

RESTRICTED(FOR OFFICIAL USE ONLY)*Not to be communicated to anyone outside H.M. Service***ADMIRALTY FLEET ORDERS**ADMIRALTY, S.W.I.,
2nd August, 1945.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

H. V. Markham

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

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

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ADMIRALTY FLEET ORDERS

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*(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.

4238.—Radar Training Flotilla

(D. of N. 045/45/324. 2 Aug. 1945.)

The Radar Training Flotilla consists of H.M.S. "Isle of Sark" and the drifter "Yorkshire Lass." These ships are tenders to H.M.S. "Dryad." The Commanding Officer H.M.S. "Isle of Sark" is also Senior Officer, Radar Training Flotilla (short title, S.O.R.T.F.).

2. H.M. ships "Isle of Sark" and "Yorkshire Lass" operate in the Portsmouth and Portland areas and are under the administration of the Commander-in-Chief, Portsmouth.

3. The postal address of the Senior Officer is:—

The Senior Officer,
Radar Training Flotilla,
H.M.S. "Isle of Sark,"
c/o G.P.O., London.

4. Stores for the flotilla should be consigned to S.N.S.O., Portsmouth.

5. The flotilla is normally employed in providing sea training for R.P.3 ratings destined for small ships. This sea training is of a fortnight's duration and immediately follows their Radar and Plotting courses at the Radar Training Schools. The following is a brief résumé of the instruction given afloat:—

Plotting

Lectures (8 hours). Technique of Surface Plotting—D.R. Plotting—Simple Fleet Work—the A.R.L. Table—the L.O.P.—the G.O.P.—Surface Radar Reporting procedure, codes and control signals—Self Evident Code—A/S. Warfare.

Exercises (1½ hours). Mental Arithmetic—Plotting on the L.O.P. and G.O.P. (including use of parallel rulers and dividers)—A/S Plotting, including use of Gladstone protractor.

Practical Plotting in the operations rooms of actual sea and air targets (24 hours). Including L.O.P. on Mark VIP A.R.L. Table, G.O.P. Air and Relative Plotting.

Radar

(Sets, Type 277, with H.P.I., 293, without T.I.U., S.G.I. 271, 291.)

Lectures (4 hours). Organization in small ships—False Echoes—Anti-Radar Devices and Jamming—Gunnery demands on small ship Radar—I.F.F. Apparatus and Codes.

Internal Communications Exercises (2 hours).

Films (3 hours).

Practical Operation at Sea (35 hours).

6. In addition, a limited number of operators from small ships can be accepted for either of the following courses:—

(a) One week's refresher course in Radar only.

(b) One week's refresher course for R.P.3's from small ships.

7. Application should be made by signal, addressed S.O.R.T.F. info "Dryad" and "Collingwood" (Radar) in the following form:—

A.F.O. 4238/45.

(i) Whether course (a) or (b) is desired: if (a), which sets.

(ii) Number of operators it is desired to send.

(iii) Date on which it is desired to send them.

8. Owing to the limited accommodation available, ratings are not to be sent until an affirmative reply has been received to the above signal. All personnel sent for training are to be lent for victuals only.

9. (a) Ratings accepted for course should report on board at Portsmouth a.m. Mondays.

(b) Ratings will be discharged a.m. Mondays at Portsmouth.

(C.A.F.O. 717/45 is cancelled.)

4239.—Status of Bases in U.K.—Amendments to

(M. 07409/45.—2 Aug. 1945.)

The following changes in the status of bases in the U.K. are promulgated for ease of reference:—

A.F.O. 655/44 (in revised form) will be re-issued shortly.

Rosyth Command:—

Resident Naval Officer, Berwick, abolished 15th September, 1944.

Resident Naval Officer, Montrose, abolished 20th September, 1944.

Resident Naval Officer, Peterhead

Resident Naval Officer, Fraserburgh

Resident Naval Officer, Stonehaven

Resident Naval Officer, Buckie

Resident Naval Officer, Macduff

Resident Naval Officer, Lossiemouth

Flag-Officer-in-Charge, Aberdeen, reduced to Naval Officer-in-Charge, 30th October, 1944.

Resident Naval Officer, Inverness, abolished 18th June, 1945.

Naval Officer-in-Charge, Invergordon, and Invergordon Sub-Command was abolished 15th July, 1945, Invergordon Sub-Command area reverting to Rosyth Command.

Nore Command:—

Dover ceased to be independent Command, 10th July, 1945. Naval Officer-in-Charge, Dover, with Sub-Command reverted to Nore Command.

Resident Naval Officer, Whitstable, Herne Bay, Margate, abolished 10th November, 1944.

Naval Officer-in-Charge, Brightlingsea, reduced to Resident Naval Officer, 16th May, 1945.

Resident Naval Officer, Rye, abolished 1st June, 1945.

Resident Naval Officer, Folkestone, abolished 21st June, 1945.

Flag Officer-in-Charge, Yarmouth, abolished 31st July, 1945.

Portsmouth Command:—

Naval Officer-in-Charge, Isle of Wight, abolished 18th June, 1945.

Resident Naval Officer, Shoreham, abolished 1st July, 1945.

Naval Officer-in-Charge, Newhaven, reduced to Resident Naval Officer, 7th July, 1945.

Naval Officer-in-Charge, Poole, reduced to Resident Naval Officer, 15th July, 1945.

Resident Naval Officer, Littlehampton, abolished.

Flag Officer-in-Charge, Portland, reduced to Captain-in-Charge, Portland, 1st August, 1945.

Plymouth Command:—

Resident Naval Officer, Exmouth, abolished 20th November, 1944.

Resident Naval Officer, Teignmouth, abolished 15th November, 1944.

Resident Naval Officer, Brixham, abolished 1st December, 1944.

Resident Naval Officer, Fowey, abolished 14th June, 1945.

Resident Naval Officer, Penzance (including St. Ives, Newlyn and Hale), abolished 14th June, 1945.

Resident Naval Officer, Padstow, abolished 14th June, 1945.

Flag Officer-in-Charge, Falmouth, abolished 30th June, 1945. Duties of port undertaken by Commanding Officer, H.M.S. "Forte".

Naval Officer-in-Charge, Dartmouth, abolished 30th June, 1945. Duties of port undertaken by Commanding Officer H.M.S. "Dartmouth".

Western Approaches Command :—

Resident Naval Officer, Kirkcudbright, office closed 31st October, 1944.
 Naval Officer-in-Charge, Barrow, reduced to Resident Naval Officer, 5th April, 1945.
 Naval Officer-in-Charge, Barry, abolished 18th June, 1945.
 Naval Officer-in-Charge, Newport, abolished 18th June, 1945.
 Resident Naval Officer, Stornoway, abolished 30th June, 1945.
 Naval Officer-in-Charge, Larne, reduced to Resident Naval Officer, 1st July, 1945.
 Resident Naval Officer, Fort William, abolished 14th July, 1945.
 Naval Officer-in-Charge, Loch Alsh, abolished 16th July, 1945.
 Naval Officer-in-Charge, Holyhead, reduced to Resident Naval Officer, 21st July, 1945.
 Resident Naval Officer, Fishguard, abolished.
 Resident Naval Officer, Bangor (N.I.), abolished.
 Resident Naval Officer, Cumberland Ports, abolished.

Home Fleet :—

Naval Officer-in-Charge, Faeroes, abolished 21st June, 1945.
 Naval Officer-in-Charge, Kirkwall, reduced to Resident Naval Officer, 11th December, 1944.
 Resident Naval Officer, Wick, abolished.

A.C.I.C. :—

Naval Officer-in-Charge, Akureyri, abolished 13th July, 1945.
 (A.F.Os. 655/44 and 2426/44.)
 (A.F.O. 5379/44 is cancelled.)

4240.—Channel Islands Sub-Command—Abolition

(M. 09875/44.—2 Aug. 1945.)

The Channel Island sub-command was abolished on the 20th July, and Naval Control of the area assumed by the Resident Naval Officer, Channel Islands, at Guernsey.

4241.—Message on Occasion of National Day of France—July 14th

(M. 010126/41.—2 Aug. 1945.)

The following message was sent by the First Lord to Monsieur le Ministre de la Marine :—

“On the occasion of the first anniversary of the French National Day after the defeat of the Nazi forces I desire on behalf of the Board of Admiralty and Officers and men of the Royal Navy to send warmest greetings and congratulations to the Officers and men of the French Navy.”

2. The following reply was received :—

“In the name of the Officers and men of the French Navy I thank the First Lord and the Board of Admiralty for the congratulations which they have so kindly sent on the occasion of this first 14th July after the defeat of the Nazi forces.

The French Navy will be proud to pursue side by side with the glorious Royal Navy the common struggle against the Japanese enemy.—Jacquinot, Minister of Marine.”

***†4242.—Royal Netherlands Navy—Annual Gift of Dutch Flowers to Royal Naval Colleges and Barracks**

(M. 2008/45.—2 Aug. 1945.)

The Royal Netherlands Navy has offered, as a token of gratitude for the hospitality and friendship extended by the Royal Navy to the Royal Netherlands Navy during the war and as an expression of admiration for the contribution of the Royal Navy to the liberation of the Netherlands, to provide the gardens of the Royal Naval Colleges at Dartmouth and Greenwich and the Royal Naval Barracks at Devonport, Portsmouth, Chatham and Lee-on-Solent with Dutch flowers every spring.

2. The Board of Admiralty have accepted this gift with great pleasure on behalf of the Royal Navy.

(A.F.O. 2980/45 is cancelled.)

4243.—Fleet Train Ships—Abbreviated Titles

(M. 06985/45.—2 Aug. 1945.)

The following abbreviated titles of ships of the Fleet train are promulgated for information. The list also includes certain classes of American vessels of which there are no British equivalents :—

Auxiliary Repair Ship	...	...	...	...	A.R.
Heavy Duty Repair Ship (Heavy Machinery Repair Ship—U.S.)	...	...	...	...	A.R.M.
Hull Repair Ship (Heavy Hull Repair Ship—U.S.)	...	...	...	...	A.R.H.
S.R.R.(D) Accommodation Ship (Labour Transport or Barrack Ship—U.S.)	...	...	...	...	A.P.L.
Destroyer Depot Ship (Destroyer Tender Auxiliary—U.S.)	...	...	...	...	A.D.
Submarine Depot Ship (Submarine Tender Auxiliary—U.S.)	...	...	...	...	A.S.
X. Craft Depot Ship	...	...	...	...	A.S.X.
Submarine Accommodation Ship	...	...	...	...	A.S.A.
Aircraft Repair Ship	...	...	...	...	A.R.V.
Aircraft Engine Repair Ship	...	...	...	...	A.R.V. (E)
Aircraft Component Repair Ship	...	...	...	...	A.R.V. (C)
Aircraft Maintenance Ship	...	...	...	...	A.R.V. (M)
Coastal Force Repair Ship (Motor Torpedo Boats Tender—U.S.)	...	...	...	...	A.G.P.
Coastal Force Maintenance Ship	...	...	...	...	A.G.P. (S)
Coastal Force Workshop Tender	...	...	...	...	A.G.P. (W)
Amenity Ship	...	...	...	...	A.J.
Escort Maintenance Ship	...	...	...	...	A.D.E.
Minesweeping Maintenance Ship	...	...	...	...	A.G.M./S.
Armament Maintenance Ship	...	...	...	...	A.G.A.
Motor Craft Maintenance Ship	...	...	...	...	A.G.B.
Armament Store Issuing Ship (Ammunition Ship Auxiliary—U.S.)	...	...	...	...	A.E.
Armament Store Carrier	...	...	...	...	A.E.C.
Victualling Store Issuing Ship (Provision Store Ship Auxiliary—U.S.)	...	...	...	...	A.F.
Victualling Store Carrier	...	...	...	...	A.F.C.
Air Store Issuing Ship (Aviation Supply Ship)	...	...	...	...	A.K.V.
Naval Store Issuing Ship (General Stores Issue Ship, Auxiliary—U.S.)	...	...	...	...	A.K.S.
Mine Issue Ship	...	...	...	...	A.K.M.
Naval Store Carrier	...	...	...	...	A.K.C.
Tanker (Oiler or Fuel Oil Tanker—U.S.)	...	...	...	...	A.O.
Fast Fleet Tanker	...	...	...	...	A.O.E.
Hospital Ship	...	...	...	...	A.H.
Salvage Vessel	...	...	...	...	A.R.S.
Collier	...	...	...	...	A.C.
Crane Ship	...	...	...	...	A.B.
Netlayer	...	...	...	...	A.N.
Base Accommodation Ship	...	...	...	...	A.G.N.
Base W/T Ship	...	...	...	...	A.G.W.
Aircraft Transport (Transport and Aircraft Ferry—U.S.)	...	...	...	...	A.P.Y.
Seaward Defence Ship	...	...	...	...	A.S.D.
Distilling Ship	...	...	...	...	A.W.
Bar Vessel	...	...	...	...	A.B.V.
Boom Carrier	...	...	...	...	A.B.C.
Net Cargo Ship (U.S.)	...	...	...	...	A.K.N.
Barrack Ship, Self-propelled (U.S.)	...	...	...	...	A.P.B.
Mechanical Artillery Transport (U.S.)	...	...	...	...	A.P.M.
Transport Submarine (U.S.)	...	...	...	...	A.P.S.

Fuelling Barge (U.S.)	...	...	...	...	Y.C.D.
Car Float (U.S.)	...	...	...	...	Y.C.F.
Aircraft Transport Lighter (U.S.)	...	...	...	...	Y.C.V.
Ammunition Lighter (U.S.)	...	...	...	...	Y.E.
Open Landing Lighter (U.S.)	...	...	...	...	Y.L.A.
Net Tender (U.S.)	...	...	...	...	Y.N.
Fuel Oil Barge (U.S.)	...	...	...	...	Y.O.
Gasolene Barge/Tanker (U.S.)	...	...	...	...	Y.O.G.
Oil Storage Barge (U.S.)	...	...	...	...	Y.O.S.
Water Barge (U.S.)	...	...	...	...	Y.W.

2. All reference to Landing Craft and Landing Ship Maintenance Ships and Landing Ship Emergency Repair (Landing Craft) and (Landing Ship) have been omitted from this order. As these vessels form part of the Assault Forces particulars of their short titles are being included in C.A.F.O. 1014/44. It should be noted, however, that the short title for Landing Craft Maintenance Ship and Landing Ship Maintenance Ship are being changed to M.S. (L.C.) and M.S. (L.S.) respectively.

(C.A.F.O. 1014/44.)

(A.F.O. 1813/45 is cancelled.)

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

4244.—Accountant Responsibilities of Commanding Officers

(N.L. 3024/45.—2 Aug. 1945.)

The following amendment is to be made to A.F.O. 3117/44 :—
List of ships specified under heading of A.F.O. *Insert* :—

“Certain Landing Ships (including Landing Ships, Tank) ” after “Corvettes ” and before “and Certain Small Craft ”.

Paragraph 1, lines 3 and 4. *Delete and substitute* :—

“of destroyers, sloops, frigates, corvettes, certain Landing Ships (including Landing Ships, Tank) and certain small craft which do not carry their own pay and victualling accounts have, in too many instances, failed altogether to exercise their important”

(A.F.Os. 3117/44 and 3724/45.)

4245.—Director-General, Supply and Secretariat Branch—Appointment

(C.W. 48240/45.—2 Aug. 1945.)

Rear-Admiral (S) M. G. S. Cull, C.B.E., M.V.O., has succeeded Rear-Admiral (S) Sir William E. H. Jolly, K.C.B., as Director-General, Supply and Secretariat Branch to date 10th July, 1945.

4246.—Qualifying Courses for Pilot, Observer and Telegraphist Air Gunner—Reports on Training

(C.W. 29667/45.—2 Aug. 1945.)

The following amendments are to be made to A.F.O. 2103/43, paragraph 7, *delete and substitute* :—

“7. Form A.19 (Record of Spécialized Flying Training).

(a) This form gives a picture of each individual as a service pilot on completion of his specialized training course, or on being removed from training at any time during that course. Each form should bear a reference to the number of the relevant course report (F.O.N.A.S. Form 28) and should make a clear recommendation as to each pilot's employment, e.g. :—

For First Line duty.

For a squadron working up.

For Second Line for a period of (say) 6 months to gain experience. Unsuitable for First Line employment.

Unsuitable for (say) fighter aircraft, recommended for (say) A.B.R. training.

(b) Pilots who fail their specialized courses are to be discharged to Lee-on-Solent. If no vacancies are available in No. 798 Squadron they are to be sent on leave. A signal is to be sent to the Admiralty (Info) Admiral (Air) and R.N.A.S., Lee-on-Solent, in the case of each pilot so failed, stating briefly reason for elimination and, where applicable, leave address of pilot concerned, the number and sub-paragraph of this Admiralty Fleet Order being quoted. Completed Forms A.19 are to be despatched to addresses within three days of the date of elimination of the pilot concerned. These pilots will undergo a flying test to determine for what, if any, further flying duties they are best suited. Some pilots may be given further operational training after a period of non-operational flying.

(c) In addition to a Form A.19, it is essential that as full a report as possible, concerning the pilot's faults, should accompany him (in a sealed envelope addressed to the Officer-in-Charge, R.N. Air Station, Lee-on-Solent) to minimize the delay in testing and to prevent overcrowding of accommodation at R.N. Air Station, Lee-on-Solent.

(d) Form A.19 is to be rendered by Naval Air Stations at which specialized flying training is carried out as follows :—

One copy to Admiralty.

One copy to Admiral (Air).

One copy to Commodore, R.N. Barracks, Lee-on-Solent (for drafting office) when reporting on a rating pilot.

(e) If during his specialist course, an officer or rating shows promise of being a potential flying instructor in the Fighter, Seaplane, Torpedo or Deck Landing Training School, the fact is to be noted on his Form A.19. If selected, these pilots will be sent to the schools for instructors' courses after obtaining the necessary operational or sea experience.

(f) In the case of a pilot failing specialized flying training who is appointed or drafted to second line duties for further flying experience or for any other reason, an additional copy of Form A.19 is to be prepared by the school and forwarded to the second line squadron to which the officer or rating is discharged.

(A.F.O. 2103/43.)

(A.F.O. 1527/45 is cancelled.)

4247.—Lee-on-Solent Port Division—Prefix

(N. 17112/45.—2 Aug. 1945.)

In future the letter “L” is to be used as the prefix to official numbers of ratings belonging to Lee-on-Solent Port Division instead of the letters “F.A.A.”. The necessary alteration of service certificates, associated documents and ledgers should be carried out as opportunity offers.

(A.F.O. 3975/42 is cancelled.)

4248.—R.A.F. Personnel Serving at R.N. Air Stations—Transfer of Accounts

(A. 0974/45.—2 Aug. 1945.)

The accounts of the R.A.F. personnel employed at Naval Air Stations are to be transferred from R.A.F. Station, Gosport, to R.A.F. Station, Thorney Island, on 1st August, 1945.

4249.—R.N. Air Stations—Weapon Training Instructors

(N. 13985/44.—2 Aug. 1945.)

Chief Petty Officers (G.M.) and Petty Officers (G.M.) allowed in the schemes of complement of R.N. air stations are to be reduced therefrom and the following added :—

Home—1 P.O. (H.G.R.) Weapon Training Instructor.

Abroad—3 P.Os. (H.G.R.) Weapon Training Instructors.

2. Acting Leading Airmen at present fulfilling these duties satisfactorily should continue to be so employed in lieu of the H.G.R. allowed.

4250.—Married Ratings permitted to Live Out—Allowances

(N. 12098/45.—2 Aug. 1945.)

Unless proper accommodation is available in the establishment on the austerity scale, married men who are able to live with their wives and families may be placed on lodging and provision allowances.

2. Married men for whom proper accommodation is available and whose families live within reasonable distance are to be given the option of—

(a) receiving provision allowance and making their own arrangements for all meals; or

(b) being victualled in the establishment and of receiving one 72 hours' ration card every 14 days.

(C.-in-C., *Nore*, 20 *Apl.* 1945, No. 2373/155/13/45.)

***4251.—Broadcast by Captain C. E. Lambe, C.B., C.V.O., R.N., (lately commanding H.M.S. "Illustrious") on 20th July, 1945**

(D.P.S./S.C.—2 Aug. 1945.)

(Included in Notice Boards Issue only.)

4252.—Naval Canteen Service—Entry of Male Staff in the Royal Navy

(N.L. 3650/45.—2 Aug. 1945.)

The following amendment is to be made to A.F.O. 2238/42 :—

Paragraph 27. Discipline. *Add* :—

"Where, however, canteen staff are accused of committing offences in ships at home or in ships or shore establishments abroad in connection with the conduct of the canteen which are criminal offences or which would have been criminal offences if committed in this country, e.g., embezzlement, theft, fraudulent conversion, etc., the full facts should be reported without delay to the Senior Local Official of N.A.A.F.I., and the offender should be tried summarily or by court martial if N.A.A.F.I. so desire."

(A.F.O. 2238/42.)

***4253.—Home Civil Service Post-War Recruitment—Volunteering for Further Naval Service**

(C.W.1004/45.—2 Aug. 1945.)

The following addition should be made to Section VIII of A.F.O. 1933/45 :—

Successful candidates for Home Service who have already volunteered for further service in the Forces before being declared successful may be allowed, subject to Service exigencies, to cancel this undertaking if they

wish. If a candidate in this position wishes to adhere to his undertaking, his civil post will be kept open for him; balance of civil pay will not be payable, but under the starting pay arrangements approved for reconstruction candidates generally, the period of further service will reckon for increment. The same provision will apply to any successful candidate for the Home Service who is retained in the Service for Service reasons. A successful candidate for the Home Service who wishes to volunteer for further service in the Forces after being declared successful will forfeit his Civil Service post.

(A.F.O. 1933/45.)

4254.—Tactical Course at R.N. College, Greenwich—Extension

(C.W./M. 1733/45.—2 Aug. 1945.)

With reference to C.A.F.O. 2178/44, the Western Approaches Tactical Unit closed down on 1st July, 1945, and no further applications for this course can be accepted.

2. A nucleus of the anti-U-boat tactical instruction formerly given by the Western Approaches Tactical Unit will in future be included in the courses at the R.N. Tactical School, Greenwich, whose duration will be extended to three weeks to allow for this and to give time for more tactical games.

3. The course is intended primarily for Commanding Officers, Lieutenants-in-Command and above, but will also be of value to officers second-in-command, to specialist officers whose duties are concerned with tactical matters, and to Lieutenant Commanders and above of the Naval Air Arm.

4. The normal strength of each course will be 18 officers. Appointments of officers waiting employment will be made by the Admiralty, but applications are also invited from Commanding Officers direct to the Director, R.N. Tactical School, Greenwich, S.E.10, on behalf of suitable officers who can be spared, and such officers will be accepted if vacancies permit.

5. Officers taking the course will be accommodated in the R.N. College, Greenwich, if they so desire. Subsistence or lodging and provision allowances will not be paid to officers who elect to live outside. Work starts at 0930 on the first day of the course (Monday), and accommodation will be available from the previous Sunday evening if required.

6. The first of the new tactical courses will start on 13th August, 1945. Dates of subsequent courses will be promulgated later.

7. The following amendment is to be made to C.A.F.O. 2786a/44 :—

Under Tactical Course, R.N. College, Greenwich, *amend* column 3 to read :—

"Three weeks (beginning 0930 on Mondays)."

Under Tactical Table, Liverpool, *delete* all reference to Trade Protection and Anti-U-Boat Tactics.

(C.A.F.O. 2786a/44.)

(C.A.F.O. 2178/44 is cancelled.)

***4255.—Adult Education and Vocational Training—Reinstatement of Pre-War Civilian Vocational Instructors**

(N.16681/45.—2 Aug. 1945.)

All full-time, pre-war civilian instructors in vocational training in the Royal Navy and Royal Marines, who are entitled to re-instatement on release and who wish to be re-instated, are to be absorbed in the E.V.T. Scheme as civilian instructors. They should be employed, as far as possible, in the E.V.T. Centre of their choice.

4256.—Adult Education and Vocational Training—Poster "Look to Your Future"

(N. 15872/45.—2 Aug. 1945.)

A poster "Look to Your Future" has been designed as a means of publicising the Educational and Vocational Training scheme within the Service. Copies are being distributed without demand by Superintending Naval Store Officer, Elveden Road, Park Royal, N.W.10, to ships and to Command Education Officers for issue to establishments, including air stations.

2. The basis of distribution will be as follows :—

- | | |
|---|------------|
| (a) Battleships, battle cruisers, larger aircraft carriers | 12 copies. |
| (b) Cruisers, escort carriers, destroyer depot ships, submarine depot ships | 6 copies. |
| (c) Flotilla leaders and White Ensign L.S.H. | 4 copies. |
| (d) Destroyers, monitors, sloops, corvettes, submarines, surveying ships, repair ships, netlayers, minelayers, minesweepers, river gunboats, Admiralty cable ships | 3 copies. |

3. Demands for additional copies should be forwarded to Admiralty (for D.E.D.).

(A.F.Os. 123/45 and 2680/45.)

4257.—Adult Education and Vocational Training—Syllabuses in Plastering and Boot Repairing

(N. 19244/45.—2 Aug. 1945.)

Syllabuses in Plastering and Boot Repairing are given in part 2 of "Education and Re-Settlement Information No. 3", and are for the information and guidance of officers and instructors engaged in E.V.T. duties. They are suitable for use with the tool units listed in A.F.O. 3834/45.

2. A simpler syllabus in boot repairing for the use of men and women who wish to learn only how to repair their families' boots and shoes is given on page 62 of Curriculum Handbook "Home and Health".

(A.F.O. 3834/45.)

4258.—Film "Exhaustion Centre" (Serial No. B.899)

(N.T./M.D.G. 17263/45.—2 Aug. 45.)

An instructional film entitled "Exhaustion Centre", produced by the War Office is now available and will be distributed in accordance with paragraph 3 below for the benefit of Naval Medical Officers.

2. The showing of this film is to be confined to Medical Officers and Sick Berth staffs only and the running time is 39 minutes approximately.

3. Copies will be distributed as follows :—

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

4. Medical Officers should submit applications for copies of this film on temporary loan to Film Libraries, in accordance with A.F.O. 5377/44, paragraphs 107 and 108.

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

*4259.—R.N. Fire Force—Suspension of Transfers to

(N/L.D. 5025/45.—2 Aug. 1945.)

The transfer of ratings from General Service to the R.N. Fire Force is suspended.

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

4260.—Naval Pay and Identity Book (Form S.43A)—Dominion and Colonial Personnel on Loan to Royal Navy

(N. 19817/45.—2 Aug. 1945.)

With reference to paragraph 2 of A.F.O. 3607/45, it is unnecessary to issue a R.N. Naval Pay and Identity Book (S.43A) to Dominion or Colonial naval personnel on loan to the Royal Navy if they are already in possession of an equivalent book. Canadian personnel, for example, should already hold a Naval Pay Book, Medical and Dental Record, and Identity Book (Canadian Form S.43A).

(A.F.O. 3607/45.)

4261.—Gunnery Improvement Funds

(N. 15184/45.—2 Aug. 1945.)

The following list of amounts should be substituted for that shown in K.R. & A.I., Appendix VII, Part 2 as amended by K.R. 2/45 :—

	Each per annum	
	£	s. d.
(1) Battleships and Battle Cruisers	10	0 0
(2) Fleet 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) Fleet Carriers of under 17,000 tons	5	0 0
(6) Destroyer and Submarine Depot Ships	5	0 0
(7) Fast Minelayers of "Abdiel" class	5	0 0
(8) R.N. Air Stations and Sections—		
(i) Arbroath, Burscough, Crail, Fearn, Henstridge, Inskip, Katukurunda, Machrihanish, Nowra, Piarco, Ronaldsway, St. Merryn, Schofields, Sollur, Tanga, Wingfield, Yeovilton.	7	10 0
(ii) Aircraft Maintenance Ships, Bankstown, China Bay, Clapenburg Bay, Coimbatore, Colombo, Dale, Donibristle, Drem, East Haven, Eglinton, H.M.S. "Excellent" (Air Gunnery Section), Haston, 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.I, 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. 4085/45 is cancelled.)

***4262.—H.M.S. "Agamemnon"—Disposal of Surplus Wardroom Mess Account**

(P.M. 2563/5.—2 Aug. 1945.)

(Included in Notice Boards Issue only.)

4263.—Royal Marines—Hospital Patients in U.K. Borne Home Base Ledger

(R.M. 912/3/45 A.2.—2 Aug. 1945.)

It is apparent that some difficulty is being experienced in R.N. hospitals in dealing with the pay arrangements of Royal Marines borne Home Base Ledger.

2. Until such time as ranks are known to be physically unfit for further service, their accounts are carried by the Home Base Ledger Office, Ilfracombe. Following such notification, Service records and pay documents are transferred to headquarter divisions.

3. Royal Marine ranks granted leave of absence should be paid an advance of pay to cover the period according to the net rate shown in their Pay and Identity Books (S.43A) plus leave allowance. Where men are sent on indefinite leave prior to being discharged "Physically Unfit for further Service" in the Royal Marines, they should be advanced four weeks pay according to the net rate plus leave allowance.

4. In all appropriate cases the necessary ration cards and railway warrants should be issued by the hospitals concerned.

5. Ranks transferred to Naval hospitals from Army, E.M.S. or R.A.F. hospitals for survey for invaliding should be advanced pay and leave allowance as in paragraph 3 above.

6. Notification of admission, transfer or discharge from hospital will be sent to the Officer-in-Charge, R.M. Hospital Liaison Section, Collingwood Hotel, Ilfracombe, and only after ranks have been reported for invaliding will documents be sent to R.M. Headquarter Divisions. It is of particular importance that the R.M. Hospital Liaison Section be notified of leave addresses and the amount of leave granted. In indefinite leave cases, further advances will be arranged by R.M. Authorities provided the Hospital Liaison Section is notified of leave and pay arrangements already made.

7. Existing regulations (including A.F.O. 2834/45) in respect to R.M. ranks borne on ships' books will continue.

(A.F.Os. 687/44 and 2834/45.)

4264.—Bearing of Supernumeraries above Complement

H.M. Ships and Establishments

(N. 19899/45.—2 Aug 1945.)

In the past, the bearing of junior supernumeraries (ratings) at sea, to gain sea experience, has been encouraged so far as accommodation permitted, particularly junior E.R.As., young Seamen and Stokers and junior Communication ratings.

2. The strict manpower position now created by the need of fulfilling the essential commitments for the Japanese war, while at the same time effecting releases under the Reallocation Plan, makes it essential to limit the bearing of supernumeraries to those instances where specific authority exists. The authorized drafting margin must cover all training (other than new entry) and crossing reliefs, the latter being higher than usual until the bulk of the releases under the Reallocation Plan have been made. The bearing of unauthorized supernumeraries inevitably means that some other essential service must go short.

3. In future, supernumeraries (ratings) above authorized complements are not to be borne except as follows:—

(a) *Engine Room Artificers, Acting 4th Class and 5th Class.*—The following may be borne supernumerary to authorized complements, to obtain sea experience:—

Battleships	6
Large aircraft carriers	6
Light Fleet carriers... ..	3
Large cruisers	4
Small cruisers	3
Destroyers (all classes)	2
Sloops	2
Frigates	1
Minesweepers (fleets)	1

A.F.O. 1065/44 is cancelled so far as the bearing of supernumeraries is concerned.

(b) When authorized by an Admiralty Fleet Order such as C.A.F.O. 2572/44.

(c) Naval air stations, for which schemes of complement were issued prior to 1st June, 1945, which may bear up to six Able or Ordinary Seamen, or Naval Airmen (G.D.) as supernumeraries. The schemes of complement of these naval air stations are now under revision.

(d) Upper Yardmen, Upper Yardmen (Air) and C.W. candidates for temporary executive commissions.

4. "Authorized complement" for the purpose of this order means the complement after application of the Temporary Manning Standard (A.F.O. 6795/44) but including staff allowed by scale (e.g., cooks, stewards, etc.) or by special Admiralty Fleet Order (e.g., C.A.F.O. 1158/44).

5. The above instruction does not apply to new bases in Australia, the Pacific and East Indies, for which it has not yet been possible for the Admiralty to lay down complements. The bearing of personnel will depend on the commitments to be carried out and pending the approval of complements by the Admiralty will be decided by Commanders-in-Chief, British Pacific Fleet and East Indies Station, and by appropriate Flag Officers and authorities delegated by those Commanders-in-Chief.

6. Commanding Officers of ships in home waters should assist Commodores of depots by discharging supernumeraries and by informing Commodores of the reliefs required where higher ratings cannot be surrendered because of their specialist qualifications. Commodores of depots have instructions to examine Forms S.162 with a view to withdrawing supernumeraries, but much time and manpower will be saved if Commanding Officers co-operate to the fullest extent and do not await instructions from Commodores of depots.

(C.A.F.Os. 1158/44 and 2572/44; A.F.Os. 1065/44 and 6795/44.)

***4265.—Campaign Stars and the Defence Medal**

(H. & A. 90/45.—2 Aug. 1945.)

The following amendments are to be made to A.F.O. 3115/45:—

2. The following is to be substituted for Section II, paragraph 7.

"During the last six months of the war in Europe, i.e., from 8th November, 1944, to 8th May, 1945, both dates inclusive, qualification for the Italy Star or the France and Germany Star will be service afloat, in the air or on land qualifying for the Star in question, the completion of the six or two months' prior operational service for the 1939-45 Star not being required.

Similarly qualification for the Atlantic Star during the last six months will be service afloat or in the air in areas, service in which counts towards qualification for that Star, the completion of the previous service normally necessary to qualify not being required.

In these cases the 1939-45 Star will not be awarded."

3. In Section III, paragraph 2 (J), last line, for "1st July" read "10th July".

4. Section III, paragraph 2 (K) (a), for "Naval Beach Commandos and Signal Parties" read "Naval Beach Commandos, Naval Beach Signal Sections and other Special Combined Operation Units".

5. Section III, paragraph 3 (B), after the word "Service" in line 1 add the words "at any time".

6. Section III, paragraph 6 (B), line 2, after the bracketed sentence ending with the words "over Europe)" add the words "at any time". After "1945" add "both dates inclusive".

7. Section III, paragraph 7 (A), line 2, after the word "air" add the words "at any time". After "1945" add the words "both dates inclusive".

8. Section III, paragraph 8 (A), line 1, after the word "air" add the words "at any time".

9. Section III, paragraph 9 (A), line 1, after the word "air" add the words "at any time."

10. The following is to be substituted for Section III, paragraph 10 (iii) :—

"(iii) Those qualified for one or more of the Campaign Stars may be granted the Defence Medal in addition, if they are qualified for it, and the subsequent award of one or more of the Campaign Stars will not supersede a previous grant of the Defence Medal."

11. Section IV. Add a new paragraph :—

"5. The ribbons will be worn in the following order :—

1939-45 Star
Atlantic Star
Air Crew Europe Star
Africa Star
Pacific Star
Burma Star
Italy Star
France and Germany Star
Defence Medal"

12. Appendix, paragraph 1 (a). Delete "H.M.S. 'Shippigan'" add "H.M.S. 'Egret'".

(A.F.Os. 2686/45 and 3115/45.)

***4266.—Campaign Stars and Defence Medal**

(H & A. 90/45.—2 Aug. 1945.)

A.F.O. 3115/45 is to be amended as follows :—

Section IV, paragraph 4, line 2 :—

For "Director of Navy Accounts (Branch 3a)"
Read "Head of their Department".

(A.F.Os. 2686/45 and 3115/45.)

***4267.—Honours and Awards—"London Gazette" Supplement of 24th July, 1945**

(H. & A.—2 Aug. 1945.)

CENTRAL CHANCERY OF THE ORDERS OF KNIGHTHOOD

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

24th July, 1945.

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

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

Captain John Felgate Stevens, R.N.,

for conspicuous ability, efficiency and zeal during twenty-two months' service in his appointment as Captain, Coastal Forces Mediterranean Forces.

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

Commander Joseph Vivian, R.D., R.N.R. (Retd.) (Buntingford, Herts.)

For good service, fine seamanship and devotion to duty in the efficient conducting of a convoy after the Commodore's ship had been sunk.

ADMIRALTY,

Whitehall.

24th July, 1945.

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

For bravery and skill, whilst serving in H.M. Ships "Lookout" and "Meteor", in a successful engagement with enemy light forces :

Second Bar to the Distinguished Service Cross

Lieutenant-Commander Derick Henry Fellowes Hetherington, D.S.C., R.N.

The Distinguished Service Cross

Lieutenant-Commander Richard Dickon Herbert Stephen Pankhurst, R.N.

Lieutenant Thomas Seymour Trick, R.N. (Neath, Glamorgan).

Temporary Lieutenant Ray Forrest Williams, R.A.N.V.R. (Sydney). ✓

The Distinguished Service Medal

Chief Engine Room Artificer Arthur William Augustus Edmonds, P/MX.51202 (Coves).

Engine Room Artificer Second Class Ernest Walter Bastin, D/MX.54340 (Teignmouth).

Petty Officer Douglas Buckler, P/JX.128586 (Fareham, Hants).

Petty Officer Kingsley Teignmouth Lawrence Gibbons, D/J.110316 (Plymouth).

Petty Officer Albert William Jeffery, D/JX.143155 (Okehampton).

Leading Seaman Ernest Shepherd, P/JX.160504 (Saltburn, Yorks).

Mention in Despatches

Lieutenant Basil Ralph Woodruff, R.N.R. (Eastry, Kent).

Temporary Lieutenant Douglas Richard Walter Digby, R.N.V.R. (London).

Temporary Surgeon Lieutenant Derek Adrian Trickett Farrar, M.B., B.S., M.R.C.S., L.R.C.P., R.N.V.R. (Bournemouth).

Chief Petty Officer Frank Henry Bates, D/J.109636 (Exmouth).

Chief Stoker John Joseph Roche, D/KX.81745 (Brighton).

Ordnance Artificer Third Class Robert Morrison, D/SR.16122 (Broderick, Isle of Arran).

Acting Petty Officer John Thomas Easthope, D/SSX.20110 (Hulme, Manchester).

Stoker Petty Officer Norman George Sim, NX.1271 (Blackburn and Timaru, N.Z.).

Temporary Leading Seaman James Nelson Edmiston, D/JX.126954 (Birmingham).

Able Seaman David Walter Braybrook, C/JX.297353 (Twickenham).

Coder Brian John Taylor, P/JX.734583 (Coventry).

Sick Berth Attendant Richard Danson, D/MX.102538.

For courage, skill and devotion to duty whilst serving in H.M.S.A.S. "Natal", H.M.C.S. "St. Thomas", H.M. Ships "Torrington", "Wivern" and "Retalick" and Light Coastal Forces, in the destruction of enemy submarines and midget submarines :

Bar to the Distinguished Service Cross

Lieutenant-Commander David Alfred Hall, D.S.C., S.A.N.F.(V).

The Distinguished Service Cross

Commander Leslie Perman Denny, R.C.N.R. (Chester, Nova Scotia).

Lieutenant-Commander Clement Francis Parker, R.N.

Acting Temporary Lieutenant-Commander John Eric Harrison, R.N.V.R.

Acting Temporary Lieutenant-Commander Bernard William Kelly, R.N.V.R.

Lieutenant George Frederic Thompson Gregory, R.C.N.V.R. (Victoria, B.C.). ✓

Temporary Lieutenant Robert William Sarson Goodman, R.A.N.V.R.

Lieutenant (E) Stanley Walton Ledger, R.N.R. (Hornchurch).

Temporary Lieutenant Spencer Joseph Newton Richards, S./ N.F.(V).

Temporary Sub-Lieutenant Richard Havelock Dickinson, R.N.V.R. (Newcastle-on-Tyne).

Temporary Sub-Lieutenant Frederick Harry Long, R.N.V.R.

The Distinguished Service Medal

Petty Officer Robert Thomson, V.12534 (Edmonton, Alberta).

Chief Engine Room Artificer Bernard Coley, C/MX.49327 (Rochester).

Acting Leading Seaman Leonard Leafe, P/JX.301277 (Nottingham).

Able Seaman Bernard Leon Branscombe, V.18228 (Picton, Ontario).

Able Seaman Michael Van Breda, 69312(V).
 Able Seaman George Allen Elsey, V.36217 (Picton, B.C.).
 Able Seaman Stanley James Roebuck, D/JX.362175.
 Able Seaman Edward Sanford Scott, 70446(V).

Mention in Despatches (Posthumous)

Lieutenant Charles McLennan Smith, R.N.V.R.

Mention in Despatches

Lieutenant Charles Courtney Anderson, R.N.
 Lieutenant Donald Logie, R.C.N.V.R. (New Brunswick).
 Temporary Lieutenant Ronald John Pedley, S.A.N.F.(V).
 Electrical Lieutenant Donald Walter Clarke, R.C.N.V.R. (Vermilion, Alberta).
 Temporary Sub-Lieutenant Alasdair Chalmers, R.N.V.R.
 Temporary Sub-Lieutenant Wilfred Rhodes, R.N.V.R. (Swinton, Lancs).
 Temporary Sub-Lieutenant Richard Scott Foster Webber, R.N.V.R.
 Sub-Lieutenant John Duncan Moir, S.A.N.F.(V).
 Acting Chief Engine Room Artificer James Orr Robb, P/X.943 E.B. (Glasgow).
 Engine Room Artificer Third Class Daniel Anthony McPhee, V.25562 (Reserve Mines, Cape Breton).
 Chief Stoker Frederick George Josiah Page, C/K.59997 (Portsmouth).
 Petty Officer Frederick Richard Robert Pelton, 66965(V).
 Temporary Petty Officer Leslie Robert Cove, P/JX.154138.
 Petty Officer Motor Mechanic Norman Close, P/MX.77667.
 Acting Leading Seaman Thomas Washington Irwin, V.9588 (Winnipeg).
 Leading Motor Mechanic Francis Turnbull Mirtle, P/MX.635136.
 Leading Stores Assistant Donald William Whistlecraft, V.38406.
 Telegraphist Douglas McKillop, P/JX.403269 (Liverpool).
 Stoker First Class Vernon Sylvester Gibson, V.13729 (Halifax, N.S.).
 Stoker First Class Leonard Alfred Terry, C/KX.94822 (Leyton, E.10).
 Able Seaman Harry Booth, V.14423 (Vancouver, B.C.).
 Able Seaman Horace Percy Cooper, D.S.M., C/JX.169724.
 Able Seaman Lionel Dedrick Kohler, 71570(V).
 Able Seaman Walter William Robinson, 70431(V).
 Able Seaman Jack Thorpe, C/JX.351645.
 Seaman Thomas Little, LT/JX.19841A.

For marked courage, skill and resource whilst serving in Light Coastal Forces, in a successful attack on heavily armed enemy barges off the Istrian Coast :

Second Bar to the Distinguished Service Cross

Temporary Lieutenant Walter Edward Alpin Blount, D.S.C., R.N.V.R. (Ely, Cambs).

The Distinguished Service Cross

Temporary Lieutenant Anthony Watney Bone, R.N.V.R. (Rotting-Dean, Sussex).
 Temporary Lieutenant Arthur Terence Robinson, R.N.V.R. (Belfast).

The Distinguished Service Medal

Acting Chief Motor Mechanic Ronald Amos Rawson Barley, P/MX.117033 (Nr. Scunthorpe, Lincs).
 Petty Officer Coxswain Robert Dix, R.N.R., CX.20070A (Barking).
 Petty Officer Coxswain Dennis Stevenson, P/JX.283554 (Middlesbrough).
 Temporary Leading Seaman Andrew Kerr Black, P/JX.350085 (Glasgow).
 Able Seaman Robert Cupples Craig, D/JX.302816 (Falkirk).

Mention in Despatches

Lieutenant Christopher Maitland Stocken, R.N.
 Temporary Lieutenant Norman Quick, R.N.V.R. (Knutsford, Cheshire).
 Temporary Sub-Lieutenant Gordon Villiers Surtees, R.N.V.R. (Co. Durham).
 Able Seaman Michael Joseph Hayes, P/JX.328832 (Merthyr Tydfil).
 Able Seaman Allan John Homewood, C/JX.358791 (Walton-on-Thames).
 Able Seaman Ronald Bertie Lush, P/JX.425796 (Egham).

For bravery, skill and determination shown whilst serving in H.M. Submarines in successful patrols in the Far East :

Bar to the Distinguished Service Cross

Lieutenant William St. George Anderson, D.S.C., R.N.R.

The Distinguished Service Cross

Lieutenant David Riley Johnston, R.N.

The Distinguished Service Medal

Acting Chief Petty Officer Cyril Edwin Charles Averillo, C/JX.135331.
 Engine Room Artificer Third Class John Glasgow McGilvray, D/MX.73303.
 Acting Petty Officer Kenneth John Holmes, P/JX.13727 (Ryde, I.O.W.).
 Acting Leading Stoker Cyril William Davis, D/KX.85738.
 Able Seaman Frederick George Bullivant, C/JX.376522 (Peterborough).
 Able Seaman Edwin John Clarke, P/JX.275327.

Mention in Despatches

Lieutenant Edward Marsh, R.N.
 Lieutenant Robin Usher, R.N. (Hawick).
 Lieutenant Ronald Stewart Hardman, R.N.R.
 Temporary Lieutenant Frank Albert Wicker, R.N.V.R.
 Mr. Albert James Bravery, D.S.M., Warrant Engineer, R.N.
 Engine Room Artificer Third Class Stanley Hazelwood, P/MX.60490 (Berwick-on-Tweed).
 Acting Petty Officer George Ockendon, P/JX.264513.
 Petty Officer Telegraphist Victor Ruddock, P/JX.142509.
 Engine Room Artificer Fourth Class Hugh McDowell Gibson, D/MX.73044 (Glasgow).
 Stoker Petty Officer Leslie James Davies, D/KX.89986 (Barrow-in-Furness).
 Able Seaman Peter Dennis Pattie, P/JX.543502.
 Able Seaman Robert Tait, C/SSX.24755.
 Telegraphist Harry Hatton, C/JX.236291 (London).

For outstanding courage, efficiency and daring in valuable submarine patrols in the Far East :-

The Distinguished Service Cross

Lieutenant Anthony Walter Langridge, R.N. (Tunbridge Wells).
 Mr. Frank Baldwin, Warrant Engineer, R.N. (Gillingham).

Mention in Despatches

Temporary Lieutenant Leonard Ernest Wheatley, R.N.V.R. (Brentwood, Essex).
 Acting Chief Petty Officer Frank Charles Moss, P/JX.131995 (Portsmouth).
 Engine Room Artificer Third Class Ronald Frederick Ramsay Rebbeck, D/MX.59071 (Chippenham).
 Temporary Petty Officer William Stanley Graf, P/JX.151866 (Portsmouth).
 Petty Officer Telegraphist Oliver Cyril Baldock, C/JX.142633 (Herne Bay).
 Temporary Stoker Petty Officer Hayden Davies, D/MX.83741 (Solva, Pems.).
 Acting Temporary Leading Seaman Edward Walter Bean, C/SSX.24428 (Diss, Norfolk).
 Acting Temporary Leading Stoker Douglas John Hall, P/KX.85206 (Milford, Surrey).
 Leading Cook Robert Garwood, C/MX.80272 (Ramsgate).
 Able Seaman Kenneth Brown, P/JX.398013 (Mirfield, Yorks).
 Able Seaman William John Holly, C/JX.399637 (Chichester).
 Stoker First Class Andrew Wear Gibson, C/KX.85206 (Ceres-Cuper, Fife).

For courage, determination and devotion to duty in valuable and hazardous survey operations in the Far East :-

The Distinguished Service Cross

Lieutenant-Commander Stanley William Scott Robertson, R.A.N.
 Acting Lieutenant Bruce Aubrey Reeves, R.A.N.V.R.
 Sub-Lieutenant Donald Lambert Cole, R.A.N.R.

The Distinguished Service Medal

Petty Officer Jack Edmund Kidd, 20909.
 Leading Seaman Boris Ripley Smith, 2844.

Mention in Despatches

Lieutenant William John Starkey, R.A.N.R.
 Petty Officer Leslie Stewart, D.S.M., 19157.
 Acting Petty Officer Percy Rayner, 13989.
 Able Seaman Ralph Mansfield Tremethick, PA.1533.

For gallantry, skill and efficiency while serving in H.M. Ships "Evadne," "Recruit," "Pincher" and "Duckworth," in successful anti-U-boat operations :—

Second Bar to the Distinguished Service Cross

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

The Distinguished Service Cross

Acting Temporary Lieutenant-Commander Norman Henry Richards (Ryde, I.O.W.).
Lieutenant Peter Kennedy Horsey, R.N.
Temporary Lieutenant Philip George Millener, R.N.Z.N.V.R. (Auckland).

The Distinguished Service Medal

Petty Officer Albert William Marfell Hull, C/SSX.18703.
Petty Officer Geoffrey Bruce Twelves, P/JX.149684.
Leading Seaman Albert Arthur Reeve, LT/JX.205205 (Fleetwood, Lancs.).

Mention in Despatches

Acting Commander Andrew Edward Doran, D.S.C., R.N.
Acting Temporary Lieutenant-Commander Charles Benjamin Blake, R.N.V.R.
Sub-Lieutenant David Martin Dixon, R.N.
Petty Officer Ronald Arthur Brown, C/JX.140656 (Rochester).
Acting Leading Telegraphist Kenneth James Manning, P/JX.215207.
Acting Leading Stoker Richard Todhunter, P/KX.110765.
Leading Stores Assistant Dennis Ridge Moore, P/MX.71059.
Able Seaman John Douglas, McClymont, C/SSX.33595.
Able Seaman Herbert Arthur Payne, P/JX.172567.

For courage, tenacity and devotion to duty while serving in H.M.S. "Puffin," in continuing to render valuable service although injured after his ship had rammed a midget U-boat :—

The Distinguished Service Medal

Signalman Leslie Mitchell, P/JX.247579.

For outstanding skill, resource and fine seamanship in minesweeping operations in the Skaggerak, and in leading the way through unswept waters when the Crown Prince of Norway returned to Oslo :—

The Distinguished Service Cross

Commander Kenneth Hillam Fraser, R.N.

For bravery, daring and undaunted devotion to duty, whilst serving in Light Coastal Forces, in successful attacks on enemy shipping :—

The Distinguished Service Cross

Temporary Lieutenant Norman Leonard Ilett, R.N.V.R.
Temporary Sub-Lieutenant George Philip Henry James, R.N.V.R.

The Distinguished Service Medal

Leading Seaman Bernard Maguire, D/JX.204219.
Leading Seaman Edward Pringle, D/JX.180612.
Able Seaman Cecil Arthur Platt, P/JX.326608.
Telegraphist Alfred Stringer, C/JX.425653.

Mention in Despatches

Temporary Sub-Lieutenant George Rock Masters, R.N.V.R.
Telegraphist Reginald Gordon Thomas, D/JX.233345.
Stoker First Class Sydney Robert Banyard, P/KX.140115.

For courage, efficiency and inspiring leadership in signalling operations under enemy gunfire during the assault on Walcheren :—

The Distinguished Service Cross

Temporary Sub-Lieutenant George Walker Thomson, R.N.V.R.

For gallantry, skill and outstanding devotion to duty in special operations in the Far East :—

The Distinguished Service Cross

Lieutenant (Sp.) Paul Edward Mason, R.A.N.V.R.

For bravery, coolness in action and devotion to duty during the campaign in Italy :—

The Distinguished Service Medal

Able Seaman William Jinks, P/JX.297779.

Mention in Despatches

Temporary Lieutenant-Commander Edward Richard Rayner, R.N.V.R.
Temporary Lieutenant (Sp.) Joseph Christopher Howard, R.N.V.R.
Temporary Lieutenant (Sp.) Gerald Ferrehs Shirley, R.N.V.R.
Temporary Sub-Lieutenant Alan Brown Childs, R.N.V.R.
Petty Officer Motor Mechanic Matthew Winter, P/MX.125911.
Able Seaman Eric William Thomas Cooper, C/JX.512186.

For bravery, skill and unremitting devotion to duty in successful air operations during the assault on Rangoon :—

Mention in Despatches

Lieutenant-Commander Andrew Rothwell Lane Butler, R.N.
Temporary Acting Lieutenant-Commander (A) Michael Trevor Fuller, R.N.V.R.
Temporary Lieutenant (A) Alfred Eric Landsell, R.N.V.R.
Temporary Lieutenant (E) John Cameron Burns, R.N.R.
Chief Petty Officer (A) Edward Jutland Watts Sherlock, FX.77496.
Ordnance Artificer First Class Francis William David England, P/MX.46705.
Air Artificer Fourth Class Aubrey William James Beer, FX.75001.
Air Artificer Fourth Class Clifford Fleet, FAA/SFX.160.
Acting Leading Seaman Gordon Charles Lidgett, D/JX.351776.

For courage, tenacity and great devotion to duty in fire-fighting and rescue work under exceptionally hazardous conditions :—

Mention in Despatches (Posthumous)

Lieutenant William Frederick Hale, R.C.N.V.R.

Mention in Despatches

Commander Harry Richman, R.N.R.
Lieutenant Ian Andrew Bryant Quarrie, R.N.V.R.
Temporary Lieutenant Cecil William Ford, D.S.C., R.N.V.R.
Temporary Surgeon Lieutenant William Lawrie Leslie, R.C.N.V.R.
The Reverend M. T. Dod, Temporary Chaplain, R.C.N.
Temporary Sub-Lieutenant Gwynvor Michael Kirkland, R.N.V.R.
Temporary Acting Sub-Lieutenant Michael Nassau Molesworth, R.N.V.R.
Temporary Acting Sub-Lieutenant Roy Preston Whiteside, R.N.V.R.
Temporary Acting Sub-Lieutenant Robert Augustus Williams, R.N.V.R.
Mr. Harold Groom, Temporary Gunner (T), R.N.
Temporary Chief Petty Officer James Arthur East, P/J.44140.
Petty Officer Second Hand Henry Raphael Barber, LT/JX.199001.
Petty Officer J. E. Bithall, P/X.20979.
Petty Officer Motor Mechanic Arthur Henry Gibbs, P/MX.502784.
Leading Seaman Ronald Marmington Balmain, C/J.113612.
Acting Leading Stoker Kenneth Cull, C/KX.140175.
Able Seaman Charles Burroughs, C/JX.640143.
Motor Mechanic George Henry Munro, R.C.N.V.R., V.63528.
Stoker First Class John Lawrence Mears, R.C.N.V.R., V.44723.
Stoker (M) Leonard Ervine Young, R.C.N.V.R., V.55462.
Sick Berth Attendant James Blair, D/MX.112308.
Sick Berth Attendant Walter Reginald Fraser, R.C.N.V.R., V.11946.

For gallantry, determination and outstanding devotion to duty

Mentioned in Despatches

Temporary Lieutenant (E) Denis William Laidlaw, R.N.
Petty Officer William Day, P/MX.68229.

For excellent service, zeal and efficiency whilst holding their respective appointments as Commodore of Ocean Convoys over a period of three years :

Mention in Despatches :

Captain Henry Noel Marryat Hardy, R.N. (Ret.).
Captain (Commodore Second Class) Robert Aveline Melhuish, R.I.N. (Ret.).

For courage, skill and selfless devotion to duty in the rescue of survivors from a burning tanker :

Mention in Despatches

Petty Officer Motor Mechanic Harry Robert Worley, C/MX.77591.
Leading Seaman Vivian Victor Broom, C/JX.168298.

For good service and fine seamanship in the performance of his duties in convoy operations :

Mention in Despatches

Leading Signalman Norman Taylor, C/JX.182834 (Oldham, Lanes.).

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

A.F.O. 1405/45

The citation for Temporary Lieutenant Gordon Ellis Bisson, R.N.Z.N.V.R. (Napier, N.Z.) should now read as follows :—

For zeal, efficiency and devotion to duty in support of the assault operations at Walcheren.

A.F.O. 3434/45

The Distinguished Service Cross

Lieutenant-Commander Alfred Stapledon Miller, R.N.Z.N.V.R.

A.F.O. 3864/45

The Military Medal

Marine (Lance-Corporal) Edward Charles Saberton, Ch.X.101281, R.M.

A.F.O. 3732/45

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

Acting Captain Roderick Edward Francois McQuhae Mackenzie, D.S.C., R.N. (Ret.).

4268.—Netherlands Currency—Withdrawal of 100 Florin Notes

(W.G.F. 466/45.—2 Aug. 1945.)

The Netherlands 100-florin notes of which a description was promulgated in C.A.F.O. 2788/44, ceased to be legal tender as from 14th July, 1945, and no further notes of this denomination should be accepted for exchange. Any such notes in the hands of supply officers should, wherever possible, be repatriated to a supply officer in the Netherlands without delay or, if this is not possible, they may be forwarded to The Cashier, H.M. Dockyard, Chatham (A.F.O. 3990/45, paragraph 23 (b) (iv)). In either case they should be accompanied by a certificate that the notes formed part of the public balance on the date of the receipt of this order.

2. In view of the possibility of the smaller denominations of Netherlands notes being demonetised in the near future, stocks of this currency should be kept to an absolute minimum ; any notes surplus to immediate requirements being disposed of in the usual manner.

(C.A.F.O. 2788/44 and A.F.O. 3990/45.)

***4269.—Annual General Meeting of the National Association for the Employment of Regular Sailors, Soldiers and Airmen**

(D.S.C./D.P.S. 908/45S.C.—2 Aug. 1945.)

(Included in Notice Boards Issue only.)

***4270.—Physical and Recreational Training Instructors, 2nd Class—Qualifying Course for Active Service Ratings**

(N. 19879/45.—2 Aug. 1945.)

A qualifying course of four months' duration for Continuous and Special Service Petty Officers and Leading Seamen will commence at the R.N. School of P.R.T., Portsmouth, early in 1946.

2. Able Seamen passed for Leading Seamen may also be accepted if recommended, but Able Seamen who qualify will not be eligible for draft at sea as P.R.T. Instructors until rated Acting Leading Seaman. The number of ratings selected will not exceed 10 from each port.

3. Subject to their availability, candidates will be selected by Superintendent, P.R.T. School, from the names of volunteers received.

4. The conditions laid down in B.R. 1066, Appendix IV, No. 107, must be fulfilled in all cases.

5. Non-substantive pay of 9d. per diem for P.R.T. Instructors, 2nd Class, and 1s. 3d. per diem for P.R.T. Instructors, 1st Class, is payable from the date of qualification.

(B.R. 1066, Appendix IV, No. 107.)

***4271.—Repatriated Prisoners of War—Extra Clothing Coupons**

(N.L. 7736/45.—2 Aug. 1945.)

Repatriated Prisoners of War from the European Theatre should ascertain whether their next-of-kin hold an issue of prisoner of war clothing coupons made by the Red Cross. If so, they may retain them for their own use. If the next-of-kin have returned the coupons to the Red Cross or have already used them to prepare a parcel, or if no issue was made to them owing to the suspension of the despatch of parcels, repatriated prisoners of war should apply for an issue, in writing, to the Red Cross, Next-of-Kin Parcels Centre, 14 Finsbury Circus, London, E.C.2.

2. As from 18th June, 1945, all repatriated prisoners of war returning from the Far East should be issued by the Supply Officer of the selected Naval establishment through which they pass with 20 emergency clothing coupons. Coupons so issued should be accounted for in the usual way and shown separately on the monthly return rendered to the Board of Trade (A.F.O. 5817/43, Appendix D). Any who returned to the United Kingdom from the Far East prior to the 18th June may apply to the War Organisation of the British Red Cross Society and Order of St. John, Far East Section, 9, Park Place, St. James's Street, S.W.1, for 20 coupons.

(A.F.Os. 5817/43 and 6674/44.)

***4272.—Temporary Commissions—Selection of Ratings from Lower Deck—Promotion to Acting Sub-Lieutenant, R.N.V.R.**

(C.W. 30855/45.—2 Aug. 1945.)

Cadet ratings of H.M.S. "King Alfred" who have not attained the standard for immediate promotion to Acting Sub-Lieutenant R.N.V.R. although over the age of 19½, may, at the discretion of the Admiralty Passing Out Board, H.M.S. "King Alfred," be recommended for promotion to Temporary Midshipman, R.N.V.R.

2. The Admiralty Passing Out Board may similarly recommend that the promotion to Acting Sub-Lieutenant, R.N.V.R., of cadet ratings who are below the age of 19½ on being rated Midshipman and who are unlikely to attain the standard for Acting Sub-Lieutenant, R.N.V.R., on reaching that age, is to be deferred until they have completed a minimum of six months' sea service and have been recommended by their Commanding Officers.

3. Midshipmen in both of these categories should be drafted to sea as soon as possible after promotion, their appointment nomination forms endorsed accordingly with reference to this A.F.O., and their Commanding Officers instructed by letter to forward a report to the Admiralty as to their suitability for promotion to Acting Sub-Lieutenant, R.N.V.R. after six months' sea service.

(A.F.O. 4160/43.)

4273.—Royal Australian Navy—Compensatory Allowances

(C.W. 26494/45.—2 Aug. 1945.)

The following amended paragraphs are to be substituted for the existing paragraphs 2 and 3 (a) of Section (E) of A.F.O. 6307/43 :—

"2. Rates of Pay.—Except as provided for in paragraph 3 (a), pay and allowances are to be credited at the rates applicable to the Royal Australian Navy the present rates being shown in the Appendices to this Order."

"3. (a) *Travelling, Leave, Lodging and Provision Allowances.*—The liability for such expenses is:—

- (i) R.A.N. officers and ratings including reserves, undergoing courses and training in the Royal Navy at the request of the Australian authorities.
- (ii) R.A.N. exchange officers and all other R.A.N. officers and ratings, including reserves, except those referred to at (i) above, serving in the Royal Navy.
- Commonwealth liability at R.A.N. rates (*vide* Appendices) Travelling claims to be forwarded to H.M.A. Naval Depot, Australia House, London, W.C.2.
- Admiralty liability at R.N. rates and under R.N. conditions from date of arrival at first "joining point." Travelling claims to be paid in R.N. ships, or referred to Admiralty if necessary.

The basic date for the introduction of these instructions is 1st August, 1945. No adjustment is to be made in the case of any payment or credit of these allowances prior to that date."

2. The following addition should be made to paragraph 1 of Appendix II and paragraph 2 of Appendix IV:—

"Section E, paragraph 3 (a) specifies the occasions on which certain allowances, being Admiralty liability, are paid at R.N. rates."

(A.F.O. 6307/43.)

(A.G.M. 136A is cancelled.)

4274.—R.N.Z.N. Personnel—Respirator Equipment

(N.16751/45.—2 Aug. 1945.)

Information has been received that R.N.Z.N. personnel, when drafted back to N.Z., are arriving unequipped with anti-gas respirators. The regulations upon the subject of respirators require that all naval personnel shall be equipped with respirators issued on permanent loan and that they shall be maintained in an efficient state. These regulations are equally applicable to Dominion naval personnel.

4275.—Radar—Use of for Navigation—REPORTS

(D. of N. 08100/45.—2 Aug. 1945.)

It is desired to obtain further information on the use of Radar for navigation and the methods employed.

2. Ships carrying qualified (N) Officers should render reports through their Administrative Authorities with a copy to the Captain, H.M.S. "Dryad", whenever any information of interest has been obtained.

*4276.—Special Branch Cypher Officers—Promotion of H.O. Ratings.

(C.W. 46603/45.—2 Aug. 1945.)

With reference to A.F.O. 1043/45, there is now a sufficient number of R.N.V.R. Special Branch Cypher Officers to meet estimated requirements, and Admiralty Selection Boards (Cypher) will be discontinued after 27th August, 1945.

2. No further Forms C.W.1 (T) are to be commenced, and ratings already recommended should be discharged to R.N. Barracks, Chatham, in sufficient time to appear before either of the two remaining boards to be held on 30th July and 27th August, 1945.

(A.F.O. 1043/45.)

(A.G.M. 141A is cancelled.)

4277.—Recruiting Staff Officers—Vacancies for

(C.W. 37955/45.—2 Aug. 1945.)

Vacancies for recruiting staff officers at Birmingham and Glasgow will arise in 1945; further vacancies at Southampton, Newcastle and Derby will probably arise in 1946 and early 1947.

2. Applications from R.N. and R.M. officers, not above the ranks specified in paragraph 5, who wish to be considered for appointment to the recruiting service, should be forwarded to the Secretary of the Admiralty through the usual channels and should be accompanied by the remarks of the Commanding Officer and the Administrative authority regarding the suitability of the officer for such appointment.

3. Candidates must be physically fit and be prepared to serve in districts other than those specified above.

4. Recruiting staff officers receive £400 p.a. plus Civil Service bonus (at present £60 p.a.) in addition to the retired pay of their rank. Subsistence allowance is payable at Service rates when away from headquarters and car mileage is allowable.

5. The terms of appointment (which may, however, be subject to modification in regard to a possible extension of the upper age limit) are in the Instructions for Recruiting (B.R.689) Articles 112 and 113, as follows:—

"Retired officers nominated to the recruiting service may be of the rank of Commander, Royal Navy, or Lieutenant-Colonel, Royal Marines, or of such lower rank as the Admiralty may approve.

(2) Except under special circumstances officers will not be selected for these appointments who have attained the age of 50 years. Retired commissioned officers from Warrant rank and pensioner Warrant officers, Royal Navy, and retired Quartermasters, Royal Marines, must be under the age of 57 years. On attaining this age their names will be removed from the list of applicants for appointment."

"The appointment of retired officers, except in the case of commissioned officers from Warrant rank, and Warrant officers, Royal Navy, and Quartermasters, Royal Marines, will be made for a period of five years, subject to Their Lordships' pleasure, and may be extended up to the age of 58, should it be considered for the good of the Service.

(2) The duration of appointment of commissioned officers from Warrant rank, Warrant officers, Royal Navy, and Quartermasters, Royal Marines, will be three years, with extension in special cases at the discretion of the Admiralty up to a maximum of five years. These appointments will be vacated on the holder attaining the age of 62 years."

6. The first year of service with the recruiting department will be considered as probationary and the service of officers will be dispensed with if unsatisfactory.

7. Officers who have already been employed in the recruiting department should re-submit their names under this Order if they desire further employment.

*4278.—Accelerated Promotion

(C.W. 48958/45.—2 Aug. 1945.)

The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Lieutenant from the dates shown:—

Executive

J. T. Lorimer, D.S.O....	"President I"—(ex P.O.W.) ...	1st January, 1944
Reginald George Clark	"Copra"—(L.C.T.) ...	1st August, 1945
Anthony Niblock ...	"Alisma" ...	1st August, 1945
R. B. Smyth ...	"Holmes" ...	1st August, 1945
R. H. Coomes ...	"Copra"—(L.C.T.) ...	1st August, 1945
N. L. Graves ...	"Elfreda" ...	1st August, 1945
J. H. T. Ives ...	"Hoste" ...	1st August, 1945
D. B. Wallace ...	"Copra"—(L.C.T.) ...	1st August, 1945
V. R. Baldwin ...	"Postillion" ...	1st August, 1945
W. C. Moorcroft ...	"Kilmarnock" ...	1st August, 1945
A. J. Hart, D.S.C. ...	"Curzon" ...	1st August, 1945
J. P. Davies ...	"Mantis" ...	1st August, 1945
A. W. Church ...	"Somaliland" ...	1st August, 1945
J. A. Perry ...	"Kilham" ...	1st August, 1945
B. F. Drage ...	"Mantis" for M.T.B. "755" ...	1st August, 1945
G. T. C. Adams, D.S.C.	"Vidette" ...	1st August, 1945

H. A. Hagman... "Iron Duke" (for R.M.L. "540") 1st August, 1945

C. C. Gough, D.S.C. ... "Beehive" (for M.T.B. "414") 1st August, 1945

Executive—contd.

F. L. Brooks ...	"Imperialist" ...	1st August, 1945
F. J. R. Shadholt ...	"Beehive" for M.T.B. "483" ...	1st August, 1945
D. H. Palmer ...	"Kilmelford" ...	1st August, 1945
A. C. Jones ...	"Scott" ...	1st August, 1945
E. N. Smale ...	"Foam" ...	1st August, 1945
J. W. Pendrill ...	"Rajah" ...	1st August, 1945
C. Kyle ...	"Copra" ...	1st August, 1945
G. F. Abbott ...	"Aberdeen" ...	1st August, 1945
L. D. Horn ...	"Kilmacolin" ...	1st August, 1945
J. J. Clark ...	"Kilham" ...	1st August, 1945
D. T. N. Lewis ...	"Dovey" ...	1st August, 1945
P. J. Kennedy ...	"Carron" ...	1st August, 1945
R. Hopwood ...	"Cheerful" ...	1st August, 1945
R. S. H. Hope ...	"Awe" ...	1st August, 1945
J. N. Rogers ...	"Keppel" ...	1st August, 1945
C. E. Hyssett ...	"Moorsom" ...	1st August, 1945
P. J. Darkins ...	"Camellia" ...	1st August, 1945
M. F. R. Potter ...	"Undaunted" ...	1st August, 1945
R. S. F. Webber ...	"Wivern" ...	1st August, 1945
D. Sherratt ...	"Fort York" ...	1st August, 1945
K. Studd ...	"Opportune" ...	1st August, 1945
L. R. Pincott ...	"Lookout" ...	1st August, 1945
A. W. Lloyd ...	"Drake IV" (for L.S.T. "410") ...	1st August, 1945
M. G. W. Van Den Driessche	"Odyssey" ("Royal Athelstan") ...	1st August, 1945
E. R. Chard ...	"Scorpion" ...	1st August, 1945
D. F. A. Medhurst ...	M.T.B. "721" ...	1st August, 1945
I. C. S. Inglis, D.S.C. ...	"Bragansa" (for M.L. "247") ...	1st August, 1945

Flying

F. Waldie ...	"Landrail" ...	1st August, 1945
E. R. Spence ...	"Indomitable" ...	1st August, 1945
A. F. Moodie ...	"Puncher" ...	1st August, 1945

Engineer

F. V. Brown ...	"James Cook" ...	1st August, 1945
A. O. N. Forsyth ...	"Black Bat" ...	1st August, 1945
E. H. Holt ...	"Northney II" ...	1st August, 1945
E. J. B. Say ...	"President" (D.C.F.M.) ...	1st August, 1945
A. W. Cowie ...	"Lothian" ...	1st August, 1945

Air Engineer

L. W. Crawford ...	"Vulture" ...	1st August, 1945
D. P. Hawkins ...	"Jackdaw" ...	1st August, 1945
J. W. Forrester ...	"Jackdaw" ...	1st August, 1945
F. K. Sharp ...	"Gadwall" ...	1st August, 1945
J. Sumner ...	"Sanderling" ...	1st August, 1945
I. Tutton ...	"Heron" ...	1st August, 1945
P. V. L. Jones ...	"Goldcrest" ...	1st August, 1945

Electrical

M. P. Rathbone ...	"Hamilcar" ...	1st August, 1945
J. C. West ...	"Ferret" ...	1st August, 1945
T. E. Simms ...	"Orlando" ...	1st August, 1945
K. G. Harris ...	"President" (L.C.M.S.D.) ...	1st August, 1945

Supply and Secretariat

J. Gibson ...	"Resource" ...	1st August, 1945
E. H. Johnson ...	"Resource" ...	1st August, 1945
H. L. Lloyd ...	"Rajaliya" ...	1st August, 1945
T. E. Lloyd ...	"Orlando" ...	1st August, 1945
A. B. Dyson ...	"Sea Serpent" ...	1st August, 1945
R. J. Fitzgerald ...	"Watchful" ...	1st August, 1945
W. Blacklaw ...	"Waxwing" ...	1st August, 1945
J. Fawcitt ...	"Epping" ...	1st August, 1945
John Richardson ...	"Fann" ...	1st August, 1945

Supply and Secretariat—contd.

E. G. Powell ...	"Moreta" ...	1st August, 1945
A. L. Thomas ...	"Cormorant" ...	1st August, 1945
J. F. Farrer ...	"Pembroke IV" ...	1st August, 1945
H. Holland ...	"Myloden" ...	1st August, 1945
D. P. Crump ...	"St. Tudno" ...	1st August, 1945
D. J. MacLeod ...	"Lanka" ...	1st August, 1945

Special (CY)

P. Ashford ...	"Royal Athelstan" ...	1st August, 1945
W. H. Carter ...	"Byrsa" ...	1st August, 1945

Special

C. Stephens ...	"Scotia" ...	1st August, 1945
J. Massey ...	"Excellent" ...	1st August, 1945
R. M. O. Havers ...	"Birmingham" ...	1st August, 1945
B. H. Page ...	"Birmingham" ...	1st August, 1945
Cuthbert Wright ...	"Lanka" ...	1st August, 1945
W. B. Jamison ...	"Victory III" for O.S.E.D. ...	1st August, 1945
James Drummond Gray ...	"Illustrious" ...	1st August, 1945
W. H. Crabtree ...	"Collingwood" ...	1st August, 1945
W. A. Hepworth ...	"Victory" ...	1st August, 1945
W. L. Moxham ...	"President" (D.C.F.M.) ...	1st August, 1945
P. Clayton ...	"Armadillo" ...	1st August, 1945
W. F. Bottrill ...	"Kestrel" ...	1st August, 1945

R.A.N.R. Executive

C. J. Tivendale ...	"Loch Fada" ...	1st August, 1945
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2. The following Temporary Sub-Lieutenants have been promoted to the rank of Temporary Acting Lieutenant from the dates shown:—

Executive

Archibald Campbell (1) ...	"Copra" for "Cricket" ...	1st August, 1945
J. E. Norton ...	"Odyssey" (N.P. 200) ...	1st August, 1945
K. Martin-Jones ...	"Wagtail" ...	1st August, 1945

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

(A.F.O. 4067/44.)

***4279.—Released Personnel—Appointments with U.N.R.R.A. and Allied Control Commissions**

(N. 25590/44.—2 Aug. 1945.)

Appointments with U.N.R.R.A.

Details of these appointments are shown in A.F.O. 754/45, which is applicable to civilian staff serving under the Admiralty, and in A.F.O. 3008/45, which is applicable to W.R.N.S. personnel.

Volunteers for these appointments from Naval and Marine personnel cannot be released from service until they are due for release in Class A under their age and service groups, and it is not possible for the Administration to maintain a waiting list of Naval personnel for possible appointment to the Administration when their release is due, particularly as the number of vacancies in the organization fluctuates considerably from time to time. The Ministry of Labour and National Service Appointments department are aware of vacancies on the staff of the Administration, however, and candidates are advised to apply to that department on dispersal to resettlement leave.

2. *Allied Control Commissions for Germany and Austria.*—Appointments to the Naval Divisions of these Commissions will be made from active list Naval personnel under the normal appointment procedure for officers and drafting arrangements for ratings. Application is, therefore, unnecessary. In addition, as stated in A.F.O. 754/45, there may be vacancies in the civil sections of the Commissions for administrative, executive, clerical and typing grades, and also for interpreters in German and Russian. Candidates for these appointments cannot be released from service until they are due for release in Class A, and applications should, therefore, be made either to Control Commissions for Germany and Austria (British Elements),

War Office (C.10), Norfolk House, St. James' Square, S.W.1, or through the local office of the Ministry of Labour and National Service on dispersal to resettlement leave.

3. Candidates who have already applied for appointments through Service channels should renew their applications when they are released.

(A.F.Os. 754/45 and 3008/45.)

4280.—Savings, National "Thanksgiving Weeks"—Naval Assistance

(M.1277/45.—2 Aug. 1945.)

The 1945 Campaign of the National Savings Movement will, as in previous years, take the form of special "weeks", spread over a period, and to be organized by local Savings Committees. In view of the successful end of the European war, the weeks will be known as "Thanksgiving Weeks", and, since it is felt that in a campaign of this nature tribute will naturally be paid to the achievements of the fighting services, it has been suggested to local organizers that one or more days in each local "week" should be dedicated to the Armed Forces or to a particular arm. The campaign will open on 15th September, 1945, with a "London Week", and is expected to conclude towards the end of November.

2. So far as operational and training requirements are not interfered with, naval authorities should give all possible assistance to local organizers by the provision of naval personnel, if requested to do so, in consultation with the Regional Commissioners of the National Savings Movement as necessary. Requests which cannot be met locally should not be referred to the Admiralty, but be addressed by local organizers to the National Savings Committee who will approach the Admiralty as necessary.

3. Travelling and incidental expenses will be chargeable to Navy Votes, but no expenditure should be incurred in connection with the hire of halls for displays and exhibitions, as this is the responsibility of the National Savings Committee.

4. Requests for Royal Marines bands should be made to the C.G.R.M., through the Regional Savings Commissioners, but it should be stressed that owing to the requirements of the Japanese war, the Royal Marine Bands in Great Britain will be depleted, and probably will not be able to undertake "Thanksgiving Weeks" engagements other than local ones. Applications for voluntary Naval bands should be settled locally. Naval Authorities may be asked to speak publicly in connection with "Thanksgiving" Weeks, and should be prepared to do so if necessary.

5. It will not be possible for the Admiralty to entertain requests for the loan of material for exhibition purposes, save in exceptional circumstances, but arrangements are now being made by the Chief of Naval Information, Admiralty, for a pool of photographs, which will be lent where required.

†4281.—Disposal of Small Craft—Organization

(A.O.S.D. 72/45.—2 Aug. 1945.)

It is stated in Appendix I to A.F.O. 3276/45 that the Admiralty is the Disposal Department for small craft of non-commercial types and fishing vessels. The Director of Navy Contracts will be responsible for the sale of Admiralty-owned surplus fishing vessels, including those vessels which were built for naval service during the war and are considered suitable for fishing. The following paragraphs describe the arrangements for the disposal of small craft of non-commercial types *in home waters only*: abroad, disposal of small craft will be dealt with in the manner approved for surplus stores and material generally, concerning which separate instructions will be issued.

2. A Director of Small Craft Disposals (D.S.C.D.) has been appointed. The officer selected to fill this post is Sir Noel Macklin, Chairman of The Fairmile Marine Co. Ltd. In connection with his disposals duties he will utilize such staff of the Fairmile Marine Co. as is necessary and will operate from the headquarters of the company at Cobham, Surrey. He will, however, carry out his disposals duties as an Admiralty officer and not as the Chairman of the Fairmile Marine Co.

3. He will be responsible for the custody of all small craft of non-commercial types in home waters which the Admiralty, as Disposal Department, may declare

surplus to Government requirements. As an exception to this rule, the Ministry of War Transport (D. of S.T.) will remain responsible temporarily for the custody of yachts which were acquired compulsorily by H.M. Government during the war. The intention is that such yachts should be re-sold to their original owners by D. of S.T.; if, however, the original owners decide not to re-purchase them the vessels will be transferred to D.S.C.D. for disposal, and at that stage he will assume responsibility for their custody. D.S.C.D. and D. of S.T. will work in close co-operation, and as a matter of convenience all yachts so far declared surplus will remain in the care of the latter, whereas the former will provide for the custody of yachts declared surplus after a future agreed date.

4. D.S.C.D. will in due course make arrangements direct with the authorities concerned for taking over any small craft falling within his responsibilities, which have been declared surplus and are at present in Naval custody. He will maintain liaison with Flag Officer Commanding, Reserve Fleet, who is arranging to afford him such facilities as are possible in connection with berthing.

5. He will subsequently take all necessary steps to advertise craft for sale and to negotiate sales. It is anticipated that he will be able to give purchasers advice concerning the conversion and repair of craft.

6. Naval authorities should afford the Director of Small Craft Disposals and his representatives all facilities to inspect craft already or in future likely to become surplus, and to give them any other assistance necessary for the execution of their duties.

7. Their Lordships believe that many naval pensioners and others may intend to acquire small craft for pleasure and other purposes on return to civil life. They have every sympathy with the desire of such personnel to acquire surplus Admiralty craft and recommend that Commanders-in-Chief should arrange for notices to be displayed at the home ports and elsewhere calling attention to the functions of the Director of Small Craft Disposals. Applications to purchase small craft should be addressed to:—

The Director of Small Craft Disposals,
The Fairmile,
Cobham, Surrey.

(A.F.O. 3276/45.)

4282.—Acting Sub-Lieutenants R.N.—Courses, September, 1945—REPORTS

(C.W. 47235/45.—2 Aug. 1945.)

Provided that they are duly recommended, the Midshipmen named in the following groups are due for promotion to Acting Sub-Lieutenant on the 1st September, 1945, and to undergo shore courses for the rank of Lieutenant. They will be required to join for courses, p.m. on the 9th September, 1945.

2. Midshipmen are to be discharged in sufficient time to take a short period of leave before commencing their studies.

3. Attention is particularly invited to K.R. & A.I. Article 263, as amended by A.F.Os. 2968/42, 12/43 and 929/44.

4. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch). Officers discharged from ships on foreign stations are also to report their addresses to H.M.S. "Excellent" and the date of their arrival.

5. Individual appointments will not be promulgated in C.W. List of Appointments nor will personal appointments be sent to the officers except where deviation from the programme becomes necessary. Officers will be borne on the books of "Excellent" throughout the courses. They will be accommodated at the establishments named against the respective courses.

6. Commanding officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of the receipt of this Order are made acquainted with its details.

7. Officers proceeding to the R.N. Air Station, Arbroath, for the Air Course should leave London for Arbroath on Saturdays, travelling by the train leaving King's Cross at 1900 and arriving at Arbroath at 0641 hours on Sundays.

8. Sub-Lieutenants attending the Gunnery Course in H.M.S. "Excellent" will wear blue serge working dress, anklets, web marine, and boots, during instructional hours.

9. A number of Acting Sub-Lieutenants (ex Lower Deck) now undergoing instruction, four Acting Sub-Lieutenants, Royal Hellenic Navy, and two Acting Sub-Lieutenants, Chinese Navy, will also be appointed to these courses.

Name	Ship	Course
<i>Group "C"</i>		
H. M. Simeon	"King George V"	<i>Anti-Submarine—</i> Begins 10 Sep. 1945.
M. E. Hughes	"Racehorse"	Ends 15 Sep. 1945.
J. H. Parbury	"London"	H.M.S. "Excellent."
P. D. Jenks	"Nubian"	<i>Radar—</i>
P.E. C. Berger	"Marne"	Begins 17 Sep. 1945.
K. D. J. Lorimer... ..	"Harrier"	Ends 22 Sep. 1945.
M. R. Clover	"Napier"	R.N. Barracks, Portsmouth.
P. L. Barton	"Golden Hind"	<i>Divisional—</i>
J. H. Nash	"Paladin"	Begins 24 Sep. 1945.
D. R. Benson	"Troubridge"	Ends 6 Oct. 1945.
		R.N. Barracks, Portsmouth.
		<i>Air—</i>
		Begins 8 Oct. 1945.
		Ends 13 Oct. 1945.
		R.N. Air Station, Arbroath.
		<i>Signals—</i>
		Begins 15 Oct. 1945.
		Ends 3 Nov. 1945.
		R.N. Barracks, Portsmouth
		<i>Navigation—</i>
		Begins 5 Nov. 1945.
		Ends a.m. 29 Nov. 1945.
		H.M.S. "Dryad."
		<i>Anti-Gas—</i>
		Begins p.m. 29 Nov. 1945.
		Ends 1 Dec. 1945.
		H.M.S. "Dryad."
		<i>Torpedo—</i>
		Begins 3 Dec. 1945.
		Ends 22 Dec. 1945.
		H.M.S. "Vernon."
		<i>Gunnery—</i>
		Begins 24 Dec. 1945.
		Ends 2 Feb. 1946.
		(Fire-fighting, 2 Jan. 1946 ; Submarine, 10 Jan. 1946.)
		H.M.S. "Excellent."
<i>Group "D"</i>		
I. W. Marchant	"King George V"	<i>Divisional—</i>
K. Singh, R.I.N.	"King George V"	Begins 10 Sep. 1945.
V. A. Kamath, R.I.N.	"Zebra"	Ends 22 Sep. 1945.
P. E. Rous-Moore	"Redoubt"	R.N. Barracks, Portsmouth.
J. O. Clarke	"Virago"	<i>Radar—</i>
D. B. Sanders	"Fleming"	Begins 24 Sep. 1945.
G. C. Chapman	"Gregale"	Ends 29 Sep. 1945.
A. W. K. Brown	"Harrier"	R.N. Barracks, Portsmouth
P. F. R. Corson	"Norman"	<i>Gunnery—</i>
Otto Andersen, R.Nor.N.		Begins 1 Oct. 1945.
Christen Smith, R.Nor.N.		Ends 10 Nov. 1945.
Egil Olsson, R.Nor.N.		(Firefighting, 10 Oct. 1945 ; Submarine, 18 Oct. 1945.)
		H.M.S. "Excellent."

Name	Ship	Course
Rene Grepne, R.Nor.N.		<i>Signals—</i>
Robert Helseth, R.Nor.N.		Begins 12 Nov. 1945.
		Ends 1 Dec. 1945.
		R.N. Barracks, Portsmouth.
		<i>Air—</i>
		Begins 3 Dec. 1945.
		Ends 8 Dec. 1945.
		R.N. Air Station, Arbroath.
		<i>Navigation—</i>
		Begins 10 Dec. 1945.
		Ends a.m. 3 Jan. 1946.
		H.M.S. "Dryad."
		<i>Anti-Gas—</i>
		Begins p.m. 3 Jan. 1946.
		Ends 5 Jan. 1946.
		H.M.S. "Dryad."
		<i>Anti-Submarine—</i>
		Begins 7 Jan. 1946.
		Ends 12 Jan. 1946.
		H.M.S. "Excellent."
		<i>Torpedo—</i>
		Begins 14 Jan. 1946.
		Ends 2 Feb. 1946.
		H.M.S. "Vernon."
<i>Group "E"</i>		
P. A. Bence-Trower	"King George V"	<i>Radar—</i>
T. F. Hubbard	"Redoubt"	Begins 10 Sep. 1945.
M. A. de Meric	"Eskimo"	Ends 15 Sep. 1945.
D. G. R. Grundy	"Penn"	R.N. Barracks, Portsmouth.
J. R. B. Montanaro	"Gregale"	<i>Anti-Submarine—</i>
B. K. Shattock	"Harrier"	Begins 17 Sep. 1945.
P. K. Collier	"Napier"	Ends 22 Sep. 1945.
J. N. Humphry-Baker	"Rapid"	H.M.S. "Excellent."
Kjell Hofstedt, R.Nor.N.		<i>Air—</i>
Leif Lorentzen, R.Nor.N.		Begins 24 Sep. 1945.
Joh Tafjord, R.Nor.N.		Ends 29 Sep. 1945.
Karl Johannesen, R.Nor.N.		R.N. Air Station, Arbroath.
		<i>Navigation—</i>
		Begins 1 Oct. 1945.
		Ends a.m. 25 Oct. 1945.
		H.M.S. "Dryad."
		<i>Anti-Gas—</i>
		Begins p.m. 25 Oct. 1945.
		Ends 27 Oct. 1945.
		H.M.S. "Dryad."
		<i>Gunnery—</i>
		Begins 29 Oct. 1945.
		Ends 8 Dec. 1945.
		(Firefighting, 7 Nov. 1945 ; Submarine, 15 Nov. 1945.)
		H.M.S. "Excellent."
		<i>Divisional—</i>
		Begins 10 Dec. 1945.
		Ends 22 Dec. 1945.
		R.N. Barracks, Portsmouth.
		<i>Torpedo—</i>
		Begins 24 Dec. 1945.
		Ends 12 Jan. 1946.
		H.M.S. "Vernon."
		<i>Signals—</i>
		Begins 14 Jan. 1946.
		Ends 2 Feb. 1946.
		R.N. Barracks, Portsmouth.

Name	Ship	Course
<i>Group " F "</i>		
J. D. Armour	" King George V "	<i>Air</i> — Begins 10 Sep. 1945.
D. C. Llewelin, R.I.N. ...	" Racehorse "	Ends 15 Sep. 1945.
S. R. D. Mehta, R.I.N. ...	" King George V "	R.N. Air Station, Arbroath.
P. C. Batra, R.I.N.	" Harrier "	<i>Gunnery</i> —
W. E. B. Godsall	" Verulam "	Begins 17 Sep. 1945.
A. R. Algar	" Penn "	Ends 27 Oct. 1945.
C. H. Seaward	" Gregale "	(Firefighting, 26 Sep. 1945 ;
B. M. Cocup	" Harrier "	Submarine, 4 Oct. 1945.)
J. G. Herring	" Tenacious "	H.M.S. " Excellent."
Ole Wang, R.Nor.N.		<i>Divisional</i> —
Johan Moller, R.Nor.N.		Begins 29 Oct. 1945.
Anders Schroder, R.Nor.N.		Ends 10 Nov. 1945.
Joachim Greig, R.Nor.N.		R.N. Barracks, Portsmouth.
Gustav Steimler, R.Nor.N.		<i>Anti-Submarine</i> —
		Begins 12 Nov. 1945.
		Ends 17 Nov. 1945.
		H.M.S. " Excellent."
		<i>Radar</i> —
		Begins 19 Nov. 1945.
		Ends 24 Nov. 1945.
		R.N. Barracks, Portsmouth.
		<i>Navigation</i> —
		Begins 26 Nov. 1945.
		Ends a.m. 20 Dec. 1945.
		H.M.S. " Dryad."
		<i>Anti-Gas</i> —
		Begins p.m. 20 Dec. 1945.
		Ends 22 Dec. 1945.
		H.M.S. " Dryad."
		<i>Signals</i> —
		Begins 24 Dec. 1945.
		Ends 12 Jan. 1946.
		R.N. Barracks, Portsmouth.
		<i>Torpedo</i> —
		Begins 14 Jan. 1946.
		Ends 2 Feb. 1946.
		H.M.S. " Vernon."
<i>Group " G "</i>		
G. W. Foggo	" King George V "	<i>Divisional</i> —
R. J. Rickard	" Roebuck "	Begins 10 Sep. 1945.
M. St. J. Fancourt	" Eskimo "	Ends 22 Sep. 45.
A. J. C. Reger	" Flamingo "	R.N. Barracks, Portsmouth.
M. J. E. Owen	" Meteor "	<i>Radar</i> —
W. J. Soames	" Harrier "	Begins 24 Sep. 1945.
P. Maslen	" Rocket "	Ends 29 Sep. 1945.
R. J. L. Bristow	" Saumarez "	R.N. Barracks, Portsmouth.
J. H. Coke	" Virago "	<i>Torpedo</i> —
P. L. Keighley-Peach ...	" Quality "	Begins 1 Oct. 1945.
		Ends 20 Oct. 1945.
		H.M.S. " Vernon."
		<i>Navigation</i> —
		Begins 22 Oct. 1945.
		Ends a.m. 15 Nov. 1945.
		H.M.S. " Dryad."
		<i>Anti-Gas</i> —
		Begins p.m. 15 Nov. 1945.
		Ends 17 Nov. 1945.
		H.M.S. " Dryad."

Name	Ship	Course
<i>Group " G "—contd.</i>		
		<i>Signals</i> —
		Begins 19 Nov. 1945.
		Ends 8 Dec. 1945.
		R.N. Barracks, Portsmouth.
		<i>Air</i> —
		Begins 10 Dec. 1945.
		Ends 15 Dec. 1945.
		R.N. Air Station, Arbroath.
		<i>Gunnery</i> —
		Begins 17 Dec. 1945.
		Ends 26 Jan. 1946.
		(Firefighting 26 Dec. 1945.
		Submarine 3 Jan. 1946.)
		H.M.S. " Excellent."
		<i>Anti-Submarine</i> —
		Begins 28 Jan. 1946.
		Ends 2 Feb. 1946.
		H.M.S. " Excellent."
<i>Group " H "</i>		
R. C. Stone	" King George V "	<i>Torpedo</i> —
H. R. Weaving	" Rotherham "	Begins 10 Sep. 1945.
J. P. Seddon	" Nepal "	Ends 29 Sep. 1945.
R. E. Galbraith	" Vigilant "	H.M.S. " Vernon."
M. L. P. Badham	" Musketeer "	<i>Signals</i> —
Trygve Warberg, R.Nor.N.		Begins 1 Oct. 1945.
Per Haug, R.Nor.N.		Ends 20 Oct. 1945.
Sten Skjelfjord, R.Nor.N.		R.N. Barracks, Portsmouth.
Inge Stensland, R.Nor.N.		<i>Radar</i> —
		Begins 22 Oct. 1945.
		Ends 27 Oct. 1945.
		R.N. Barracks, Portsmouth.
		<i>Air</i> —
		Begins 29 Oct. 1945.
		Ends 3 Nov. 1945.
		R.N. Air Station, Arbroath.
		<i>Anti-Submarine</i> —
		Begins 5 Nov. 1945.
		Ends 10 Nov. 1945.
		H.M.S. " Excellent."
		<i>Gunnery</i> —
		Begins 12 Nov. 1945.
		Ends 22 Dec. 1945.
		(Firefighting, 21 Nov. 1945.
		Submarine, 29 Nov. 1945.)
		H.M.S. " Excellent."
		<i>Divisional</i> —
		Begins 24 Dec. 1945.
		Ends 5 Jan. 1946.
		R.N. Barracks, Portsmouth.
		<i>Navigation</i> —
		Begins 7 Jan. 1946.
		Ends a.m. 31 Jan. 1946.
		H.M.S. " Dryad."
		<i>Anti-Gas</i> —
		Begins p.m. 31 Jan. 1946.
		Ends 2 Feb. 1946.
		H.M.S. " Dryad."

Name	Ship	Course
<i>Group "I"</i>		
Hon. E. O. Ironside ...	"King George V"	<i>Radar</i> — Begins 10 Sep. 1945.
J. A. G. Roebuck ...	"Roebuck"	Ends 15 Sep. 1945.
J. E. Robathan ...	"Venus"	R.N. Barracks, Portsmouth.
C. H. H. Harwood ...	"Vigilant"	<i>Navigation</i> —
W. T. T. Pakenham ...	"Lookout"	Begins 17 Sep. 1945.
R. G. H. Hutchinson ...	"Rocket"	Ends a.m. 11 Oct. 1945.
M. E. St. Q. Wall ...	"Victory"	H.M.S. "Dryad."
A. I. D. Stewart ...	"Paladin"	<i>Anti-Gas</i> —
D. G. Bowden ...	"Blackmore"	Begins p.m. 11 Oct. 1945.
M. C. M. Mansergh ...	"Quality"	Ends 13 Oct. 1945.
		H.M.S. "Dryad."
		<i>Divisional</i> —
		Begins 15 Oct. 1945.
		Ends 27 Oct. 1945.
		R.N. Barracks, Portsmouth.
		<i>Torpedo</i> —
		Begins 29 Oct. 1945.
		Ends 17 Nov. 1945.
		H.M.S. "Vernon."
		<i>Anti-Submarine</i> —
		Begins 19 Nov. 1945.
		Ends 24 Nov. 1945.
		H.M.S. "Excellent."
		<i>Gunnery</i> —
		Begins 26 Nov. 1945.
		Ends 5 Jan. 1946.
		(Firefighting, 5 Dec. 1945 ; Submarine, 13 Dec. 1945.)
		H.M.S. "Excellent."
		<i>Air</i> —
		Begins 7 Jan. 1946.
		Ends 12 Jan. 1946.
		R.N. Air Station, Arbroath.
		<i>Signals</i> —
		Begins 14 Jan. 1946.
		Ends 2 Feb. 1946.
		R.N. Barracks, Portsmouth.

(A.F.Os. 2968/42, 12/43 and 929/44.)

***4283.—Acting Sub-Lieutenants (E)—Promotions**

(C.W. 10378/45.—2 Aug. 1945.)

The undermentioned promotions to the rank of Acting Sub-Lieutenant (E) have been made, to date 1st July, 1945:—

P. J. T. Woods	...	E.R.A.4	...	C/MX.57639
D. Kernan	...	O.A.3	...	P/MX.60596
W. L. Mayers	...	O.A.3	...	D/MX.56115
D. A. J. Sheppard	...	E.R.A.4	...	P/MX.58914
R. H. Keene	...	E.R.A.4	...	P/MX.55177
R. N. Presley	...	E.R.A.4	...	P/MX.56125
E. R. May	...	E.R.A.4	...	D/MX.57742
R. W. Barrett	...	E.R.A.4	...	D/MX.58854

(K.R. & A.I., Appendix XII, Part 7, Section III.)

(A.F.O. 5143/44.)

4284.—Training of Ratings for Stereoscopic Range-taking—Interim Scheme

(N. 11395/45.—2 Aug. 1945.)

Pending the reorganization of the Control Ratings (C.R.) Branch of Gunnery non-substantive ratings, consequent upon the gradual introduction of stereoscopic rangefinders in addition to coincidence rangefinders, a proportion of seamen qualifying as Control Ratings will specialize in Stereoscopic Range-taking and will be specially trained for this purpose only. Men so qualified will be known, temporarily, as Control Ratings (Stereo)—short title C.R.(S)—their qualifications will be noted on pages 2 and 6 of their gunnery history sheets and separate depot rosters will be kept. The rate of pay for C.R.(S) 3 will be 3*d.* a day as for C.R. 3; the rate for C.R.(S) 2 will be 9*d.* a day (6*d.* for Petty Officers) as for C.R. 2.

2. The Captains of R.N. Gunnery Schools are hereby authorized to grant the rate of C.R.(S) 3 to all men qualified in stereoscopic range-taking as from the date of qualification.

3. Recommendations for C.R.(S) 3 are to be shown separately from those for C.R. 3 on Forms S.1303.

4. Men are to be selected as follows:—

- In future, continuous service ratings only will be eligible;
- they should be Able Seamen;
- they must pass the requisite selection tests which can only be carried out in Gunnery Schools.

5. The eyesight standard is as follows:—

Visual acuity	...	...	Each eye separately 6/6.
Refractive error	...	...	Total hypermetropia under homatropine and cocaine +2.0 dioptres, of which not more than 0.5D may be due to astigmatism—astigmatism alone not more than 0.5D.
Esophoria	...	...	6 prism dioptres.
Escophoria	...	...	3 prism dioptres.
Vertical phoria	...	...	1 prism dioptre.
Interocular distance	...	...	Between 60 and 70 millimetres inclusive.

6. Wherever possible the eyesight test is to be passed before a man is recommended.

7. The training and qualification of C.R.(S) 3 can be undertaken only in R.N. Gunnery Schools.

8. The conditions for obtaining higher non-substantive rates will be promulgated when the reorganization of the Control Ratings Branch as a whole has been decided upon. In the meantime, where the quarter-bill and complement of a ship allow a "Control Rating, 2nd Class (stereo-trained rating)" for a stereoscopic rangefinder, a C.R.(S) 3, when filling such a billet, may be rated Acting C.R.(S) 2 under the usual conditions, *vide* K.R. & A.I., Articles 428 and 430.

(K.R. & A.I., Articles 428 and 430.)

4285.—W.R.N.S.—Abolition of Certain Categories and Cessation of Allocations and Transfers to These and Other Categories—REPORTS

(N. 19892/45.—2 Aug. 1945.)

The reduced number of women authorized for the W.R.N.S. and the implementation of the Re-allocation Plan, resulting in a large overall reduction in the total strength of that Service, makes it impracticable to replace wastage in every W.R.N.S. rating category, and, to achieve the numbers of releases which must be made by the end of 1945, it is necessary to abolish a number of categories and to declare others obsolescent.

2. As there will still be large requirements for ratings in the Writer, Stores, Domestic and Air Arm categories, it is inevitable that releases in these categories will be slower than in those in which the larger reductions are being made. It is hoped, therefore, that W.R.N.S. ratings who have given good service in categories in which large reductions must be made, and for whom there is no longer employment in those categories, will accept remuster so as to help to even out the rate of release by Age and Service groups in all categories, and so that they themselves may continue to assist in the prosecution of the war against Japan.

3. The categories to be abolished and those declared obsolescent are listed in the Appendix to this Admiralty Fleet Order, and are not to receive any further additions of strength, either by allocation of newly recruited personnel or by transfer from other W.R.N.S. categories.

4. When the supply of W.R.N.S. ratings in these categories becomes exhausted, it will be necessary to meet requirements in one of two ways, viz. :—

- (a) by the recruitment of civilians where suitable and available; or
- (b) by drafting men of equivalent ratings as indicated in column 2 of the Appendix to this Order.

Where the requirements are for the filling of approved billets (e.g., replacement of wastage) it must be clear that the requirement is essential and that wastage cannot be absorbed by redistribution of duties over the remaining staff. Where the requirements are completely new, they must satisfy the conditions of A.F.O. 6373/44.

5. As a particular W.R.N.S. category diminishes in strength, it may be necessary to redistribute the ratings of the category serving in any one command, in order to simplify administration.

6. Where these arrangements involve alterations of Schemes of Complement, the facts should be reported to the Admiralty so that the necessary amendments may be issued. W.R.N.S. regulating and quarters staff should be reduced pro rata to reductions in W.R.N.S. personnel.

7. The categories to be abolished are now declared redundant and will be formally abolished on 31st December, 1945.

8. Ratings being remustered will, in general, be required for the Quarters Assistant, Regulating, Cook, Steward, Writer, Stores, Mail Clerk or M/T Driver categories. Remustering will be effected under the redundancy terms outlined in A.F.O. 1049/45 and ratings will be required to sign the undertaking referred to in B.R. 1281(1), Paragraph 36, before being remustered. Any ratings not remustered who cannot be employed in their present category, will be retained for the present and given any available employment until they become due for release.

9. Ratings in the obsolescent categories shown in the Appendix who become surplus to requirements, should also be remustered as in paragraph 8, subject to the retention in the home commands of a 6 per cent. drafting margin.

10. As an exception to the general rule regarding transfers abroad, W.R.N.S. ratings serving overseas in the categories being abolished may be permitted to transfer, with local training, to the Clothing, Naval Stores, Victualling, Writer (General), Writer (Pay), and Writer (Shorthand) categories only. Remuster boards should be arranged by the senior W.R.N.S. officer on the station, as necessary. Ratings not remustered on the station under these rules are to be returned to the United Kingdom, to arrive not later than 30th November, 1945. Male ratings as reliefs should be provided, if necessary, from station resources, any additional male requirements being included in periodical requirements signals.

11. For the reason stated in the first paragraph of this Order, it may not always be possible to maintain the strength of W.R.N.S. categories not now scheduled for abolition or obsolescence, and endeavour should always be made to absorb wastage by re-distribution of duties over the remaining staff. Proposals for the employment of W.R.N.S. ratings on duties not covered by authorized categories, cannot be entertained.

12. Besides the categories listed in the Appendix, the following categories have already been declared obsolescent or obsolete :—

Category	Disposal
A.A. Target Operator	Redundant
Boom Defence	Redundant
Courier	Abolished
Coder (S)	Assimilated in Coder category.
S.D.O. Watchkeeper	
Despatch Rider	Assimilated in M/T Driver category
Special Duties (Linguist)	Redundant, or to be assimilated in new category of Linguist.
Typist	Assimilated in Writer (General) category
Aircraft Checker	Redundant
Fabric Worker	
Parachute Packer	
Q.O. (A)	
Maintenance (Air)	

APPENDIX
W.R.N.S. Categories Male Equivalents
Table "A"—Categories to be Abolished

A/G	Seaman
Boat Driver	Stoker
D.G. Recorder	Seaman
Gunnery Control	Seaman with non-substantive Gunnery rate
Gunnery Experimental Assistant	
M.Q.	Seaman or Stoker
Photographer	(See Note (i))
Printer	Printer R.M. or Writer (see Note (ii))
Q.O.	Seaman Q.O.
Radar Operator	Seaman with non-substantive R.C./R.P. rate
(T)	Wireman or Seaman with non-substantive Torpedo rate.
V/S	Signalman
W/T (including ratings employed on H/F, D/F duties).	Telegraphist
Boat's Crew	Seaman
Maintenance...	Seaman or Stoker
Messenger	Seaman (see Note (iii))
Net Defence	Seaman
General Duties	Seaman (see Note (iii))

Table "B"—Obsolescent Categories

A/M	Signalman A/M
Plotter	See Note (iv)
Ship Mechanic (L.C.)	Male Ship Mechanic (L.C.)
S.O.	Telegraphist (S)
Air Mechanic (A), (E), (L) and (O)	Male Air Mechanic
Photographic Assistant	Male Photographer

Notes.—(i) There are few of these ratings, and Commanders-in-Chief should propose suitable replacements where necessary.

(ii) It may be suitable to draft W.R.N.S. Writers (General) to some of these billets.

(iii) Separate instructions are being issued regarding the remustering of the Messenger and General Duties categories.

(iv) Not applicable, as there are surplus Plotters.

(A.F.Os. 6373/44, 1049/45 and 3610/45.)

(B.R. 1281(1).)

(A.F.O. 3611/45 is cancelled.)

4286.—W.R.N.S. Mail Clerks—Conditions of Service

(N. 228728/44.—2 Aug. 1945.)

W.R.N.S. mail clerks constitute a specialized category for employment in Fleet Mail Offices. Membership of this category shall be limited to such ratings as have shown proficiency in a four weeks' course arranged and, from time to time, amended by the Admiralty in consultation with G.P.O. technical experts.

2. Courses are filled by Superintendent, W.R.N.S. (Training), from the following:—

- (a) Ratings already serving in the Mail Clerk category who have not yet attended a Fleet Mail course. The names of any ratings who have not attended the course by 31st December, 1945, and who have not received Admiralty approval for waiver of the training, should be reported with a view to consideration being given to their re-muster in another category.
- (b) Wrens (G.D.) employed as Sorters in Fleet Mail Offices.
- (c) Ratings re-mustered as redundant in their existing category or on medical grounds.
- (d) New entries (if any).

3. Ratings, other than Wrens (G.D.) previously employed as Sorters, who fail the course, are to be discharged to the W.R.N.S. Central Training Depot for re-muster in another category. Wrens (G.D.) previously employed as Sorters should revert to the General Duties category, being re-employed either on sorting duties or on other duties appropriate to the General Duties category, as convenient from the drafting point of view.

4. Pay and seniority are governed by current rules for W.R.N.S. ratings generally.

5. Advancement is by roster. There are no professional examinations or qualifications for advancement other than time qualification and recommendation.

6. Unspecialized ratings allocated for Sorter duties in Fleet Mail Offices are to be restricted to Wrens (G.D.).

(A.F.Os. 4864/42, 5838/43, 1049/45 and 3160/45.)

(A.F.Os. 1804/43 and 2828/43 are cancelled.)

4287.—W.R.N.S. Radar Officers

(C.W. 48162/44.—2 Aug. 1945.)

A requirement exists for a number of W.R.N.S. Radar officers for duty in shore establishments in the United Kingdom and in certain bases abroad.

2. Officers will be selected from recommended W.R.N.S. ratings of the categories of radio-mechanics (RR) or (WM) and Radar operator, and will carry out an officer's training course as officer cadets, to be followed by a training course in Radar at H.M.S. "Collingwood" as Acting Third Officers. Confirmation as Third Officer will not be made until the officer has successfully completed the course in H.M.S. "Collingwood," but will date from six months after the date of grant of the acting rank.

3. Candidates recommended for W.R.N.S. Radar officer should possess a knowledge of physics or electrical engineering to at least an intermediate degree standard. Where they possess electrical or radio knowledge of an exceptional order, knowledge of other sciences may be accepted at a lesser standard.

4. Names of recommended candidates should be forwarded to the Admiralty, Director of W.R.N.S., and to the Captain, H.M.S. "Collingwood" (Radar). Where these candidates are Wrens (WM) names should also be forwarded to the Captain, H.M. Signal School, Leydene. Candidates will be required to pass a Board in H.M.S. "Collingwood" to determine their technical suitability and if successful an Admiralty Selection Board prior to undergoing the Officers' Training Course and the Radar Course at H.M.S. "Collingwood."

4288.—W.R.N.S.—S.D.O. Watchkeepers—Assimilation in Coder Category

(N. 6326/45.—2 Aug. 1945.)

Consideration has been given to representations regarding the difficulty of implementing the approved arrangements for the assimilation of W.R.N.S. S.D.O. watchkeepers in the Coder category.

2. Although the general policy is being maintained in the view that the amalgamation of the two categories is correct in principle and arrangements have been made for an increased rate of conversion courses, in view of the present manning situation, existing S.D.O. Watchkeepers may continue to be recommended for advancement and advanced in their present category until further notice.

(A.F.O. 129/45.)

Section 3.—G., T., N., E., etc., & STORES HULL, EQUIPMENT & FITTINGS**4289.—Aircraft—Bomb Installation—Universal Bomb Carriers—Type N Release Units—Introduction**

"Barracuda", "Firefly", "Firebrand", "Hellcat", and "Corsair" Aircraft

(G. 6121/45.—2 Aug. 1945.)

Certain types of bomb carriers are being fitted with Release Units, Type N, and will be used in "Barracuda," "Firefly," "Firebrand," "Hellcat" and "Corsair" aircraft.

2. The bomb carriers concerned are the Fairey special for "Barracuda" and "Firefly" aircraft, the Avro (Standard) 100-1,000 lb., Mark IA, for "Hellcat" and "Corsair" aircraft, and the Avro (Standard) 100-1,000 lb., Mark II for "Firebrand" aircraft. After type N units are fitted, the Avro (Standard) 100-1,000-lb., Mark IA and the Avro (Standard) 100-1,000-lb., Mark II carriers will be known as the Avro, Mark IA-N (Ref. No. 11A/2949) and the Avro, Mark IIN (Ref. No. 11A/2950) respectively.

3. The Type N unit is a combination of an E.M. release unit and a release slip and as such replaces these two components. A full description of the Type N unit complete with maintenance instructions is contained in A.P. 1095B, Vol. I, Section 3, Chapter 11.

4. Bomb carriers fitted with the Type N unit will be supplied by the contractors direct to the service.

(A.P. 1095B, Vol. I.)

4290.—Aircraft—Guns, 0.50-in. Browning—Controls, Electric Trigger, 24 Volts and 12 Volts

(G. 6011/44.—2 Aug. 1945.)

The following action is to be taken:—

Gun	...	...	...	...	0.50 Browning.
Parts affected	...	...	...	...	Control, electric trigger, 24 volts (U.S. stock No. 1-C-5462-5), R.A.F. Ref. No. 108A/162; and 12 volts (U.S. Stock No. 1-C-5462, R.A.F. Ref. No. 108A/N.I.V. Both types are referred to in A.P. 1641N, Vols. I and II, as Type G.9 electric firing units.

<i>Purpose</i>	To improve the existing method of preventing movement of adjustment during firing.
<i>Action</i>	Fit brass strip to adjusting plate and drill three holes in casing to enable adjusting plate to be wired in position after adjustment (<i>see</i> paragraph 3).
<i>Drawing</i>	A.F.O. Diagram 287/45.
<i>New parts required</i>	As shown on A.F.O. Diagram 287/45.
<i>By whom to be done</i>	H.M. Ships, R.N. Air Stations, etc.; Repair Yards and R.D.Us.; R.N. Armament Depots.
<i>Degree of urgency</i>	In service— <i>see</i> paragraph 3. At R.N. Armament Depots— <i>see</i> paragraph 4.

2. The above action is to be taken on all controls, electric trigger, 24 volts and 12 volts, which have not a wire passing through the centre post capable of being wired to the screws which retain the cover.

3. This modification is only required to be carried out on those controls which have not been modified in accordance with A.F.O. 2132/45 or which have been modified and are unsatisfactory due to the locking tabs being insecurely soldered.

4. R.N. Armament Depots should, in future, modify all controls in accordance with this A.F.O. Those already modified should not be remodified provided the locking tabs are firmly secured. Controls returned from service with faulty locking tabs should be modified in accordance with this A.F.O.

5. On completing the modification and after adjusting the timing of the gun, the convenient end of the brass strip is to be wired to the most convenient two of the three holes in such a manner that the strip cannot be rotated in either direction.

(A.F.Os. 552/45 and 2132/45, also A.F.O. Diagrams 41/45 and 144/45 are cancelled.)

4291.—Aircraft—Guns, Hispano, 20-mm.—Belt-feed Mechanisms, Mark I*—Screws Retaining Tensioning Ratchet Pawl, Mark II, Ref. 7G/1030—Introduction

(A.S. 5517/45.—2 Aug. 1945.)

The following action is to be taken :—

<i>Gun</i>	Hispano 20-mm.
<i>Part affected</i>	Belt-feed-mechanism, Mark I*.
<i>Purpose</i>	To prevent failures due to unsuitability of screws, Ref. 7G/314.
<i>Action</i>	Replacement of screws, retaining tensioning ratchet pawl, Ref. 7G/314, by screws, retaining tensioning ratchet pawl, Mark II, Ref. 7G/1030.
<i>New parts required</i>	Screws, retaining tensioning ratchet pawl, Mark II, Ref. 7G/1030.
<i>By whom to be done</i>	H.M. ships, R.N. Air Stations, Repair Yards, R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc., R.N. Armament Depots.
<i>Degree of urgency</i>	In service—Immediately. At R.N., Armament Depots—Before issue.

2. Demands for the new type screws should be forwarded to the appropriate R.N. Armament Depot. Services in the East Indies station should demand on Naval Armament Supply Officer, R.N. Armament Depot, Colombo, those in the Pacific on Armament Supply Officer Fleet Train or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

3. Stocks of screws, 7G/314, at R.N. Armament Depots and those replaced in service should be scrapped.

4. A further firing test is *not* required when new type screws are fitted at R.N. Armament Depots in mechanisms which have been sentenced "serviceable inspected". The mechanisms should be functioned, however, to ensure the pawl still works freely.

(A.P. 1641, F/K. 12-W.)

4292.—Aircraft—Guns, Hispano 20-mm.—Cocking Unit, Hand-operated, No. 6—Introduction of Handles, Cocking, R.A.F., Ref. 7G/1044

(A.S./G. 09086/45.—2 Aug. 1945.)

The following action is to be taken :—

<i>Gun</i>	Guns, Hispano 20-mm., No. 2, Mark V.
<i>Part affected</i>	Cocking units, hand-operated, No. 6, R.A.F., Ref. 7G/798.
<i>Action</i>	Remove hook axis pin (Ref. 7G/893), detach cocking cable hook (Ref. 7G/891), insert new pattern cocking handle (Ref. 7G/1044), and replace axis pin and split pin.
<i>New parts required</i>	Guns, Hispano 20-mm. :—Cocking units, hand-operated, No. 6 :—Handles, cocking, No. 6, Ref. 7G/1044.
<i>By whom to be done</i>	H.M. ships, R.N. Air Stations, etc., Repair Yards and R.D.Us., M.O.N.A.Bs., T.A.M.Ys., etc., R.N. Armament Depots.
<i>Degree of urgency</i>	In service. Immediately (including spare cocking units). At R.N. Armament Depots. Before issue.

2. Demands for handles, 7G/1044, to complete component and spare cocking units held should be forwarded by service in—

- U.K. to the appropriate R.N. Armament Depot.
- East Indies to Naval Armament Supply Officer, R.N. Armament Depot, Colombo.
- Pacific to Armament Supply Officer, Fleet Train or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

3. Cocking cable hooks, Ref. 7G/891, rendered redundant by this modification, should be scrapped.

(A.P. 1641, F/E. 4-W.)

4293.—Aircraft—Guns, Hispano 20-mm.—Gauging of Firing Pins, Mark III—Introduction of Gauge, R.A.F. Ref. 8D/2695

(A.S./G. 525/44.—2 Aug. 1945.)

The existing 20-mm. Hispano gauge, radius firing pin, R.A.F., Ref. 8D/2389, is unsuitable for use with Mark III firing pins.

2. For gauging these pins the following store is being introduced :—

Guns, Hispano 20-mm. :—
Gauges, firing pin, Mark III, R.A.F. Ref. 8D/2695.

3. When the new gauges are available, an Admiralty Fleet Order will be issued, promulgating allowances and instructing the service to demand. As Mark II firing pins are still fitted in some guns in Naval service, gauges, radius firing pin, R.A.F. Ref. 8D/2389, are not to be returned on receipt of the new gauges.

4294.—Aircraft—Guns, Hispano 20-mm.—Gauges Plug and Adaptor

(A.S. 2303/43.—2 Aug. 1945.)

It has been decided that gauges plug and adaptor, R.A.F., Ref. 8D/2533, which have formerly been authorized only for use by R.N. Armament Depots and Inspecting Officers shall be issued to H.M. Ships, Squadrons (as S.M.E.), R.N. Air Stations, Repair Yards, M.O.N.A.Bs., T.A.M.Ys., etc. (A.P. 1641F, Vol. II, Part 3, Section 2, Chapter 1, paragraph F.10 refers.)

2. The gauges will be allowed in the following proportions:—

<i>Squadrons (as squadron mobile equipment)</i>			
Up to 6 I.E. aircraft armed with 2 × 20-mm. guns	...	...	1
7 to 24 I.E. aircraft armed with 2 × 20-mm. guns	...	...	2
Over 24 I.E. aircraft armed with 2 × 20-mm. guns	...	...	3
Up to 4 I.E. aircraft armed with 4 × 20-mm. guns	...	...	1
5 to 14 I.E. aircraft armed with 4 × 20-mm. guns	...	...	2
Over 15 I.E. aircraft armed with 4 × 20-mm. guns	...	...	3

H.M. Ships

2 per ship carrying aircraft armed with Hispano guns.

R.N. Air Stations

"V"	...	...	...	...	...	...	...	...	2
"W"	...	...	...	...	...	...	...	...	1
"X"	...	...	...	...	...	...	...	...	1
"Y"	...	...	...	...	...	...	...	...	2

As in Advance Extracts of C.B. (R) 4252/42 ...

R.N. Aircraft Repair Yards 2

Receipt and Despatch Units

Anthorn	...	...	...	...	...	...	...	...	2
Culham	...	...	...	...	...	...	...	...	2

Aircraft Maintenance Ships 2

H.M.S. "Unicorn" 2

Mobile Naval Air Bases

Allowances will be promulgated separately.

Transportable Air Maintenance Yards 1

(Already supplied to T.A.M.Y.) 1

3. Demands to complete to the above scales should be forwarded by services in

- U.K. to the appropriate R.N. Armament Depot.
- East Indies to Naval Armament Supply Officer, R.N. Armament Depot, Colombo.
- Pacific to Armament Supply Officer, Fleet Train or Superintending Armament Supply Officer, Royal Australian Naval Armament Depot, Sydney.

(A.F.O. 4726/44.)

4295.—Aircraft Guns, Machine, 20 mm. Hispano—Recoil Recorder

(G.1800/45.—2 Aug. 1945.)

A recoil recorder has been designed to facilitate the measurement of recoils of Hispano guns.

2. The recorder is fitted to the right-hand bolt at the rear of the magazine carrier, and may remain in this position as a permanent fixture.

3. Ships and stations who require to measure recoils on Hispano guns should manufacture these items as shown in A.F.O. Diagram 290/45.

4. Lithographic ink or a suitable substitute (*e.g.*, red lead marking or micro-meter engineer's blue) is to be used with the recorder. A thin film of marking should be spread in the path of the recorder forwards for approximately 30-mm. After firing it will be seen that a line has been scribed on the marking. The length of this line indicates the recoil.

4296.—Ammunition—20 mm. Hispano H.E./I and S.A.P./I Canadian Manufacture—Withdrawal of Certain Lots

(A.S./G.0943/44/B107—2 Aug. 1945.)

The following lots of Canadian 20 mm. Hispano ammunition are liable to missfire after storage and are to be withdrawn from Naval service, viz. :—

H.E./I—Lots prior to and including 800.

S.A.P./I—Lots prior to and including 679.

2. Any quantities of Canadian ammunition of the above types and lots held by ships and shore establishments should be returned to the nearest R.N. armament depot at the earliest opportunity.

3. These lots at R.N. armament depots and any quantities landed as a result of this Admiralty Fleet Order are to be sentenced unserviceable and disposed of in accordance with existing instructions.

4. Canadian H.E./I ammunition of lots 801 onwards and Canadian S.A.P./I ammunition of lots 680 onwards are fully serviceable for use in aircraft guns.

(A.F.O. 404/45 is cancelled.)

4297.—Ammunition—20 mm. Oerlikon H.E. Tracer and H.E. Incendiary—Withdrawal of Certain Lots

(A.S. 8210/45/B.107—2 Aug. 1945.)

20 mm. Oerlikon ammunition of the undermentioned lots are found to have defective primers and are to be withdrawn from service, viz. :—

H.E.T.—N.F.H. 122 to 127 inclusive, 130 to 132 inclusive, 135, 138, 203 to 209 inclusive, 221, 237, 243, 272 to 276 inclusive, 293 and 316. N.F.C.H. 115, 116, 119 to 128 inclusive, 135 to 139 inclusive, 150 to 207 inclusive, 209 to 274 inclusive and 296 to 304 inclusive. N.F.C. 71 to 84 inclusive, 134, 135, 137, 138, 140, 143, 145, 146, 147, 149 to 157 inclusive, 191 to 206 inclusive, 208 to 235 inclusive, 238, 248, 252, 288, 289, 291 to 296 inclusive, 298 to 308 inclusive, 312, 335, 413 to 439 inclusive, 441 to 464 inclusive, 499 to 501 inclusive, 606, 608 to 620 inclusive. N.F.B. 82 to 84 inclusive, 87, 92, 97, 102 to 111 inclusive, 113 to 130 inclusive, 132, 137, 138, 140 to 212 inclusive, 228 to 238 inclusive, 240, 242 to 249 inclusive, 255, 256, 259, 260 and 262 to 266 inclusive.

H.E.I.—N.M.C. 213 to 218 inclusive, 220, 221, 296 to 368 inclusive, 402 to 408 inclusive and 410. N.F.C.H. 160, 162, 164, 166 to 174 inclusive, 176, 177, 179, 181, 183, 185, 187, 190, 192, 194, 196, 198 to 201 inclusive, 203, 205, 207, 209, 211, 216, 224, 226, 228, 230, 232 to 411 inclusive, 413, 415, 417, 419, 421, 423, 451, 454, 463 and 505. B.P.C. 47, 49 to 77 inclusive, 89, 95, 98 to 197 inclusive, 205 to 210 inclusive, 214 to 225 inclusive and 234 to 311 inclusive. N.F.B. 169 to 177 inclusive, 200, 201, 203 to 206 inclusive, 208, 211 to 213 inclusive, 215, 217 to 247 inclusive, 250, 252, 254 to 256 inclusive, 260, 262 to 273 inclusive, 280 to 328 inclusive, 336 to 339 inclusive, 342 to 376 inclusive, 378 to 405 inclusive, 409, 412, 413, 417, 446, 448 to 453 inclusive, 456 to 459 inclusive, 462 to 466 inclusive, 471, 490, 495, 497 to 504 inclusive, 506, 510 to 515 inclusive, 521, 522, 524, 528, 531 and 533. V.O. 6, 7, 43 to 50 inclusive, 101 to 132 inclusive, 134 to 151 inclusive, 155, 157 to 184 inclusive, 196 to 202 inclusive, 205 to 207 inclusive, and 210 to 215 inclusive. N.F.E. 117 to 119 inclusive, 121 to 124 inclusive, 132, 133, 135, 139, 140, 142, 143 and 148.

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

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

4. H.E. tracer and H.E. incendiary of these lots in store at Naval armament depots or subsequently received should be disposed of in accordance with the existing arrangements for disposal of unserviceable S.A. ammunition.

4298.—Ammunition—Cartridges, B.L., 16-in., 82½-lb., S.C. 280—Modification to Igniters

(A.S./G. 010474/45.—2 Aug. 1945.)

The quantity of gunpowder in the igniters of cartridges for B.L. 16-in. guns is to be increased from 4-lb. to 5-lb. The 5-lb. igniter will be known as "No. 2", and all cartridges so fitted will be suitably marked and the packages stencilled accordingly.

2. Conversion of cartridges fitted with No. 1 Igniter (4-lb.) will be undertaken before issue.

3. *Royal Naval Armament Depots only.*—All stocks of 16-in. cartridges fitted with Igniter No. 1, are to be converted before issue.

4. At depots at home the Igniters No. 1 should be removed and a new Igniter No. 2 fitted. At foreign depots the No. 1 Igniters should be removed from the charge and the amount of gunpowder in each increased to 5-lb. The igniters should then be re-marked "No. 2" and replaced on the charges. Cartridges so dealt with should be re-marked "II foil Ig. No. 2".

5. At all depots all cartridges dealt with in accordance with this Admiralty Fleet Order in future are to be fitted with new three-ply Igniter covers.

6. The additional gunpowder will cause no material change in ballistics and consequently the weight of the charge will remain unaltered.

(A.F.Os. 2154/43 and 2504a/43 are cancelled.)

4299.—Ammunition Supply—Naval Armament Depots—Supply, Test and Returns of Ammunition

(A.S. 7462/45.—2 Aug. 1945.)

The undermentioned cordite sub-lots shown in column 1 hereunder become due for withdrawal by the dates shown against the lot numbers:—

Lot No.	Size	Cartridges into which filled
*R.N.C. 2120C	9/45	S.C.122 B.L., 6-in., Mark XII gun
*R.N.C. 2185C	9/45	S.C.103 B.L., 4-in., Mark IX gun
*R.N.C. 2192C	9/45	S.C.103 B.L., 4-in., Mark IX gun
*R.N.C. 2267C	9/45	S.C.103 Q.F., 4-in., Mark IV and XII gun
*R.N.C. 2277C	9/45	S.C.103 Q.F., 4-in., Mark IV and XII gun
*R.N.C. 2506C	9/45	S.C.103 B.L., 4-in., Mark IX gun
*R.N.C. 3422C	9/45	S.C.103 B.L., 4-in., Mark IX gun
R.N.C. 2450C	10/45	S.C.103 Q.F., 4.7-in., Mark V* gun
R.N.C. 2522C	10/45	S.C.103 B.L., 4-in., Mark IX gun
R.N.C. 2782C	10/45	S.C.103 B.L., 4-in., Mark IX gun
R.N.C. 3645C	10/45	S.C.140 Q.F., 5.25-in. gun
R.N.C. 152C	11/45	S.C.280 B.L., 13.5-in., Mark V gun
R.N.C. 1463C	11/45	S.C.103 B.L., 6-in., Mark VII gun
R.N.C. 2198C	11/45	S.C.048 B.L., 4.7-in. gun
R.N.C. 2481C	11/45	S.C.103 Q.F., 4-in., Mark IV gun
R.N.C. 2503C	12/45	S.C.300 B.L., 14-in., Mark VII gun
R.N.C. 1669C	1/46	S.C.109 Q.F., 4.7-in., Mark IX—XII gun
R.N.C. 1702C	1/46	S.C.109 Q.F., 4.7-in., Mark IX—XII gun
R.N.C. 2277C	1/46	S.C.103 Q.F., 4-in., Mark IV and XII gun
M.E.C. 52XJC	2/46	S.C.103 B.L., 4-in., Mark IX gun
M.E.C. 70XJC	2/46	S.C.103 Q.F., 4-in., Mark XVI gun
M.E.C. 53XJC	3/46	S.C.061 Q.F., 12-pdr. 12-cwt. gun

2. H.M. ships having cartridges of the above sub-lots marked * on board are to arrange for expenditure to be effected by 30th September, 1945, and all cartridges of the remaining sub-lots are to be expended by 31st October, 1945, any remaining after these dates are to be landed at the nearest Naval armament depot as soon as possible thereafter.

3. At depots both at home and abroad, any cartridges of the sub-lots referred to in paragraph 1 above held in store are to be broken down and the cordite destroyed forthwith. Any cartridges of these sub-lots returned from ships should be similarly dealt with.

R.N.A. depots only

4. Reports recently received from Officers-in-Charge, N.A. depots, show that cartridges of various "C" lots marked in accordance with paragraph 11 of A.S.6251/40, dated 10th May, 1940, are still held in store which are therefore now over age. If any such cartridges still remain or are received from ships, arrangements are to be made to break down and destroy the cordite without delay.

4300.—Change-over Switch, Pattern 1177C—Introduction

(N.S. 17373/45.—2 Aug. 1945.)

In connection with the fitting of Type 6 sights to Mark XIII Oerlikons, it has been necessary to provide a D.P.C.O. switch similar to Pattern 1177B, but fitted with three No. 4 glands for multi-core cables with conductors up to 7/0.036.

2. The new switch has been added to the Authorized List of Naval Stores under Sub-head F2B as follows:—

"Pattern 1177C, switch, D.P.C.O., bronze case with three No. 4 glands for multi-core cables."

3. Although primarily for use on Oerlikon Gun Control Circuits, the switch can be used for other services where similar requirements exist.

4. Yards and R.N. Store depots should demand requirements under the Centralized Allocation Scheme.

4301.—Anti-Aircraft Fire Control and Anti-Ship Fire Control—F.K.C. System, Fire Control Boxes, Gyro Level Correctors and R/F Directors—Deficiencies in Interconnecting Shafting Sets

(G./N.S. 21528/45.—2 Aug. 1945.)

A number of sets of standard interconnecting shafts between rangefinder directors, Marks IV, IV*, V, V* and V**, and the associated fire control boxes and gyro level correctors, which have been delivered to store, have been found to be incomplete on issue to shipbuilders.

2. The deficiencies have occurred, mainly, in sets which have been removed from ships and placed in store pending re-allocation for service elsewhere, and it is probable that the deficient items were not removed from the ships concerned with the rest of the gear.

3. Overseers and dockyards concerned with the removal of the fuze-keeping clock system should ensure that all details of interconnecting shafting system comprising shafts complete with flexible couplings at each end, split shaft guard tubes, deck pieces, steady bearings and overhead mounted bevel gearboxes are included with all sets, before consigning them to store.

4. It should be noted that the interconnecting shafts between the fuze-keeping clock and fire control box do not form part of the director set, and these two shafts should always be packed with the fuze-keeping clock, with which they were originally supplied.

5. S.N.S.Os. at dockyards and R.N. store depots where shafting sets are stored should forward to the Secretary of the Admiralty, "G" Branch, an inventory of the items held against each set, in order that action may be taken to make good any possible deficiencies before the sets are issued for service.

6. This gear is usually referred to as "Mechanical Drives for F.K.C.S."

4302.—Safe Distance from Line of Fire of 40 mm. 2-pdr. and Oerlikon Guns

(G.O18204/44.—2 Aug. 1945.)

Occasional premature fires occur with 40 mm. 2-pdr. and Oerlikon H.E. ammunition. On two occasions these premature fires (both from 2-pdr. guns) have had fatal results. In both cases the risk to which the injured men were exposed was needlessly high, owing to the positions they were occupying.

2. The chance of a premature occurring is small, the chance of injury resulting is far smaller, since only a small proportion of premature fires are dangerous, but risk cannot be entirely eliminated in mass produced ammunition. As expenditure in practice runs into hundreds of thousands of rounds, it is clear that personnel should not be exposed needlessly to the risk, and the following rules are issued for guidance of officers and men concerned:—

(a) Personnel should be kept as far as practicable behind a line drawn from the muzzle at 100° to the line of fire,
or

(b) Behind gunshields or ships' structure so as to be protected from a possible burst occurring along the trajectory, it being taken that fragments from such a burst will not enter the zone behind 100° from the line of fire.

3. On board ship when carrying out firing practice the safeguards stated in paragraph 2 are frequently unattainable. In such cases personnel should, if possible, be more than 50 yards from the trajectory of a 2-pdr. or 40 mm. gun and more than 10 yards from the trajectory of an Oerlikon.

4. Complete safety from damage by fragments is not reached till
300 yards from 2-pdr. or 40 mm. shell,
200 yards from Oerlikon shell.

The risk of damage decreases by the square of the distance when more than a few yards from the explosion.

5. Exposed personnel not covered by the safety limits specified in paragraph 2 should wear steel helmets.

(A.F.O. 399/45 is cancelled.)

4303.—Guns—20-mm. Oerlikon—Risk of Damage to Type 6 Sights when Shipping or Unshipping Guns

(G.010990/45.—2 Aug. 1945.)

It has been found that when shipping or unshipping guns on a mounting fitted with a Type 6 Gyro sight the magazine catch lever fouls the sight bracket and damage may be caused to the latter.

2. Before shipping or unshipping a gun therefore on a mounting fitted with this sight the magazine catch lever is to be removed by taking out the magazine catch lever axis bolt, care being taken that the magazine interlock is cocked before the lever is removed and that the supplementary components of the magazine interlock mechanism are not disturbed while the lever is removed.

4304.—Guns—Q.F., 2-pdr., Marks II*c and VIII and Q.F., 40-mm.—Muzzle Covers

(A.S. 5149/45.—2 Aug. 1945.)

No more muzzle covers of the following types will be made:—

- Covers, muzzle, bexoid No. 1 (for Q.F., 2-pdr., Mark II*c).
- Covers, muzzle, bexoid No. 2 (for Q.F., 2-pdr., Mark VIII).
- Covers, muzzle, bexoid No. 3 (for Q.F., 40-mm. guns).
- Covers, muzzle, rubber No. 2 (for Q.F., 2-pdr., Mark II*c and Q.F., 40-mm.).
- Covers, muzzle, rubber No. 3 (for Q.F., 2-pdr., Mark VIII).

2. When stocks are exhausted canvas tie-on covers should be made on board as necessary.

4305.—Guns—Q.F., 2-pdr., Mark VIII—Flame Guards of H.O. Strong Manufacture—Scrapping

(A.S. 7833/42.—2 Aug. 1945.)

H.M. Ships are to land all Mark I flame guards of H.O. Strong manufacture (maker's stamp "H.O.S." and year of manufacture) at the nearest R.N. Armament Depot and demand replacements.

2. R.N. Armament Depots are to scrap all Mark I flame guards of H.O. Strong manufacture.

(A.F.O. 2245/42 is cancelled.)

4306.—Guns—Q.F., 4-in., Mark XXI, Breech Rings—Modification

(A.S./G. 023873/44.—2 Aug. 1945.)

The following modification is approved:—

Gun	...	...	Q.F., 4-in., Mark XXI.
Part affected	...	...	Breech ring.
Purpose	...	...	To facilitate loading.
Nature of modification	...	(1)	Provision of a loading handle on the L.H. side of the gun.
	...	(2)	Preparation of breech ring for loading handle.
Drawing	...	...	I.P., N.O.D. 3153/14.
New parts required	...	...	Handle, loading left and 4 fixing screws, which will be distributed to R.N.A. depots concerned.
By whom to be done	...	...	R.N.A. depots.
Degree of urgency	...	...	Before issue to service.

4307.—Respirators, Anti-gas—Issue and Withdrawal of—R.N.R. and R.N.V.R. Personnel

(T. 06073/45.—2 Aug. 1945.)

Respirators issued to R.N.R. and R.N.V.R. personnel are to be withdrawn when personnel are demobilized.

2. The pre-war procedure by which certain personnel retained their respirators after sea training will be reverted to after the end of hostilities in the Japanese war and when post-war training is reverted to.

(A.F.O. 3761/45.)

4308.—Thermionic Amplifiers for R.P.C. and Fire Control Equipment—Internal Connection Upon Installation or Emergency Replacement of Trays

(T. 1248/45.—2 Aug. 1945.)

Since the introduction of the M.F.33 (Mark IIF) amplifier for split field motor control of the Mark VI Director, a change in former practice has been instituted with respect to magflip connections to this amplifier. This Mark IIF amplifier has a coarse/fine circuit, but when used for the control of the Mark VI Director the "fine" circuit only is to be utilized, the "coarse" becoming redundant. Thus, the magflip signal will be connected up to the "fine" grid transformer for each motion, regardless of the sector values of the magflip transmission, and no special internal connections will be necessary. This will apply to the "Misalignment", "Rate", and "Servo Indication" amplifiers. Ships fitted with Mark IIF amplifier for the control of the Mark VI Director are to amend Note 3 of the Schematic Diagram (Drawing A.2004538) to read "The circuit as shown is for amplifiers when used with coarse/fine system of control. When single magflip transmission only is used, regardless of its sector value, the amplifier input signal is taken to the fine grid transformer, as are the misalignment meter-connections and fine potentiometer connections."

2. The above instructions are only applicable to the M.F.33 amplifiers used with Mark VI Directors and do not modify the existing instructions contained in Note 3 of the schematic drawings for the following amplifiers which for certain applications are also used with "fine" control only.

Type No.	Mark No.	Drawing No of Schematic Diagram
E.M.V.28	... XVH	... A.2004496
MD.31	... XVM	... A.2004513
MF.26	... IIF	... A.2004538

For the applications for which these amplifiers are used with "fine" only control, it is necessary to use both the coarse and fine pre-retardation circuits in order to obtain satisfactory "run in" from large misalignments and, therefore, in these cases it is necessary to connect the fine signal to the coarse signal terminals.

3. Care must be taken during installation and the subsequent replacement of complete amplifiers or trays to observe that these connections are correct. As a reminder to see that internal connections are correct when shipping spare trays of the four types quoted, a note drawing attention to Note 3 of the schematic diagram should be added to the record card which is being supplied on later amplifiers, or painted on the front face of the amplifier case. Action will be taken to have this engraved on the main case tally plate in the future.

4309.—Multiphones, A.P. 9797/8/9

(T. 279/45.—2 Aug. 1945.)

An investigation into adverse reports from sea concerning the efficiency of multiphones has shown that an improvement can be obtained in the performance of multiphones by attention to the following points:—

- (a) Transmitters and receivers should, where possible, be positioned so that they receive the maximum protection from wind and weather. Placing the receiver unit so that it is close to the ear of a person speaking into the transmitter unit will also improve reception.
- (b) Maintenance of the L.P. supply so that a minimum of 22 volts is available at the terminals of the transmitter unit.

- (c) Replacement of any faulty A.P. 9773 electrolytic condensers. A new type of 30 M.F. condenser has been standardized as A.P. No. 9773B and ships should call for this as replacements for multiphones. These condensers can be tested as described in paragraph 2 and A.F.O. Diagram 288/45 (D.E.E. 13469).
- (d) Replacement of receiver diaphragms which have been in use for a number of years by new ones. Although the diaphragms are undamaged the performance may have been affected by ageing of the material.
2. To test the 30 M.F. electrolytic condensers :—
- (i) Remove the condenser from the transmitter unit and connect it as shown in A.F.O. Diagram 288/45 (D.E.E. 13469), taking care to ensure correct polarity of all apparatus.
- (ii) Set the avometer to the 480-volt D.C. range.
- (iii) Throw the switch to position 1 so as to charge the condenser through the voltmeter in series.
- (iv) When the reading falls to about 20 volts change the avometer scale to the 120-volt D.C. range.
- (v) When the reading falls again to about 20 volts open the switch (i.e. move to the OFF position).
- (vi) Wait for $\frac{1}{2}$ minute.
- (vii) Change the avometer scale to the 120 milliamperes D.C. scale and close the switch in position 2 so as to discharge the condenser through the avometer. A momentary deflection of not less than 20 milliamperes should be obtained. A condenser giving less than 20 milliamperes should be discarded.

4310.—Electric Generating Sets—Removal from Ships, etc.—REPORTS

(D. 15261/45.—2 Aug. 1945.)

Several cases have occurred in which reports or consignment notes forwarded in connection with the removal of electric generating sets from vessels and those transferred from one service to another, have omitted any reference to the shunt regulators and electrical spares accompanying them.

2. All future reports on electric generating sets are to include particulars of the available associated shunt regulators and electrical spares, and where any item of such equipment is not available a definite statement to this effect is to be included in the report.

3. This requirement does not apply in the case of landing craft generators temporarily removed from craft for overhaul at one of the Admiralty-controlled engine overhaul establishments.

4311.—Steering Motors—Failure Due to Loss of Oil

Flotilla Leaders and Destroyers

(D/C.P. 61970/45.—2 Aug. 1945.)

A report of the failure of a 20 H.P. steering motor of The Metropolitan Vickers manufacture fitted in a destroyer has recently been received.

2. The failure was caused by lack of lubrication, probably due to the oil overflow pipe being too short.

3. The two oil overflow pipes fitted to the bearing housings of these machines are not of the same length and care is to be taken when replacing these pipes, after removal for cleaning purposes, etc., that they are fitted to the housing from which they were removed and screwed hard home to ensure an oil-tight joint.

4312.—American T Cutters, Mark 2—Introduction and Modification to

(A.S. 02327/44.—2 Aug. 1945.)

American T cutters, Mark 2, have been introduced into the service temporarily, pending manufacture of an equivalent British cutter, for use with Oropesa and similar mine sweeps against chain moorings. These T cutters differ from the Mark IV (British) in that they will cut larger material.

2. Cutter frames are normally Vote 8 stores, but the American T cutters, complete with frames, are being handled temporarily as a Vote 9 item.

3. It has been decided that all cutters of this type are to be modified to minimize the risk of misfire. Any American T cutters on board ships should therefore be returned to the nearest armament depot and modified cutters drawn in lieu.

4. It may be found that some cutters have been modified before issue. Modified cutters will be identified on visual examination by the fact that the thin discs shown in positions A, B and C of A.F.O. Diagram 285/45 have been removed, thereby exposing the holes into the striker chamber.

5. Packages containing modified cutters will be stencilled "MODIFIED T.E.I. 236", and great care is to be taken that unmodified cutters are not subsequently packed in boxes so marked without first removing this stencilled marking.

6. It has been reported that there is a tendency for the screws securing the T cutter on its frame to work loose due to vibration of the sweep rope. In order to prevent this, the securing screws, after being tightened, are to be located by centre punch dimples.

4313.—Torpedo Stores—Blocks St. No. 13311—Introduction and Allowances

(A.S. 5217/45.—2 Aug. 1945.)

To simplify manufacture, assembly and maintenance, a new design breech block has been introduced to replace breech blocks, St. No. 922.

2. The new design breech block will be accounted for as follows, viz. :—

Section IV—

Blocks, breech and tube complete, St. No. 13311, and blocks, breech, St. No. 922 will become "O.F.M."

3. Consequent on the above, blocks, St. No. 13311, will be added to the contents of the undermentioned chests in the proportions shown, viz. :—

Item	Quantity
Chests, spare gear—	
18-in., Marks XII and XV	2 per chest
21-in., Marks VIII-VIII**	3 per chest
21-in., Marks IX-IX**	3 per chest
Chests, tools and spare gear—	
21-in., Marks IX-IX**	1 per chest

4. Blocks, St. No. 13311, give an improvement in watertightness; they are to replace all blocks, St. No. 922, in submarine torpedoes as soon as stocks become available. For other services, existing allowances of blocks, St. No. 922, will be retained in the relevant chests until stocks are exhausted, and are to be used for replacements in engines already fitted with this type block. After exhaustion of stocks of blocks, St. No. 922, replacement is to be effected by fitment of blocks, St. No. 13311.

5. Ships and vessels concerned are to demand the quantities of blocks, St. No. 13311, required to complete chests on board to the new allowances from the nearest torpedo depot and supply will be made on receipt from manufacture. Depot ships for submarines are also to demand blocks, St. No. 13311, required for replacement purposes in 21-in. Mark VIII, type-torpedoes.

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

4314.—Accelerators, Type H, Mark II, and Type H, Mark II, Mod. 1—REPORTS—As. and As.

Escort Carriers, "Tracker" Class

(D./P. 05836/45.—2 Aug. 1945.)

The undermentioned Change Order has been issued by the U.S. Bureau of Aeronautics, Washington, in connection with accelerators, Type H, Mark II, and Type H, Mark II, Mod. 1 :—

Type H, Mark II ...	Change Order No. 15	} Catapult Adjuster Switches —Relocation of.
Type H, Mark II, Mod. 1	Change Order No. 22	

2. This item is to be included in the "Tracker" class list of As. and As., and the number allocated reported.

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

4. Commanding Officers are to forward a report to Admiralty when this item is completed.

5. Copies of Change Order No. 15/22 are being distributed by Admiralty, and the Commanding Officer of any ship concerned who has not received a copy is to apply to Admiralty.

(B.A.D., 4 Jun. 1945, No. S.R. 1460/45)

(This Order is to be retained until complied with)

4315.—Diesel Engines—G.M. 12-567, Falk Gearbox—Ball and Roller Bearings

(L.S.T. (2), "Kil" Class Escort Vessels.)

(D/N.L. 5603/45.—2 Aug. 1945.)

Cases have been reported where the housings for pinion and main gear ball and roller races of Falk gear boxes have been found unduly slack on opening up, and where the outer races have been revolving in their housings. The bearings of all shafts in the gear box should be located by the propeller thrust bearing only and it is essential that all other outer roller races are free to move axially in the bearing housings so that they are not subjected to end thrust by unequal meshing of the double helical gears and unequal expansions at running temperatures. Special care must be taken to ensure that the outer roller races are not nipped or distorted when making the horizontal joints between the casing flanges.

2. A clearance up to 0.010-in. may be accepted in the fit of roller races in the housings. Should this clearance be in excess of 0.010 in. the gearbox must be removed from the ship at the first opportunity and the housings bored to allow $\frac{1}{4}$ -in. steel or bronze rings to be pegged in. These rings are then to be bored to a diameter of 0.002 in. to 0.003 in. larger than the external diameter of the bearing, except in the case of the thrust race housing which must be a forcing fit in its housing in accordance with the instruction manual, the housing diameter being 14.749 ins. to 14.750 ins.

3. When a bearing has worn loose in its housing this may cause a noise in the gearbox, but experience has shown that no serious defects are to be expected since warm oil will find its way between the housing and the outer race and should decrease the rate of wear and act as a shock absorber.

(A.F.O. 157/45.)

(C.-in-C., The Nore, 22 Mar. 1945, No. 1765/433/10/45.)

4316.—Engines, Diesel, Auxiliary, Fairbanks Morse, Type 36A 4 $\frac{1}{2}$ —Fitting of Oil Cooler—As. and As.

105-ft. Motor Minesweepers

(D.O19237/44.—2 Aug. 1945.)

A lubricating oil cooler is to be fitted to the Fairbanks Morse engine, Type 36A 4 $\frac{1}{2}$, fitted in the following vessels:—

M.M.S. "99"—"108" inclusive
M.M.S. "196"—"201" inclusive
M.M.S. "242"—"257" inclusive
M.M.S. "141"—"142" inclusive
M.M.S. "238"—"241" inclusive

2. Connections to the oil cooler are to be arranged as shown in A.F.O. Diagram 289/45.

3. Arrangements for the supply of the oil coolers will be made by the Admiralty.

4. An item to cover this work is being included in the class list of alterations and additions for these vessels.

(C.-in-C., Med., 19 Aug., 1944, No. 5127/Med. 822/39/11.)

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

4317.—Pumps, Fire and Bilge, Turbine Driven—Spare Gear for

Capital Ships, Aircraft Carriers and Cruisers concerned

(D. 16177/45.—2 Aug. 1945.)

The following information is promulgated regarding the supply of spare rotors, shafts, blading and blading tools for the turbines fitted or to be fitted to the fire and bilge pumps in accordance with A.F.O. 6178/44.

(i) "Queen Elizabeth", "Valiant", "Illustrious" class, "Indomitable" "Dido" and "Fiji" classes.

The spares provided under specification, Part IV, List "B" for size 1-14-3 vertical turbines of Messrs. Weir's manufacture are suitable.

(ii) "Swiftsure" and "Tiger" classes—supply has been arranged, vide A.F.O. 1311/45.

(iii) "Renown", "Orion" class, "Ajax", "Hobart", "Arethusa" class, "Southampton" class, "Liverpool" and "Belfast"—the spares for 1-14-3 vertical turbines provided with the List "B" spares for the ships listed below are to be earmarked by the authorities concerned as spares for the fire and bilge pumps of the ships named above. Any appropriations of these spares are to be reported to the Admiralty.

Ships for which provided	Auxiliaries for which provided	Where stored
"Bonaventure" (Cruiser)	Extraction pumps ...	Alexandria.
"Hermione" ...	Extraction pumps ...	Colombo.
"Charybdis" ...	Extraction pumps ...	Malta.
"Spartan" ...	Extraction pumps ...	Gibraltar.
"Fiji" ...	Extraction and forced lubrication pumps.	Malta.
"Trinidad" ...	Extraction and forced lubrication pumps.	Colombo.
"Prince of Wales" ...	Distilling, fire and bilge, de-aerator supply and extraction, sullage, forced lubrication, feed heater drain and feed transfer pumps.	Admiralty Machinery Depot, Stoke-on-Trent.

Note.—The spindles of the turbines to be fitted in "B" and "Y" boiler rooms of H.M.S. "Renown" will not be interchangeable with those already fitted to turbine-driven fire and bilge pumps in other machinery compartments, nor with that supplied with the List "B" spare gear for the ship.

(A.F.Os. 6178/44 and 1311/45.)

4318.—Grease for Aviation Fuel System

American Built Escort Carriers

(N.S. 41500/44.—2 Aug. 1945.)

Consequent upon satisfactory trials with Intava Petrol Resisting Grease No. 687 (R.A.F. Stores Ref. 34A/62) as a packing for petrol cocks in the aviation fuel system of American-built escort carriers its use has been approved for this service in lieu of The American Car & Foundry Co's Grease No. 16, supplied initially with these vessels.

2. Pattern No. 965 has been allocated to this grease which is being added to the Rate Book for Naval Stores (Subhead E.8) under the agreed inter-service nomenclature "Grease ZX-14".

3. Grease, Pattern 965, will be supplied in $\frac{1}{4}$ -lb. tins and the basis of supply to ships concerned will be 36 lbs. each.

4. An initial supply of the undermentioned quantities has been arranged for delivery to yards and depots as shown :—

Yard	lbs.
Chatham	210
Portsmouth	210
Devonport	210
Preston	450
Severn area	1,800
Rosyth	210
Carfin	210

5. Arrangements have been made with the Air Ministry for the undermentioned supplies to yards abroad to be made direct from R.A.F. depots overseas :—

Yard	lbs.
Simonstown	150
Durban	150
Ceylon	300
Gibraltar	150
Malta	150
Alexandria	150
Taranto	100
Bombay	150
Sydney	350
Brisbane	300

6. Any stocks of the American Car & Foundry Co's Grease No. 16 should be used by vessels concerned until exhausted.

7. Grease, Pattern 965, should be applied carefully and well rubbed into the petrol cocks.

8. Ships concerned at home should forward demands to their storing yard or depot and those abroad to the nearest (Superintending) Naval Store Officer, mentioned in paragraph 5.

4319.—Radio Sets, Types 653 (1), 654, 656 and 659—Fitting-out Information

(R.E. 11426/45.—2 Aug. 1945.)

A.S.E. Installation, Specification No. B.463/R1 has been prepared to show the method of fitting and wiring Radio Sets, Types 653 (1), 654, 656 and 659.

2. Copies of the Specification have been forwarded to the Commanders-in-Chief, British Pacific Fleet and East Indies; V.A. (Q), Melbourne; R.A.D., British Pacific Fleet; Rear-Admiral Fleet Train; Flag Officer-in-Charge, Ceylon; Flag Officer, Bombay; Naval Headquarters, India; Combined Operations Headquarters; Commanding Officers, H.M. Ships "Artifex", "Resource", "Assistance" and "Diligence".

3. The principal (Ship) Overseers and Emergency Repair Overseers of all ships approved to be fitted with Radio Sets, Types 653 (1), 654, 656 and 659 are therefore to apply to the Warship Production Superintendent of their areas for a copy of A.S.E., Specification No. B.463/R1.

4. It is to be noted that Specification No. B.463/44 and any advance fitting-out drawings, etc., which may already have been distributed are superseded by this specification and should be disposed of as confidential waste.

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

4320.—Radar, Type 251M/P—Modification to Dipole Group, Pattern W.3403A Part of Outfit ATU

(R.E. 176/45.— Aug. 1945.)

Reports from sea indicate that the performance of Type 251M/P is reduced when the aerial has been exposed for long periods to bad weather. In order to overcome this, the following modification is to be carried out by ship's staff :—

(a) Remove the two central "Permal" insulators.

(b) Referring to A.F.O. Diagram 291/45 (1) (A.S.E. Drawing No. 44237A), cut one insulator down to the size shown in the sketch marked Item 1. Drill the end and tap O. BA, and fit 1½-in. of the O. BA studding previously used for securing the "Permal" blocks.

(c) Screw a Pattern 835A insulator to the stud fitted in (b).

(d) Cut the other "Permal" insulator to the size shown in the sketch marked Item 2. Drill the squared end, tap O. BA and fit O. BA stud 1½-in. long as for (b).

(e) Screw a Pattern 835A insulator to the stud fitted in (d).

(f) Fit Item 1 to the framework, using two 1½-in. O. BA brass cheesehead screws. The washers and nuts should be on the framework side.

(g) Secure the aerial to the Pattern 835A insulator of Item 1 with the ½-in. O. BA screw removed when dismantling.

(h) Fit the insulator assembly, Item 2, to the inclined member of the wooden framework as shown in the sketch, securing with two 1½-in. O. BA brass cheesehead screws; nuts and washers to framework as before.

(i) Secure the aerial to the Pattern 835A insulator of Item 2 with the ½-in. O. BA screw removed when dismantling.

2. The aerial will now be known as Aerial Outfit ATU, Pattern No. W.3403B, shown in A.F.O. Diagram 291/45 (2) (A.S.E. Drawing No. 44237).

3. Two Pattern 835A insulators should be obtained from local sources of supply, or if not available will be provided on demand from the Superintending Naval Store Officer, Haslemere, quoting this order as authority.

4. The Establishment List, Fitting Out Specification and Handbook will be amended.

(A.F.O. 1829/43 and C.A.F.Os. 118/45 and 490/45.)

4321.—Radar—Types 267W/MW/PW, 268, 268U, 291/M/U/W, 970 and 971—A.C. Supply Outfits DUF, DUR and DUW—Pattern W5095—Starter

(R.E. 02166A/45.—2 Aug. 1945.)

Pattern W5095 Starter is a component of Pattern W4931/A/B Boards 2AG, and of Patterns 54220/1 and 58588 Power Units; the starting resistance consists of 16 steel clad units each 0.46 ohms. A number of resistance units have been found to the correct resistance but with undersize strip and when used in the above C. outfits are likely to have a short life.

2. The boards and power units in the above A.C. outfits should be removed that the starting resistance is as far as possible exposed to view and the units are to be observed while a starting operation is carried out. Any units on which a bright glow can be seen at the exposed end of the winding are to be considered ineffective; a dull glow may be disregarded.

3. Defective units are to be replaced by Pattern 58168 Resistance units, initial stocks of which are being provided at Alexandria, Durban, Malta, Sydney, Exham and Gibraltar. Ships and services concerned should demand from the nearest S.N.S.O. at the above places; ships and services at home should demand from the Superintending Naval Store Officer, Haslemere, quoting this Admiralty Order as authority.

4322.—Radar—Types 284/5—Panel L.24—Lining up with Associated R.T.Us.

(R.E. 02271/45.—2 Aug. 1945.)

As a result of reports from sea, a careful investigation has been made into the leakage of the flexible shaft between the drive attachment on panel L.24 and R.T.Us. IV, IV* and V. The causes of such breakage are as follows :—

(a) Excessive load on flexible shaft due to friction developed by :—

(1) Bent shaft on the variometer and potentiometer unit due to careless handling in raising and lowering the chassis or failure to secure the chassis properly to the bottom of the drawer and consequent movement under vibration or gun shock.

- (2) Misalignment of shaft of gear box and indicator unit with shaft of variometer and potentiometer unit.
- (3) Misalignment of drive attachment with the shaft of the gear box and indicator unit.

- (b) Misalignment between panel L.24 and the associated R.T.U.
- (c) Faulty flexible shaft.

2. The lining up of the whole system between R.T.U.s. IV, IV* and V and panel L.24, for every Type 285 fitted is to be checked by ship's staff in the following order :—

(a) *To align variometer and potentiometer unit and gear box and indicator unit :—*

- (1) Uncouple the dog-clutch between the two units. Rotate the goniometer gently by hand and thereby check that the shaft is not bent.
- (2) Check that the two shafts are correctly lined up by closing and opening the dog-clutch for every few degrees of rotation of the goniometer.
- (3) If the shafts are out of alignment the following adjustments are available :—

(i) *Vertical.*—The base of the variometer and potentiometer may be packed up on its securing studs by washers or shims.

(ii) *Fore and aft.*—The holes in the base of the variometer and potentiometer unit are slotted permitting a front to back adjustment.

(iii) *Horizontal.*—The fixing holes for the gear box and indicator unit in the front panel of the drawers are slotted horizontally.

Note.—It is essential that the chassis should be firmly secured to the drawer by the four captive screws at all times except when removing the chassis or inspecting its underside.

(b) *To align drive attachment.*—The bearings of the top and bottom sprockets are carried by two bracket plates. These plates have slotted fixing holes at right angles to the corresponding fixing slots on the framework of the drive attachment. Adjustment is thus provided for aligning the sprockets of the drive attachment to the R.T.U. and gear box and indicator unit respectively. There is also an adjustment for altering the tension on the chain.

(c) *Flexible shaft.*—Disconnect the flexible drive from the R.T.U. and drive attachment. Inspect it closely to see that all the helices are firmly soldered into the end caps.

3. The procedure outlined in 2 (a) above is to be carried out for Type 285 with R.T.U. VII except that the horizontal adjustment of the R.T.U. VII is provided by slots in the bars, supporting, and not in the front panel of the drawer.

4323.—E.N. Shore Wireless Stations—Transmitter-Receiver Type 613—Introduction
(*R.N. Shore Wireless Stations, R.N. Air Stations and Shore Establishments supplied with W/T Apparatus*)

(R.E.02263/45.—2 Aug. 1945.)

Purpose.—Type 613 is a very low power H/F transmitter-receiver adapted for use on local lines of communication, where a small, self-contained set with a transmitting range, or a limited frequency band, up to about 12 miles ground to air over land using R/T is required. A more accurate guide to transmitting range can be obtained from paragraph 11 below.

2. Within the range limitation, it is particularly suitable for :—
 - (a) Ground to air communications in emergency.

- (b) Mobile stations.
- (c) Operation by unskilled personnel.

3. *Transmitter-Receiver.*—Type 613 consists of Transmitter-Receiver 5AG, A.P.58633, comprising :—

- (a) Transmitter Unit Type 22, A.M. Ref. No. 10R/23.
- (b) Receiver Unit, Design 5, A.P.59931.
- (c) Chassis Assembly, Design 2, A.P.59932.

It should be noted that A.P.58633 does not include either power unit although this fits into the Chassis Assembly.

4. The above consists of R.A.F. Transmitter-Receiver TR1196, modified to meet Naval ground station requirements. It is not interchangeable with TR1196 and is unsuitable for fitting in aircraft; a label to this effect has been attached to the chassis. Care must therefore be taken to refer to this set by its Naval title, using the new Admiralty pattern numbers on the modified components.

5. *Frequency Range and Crystals.*—The frequency range of the set is 4300 to 6700 Kc/s.

6. Crystal control only, of both transmission and reception, is available; there is no provision for self or master oscillator control. The crystal frequencies are :—

- | | | | |
|-----------------|-----|-----|------------------------------------|
| (a) Transmitter | ... | ... | Radiated frequency. |
| (b) Receiver | ... | ... | Radiated frequency minus 460 Kc/s. |

In the receiver, crystals of the radiated frequency plus 460 Kc/s can also be used but are not normally supplied.

7. The crystal holder is the standard A.M. Ref. No. 10X.

8. *Modulation.*—The transmitter is suitable for C.W., M.C.W. or R/T, and changes in the modulation can be effected from the remote position. A suitable attenuator unit is provided externally to enable the standard carbon microphone to be used with the set.

9. It should be noted, however, that the receiver is unsuitable for the reception of C.W., as no B.F.O. is incorporated.

10. *Listening Through.*—"Listening through" facilities are incorporated.

11. *Output Power.*—The maximum output power of the transmitter, which does not vary with the type of the modulation employed, is about 2 watts.

12. The maximum output of the receiver into a 600-ohm line is about 100 milliwatts. This is sufficient to operate a loud speaker directly, but the use of a loud speaker amplifier is normally desirable. The output from the receiver is designed to feed into 600 ohm lines or headphones, etc.

13. *Associated Aerial Outfits.*—The transmitter-receiver can either be connected directly to a single wire aerial or, via an A.M. Ref. No. 10A/14983 "Impedance Matching Unit, Type 157" supplied with each set, to a coaxial feeder A.P. 13804.

14. When a single wire aerial is required, the special aerial supplied with the set must be employed. To obtain the best results the length of wire from the aerial terminal on the set to the far end of the aerial must be as close to, but must not exceed, 28 ft.

15. When a coaxial feed is employed, which is the preferred arrangement, aerial outfit AFG (late AOQ) should be used, cut to the length required for the frequency on which maximum radiation is desired. This arrangement entails less efficient radiation on other frequencies and, if this is unacceptable, further aerial outfits AFG should be rigged which can be selected by plugging the feeder from the set into the aerial required on an A.M. Ref. No. 10A/12652 "Box, Distribution, Type 3." When two sets are operating on the same frequency in the same vicinity as, for example, at main and satellite air stations, radiation can be reduced if necessary to clear interference by the attenuator incorporated in the "Impedance Matching Unit, Type 157."

16. *Power Supplies.*—There are two variants of Type 613, which differ in the power supplies required as follows:—

- | <i>Name</i> | <i>Type of Power Supply</i> |
|--------------------|--|
| (a) Type 613ES ... | From an A.M. Ref. No. 10K/201, "Power Unit Type 87"; supplied at 22 to 29 volts D.C. from a 24-volt battery. Input to the converter is approximately 75 watts (transmitting) and 55 watts (receiving). |
| (b) Type 613FS ... | From an A.M. Ref. No. 10K/964, "Power Unit Type 301", supplied at 200 to 260 volts, single phase, 50 cycles, A.C. Input to the rectifier unit is approximately 65 watts (transmitting) and 45 watts (receiving). |

17. Both the above power units are designed to fit into the Chassis Assembly, A.P.59932, and must be changed when it is desired to change the power supply. As this operation takes some time, a Type 613EFS has not been produced. Instead, when Type 613FS is fitted as an emergency set, an emergency supply of 230 volts A.C. is to be provided, either from a battery driven A.C. supply outfit or from an emergency engine driven alternator. "A.C. Supply Outfit DWB" is suitable for emergency supplies are required *only* for Type 613FS, the input being about 200 watts (transmitting) or 165 watts (receiving) from a 24-volt battery.

18. Type 613ES is suitable for mobile stations only and should not be fitted in fixed installations.

19. *Control Arrangements.*—Four frequencies can be pre-set and selection of the desired pre-set frequency is made by the operation of the appropriate button on A.M. Ref. No. 10J/22, "Controller Electric, Type 4". Only one of these controllers can be fitted at a time, but, provided a cable with a low resistance value is used, it can be sited up to 120 feet from the set. The selection of frequencies cannot be effected over other remote control systems.

20. The specification shows two arrangements suitable when the transmitter-receiver is to be fitted in the building in which it is to be used. These are:—

- (a) Local Control, when the whole set and ancillary apparatus are fitted at the operating position.
- (b) Separated Local Control, when the control apparatus, including the controller electric, is situated up to 120 feet from the set and the remainder of the ancillary apparatus. This arrangement has three advantages, i.e., less space is occupied at the control position, the set will cause less interference to other receivers at the control position and the set can often be sited closer to its aerial and where a short earth lead makes for maximum efficiency.

21. The specification also shows the arrangements necessary for remote control when the set is to be connected into the "Shore Station Control System 1944 Design" (S.S.C.S.).

22. When fitted at R.N. air stations for use in the Flying Control Office, the separated local control arrangement should be followed whenever possible. In these circumstances, and whenever the set is installed elsewhere as an emergency set, it must *not* be connected to the remote control system, as failure of the control system or its power supplies may affect the operation of the set in emergency.

23. *Literature.*—The following literature is associated with the set:—

- (a) A.S.E. Fitting Out Specification No. "B.595," and Addendum "A."
- (b) The establishment list is List "E.331," dated 29th May, 1945.
- (c) The handbook is "S.S.217."

24. *Installation Space Required.*—The set normally requires a space against a wall 4 ft. high (above floor level), 3 ft. 6 in. along the wall and 2 ft. 6 in. from front to back, with a wooden bench (3 ft. 6 in. by 2 ft. 6 in.) occupying the whole space, the top of the bench being 2 ft. 6 in. above floor level. This does not include the space required for the operator's chair.

25. *Weights and Dimensions.*—The weights and dimensions of the principal units are approximately:—

Unit	Height		Length		Front to Back		Weight Unpacked
	ft.	in.	ft.	in.	ft.	in.	
(a) A.P.58633, transmitter receiver 5AG, when fitted with power unit	0	7½	1	6	0	11	36
(b) A.P.59144, rack assembly complete with amplifier for L.S., microphone unit, microphone power unit and cover	1	6¼	1	8½	1	4	100
(c) A.P.57723, loudspeaker unit	0	7	0	8	0	4¾	8
(d) A.P.56911, socket unit for bays	0	5	1	1	0	3¾	5

26. *Supply of Outfits.*—Supply of one outfit Type 613FS, for separated local control, will be made without demand to each R.N. Air Station as supplies become available. This is to be fitted in accordance with paragraph 22 above, to meet the requirement in C.A.F.O. 411/45, complying with A.S.E. Specification B.595.

27. Demands for sets for other services should be originated as laid down in A.F.O. 3526/45, paragraph 10, and should include information on the accessories required, viz.:

- (a) Power Units—Whether Type 613ES or Type 613FS or Type 613FS with A.C. Supply Outfit DWB is required.
- (b) Aerial Outfits—Whether any aerial outfits are required, other than the special aerial supplied with all sets.
- (c) Remote Control—Which of the following systems, explained in the specification, is desired:—
 - (i) Local Control.
 - (ii) Separated Local Control.
 - (iii) Local and Remote Control.
 - (iv) Remote Control only.

28. *Disposal of Non-Standard Apparatus at R.N. Air Stations.*—The variants of A.M. Transmitter-Receiver TR1196, or similar "airborne" equipment, at present used at R.N. Air Stations in the absence of Type 613FS, are not standard Naval ground radio equipment and, after Type 613FS has been fitted, are to be dismantled and dealt with in the manner appropriate to redundant airborne stores.

(C.A.F.O. 411/45 and A.F.O. 3526/45.)

4324.—W/T and R/T Sets, Type 86M, and R.A.F. TR1196.—Fitting in Air Training Target Ships—As. and As.

(R.E. 12999/45.—2 Aug. 1945.)

In order that air training target ships may have adequate facilities for R/T communication with the various types of aircraft with which they are required to operate, it has been decided to fit these vessels with transmitter-receiver Type 86M and R.A.F. TR1196.

2. Certain of the ships concerned are already fitted with Type 86M, so that fitting of TR1196 only is required. Others are fitted with Type 86, which should be replaced by Type 86M.

3. Installation specifications are not being provided for TR1196, which should be fitted in the most suitable position, to be decided by the port W/T office in consultation with ships' officers, assisted if necessary by a Naval Air Radio Officer obtained by application to Admiral (Air). As the set is designed for fitting in aircraft, the length of feeder between the transmitter and the aerial should not exceed 10-ft., and an aerial of approximately 30-ft. in length will be most suitable.

4. The following ancillary stores are also required for use in conjunction with each TR1196 :—

Patt. No. or Ref. No.	Description	Quantity
58383	Attenuator unit	1
W.3561	Box, fuse	1
57508	Bulkhead mounting	1
W.7546	Box, with 7-pin socket	1
10J/22	Controller, electric, Type 4	1
10H/897	Connector, Type 362/1	1
10H/4491	Connector, 12-way, Type 213/360/4	1
8111A	Fuse-box, 7 amp., 2-way	1
5541	Fuse, 7 amp.	12
	(includes 8 spares)	
10H/107	Fuse, cartridge, Type 259 m/a	6
	(includes 4 spares)	
7681	Key, morse	1
57723	Loudspeaker unit, des. 2	1
57507	Microphone unit, Design IV	1
W.6703	Microphone headset	1
or		
W.8213A	Handset, with plug and lead	1
10K/201	Power unit, Type 87... ..	1
54772	Spark quench unit	1
8289	Switch, tumbler, 5 amp.	1
4089A	Switch, D.P., 6 amp.	1
	Valves :—	
CV.1052	VT52	3
	(includes 2 spares)	
CV.1053	VR53	6
	(includes 4 spares)	
CV1055	VR55	3
	(includes 2 spares)	
CV1056	VR56	6
	(includes 4 spares)	
CV.1057	VR57	3
	(includes 2 spares)	
CV.1501	VT501	3
	(includes 2 spares)	
CV.1091	VR91	3
	(includes 2 spares)	

5. Instructions for fitting Type 86M and serial outfit APH are contained in Installation Specifications Nos. B.190/R.1 and B.337, respectively. List of stores is contained in Establishment List E.604.

6. Ships concerned are to insert an item in their list of As. and As., Classification "A", "To fit W/T and R/T sets, Type 86M and/or R.A.F. TR1196" quoting this Admiralty Fleet Order as authority.

7. This order applies to any further vessels which may be allocated as air training target ships.

(A.F.O. 427/45 is cancelled.)

4325.—Lagging of Wireless and Radar Offices

(S.D. 04149/43.—2 Aug. 1945.)

With reference to paragraph 2 of A.F.O. 6420/42, "Celotex" is not readily obtainable and is not considered satisfactory as a fire resisting material. For these reasons its use is to be discontinued.

2. There are disadvantages in the use of sprayed asbestos for W/T and Radar offices, the most important being that there is a risk of damage to electrical instruments and connections if the moisture used in the application is not thoroughly dried out.

3. For these reasons lagging where required in W/T offices (not already specified to be sound insulated in accordance with Specification 9523), and Radar offices, is in future to be $\frac{3}{4}$ in. paxfelt tiles fixed with clips, cleats and Bostick C adhesive compound. The face and joints of tiles are to be covered with scrim cloth and care is to be taken that the paxfelt is firmly pressed to the steel structure.

4. Yard officers and P.E.R.Os. are to ensure that early steps are taken to provide the fire-resistant alternative.

5. When ordering paxfelt, which is obtainable from Messrs. Newalls Insulation Co., Washington Station, Co. Durham, it should be stated that the material required is $\frac{3}{4}$ in. thick Paxfelt compressed from 1 $\frac{1}{2}$ in. (A.F.O. 6420/42.)

6. This Order applies in the case of new W/T and Radar offices (not already specified to be sound insulated in accordance with Specification 9523) being built in existing ships, and where major alterations are being carried out in offices at present lined with Celotex and re-lining with Paxfelt can conveniently be done.

7. Separate instructions have been issued for new construction ships.

(A.F.O. 6420/42.)

(A.F.O. 862/44 is cancelled.)

4326.—Y.G. Homing Beacon Trainers—Introduction

(A./A.C.R.D. 2225/44.—2 Aug. 1945.)

Arrangements have been made for the production of a number of Y.G. Homing Beacon Trainers. These trainers, which are used in conjunction with Link Trainers, will be supplied to the following Naval Air Stations and M.O.N.A.Bs. without demand, in order of priority :—

1. Henstridge	17. Crail
2. Hinstock	18. Fearn
3. H.M.S. "Nabbington"	19. Hatston
4. H.M.S. "Nabthorpe"	20. Inskip
5. Trincomalee	21. Ronaldsway
6. Katukurunda	22. Twatt
7. Colombo	23. Wingfield
8. Tambaram	24. Dekheila
9. Puttalam	25. Hal Far
10. St. Merryn	26. Dale
11. Burscough	27. Rattray
12. Machrihanish	28. Lee-on-Solent
13. Drem	29. East Haven
14. Eglinton	30. Maydown
15. Arbroath	31. Hinstock (second)
16. Donibristle	32. Yeovilton

2. Installation at Home Stations will be carried out by a special fitting party. Installation instructions will be despatched with the Trainers for stations abroad.

4327.—Admiralty Pattern Tubular Engine Stands—Precautions

(A.M.R./N.L. 6458/45.—2 Aug. 1945.)

A serious accident has recently occurred when a rating was attempting to move a Merlin engine on the above type of stand by pulling the engine towards him. Owing to the narrowness of the stand, and the casting action of the wheels, the stand toppled over towards him.

2. Pending investigation into the necessity for a modification of this type of stand, Ships and Establishments are to ensure that all ratings are aware of the tendency to top-heaviness when Merlin engines are installed in these stands. On all occasions when it is desired to move the stands sideways under these conditions they are to be pushed and not pulled.

4328.—Walrus/Sea Otter Airframe Spares—Re-referencing Under R.A.F.
Vocabulary Section 26EM

(N.S. Air 7821/45.—2 Aug. 1945.)

The Walrus airframe spares shown in the Appendix hereto used on Sea Otter aircraft have been re-referenced in the Sea Otter series under Section 26EM.

2. Stocks of these items should be transferred to, and dealt with under the respective Section 26EM reference numbers and the latter should be quoted on all future demands, statements, etc.

3. The B.R. 377(Y) and Schedule of Spare Parts will be amended in due course.

Old 26B Ref. No.	Part No.	New 26EM Ref. No.	Old 26B Ref. No.	Part No.	New 26EM Ref. No.
10004	22312/183	5882	10712	22350/1449	5933
10071	22308/1205	5883	10713	22359/227	5934
10084	22315/29	5884	10715	22350/1431	5935
10127	22307/701	5885	10716	22350/1391	5936
10141	22308/31	5886	10723	22350/1369	5937
10142	22308/33	5887	10725	22350/1427	5938
10143	22308/147	5888	10727	22350/1407	5939
10189	V.G.S.4183/3/1	5889	10728	22350/1335	5940
10217	V.G.S.4183/2/D	5890	10730	22350/1405	5941
10236	22369/179	5891	10733	22350/1463	5942
10237	22369/181	5892	10738	22359/253	5943
10306	22369/175	5893	10742	22359/277	5944
10307	22369/177	5894	10750	22359/163	5945
10323	22369/263	5895	10753	22359/193	5946
10341	V.G.S.4183/2/B	5896	10757	22359/219	5947
10371	22334/53	5897	10762	22359/173	5948
10380	22369/147	5898	10763	S.P.270/4805	5949
10384	22369/143	5899	10767	22359/177	5950
10385	22369/141	5900	10768	V.G.S.427	5951
10387	22369/171	5901	10769	23027/3247	5952
10389	22369/189	5902	10770	23027/3249	5953
10505	22353/65	5903	10771	22359/189	5954
10516	22815/291	5904	10788	22350/1085	5955
10579	22333/901	5905	10699	22350/1069	5956
10629	22314/317	5906	10798	22350/1529	5957
10630	22314/141	5907	10799	22350/1519	5958
10631	22314/143	5908	10800	22350/1521	5959
10634	GROUP	5909	10801	22350/1523	5960
10635	GROUP	5910	10803	22350/1601	5961
10636	22314/321	5911	10805	V.G.S.4184/2/M/	5962
10660	22350/1443	5912	10806	22350/1531	5963
10671	22350/1355	5913	10807	22350/1603	5964
10673	22350/1571	5914	10808	22350/1451	5965
10675	22350/1575	5915	10809	22350/1453	5966
10676	22350/1573	5916	10811	22350/1067	5967
10678	22350/1389	5917	10813	22350/1541	5968
1323	22350/1675	5918	10814	22350/1537	5969
10329	22108/1329	5919	10815	22350/1535	5970
10681	22350/1437	5920	10817	22350/1539	5971
10682	22350/1599	5921	10818	22350/1545	5972
10683	22350/1435	5922	10820	22359/165	5973
10684	22350/1441	5923	10834	22313/113	5974
10685	22350/1439	5924	10840	22364/1495	5975
10691	22350/1315	5925	10848	V.G.S.4183/3/D	5976
10692	22350/1311	5926	10853	22357/53	5977
10694	22350/1313	5927	10867	22362/39	5978
10700	22350/1323	5928	10868	22362/127	5979
10701	22350/1317	5929	10869	22362/23	5980
10702	22350/1375	5930	10870	GROUP	5981
10710	22350/Sht. 145	5931	10871	22362/95	5982
10711	22350/1445	5932	10872	GROUP	5983

Old 26B Ref. No.	Part No.	New 26EM Ref. No.	Old 26B Ref. No.	Part No.	New 26EM Ref. No.
10876	22362/33	5984	11883	V.G.S.4200	6048
10877	22362/165	5985	11887	23027/4073	6049
10878	22362/145	5986	11891	V.G.S.364/23	6050
10879	22362/147	5987	11959	22364/1491	6051
10886	22362/67	5988	11930	22364/143	6052
10887	22362/139	5989	11931	22364/145	6053
10896	22362/53	5990	11650	V.G.S.364/25	6054
10897	22362/47	5991	11944	22364/1275	6055
10899	22362/137	5992	11987	22364/1609	6057
10900	22362/51	5993	12004	22364/S.H.135	6058
10893	22362/SH.1	5994	12006	22335/323	6059
10901	22362/69	5995	12007	22335/287	6060
10902	22362/135	5996	12009	TENAX No. 201	6061
10917	22333/1283	5997	12010	22335/401	6062
10989	22333/213	5998	12011	22335/595	6063
10990	22333/1179	5999	12013	22335/561	6064
10991	S.P.1306	6000	12015	22335/559	6065
10992	22333/209	6001	12016	22335/543	6066
10994	22333/299	6002	12049	22364/345	6067
10995	22333/303	6003	12053	22364/125	6068
11001	22333/201	6004	12055	22364/1255	6069
11004	22333/301	6005	12068	22364/313	6070
11005	22333/471	6006	12076	22364/1131	6071
11072	TECALEMIT	6007	12077	22364/1233	6072
11086	22333/787	6008	12081	22364/351	6073
11094	22333/1431	6009	12082	22364/139	6074
11224	17145/511	6010	12084	22364/901	6075
11230	22839/101	6011	12133	22335/187	6076
11369	22145/1051	6012	12139	22335/115	6077
11490	22656/25	6013	12140	22325/137	6078
11540	V.G.S.4181/2	6014	12146	22335/553	6079
11551	22344/151	6015	12147	22335/277	6080
11562	22344/69	6016	12148	22135/Sh.2	6081
11564	22344/43	6017	12149	22135/61	6082
11566	22846/39	6018	12159	22335/339	6083
11567	22344/155	6019	12162	22335/235	6084
11568	22344/173	6020	12163	22135/59	6085
11569	22344/175	6021	12164	22335/63	6086
11305	SP.418/5214	6022	12166	22335/459	6087
11587	V.G.S.364/36	6023	12168	22335/457	6088
11626	22364/111	6024	12169	22335/461	6089
11627	22364/117	6025	12172	22135/11	6090
11628	22364/Sh.10	6026	12179	22335/671	6091
11629	DAVEY No. 3429	6027	12181	22335/675	6092
11634	DAVEY No. 1221	6028	12222	TENAX No. 87...	6093
11649	V.G.S.364/12	6029	12060	22364/1257	6094
11671	V.G.S.4183/2/E	6030	12176	V.G.S.364/33	6095
11672	V.G.S.4183/3/E	6031	12178	22335/585	6096
11692	RUBO	6032	12180	22335/589	6097
11717	22314/319	6033	12223	22335/351	6098
11733	V.G.S.1055/25	6034	12230	22335/85	6099
11746	S.P.1550/17	6035	12232	22335/119	6100
11749	22364/121	6036	12234	22335/317	6101
11752	S.P.1629/1	6037	12235	22335/318	6102
11830	V.G.S.4184/2/D	6038	12236	22335/319	6103
11835	S.P.1629/2	6039	12238	22335/587	6104
11837	V.G.S.4184/2/E	6040	12239	22335/703	6105
11843	S.P.64/4275	6041	12304	22379/131	6106
11846	S.S.324/40	6042	12307	22364/1459	6107
11859	22327/1589	6043	12309	22364/997	6108
11860	22327/1591	6044	12313	SP/1318/1/6461	6109
11867	22350/1393	6045	12315	22379/99	6110
11868	S.P.1629/3	6046	12322	22364/941	6111
11872	22345/13	6047	12329	22379/117	6112

Old 26B		New 26EM		Old 26B		New 26EM	
Ref. No.	Part No.	Ref. No.	Ref. No.	Part No.	Ref. No.	Ref. No.	Ref. No.
12331 ...	22379/115	6113	30482 ...	22350/1655	6177	32086 ...	22362/83
12334 ...	22364/963	6114	30483 ...	22350/1653	6178	32089 ...	22364/103
12418 ...	RUBO ...	6115	30484 ...	22350/1651	6179	32115 ...	22336/681
12420 ...	22846/211	6116	30487 ...	22350/1617	6180	32144 ...	22362/85
12430 ...	22846/207	6117	30490 ...	22350/1647	6181	32146 ...	22364/95
12456 ...	22837/143	6118	30492 ...	30050/1105	6182	32147 ...	22364/105
12475 ...	22353/705	6119	30546 ...	V.G.S.4204/9	6183	32148 ...	22364/137
12484 ...	22353/343	6120	30547 ...	V.G.S.4197	6184	32163 ...	22369/157
12504 ...	22353/SH.10	6121	30573 ...	22846/209	6185	32185 ...	22369/191
12505 ...	22353/325	6122	30598 ...	22353/309	6186	32325 ...	22335/533
12506 ...	22353/327	6123	30599 ...	ROSS COURTNEY	6187	32371 ...	22350/1717
12507 ...	22353/313	6124	30624 ...	23645/85	6188	32373 ...	Zwicky No 2415
12508 ...	SP/9/4445	6125	30641 ...	V.G.S.4214/B	6189	32398 ...	22362/17
12510 ...	22353/351	6126	30451 ...	22164/213	6190	32450 ...	22333/121
12511 ...	22353/353	6127	30657 ...	23636/259	6191	32557 ...	22145/81
12537 ...	22353/635	6128	30709 ...	23653/325	6192	32732 ...	23636/455
12557 ...	22353/329	6129	30720 ...	V.G.S.4252/1	6193	33116 ...	22364/87
12561 ...	22353/691	6130	30772 ...	22350/1671	6194	33128 ...	22335/451
12562 ...	22353/359	6131	30773 ...	22350/1669	6195	33156 ...	23662/55
12337 ...	V.G.S.364/24	6132	30781 ...	A.H.O.5341	6196	33171 ...	22353/349
12351 ...	V.G.S./26	6133	30784 ...	A.H.M.1	6197	33188 ...	22845/195
12536 ...	22353/Sh.16	6134	30790 ...	22363/1	6198	33218 ...	22845/19
12721 ...	22350/1351	6135	30792 ...	23662/5	6199	33219 ...	22845/21
12724 ...	22350/1325	6136	30804 ...	22301/81	6200	33286 ...	22307/600
12750 ...	TENAX....	6137	30805 ...	22301/157	6201	33287 ...	22307/599
12936 ...	22369/291	6138	30806 ...	22301/211	6202	33288 ...	22353/339
12960 ...	V.G.S.4220	6139	30842 ...	22307/631	6203	33350 ...	22127/633
13068 ...	S.S.349/2...	6140	30943 ...	22308/1117	6204	33351 ...	22133/957
13071 ...	22318/123	6141	30983 ...	22312/137	6205	33352 ...	22133/979
13073 ...	V.G.S.4151/7	6142	31003 ...	22318/71	6206	33353 ...	22133/1345
13074 ...	S.S.381/30	6143	31048 ...	22362/35	6207	33355 ...	22301/203
13077 ...	22307/781	6144	31049 ...	22362/41	6208	33360 ...	22350/1697
13078 ...	22307/781	6145	31051 ...	22326/51	6209	33364 ...	22364/961
13097 ...	22307/23	6146	31054 ...	22326/87	6210	33370 ...	23027/738
13342 ...	TERRY No. 75	6147	31180 ...	22335/113	6211	33375 ...	23033/169
13362 ...	V.G.S.847/B	6148	31190 ...	22350/1337	6212	33377 ...	23033/173
13440 ...	V.G.S.4204/4	6149	31281 ...	22379/169	6213	33378 ...	23033/175
13458 ...	V.G.S.4229/2/D	6150	31405 ...	23664/35	6214	33379 ...	22033/179
13485 ...	P.E.54 ...	6151	31443 ...	27519/27	6215	33380 ...	22033/181
13494 ...	23658/5	6152	31444 ...	27519/29	6216	33381 ...	22033/185
12753 ...	TENAX NO. 45	6153	31451 ...	27519/77	6217	33382 ...	22033/187
13284 ...	30934/225	6154	31453 ...	27519/93	6218	33384 ...	22033/389
13361 ...	V.G.S.847/A	6155	31471 ...	VICKERS 90109/1	6219	33147 ...	22366/703
13456 ...	V.G.S.4229/1/A	6156	31192 ...	22350/1359	6220	33361 ...	22353/345
16275 ...	S.P.5/4445	6157	31473 ...	Vickers 90109/13	6221	33362 ...	22353/347
13139 ...	22364/1313	6158	31474 ...	Vickers 90109/15	6222	33366 ...	22364/1467
30011 ...	V.G.S.4218	6159	31496 ...	22350/1673	6223	33385 ...	23033/393
30021 ...	22307/813	6160	31512 ...	22845/237	6224	33386 ...	23033/671
30097 ...	22369/174	6161	31552 ...	V.G.S.4151/6	6225	33387 ...	23033/1731
30098 ...	22369/218	6162	31553 ...	V.G.S.4151/8	6226	33389 ...	23033/1849
30099 ...	22369/173	6163	31554 ...	V.G.S.4151/9	6227	33394 ...	23664/581
30172 ...	22359/267	6164	31556 ...	V.G.S.4151/11	6228	33395 ...	23664/583
30173 ...	22359/269	6165	31561 ...	V.G.S.4199	6229	33399 ...	23747/119
30185 ...	23659/35	6166	31688 ...	22301/205	6230	33407 ...	30066/65
30189 ...	22359/231	6167	31702 ...	22307/592	6231	33408 ...	30447/Sh.13
30190 ...	22359/351	6168	31703 ...	22307/633	6232	33434 ...	V.G.S.4219
30204 ...	22362/97	6169	31727 ...	22308/421	6233	33444 ...	22364/141
30236 ...	22145/147	6170	31760 ...	22307/591	6234	33513 ...	23033/153
30286 ...	V.G.S.4252/7	6171	31761 ...	22307/595	6235	33515 ...	22333/259
30328 ...	23679/173	6172	31841 ...	22312/139	6236	33517 ...	22144/53
30367 ...	S.P.1306/8/6376	6173	32031 ...	22333/263	6237	33518 ...	GROUP ...
30477 ...	22350/1667	6174	32047 ...	22333/269	6238	33519 ...	22308/1109
30478 ...	22350/1665	6175	32052 ...	22335/75	6239	33520 ...	22314/227
30481 ...	22350/1659	6176	32085 ...	22362/15	6240	33521 ...	22333/341

Old 26B		New 26EM		Old 26B		New 26EM	
Ref. No.	Part No.	Ref. No.	Ref. No.	Part No.	Ref. No.	Ref. No.	Ref. No.
32086 ...	22362/83	6241	33522 ...	22357/171	6305	32089 ...	22364/103
32089 ...	22364/103	6242	33530 ...	22433/143	6306	32115 ...	22336/681
32115 ...	22336/681	6243	33531 ...	22345/7	6307	32144 ...	22362/85
32144 ...	22362/85	6244	33533 ...	22145/851	6308	32146 ...	22364/95
32146 ...	22364/95	6245	33534 ...	22145/853	6309	32147 ...	22364/105
32147 ...	22364/105	6246	33535 ...	22145/857	6310	32148 ...	22364/137
32148 ...	22364/137	6247	33536 ...	22301/151	6311	32163 ...	22369/157
32163 ...	22369/157	6248	33537 ...	22307/451	6312	32185 ...	22369/191
32185 ...	22369/191	6249	33538 ...	22333/217	6313	32325 ...	22335/533
32325 ...	22335/533	6250	33539 ...	22333/231	6314	32371 ...	22350/1717
32371 ...	22350/1717	6251	33541 ...	22335/105	6315	32373 ...	Zwicky No 2415
32373 ...	Zwicky No 2415	6252	33543 ...	22335/447	6316	32398 ...	22362/17
32398 ...	22362/17	6253	33545 ...	22335/557	6317	32450 ...	22333/121
32450 ...	22333/121	6254	33550 ...	22345/5	6318	32557 ...	22145/81
32557 ...	22145/81	6255	33552 ...	22350/1367	6319	32732 ...	23636/455
32732 ...	23636/455	6256	33553 ...	22359/363	6320	33116 ...	22364/87
33116 ...	22364/87	6257	33554 ...	22364/97	6321	33128 ...	22335/451
33128 ...	22335/451	6258	33555 ...	22364/99	6322	33156 ...	23662/55
33156 ...	23662/55	6259	33556 ...	22364/131	6323	33171 ...	22353/349
33171 ...	22353/349	6260	33559 ...	22364/777	6324	33188 ...	22845/195
33188 ...	22845/195	6261	33560 ...	22364/781	6325	33218 ...	22845/19
33218 ...	22845/19	6262	33561 ...	22364/1649	6326	33219 ...	22845/21
33219 ...	22845/21	6263	33572 ...	22845/23	6327	33286 ...	22307/600
33286 ...	22307/600	6264	33573 ...	22845/25	6328	33287 ...	22307/599
33287 ...	22307/599	6265	33574 ...	22845/31	6329	33288 ...	22353/339
33288 ...	22353/339	6266	33575 ...	22845/33	6330	33350 ...	22127/633
33350 ...	22127/633	6267	33576 ...	22845/35	6331	33351 ...	22133/957
33351 ...	22133/957	6268	33577 ...	22845/37	6332	33352 ...	22133/979
33352 ...	22133/979	6269	33578 ...	22845/39	6333	33353 ...	22133/1345
33353 ...	22133/1345	6270	33579 ...	22845/51	6334	33355 ...	22301/203
33355 ...	22301/203	6271	33580 ...	22845/53	6335	33360 ...	22350/1697
33360 ...	22350/1697	6272	33581 ...	23027/7381	6336	33364 ...	22364/961
33364 ...	22364/961	6273	33582 ...	23033/177	6337	33370 ...	23027/738
33370 ...	23027/738	6274	33583 ...	23033/227	6338	33375 ...	23033/169
33375 ...	23033/169	6275	33585 ...	23033/335	6339	33377 ...	23033/173
33377 ...	23033/173	6276	33586 ...	23033/329	6340	33378 ...	23033/175
33378 ...	23033/175	6277	33587 ...	23033/331	6341	33379 ...	22033/179
33379 ...	22033/179	6278	33588 ...	23033/333	6342	33380 ...	22033/181
33380 ...	22033/181	6279	33589 ...	23033/337	6343	33381 ...	22033/185
33381 ...	22033/185	6280	33590 ...	23033/339	6344	33382 ...	22033/187
33382 ...	22033/187	6281	33600 ...	23033/1799	6345	33384 ...	22033/389
33384 ...	22033/389	6282	33601 ...	22420/171	6346	33147 ...	22366/703
33147 ...	22366/703	6283	33602 ...	22420/175	6347	33361 ...	22353/345
33361 ...	22353/345	6284	33604 ...	22333/273	6348	33362 ...	22353/347
33362 ...	22353/347	6285	33605 ...	22333/277	6349	33366 ...	22364/1467
33366 ...	22364/1467	6286	33620 ...	22336/805	6350	33385 ...	23033/393
33385 ...	23033/393	6287	33658 ...	71106/4290	6351	33386 ...	23033/671
33386 ...	23033/671	6288	33666 ...	71107/4290	6352	33387 ...	23033/1731
33387 ...	23033/1731	6289	33711 ...	S.P.406/5215	6353	33389 ...	23033/1849
33389 ...	23033/1849	6290	33731 ...	S.S.324/38	6354	33394 ...	23664/581
33394 ...	23664/581	6291	33746 ...	TENAX No. 32...	6355	33395 ...	23664/583
33395 ...	23664/583	6292	33750 ...	17153/5 ...	6356	33399 ...	23747/119
33399 ...	23747/119	6293	33752 ...	S.P.811/5871	6357	33407 ...	30066/65
33407 ...	30066/65	6294	33753 ...	S.P.699/5618	6358	33408 ...	30447/Sh.13
33408 ...	30447/Sh.13	6295	33762 ...	V.G.S.4149/6	6359	33434 ...	V.G.S.4219
33434 ...	V.G.S.4219	6296	33763 ...	V.G.S.4148/8	6360	33444 ...	22364/141
33444 ...	22364/141	6297	33767 ...	22153/517	6361	33513 ...	23033/153
33513 ...	23033/153	6298	33772 ...	19053/33	6362	33515 ...	22333/259
33							

Old 26B		New 26EM		Old 26B		New 26EM					
Ref. No.	Part No.	Ref. No.	Ref. No.	Part No.	Ref. No.	Ref. No.	Ref. No.				
33793 ...	S.P.1550/4	... 6369	33853 ...	V.G.S.1055/1	... 6385	33795 ...	S.P.407/5215	... 6370	33857 ...	V.G.S.4183/3/G	... 6386
33810 ...	S.P.410/5215	... 6371	33860 ...	V.G.S.4204/13	... 6387	33815 ...	S.P.1550/11	... 6372	33873 ...	23634/75	... 6388
33818 ...	22127/1683	... 6373	33877 ...	22307/589	... 6389	33820 ...	S.P.713/5703	... 6374	33878 ...	23033/1833	... 6390
33821 ...	S.P.716/5706	... 6375	33918 ...	22333/199	... 6391	33822 ...	22101/245	... 6376	33919 ...	22353/637	... 6392
33823 ...	23033/317	... 6377	33920 ...	22133/1343	... 6393	33824 ...	23033/315	... 6378	33921 ...	22145/859	... 6394
33826 ...	22333/211	... 6379	33938 ...	22301/145	... 6395	33827 ...	22333/187	... 6380	33939 ...	22301/155	... 6396
33829 ...	23033/1041	... 6381	34205 ...	22344/153	... 6397	33830 ...	22333/197	... 6382	34206 ...	22369/27	... 6398
33831 ...	22333/205	... 6383	34232 ...	23664/Sh.81	... 6399	33840 ...	23033/323	... 6384	34254 ...	22350/1777	... 6400

4329.—Avenger Aircraft—Introduction of 5C/1551 Chartboard Lamp (24 volts) and Accessories, in lieu of 5C/1550 (12 volts)

(A.W.D./N.S. Air 4146/45.—2 Aug. 1945.)

With the introduction of Mod. 809 (re-arrangement of the middle cockpit for the use of the observer) in Avenger aircraft, provision of chartboard lighting becomes essential.

2. Chartboard lamp, Stores Ref. No. 5C/1551 (24 volts) and accessories super-sedes chartboard lamp, Stores Ref. No. 5C/1550 (12 volts) and will be supplied to all Avenger squadrons as squadron mobile equipment without demand, in accordance with the following scales:—

B.R. 377 (K) and B.R. 378 (K)

Ref. No.	Description	Avenger I, II, III	
		S.M.E.	
		1 to 6 aircraft	7 to 12 aircraft
<i>Section 5C</i>			
1551 680	Lamp, chartboard (24 v.) Glass, orange (for lamp, chartboard 5C/1551)...	(a) + 2 (b)	(a) + 3 (b)
<i>Section 5L</i>			
244	Lamp filament (for lamp, chartboard 5C/1551)	(c)	(c)

(a) = 1 per aircraft.
(b) = 2 per aircraft.
(c) = 3 per aircraft.

(A.F.O. 1879/45 is cancelled.)

4330.—Accelerating Aircraft from Accelerators, B.H.III, 8-23—As. and As.
Aircraft Carrier "Colossus" Class

(D/P. 2293/45.—2 Aug. 1945.)

Experience during trials in ships of the "Colossus" class has shown that the siting of the accelerator control position makes it necessary to introduce a system

of signalling between the panel and the Engineer Officer in addition to the launching procedure laid down in A.F.O. 97/45. Without some visual signalling system the Engineer Officer cannot keep touch with the panel and hence is not aware of the state of the gear below.

2. Red and green handflags are to be provided at the control position and a single flag socket is to be fitted. The responsibility for operating these flags is to rest with the G.E.R.A. or E.R.A. of the accelerator crew.

3. The flags are to be employed as follows:—

Accelerator machinery *not ready* *Red flag in socket.*

Accelerator machinery *ready in all respects for immediate launching.* *Green flag in socket.*

While the launching drill is being carried out, the C.E.R.A. or E.R.A. is to take station at the after end of the control box. If any irregularity is manifest in the machinery or loading arrangements he is to raise his red flag prominently so that it can be seen by the Engineer Officer, who will *immediately* carry out the Emergency Procedure as laid down in A.F.O. 97/45, paragraph 7, case 4.

4. The above instructions are to be regarded as supplementary to A.F.O. 97/45, and the Accelerator Drill Book is to be amended accordingly.

5. The burning of the *gear ready lamp* is the executive signal from below that the machinery is ready and personnel are clear of the ropes and standing by for the launch. It is to be extinguished at the end of the launch and *relit only when the above condition is restored.*

6. It has been noticed that in some ships the gear ready lamp is situated at the forward end of the control position where it can be seen neither by control worker nor C.E.R.A. or E.R.A. In such cases this lamp is to be moved to a convenient site at the after end of the box.

7. Commanding Officers are to insert an item covering the fitting of a flag socket and resiting the gear ready lamp in their next list of approved As. and As. The work is to be carried out by ship's staff.

8. Special instructions have been issued for ships under construction.

(A.F.O. 97/45.)

4331.—Propeller Lifting Lugs—Precautions
American-built Escort Carriers

(D. 020584/44.—2 Aug. 1945.)

Investigation has shown that the factor of safety provided in the propeller lifting lugs and gear in American-built Escort Carriers is lower than that usually accepted in Admiralty standards.

2. For this reason care should be taken when lifting propellers, and the lugs and gear should be examined and any signs of weakness should be reported to Admiralty.

(A.S. Rosyth, 13 Sept., 1944, No. 3963.)

4332.—Aircraft—Vacuum Cleaners—Allowances

(N.S. Air 13817/44.—2 Aug. 1945.)

The allowances of vacuum cleaners to aircraft carriers, R.N. air stations, R.N. aircraft repair and maintenance yards, repair ships, etc., have been under review and have been amended to the following scales:—

Naval Pattern No.	Description	Aircraft carriers		R.N. Air stations		R.N. aircraft		H.M.S. " Unicorn "	Maintenance ships	Component repair ships	M.O.N.A.B.S.	Receipt and despatch units
		Fleet and Light Fleet	Escort	Class A	Class B	Repair yards	Main-tenance yards					
F1C/—	Aircraft cleaner, electric, C/W hose, crevice nozzle and all-purpose brush, Hoover type, 220/230 v., A.C./D.C. or 110/120 v., A.C./D.C.	2	1	4	2	—	—	—	—	—	2	—
F1C/—	Vacuum cleaner, electric, Sturtevant No. 5, 220/230 v., A.C./D.C.	—	—	—	—	—	4 (B)	1	—	—	—	—
F1C/—	Vacuum cleaner, electric, Goblin Major, 220/230 v., A.C./D.C. or 110/120 v., A.C./D.C.	1	—	4 (A)	—	—	1	—	—	—	—	—

(A) = 1 additional for synthetic training devices where held.
(B) = 1 additional to Donibristle for use in link trainer shop.

2. Services concerned should forward demands to complete to these allowances, to their appropriate storing yard, quoting this Admiralty Fleet Order as authority for supply. Issues to new services will be made with their initial outfit of stores.

3. Arrangements are being made for the necessary quantities to be despatched to storing yards abroad to cover the requirements of ships and services attached to foreign stations. Details of the quantities being supplied will be forwarded direct to (S) Naval Store Officers concerned.

4333.—Ships Operating in Arctic or Cold Weather Conditions—Additional Naval Stores

(N.S. 26421/45.—2 Aug. 1945.)

The list of naval stores for gunnery purposes shown in the appendix to A.F.O. 869/44 should be deleted and a revised list substituted in accordance with the appendix to this A.F.O.

2. The Sea Store Establishments concerned will be amended.

APPENDIX

Quantity

Pattern	Description	Denomination	Capital ships and aircraft carriers	Cruisers and repair and depot ships	Flotilla leaders and destroyers	Frigates, corvettes, sloops, Fleet minesweepers and cutters	Trawlers, whalers, drifters, boom defence vessels and other small steam vessels	90-ft. M.F. Vs.	Remarks
1	2	3	4	5	6	7	8	9	
11	Gunnery Stores Consumable D.1 Canvas, R.N., grey, No. 4 (unpainted).	Yds.	—	—	—	—	—	—	As required for extra gun covers, etc. (not to ships of new construction where the necessary covers have been supplied by ship-builders).
712	E.8 Glycerine ... Grease, No. 0 (K.1135).	galls. lbs.	24 448	12 336	18 224	10 112	5 112	— 10	
—	E.9 Oil, anti-freezing, D.T.D.44D.	galls.	A	50	30	20	6	1	A—70—to capital ships, 50—to aircraft carriers.
1186	Fluid, hydraulic, D.T.D.585	galls.	B	16	5	3	1	1	B—16—to capital ships, 60—to aircraft carriers.

(A.F.Os. 869/44, 5210/44 and 923/45).

**4334.—Telescope and Binocular Test Bench, Pattern No. 12112—Introduction—
List of Equipment and Adjusting Tools**

(N.S. 019350/44.—2 Aug. 1945.)

A new type of test bench for collimating hand-held and gunsighting binoculars and telescopes which supersedes the existing collimator, Pattern No. 12109, is now in production and is being allocated to selected ships and repair bases. The instrument will be known as the "Telescope and binocular test bench" and Pattern No. 12112 has been allocated to it. Collimators, Pattern No. 12109, will not be replaced by the new instrument at this stage.

2. The complete equipment supplied will consist of:—

- (a) Test bench, Pattern No. 12112.
- (b) Parts for collimating hand-held and A.D.O. binoculars.
- (c) Parts for collimating gunsighting telescopes.
- (d) Parts for collimating gunsighting binoculars.
- (e) Adjusting tools for use with the instruments mentioned in (b), (c) and (d) above.
- (f) Fitted wooden cabinet to support the bench and hold all the tools and fittings.

3. The appendices to this Order describe each part and give the individual pattern numbers which have been assigned. Description and pattern numbers should be quoted whenever spares or replacements for breakage are demanded. The earlier test benches will be supplied in the first instance fitted with parts under 2 (b) and (c) above, the parts under 2 (d), (e) and (f) being supplied later without demand. Later benches will be supplied complete with all associated equipment.

4. The parts under 2 (d), (e) and (f), supplied separately, will include a modified telescope as replacement of that fitted to earlier models of the bench. Services should arrange for displaced telescopes to be returned to the nearest (Superintending) Naval Store Officer for immediate transmission to the makers for modification and re-issue with other benches under manufacture. Packages should be marked "for Ottway C.P.83386/43" and, where appropriate, fast sea freight should be requisitioned.

5. An instruction book describing the use and maintenance of the test bench is being prepared and will be issued with each complete set upon allocation; issue will also be made retrospectively to all ships and bases which were supplied with the early models of the bench or collimator, Pattern No. 12109, before the preparation of the handbook was complete. In view of the useful optical data contained in Chapter I of the book, issue of copies will also be made, without demand to destroyer leaders and above, Chatham and Devonport Gunnery Schools, and Bermuda Dockyard, even though these services may not be supplied with either a bench or collimator. The Superintending Naval Store Officer, R.N. Store Depot, Park Royal, will arrange distribution accordingly.

6. The adjusting tools are supplied for use in connection with the test bench and are for collimation purposes only. They are not to be used for stripping purposes.

7. B.R.323—Establishment of Naval Stores for Gunnery Purposes—will be amended.

APPENDIX 1

Telescope and binocular test bench comprising:— *Pattern No.*

- 3 × telescope unit on support bracket, complete with detachable pointer and 1½ rhomboid unit, adjustable table unit to support instruments under test. Collimator unit on support bracket complete with 2.6-in. rhomboid unit. Illuminated lamp housing, cast-iron baseplate, wooden baseboard and dust cover. 12112

APPENDIX 2

Parts for collimating hand-held and A.D.O. binoculars:—

Support bracket, complete, for hand-held binoculars	...	...	...	12079
Packing plate for A.D.O. binoculars	...	...	...	12080
Mount plate and bolts for hand-held binoculars	...	...	...	12081
Balsaming fixture for Pattern No. 1900 series prisms	...	...	...	12068
Focussing O.G. for Pattern No. 1900 series prisms	...	...	...	12069
Verticality measurement pointer	...	...	...	12070
Scale holder unit for balsaming	...	...	...	12096

APPENDIX 3

Parts for collimating gun sighting telescopes:—

Mount plate and bolts for telescopes	...	...	...	12082
Clamping V-block, complete, 2.52-in. diameter telescopes	...	...	...	12083
V-block for 2.52-in. diameter telescopes	...	...	...	12084
V-block for 1.0-in. diameter telescopes	...	...	...	12085
Clamping V-block complete for 3.5-in diameter telescopes	...	...	...	12086
V-block for 3.5-in. diameter telescopes	...	...	...	12095
Clamping V-block for G.358 and 359 telescopes	...	...	...	12087
Eccentric unit for G.358 and 359 telescopes	...	...	...	12097
¾-in. rhomboid unit for G.358 and 359 telescopes	...	...	...	12098
V-block for 1.625-in. diameter telescopes	...	...	...	12089
V-block for G.357 telescopes	...	...	...	12090
Clamping V-block for G.343 and 344	...	...	...	12099
Collimator guard	...	...	...	12101

APPENDIX 4

Parts for collimating base mounted gunsight binoculars:—

Mount plate for G.347 and 349 instruments	...	...	...	12071
Mount plate for G.351, 352, 356 instruments	...	...	...	12072
Mount plate for G.367 instruments	...	...	...	12073
Mount plate for G.372 instruments	...	...	...	12074
Mount plate for 1947 and 1947A instruments	...	...	...	12075
Mount plate for 2876, 12110, 12111 instruments	...	...	...	12076
Telescope support bracket for testing 2876, 12110, 12111	...	...	...	12088
Thumb screws for use with G.347, 349, 351, 352, 356, 367 and 372 instruments.	...	...	...	12077
Test V-block for use with all base-mounted sights	...	...	...	12078
+½ dioptre eyelens and mount	...	...	...	12102
+1 dioptre eyelens and mount	...	...	...	12103

APPENDIX 5

Adjusting tools and spares for use on optical instruments:—

Collimator diffusing screen and box complete	...	...	...	12091
Collimator graticule screen and box, complete	...	...	...	12093
Telescope graticule screen and box, complete	...	...	...	12092
Spare parts for wired graticules box, complete	...	...	...	12094
Lens and prisms storage chest with glass lid and perforated tray	...	...	...	12104
Silica gel container	...	...	...	12105
Locking bolts and nuts for adjustable table	...	...	...	12459
Eye lens stripper—binoculars, B. and L., L.343, L.1900	...	...	...	12400
O.G. clamp ring stripper—binoculars, B. and L., L.343	...	...	...	12401
O.G. Ecc. ring adjuster—binoculars, B. and L., L.343	...	...	...	12402
O.G. cell adjuster—binoculars, B. and L., L.343	...	...	...	12403
O.G. clamp ring stripper—binocular, B. and L., L.1900	...	...	...	12404
O.G. Ecc. ring adjuster—binocular, B. and L., L.1900	...	...	...	12405
O.G. cell adjuster—binocular, B. and L., L.1900	...	...	...	12406
O.G. clamp and rayshade stripper—binocular 2112	...	...	...	12407
O.G. Ecc. ring adjuster—binocular 2112	...	...	...	12408
O.G. housing adjuster—binocular 2112	...	...	...	12409
O.G. clamp and Ecc. ring adjuster—binocular 12114 and 12114A	...	...	...	12416
O.G. housing adjuster—binocular 12114 and 12114A	...	...	...	12411
Lock ring stripper—telescopes G.325, 6, 7, 8, 338, 342 and 2110A	...	...	...	12412
O.G. cell stripper—telescopes G.325, 6, 7, 8, 338, 342 and 2110A	...	...	...	12413
3rd lens stripper—telescopes G.325, 6, 7, 8, 338, 342 and 2110A	...	...	...	12414
O.G. adjusting pin—V.P. telescopes	...	...	...	12415
O.G. adjusting pin—V.P. telescopes	...	...	...	12416
O.G. cell adjuster—telescopes G.330 and 331	...	...	...	12417
O.G. Ecc. ring adjuster—telescopes G.330 and 331	...	...	...	12418
3rd lens stripper—telescopes G.330 and 331	...	...	...	12419
Field lens stripper—telescope G.350	...	...	...	12420
O.G. extractor—telescopes G.350, 354, 355	...	...	...	12421
O.G. adjuster—telescopes G.350, 354, 355	...	...	...	12422
O.G. cell adjuster—telescopes G.350 and 354	...	...	...	12423
Eye lens stripper—telescopes G.350 and 355	...	...	...	12424
Eye lens stripper—telescope G.354	...	...	...	12425

Prism clamp ring stripper—telescopes G.354, 355, 358	12426
O.G. cell adjuster—telescope G.354	12427
O.G. Ecc. ring adjuster—telescope G.358	12428
O.G. cell adjuster—telescope G.358	12429
Eye lens stripper—telescope G.358	12430
O.G. cell adjuster—telescope G.359	12431
O.G. Ecc. ring adjuster—telescope G.359	12432
O.G. clamp stripper—telescope G.359	12433
O.G. Ecc. ring adjuster—telescopes G.360, 368, 369	12434
O.G. Ecc. cell adjuster—telescopes G.360, 368, 369	12435
O.G. extractor—telescopes G.360, 368, 369	12436
O.G. clamp ring stripper—telescopes G.360, 368, 369	12437
O.G. lock ring stripper—telescope G.353	12438
O.G. adjuster—telescope G.353	12439
O.G. Ecc. ring adjuster—telescope G.353... ..	12440
O.G. cell packing ring stripper—binoculars G.351, 352, 356	12441
O.G. Ecc. ring adjuster—binoculars G.351, 352, 356	12442
O.G. cell adjuster—binoculars G.351, 352, 356	12443
O.G. cover ring stripper—binoculars G.351, 352, 356	12444
O.G. Ecc. ring adjuster—binocular G.372	12445
O.G. cell adjuster—binocular G.372	12446
O.G. lock ring and cover ring stripper—binoculars G.347 and 349	12447
O.G. cell adjuster—binoculars, 1947 and 1947A	12448
O.G. adjuster—binoculars 1947 and 1947A	12449
O.G. Ecc. ring adjuster—binocular G.367	12450
O.G. Ecc. adjuster—binocular G.367	12451
O.G. clamp ring stripper—binocular G.367	12452
O.G. clamp stripper (large)—binocular G.367	12453
O.G. cell adjuster—binoculars 12111, 12110, 2876	12454
O.G. Ecc. ring adjuster—binoculars 12111, 12110, 2876	12455
Eye lens stripper—binoculars 12111, 12110, 2876	12456
O.G. cell adjuster—binoculars G.347 and 349	12457
O.G. Ecc. ring adjuster—binoculars G.347 and 349	12458
Prism clamp ring stripper—telescopes G.354, 355, 358	12460
Telescope grip—telescopes, 2½-in. diameter instrument	12461
O.G. lock ring stripper—binoculars 12114 and 12114A	12462

(A.F.O. 2778/44.)

(A.F.O. 2479/44 is cancelled.)

4335.—Supply of 36-ft. Harbour Launches—Accounting

L.S.T. (3) and Bases

(N.S. 014523/45.—2 Aug. 1945.)

All L.S.T. (3) are being supplied with two 36-ft. harbour launches as ships boats, for hoisting at the davits.

2. Each harbour launch is supplied with a complete outfit of permanent and consumable naval stores (for details see Appendix to this order) before leaving the builder's yard. The permanent naval stores supplied are recorded in a Naval Store Account (S.1099D) by the dockyard or Naval store depot responsible for storing the launch.

3. It is, therefore, necessary when a harbour launch is allocated to an L.S.T. (3), that the *Naval Store Account (S.1099D)* supplied by the responsible dockyard or Naval store depot should be taken on charge in the Naval store account of the L.S.T. (3) by the ship's Naval storekeeping officer. (Note.—The *permanent Naval stores* recorded in the S.1099D account should *not* be taken on charge.)

4. When it is necessary for an L.S.T. (3) to land a harbour launch, or if a harbour launch is transferred to another L.S.T. (3), the pertinent Naval Store Account (S.1099D) should be transferred with the craft on Forms S.549 to the receiving base or ship. The same accounting procedure is to be followed if the harbour launch is subsequently reallocated.

5. The particulars required by B.R.4, Article 56, are to be furnished on the S.549 vouchers on each occasion of transfer from ship to base, or vice versa, or from ship to ship.

6. The Establishment of Naval Stores for L.S.T. (3) will be amended to show the allowances of stores required to complete each harbour launch.

APPENDIX

Equipment of Naval Stores for 36-ft. Harbour Service Launches

Pattern No.	Description	Denom.	Quantity	Remarks	
	<i>Permanent Stores</i>				
	<i>B.4</i>				
	Anchors, boats, ungalvanized, 90 lbs.	No.	1	A = Of either pattern. * = Pattern 4730 in lieu of Pattern 4723 when operating in cold climates.	
	Rigging chain, ¾-in., fitted with end links to take shackles. Pattern 5359.	Fms.	3		
	<i>B.8</i>				
4723	Fire extinguishers:— Pyrene, 1 quart, fully charged, without brackets.*	No.	2	} Not to launches with Ford V.8 or Kelvin engines.	
4726	Foam, type 2 galls., without charges and hose.	No.	2		
	<i>B.9</i>				
	Lanterns:—				
14	Bow	No.	1	} Not to launches with Ford V.8 or Kelvin engines.	
4118	Steaming	No.	1		
4893	Anchor	No.	1		
4895	Overtaking	No.	1		
	<i>B.10</i>				
344A	Hooks, steel, boat, galvanized, small.	No.	1		
345A	Hooks, steel, boat, galvanized, large.	No.	1		
2341	Horns, Klaxon	No.	1		
	<i>D.3</i>				
544	Cones, canvas, steam signal, 8-in. diameter.	No.	1		
	<i>D.4</i>				
1055 or 1056	Bags, tool, canvas	No.	2A		
	<i>E.12</i>				
307	Buoys, life	No.	2		
	Barricoes, boats, 10 galls.	No.	2		
	<i>F.2</i>				
3932	Lights, overtaking	No.	1B	} For launches with Ford V.8 or Kelvin engines only.	
3933	Lights, anchor	No.	1B		
3877 or 16063	Lanterns, combined bow	No.	1B		
3876 or 16066	Lanterns, masthead	No.	1B		
5662	Portable hand lamp	No.	1B		
	<i>F.3</i>				
183	Compass	No.	1		
	<i>Consumable Stores</i>				
	<i>B.8</i>				
4729	Refills for "Foam" type fire extinguishers.	No.	1		
	<i>B.10</i>				
5359	Shackles, mild steel, ¾-in.	No.	2	For chain rigging.	
	<i>D.3</i>				
1223	Fenders, boats	No.	4	C = 1 of type appropriate to the service on which the vessel is employed.	
	Ensign, white, 3 bdths.	No.	C		
	Ensign, red, 3 bdths.	No.	C		

Pattern No.	Description	Denom.	Quantity	Remarks
019	<i>D.4</i> Flags, hand, semaphore, 18-in. × 18-in.	Prs.	1	D = 10 per cent. of complement as spare (supply of one disc as a personal issue is made direct by drafting establishment to each member of the complement).
643	Pendant, answering	No.	1	
643	Pendant, masthead, 4 yds. ...	No.	1	
643	Pendant, masthead, 3 yds. ...	No.	1	
	<i>D.5</i> Cordage, tarred sisal, 3-in. ...	Fms.	37	
	<i>E.3</i> Staves, for boathooks, 12-ft. ...	No.	1	
	Staves, for boathooks, 10-ft. ...	No.	1	
	<i>E.12</i> Discs, red reflector	No.	D	
2034				

4336.—Cordage Telephone, Pattern 12748—Introduction
(N.S. 23134/45.—2 Aug. 1945.)

Cordage, telephone, Pattern 12748, 4 core, 55/004, plain or tinned copper wires, rubber insulated and tough rubber sheathed, for use in connection with battery-operated sound-powered telephones, has been added to the Rate Book of Naval Stores under subhead F1C, part 1, page 1379 (New Edition).

2. Arrangements have been made for the purchase from Messrs. Reliance Electrical Wire Co., Ltd., under C.P.73329/45, of 2,000 yards of this cordage for delivery to Severn Area, and it is anticipated that supplies will become available for issue shortly.

4337.—Resistance Materials, Class "C", for Electric Control Gear and General Purposes

H.M. Ships, Dockyards and Overseers
(N.S. 23027/45.—2 Aug. 1945.)

In view of the shortage of nickel, cupro-nickel 80/20 was introduced as a substitute (except in special cases such as instruments where a specially low temperature co-efficient or an oxidised film surface is required) for the 55/45 type of copper nickel alloy (Ferry, Eureka, Advance, Hecnum and Constantan) formerly used for class "C" resistances for electrical control gear and general purposes. Subsequently the use of I.C.I. Alloy No. 38 was permitted to manufacturers as a further alternative, when difficulty was experienced in obtaining cupro-nickel 80/20. As far as is known I.C.I. Alloy No. 38 has only been used in apparatus manufactured by Messrs. Allen West & Co. Ltd.

2. All restrictions on the use of nickel for these resistances have now been withdrawn and in view of the advantages to be gained from a storekeeping and replacement point of view by employing materials having the same resistivities, so that any gauge of a particular make of wire is interchangeable with the same gauge of any other make of wire, the approval given to the two alternatives referred to above has been withdrawn and only the 55/45 type of copper nickel alloy will be employed in future, subject to the manufacturers of apparatus being allowed to use up their existing stocks of the alternative materials.

3. Cupro-nickel wire, patterns of which have the suffix "S", and the wire made of the I.C.I. Alloy, with the suffix "K", are accordingly to be regarded as obsolete; ships should demand future requirements of class "C" resistance wire on the assumption that it will be supplied in 55/45 material. Unless, however, it is stated on the demand that it is required for a service for which 55/45 is essential the demand will be met by the issue of the corresponding gauge of 80/20 material until stocks of the latter are exhausted.

4. The following is a table of particulars of the various resistance materials. The equivalent sizes are arranged in horizontal lines and are such as to allow the same resistance value to be wound on the same spool or former without seriously affecting the temperature rise.

		Equivalent I.C.I. Alloy No. 38 resistance wire															
Pattern No.	Diam. (in.)	S.W.G.	Ohms per ft.	Feet per lb.	Ohms per lb.	Pattern No.	Diam. (in.)	S.W.G.	Ohms per ft.	Feet per lb.	Ohms per lb.						
6451	0.128	10	0.018	20.1	0.362	6451S	0.104	12	0.015	30.2	0.453	6451K	0.116	11	0.0184	26.7	0.492
6452	0.104	12	0.027	30.4	0.830	6452S	0.080	14	0.025	51.2	1.300	6452K	0.092	13	0.0291	42.4	1.235
878	0.080	14	0.046	51.4	2.37	878S	0.064	16	0.0397	80.0	3.17	878K	0.072	15	0.0476	69.2	3.29
3251	0.064	16	0.072	80.3	5.78	3251S	0.056	17	0.0518	104.5	5.42	3251K	0.056	17	0.0787	114.5	9.00
6453	0.046	—	0.139	149	20.7	6453S	0.036	20	0.125	253	31.7	6453K	0.04	19	0.1540	224.5	34.5
3252	0.040	19	0.184	206	37.9	3252S	0.032	21	0.158	320	50.8	3252K	0.036	20	0.1905	277	52.7
1595	0.036	20	0.228	254	57.9	1595S	0.028	22	0.207	418	86.7	1595K	0.032	21	0.241	351	84.6
6454	0.029	—	0.35	416	145	6454S	0.024	23	0.282	569	160	6454K	0.028	22	0.314	458	144
879	0.018	26	0.91	1,016	924	879S	0.0148	28	0.743	1,495	1,110	879K	0.0164	27	0.914	1,394	1,220
8174	0.0164	27	1.09	1,254	1,333	8174S	0.0136	29	0.878	1,770	1,550	8174K	0.0148	28	1.129	1,639	1,850
6455	0.0112	—	2.30	2,540	5,840	6455S	0.0092	34	1.92	3,870	7,430	6455K	0.0100	33	2.47	3,590	8,870
6456	0.0088	—	3.81	4,890	18,650	6456S	0.0068	37	3.51	7,180	25,200	6456K	0.0084	35	3.50	5,090	17,800

Ferry, Eureka, etc.
resistance wire

Equivalent Cupro-Nickel 80/20
resistance wire

Equivalent I.C.I. Alloy No. 38
resistance wire

(A.F.Os. 2193/43 and 474/44 are cancelled).

4338.—Misuse of Petrol—Fires and Explosions

(M. 642/45.—2 Aug. 1945.)

Reports received bring to notice that fires have been caused by the misuse of petrol (waste or otherwise) for the purpose of removing grease and oil, cleaning floors, lighting fires, etc.

2. In order that the scope of the danger of petrol vapour may be fully realized, it should be appreciated that one gallon of liquid petrol can produce 25,000 cubic feet of inflammable and explosive mixture.

3. Petrol vapour being heavier than air may, under certain atmospheric conditions, travel some distance when a spark or other means of ignition will cause a flash back to the source of origin causing fire or other disastrous results.

4. The use of petrol for unauthorized purposes is to be strictly prohibited, and where its use is authorized steps are to be taken to bring to the notice of all concerned the inherent danger and the necessity for sufficient precautions against fire and explosion.

4339.—American Servel Refrigerators—Burners—Operation of*Ships and Craft Concerned*

(D.C.O.M. 2040/45.—2 Aug. 1945.)

Difficulty has been experienced with American Servel refrigerators caused by excessive smoking of the burner and consequent soot deposits. Careful attention should be paid to the following points:—

- (a) The burner wick should never be allowed to burn with a yellow flame.
- (b) The wick should always be carefully trimmed to give an even flame across its whole width.
- (c) If the wick shows either of the above faults it should be re-charred or, in extreme cases, a replacement fitted.
- (d) The flame should always be examined 30 minutes after lighting, since whilst immediately on lighting it may burn within the required limits, it will have a tendency to increase beyond the upper limit when the burner becomes warm.
- (e) Great care should be taken to avoid mechanical damage to the burner parts and especially the perforated insert, or flame spreader, in the centre of the burner assembly. Such damage will render satisfactory results impossible.
- (f) Scrupulous cleanliness must be observed and the interior of the tank cleaned by rinsing with paraffin periodically. The presence of water and other foreign deposits is frequently the cause of unsatisfactory operation.

4340.—Ablution Chambers in H.M. Ships

(D. 8178/45.—2 Aug. 1945.)

Consideration has been given to the need in H.M. Ships for a compartment suitably fitted for the treatment of septic wounds and skin diseases.

2. As a result of modern methods of treatment, the ablution chamber in the sick bay is no longer required for the purposes for which it was originally intended and in certain ships it has been utilized for the purpose referred to in paragraph 1.

3. It has, therefore, been decided that in new designs of H.M. Ships the present practice, appropriate to the various classes of ships, should be adhered to, except that in those ships which have an ablution cabinet in the sick bay, in addition to an ablution cabinet elsewhere, the ablution cabinet in the sick bay should be dispensed with as such and suitably fitted up for the purpose referred to in paragraph 1.

4. The decision in paragraph 3 is to apply to ships building where no delay in completion is involved.

5. As regards existing ships, it is not proposed to make any alterations, but no objection would be raised to the arrangements in paragraph 3 being made by ships' staffs if considered desirable by the Commanding Officers.

4341.—Engine, Telegraphs, American Type—Modification to—As. and As. Ships Concerned

(D/N.L. 1770/45.—2 Aug. 1945.)

The dials fitted to engine telegraphs of U.S. manufacture have several orders such as "Make Smoke", "Stop Making Smoke", etc., added after the full speed order, both on the ahead and astern arcs, while in British made telegraphs the orders "Full Ahead" and "Full Astern" are given with the levers on the stops.

2. The Commanding Officers of all ships fitted with engine telegraphs of U.S. manufacture are to examine the telegraph dials and where applicable raise an item of As. and As., classification "A", to fit stops to prevent the telegraphs normally passing the full ahead and astern orders. The stops are to consist of removable drop-nose pins on chains. They are to be fitted immediately after the full speed order on both the ahead and astern arcs of all engine telegraph transmitters.

3. The pins are to be kept in position except when it is necessary to pass the orders shown on the dials beyond the full speed markings. The pins are to be replaced as soon as the orders have been carried out.

*(C.-in-C., Plymouth, 19 Jan., 1945, No. 214/Ply. 850.)***4342.—Engine Exhaust Trunk Recesses in Main Tanks—As. and As***Submarines*

(D.O. 4647/45.—2 Aug. 1945.)

Item number 636, "T" class, classification "A".

2. In conjunction with the fitting of the modified design exhaust tanks authorized in A.F.O. 1314/45, the recesses in the main tanks should be removed to improve venting and allow of better maintenance of structure.

3. Drawings will be supplied on application to Admiralty, Bath.

*(A.F.O. 1314/45.)**(This Order is to be retained until complied with.)***4343.—Kingstons, Telemotor-operated—Locking Device for—As. and As.***(Submarines)*

(D. 19035/44.—2 Aug. 1945.)

Item Nos. "S" class 591; "T" class 596. Classification "A".

2. Instances have been reported of loss of telemotor pressure in submarines caused by the slacking back of the piston plunger rings in the telemotor Kingstons to auxiliary tanks.

3. A.F.O. Diagram 286/45 shows a simple method of locking these rings for the 8-in. diameter Kingston to "A" auxiliary tank in "S" class submarines, and a similar method can be employed for other sizes of Kingstons of this type.

4. Depot ships' staffs should arrange for this modification to be made to all auxiliary tank Kingstons in "S" and "T" class submarines during their respective next periodical docking, and to provide a set of suitable spanners for each size of Kingston for the vessels under their command.

The spanners are to be retained in the depot ship.

5. Separate action is being taken for vessels under construction.

6. The complete redesign of the pistons is under investigation with a view to replacing these items in all "S" and "T" class submarines.

*(Admiral (S/M), 31 October, 1944, No. 2105/S.m. 490.)**(This order is to be retained until complied with.)*

4344.—Naval Bases and Establishments Closing Down—Disposal of Unused Forms

(N.S. 28115/45.—2 Aug. 1945.)

Several consignments of unused forms despatched by Naval bases and establishments on closing down have been received at the R.N. Store Depot, Park Royal, in an unsatisfactory condition. In many instances the forms have been stowed loose in railway containers or motor lorries, which not only makes unloading difficult and necessitates extra labour, but renders the bulk of the forms unsuitable for further use.

2. Forms should be packed in cases or cartons which may be obtained from the nearest dockyard or Naval store depot, and a D.71 packing note showing the descriptions and quantities of the forms should be enclosed in each package.

4345.—Camp Beds—Increased Allowance

All H.M. Ships

(N.S. 17684/45.—2 Aug. 1945.)

All H.M. ships, including Landing Ships, operating in or which will operate in foreign waters are to be allowed sufficient camp beds to provide for 50 per cent. of the ship's complement.

2. Ships concerned in commission should demand any additional beds required from their storing yards. Warrant and supplying yards or depots should arrange supply in the usual way to ships concerned under construction or conversion.

3. Compensation for topweight involved will be necessary in cruisers and proposals should be forwarded to Admiralty accordingly.

4. This Admiralty Fleet Order is not intended to reduce the allowance in any case where a ship or class of ship is already allowed camp beds in excess of the general allowance in paragraph 1 above.

5. The Sea Store Establishments concerned will be amended.

(Rear Admiral, Eleventh Aircraft Carrier Squadron's message 051151 May.)

4346.—Spares for Counterdrum Instruments—Allowances

Flotilla Leaders and Destroyers

(N.S. 017213/43.—2 Aug. 1945.)

The allowances to flotilla leaders and destroyers of certain spares for counterdrum instruments have been revised and are now to be as follows:—

Patt. No.	Description	Allowance
10205	Range counterdrum element ...	1 to "Wairs" and "Eclipse" class and all later vessels except "Havant" class.
9299	M type motor, Mark XII ...	2 to "Wairs," "Vees" and "Defender" class and all later vessels.
9523	M type transmitter, Mark VIII ...	1 to "Wairs," "Vees" and "Defender" class and all later vessels.
		1 to other vessels so 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.

4347.—Spares for Counterdrum Instruments—Allowances

"Hunt" Class Destroyers

(N.S. 017213/43.—2 Aug. 1945.)

"Hunt" class destroyers are to be allowed one "M" type transmitter, Pattern 9523, as spare for counterdrum instruments.

2. Ships should forward demands to their storing yards or depots.

3. The Establishment of Naval Stores for "Hunt" class destroyers (B.R.373) will be amended.

4348.—Danlaying Stores—Revised Establishment

Trawlers of "Isles", "Shakespearian" and "Tree" Classes Converted to, Completed or Completing as Danlayers

(N.S. 018782/44.—2 Aug. 1945.)

The establishment of additional Naval stores for trawlers converted to, completed or completing as danlayers has been revised, and is to be as shown in the appendix hereto.

2. The questions of the reclassification of certain of the permanent stores and of the standardization of securing screws, locking nuts and drain screws are under consideration, and further Orders will be issued if and when necessary.

3. Ships concerned, in commission, should adjust their stocks on board as necessary, and forward to their storing yards or naval store depots demands to complete to the revised allowances. Supply to ships of new construction should be made by warrant and supplying yards and depots in the usual manner.

4. B.R.347—Establishment of Naval Stores for Trawlers, etc.—will be amended.

APPENDIX

"Isles", "Shakespearian" and "Tree" Class Danlayers. Revised Establishment of Danlaying Stores

Subhead and Item	D.H.T. No.	Pattern No.	Description	Quantity per ship
			Permanent	
B.4	—	—	Anchors, boats, iron, stocked, 50-60 lbs. ...	54
B.5	—	8719	Buoys, Dan, steel ...	54
—	—	8734	Staves for Dan buoys ...	58
—	—	8797	Sinkers, concrete ...	54
—	—	8798	Sinkers, concrete ...	54
—	—	8727	Chain rigging, $\frac{3}{8}$ -in. \times 2 fathoms ...	40
—	—	8717	Floats, elliptical ...	300
—	—	8722	Hooks, recovery ...	6
—	—	8735	Sockets for hooks, Pattern 8722 ...	6
—	—	8748	Roller shackles for weighing Dan moorings ...	4
—	—	9	Reels with brakes ...	2
—	—	8796	Ropes, mooring, for Dan buoys ...	54
—	—	A-E		of each pattern
—	—	—	Apparatus, taut wire measuring, Mark I, complete with drum of wire, Pattern 8710, and davit.	1
B.9	—	5754	Hydrometer, "Guidor" ...	1
—	—	3983	Syringe, ball ...	2
B.10	—	246	Sinkers, iron, 5 cwt. ...	20
B.11	2986	C.513	Vice, parallel, 6-in. jaw ...	1
—	1654	1592	Nippers, cutting wire ...	4
D.4	—	1056	Bags, tool ...	2
F.1C	—	2807	Voltmeter, 0-10 volts, portable ...	1
—	—	1640	Cell tester ...	1
F.2a	—	8854	Lamps, electric, complete with blue shades ...	30
—	—	8856A	Accumulators, for lamp, Pattern 8854 ...	60
				(includes 30 spares)
F.3	—	703	Marine distance meter, "Husun" ...	1

Consumable

B.4	—	—	Forelocks for boats' anchors	48
B.5	—	—	Wire, seizing, $\frac{3}{8}$ -in.	100 fms.
—	—	—	Rope, F.S.W., $1\frac{1}{2}$ -in. \times 100 fms.	1 coil
—	—	—	Rope, B.M.M.W., $\frac{1}{8}$ -in. circ., for special length Dan moorings.	1200 fms.
—	—	723	Grips, bulldog, for $1\frac{1}{4}$ -in. rope	200
—	—	8757A	Clips, Inglefield	200
—	—	8866	Rings, I.R., for lamp, pattern 8854	50
B.9	—	100	Clips, G.M., with swivel	60
—	—	101	Clips, G.M., without swivel	60
B.10	—	2181	Hooks, spring, for recovery messenger	3
—	—	5342	Shackles, bow, screw bolt	200
—	—	5343	Shackles, bow, screw bolt	100
—	—	5441	Shackles, straight, screw bolt	100
—	—	5442	Shackles, straight, screw bolt	60
—	—	5444	Shackles, straight, screw bolt	20
—	—	5083	Thimbles, iron	400
—	—	2096E	Springs for hooks, Pattern 8722	12
B.11	1203	C.617	Hammers, hand	4
—	—	1261	C.654 Hammers, splicing	2
—	—	1871	6 Prickers, 10-in.	4
—	—	1620	2433 Marline-spikes	4
—	—	143	50 Bars, pinch	4
—	—	141	52 Bars, pinch	4
—	—	1991	4916 Punches, steel	8
—	—	2276	666 Screwdrivers	4
—	—	2474	3651 Spanners, $\frac{3}{4}$ -in. \times $\frac{7}{8}$ -in.	2
—	—	2477	3652 Spanners, $\frac{1}{2}$ -in. \times $\frac{1}{8}$ -in.	2
—	—	2478B	3653 Spanners, $\frac{3}{8}$ -in.	2
D.5	—	—	Cordage, sisal, $1\frac{1}{2}$ -in. \times 120 fms.	2 coils
—	—	—	Cordage, sisal, 1-in. \times 120 fms.	2 coils
—	—	—	Spun yarn	5 pads
E.3	—	—	Staves, boathook, 16-ft.	60
—	—	—	Staves, boathook, 10-ft.	6
E.6	—	95	Electrolyte, solid	28 lbs.
E.10	—	564	Pans, acid mixing	1
E.11	—	106	Gloves, leather	18 pairs
Flags				
D.4	—	402	Battleship	} 24 of each pattern
—	—	408	A	
—	—	409	B	
—	—	410	C	
—	—	411	D	
—	—	413	F	
—	—	415	H	
—	—	419	Oboe	
—	—	425	No. 3	
—	—	430	No. 8	
—	—	476	Aircraft carrier	
E.12	—	40	Helves for hammers, Pattern C.617 (D.H.T. No. 1203). ... ..		4
—	—	40a	Helves for hammers, Pattern C.654 (DHT. No. 1261).	4
F.2a	—	8854B	Shades, glass red	30
—	—	8854C	Shades, glass, white	30
—	—	8854D	Bulbs, lamp	50
—	—	—	(includes 20 spares)	
—	—	1047a	Connections, terminal block	12

(B.S.O., H.M.S. "Boscawen", 5 Jun. 1945, No. V.67/204/142.)

C.O., H.M.S. "Farne", 8 Apr. 1945.)

(A.F.Os. 966/45, 970/45 and 2788/45.)

4349.—Provision of Insulating Materials at Overseas Bases

(N.S. 012510/45.—2 Aug. 1945.)

Consequent upon experience in the tropics, it has been decided to allocate supplies of insulating materials and adhesive to the undermentioned overseas bases in order that repair work and/or additional insulation may be effected as promptly as operational considerations and available facilities permit.

2. Purchase of the following stores has been arranged for direct despatch ex-works via Superintending Naval Store Officer, R.N. Store Depot, Park Royal:—

Pattern 60	Blue asbestos lagging, 4 ft. \times 3 ft. \times 1 in. ...	1,764 sq. ft.
Pattern 61	Blue asbestos lagging, 4 ft. \times 3 ft. \times 1 in. ...	15,432 sq. ft.
Pattern 62	Blue asbestos lagging, 4 ft. \times 3 ft. \times 1 in. ...	11,028 sq. ft.
Pattern 2605	Newalls fire-resisting, flexible, asbestos sound insulation.	6,000 sq. ft.
Pattern 2606	Newalls fire-resisting, flexible, asbestos sound insulation.	7,800 sq. ft.
Pattern 2607	Newalls fire-resisting, flexible, asbestos sound insulation.	7,680 sq. ft.
Pattern 2608	Newalls fire-resisting, flexible, asbestos sound insulation.	10,500 sq. ft.
Pattern 18	Asbestos cloth, $\frac{1}{8}$ in.	19,600 lbs.
Pattern 18a	Asbestos cloth, $\frac{1}{16}$ in.	31,360 lbs.

Shipment has been arranged as follows:—

Pattern	Denom.	Colombo	Durban	Simonstown	Bombay	Calcutta	Trincomalee	Sydney	Auckland	Alexandria	Total
60	Sq. ft.	240	—	240	240	120	120	324	156	324	1,764
61	Sq. ft.	2,204	—	2,004	2,004	1,080	1,080	3,000	1,260	3,000	15,432
62	Sq. ft.	1,500	—	1,500	1,500	720	720	2,004	1,080	2,004	11,028
2605	Sq. ft.	—	1,200	600	600	300	300	1,200	600	1,200	6,000
2606	Sq. ft.	—	1,800	900	900	600	600	1,200	600	1,200	7,800
2607	Sq. ft.	180	1,800	900	900	450	450	1,200	600	1,200	7,680
2608	Sq. ft.	1,000	2,500	1,000	1,000	500	500	1,500	1,000	1,500	10,500
18	Lbs.	2,240	4,480	—	2,240	1,120	1,120	3,360	1,680	3,360	19,600
18a	Lbs.	4,480	—	—	6,720	3,360	3,360	8,960	4,480	—	31,360

3. In addition the undermentioned quantities will be required and should be available from existing stock:—

Pattern	Denom.	Colombo	Durban	Simonstown	Alexandria
60	Sq. ft.	—	450*	—	—
61	Sq. ft.	—	4,000*	—	—
62	Sq. ft.	—	3,000*	—	—
2605	Sq. ft.	500	—	—	—
2606	Sq. ft.	800	—	—	—
2607	Sq. ft.	620	—	—	—
18	lbs.	—	—	2,240	—
18a	lbs.	2,240	11,200	6,720	8,960

* To be obtained locally.

4. Arrangements have also been made for shipment from Severn Area of the undermentioned quantities of Pattern 388, "Bostic C" adhesive in one gallon drums:—

Denom.	Colombo	Durban	Simonstown	Bombay	Calcutta	Trincomalee	Sydney	Auckland, N.Z.	Alexandria
Galls.	60	120	60	66	30	30	80	40	80

5. Further requirements should be demanded in the normal manner.

4350.—Protective Mattresses—Allowance

Flotilla Leaders and Destroyers

(N.S. 24777/45.—2 Aug. 1945.)

The Establishment of Naval Stores for Flotilla Leaders and Destroyers (B.R.332A) at present includes an allowance of up to 20 protective mattresses to "Onslow" and later classes on an "if required" basis.

2. As these classes are considered to be adequately protected by protective plating, this allowance is withdrawn.

3. Ships concerned in commission should land any protective mattresses carried. Supply should not be made to ships under construction and warrant and supplying yards and depots should arrange for the return to the nearest dockyard or Naval store depot of any mattresses already issued to these ships.

4. B.R.332A will be amended.

4351.—Obsolete V/S apparatus—Disposal of

(N.S. 26592/45.—2 Aug. 1945.)

No further provision will be made of adaptors, Pattern 3859, subhead F.I.C. Part IV. All pole and heel fittings, Patterns 5305 and 5306, in store, should therefore be brought to produce.

2. In vessels still fitted with brackets for 10-in. signalling projectors, Pattern 5300, which require modification for fitting the 10-in. signalling projector, Pattern 3860A, arrangements should be made as shown on Drawing No. 18541E attached to Specification Addendum No. 9081A, ships' staffs being assisted by dockyard or depot ship if necessary.

3. The Sea Store Establishment concerned, and the Rate Book for Naval stores will be amended.

(S.N.S.O., Devonport, 3 May 1945, No. 7A/Dkt. 295/44.)

(A.F.O. 603/44.)

4352.—Stores—W.C.'s—Pattern 2604—Modifications

(N.S. 28954/45.—2 Aug. 1945.)

Modifications have been made to W.C. Pattern 2604 in order to simplify the lead of the flushing pipe by fitting the flushing valve on the bulkhead or ship's side at the back of the W.C. instead of on the bracket now fitted at the side of the W.C. The flushing valve will be supplied with, but separate from, the W.C., the necessary piping between the valve and the W.C. being supplied and fitted by the shipbuilder to suit ship conditions.

2. Rubber sleeve connections will also be fitted to the vent pipe, valve box and flushing pipe instead of the more rigid connections now fitted to these W.C.'s when supplied under direct Admiralty contract. A rubber pad will be fitted between the pan and the soleplate instead of between the soleplate and the deck as at present fitted.

3. These modifications have been embodied in a new drawing No. CH.C. 226. This drawing supersedes the existing drawing No. CH. C.187A which should be cancelled.

4. The modified W.C. has been designated Pattern 2604A, which should be quoted in all future orders for W.C.'s of this type.

5. The existing parts for pattern 2604 will not be affected by the modification except the following articles which will be rendered redundant:—

Pattern 2607. Flushing valve complete.

(Note.—Only the body of the valve will be redundant. The springs, Patterns 2608 and 2608A can be fitted in the new flushing valve.)

Pattern 2612. Gland on ware, complete.

Pattern 2613. Soleplate.

Existing stocks of the Pattern 2613 Soleplate can be utilized by fitting a packing piece between the soleplate and the pan in order to obtain the height necessary for the pan relative to the valve box and existing stocks should be modified accordingly by Dockyard authorities.

6. In new construction ships, Pattern 2604A W.C. is to be fitted where no scrapping of material or delay in completion is involved.

7. *Chatham only.*—Proposals should be forwarded for inclusion of the new Pattern 2604A W.C., new complete flushing valve and new soleplate in Contract Schedule 164, and the Authorized List of Naval Stores under Subhead B8, part E.

(A.L.D. 8455/45 of 1st Jun., 1945, to Chatham.)

Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES MEDICAL STORES, CONTRACTS

*4353.—Radar Control and Radar Plot Ratings Badges

(V8/5154/44.—2 Aug. 1945.)

Supplies of non-substantive badges to be worn by Radar Plot ratings and the letter "R" for addition to the gunnery badges for Radar Control ratings are now available. Particulars of the pattern numbers and the current issuing prices are given below:—

Pattern No.	Description of Badge	Issuing Price
RADAR PLOT RATINGS		
<i>Radar Plot Instructors</i>		
207A	Spider's web with crossed flashes of lightning, crown above and star below, small, in pairs, for collars	Red 1s. 0d. a pair
X.207B	As above, but single, for right cuff	Blue 3d. each
208A	As above, but large, for right arm	Red 6d. each
X.208B	As above, but large, for right arm	Blue 3d. each
<i>Radar Plot Ratings, 1st Class</i>		
209A	Spider's web with crossed flashes of lightning, with star above and star below, small, in pairs, for collars	Red 11d. a pair
X.209B	As above, but single, for right cuff	Blue 3d. each
210A	As above, but large, for right arm	Red 6d. each
X.210B	As above, but large, for right arm	Blue 3d. each

Radar Plot Ratings, 2nd Class

211A	Spider's web with crossed flashes of lightning, with star above, small, in pairs, for collars	Red	10d. a pair
X.211B	As above, but single, for right cuff ...	Blue	3d. each
212A	As above, but large, for right arm ...	Red	5d. each
X.212B	As above, but large, for right arm ...	Blue	3d. each

Radar Plot Ratings, 3rd Class

213A	Spider's web with crossed flashes of lightning, large, for right arm ...	Red	4d. each
X.213B	As above, but large, for right arm ...	Blue	2d. each

RADAR CONTROL RATINGS

104A	Letter " R " ...	Red	1d. each
X.104B	Letter " R " ...	Blue	1d. for two

(A.F.O. 3886/44.)

4354.—Edible Oils

(C.P. 5A/15355/45.—2 Aug. 1945.)

A contract for the supply of edible oils for the period terminating 31st January, 1946, has been placed with the Premier Oil Extracting Mills Ltd., Stoneferry, Hull. (Telegrams: Premier, Hull; Telephone 15191).

2. To economize, paper copies of the contract are not being sent to all the demanding authorities.

3. The contractors have been instructed to accept any demand from Naval establishments providing each is signed by a responsible officer.

4. On account of the damage to which non-returnable containers are subjected in transit to establishments abroad, all supplies of edible oils under this contract will be made in *returnable* containers.

5. It is essential that empty drums should be returned to the contractors complete with screw stoppers.

(A.F.O. 5477/44.)

(A.F.O. 842/45 is cancelled.)

4355.—Consignment of Stores to London Depots

(N.S. 657/45.—2 Aug. 1945.)

Considerable inconvenience is caused by the consigning of stores from R.N. Establishments and contractors to the R.N. Store Depot, 307 Elveden Road, Park Royal, London, N.W.10, where there are no lifting appliances and accommodation is much congested. This entails delay at the local sidings, redirection of railway trucks and unnecessary haulage.

2. All office work concerning the Naval Store Depots in London is centred at Park Royal, (except for that relating to the Port of London Authority Organization) and only consignments of S. and D. forms can be accepted there.

3. Care is to be taken that stores are consigned to:—

Superintending Naval Store Officer,
Royal Victoria Yark,
Deptford, London, S.E.8.

or to the appropriate depot, where this is necessary under the terms of the contract or order (e.g., M.T. Spares to R.N. M.T. Depot, 6, Abbey Road, Park Royal, London, N.W.10). Where any doubt exists, Superintending Naval Store Officer, Park Royal will advise on application by message or telephone. (ELGAR 7891 or Wembley 3014, Extension 25.) In no circumstances are articles other than those referred to in paragraph 2 to be sent to Park Royal.

(A.F.O. 3548/45 is cancelled.)

4356.—Liquid Insecticides containing D.D.T.

(N.S. 35243/44.—2 Aug. 1945.)

Two types of liquid insecticide containing D.D.T. (Dichlordiphenyltrichlorethane) have now been introduced into the service as Naval Stores (Subhead E. 7b) and have been allocated pattern numbers as follows:—

Pattern 4293, Anti-mosquito Spray.—This was formerly described as "Liquid insecticide containing 0.3 per cent. D.D.T." and the description has now been altered as shown. This insecticide contains 0.3 to 0.5 per cent. D.D.T. besides other insecticidal ingredients in kerosene and is effective against mosquitoes, flies and pediculi, but has less effect on infestations of bugs and cockroaches.

Pattern 4294, Residual Spray.—This contains 5 per cent. D.D.T. in kerosene and is primarily intended for the destruction of bugs and cockroaches and for spraying from aircraft (by means of S.C.I. equipment) to destroy mosquito larvae. When this spray is used on ceilings and walls at a density rate of approx. 1 quart to 1,000 sq. ft. mosquitoes and flies are controlled for a month and a reduction in number may be noted for over three months.

2. *Initial Supplies.*—(a) *Pattern 4293.* Details have already been promulgated.

(b) *Pattern 4294.* Arrangements have been made with the War Office for supply as follows:—

Yard	Gallons
Devonport ...	1,750
Portsmouth ...	4,250
Chatham ...	1,750
Rosyth ...	2,250
Sheerness ...	1,050
Severn Area ...	3,500
Mersey Area ...	5,500
West Riding ...	1,250
Carfin ...	3,750
Lathamond ...	1,000

3. *Future supplies.* Further requirements should be obtained as follows:—

Yard	Pattern 4293	Pattern 4294
Australia ...	Local manufacture.	
India ...	Local army authorities.*	
Ceylon ...	Local army authorities.*	
Alexandria ...	Local army authorities.*	
Malta ...	Local army authorities.*	
Taranto ...	Local army authorities.*	
Gibraltar ...	Admiralty	} To be mixed locally from D.D.T. to be demanded from Admiralty. As above if not obtainable locally from U.S. authorities.
Durban ...	Admiralty	
Simonstown ...	Admiralty	
Bermuda ...	Admiralty if not obtainable locally from U.S. authorities.	Admiralty.
Home yards ...	Admiralty.	Admiralty.

* The necessary arrangements have been made with the War Office and, in all correspondence with local Army authorities, the descriptions given in paragraph 1 should be quoted.

4. D.D.T. has been added to the Rate Book for Naval Stores under Subhead E6, and the following initial supplies will be made from Severn area to the yards stated in order that the latter may arrange local manufacture of Pattern 4294 liquid insecticide.

Yard	Quantity
Gibraltar ...	1,120 lb.
Simonstown ...	1,120 lb.
Durban ...	2,240 lb.

5. Pattern 4294 insecticide is prepared by adding one pound of D.D.T. powder to two gallons of kerosene (weight/volume). To ensure complete solution the liquid must be stirred or agitated by rolling or inverting the drums periodically. Solution is more quickly obtained if the drums are exposed to the sun or the D.D.T. powder

may be added to kerosene which has been heated up to 65°F. over a slow fire provided that the necessary precautions against fire are taken. D.D.T. in oily solution is absorbed by the skin but it is not considered that occasional contact would be dangerous; reasonable precautions, however, should be taken to prevent splashing and drenching of the clothing and skin.

6. No further purchases of the existing liquid insecticide will be made but stocks should be issued until exhausted. Pattern 4293 or 4294 may, however, be issued when there is a danger of disease being spread by insects, even though stocks of the old type are still available.

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

(A.F.Os. 2993/43, 5697/44, 6622/44 and 3956/45 are cancelled.)

Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4357.—R.N. Air Stations, Nutts Corner and Ballyhalbert—Telegraphic Addresses
(A. 0771/45.—2 Aug. 1945.)

The following telegraphic addresses have been registered for R.N. Air Stations, Nutts Corner and Ballyhalbert respectively :—

CONAS CRUMLIN, ANTRIM.
CONAS BALLYHALBERT.

(C.A.F.Os. 1220/45 and 1221/45.)

4358.—Amendments to Books

(E.F.O.—2 Aug. 1945.)

The undermentioned amendments (A.F.Os. P.666—678) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume, 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

2. Demands from Shore Establishments in the Nore, Plymouth and Portsmouth Commands should be addressed as under :—

Nore Book Office, Quarry House, Aylestone Hill, Hereford.
Plymouth Book Office, R.N. Port Library, Devonport.
Portsmouth Book Office, 54 Bedford Street, Leamington Spa, Warwickshire.

A.F.O. *P.666/45.—B.R. 378 (J)—Seafire—A.S.E.—Amendment No. 28.

P.667/45.—O.D. 750 (U.S. Publication)—Description and Instructions for Use of Torpedo Workshop Testing Equipment and Tools—R.N.—Amendment No. 6.

P.668/45.—O.P. 627A (U.S. Publication)—U.S. Navy Torpedo Gyroscopes, Non-Tumble Type—R.N.—Amendment No. 2.

P.669/45.—O.P. 629A (U.S. Publication)—Description—Adjustment, Care and Operation of U.S. Navy Torpedoes—Mark 13—R.N.—Amendment No. 19.

P.670/45.—B.R. 1095—40-mm., U.S. Bofors fitted with Power Drives, Mark 5 and mods., Trouble Shooting—Amendment No. 1.

P.671/45.—B.R. 819 (3)—R.N.A.S., Part III—Torpedoes—Amendment No. 13.

P.672/45.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 33.

A.F.O. P.673/45.—B.R. 919 (F)—Handbook on the High Angle Control System—Gyro Rate Unit, Mark II, and Gyro Rate Unit Box, 1941—Amendment No. 4.

P.674/45.—B.R. 919 (F) (1)—Addendum No. 1 to B.R. 919 (F)—Preliminary Pamphlet for Gyro Rate Unit, Deflection Oil Unit, Mark II—Amendment No. 1.

P.675/45.—B.R. 1281 (1)—Instructions for Release from the Naval Service, Part I—Amendment No. 4.

P.676/45.—B.R. 893 (39)—Office Instructions for Admiralty Outport Establishments—Amendment No. 5.

P.677/45.—B.R. 669 (1)—Instructions for the Conduct of Cash Duties—Addendum No. 1—Amendment.

P.678/45.—O.U. 5225 (3)—Home Dockyard Regulations—Addendum 3—Amendment No. 31.

* Exceptionally A.F.O. P.666/45 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. 4196/45.)

4359.—Admiralty Engineer Overseer, c/o Messrs. J. I. Thornycroft & Co. Ltd., Woolston, Southampton—Change of Appointment

(E.-in-C.—2 Aug. 1945.)

Engineer Captain G. Ellis, R.N. (Retd.) has been appointed to relieve Engineer Rear-Admiral F. A. Butler (Retd.) as Admiralty Engineer Overseer, c/o Messrs. J. I. Thornycroft & Co. Ltd., Woolston, Southampton, as from 26th June, 1945.

2. Correspondence should continue to be addressed to :—

Admiralty Engineer Overseer,
c/o Messrs. J. I. Thornycroft & Co., Ltd.,
Woolston,
Southampton.

Telephone No. :—Southampton 88212 and 88213.

Telegraphic Address :—“ Engoseer,” Southampton.

3. Engineer Captain C. T. Clover, R.N. (Retd.), is continuing to carry out the duties of Admiralty Engineer Overseer for Southampton and South-West of England District less the duties taken over by Engineer Captain G. Ellis, R.N. (Retd.).

His address is :—

Admiralty Engineer Overseer,
Southampton & South-West of England District,
Prudential Buildings,
Above Bar,
Southampton.

Telephone No. :—Southampton 3218 and 3219.

Telegraphic Address :—“ Engobar,” Southampton.

(A.F.Os. 4928/42 and 1016/43 are cancelled.)

4360.—Information about the Far East and the War against Japan—Distribution of Literature

(D.P.S. 566/45/SC.—2 Aug. 1945.)

“Spotlight on Australia, Part I: The Country”, an exhibition of twelve panels will shortly be distributed from Admiralty (Central Copying Branch) to recipients of the ABCA Map Review.

(A.F.O. 2540/45, paragraph 28.)

4361.—Form S.600—Cover for Charge Documents

(C.E. 59353/44.—2 Aug. 1945.)

With a view to minimizing the chances of charge documents being lost or destroyed in error along with other documents, the introduction of a special cover for charge documents has been approved.

2. This cover will be issued as Form S-600, and supplies can be obtained on application to the Superintending Naval Store Officer, Park Royal.

4362.—Registers for Non-Transferable Gun Mountings—Method of Rendering Forms S.1151 and S.1151A*Ships and Authorities concerned*

(G. 5543/45.—2 Aug. 1945.)

Examination of the registers for non-transferable mountings, Forms S.1151 and S.1151A, shows that there is some doubt as to the manner in which these registers should be rendered and the extent or frequency of the examinations required.

2. The register is intended as a guide to the maintenance of the gun machinery. The periods specified between examinations are the longest, and the types of examinations the minimum which experience has shown to be necessary to ensure the efficient maintenance of the machinery. Additional or more frequent examinations may, however, be found necessary in certain mountings.

3. The register should be made out in blue or black ink throughout except for such examinations as are overdue, in which case the date on which the examination was last carried out should be entered in red ink.

4. In the case of important items, e.g., recoil cylinders, run-out or recuperators, gun-loading rammers, etc., where only a proportion is to be examined in any one year, or where there is more than one similar item fitted in one turret, the date on which each individual item was examined is to be entered.

5. Unless it is specifically stated in the register that visual examination only is required, examination is to be taken to include such stripping as is necessary to enable the internal working parts to be properly examined.

6. The carrying out of the examinations specified is of importance, being necessary to ensure the efficient maintenance of the machinery. Commanding Officers should take all steps possible to keep up to date with the examinations, seeking approval as necessary to put a single gun or turret at extended notice to enable the larger examinations to be carried out. The seeking of approval for this purpose should not be considered as revealing lack of maintenance but as a sensible precaution.

7. In future the registers are to be forwarded to the Admiralty through the Administrative Authorities and Commanders-in-Chief and not direct to Admiralty as hitherto.

8. K.R. and A.I., Appendix XXII, Part 1, and Forms S.1151 and S.1151A will be amended in due course.

*(K.R. and A.I., Appendix XXII, Part 1.)**(A.F.O. 3814/45 is cancelled.)***4363.—Air Mail Concession—Extension to Empire Personnel Serving with R.N. in United Kingdom and Adjacent Areas**

(M. 2244/45.—2 Aug. 1945.)

For purposes of this Order, the term "adjacent areas" includes H.M. ships and R.N. establishments in North-West Europe, Azores, Iceland (C) and Faroes.

2. (a) Except as indicated in 2 (b) ordinary letters up to 1 oz. free of postage (on which no Air Mail label is required) and heavier letters prepaid at the rate of 6d. for 1½ oz. and 6d. for each additional half ounce (on which an Air Mail label should be affixed) from Empire personnel serving in the United Kingdom and adjacent areas to their homelands will in future be sent by air so far as air services are available, if posted in accordance with the conditions shown in 4 to 6 below.

(b) *Exceptions.*—(i) Owing to limitations of aircraft capacity on part of the air route, the concession in the case of Australian and New Zealand personnel is limited to free air letters (Forms W.3077).

(ii) The concessions do not at present extend to Canadian and Newfoundland personnel.

3. The lightest possible stationery should be used for this service. Unstamped air letter forms may be used in place of ordinary stationery for free 1-oz. letters.

4. Correspondence sent under these concessional arrangements must be posted on board ship or handed in at a Fleet Mail Office. If posted in an ordinary Post Office box, unpaid letters will be sent by surface route; letters prepaid at the concessional rates applicable to correspondence exceeding 1 oz. in weight will be sent by air, but will be liable to surcharge on delivery.

5. Empire personnel wishing to take advantage of these concessions must, if required, produce evidence that they are serving away from their homeland.

6. In H.M. ships which make up their own closed mail this concession correspondence must be included in a separate enclosure bag or envelope addressed to:—

Maritime Mail,
Via London F.S. (Air Mail),
King Edward's Building,
London, E.C.1.

Fleet Mail Offices should dispose of this concession correspondence in bags or envelopes consigned as above.

*(A.F.O. 6632/44 cancelled.)***4364.—A.M.D.Is.**

(E.F.O.—2 Aug. 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. 4210/45.)***4365.—Naval Air Maintenance Orders**

(A.M.R. 472/44.—2 Aug. 1945.)

To improve the division of orders in the "General" N.A.M.O. holder and to reduce their number, a new N.A.M.O. holder entitled "Engines" is being issued. All orders are now filed in the "General" holder concerning "Engines", "Propellers" and "Engine Accessories", etc., will be re-issued in the "Engine" holders and deleted from the former. It is anticipated that some "Engine" orders will be issued before the new holders are distributed. These orders are to be temporarily filed in the "General" holder and transferred immediately when "Engine" holders are received.

2. The "Engines" holder will be sub-divided into the following sections which will be separated by dividing pages to facilitate reference.

C Air Publications General, Inspection Schedules, Forms, Returns and Reports.

E Engines General—Instructions on Engines, Carburettors, Fuel Pumps, Engine Handling, etc. This section will be further sub-divided into sub-sections, as follows:—

E (AS)	...	...	...	...	Armstrong Siddeley
E (B)	...	...	...	...	Bristol
E. (de H)	...	...	...	...	de Havilland
E (Lyc)	...	...	...	...	Lycoming
E (P and W)	...	...	...	...	Pratt and Whitney
E (RR)	...	...	...	...	Rolls Royce
E (W)	...	...	...	...	Wright
E (Warn)	...	...	...	...	Warner

- L* Engine Electrics—Instructions on Ignition Systems, Magnetos, Harness, Sparking Plugs, Booster Coils, Vibrators, Starters (Electrical), etc.
- M* Miscellaneous Engine Accessories—Instructions on Power Plants, Water Injection Systems, Combustion and Inertia Starters, Gear Boxes (excluding Accessories), Oil and Coolant Systems (excluding Accessories).
- P* Propellers—Instructions on Propellers, Constant Speed Units, Cooling and Test Fans, etc.
- S* Stores and Spares—Instructions on Approved Types of Fuel Oil, Ethylene Glycol, Starter Cartridges, etc.
- S.T.Is.* Armstrong Siddeley, Bristol, de Havilland, Lycoming, Pratt and Whitney, Rolls Royce, Wright, Warner, Power Plants, Propellers
- S.Is.* Armstrong Siddeley, Bristol, de Havilland, Lycoming, Pratt and Whitney, Rolls Royce, Wright, Warner, Power Plants, Propellers.

3. Existing "Type" series N.A.M.O.s. which are issued for Avenger, Barracuda, Corsair, Firefly, Hellcat, Seafire, Spitfire, Swordfish, Wildcat and Miscellaneous Aircraft will remain sub-divided in their present sections.

4. The sections "Engines and Accessories" and "Propellers" will be deleted from the "General" holder by amendment action, the remaining sections will be as at present issued.

5. A list of N.A.M.O.s. in each section will be issued for filing at the front of the section concerned when sufficient orders in a particular section have been distributed to justify printing; manuscript contents lists should be provided by individual holders until printed lists are received.

6. *Issue*.—N.A.M.O.s. will continue to be numbered and issued by the Director of Aircraft Maintenance and Repair, Admiralty, who will act as general Editor.

The A.F.O. stating details of the various publications issued to the Service will include N.A.M.O.s and amendments which have been issued during the period covered.

7. *Distribution*.—N.A.M.O.s. will be distributed by the Director of Stores without demand to the scale shown in A.P. (N) 1.

8. *Additional requirements*.—If it is found that the allowance is inadequate, application should be made by letter to the administrative authority for the allowance to be increased, stating the reason for the additional requirement.

When additional copies of individual orders are required for Notice Boards, etc., application should be made to the Superintending Naval Store Officer, Shepherds Bush.

(A.F.Os. 4974/44 and 739/45 are cancelled.)

4366.—A.P. (N) 49—"Far Eastern Survival, Land and Sea"— Distribution

(E./A.O.D. 159/45.—2 Aug. 1945.)

A.P. (N) 49—"Far Eastern Survival, Land and Sea" will be distributed as follows:—

Fleet and Light Fleet carriers	...	...	...	...	6
Escort carriers	...	...	...	...	6
Class A and B stations in East Indies and Pacific area	...	...	...	...	6
Class A and B stations at home	...	...	...	...	2
Naval Air Flag Officers	...	...	...	...	3
1st and 2nd Line Squadrons (Fighters)	...	...	...	...	8
1st and 2nd Line Squadrons (T.B.R. and other types)	...	...	...	...	16
AE	1	AK	1	AS	1
AF	1	AL	1	AT	20
AG	1	AM	1	AV	1
AJ	1	AN	1	AW	1
		AR	1	AX	1
				BC	1
				DC	1

2. Supply will be made without demand with the exception of 1st and 2nd Line Squadrons who should demand the quantities required from R.N. store depots in Ceylon or Sydney as appropriate. Sufficient stocks are being despatched to these store depots to meet the commitments.

3. Squadrons about to leave the U.K. for the Far East should demand copies of A.P. (N) 49 from R.N. Store Depot, Shepherds Bush, at the latest a week before embarking.

4. As the publications should be given the widest publicity they may be taken off charge by certificate on completion of internal distribution within the Services listed above.

5. It is intended to provide one copy of this publication, printed on silk, in each of the tropical survival packs now being prepared for issue in East Indies and British Pacific Fleets.

4367.—Newspapers and Magazines

(N./D.P.S. 731/45/SC.—2 Aug. 1945.)

Weekly Supply of Newspapers and Magazines.—The long-standing arrangement whereby H.M. ships and certain shore establishments are supplied with newspapers and magazines, sometimes known as the "Charity Mail," has had to be somewhat curtailed in wartime by paper restrictions. The system of distribution has, however, been reorganized to make the best use of supplies available and all ships and establishments entitled should now be receiving supplies direct on the appropriate scale (paragraph 8).

2. Their Lordships desire that the widest possible use should be made of available supplies by whatever means are most suitable to local conditions. In particular, news magazines such as "The Sphere" and "The Illustrated London News," should be placed in Information Rooms.

3. The list of periodicals formerly contained in B.R.93A, Appendix L, has been modified to meet the present supply and demand position, and is liable to variation. Where sufficient copies of one newspaper or magazine are not available endeavour is made to make up with another.

4. Ships and establishments entitled are:—

- All sea-going ships (i.e. excluding those normally employed on harbour duties), but including boom defence vessels.
- Shore establishments abroad.
- Isolated shore establishments at home.
- Boys' training establishments.
- Small craft employed on harbour duties abroad and in isolated harbours at home, whose crews sleep on board.

5. Any entitled ship or establishment omitted, or receiving supplies on too small or too large a scale, should inform the Director of Welfare Services, Queen Anne's Mansions, London, S.W.1, stating numbers borne.

6. Any applications from isolated establishments at home must show good reason why special consideration is desirable and should be forwarded through administrative authorities.

7. Applications on behalf of small craft should be made by their administrative authority, stating the appropriate scale of supply in each case.

8. Supplies are made so far as possible on the following scales:—

Scale 1	...	...	Complements of 400 and upwards.
Scale 2	...	...	Complements of 200-399.
Scale 3	...	...	Complements of 100-199.
Scale 4	...	...	Complements of 50-99.
Scale 5	...	...	Complements of 25-49.
Scale 6	...	...	Complements below 25.

9. *Supply of Newspapers and Magazines in accordance with K.R. & A.I., Article 1001*.—Supply of newspapers and magazines for sailors' homes and R.N. canteens in accordance with K.R. & A.I., Article 1001, paragraph 2, is dealt with by Personnel (Miscellaneous) Branch, Admiralty, Queen Anne's Mansions, London, S.W.1. Supplementary returns should be forwarded as necessary.

10. *Monthly Parcels of Periodicals for Forces Overseas*.—The Treasury has approved a grant of money and the Paper Controller released supplies of paper for a monthly dispatch of parcels of periodicals for free distribution to forces overseas. The Royal Navy's share of these parcels is sent direct to Naval bases overseas for distribution to Naval personnel ashore and afloat.

11. These parcels are a temporary wartime addition to those referred to in paragraphs 1-9 above.

12. Each parcel normally consists of about 50 magazines. The contents may be varied from time to time. It is intended that each parcel should cover 150-200 men, preference being given to the smaller and more remote ships and bases.

13. The existence of these parcels should be publicized.

14. Information regarding changes required in the scale of supply should be forwarded through *Commanders-in-Chief* to the Admiralty for Director of Welfare Services, Queen Anne's Mansions, London, S.W.1.

15. *Sunday Newspapers by Air*.—Copies of all Sunday newspapers are sent by air to bases abroad for distribution to ships and establishments on a scale of one paper for every ten officers and men borne. Owing to shortage of air lift it is not yet possible for the British Pacific Fleet to be included in this scheme. It is hoped, however, that the difficulties will be overcome shortly.

16. "*The Times*," *Air Mail Edition*.—Copies of the air mail edition of "*The Times*" are supplied to the following Flag Officers abroad:—

Commander-in-Chief, British Pacific Fleet.
 Commander-in-Chief, East Indies.
 Commander-in-Chief, Mediterranean.
 Commander-in-Chief, South Atlantic.
 Vice-Admiral (Q), British Pacific Fleet.
 Flag Officer, Naval Air (Pacific).
 Vice-Admiral, Malta, and Flag Officer, Central Mediterranean.
 Senior Officer, R.N. Establishments (India).
 Flag Officer, Gibraltar, and Mediterranean Approaches.
 Flag Officer, Levant and Eastern Mediterranean.
 Senior British Naval Officer, Western Atlantic.

17. These copies are supplied both for the personal information of the Flag Officers concerned and their staffs and in order that suitable extracts may be made for local service periodicals and for posting in Information Rooms. Where such extracts are made for inclusion in Service periodicals they should contain a note acknowledging the source from which they were obtained.

18. In addition, a very limited number of copies are supplied to the Commanders-in-Chief, Mediterranean, East Indies and British Pacific Fleet, for distribution to ships and establishments.

19. *The "Manchester Guardian" Air Mail Weekly Edition*.—Copies of the weekly air edition of the "*Manchester Guardian*" are posted direct to ships and establishments on the Mediterranean and East Indies Stations, in the West Africa Command and in the British Pacific Fleet, down to and including Major Landing Craft and trawlers. These copies are intended for Information Rooms or Notice Boards.

20. *Local Newspapers and Magazines Abroad*.—A daily newspaper called "*Pacific Post*" is published in Sydney for the British Pacific Fleet Command by the Commander-in-Chief. It is regularly sent up to the forward areas by air.

21. Inter-Service or Army or R.A.F. newspapers and magazines are available at most other places abroad. Among the more important ones are:—

"Soldier" (weekly magazine) ...	North-West Europe.
"Gibraltar Chronicle" (daily newspaper)	Mediterranean.
"Union Jack" (daily newspaper) ...	Mediterranean.
"Parade" (weekly magazine) ...	Mediterranean.
"Gen" (fortnightly magazine) ...	Mediterranean.
"World Press Review" (weekly magazine)	Mediterranean.
"SEAC" (daily newspaper) ...	East Indies.
"Phoenix" (weekly magazine) ...	East Indies.
"Ceylon Review" (weekly Magazine) ...	Ceylon.

22. The daily newspaper "*Egyptian Mial*" is produced in co-operation with the Services.

23. "*The Dittybox*".—The Naval magazine "*The Dittybox*" is distributed monthly with A.F.Os. "*The Dittybox*" is intended for all R.N. (including D.E.M.S.), R.M., W.R.N.S., Q.A.R.N.N.S. and Naval V.A.D. personnel, on an approximate scale of one copy per ten officers and ratings (or equivalent categories) borne. Any ship or establishment receiving too large or too small a supply should communicate with the Editor of Fleet Orders, c/o H.M. Stationery Office Press, Wealdstone, Harrow, Middlesex, or the appropriate Distributing Authority.

24. While endeavour is made to produce in "*The Dittybox*" a magazine which does not rely for its interest on the topical nature of its contents, it is most desirable that it should be received by ships and establishments with as little delay as possible. Distributing Authorities should, therefore, ensure that there is the minimum time-lag between receipt and distribution.

(A.F.Os. 498/44, 3287/44, 4035/44 and 1638/45, are cancelled.)

4368.—IRPL-M6 Frequency Guide—Distribution

(E.F.O. 57/45.—2 Aug. 1945.)

Frequency Guide Series IRPL-M6 (U.S. Publication) forming part of WIMS 3 (B.R.1012) for the period November 1945 to January 1946 inclusive is being supplied to certain naval control service officers only, for distribution to British and Allied ocean-going merchant ships fitted with H/F transmitters and to neutral ships similarly fitted when sailing in British and Allied interests.

(A.F.O. 2808/45.)

(A.F.Os. 1241/45 and 232/45 are cancelled.)

4369.—U.S. Radio Equipment—Modifications to U.S. Handbook for Transmitter TBL-13

(A.S.E.—2 Aug. 1945.)

The following information is promulgated for the attention of those concerned. A separate amendment will not be issued.

"Error in TBL-13 Preliminary Instruction Book"

Figure 26, Page 7—26 (Drawing 7608924), indicates a connection running from the 2,000 volt plus terminal of the HV generator, running through terminal No. 50 of the filter unit (CAY-53036-A) and terminating on terminal No. 19 of the transmitter unit (CAY-52249). Figure 27, page 7—27, (Drawing 730021), shows the same 2,000 volt plus lead terminating on terminal No. 23 of the transmitter unit. Figure 26 shows terminal 23 grounded. Figure 27 shows terminal 19 grounded. On the actual installation, terminal 23 is grounded. Figure 27 is incorrect, and the numbers 19 and 23 shown on the diagram should be reversed."

4370.—U.S. Naval Forces, Germany—Organization of

(M. 06716/45.—2 Aug. 1945.)

The U.S. Naval Authorities have recently made the following announcement regarding the organization of the U.S. Naval Forces in Germany.

2. The following are effective 0001 hours 1st July, 1945:—

- United States Naval Forces, Germany; short title COMNAVFORGER
- Naval Division, U.S. Group Control Council (Germany).
- U.S. Naval Task Group, France; short title COMNAVGFROFRANCE.
- United States Naval Ports and Bases, Germany; short title COMUSBASGER.
- United States Naval Technical Mission, Europe; for Logistic Support short title COMNAVTECMISEU.

3. The Headquarters of the Commander (Vice-Admiral Gormley, U.S.N.) U.S. Naval Forces, Germany (Main), are situated at Frankfurt-on-Main.

4. The postal address of the Headquarters is :—

Main Headquarters,
U.S. Naval Forces Germany,
Fleet Post Office,
U.S. Navy.

(Originators in U.S.A. use "New York, N.Y." instead of "U.S. Navy").

Section 6.—SHORE ESTABLISHMENTS

4371.—Non-Industrial Staff—Returns of Entry (Form D.142) and Discharge (Form D.143)—Necessity for Prompt Rendering

(C.E. 14634/45.—2 Aug. 1945.)

The attention of Cashiers is drawn to the necessity for prompt rendering of the above-mentioned returns.

(*Instructions for the Conduct of Cash Duties, 1932, Articles 35, 38 and 39*)

4372.—Temporary Non-Industrial Staff—Reckoning of Broken Service for Increment and Sick Pay Purposes

(C.E. 9588/44.—2 Aug. 1945.)

The following instructions are promulgated in substitution of those contained in A.F.O. 5958/44, which is cancelled.

2. *Increment.*—In the case of temporary non-industrial staff who are on scales of pay, previous service in the Admiralty or in another Department under the Government of Great Britain may be reckoned for incremental purposes unless—

- (a) it was a different class of work, or
- (b) was in an inferior grade,
- (c) was terminated for misconduct or inefficiency, or
- (d) was followed by a break exceeding three months.

3. With reference to the stipulation in paragraph 2 (a) above, in general any service within the Clerical and Executive Classes may be regarded as service on the same class of work for the purpose of granting continuity of service terms to temporary clerks, e.g. previous service as a temporary assistant or as an examiner in the Postal and Telegraph Censorship Department may be allowed to reckon.

The service which should be excluded so far as temporary clerks are concerned is that in grades which are considered to be manipulative, technical or industrial.

Any cases which have been dealt with on a less favourable basis should be adjusted from a date not earlier than 1st March, 1944.

4. *Sick Leave.*—The rules for counting previous service for sick leave entitlement are set out in paragraph 20 of the Memorandum of Sick Leave Regulations applicable to Temporary and Unestablished Employees, which provide that where service has been interrupted the previous service will ordinarily not count towards the specified qualifying periods.

Previous service in a grade eligible for sick leave with pay, however, may also be counted for the purpose of the Sick Leave Regulations provided—

- (a) it was not terminated for misconduct or inefficiency, and
- (b) it was not terminated by resignation save resignation which can be shown to have been arranged for the purpose of transfer to other Government employment, and
- (c) it was not followed by a break exceeding three months.

5. The following should be substituted for paragraph 17 of A.F.O. 5118/44, which paragraph is hereby cancelled :—

" Full-time temporary clerks are eligible for paid sick leave in accordance with the Treasury Memorandum of Sick Leave Regulations applicable to temporary and unestablished employees.

Under these regulations, where service has been interrupted, the previous service will not ordinarily count towards the specified qualifying periods.

Previous service in a grade eligible for sick leave with pay, however, may also be counted for the purpose of the Sick Leave Regulations, provided—

- (a) it was not terminated for misconduct or inefficiency, and
- (b) it was not terminated by resignation save resignation which can be shown to have been arranged for the purpose of transfer to other Government employment and
- (c) it was not followed by a break exceeding three months."

6. The attention of all staff should be drawn to the provisions of this Order.

7. Cases of doubt or difficulty should be referred to the Admiralty (Civil Establishments Branch II) for decision.

(*Paragraph 17 of A.F.O. 5118/44 and A.F.O. 5958/44 are cancelled.*)

4373.—Allowances for Civilian Staff serving on the Continent

(C.E. 6863/45.—2 Aug. 1945.)

I. Accommodation

Arrangements should normally be made for civilian staff sent on official business to France, Belgium, Holland, Luxembourg, Denmark, Norway, Germany or Austria on official business to be accommodated and messed officially, the arrangements being made with the local military authorities. Civilians visiting Paris should, so far as possible, be lodged in one of the requisitioned hostels allocated for the use of civilians, the reservations being requested in advance through the British Embassy. In all cases it is essential that the earliest possible notice should be given of arrival, since the accommodation problem in Europe is extremely difficult and communications are often slow. Only exceptionally, in cases where such a course is unavoidable, should rooms and meals be taken in ordinary hotels. In all such cases claims for subsistence allowance must be accompanied by an explanation of the circumstances and a certificate that it was impossible to obtain accommodation and messing under official arrangements.

2. In all cases Heads of Departments should ensure that staff visiting the countries mentioned are in possession of an official document (as distinct from a passport, etc.), stating that they are travelling on official business, requesting all possible assistance from the appropriate military or civil authorities and authorizing them to be provided with messing and accommodation facilities where required.

II. Staff on temporary duty from the United Kingdom

3. In some cases staff staying in an official mess will be messed and accommodated free, in others it will be necessary for staff to meet the recognized messing charges, and in the latter cases the messing charges may be refunded up to a maximum of 1s. 6d. a day. Greater amounts may be refunded if they represent reasonable and necessary expenditure, e.g. in U.S. Army messes.

4. Where it is not possible for staff to stay in an official mess, the nightly rate of subsistence allowance payable will be 30s., reducible by 20 per cent. after 28 nights in any one place. If free accommodation but not messing is available, messing charges will be refunded as in paragraph 3 above, or the cost of meals will be met within a maximum of two-thirds of the nightly subsistence rate.

5. Until conditions become more stable, claims will be considered on their merits for the refund of actual expenditure in any cases where the amount of the subsistence allowance is clearly inadequate. Such expenditure should be vouched wherever possible and officers should be warned that "black market" establishments must be avoided.

6. In addition to the provision of free messing and accommodation or subsistence allowance, a local non-taxable allowance may be issued as follows :—

- (a) For the first 28 nights, 5s. a night ;
 (b) after 28 nights, married officers 5s. a night, unmarried officers 1s. 6d. a night.

Payment of this local allowance in conjunction with subsistence allowance is a provisional arrangement pending a review of the subsistence rates in the light of experience.

III. Officers stationed in countries named in paragraph 1

7. Normally staff will be provided with free messing and accommodation, or messing charges will be refunded as in paragraph 3 above. In addition, a local non-taxable allowance will be payable at the rate of £90 a year for married officers and £25 a year for unmarried officers. This local allowance may be retained during the temporary absences from the officers' headquarters on the Continent but will cease whilst on duty visits in the United Kingdom.

8. While on detached duty officers should carry haversack rations wherever possible. Where, exceptionally, an officer on detached duty is unable to obtain free messing facilities, the arrangements under paragraph 4 above may be applied. Where free accommodation but not messing is available during such periods of detached duty messing charges may be refunded as under paragraph 3 above or the cost of meals may be met within a maximum of two-thirds of the nightly subsistence.

9. Officers stationed at places where official messing and accommodation facilities are not available may be paid subsistence allowance as in paragraph 4, together with the local allowances as in paragraph 7, for a period not exceeding three months. Claims for subsistence allowance for periods beyond three months should be referred to the Admiralty, C.E. II Branch, Bath.

10. In the countries specified the above arrangements supersede in the case of officers accommodated and messes in Naval messes the provisions of paragraph 30 of A.F.O. 4846/44.

(A.F.O. 4846/44.)

4374.—Temporary Non-Industrial Staff—Subsistence Allowance

(C.E. 11673/45.—2 Aug. 1945.)

The following amendments are to be made to paragraph 104 of A.F.O. 4846/44 with effect from 1st July, 1945 :—

- (i) After Temporary Experimental Assistants, Grade II, add :—
 Temporary Accountants.
 Temporary Assistant Constructors.
 Temporary Design Draughtsmen.
- (ii) After Temporary Assistant Overseers (Men) in receipt of salaries of £350 per annum and over, exclusive of war bonus, add :—
 Temporary Architectural and Civil Engineering Assistants (men) in receipt of salaries of £350 per annum and over, exclusive of war bonus.
 Temporary Accountancy Assistants (men) in receipt of salaries of £350 per annum and over, exclusive of war bonus.
- (iii) After Temporary Assistant Overseers (Men) in receipt of salaries below £350, add :—
 Temporary Architectural and Civil Engineering Assistants (men) in receipt of salaries below £350.
 Temporary Accountancy Assistants (men) in receipt of salaries below £350.

(A.F.Os. 4846/44 and 2541/45.)

4375.—Typing Grades—Proficiency Examinations

(U.S.B. 1272/45.—2 Aug. 1945.)

Further examinations, which will be the last, have been announced as follows :—

	<i>Typewriting</i>	<i>Shorthand</i>
Date of examination	6th October, 1945	20th October, 1945
Last day on which entries can be received in Under-Secretary's Office, Admiralty, Bath.	18th August, 1945	1st September, 1945

2. The arrangements for these examinations will be on the same general lines as those for the previous examinations, and the procedure laid down in A.F.O. 4041/44 is to be followed on these occasions.

3. The dates for the holding of the examinations, as specified above, must be adhered to. No alterations in these dates may be made without prior Admiralty approval.

(A.F.O. 4041/44, 6890/44 and 630/45.)

4376.—Civilians—Unpaid Sick Leave—Extent to which Reckonable for Increment Pension or Gratuity if due to Enemy Action whilst on Duty

(C.E. 13252/45.—2 Aug. 1945.)

It is laid down in Home Dockyard Regulations, Addendum No. 3, Appendix I, Section B, that (a) in the case of officers and certain others holding established substantive positions, sick leave in excess of 12 months during any period of 4 years or less is not reckonable for increment or pension, and (b) in the case of unestablished and temporary officers and others entitled to sick pay, unpaid sick leave does not as a rule count for incremental purposes, but that approved sick leave, whether paid or unpaid, taken since the award of the previous increment (or entry to the scale) may be reckoned for increment up to a maximum limit of three months.

2. Similarly, the provision at (b) above applies to industrial staff (established or unestablished) who are not entitled to paid sick leave but who are on scales of pay, or allowances, which progress by regular increments (C.D.I., Article 41B., Addendum No. 1).

3. It has now been decided that approved sick leave outside these limits may be allowed to reckon for increment and pension or gratuity to the extent that the additional sick leave was due to enemy action whilst on duty (including civil defence or home guard duties in the officer's department).

4. The overriding maxima of total periods of sick leave reckonable are :—

- (a) For incremental purposes—
- | | |
|---|--|
| (i) In the case of officers and certain others holding established substantive positions (see Appendix I, Section B, Sub-Section (a) (i), Home Dockyard Regulations). | Two years in any period of four years. |
| (ii) In the case of temporary or unestablished officers, and established and hired workmen not included in (i). | Six months in any period of twelve months. |
- (b) For superannuation purposes—
- | | |
|---|--|
| (i) In the case of established officers, and established and hired workmen. | Two years in any period of four years. |
| (ii) In the case of temporary or unestablished officers. | Six months in any period of twelve months. |

5. The injuries which confer eligibility for this concession are those for which a red War Injury First Incapacity Certificate was issued at the time of injury. In the absence of such a certificate the question of eligibility will be referred to the Ministry of Pensions for decision.

6. This concession will be granted retrospectively on application by the individuals concerned through normal channels to the Admiralty (C.E.II for non-industrial staff, and Labour Branch for industrial staff). Applications should be accompanied by the War Injury First Incapacity Certificate or, if not available, should include a statement accounting for its absence. No application will be considered unless submitted on or before the 27th December, 1945.

(A.F.O. 3570/45 is cancelled.)

4377.—Authorized Users of Motor Vehicles—Restoration of Basic Petrol Ration.

(C.E. 9800/45.—2 Aug. 1945.)

Arising out of the return of the basic petrol ration, all car registration books held by D.N.A. have been forwarded to the Naval or Civil authorities from whom the recommendation for inclusion in the list of Authorized Users operating under O.H.M.S. certificates was received, for return to the car owners.

2. Authorized users of private cars and motor bicycles who do not wish to take up their basic petrol ration may continue for the time being to operate under O.H.M.S. certificates provided the registration book is returned immediately to D.N.A. It is important, however, that where a Road Fund Licence is taken out, the O.H.M.S. certificate should be returned immediately and Heads of Departments and Establishments should ensure that this is done.

3. No change is made in the allowances already laid down, whether or not Authorized Users take up their basic petrol ration, but those who do so will themselves be responsible for meeting the cost of insuring and licensing their vehicles.

4. These arrangements will be subject to review in six months' time or at an earlier date if the petrol ration is substantially increased in the meantime.

(A.F.Os. 2743/42, 3103/42, 3221/42, 1312/43 and 4846/44, Section III, Part I.)

4378.—Misuse of Petrol—Fires and Explosions

(M.642/45.—2 Aug. 1945.)

Attention is drawn to A.F.O. 4338/45 in section 3 of this issue.

4379.—Naval Store Depot, Park Royal—Alteration of Telephone Numbers

(N.S. 1535/45.—2 Aug. 1945.)

The Telephone Exchange numbers for R.N. Store Depot, Park Royal, have been altered to the following:—

ELGAR 7891-2-3-4-5
ELGAR 6162-3
WEMBLEY 3014-5-6.

2. Shore Establishments connected to the Admiralty by direct line can still obtain the depot through the Admiralty network.

4380.—Ratings in H.M. Boom Defence Service—Increase in "Civilian" Home Yard Rates of Pay

(L. 5088/45.—2 Aug. 1945.)

As from a current date the amount of industrial bonus included in the "civilian" home yards rates of pay of the crews of boom defence vessels is to be seven-sixths of the ordinary time-work bonus (i.e. 29s. 9d. a week instead of 25s. 8d. a week at present authorized); the present inclusive rates of pay of these work-people will therefore in each case be increased by 4s. 1d.

(A.F.O. 3099/44.)

4381.—Workpeople—V.E. Holiday

(L. 6654/45.—2 Aug. 1945.)

Workpeople eligible for the V.E.1 and V.E.2 holidays who have been discharged on reduction since the 9th May last and before the date fixed for the celebration of the 3rd V.E. holiday will be allowed pay for the V.E.3 holiday of the amount applicable to an ordinary day's leave with pay.

(A.F.Os. 1931/45 and 4223/45.)

4382.—Senior Foremen of the Yard and Comparable Grades—War-time Emoluments

(C.E. 6858/45.—2 Aug. 1945.)

It has been decided that all officers holding acting appointments as Senior Foremen of the Yard, Senior Foremen of Engineering Branch and Senior Foremen of Factory (Armament Supply Department) may as a purely temporary measure be paid at the rate of £620 a year with effect from the 1st May, 1945, subject to the terms of re-assimilation to the salary scale of the grade being reserved.

