necessary.

(B.R. 50/41.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4195.—A.F.Os.—Scale of Supply to Aircraft Maintenance Repair Ships, Component Repair Ships and Engine Repair Ships

(E.F.O. 125/45.—26 Jul. 1945.)

The scale of supply of Admiralty Fleet Order publications to Aircraft Maintenance Repair Ships, Aircraft Component Repair Ships and Aircraft Engine Repair Ships is as follows:—

	No. of Copies
A.F.Os. and C.A.F.Os.	8
A.F.O. Diagrams and C.A.F.O. Diagrams	3
Notice Board Edition	3
A.F.O. "S" Series	3
K.R. and A.I.	3
A.M.D.Is., C.A.M.D.Is., WIMS I and III,	
M.350	1

4196.—Amendments to Books

(E.F.O.—26 Jul. 1945.)

The undermentioned amendments (A.F.Os. P.642—665) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under:—

<i>Nore</i>	Book Office, Quarry House, Aylestone Hill, Hereford.
<i>Plymouth</i>	Book Office, R.N. Port Library, Devonport.
<i>Portsmouth</i>	Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O.

P.642/45.—B.R. 1203—Instructions for the Inspection of Naval Armament Stores—Amendment No. 20.

P.643/45.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum No. 3 (1939)—Amendment No. 30.

P.644/45.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 32.

P.645/45.—B.R. 633 (3) (B)—Mining—Instructions for Depth Charge, Mine Paravane, Minesweeping and Ahead Thrown Weapons Trials—Protector Paravanes Equipment and Running—Amendment No. 1.

*P.646/45.—B.R. 378 (P)—Corsair A.S.E.—Amendment No. 14.

*P.647/45.—B.R. 377 (J)—Seafire A.S.E.—Amendment No. 3.

*P.648/45.—B.R. 377 (P)—Corsair A.S.E.—Amendment No. 12.

*P.649/45.—B.R. 377 (B)—Barracuda—A.S.E.—Amendment No. 19.

*P.650/45.—B.R. 377 (C)—Firefly—A.S.E.—Amendment No. 20.

A.F.O.

*P.651/45.—B.R. 378 (B)—Barracuda—A.S.E.—Amendment No. 46.

*P.652/45.—B.R. 378 (C)—Firefly—A.S.E.—Amendment No. 28.

*P.653/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 27.

*P.654/45.—B.R. 383—A.S.E.—Amendment No. 16.

P.655/45.—B.R. 274/43—Handbook and Drill for 20 mm. Oerlikon M/G, Marks II, II U.S.N., IV U.S.N., on Marks I, IIA, IIIA, IV U.S., V U.S., VIIA and VIIIA Mountings, 1943—Amendment No. 17/

P.656/45.—B.R. 626—Drill for 4-in., Mark XVI*, Q.F. Semi-Automatic Guns on H. A. Twin, Mark XIX Mounting, 1942—Amendment No. 9.

P.657/45.—{ B.R. 811 } Vol. I (lg) Aircraft Torpedo Manual, Part III,
{ A.P. 2610A } Pamphlet No. (lg).

Loading 22.4-in., Mark 13 Type Torpedoes on to Avenger Aircraft—Amendment No. 1.

P.658/45.—B.R. 819 (3)—R.N.A.S., Part III—Torpedoes—Amendment No. 12.

P.659/45.—B.R. 916—Handbook for 4.7-in., Mark XI Gun on the Twin, Mark XX Mounting, 1942—Amendment No. 9.

P.660/45.—B.R. 967—Handbook for 4.7-in., Q.F., Mark XII, XII* Guns on C.P. Twin, Mark XIX Mounting, 1939—Amendment No. 8.

P.661/45.—B.R. 980 (G)—R.T. No. 409 for 5.25-in. Guns—Amendment.

P.662/45.—B.R. 980 (G)—R.T. No. 426 for 5.25-in. Guns—Amendment.

P.663/45.—B.R. 1281 (2)—Instructions for Release from the Naval Service, Part II—Amendment No. 1.

P.664/45.—O.U. 5407 (A)—R.N.A.S., Part 1—Amendment No. 9.

P.665/45.—Form U2D (1944)—Amendment No. 9.

*Exceptionally, A.F.Os. P.646—654 will be distributed without demand by the Superintending Naval Store Officer, R.N. Store Depot, 191a, Askew Road, Shepherds Bush, W., who holds the stock of the parent book.

(A.F.O. 3962/45.)

4197.—B.R.912(1)(45)—Director Handbook—General Information—Issue

(G.2497/44.—26 Jul. 1945.)

The above-mentioned book is now in the press and copies will be issued, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Elveden Road, Park Royal, N.W.10 in accordance with the following establishment, viz.:—

	Copies
Flag officers	1
Captain (D) of destroyer flotillas concerned	1
Battleships	1*
Fleet carriers	1*
Cruisers	1*
Light fleet carriers	1*
Destroyer depot ships	1
Repair ships	1
Fleet repair ships	1
Fleet destroyers	1*
" Hunt " class	1*
Fast minelayers	1*
A/A sloops	1*
Monitors	1*
Frigates	1*

Dockyards

Portsmouth	5
Devonport	5
Chatham	5
Sheerness	5
Rosyth	3
Orkneys	1
Pembroke	2
Malta	4
Gibraltar	3

	<i>Copies</i>
Alexandria	2
Bermuda	3
Simonstown	3
Durban	2
Ceylon	1
Kilindini	2
Trincomalee	2
Bombay	2
Captain, H.M.S. "Excellent"	200
Captain (G), H.M.G.S., Chatham	30
Captain (G), R.N.G.S., Devonport	40
H.M.S. "Queen Charlotte"	1
H.M.S. "Vernon" (E.L.)	10

Warship Electrical Superintendents

Scottish, North Western, North Eastern, Midlands and South Wales, London and South Eastern, South Western, Northern Ireland	1 each
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Admiralty Regional Electrical Engineers

No. 1, Northern, No. 3, North Midland, No. 4, Eastern, Nos. 5 and 6, London, South Eastern and Southern, No. 7, South Western, Nos. 8 and 9, Midland Region and Wales, No. 10, North Western, Scotland	1 each
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Gun Mounting Overseers

Barrow, Crayford, Coventry, Elswick, Gainsborough, Parkhead, Manchester, Woolwich	1 each
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F.O.L.Os. (for P.E.R.Os.)

Humber, Belfast, Glasgow, Cardiff, London, Aberdeen, Liverpool, Newcastle, Southampton	2 each
N.O.I.C., Dundee (for P.E.R.Os.)	2
F.O.I.C., Falmouth (for E.R.Os.)	2
Secretary, Navy Office, Melbourne, Australia	10
Secretary, Navy Office, Wellington, N.Z.	10
Secretary, Naval Board (N.D.A.), Ottawa, Canada	10
Australian Naval Liaison Officer, Australia House, London	1
Canadian Naval Liaison Officer, 10, Haymarket, London	1
New Zealand Liaison Officer, 315 Strand, London	1
Commandant General, Royal Marines	3
B.A.D.	1
B.A.M.S.R. (for B.O. Gun Mountings)	2
B.A.T.M.	1
D.N.O., Washington	1
G.M.E.O., R.N. Base, Lyness	1
Loan libraries	1
Naval Staff library, Admiralty	1
Commanding Officer, A/A Range, Malta	1
Commanding Officer, A/A Range, Colombo	1
Commanding Officer, A/A Range, Trincomalee	1
Commanding Officer, R.N., A/A Range, Sydney, N.S.W.	1
H.M.S. "Braganza", Bombay	1
H.M.I.S. "Himalaya", Karachi	1
H.M.C.S. "Cornwallis", Halifax	1
H.M.A.S. "Cerberus", Flinders	1
F.G.E.O., British Pacific Fleet	1
S.G.E.O.(D), British Pacific Fleet	1
S.G.E.O. (Fleet Train), British Pacific Fleet	2
G.E.O.(W), Sydney	1
G.E.O.(Q), Melbourne	1
G.E.O.(Q), Brisbane	1
G.M.S.O., Sydney	1
G.M.S.O., Veyangoda, Ceylon	1

	<i>Copies</i>
G.M.S.O., Brisbane	1
G.M.S.O., Durban	1
S.G.E.O., First Battle Squadron	1
S.G.E.O., A.C.I., British Pacific Fleet	1
E.O.(G), Colombo	1
G.M.O.(India), Bombay	1
F.G.E.O. on staff of C.-in-C., East Indies Station	1
A.G.E., Teddington	1
A.S.E., Haslemere, Surrey	1

2. This book supersedes B.R.912(1)1935 — Director Handbook — General Information—copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. Catalogue— when copies of B.R.912(1)(45) are received.

* Ships concerned.

4198.—B.R. 980(B) (Restricted)—Revised Pages 1, 1A and 10, and additional page 1B to Range Table No. 254, for Q.F. 4·7-in. guns, Marks IX, IX*, IX and XII, dated March, 1945—Issue**

(G. 2637/45.—26 Jul. 1945.)

Revised pages 1, 1A and 10, and additional page 1B to Range Table No. 254 are now in the press.

2. Copies will be issued to all holders of the main table, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

3. The revised page 1 supersedes the existing page 1, dated June 1942; the revised page 1A supersedes the original page 1A, dated September 1941; the revised page 10 supersedes the original page 10, dated May 1933; and the additional page 1B replaces page 9, dated June 1943, all copies of which should be disposed of in accordance with B.R.1—B.R. and I.D. catalogue when the new pages are received.

4199.—B.R. 1231 (45)—Naval Pay and Cash Handbook

(D.G.S./C.E. 53358/44.—26 Jul. 1945.)

B.R. 1231 (45)—Naval Pay and Cash Handbook—will shortly be distributed by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, on the following basis:—

Commanders-in-Chief and Flag Officers	2 copies.
Base Supply Officers, large bases	12 copies.
Base Supply Officers, small bases	3 copies.
Supply Officers, Naval Air Stations	3 copies.
Capital Ships and Aircraft Carriers	3 copies.
Cruisers and Escort Carriers	2 copies.
Other Ships carrying a Supply Officer... ..	1 copy.
Other Ships carrying a Writer Rating... ..	1 copy.

2. Copies for personal use may be purchased by Supply Officers and Writer Ratings at 1/6 per copy.

3. The handbook is not exhaustive. It is intended as a practical *guide* to the Supply Officer or Writer rating who may not be familiar with the many regulations and instructions relating to the work of Naval pay officers. *It is not an authority for any form of payment, whether pay or allowance or compensation.*

4. Care should always be taken to refer to K.R. & A.I. and Admiralty Fleet Orders, having regard to the many war modifications to the regulations which are now operative.

5. It is intended to issue a new edition in about a year's time.

6. Suggestions for improvement will be welcomed and may be sent to the Director-General, Supply and Secretariat Branch, Admiralty.

7. Users are strongly advised to annotate the handbook with references to relevant A.F.Os. and K.R. Amendments issued since *28th February, 1945.*

4200.—O.U. and B.R. Publications—Distribution during June, 1945

(N.S.—26 Jul. 1945.)

- B.R. 118.—War Office Handbook.
 B.R. 125.—Lloyds Register of Shipping Supplement—No. 18.
 B.R. 150.—Aircraft Recognition Manual AM.—No. 12.
 B.R. 222.—Additional Pages No. AA1, AA10, AA11, AA25, NE1/4, NB1/4, AB5/8.
 B.R. 268 (42).—Electrical Manual—Vol. II.
 B.R. 358.—Establishment of Naval Stores for Executive Purposes—Errata No. 9, also Errata No. 9 to Form D.254D.
 B.R. 359.—Establishment of Naval Stores for Electrical and Torpedo purposes—Errata No. 14, also Errata No. 14 to D.128D.
 B.R. 373.—Establishment of Naval Stores for "Hunt" Class Destroyers—Errata No. 6.
 B.R. 379.—Establishment of Naval Stores for 105-Ft. Wooden M/S—Errata No. 4.
 B.R. 381.—Establishment of Naval Stores—Errata No. 2.
 B.R. 502c.—Handbook on Spain.
 B.R. 516A.—Handbook on Greece—Vol. II.
 B.R. 519B.—Handbook on Pacific Islands—Vol. III.
 B.R. 529B.—Handbook on Germany.
 B.R. 695.—International List of Telegraph Offices, Annexes Nos. 47–51—Parts 1 and 2.
 B.R. 752.—Whittakers Almanac/45.
 B.R. 755.—Who's Who.
 B.R. 777.—Naval Aircraft Code.
 B.R. 784 (1).—German Naval Uniforms and Badges of Rank—Add. No. 1.
 B.R. 811 (3c/45).—Fitting and Routine Tests for Air Tails M.A.T., Mark IV—Appendix No. 1.
 B.R. 959/44.—Handbook for 8-in., Mark VIII, VIII* and VIII** Guns.
 B.R. 979.—Handbook for Apparatus A.D., Type D (P.A.C.) and Rocket Illuminating.
 B.R. 980B.—Range Tables No. 573, 574, 575.
 B.R. 980F.—Range Tables No. 611.
 B.R. 980W.—Revised Page 1 to R.T. 206.
 B.R. 980 (X).—Revised Page 1 to R.Ts. 399 and 423.
 B.R. 1050A.—Native Fishing and Trading Craft of Burma, Malay, Siam.
 B.R. 1050C.—Native Craft, etc., of the Philippine Islands—Amendment No. 1.
 B.R. 1079.—Inter Service Standard Graphical Symbols.
 B.R. 1081(2).—Instructions for Classification in Age and Service Groups.
 B.R. 1099.—Medical Lecture to Naval Air-crews.
 B.R. 1102.—Ships' Officers Drawings for Range Finder Directors.
 B.R. 1204.—Instructions for Rocket Target Glider.
 B.R. 1209.—Pamphlet for 3-in., 50 Cal. Fire Control Equipment—Amendment No. 1.
 B.R. 1217.—British Naval Operating Signals.
 B.R. 1234.—Surf Landing.
 B.R. 1245(43)(1).—Handbook for 4.7-in., Mark IX, Q.F. Guns—Addendum No. 1.
 B.R. 1249.—Preliminary Pamphlet for 40-mm. Bofors.
 B.R. 1281.—Release Instructions, Parts 1 and 2.

Corrections to O.U. and B.R. Publications

- A.F.O. "P." 397—see A.F.O. 2951/45.
 A.F.O. "P." 399—see A.F.O. 2951/45.
 A.F.O. "P." 401–414—see A.F.O. 2951/45.
 A.F.O. "P." 415—see A.F.O. 3081/45.
 A.F.O. "P." 436–437—see A.F.O. 3081/45.
 A.F.O. "P." 441–443—see A.F.O. 3081/45.
 A.F.O. "P." 446–466—see A.F.O. 3081/45.
 A.F.O. "P." 467–480—see A.F.O. 3253/45.
 A.F.O. "P." 481—see A.F.O. 3410/45.
 A.F.O. "P." 483—see A.F.O. 3410/45.
 A.F.O. "P." 486–497—see A.F.O. 3410/45.

Correction to Signal Publications O.U. and B.R. Series

- A.F.O. "S.C." 24/45—Correction No. 8 to B.R. 1021—see A.F.O. "S" 218/45.
 A.F.O. "S.C." 25/45—Amendment No. 1 to Naval Teleprinter Lines Diagram—see A.F.O. "S" 218/45.
 A.F.O. "S.C." 26/45—Correction No. 2 to B.R. 619(2)—see A.F.O. "S" 218/45.
 A.F.O. "S.C." 27/45—Correction No. 4 to B.R. 299A—see A.F.O. "S" 218/45.
 A.F.O. "S.C." 28/45—Correction No. 15 to B.R. 791—see A.F.O. "S" 231/45.
 A.F.O. "S.C." 29/45—Correction No. 4 to O.U. 5536—see A.F.O. "S" 231/45.

Miscellaneous

- A.P. 1480A.—Silhouettes of Aircraft—A/L No. 121.
 A.P. 1480B.—Silhouettes of Aircraft—A/L Nos. 50, 51, 52.
 A.P. 1480C.—Silhouettes of Aircraft—A/L No. 26.
 A.P. 1480E.—Silhouettes of Aircraft—A/L Nos. 27 and 28.
 American Technical Handbook "P".
 Aircraft Recognition Wall Charts (Pacific Series) Nos. 10, 11, 12.
 Epidiascope Cards Pack G, Japanese Aircraft.
 Large Wall Silhouettes, Army C.69, Meteor III, Beaufighter X, F.W.190D.
 Air Force List—January/45.
 Flight Deck—May/45.
 U.S. A/N Journal of Recognition No. 20.
 Naval Aviation News, April 1st and 15th.
 Inter Services Aircraft Recognition Journal—Vol. III, No. 10.
 Nav. Ships, 900.404.
 Aircraft Recognition Handbook "What's Cooking Upstairs".
 American Publication O.N.I.54.
 Instruction Book Navy Model T.B.Y.—8.
 N.R.P.M. 240–258.
 D.N.C.11B, Change No. 9.
 D.N.C. 5 and 3A, A.L.C.O.M. 162 and 164, 168 and 1 Correction.
 A.L.C.O.M.S. Nos. 171, 175, 179, 181, 184, 185, 188, 190, 191, 193, 199, 201, 207, 208.
 Civil Service Recruitment Forms R.D.W.6, R.D.W./M., C.S.C.1, C.S.C.2, I.B.S.1.
 Civil Service Recruitment Specimen Pages—7 classes.
 Careers for Men and Women—Further Education Training.

(A.F.O. 3411/45.)

4201.—O.P. 1062—Amplidyne Control Mechanism for Gun Director, Mark 37. O.P. 1063—Stable Elements, Mark 6 and Mods.

(G/N.S. 863/45.—26 Jul. 1945.)

The above-mentioned U.S. publications have been taken into the Naval service and will be issued on a restricted basis to the authorities concerned for advance information in connection with the Mark 37 Director System. The pamphlets will in due course be embodied in the B.R. series of pamphlets under preparation in this country. Modifications to the installations and in particular to details of wiring arrangements incorporated during installation in H.M. ships are not included in the pamphlets O.P. 1062 and O.P. 1063.

2. Issue will be made by the Superintending Naval Store Officer, R.N. Store Depot, 307 Elveden Road, Park Royal, N.W.10, without demand, as follows:—

	<i>Copies</i>
Battleships	2*
Fleet carriers	2*
"Battle" class destroyers, 3rd, 4th and 5th flotillas	2 each
Destroyer depot ships concerned	1 each
<i>Warship Electrical Superintendents—</i>	
Glasgow	2
Liverpool	2
Newcastle	2
Belfast	1
Gun Mounting Overseer, Manchester	1
Admiralty Regional Electrical Engineer, Manchester	1
<i>Admirals Superintendent (for E.E.M. Depts.)—</i>	
Portsmouth	1
Devonport	1
Chatham	1
Rosyth	1
Captain, H.M.S. "Vernon" (EL)	4
Captain, H.M.S. "Defiance"	1
Captain, H.M.S. "Marlborough"	1
Captain, H.M.S. "Excellent"	2

* Ships concerned.

4202.—H.M.S. "Pembroke III"—Addressing of Correspondence and Signals

(M. 1092/45.—26 Jul. 1945.)

In view of the large number of establishments operating as "Pembroke III" all messages for that authority must be addressed to the specific section concerned, e.g. :—

Chief Officer W.R.N.S. London External Units,
H.M.S. "Pembroke III".

2. Similarly all messages from H.M.S. "Pembroke III" must include the name and location of the originating section.

3. The Commanding Officer and Supply Officer of H.M.S. "Pembroke III" are situated in separate establishments and all correspondence for the Supply Officer should be addressed in full to :—

Supply Officer,
H.M.S. "Pembroke III",
61-63, Netherhall Gardens,
Hampstead, London, N.W.3.

Telephone No. : Hampstead 1105-7.

(A.F.Os. 1867/43 and 5927/43 are cancelled.)

4203.—H.M.S. "Golden Hind" and H.M.S. "Hind"—Misdirection of Correspondence

(M. 2373/45.—26 Jul. 1945.)

Several instances have occurred of correspondence intended for H.M.S. "Golden Hind" being received in H.M.S. "Hind". In order to avoid unnecessary confusion and delay, special care is to be taken when addressing correspondence to either of these ships.

4204.—H.M.S. "Heron" and A.S.I.S. "Heron"—Address

(M. 2127/45.—26 Jul. 1945.)

Attention is directed to the correct postal addresses of H.M.S. "Heron" (R.N. air station, Yeovilton) and the Armament Store Issuing Ship "Heron", i.e. :

R.N. Air Station,
Yeovilton, Yeovil, Somerset.
and M.V. "Heron" (G.S.N.),
c/o G.P.O., London.

2. Care should be taken in correspondence and signals to differentiate between these two ships.

4205.—Dinghy Log Card (A.49)—Modification

(A. 155/45.—26 Jul. 1945.)

It has been found desirable, as a valuable check, to record on the dinghy log card the net weight of the C.O.₂ gas charge in the relevant dinghy bottle, together with the information as to whether it is a tropical or temperate charge.

2. The reverse side of the card (i.e. record of Repairs Replacements side) is to be amended accordingly to include two extra columns as follows :—

CO ₂ Cylinder	Tropical or Temperate	↑ ↓
	Gas Wt.	↑ ↓

3. Future issues of reprinted cards will embody this amendment.

4206.—Labels, Ammunition N.946 and N.949-952—Introduction of

(A.S. 7450/45.—26 Jul. 1945.)

Serial No.	Description	Where used	Page in Form O-6	A.S. No.
	Cartridges, Q.F., 4.5-in., 8-cwt., F.A. :—			A.S.7450/45
N.949	1 H.E.	Lid of container C.265	5	
N.951	1 Practice		5	
N.950	1 H.E.	End of box C.263.	5	
N.952	1 Practice		5	
N.946	Bombs, B.L., 4-in. Mortar :— 5 H.E., 10-lb.	Front of box B.180.	1	

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4207.—Labels, Ammunition, N.955—Introduction of

(A.S. 7449/45.—26 Jul. 1945.)

Serial No.	Description	Where used	Page in Form O-6	A.S. No.
N.955	4 Cartridges, Q.F., 3-in., 50 Cal., Marks 3, 5, 6, 8, 10, 17 to 22 Guns, F.A., H.E., Mark...Foil	Between battens on lid of Box C.154.	8	A.S.7449/45

2. Labels should be demanded as necessary from Senior Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

4208.—Form M.118—Medical Labels—Additions

(M.D.G./Sta. 10781/45.—26 Jul. 1945.)

The following new labels have been approved :—

Serial No.	Title	Colour	Gummed or Ungummed	Size
62	Solution Pellets Enflavin et sod. chlor.	Green.	Gummed	Large
62A	Eufavin et Sod. Chlor.	Green	Ungummed	Large
248	Sterile	Green	Gummed	Slip label
248A	Sterile	Green	Ungummed	Slip label
25	Tab. Amphetamin Sulph. 10 mg.	Yellow	Gummed	Large
25A	Tab. Amphetamin Sulph. 10 mg.	Yellow	Ungummed	Large
125	Tab. Sulphathiazol ½ g.	Yellow	Gummed	Small
125A	Tab. Sulphathiazol ½ g.	Yellow	Ungummed	Small
134	Tab. Sulphanilamide ½ g.	Yellow	Gummed	Small
134A	Tab. Sulphanilamide ½ g.	Yellow	Ungummed	Small
135	Tab. Sulphaguanidin ½ g.	Yellow	Gummed	Small
135A	Tab. Sulphaguanidin ½ g.	Yellow	Ungummed	Small
136	Tab. Sulphapyridin ½ g.	Yellow	Gummed	Small
136A	Tab. Sulphapyridin ½ g.	Yellow	Ungummed	Small

2. Medical establishments should demand on R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10, for supplies required.

4209.—Form S.1246 p—History Sheet for Telegraphist Air Gunners

(N.29035/44.—26 Jul. 1945.)

Form S.1246 p (revised April, 1945)—“History Sheet for Telegraphist Air Gunners” has been issued and will replace Form S.1246 p (revised April, 1940)—“History Sheet for Air Gunner and Rating Observer.”

2. Stocks of this form will be maintained at R.N. Store Depot, Elveden Road, Park Royal, and requirements should be demanded as necessary.

3. Existing stocks of Form S.1246 p (revised April, 1940) will continue to be used as the History Sheet for Rating Observers.

(F.O.N.:A.S. 1218/145/6, 19 Feb. 1945.)

4210.—A.M.D.Is.

164 (E.F.O.—26 Jul. 1945.)

There are no Admiralty Merchant-Ship Defence Instructions (A.M.D.Is.) for distribution with this issue of A.F.Os.

(A.F.O. 3982/45.)

4211.—Air Publications—Distribution of Amendment Lists and Leaflets during June, 1945, from the R.N. Store Depot, Belfast

(N.S. Air 5613/45.—26 Jul. 1945.)

Any Service receiving more copies of any amendment list or leaflet than it needs should return such surplus copies to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Naval Store Officer, Belfast.

A.P. No.	Description	Amendment List No.
830, Vol. I ...	R.A.F. Equipment Regulations (War Supplement).	A.L. 1
830, Vol. III, Part A.	R.A.F. Equipment Regulations—Tools and Tool Kits.	A.L.3
1086, Part 3A ...	Wireless, Telephone and Telegraph Stores.	Sub-division 12, 15
1086, Part 3B ...	Aircraft Wiring Equipment	A.L. 1

A.P. No.	Description	Amendment List No.
1086, Part 6 ...	Mechanical Transport and Marine Craft General Stores.	A.L. 4
1086, Part 11A	Aircraft Air and Oil Cleaners, Oil Coolers and Filters	A.L. 1
1086C Book 3 (i)	Aircraft Electrical Equipment ...	A.L. 5
1086C Book 5 ...	Armament Equipment	A.L. 5
1086C Book 6 (ii)	Radio, Telephone and Telegraph Stores (Sections 110D to 110X).	A.Ls. 2 to 5
1086C Book 6 (iii)	Radio Telephone and Telegraph Stores (Sections 110J to QB).	A.L. 1, 2
1086C Book 6 (iv)	Radio, Telephone and Telegraph Stores (Sections 110G and 110S to Y).	A.L. 1, 2
1095A, Vol. I ...	Electrical Equipment Manual, General (Airborne).	A.Ls. 55, 56
1095B, Vol. II, Part 3.	Electrical Equipment Manual (Armament).	A.L. 11
1181, Vol. III, Part 1C, Sec. 2/8.	Starting Systems for Aero Engines ...	A.L. 5
1181, Vol. III, Part 1C, Sec. 5.	Starting Systems for Aero Engines ...	A.L. 3
1182D, Vol. I ...	Air and Sea Rescue Airborne Equipment.	A.Ls. 11 to 13
1186, Vol. I ...	R.A.F. Signal Manual, Part IV ...	A.L. 65
1186E, Vol. I ...	R.A.F. Signal Manual, Part IV, Electrical Equipment (Ground).	A.Ls. 42 to 45
1275A, Vol. I ...	Instrument Manual (General Instruments).	A.Ls. 80, 81
1275F, Vol. I ...	Instrument Manual (Torpedo Sights) ...	A.Ls. 3 to 5
1355A, Vol. I ...	Photographic Theory and Processes ...	A.L. 4
1355L, Vol. I ...	Projectors, Lanterns and Episcopes	A.Ls. 3 to 7
1374, Vol. III, Part ID.	Aero Engine Ignition Equipment, B.T.H., Type "G".	A.L. 8
1441A, Vol. I ...	Operation of Aircraft Under Low Temperature conditions.	A.L. 3
1464B, Vol. III, Part 8, Sec. 42H.	10-in. Portable Searchlight, Type B, with Generating Set.	A.Ls. 10 and 11
1464G, Vol. I ...	Ground Equipment	A.L. 37
1480A ...	Silhouettes of Aircraft—British ...	A.L. 121
1480B ...	Silhouettes of Aircraft—German ...	A.Ls. 50, 51, 52
1480C ...	Silhouettes of Aircraft—Italian ...	A.L. 26
1480F ...	Silhouettes of Aircraft—Japanese ...	A.Ls. 27, 28
1519, Vol. I ...	Air Pump Units	A.Ls. 23 to 26
1519, Vol. III, Part 2, Sec. 4	Pesco B3 Vacuum Pumps	A.L. 3
1538B and D, Vol. III	De Havilland Variable Pitch Propellers and Constant Speed Units.	A.L. 6
1641G, Vol. I ...	Plessey Belt Filling Machine	A.Ls. 10, 11
1641P, Vol. I ...	Small Arms	A.Ls. 13, 14
1661B, Vol. I ...	Bombs	A.Ls. 98 to 105
1664D, Vol. I ...	Bomb Tralleys and Associated Equipment.	A.L. 17
1668A, Vol. I ...	Instructional Equipment for Armament—Bombing.	A.L. 17
1803B, Vol. I ...	Lockheed Aircraft Hydraulic Equipment.	A.Ls. 1 to 3
1803D, Vol. I ...	Dowty Aircraft Hydraulic Equipment	A.Ls. 1, 2
2122, Vol. I ...	Aero Spark Plug Company Sparking Plugs (U.S.A.).	A.L. 3
2240A, Vol. II, Part 3	Rotol Accessory Gear Boxes and Drives	A.Ls. 2, 3
2241, Vol. I ...	Aero Engine Fuel Pump	A.Ls. 14 to 17
2247, Vol. III, Sec. 42P	Schedule of Spare Parts—Douglas Generating Sets.	A.L. 6

A.P. No.	Description	Amendment List No.
2306, Vol. III, Parts B, C, D, E, F and G.	Servicing Trolleys	A.Ls. 1, 2
2486, Vol. II, Part 3	Ground Gun Mountings	A.L. 7
2486C, Vol. I ...	Universal Ground Gun Mounting ...	A.L. 1
2656A, Vol. I ...	External Finish of Aircraft	A.Ls. 13 to 15
2657, Vol. II, Part 2	Float Chamber, Carburettors—Overhaul.	A.Ls. 2, 3
2662A	Standard Repairs for Airframes ...	A.L. 1
2802B, Vol. I ...	Aircraft Rocket Installations—Sighting and Ammunition (Royal Navy).	A.L. 7
2802B, Vol. II, Part 3	Aircraft Rocket Installations—Sighting and Ammunition.	A.Ls. 1, 2
2850A, Vol. II, Part 3.	Aero-Engine Oil and Fuel Cooler ...	A.Ls. 1 to 3
2852A, Vol. I ...	Bomb Dump Procedure and Bombing Up of Aircraft..	A.Ls. 1 to 14
3050	Standard Technical Training Notes for Electrician II.	A.L. 1

Technical Notes to General Publications Vol. I

A.P. No.	Description	Amendment List No.
2058A, Vol. I ...	Provisional Ammunition Memoranda	Leaflets H.8, H.9, P.6
2307, Vol. I ...	Technical Notes for Bristol Aero Engines.	Technical Note Y.1
2308, Vol. I ...	Technical Notes for Rolls Royce Aero Engines.	Technical Notes D.8, D.9, D.10, E.9, E.10, F.4, G.20, G.21, G.22, G.23, G.24, H.8, H.9, K.11, K.12 (A.L. 1), K.24 (A.L. 2), K.25 (A.L. 1), K.30, K.31, K.32, K.33, K.34, K.38, K.39, K.42, O.27, O.33, O.35, O.36, O.37, P.7, Q.8, R.14 (A.L. 1), R.15, R.16, R.17, R.18, S.14, S.15, S.16, T.15, T.16, V.8, V.9, V.11, Y.1
2311, Vol. I ...	Technical Notes for De Havilland Aero Engines	Technical Note A.4

Leaflets to General Publications, Volume II, Part I

A.P. No.	Description	Amendment List No.
1095A	Electrical Equipment Manual—General (Airborne).	E.4-W
1095B	Electrical Equipment Manual—Armament	B.8-W
1095C	Electrical Equipment Manual—Power Services (Airborne).	G.4-W
1095F	Electrical Equipment Manual—(American Aircraft)	Index of Sections, A.1-W, A.2-W, A.3-W, B.1-W, C.1-W, C.2-W, C.3-W, C.4-W, C.5-W, C.6-W, C.7-W, C.8-W, E.1-W, E.2-W, E.3-W, K.1-W, K.2-W, K.3-W, P.1-W, P.2-W, P.3-W, Q.1-W.

A.P. No.	Description	Amendment List No.
1095H	Electrical Equipment Manual (Meters and Testing Equipment).	E.1-W
1180A	Equipment and Personnel Dropping Apparatus	23-W
1181	Starting Systems for Aero Engines ...	B.2-W (A.L. 2), B.5-W (A.L. 1), Z.24-W, Z.25-W
1182	Safety Equipment Manual	A.58-W, C.35-W (A.L. 1), C.45-W, C.46-W, C.47-W
1186	R.A.F. Signal Manual, Part IV ...	A.163-W (A.L. 1), A.195-W (A.L. 1), B.52-W (A.L. 1), B.71-W, C.20-W, C.21-W, C.22-W, E.103-W, E.104-W, G.23-W, J.4-W (A.L. 1), M.10-W (A.L. 1)
1186A	R.A.F. Signal Manual of V.H.F. Equipment.	A.52-W (A.L. 2), A.53-W.
1186D	R.A.F. Signal Manual, Part IV, Electrical Equipment (Airborne).	C.3-W, D.1-W
1243	R.A.F. Armament Training Manual, Part II.	Z.10-W
1275A	Instrument Manual—General Instruments.	J.4-W
1275C	Instrument Manual—American Instruments.	List of Sections, A.1-W, A.2-W, B.1-W, B.2-W, C.1-W, C.2-W, D.1-W, E.1-W, E.2-W, N.1-W, N.2-W, N.3-W, N.4-W, N.5-W, N.6-W, N.7-W, N.8-W
1355	Photographic Equipment Manual ...	G.106-W
1374	Aero Engine Ignition Equipment ...	A.14-W (A.L. 1), A.23-W, C.36-W (A.L. 1), V.35-W, Z.42-W
1464	Engineering Manual for the R.A.F. ...	A.35-W, A.36-W, A.37-W, A.38-W, G.149-W
1492B	Glider Towing Equipment	A.6-W (A.L. 1)
1512	"Queen Bee" Rigging and Maintenance Notes.	Z.26-W
1519	Air Pump Units	Z.20-W, Z.21-W
1538B	De Havilland Bracket-Type Propellers	21-W (A.L. 1)
1538D	De Havilland Hydromatic Type Propellers.	67-W, 67-W (A.L. 1)
1641F	Hispano 20-mm. Guns, Marks I and II	K.15-W, K.16-W, K.17-W, K.18-W
1641J	Vickers Class "A" Gun	A.1-W
1664	Bomb Carriers	A.1-W (A.L. 1), A.6-W (A.L. 1—3 incorporated), A.8-W (A.L. 1), C.4-W (A.L. 1).
1664C	Bomb Winches	7-W
1664D	Bomb Trolleys and Associated Equipment.	A.6-W, C.7-W, C.8-W, C.9-W
1697	Link Trainer	A.3-W (A.L. 1)
1803	Aeroplane Hydraulic Equipment Manual.	Z.12-W

A.P. No.	Description.	A.L. No.
2034C	Maintenance Equipment for Armament Turrettry.	1-W
2111A	Aircraft Depth Charges and Equipment	2-W (A.L. 1), 4-W (A.L. 1 and 2), 5-W (A.L. 1), 6-W (A.L. 1), 8-W (A.L. 1), 10-W (A.L. 1), 14-W (A.L. 1), 15-W (A.L. 1), 17-W (A.L. 1), 18-W (A.L. 1), 20-W (A.L. 1), 21-W (A.L. 1)
2121B	Hamilton Standard Propellers	17-W (A.L. 1)
2152A	Stromberg Carburettors and Mixture Controls.	15-W (A.L. 1)
2156A	Magnetos and Accessories	A.17-W (A.L. 1)
2240A	Rotol Accessory Gearboxes and Drives	1-W, 2-W, 3-W, 4-W, 5-W, 6-W, 7-W, 8-W, Z.1-W, Z.2-W.
2241	Aero Engine Fuel Pumps	Z.9-W
2273A	Radio Transmitters	9-W, 9-W (A.L. 1)
2286A	Interphone Equipment (U.S.A.)	8-W, 17-W, 18-W, 19-W
2577	Sperry Gun Turrets	A.16-W
2578	Bendix Gun Turrets	X.1-W (A.L. 1), X.3-W, X.4-W, X.5-W

Revisions to Technical Orders

T.O. No.	Description	Date of Revision
TO.05-5-6	Handbook of Instruction with Parts Catalogue for Type E-9A, E-13 and -14 Electric Tachometers.	10th January, 1944
TO.05-55A-3	Handbook of Instructions with Parts Catalogue for DC Selsyn Fuel Level Gauges.	10th November, 1944

4212.—Air Publications—Distribution of Amendment Lists and Leaflets during June, 1945, from the R.N. Store Depot, Shepherds Bush

(N.S. Air 5613/45.—26 Jul. 1945.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Admiralty Fleet Order and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush

Amendment Lists to Airframe and Aero-Engine Publications, Vol. I, Pilot's Notes and Ground Handling Notes

A.P. No.	Description.	A.L. No.
1565J and L, Vol. I ...	Spitfire IX and XVI Aircraft	A.L. 22.
1580A and B, Vol. I ...	Beaufort I and II Aircraft	A.L. 67.
1590J, L and T, Vol. I ...	Merlin 45, 46, 50 and 56 Engines.	A.L. 9.
1590P and S, Vol. I ...	Merlin 65, 66, 70, 71, 76, 77 and 85 Engines.	A.L. 5.
1590P, S and U, Vol. I ...	Merlin 65, 66, 70, 71, 76, 77 and 85 Engines.	A.L. 9.
1596A and B Pilot's Notes.	Oxford I and II Aircraft	A.L. 3.

A.P. No.	Description.	Leaflet No.
1669B Pilot's Notes (2nd Edition).	Master II Aircraft	A.L. 1.
1708A, Vol. I	Proctor I Aircraft	A.L. 24 and Slips for A.L. 23.
1708C, Vol. I	Proctor III Aircraft	A.L. 13.
1721A, F and J, Vol. I	Beaufighter Aircraft	A.Ls. 53 and 54.
1721H, Vol. I	Beaufighter X Aircraft	A.Ls. 39 and 40, and Slips for A.L. 38.
1728D, Vol. I	Hercules VI Engine	A.L. 10.
1728E, Vol. I	Hercules XVIII Engine	A.Ls. 8 and 9.
1810A, Vol. I	Sabre I and II Engines	A.L. 27.
2018A, B and C, Vol. I	Barracuda I, II and III Aircraft.	A.Ls. 59 and 63.
2102A and B, Vol. I	Firefly I and II Aircraft	A.Ls. 49 and 55.
2208C, Vol. I	Firebrand TK Mark III Aircraft.	A.Ls. 1 to 4, 6, 7, 8.
2209A, Vol. I	Sea Otter Aircraft	A.L. 17.
6000 Ground Handling Notes.	General	A.L. 10.
6012 Ground Handling Notes.	Halifax	A.L. 8.
6015 Ground Handling Notes.	Martinet I	A.L. 5.
6022 Ground Handling Notes.	Typhoon	A.L. 12.
6077 Ground Handling Notes.	Tempest	A.L. 5.

Leaflets to Airframe and Aero-Engine Publications, Vol. II, Part I (i) Airframes

A.P. No.	Description.	A.L. or Leaflet No.
1517	Swordfish Aircraft...	M.54, Z.94.
1517B	Swordfish Mark II Aircraft	M.7, Z.5.
1517C	Swordfish III Aircraft	M.7.
1525	Anson I Aircraft	Q.24, Q.25, Z.101, Z.102.
1525F	Anson XI Aircraft	Z.11, Z.12.
1565H	Spitfire VIII Aircraft	Z.62, Z.63.
1565J	Spitfire IX Aircraft	C.9, H.6, P.7 (A.L. 1), P.10, Q.5, Z.67, Z.68, Z.72.
1565Q	Spitfire XIII Aircraft	C.1.
1578C	Wellington III Aircraft	B.3, D.5 (A.L. 1), D.9, M.2 (A.L. 1 inc.), Z.61 (A.L. 1) Z.86.
1578L, M, N and P	Wellington Aircraft	D.1 (A.L. 1), F.9, Z.46, Z.47, Z.48, Z.49, Z.50.
1596A	Oxford I and II Aircraft	P.16, Q.10 (A.L. 1 and 2 inc.), Q.17, Z.106, Z.107, Z.108.
1669B	Master II Aircraft	P.26, Z.73.
1691D	Harvard IIB Aircraft	F.3, M.3 (A.L. 1), M.8, P.1 (A.L. 1), Z.14, Z.15.
1691G	Harvard III Aircraft	Z.6.
1708A	Proctor I and II Aircraft...	Z.41, Z.42.
1721A	Beaufighter I Aircraft	Z.7 (A.L. 3), Z.21 (A.L. 5), Z.101.
1721B	Beaufighter II Aircraft	C.11, M.10, M.13, Z.40 (A.L. 2), Z.60, Z.61, Z.64.
1721H	Beaufighter X Aircraft	K.4, P.8, Z.62.
2018B	Barracuda II Aircraft	A.15 (A.L. 1), B.26, F.11, H.7, J.16 (A.L. 1), M.28, Q.18, Z.32, Z.33.
2018C	Barracuda III Aircraft	A.2 (A.L. 1), C.5 (A.L. 2), C.8, C.10, F.6, H.4, P.2, Q.9.

A.P. No.	Description	A/L or Leaflet No.
2018D	Barracuda IV Aircraft ...	Z.15, Z.16
2023C	Boston IIIA Aircraft ...	F.7.
2031F	Wildcat VI Aircraft ...	P.2.
2039A	Kingfisher Aircraft ...	D.6, E.2, Z.22.
2102A	Firefly I Aircraft ...	A.9, H.8, H.9, J.15, K.11, M.19, M.20, M.21, P.5, Z.40, Z.41, Z.42.
2102B	Firefly II Aircraft ...	K.4, M.5, M.6, P.1.
2281A	Martinet I Aircraft ...	P.18, Z.50, Z.51, Z.52.
2342A	Seamew Aircraft ...	Q.6 (A.L. 1).
2351A	Corsair I Aircraft ...	B.4, H.1 (A.L. 1 inc.), P.6, P.7.
2351B	Corsair II Aircraft ...	B.4, C.3 (A.L. 1), C.5, D.2, (A.L. 2), H.2, M.8, N.2, P.5, P.6.
2351C	Corsair III Aircraft ...	B.2, B.3, C.2 (A.L. 1), C.4, H.1, H.2, M.5, N.1, P.1.
2380A	Avenger I Aircraft ...	C.14, C.15, M.11, O.1, O.2, Z.25.
2380B	Avenger II Aircraft ...	B.4, C.8, C.9, M.3, O.1, O.2, P.1, Z.15.
2380 C	Avenger III Aircraft ...	Z.5.
2382A	Hellcat Aircraft ...	G.1, F.5, H.1, Q.9.
2382B, C, D and E ...	Hellcat F, NF, PR and FR Mark II Aircraft.	G.1
2607B	Monitor T.T. Mark II Air- craft.	Z.1, Z.2, Z.3, Z.4, Z.5.
(ii) Aero-Engines		
1500	Gipsy Major Engine ...	Z.34.
1526A	Cheetah IX Engine ...	C.32, K.2 (A.L. 1), Z.36.
1526B	Cheetah X Engine ...	Z.29.
1590B	Merlin II, III and V Engines	Z.29 (A.L. 2).
1590D and M.	Merlin VIII and 30 Engines	Z.29 (A.L. 2), Z.36, Z.37.
1590E	Merlin IV Engine ...	K.3, Z.28 (A.L. 2).
1590F	Merlin XII Engine ...	Z.26 (A.L. 2).
1590G and N	Merlin XX and XXI Engines.	D.14, K.4, Z.25 (A.L. 2), Z.28 (A.L. 2), Z.31, Z.31 (A.L. 1), Z.32, Z.33.
1590J, L and T	Merlin 45 Engine ...	Z.22 (A.L. 2), Z.29, Z.30.
1590K and R	Merlin 61, 63, 63A, 64, 72 and 73 Engines.	Z.26.
1593A	Gipsy Queen I Engine ...	D.6 (A.L. 1).
1593C	Gipsy Queen III Engine ...	B.2.
1707A	Taurus II Mod. I and XII Engines.	B.2 (A.L. 1 Incorp.).
1707B	Taurus VI Mod. L and XVI Engines.	B.2 (A.L. 1 Incorp.), Z.47.
1728B	Hercules III, X and XI Engines.	C.25 (A.L. 1), D.69, Z.49, Z.50, Z.51.
1728D	Hercules VI Engine ...	B.3 (A.L. 1 incorp.), D.54, D.55, F.13, J.8, J.9, Z.36, Z.37, Z.38.
1792A	Gipsy VI Engine ...	B.2, D.3 (A.L. 1).
1810A	Sabre I and II Engines ...	D.8, F.3 (A.L. 1), F.5, F.6, M.15, Z.21 (A.L. 1), Z.21 (A.L. 2), Z.23.
2044C	Pratt and Whitney R.2800 /8 Double Wasp "B" Series Engine.	A.1, D.1, F.1, G.1.
2140B, C and D	Merlin 20, 22 and 28 Engines.	D.6, G.2 (A.L. 1), M. 18.
2218A	Hercules VI Power Plant Mark I.	J.6, Z.25, Z.26.

A.P. No.	Description.	Leaflet No.
2233A	Griffon II Power Plant Engine.	J.1, N.2.
2234A	Griffon II, III and IV Engines.	C.2, Z.24, Z.25.
2234B	Griffon VI Engine ...	Z.10, Z.11, Z.12.
2234K and L	Griffon 61 and 65 Aero- Engines.	G.1, Z.22, Z.23, Z.24, Z.25, Z.26, Z.27, Z.28.

Amendment Lists to Airframe and Aero-Engine Publications, Vol. II

1525E and F, Pt. 2 ...	Anson X and XI Aircraft	A.L. R.T.P./1 and R.T.P./2.
1526A, Pt. 3	Cheetah IX Engine ...	A.L. 3.
1526A, B, C and D, Pt. 3	Cheetah IX, X, XV and XIX Engines.	A.Ls. 8 to 11.
2102A, Pt. 3	Firefly Aircraft ...	A.L. 6.
2208C, Pt. 3	Firebrand T.F. Mark III Aircraft.	A.Ls. 2, 3 and 4, and Slips for A.L. 1.

Amendment Lists to Airframe and Aero-Engine, Vol. III, Part I

A.P. No.	Description.	A.L. or Leaflet No.
1451H	Pegasus XVIII Engine ...	A.L. 11.
1517 A, B and D	Swordfish Aircraft...	A.L. 13.
1517C	Swordfish Aircraft...	A.L. 2.
1564A and B	Hurricane IA and IB and Sea Hurricane IA and IB Aircraft.	A.L. 5.
1721A, B, F and J ...	Beaufighter IC, IF, II, VIC and VIF Aircraft.	A.L. 20.
1728 D and E	Hercules VI Engine ...	A.L. 10.
1721H and K	Beaufighter X Aircraft ...	A.L. 13.
1728D and E	Hercules VI Engine ...	A.L. 10.
1810A	Sabre IIA Engine ...	A.L. 1.
2039A	Centaurus VII Engine ...	A.L. 7.

*Amendment Lists to Airframe and Aero-Engine Publications, Vol. III, Part 2
(Appendices "A")*

App. (A) 1282	Spitfire VIII	A.Ls. 53 and 54.
App. (A) 1338	Boston III (British Conver- sion).	A.L. 20.
App. (A) 1387	Proctor IV	A.L. 14.
App. (A) 1416	Harvard IIB	A.Ls. 22, 23, 24, 29, 30.
App. (A) 1417	Seamew	A.Ls. 4, 5.
App. (A) 1491	Corsair II (British Conver- sion).	A.Ls. 4, 6.
App. (A) 1506	Monitor	A.Ls. 1, 2.
App. (A) 1517	Barracuda III	A.Ls. 38, 41.
App. (A) 1538	Anson	A.Ls. 13, 14, 15, 16.
App. (A) 1544	Corsair III (British Con- version).	A.Ls. 4, 5.
App. (A) 1550	Wildcat VI (British Conver- sion).	A.Ls. 2, 3.
App. (A) 1552	Firefly Mark I	A.L. 48.
App. (A) 1562	Vengeance T.T. Mark IV (British Conversion).	A.L. 6.
App. (A) 1564	Oxford I	A.L. 6.
App. (A) 1589	Firefly FR. Mark I, NF. Mark I.	A.Ls. 24, 25, 26, 27.
App. (A) 1603	Wellington XI and XIII	A.Ls. 1 to 12.

*Amendment Lists to Airframe and Aero-Engine Publications Weight Sheet
Summaries and Checking Lists*

A.C.L. 33R	Beaufighter (TF) X ...	A.Ls. 1, 2, 3.
A.C.L. 36R	Beaufighter IF and VI F	A.L. 1.

Amendment Lists to Airframe and Aero-Engine Publications. O.U. and B.R. Series

B.R. 377	...	General	...	...	A.L. 31 (P.387/45), A.L. 32 (P.388/45), A.L. 33 (P.389/45).
B.R. 377A	...	Swordfish Aircraft	...	...	A.L. 10 (P.391/45).
B.R. 377B	...	Barracuda Aircraft	...	...	A.L. 10 (P.392/45), A.L. 11 (P.393/45), A.L. 12 (P.417/45), A.L. 13 (P.418/45), A.L. 14 (P.419/45).
B.R. 378	...	General	...	...	A.L. 69 (P.389/45), A.L. 70 (P.390/45).
B.R. 378C	...	Firefly Aircraft	...	...	A.L. 22 (P.426/45).
B.R. 383	...	A.S.E. for Spares, Tools for Aero-Engines, Power Plants, Aero-Engine Accessories and Propellers.	...	...	Sect. I, Pt. III (A.F.O. 3082/45 refers), A.L. 8 (P.432/45).
B.R. 863	...	R.N. Air Station Magazine and Explosives Regulations.	...	...	A.L. 7 (P.304/45), A.L. 8 (P.355/45).
B.R. 1092	...	Notes on Water Injection System for Corsair and Hellcat Aircraft.	...	...	A.L. 2 (P.400/45).

Amendment Lists to Airframe and Aero-Engine Publications. Provisional Carrier Allowance Lists and Squadron Mobile Equipment Lists

Provisional Carrier Allowance List with Squadron Mobile Equipment List, Pt. 2, for Avenger I, II and III.	A.Ls. 7, 8 and 9.
Squadron Servicing Unit List for Avenger I, II and III.	A.Ls. 1, 2.
Squadron Mobile Equipment List, Pt. 2, for Hellcat.	A.L. 4.
Squadron Servicing Unit List for Hellcat.	A.Ls. 2, 3.
Provisional Carrier Allowance List with Squadron Mobile Equipment List, Pt. 2, for Wildcat V.	A.Ls. 3, 4 and 5.
Squadron Mobile Equipment List, Pt. 2, for Wildcat VI.	A.L. 3.
Provisional Carrier Allowance List for Wildcat VI.	A.Ls. 6, 7.
Squadron Servicing Unit, General Stores.	A.Ls. 9, 11, 12.

Amendment Lists to Airframe and Aero-Engine Publications Technical Orders

A.P. No.	Description	A/L or Leaflet No.
TO-01-40AD-3	...	Boston IIIA Aircraft
TO-01-155KA-4	...	Parts Catalogue for Harvard IIB Aircraft.
TO-02-10DC-3	...	Overhaul Instructions for R.1340-41, -43, -47, -49, -51 Engines.
AN-01-45HA-7	...	Maintenance Parts Break-down list for Corsair I Aircraft.

A.P. No.	Description	A/L or Leaflet No.
AN-01-60F-2	...	Erection and Maintenance Instructions for Harvard IIA and III Aircraft.
AN-02-10CD-3	...	Overhaul Instructions for R.1830-33, -41, -43, -55, -61, -63, -65, -65A, -67, -90, -90B, -90C Engines.
AN-02-35GC-3	...	Overhaul Instructions for R.1820-40, -60, -65, -71, -73, -87, -97 Engines.
AN-03-5-60	...	Handbook of Operation and Service Instructions for Aircraft Type Electrical Switches and Actuators.
AN-03-25B-1	...	Handbook of Instructions with Parts Catalogue for Main Landing Wheels.
AN-30-30-110	...	Handbook of Instructions with Parts Catalogue for Dural Seat Single Hydraulic Selector Valves.
AN-05-15-22	...	Preliminary Handbook of Installation, Operation and Service Instructions for the Mark IX Compass.
Nav-Aer-05-1-568	...	Naval Aircraft Instrument Handbook

Amendment Lists to Miscellaneous Publications

A.P.(N)9	...	Dunlop Trip Electric Firing Unit for Hispano 20-mm. Gun.	Amendment slip for Item 10 on page 4.
		Ministry of Supply Co-ordinated Schedule of Tools (Revised Aug., 1944).	Slips allotting A.P. No. :- A.P.(N)48.
A.D.2536	...	Automatic Pilot Mark VIII Ordnance Pamphlet No. 803	A/L 3. Nav-Ord-OMI V.17-44 Nav-Ord-OMI V.30-44.
		Repair Ship Group A.S.E.	A/L 4.

Additions to N.A.M.O.S.

N.A.M.O. for Avenger Aircraft.	C.1 (30th April, 1945).
N.A.M.O. for Barracuda Aircraft.	C.1 (30th April, 1945). STI/28.
N.A.M.O. for Corsair Aircraft.	A.9 (13th April, 1945). C.1 (30th April, 1945)
N.A.M.O. for Firefly Aircraft.	C.1 (30th April, 1945)
N.A.M.O. for Hellcat Aircraft.	C.1 (30th April, 1945). STI/Index (14th April, 1945).
N.A.M.O. for Seafire Aircraft.	SI/Index (14th April, 1945). A/L 1 (7th May, 1945). STI/19.
N.A.M.O. for Wildcat Aircraft.	A.5 (13th April, 1945). C.1 (30th April, 1945). A/L 1 (6th June, 1945). STI/16.
N.A.M.O. for Oxford Aircraft.	STI/7

Additions to N.A.M.O.S.—contd.

N.A.M.O. Miscellaneous ...	C.1 (30 April, 1945)
N.A.M.O. General ...	A.15 (25th May, 1945)
	E.10 (10 April, 1945)
	E.11 (10th April, 1945)
	E.(B)8 (7th April, 1945)
	E.(B)9 (13th April, 1945)
	E.(B)10 (19th April, 1945)
	O.5 (23rd April, 1945)
	Q.8 (5th April, 1945)
	W.6 (19th April, 1945)
	R.1 (10 April, 1945)
	S.8 (5th April, 1945)
	STI/Misc/73
	STI/Misc/75

4213.—Air Publications Distributed during the Week ending 14th July, 1945

(N.S. Air 8858/45.—26 Jul. 1945.)

The following Air Publications have been distributed from R.N. Store Depot, 6, Murray Street, Belfast :—

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
A.P. 1275F ...	Instrument Manual (Torpedo Sights)	Initial General.
Vol. II, Part 3. ...	Instructions for Depot Repair.	
A.P. 2496A, Vol. I ...	Bunce Snow Plough Attachment, Type A.	Initial General.
A.N. 03-30-111 (dated 15th January, 1945).	Handbook of Instructions with Parts Catalogue for Steel Seat Dual Hydraulic Selector Valves, Models 9588 and 9588-2 (Adel).	Initial General.
A.N. 05-5E-16 (dated 25th February, 1945).	Handbook of Instructions with Parts Catalogue for Electric Tachometer Indicators and Generators.	Initial General.

4214.—Air Publications Distributed during the Week ending 14th July, 1945

(N.S. Air 8858/45.—26 Jul. 1945.)

The following Air Publications have been distributed from the R.N. Store Depot, 191A, Askew Road, Shepherds Bush, W.12 :—

<i>A.P. No.</i>	<i>Description</i>	<i>Distribution</i>
<i>(i) Airframe and Aero-Engine Publications</i>		
App. "A" 1618 ...	Helleat F. Mark II, N.F. Mark II, P.R. Mark II and F.R. Mark II Aircraft (British Conversion).	Initial General.
B.R. 377J ...	Seafire Aircraft ...	Initial General.
B.R. 378L ...	Helleat Aircraft ...	Initial General.
<i>(ii) Air Diagrams</i>		
A.D. 3986, 3 sheets (dated August, 1944).	Airborne Lifeboat, Mark IA ...	Initial General.
R.N.A.D. A/90 (dated 26th March, 1945).	Helleat Fuel System ...	Initial General.

4215.—Resettlement in Civil Life—"Careers for Men and Women"—Pamphlets—Distribution

(E.F.O. 144/45.—26 Jul. 1945.)

The following pamphlets, forming part of the "Career" series and Educational and Vocational Training, have been or will be distributed with Admiralty Fleet Orders on the dates shown :—

<i>Pamphlet No.</i>	<i>Description</i>	<i>Date Distributed</i>
28	Law, Barristers and Solicitors ...	19th July, 1945
14	Domestic Science, Catering and Dietetics ...	26th July, 1945
E.D.L.96	Further Education and Training Scheme ...	19th July, 1945
P.L. 156	Government Vocational Training Scheme ...	19th July, 1945
—	Plan for Reinstatement ...	26th July, 1945

Section 6.—SHORE ESTABLISHMENTS**4216.—August Bank Holiday, 1945—Arrangements for Civilian Non-Industrial Staffs**

(C.E. 55721/45.—26 Jul. 1945.)

Monday, 6th August, will be treated as a public holiday in England and Wales. In Scotland, the corresponding Autumn Holiday will be observed, and similar arrangements will apply in Northern Ireland.

2. Any person who may be required for Service reasons to attend on this day should be granted time off in lieu of attendance wherever practicable; but where time off in lieu cannot be granted no additional payment should be made.

3. Part-time staff whose spell of duty falls on a public holiday should be paid for such attendance as they would normally have given, but should not be paid or given any additional holiday if they would not have been in attendance.

4. The restriction previously imposed on free travel and on leave involving travel, other than local travel, at holiday periods have now been dispensed with.

(A.F.O. 1368/45.)

4217.—Draughtsmen—Constructive, Engineering and Electrical—Leave Allowance

(C.E. 5565/45.—26 Jul. 1945.)

As from the beginning of the current leave year, Acting Second Class Draughtsmen (Constructive, Engineering and Electrical) with 5 years' service in the grade may be allowed 24 days' annual leave. The annual leave allowable to Acting Second Class Draughtsmen with less than 5 years' service remains at 21 days.

4218.—Open Reconstruction Competitions for Appointments in the Civil Service—Juveniles

(C.E. 55153/45.—26 Jul. 1945.)

It was provided in A.F.O. 3103/45, paragraph 10, that the minimum educational qualifications would be waived in the case of certain juveniles if the employing Government Department recommended them as being suitable competitors for established posts.

2. Juveniles who wish to apply for the minimum educational qualifications to be waived in their case under the foregoing arrangement should forward their application forms *not* to the Civil Service Commission direct but through the Head of the Establishment to the Admiralty (C.E. Branch II, Bath), for transmission to the Civil Service Commission. The application forms should be accompanied in each case by a statement by the Head of the Establishment indicating whether it is considered that the necessary recommendation can properly be given by the Admiralty.

(A.F.O. 3103/45.)

4219.—Non-Industrial Staff—Paid Leave—"VE" Holiday

(C.E. 53398/45.—26 Jul. 1945.)

Heads of Establishments are to grant to all members of the non-industrial staff, except as provided in paragraph 4 below, an additional day of paid leave as part of the European "Cease Fire" holiday.

2. Subject to the agreement of the staffs concerned, which should be obtained through the normal Whitley machinery, the extra day may be allowed to the staff of an establishment either on a common date to accord with local celebrations or as an addition to annual leave. Where non-industrial and industrial staff are employed in an establishment, any agreed arrangement to take the extra day on a common date must apply to both non-industrial and industrial employees.

3. Where it is arranged to take the extra day on a common date, any essential non-industrial staff required to attend on that date will not receive any additional payment but they should be given a day off in lieu later on.

4. Non-industrial staff who have joined the Service since 8th May should not be given the addition to annual leave where this alternative is adopted in an establishment, but if the extra day is taken by the staff of an establishment on a common date they should be given a day of paid holiday on that date in the same way as other staff.

(A.F.O. 2538/45.)

4220.—Recruitment to Established Posts in the Civil Service During the Reconstruction Period—Position of Temporary Civil Servants—REPORTS

(C.E. 55226/45.—26 Jul. 1945.)

The main purpose of this Order is to assist establishments in answering the questions they receive from temporary members of their staffs about their opportunities for establishment during the reconstruction period. Attention is directed, however, to paragraphs 14, 15, 19 and 23, which require specific action.

2. The general outlines of the scheme of recruitment to established posts during the reconstruction period are contained in the White Paper of that title, Cmd. 6567. Briefly, there will be—

- (i) resumed normal open competitions, broadly on pre-war lines, for candidates within the normal age limits (the regulations for these competitions will not be available until later);
- (ii) open reconstruction competitions, for candidates under age 30 on August 2nd, 1945.
- (iii) certain special limited competitions for people who are already established civil servants (information will be issued shortly about these competitions);
- (iv) recruitment by Departmental nomination for certain classes of temporary civil servants over age 30 on August 2nd, 1945.

Temporary Civil Servants under 30

3. Any temporary civil servant under 30 (which means, for this purpose, born on or after the 2nd August, 1915) who wishes to become established in one of the administrative, executive, clerical or sub-clerical classes (including Departmental variants) will have to take an open competition—either reconstruction or normal, according to age—for entry to a basic grade. Those who are of normal age when the normal competitions re-open will have to take a normal competition—for example, a juvenile temporary civil servant aged 16 will have to take the normal clerical competition. Those who are above normal age (above minimum normal age in the case of the administrative class, where there is a three-year age-spread) will be able to take the reconstruction competitions.

4. The detailed regulations for the reconstruction competitions in the main Civil Service classes have now been published by the Civil Service Commission, and particulars have been issued by A.F.O. No. 3103/45. A pamphlet on the Civil Service, summarizing methods of recruitment (including qualifications required) and career prospects, will also be published shortly, in the Career Pamphlets series, and will be available from Appointments Offices, Resettlement Advice Offices, and Employment Exchanges of the Ministry of Labour.

5. In those open competitions which include an interview, the Civil Service record of a candidate who has been a temporary civil servant will naturally be taken into account along with the rest of his, or her career; otherwise no special treatment will be accorded to temporary civil servants in the open competitions, except as regards juveniles—see below.

Juveniles

6. For the reconstruction clerical competition, candidates in general will be required to have had full-time education up to the age of 16, or alternatively to possess a School Certificate or equivalent qualification; and for the reconstruction sub-clerical competition, they will be required to have had full-time education up to the age of 15. These requirements will, however, be relaxed in respect of candidates who have been juvenile temporary civil servants and are recommended by their Departments as being suitable competitors for establishment. In order to take advantage of this relaxation, a candidate must—

- (a) be 17 or over on the 1st September, 1945,
- (b) have had full-time education until at least the end of the school term in which he or she reached the age of 14,
- (c) have entered the Civil Service during the war as a juvenile, i.e., before reaching the age of 16, and continued in Civil Service employment until the time of the competition.

7. The Departmental recommendation will be required at the time when the candidate's application is submitted. Instructions regarding the forwarding of such applications have been issued in A.F.O. 4218/45. The recommendation will not give the candidate any special preference in the competition itself, and its object is simply to exclude candidates who have not been completely satisfactory as juvenile temporary civil servants.

8. Establishments should take particular care to see that their juveniles are aware of the competitions they will have to take if they want to become established. The papers in the reconstruction competition will consist mainly of understanding and use of the English language, simple arithmetic, and general knowledge. Juveniles who hope to enter for this competition should, so far as possible, be encouraged to continue their studies at day or evening classes along lines directed towards these subjects.

Temporary Civil Servants over 30, Temporary Assistants, etc.

9. Fifteen per cent. of the accrued vacancies in the basic executive grade will be reserved for temporary staff over 30. The grades eligible for this quota will be Temporary Assistants, Senior Temporary Assistants, temporary Assistant Principals and near-Principals, and all temporary staff in grades which have usually been regarded as analogous to executive (below the £900-£1,050 level) in respect of pay, etc.

10. Candidates must have been born before the 2nd August, 1915, and be not older than 50 at the 31st December, 1945. (But a candidate who is above the age of 50 will, if not above 55, be allowed to deduct from his actual age the amount of any prior service reckonable for pension purposes.) The 15 per cent. quota will be allocated between the two age-groups 30-40 and 40-50 (or 55 with deduction of reckonable service) in proportion to the numbers of candidates presenting themselves.

11. Candidates must have had at least two years' continuous service with the Government (not necessarily two years in their existing grade), including any intervening period on war service in the Armed Forces, the corresponding Women's Services, the Merchant Navy or the Mercantile Marine. The continuity rule laid down in Fleet Orders for the reckoning of service as continuous for incremental purposes will apply. The two years' qualifying period must normally have been served immediately before the recommendation for establishment; but temporary staff who were in post on the 17th November, 1944 (the date of publication of the White Paper), or who were then in the Forces, etc., and have come subsequently into post, will not be rendered ineligible if after that date they are discharged on the ground of redundancy, i.e. any break in service due to discharge on that ground will be ignored, though it will not actually count towards the qualifying period. (Arrangements will also be made to ignore the break for superannuation purposes if a candidate in this category is eventually established.)

12. A public announcement will be made in the Press stating that the filling of the 15 per cent. quota is about to take place, and so far as officers who have left the Service because of redundancy are concerned, the onus will be on the individual to apply to his former Government Department if he wishes to be considered.

13. Temporary Assistants, etc., promoted from the clerical field on or after the 18th November, 1944, must be considered in the clerical field and *not* in the executive field. Temporary Assistants, etc., promoted before that date will *not* be eligible to compete in the 15 per cent. quota for the clerical grade (*see below*), even if, under agreed arrangements for dealing with redundancy, they have subsequently been reappointed to clerical posts.

14. Establishments should now ascertain how many of their temporary staff who are eligible for inclusion in the 15 per cent. quota wish to be considered for establishment in the basic executive grade. Eligibility for this purpose includes *prima facie* eligibility in respect of health and nationality; and the retention of the marriage bar should be assumed. *A report of the number, which should be divided into (a) the 30-40 age-group and (b) the 40-50 age-group should be forwarded so as to reach the Admiralty (C.E. Branch II, Bath) not later than 31st August, 1945.* Establishments abroad should, where necessary, report by signal.

15. Establishments should also forward reports to *reach the Admiralty (C.E. Branch II, Bath) not later than the 30th September*, giving the names, grades and dates of birth of those in (a) the 30-40 age-group and (b) the 40-50 age-group who wish to be considered. The reports should state, with reasons, which candidates are recommended for establishment. The names of those recommended should, so far as possible, be arranged in order of preference.

16. The 15 per cent. quota will be allocated between Government Departments in proportion to the numbers offering themselves in each Department and in each of the two age-groups. Government Departments will then select the best candidates to fill the numbers of vacancies allotted. The method of selection to be adopted in the Admiralty is under consideration. The candidates selected will usually be appointed to their recommending Government Departments where those Departments can absorb them, but quotas will be allocated according to numbers of candidates and not to numbers of vacancies. Appointments will involve liability to transfer to any part of the United Kingdom, and also to tours of service abroad, though of course this liability is more likely to be a real one in some Government Departments than in others.

17. The starting pay for candidates recruited by means of the 15 per cent. quota to the basic executive grade will be £339 (men, London—or equivalent), i.e. the same rate as for recruits aged 30 from the open reconstruction competition. They will be given seniority above recruits from the open reconstruction competition and from the limited competition for established staff. Among themselves, they will be graded for seniority according to age: among those born in the same year (reckoned as any period of 12 months beginning with the 2nd August) seniority will be determined by length of service.

18. No provision has been made for the establishment of Senior Temporary Assistants, etc., or of temporary Assistant Principals or near-Principals over 30, in corresponding established grades. Although many temporary staff in their grades have given and are continuing to give most valuable service, it was decided that at this level it could not be argued that the temporary staff were practically irreplaceable or that it was necessary, in the public interest, to violate on their behalf the normal principle of open competition.

Temporary Clerks

19. Fifteen per cent. of the accrued vacancies in the basic clerical grade will be filled by the establishment of temporary staff over 30. Only temporary clerks and members of analogous grades will be eligible. The other conditions of eligibility and general arrangements will be as stated in paragraphs 9-12 and 14 and 16 above for the executive class. *Establishments should forward reports of the numbers of clerical candidates on the same lines as those requested in paragraphs 14 and 15 for executive candidates.*

20. There will be a second review of the temporary clerical field towards the end of the reconstruction period, and part of the 15 per cent. quota of clerical vacancies

will be held in reserve for this review. The procedure will be similar and those eligible will be temporary clerks and analogous grades who are then between 30 and 50 (or 55 if deduction of prior reckonable service would reduce the age to 50); who were not in post or had not had the qualifying period of service at the end of the war in Europe; but who have immediately before the second review had at least two years' continuous service, including war service in the Armed Forces, the corresponding Women's Services, the Merchant Navy or the Mercantile Marine—at least one year of this service having taken place before the end of European hostilities.

21. The starting pay of temporary civil servants established in the general clerical grade by means of the 15 per cent. quota will be £262 (men, London—or equivalent), i.e., the same rate as clerical recruits aged 30 from the open reconstruction competition. In the Departmental clerical grade on the scale £75-280 the rate will be £251, and in the Departmental clerical grade on the scale £75-320 it will be £242.

22. No provision is made for allocating a special quota of the accrued Clerical Assistant vacancies to temporary staff over 30, since it is not considered desirable to recruit these older candidates to permanent sub-clerical posts. Temporary Clerks Grade III will of course be eligible for the clerical quota if their standard of ability is high enough in competition with the other temporary clerical grades.

Typing Grades

23. Establishment of temporary staff over 30 in the typing grades will be on an individual basis, and will depend, within limits, on the quality of the temporary staff offering themselves for establishment. Establishments should now ascertain how many of their temporary typing staff, born before the 2nd August, 1915, who are *prima facie* eligible for establishment, wish to be considered and should report their names, grades, and dates of birth to the Admiralty (Under Secretary's Office, Bath), not later than the 31st August. Where a candidate possesses the certificate of the Royal Society of Arts referred to in the following paragraph, this should be indicated. The reports should also state, with reasons, which candidates are recommended for establishment. The names of those recommended should, so far as possible, be arranged in order of merit.

24. Possession of the certificate of the Royal Society of Arts that a candidate has reached the standard of 50 words per minute in typing or 120 words per minute in shorthand will be accepted as proof of the necessary technical qualification. Failing that, candidates will be asked to demonstrate ability to reach a standard of 40 words per minute with not more than 2 per cent. of errors in typing, 100 words per minute with not more than 2 per cent. of errors in shorthand. Candidates exceptionally well recommended by their Government Departments, who can at present attain these speeds with more than 2 per cent. but not more than 6 per cent. of errors may be accepted as trainees, which will involve a deduction from the normal rate of pay until they are able to reach the full standard.

25. Nominations will be considered by the Civil Service Commission, and the quota of accrued vacancies to be filled in this way will be settled, in agreement with the National Staff Side, after that has been done. The pay of members of typing grades established in this way will be the maximum of the new scales (shortly to be formally announced), viz., 80s. (London) for a shorthand-typist and 72s. (London) for a typist; these will operate as flat rates.

Locally-entered Staffs Abroad

26. Locally-entered staffs abroad are not eligible to be considered for establishment under the foregoing arrangements.

(A.F.Os. 3103/45 and 4218/45.)

4221.—Teachers—Emergency Recruitment and Training of—Applications for Training

(C.W. 29383/45.—26 Jul. 1945.)

Attention is drawn to A.F.O. 4107/45 in this issue.

4222.—Workpeople—Nomination for Establishment—Use of Revised Form C

(L. 12699/45.—26 Jul. 1945.)

The Civil Service Commissioners have reported that an obsolete print of Form C is still being received in connection with the nomination of workpeople for establishment.

2. The revised print of Form C (marked Wt. 59067 5m 5/45 F.R.B. & Co., Ltd., Gp. 20-51-5 in lower left-hand corner) is in future to be used in every case. Stocks of the revised form are obtainable from the Civil Service Commission, 6, Burlington Gardens, W.1.

4223.—Workpeople—Leave—"V.E." Holiday

(L. 6654/45.—26 Jul. 1945.)

The date on which the additional day of paid holiday referred to in paragraph 5 of A.F.O. 1931/45 is to be taken, is to be fixed for establishments at home by the Admiral Superintendent (or other officer in charge) for the particular establishment or group of establishments under his general superintendence; thus in general the same day should be decided upon for all the Admiralty establishments in the same Port. For establishments abroad the same arrangement may be made at the discretion of the Commander-in-Chief of the station. In determining the date for the holiday the wishes of the workpeople concerned should be ascertained (normally through the Whitley Machinery of representation) and account should be taken of any arrangements which are being made by Local Civic Authorities for Victory celebrations in the neighbourhood. Other things being equal, the holiday should, preferably, with a view to minimising loss of production, be taken on a Monday or on the Tuesday immediately following August Bank Holiday.

2. Key workers retained at their posts on the holiday should be treated as to pay and the grant of time in lieu with pay in a similar manner to that prescribed in paragraph 6 of A.F.O. 1931/45 for key workers retained for duty on the holidays on the 8th and 9th May.

3. Separate instructions are being issued about Non-industrial staff.

(A.F.Os. 1931/45 and 3109/45.)