

HEAD OF "P" BRANCH

lul

2000

HPB

A.F.Os. 4339—4440/44

(See A.F.O. Diagram Issue No. 34/44)

RESTRICTED

(FOR OFFICIAL USE ONLY)

*Not to be communicated to anyone outside H.M. Service*

# ADMIRALTY FLEET ORDERS

ADMIRALTY, S.W.1,

17th August, 1944.

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

A list of these Orders is enclosed.

By Command of Their Lordships,

*J. V. Markham*

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

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

HEAD OF "P" BRANCH

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## ADMIRALTY FLEET ORDERS

No.	Subject.
SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.	
4338.	Admiralty Surgeons and Agents. (Form S.582). <i>Issued separately on 17th August, 1944, 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. 3758/44), Superintendents or Officers-in-Charge of H.M. Naval Establishments.</i>

Home  
Command  
Only.

17th August, 1944.

## SECTION I.—ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

(Station Limits: Fighting Efficiency of Ships: Naval Aircraft Administration: Internal Organization of Ships: Navigation and Seamanship: Fleet Exercises and Practices, etc.)

4339. Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft.

## SECTION 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

4340. Honours and Awards—United States Navy.  
4340a. Honours and Awards—United States Army.  
4341. 1939-43 and Africa Stars.  
4342. Defence Regulations—Protected Areas—Further Relaxation.  
4343. Junior Captains (E) in Fleet Air Arm Appointments Ashore—Allowance.  
4344. Air Ordnance Officers—Duties and Responsibilities.  
4345. Charge Pay—Accountant Officers.  
4346. Meteorological Officers in Ships Refitting.  
4347. Royal Marines—Tradesmen—General Instructions.  
4348. C.O. Personnel—Copies of Service Certificates.  
4349. W.R.N.S. Coders—Conditions of Service.  
4350. W.R.N.S. T/P—Advancement—REPORTS.  
4351. W.R.N.S.—Vision Standards.  
4352. W.R.N.S. Ratings—Re-advancement after Disrating for Misconduct or Reversion for Unsuitability.  
4353. British Subjects Born in Brazil and Possessing Brazilian Nationality—Military Service.  
4354. Service Voters—Supplementary Instructions—REPORT.  
4355. Tool Kits—Conditions of Supply, Replacement of Losses and Compensation.  
4356. Catering Duties in Wardroom, Gunroom and Warrant Officers' Messes—Appointment and Duties of Warrant Stewards (and Third Officers, W.R.N.S.).  
4357. Allied Service Personnel—Notification to B.R.C.S. and Order of St. John.  
4358. Deck Handling and Other General Aircraft Duties—Provision of Naval Ratings.  
4359. Leave.  
4360. Travel Between Great Britain and Northern Ireland and Eire—Relaxation of Ban—Arrangements for Travel on Admiralty Business.  
4361. Travel Between Great Britain and Northern Ireland and Eire—Relaxation of Ban—Arrangements for Wives and Families of Naval Personnel.  
4362. Instructional Film "High Altitude Ship Recognition" (Serial Number G.597).  
4363. Instructional Films—Newsreel Editions of the Allied Offensive in Normandy.  
4364. Clothing Rationing.  
4365. Admiralty Surgeons and Agents.

## SECTION 3.—G., T., N., E., ETC., &amp; STORES; HULL, EQUIPMENT &amp; FITTINGS.

*Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)*

4366. Aircraft—General—Firefly Aircraft—Loading Drum Stand—Modification.  
4367. Aircraft—Ammunition—Cartridge Engine Starter—Testing Before Use.  
4368. Aircraft—Pistols, Signal, 1½-in. Discs Aperture R.A.F., Ref. 7B/812.  
4369. Ammunition—20 mm. Oerlikon of British Manufacture—Identification by Marking.  
4370. Ammunition—20 mm. Oerlikon H.E. Tracer, Lot N.F.C. 62—Withdrawal.  
4371. Anti-Ship Fire Control—Director Control Tower—Time Interval Compensation Gear.  
4372. Guns—0.50-in. Machine, Browning—Clearance Between Locking Piece and Locking Piece Cam.  
4373. Guns—Browning, 0.50-in. Barrels—Parco-Lubrite Finish.  
4374. Guns—20 mm. and Below—Lubrication—Amendment.  
4375. Guns and Mountings, 20 mm. Oerlikon—Ammunition Stowage and Lockers.  
4376. Gun Mountings—General—Limitations of Arcs of Fire.

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

*Gunnery.—(Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.)—contd.*

4377. Gun Mountings—American—Taps, Stocks and Dies for American Threads, Maintenance and Repair of Gun Mountings.  
4378. Gun Mountings—20 mm. Rising Column Oerlikon Gun Mountings—Checking of Safety Depression Rails.  
4379. Gun Mountings—20 mm. Twin, Mark V—Supply of Conversion Parts for use of Mark XIV Gyro Sights in place of Eye Shooting Sights—As. and As.—REPORT.  
4380. Training—Instructional Appliances—The Panoramic Gunnery Trainer, Mark I and II (Short Titles P.G.T.I.; P.G.T.2).

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

4381. After Action Damage—Flameproof Floodlights and Safety Torches for Repair Parties.  
4382. Depth Charges—Obliteration of Markings.  
4383. Depth Charge Pistols, Marks VII, VIII, IX and XXI Types—New Testing Procedure.  
4384. Depth Charge Tools—Spanner, Securing Nut, Stamp No. 6825—Modification.

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

4385. Steering Compasses in B.A.Ms.  
4386. Syllabus for N\* Courses.  
4387. Worn and Superseded Charts—Disposal of.

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

4388. Boilers, Tubes, etc.  
4389. Condenser Tubes—Erosion in Way of Auxiliary Exhaust.  
4390. Bridge Steering—Removal of.  
4391. Copper Nickel Iron Alloy Piping for Use in the Sea Water Services of Ships in Eastern Fleet.

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

4392. Aircraft Radio—T.R. 1366—Use of 6K8G Valves.  
4393. Cables, Electric, for D/F Outfits—Quantities to be Held at Bases Category "A" and "C."  
4394. Radar, Type 242—Aerial Outfit ASB—Pedestal 19TM.

*Aircraft.—(Technical.)*

4395. Sperry Artificial Horizon, Mark I and IB.

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

4396. Dimmer for Bridge Gyro Azimuth Repeater—Repositioning—As. and As.  
4397. D.G. Equipment—Fitting of Fuses in Compass Corrector Coil Circuits.  
4398. Electric Torches—Supply.  
4399. Firefighting in H.M. Ships—Branchpipes with Jet/Spray Nozzles—Increased Allowances.  
4400. Galleys, Oil Fired—Detroit Safety Float Valves and Ventilation System.  
4401. Knife, Sheath, Floating—Introduction of Small Type (Ref. 27C/2125).  
4402. Mining Cable with Polythene Insulant.  
4403. Minor Landing Craft—Firefighting Equipment.  
4404. Oil Burning Navigation Lanterns—Pattern Nos. 5902 and 5905—Introduction and Provision of Modified Burner.  
4405. Skids, Bomb (Trolleys), Pattern 5574—Introduction.  
4406. Steel Chests, Pattern 1477.  
4407. Telephone Key Boxes, Handsets and Control Boxes—Introduction.  
4408. Wheel Spanners for Damage Control Purposes—Introduction.

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

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

4409. Royal Marines Borne on Ships Books—Repairs, Alterations and Dry-Cleaning of Uniform.

## SECTION 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

4410. A.M.S.Is.  
 4411. Amendments to Books.  
 4412. Air Publications, etc., Distributed during March, 1944.  
 4413. Air Publications and Air Diagrams, etc., Distributed during May, 1944.  
 4414. Air Publications—Distribution of Amendment Lists and Leaflets during May, 1944.  
 4415. Air Publications—Distribution of Amendment Lists and Leaflets during June, 1944.  
 4416. Air Publications and Air Diagrams Distributed during June, 1944.  
 4417. Air Publications, etc., Distributed during July, 1944.  
 4418. B.R. 18, 19 and 19A—Abolition.  
 4419. B.R. 293(44)—Handbook for the Apparatus A.D., Type J, Mark II—Issue.  
 4420. B.R. 380 Series—Standard and Transfer Checking Lists.  
 4421. B.R. 980(B)—R.Ts. Nos. 393, 502, 503 and 504 for Q.F. 4·7-in. Guns, Marks IX, IX\*, IX\*\*, and XII and B.L. 4·7-in. Guns, Marks I and II—Revised pages 1 dated May, 1944.  
 4422. B.R. 980(K)—Range Tables Nos. 587 for Q.F. 4-in. Guns, Mark XVI\* dated May, 1944, and No. 588 for Q.F. 4·7-in. Guns, Marks VIII, IX, IX\*, IX\*\* and XII, and B.L. 4·7-in. Guns, Marks I and II, dated May, 1944—Issue.  
 4423. B.R. 980(X)—Range Table No. 590 for Q.F. 4·5-in. Guns, Marks I, III and IV, dated May, 1944, and B.R. 980(B)—Range Table No. 591 for Q.F. 4·7-in. Guns, Mark XI, dated May, 1944—Issue.  
 4424. B.R. 980(X)—Revised Pages to Range Tables 399, 402B, 402C and 423, for Q.F. 4·5-in. Guns, Marks I, III and IV, dated May, 1944—Issue.  
 4425. Form O.1—Amendment and Addition.  
 4426. Form O.6—Ammunition Labels—Additions.  
 4427. O.U. and B.R. Publications—Distribution during July, 1944.  
 4428. O.U. 5378/1940—Instructions for the Inspection of Naval Armament Stores—Declassification.  
 4429. British Journal Photographic Almanac.  
 4430. Concession Telegrams—Allied Navies.  
 4431. Encouragement of Interest in Current Affairs.  
 4432. Newspapers and Printed Matter Incorrectly Addressed—Disposal or Redirection.

## SECTION 6.—SHORE ESTABLISHMENTS

4433. Civilian Personnel Proceeding Abroad—Clearance by Ministry of Labour and National Service in Connection with the Issue of Passports.  
 4434. War-time Provisions for the Grant of Special Leave to Non-Industrial Members of the Admiralty Staff.  
 4435. Admiralty Civil Police—Rates of Pay and Overtime.  
 4436. Parliamentary Electors (War-Time Registration) Act, 1943—Arrangements for Voting by Admiralty Industrial and Non-Industrial Staff Serving Abroad.  
 4437. Employees Engaged Full Time on Stoking Duties in Certain Admiralty Establishments—Retrospective Payments.  
 4438. Industrial Workpeople Employed in Operational Areas—Compensation for Injury.  
 4439. Merchant Ships' Supplies and Services—Accounting—REPORTS.  
 4440. 35 mm. Cinema Projection Equipment—Fire Precautions Required and Rules for Installation.

(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.

#### \*4339.—Enemy Aircraft Shot Down or Damaged by Ships' Gunfire or Naval Aircraft

(G.D. 0613/44.—17 Aug. 1944.)

Casualties to enemy aircraft by ships' gunfire are as follows from 12th April, 1940 to 31st July, 1944 :—

	Confirmed	Probable	Damaged
*By H.M. Ships ... ..	674	222	330
*By H.M. Ships and merchant ships jointly... By merchant ships and fishing vessels ...	163 141	29 48	21 120
Last reported totals (30th June, 1944) ...	978 965	299 298	471 470
Increases ... ..	13	1	1

\* Including units of the Netherlands, Norwegian, Greek, Polish and French Naval forces serving with the Royal Navy.

	Confirmed	Probable	Damaged
<i>H.M. Ships</i>			
H.M.S. "Rowley" (2)		H.M.S. "Ruby" (1)	H.M.S. "Argonaut" (1)
H.M.S. "Usk" (2)			
H.M.S. "Caldy" (1)			
H.M.S. "Grenadier" (1)			
F.S. "L'Aventure" (1)			
F.S. "Alcyon" (1)			
H.M. L.C.I.(L) "307" (1)			
H.M. L.C.F. "24" and L.C.G. (L) "764" (1)			
H.M.S. "Wanderer" (1)			
<i>H.M. Ships and Merchant Ships jointly</i>			
Escort and Merchant Ships in Convoy E.B.C.9 (1).		Nil	Nil
Escorts and Merchant Ships in Convoy K.M.S. 51 (1).			
<i>Merchant Ships and Fishing Vessels</i>			
	Nil	Nil	Nil

*Enemy Aircraft Shot Down by Naval Aircraft*

The results are as follows from the beginning of the war to 31st July, 1944 :—

	Confirmed	Probable	Damaged
Present totals ... ..	266	44	165
Last reported totals (30th June, 1944) ...	261	44	162
Increases ... ..	5	0	3

Details of the squadrons credited with successes during July, 1944, and the ships from which they operated will be given later.

2. Casualties are assessed in the Admiralty in accordance with the rules laid down in C.A.F.O. 1898/40, which are the same as those employed by the Royal Air Force and the Army.

(C.A.F.O. 1898/40.)

(A.F.O. 3624/44 is cancelled.)

**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****4340.—Honours and Awards—United States Navy**

(H. & A. 396/44.—17 Aug. 1944.)

The King has been graciously pleased to approve the following Honorary Appointment for distinguished services as Principal Salvage Officer in the Mediterranean :—

*Commander of the Military Division of the Order of the British Empire*  
Commodore William Aloysius Sullivan, United States Navy.

2. This Appointment will not be gazetted.

**4340a.—Honours and Awards—United States Army**

(H. & A. 554/44.—17 Aug. 1944.)

The King has been graciously pleased to approve the following awards for leadership and skill shown in the re-establishment of the wrecked Port of Naples.

*Mention in Despatches.*

Colonel Robert H. Clarkson, 0495357, U.S. Army.

Colonel Floyd E. Martin, 0182079, U.S. Army.

2. These Awards will not be gazetted.

**4341.—1939-43 and Africa Stars**

(H.A. 19/44.—17 Aug. 1944.)

A.F.O. 4209/44 is to be amended as follows :—

Paragraph 2 to read :—

"2. Officers and men of the classes listed in A.F.O. 660/44, paragraph 2, will qualify for the 1939-43 Star under Army rules, if they served ashore, having been appointed or drafted for such service, between the appropriate dates in the areas and operations listed above.

Officers or men .....

Paragraph 3 to read :—

"3. Service afloat or in the air as defined in A.F.O. 660/44, paragraph 3, or service ashore as defined in paragraph 1 (a) above, which was brought to an end before the completion of the qualifying period by death, wounds or other disability due to service will qualify for the 1939-43 Star."

(A.F.Os. 660/44 and 4209/44.)

**4342.—Defence Regulations—Protected Areas—Further Relaxation**

(N.L. 3304/44.—17 Aug. 1944.)

With reference to A.F.Os. 1642/44 and 3787a/44, the Secretary of State for War has now lifted the ban on entry into the protected areas adjacent to the Firth of Forth.

(A.F.Os. 1642/44 and 3787a/44.)

AFO 1257/44

**4343.—Junior Captains (E) in Fleet Air Arm Appointments Ashore—Allowance**

(C.W. 17120/41.—17 Aug. 1944.)

In order to ensure that their emoluments are not less than those of a senior Commander (E) in receipt of A/E allowance of 3s. 6d. a day, the issue of an allowance at the rate of 4s. 0d. a day has been approved for Engineer Captains and Captains (E) under 3 years' seniority who are serving in Fleet Air Arm appointments ashore.

2. This Order is effective from 19th June, 1944.

3. The necessary authority for payment in respect of Officers at present affected will be issued by the Director of Navy Accounts.

**4344.—Air Ordnance Officers—Duties and Responsibilities**

(C.W. 42920/44.—17 Aug. 1944.)

The number of Officers available for technical duties in connection with the ordnance equipment of Naval aircraft is being increased.

2. These Officers will be known as Air Ordnance Officers and will be provided from the following sources :—

(a) Warrant Aircraft Officers promoted from Air Artificers (O) in accordance with A.F.O. 1177/44.

(b) Temporary Warrant Aircraft Officers, transferred from Temporary Warrant Ordnance Officers or promoted from Chief and Ordnance Artificers in accordance with A.F.O. 1475/44.

(c) Temporary Lieutenants (A) and Sub-Lieutenants (A), R.N.V.R., promoted from H.O. Air Artificers (O) and Ordnance Artificers serving in the F.A.A., experienced in Air Ordnance, in accordance with A.F.O. 1917/44.

3. They will be employed in the following appointments :—

(a) Admiralty Departments including departments of the Ministry of Aircraft Production as representatives of C.N.R.

(b) Staffs of Flag Officers.

(c) Large Fleet Carriers.

(d) Certain Naval Air Stations.

(e) Aircraft Repair Yards and Receipt and Despatch Units.

(f) Aircraft Repair Ships.

(g) Training Establishments.

(h) Attachment to Squadrons on formation; to Wings during working up periods and for special operations.

4. The duties and responsibilities of Air Ordnance Officers are as follows :—

(a) The Air Ordnance Officer, under the Air Gunnery Officer, is responsible for the mechanical efficiency of the guns, sights, mountings, bomb carriers and all other equipment connected with Naval Aircraft armament.

(b) He is at all times to communicate directly with, and to attend to the directions of, the Air Gunnery Officer upon matters relative to his duties and responsibilities. Arrangements regarding matters which affect the interests of another department are to be made, in all cases, through the Air Gunnery Officer.

(c) He is to ensure that an accurate record is kept of all work undertaken, the necessary log books and forms are kept up to date, defects are recorded as they develop and maintenance ratings are employed in a manner which will keep the armament of aircraft in the highest possible state of efficiency.

(d) Under the authority of the Air Gunnery Officer, he is to obtain from the officer in charge of stores, such stores as he may require for Air Ordnance maintenance work, affording that officer any information which may be necessary for accounting purposes.

(e) He is to advise the Air Gunnery Officer on the qualifications for advancement of all air ordnance maintenance ratings and is responsible that

junior maintenance ratings borne for air ordnance duties receive further instruction and training in their duties in accordance with the regulations, affording them every opportunity to qualify for advancement.

(f) Where no Air Gunnery Officer is borne he will be responsible to the Commanding Officer of the ship or establishment for the Air Gunnery Section, undertaking such duties of an Air Gunnery Officer as his qualifications permit.

(A.F.Os. 1177/44, 1475/44 and 1917/44.)

**4345.—Charge Pay—Accountant Officers**

(E.F.O./C.W. 23359/44.—17 Aug. 1944.)

A.F.O. 4068/44 is to be amended as follows:—

Schedule

No. "2 (d). For "Paymaster-Commander and below" read "Paymaster Captain and below."

(A.F.O. 4068/44.)

**4346.—Meteorological Officers In Ships Refitting**

(H.M. 10/44.—17 Aug. 1944.)

When ships are taken in hand for refit, officers of the R.N.V.R. special meteorological branch will be appointed temporarily to Naval air stations so that they may continue to gain experience in meteorology.

2. Arrangements will be made for the officer to visit the ship as necessary should there be any work in hand affecting the meteorological organization.

3. On foreign stations similar visits to local meteorological offices should be arranged.

(A.F.O. 1568/41 is cancelled.)

**4347.—Royal Marines—Tradesmen—General Instructions**

(N. 18345/44.—17 Aug. 1944.)

General.—In order to meet the many and varied requirements of R.M. formations and units and, to a lesser degree, certain special Admiralty requirements, an establishment of R.M. tradesmen in some 61 different trades has been built up. The headquarters of this organization, The Royal Marine Technical Training Depot (R.M.T.T.D.), is at Fort Cumberland, Southsea. Telegraphic address:—Fort-marine, Southsea.

2. Rates of Pay.—The scales laid down in the Royal Warrant for pay are applicable to R.M. tradesmen whether they are borne afloat or ashore. The O.C., R.M.T.T.D. is the authority for issuing the rates of pay for all tradesmen. These rates are promulgated in R.M.T.T.D. Part II Orders. Increments due to length of service which are applicable to R.M. generally do not apply to R.M. tradesmen. Rates are as shown in Appendix "C".

3. Good Conduct Badges—War Bonus.—R.M. tradesmen are awarded badges under the same regulations as for Royal Marines generally. War bonuses are also on the same scale. H.B.L.O. units are informed by H.B.L.O. when badges are due.

4. Identification of Tradesmen.—When a N.C.O. or Marine becomes a tradesman, the suffix (T) is added after his ordinary registered number. This (T) is removed when he ceases to be a tradesman. It is of paramount importance that the suffix (T) should be quoted on all occasions or confusion will result. The letter (T) indicates at once that the man is on a special rate of pay and can only be promoted by O.C., R.M.T.T.D.

5. Grouping of R.M. Tradesmen.—All R.M. tradesmen are grouped in their trades as for Army tradesmen. Appendix "A" shows all authorized R.M. trades by group, together with the classes in each trade. Any alteration to their groups is promulgated in A.F.Os.

No R.M. tradesman may be allowed to change his trade without R.M.T.T.D. authority, as only there the numerical requirements in trades are known. Application may be made to R.M.T.T.D. at any time for a man to change his trade, to avoid stagnation in a lower trade, or for other good reasons.

6. Classification of R.M. Tradesmen.—A man's class in his Trade group depends on his skill. Original classification and subsequent re-classification depend on his ability to pass the trade tests which are laid down in the Army Trades Regulations and Trade Tests, 1943. Trade tests are carried out at R.M.T.T.D., but for convenience, trade testing for Class II may be arranged locally at an Army Technical Establishment by the man's Officer Commanding. In such cases a certificate of qualification will be sent to R.M.T.T.D., who will then authorize the new rate of pay and inform the C.O. as follows:—

(i) If borne in a H.B.L. unit, through H.B.L.O. unit Part II Orders.

(ii) If borne on ships books, notification will be made direct by O.C., R.M.T.T.D.

In the case of units overseas, the power to re-classify is extended to Class I. All re-classifications must be carried out in accordance with Army Trades Regulations and Trade Tests, 1943, details of such qualifications being communicated to O.C. R.M.T.T.D. for insertion in Part II Orders, in order that increase of pay may be authorized.

Signal Tradesmen: The Superintendent, R.M. School of Signalling will carry out training and trade testing of Signal tradesmen. He is governed by Regulation and Trade Tests, 1943. Certificates of qualification will be forwarded to O.C., R.M.T.T.D., for insertion in Part II Orders.

7. Employment.—Tradesmen will be primarily employed as such throughout their service, provided they maintain the required standard of efficiency.

8. Promotion.—An establishment of N.C.Os. is allowed in the unit, the numbers of ranks in each category is not laid down. This allows discretion to be used and enables the best and most highly skilled of the tradesmen as a whole to be promoted rather than the best of each category. Tradesmen will not be promoted to N.C.O. rank or appointment unless they have attained the standard of Technical Qualification in accordance with King's Regulations and Army Instructions, 1940, paragraph 292 (ii).

The promotion of R.M. tradesmen is the responsibility of O.C., R.M.T.T.D. and no promotions will be made without his authority. In the case of units serving overseas special application should be made for the O.C. unit to make (A/Ty) promotions up to establishment. All such promotions to be notified immediately to R.M.T.T.D., who will promulgate promotion and new rate of pay.

All tradesmen are considered as candidates for promotion, which depends to a large degree on their skill in trade. They must, however, in addition, be capable of taking charge of tradesmen.

Quarterly Reports.—In view of above, a special quarterly report in lieu of S.365 (a) (as shown in Appendix "B") has to be rendered to R.M.T.T.D. in respect of all tradesmen.

9. Drafting.—O.C., R.M.T.T.D., is the drafting authority for all tradesmen. Applications to complete establishments should be forwarded to him. All tradesmen overborne should be returned to R.M.T.T.D. unless special instructions are in force, or are issued.

10. Disrating and Demustering.—A tradesman whose qualifications fall below the standard prescribed for the class in which he is rated, or who lacks diligence in his duties, will be either disrated or demustered under the Pay Warrant 1940, Article 840.

Requests from individual tradesmen to be allowed, voluntarily, to relinquish their trade, will be considered by O.C., R.M.T.T.D., if the position in the particular trade is satisfactory.

A tradesman convicted of desertion or absence without leave exceeding 21 days will be demustered automatically after being discharged "Run". The resumption of tradesmen's rates of pay will depend on:—

- If absence has been over six months, his passing a fresh trade test, and
- The existence of a vacancy in the trade establishments.

11. *Command.*—When tradesmen N.C.Os. are acting with other R.M. N.C.Os. they are not entitled to assume any command on parade or duty, except over such men as may be specially placed under their orders. In matters of discipline, however, they will at all times exercise the full authority attached to their rank or appointment.

12. *Records.*—The following records of all R.M. tradesmen are maintained at R.M.T.T.D. :—

(a) Copies of R.23 (Registers of Service).

(b) Attestation documents.

(c) Forms S.161.

(d) Old Company Conduct Sheets.

*G.C. Badges.*—These are awarded by H.B.L.O. or H.M. ship, according to where ranks are borne for pay.

*Discharges.*—The discharge procedure for ranks invalided, discharged "unsuitable" S.N.L.R., etc., is carried out by R.M.T.T.D. All tradesmen so discharged irrespective to their H.Q. Division, are transferred to the books of Portsmouth Division for settlement of pay accounts.

*Release from Service.*—Applications for release from service should be submitted to G.O.C., R.M., through O.C., R.M.T.T.D. When such applications are approved, ranks concerned should be sent to R.M.T.T.D. who will carry out release procedure.

*Casualty Procedure.*—Tradesmen "D.D." Prisoners of War, or wounded, are dealt with by their R.M. Divisions.

*Deserters.*—The Service documents of ranks demustered on account of desertion are returned to their respective H.Q. Divisions. The pay accounts of such ranks are transferred to the Portsmouth Division.

*Transfer to or from Army or Navy.*—Applications should be made to G.O.C., R.M., through O.C., R.M.T.T.D. When approval is obtained, procedure to effect transfer is taken by R.M.T.T.D.

*Forms S.161.*—As all changes in rates of pay for promotion, re-classification and increments are authorized and issued by R.M.T.T.D., Forms S.161 are prepared by this depot.

*Extra Duty Pay.*—Extra Duty Pay is not payable to Marines in receipt of tradesmen's rates of pay, but N.C.Os. and men who were employed as tradesmen before the introduction of the R.M. tradesmen's unit had the option of continuing their existing rates of pay with Extra Duty Pay until they completed their current appointments.

*Marines entered after 25th June, 1940.*—No Marines entered subsequent to 25th June, 1940, are eligible for Extra Duty Pay when employed as M.T. Drivers.

## APPENDIX "A"

## Royal Marine Tradesmen's Categories

Trade	Classes		
	I	II	III
<i>Group "A"</i>			
Ammunition Examiner ... ..	I	II	III
Armourer ... ..	I	II	III
Armament Artificer (A.A.) ... ..	—	—	—
Armament Artificer (Inst. A.A.) ... ..	—	—	—
Armament Artificer (Inst. Field) ... ..	—	—	—
Armament Artificer (Elec.) ... ..	—	—	—
Armament Artificer (Field) ... ..	—	—	—
Armament Artificer (Radio) ... ..	—	—	—
Armament Artificer (Vehicle) ... ..	—	—	—
Artificer (R.A.) ... ..	I	II	III
Draughtsman (Arch.) ... ..	I	II	III
Draughtsman (Mech.) ... ..	I	II	III
Draughtsman (Topo.) ... ..	I	II	III

## APPENDIX "A"—contd.

Trade	Classes		
	I	II	III
<i>Group "A"—contd.</i>			
Driver (Trans. Pl.) ... ..	I	II	III
Electrical Fitter (R.A.) ... ..	I	II	III
Electrician ... ..	I	II	III
Electrician (Signals) ... ..	I	II	III
Engine Artificer (R.E.) ... ..	I	II	III
Fitter ... ..	I	II	III
Fitter (Gun.) ... ..	I	II	III
Instrument Mechanic ... ..	I	II	III
Instrument Mechanic (Signals) ... ..	I	II	III
Lithographer (Draughtsman) ... ..	I	II	III
Lithographer (Machine Minder) ... ..	I	II	III
Lithographer (Prover) ... ..	I	II	III
Photographer (Cartographic) ... ..	I	II	III
Surveyor (R.A.) ... ..	I	II	III
Telecommunication Mechanic ... ..	I	II	III
Turner ... ..	I	II	III
Vehicle Mechanic ... ..	I	II	III
<i>Group "B"</i>			
Blacksmith ... ..	I	II	III
Bricklayer ... ..	I	II	III
Carpenter and Joiner ... ..	I	II	III
Coppersmith ... ..	I	II	III
Mason ... ..	I	II	III
Miner ... ..	I	II	III
Modeller (Camouflage) ... ..	I	II	III
Plasterer (Camouflage) ... ..	I	II	—
Plumber and Pipe Fitter ... ..	I	II	—
Projectionist (Cinema) ... ..	I	II	III
Sheet Metal Worker ... ..	I	II	III
Welder ... ..	I	II	III
Postal Worker ... ..	—	II	III
<i>Group "C"</i>			
Clerk, Technical M.T. ... ..	I	II	III
Coach Trimmer ... ..	I	II	III
Draughtsman (Signals) ... ..	I	II	III
Equipment Repairer ... ..	—	—	III
Painter and Decorator ... ..	I	II	III
Platelayer ... ..	I	II	III
Shoemaker ... ..	I	II	III
Storeman (Technical) ... ..	I	II	III
Stevedore (a) ... ..	I	II	III
Tailor (b) ... ..	I	—	—
Textile Refitter ... ..	I	II	III
Tinsmith and Whitesmith ... ..	I	II	III
<i>Group "D"</i>			
Concreteer ... ..	—	II	III
Driver (Crane) ... ..	—	II	III
Driver Mechanic ... ..	—	II	—
Engine Hand (I.C.) ... ..	—	II	—
Sawyer ... ..	—	II	III
Steel Bender (F.C.) ... ..	—	II	III
Stevedore ... ..	—	II	III
Stoker (Stat. Eng.) ... ..	—	II	III

(a) Limited to Class II—Rates of Pay.

(b) Class I in abeyance for the period of the war.

## APPENDIX "B"

## Confidential Reports on Royal Marine Tradesmen

Reports are to be marked "CONFIDENTIAL" and should be rendered in the following form:—

Register Number.	Rank.	Name.	Trade.	Class in Trade (d).	Ability to Take Charge.	Whether Recommended for Promotion (a), (b) or (c).	General Remarks (e).

## NOTES

- (a) Accelerated.  
 (b) In due course.  
 (c) Not recommended.  
 (d) Not required for N.C.Os.  
 (e) Such facts as a N.C.O. or Marine having carried out good work under difficult circumstances due to lack of equipment, etc., are helpful.

(Signature) .....

(Date) .....

## APPENDIX "C"

The current (1925) rates of pay, excluding War Bonus, are as follows:—

	Group.			
	A.	B.	C.	D.
Armament Quartermaster-Sergeant ...	s. d. 12 0	s. d. 12 0	s. d. 12 0	s. d. 12 0
Quartermaster-Sergeant ...	10 9	10 9	10 9	10 9
Colour Sergeant ...	9 9	9 9	9 9	9 9
Sergeant ...	8 3	8 3	8 3	8 3
Lance-Sergeant ...	7 9	7 6	6 9	6 0
Corporal ...	6 9	6 6	5 9	5 0
After three years ...	—	—	—	5 3
Lance-Corporal ...	6 0	5 9	5 0	4 3
After three years' man's service...	—	—	—	4 6
Marine—				
Class I ...	5 0	4 6	3 9	—
After three years' man's service ...	5 9	5 3	4 9	—
Class II ...	3 9	3 6	3 3	3 0
After one year's man's service ...	4 0	3 9	3 6	3 3
After two years' man's service ...	4 3	4 0	3 9	3 6
After three years' man's service ...	5 0	4 9	4 6	4 3
Class III ...	3 3	3 0	2 9	2 6
After one year's man's service ...	3 6	3 3	3 0	2 9
After two years' man's service ...	3 9	3 6	3 3	3 0
After three years' man's service ...	4 6	4 3	4 0	3 9

(A.F.O. 3381/44 is cancelled.)

## 4348.—C.O. Personnel—Copies of Service Certificates

(C.O.P. 3467/44.—17 Aug. 1944.)

Numerous requests are still received by H.M.S. "Copra" for copies of Service Certificates before any action has been taken to obtain existing copies from the flotilla or unit to which the ratings concerned were previously attached.

The attention of all Flotilla and Commanding Officers is drawn to the necessity for strict compliance with paragraphs 3 and 4 of A.F.O. 2447/44.

2. When, however, a Flotilla or Commanding Officer is informed that landing craft or the unit under his command is about to proceed abroad, he should make immediate application to H.M.S. "Copra" for copies of Service Certificates of which he is deficient, if time does not permit of the procedure in paragraph 4 of A.F.O. 2447/44 being carried out. This Order should be quoted as the reason for the application.

3. It is apparent that many Flotilla and Commanding Officers have in their custody copies of Service Certificates and other Service documents of ratings who are no longer under their command. These are to be dealt with at the earliest opportunity as follows:—

(a) For ratings drafted away during the previous four weeks, to the base flotilla or unit to which discharged.

(b) For ratings drafted away at an earlier date, to H.M.S. "Copra".

4. Commanding Officers of ships and establishments to which C.O. units or flotillas are attached are to bring this A.F.O. to the attention of officers concerned, and at L.C. bases where drafting pools are held, to ensure that an adequate organization exists with regard to C.O. ratings not in formed units.

(A.F.O. 2447/44.)

## 4349.—W.R.N.S. Coders—Conditions of Service

(N. 17694/44.—17 Aug. 1944.)

The appendix to A.F.O. 2325/44 is to be amended as follows:—

Under (c) For Petty Officer Coder—Practical coding paper. Substitute "80 per cent" for "90 per cent".

(C.-in-C., Medn. 4704/972/4/38, 12.7.44.)

(A.F.O. 2325/44.)

## 4350.—W.R.N.S. T/P—Advancement—REPORTS

(N. 7400/44.—17 Aug. 1944.)

In future, all W.R.N.S. T/P Operators serving in the United Kingdom will, prior to being advanced to Leading rate, carry out a seven-day instructional course in the working of the D.T.N. switchboard at their Command Headquarters. As a temporary measure, ratings will be eligible to be placed on the advancement roster before undergoing the course, and ratings at home may therefore be recommended on Form S.507 (W) without that qualification, but they are not to be advanced until the course has been satisfactorily completed. Ultimately, it is intended that all ratings at home shall complete the course before being eligible to be placed on the advancement roster.

2. On completion of the course, ratings will be examined by the Command Signal Officer, and/or T/P Switchboard Supervisor of the headquarters, who are to satisfy themselves that each rating completing the course has a thorough knowledge of D.T.N. switchboard working.

3. Reports on their proficiency are to be forwarded to D.S.D., Admiralty, the successful completion of the course being recorded on Service Certificates.

4. If a relief is required, the Superintendent, W.R.N.S., in the Command, should arrange for a T/P Switchboard Operator at the Command Headquarters Switchboard to relieve the Wren undergoing the instructional course.

5. Ratings serving abroad will not be required to undergo the course before being advanced. They will be brought forward for advancement from the roster in their turn and may be advanced to Leading Wren T/P provided that their

Commanding Officer is satisfied, when authority for advancement is received from home, that the ratings concerned have a satisfactory knowledge of ordinary T/P operating.

6. On return to the United Kingdom, such ratings are to carry out the seven-day course (even though they may have completed a course abroad), and if they fail to pass they will be reverted to Wren.

(A.F.Os. 5202/43 and 1790/44 are cancelled.)

#### 4351.—W.R.N.S.—Vision Standards

(M.D.G./16669/44.—17 Aug. 1944.)

In A.F.O. 1665/44, paragraph 5, "Radar Operators (A.F.O. 5149/42, paragraph 4)" should be cancelled and substituted by "Radar Ratings (A.F.O. 1900/43, paragraph 5.)"

The footnote reference to A.F.O. 5149/42 should read "cancelled".

(A.F.O. 1665/44.)

#### 4352.—W.R.N.S. Ratings—Re-advancement after Disrating for Misconduct or Reversion for Unsuitability

(N. 6376/44.—17 Aug. 1944.)

W.R.N.S. ratings who have been disrated for misconduct may be re-advanced at the discretion of their Commanding Officer irrespective of vacancies in complement, provided that at the date of re-advancement, their conduct for the under-mentioned periods immediately preceding has been continuously "Very Good":—

Wren to Leading Wren	...	...	...	6 months
Leading Wren to Petty Officer Wren	...	...	...	12 months
Petty Officer Wren to Chief Wren	...	...	...	12 months.

2. The above periods are the *minimum* periods of "Very Good" conduct required for re-advancement after disrating, and ratings are not to be re-advanced unless they are considered to be in all respects worthy of the higher rating. Re-advancement after disrating may not be ante-dated.

3. Those disrated by more than one step are to be re-advanced by successive steps and they must serve in each grade the prescribed period with continuous "Very Good" conduct before re-advancement to the next grade.

4. The Superintendent, W.R.N.S., of the Command (and, in the case of Wrens of F.A.A. categories, the Commodore, R.N. Barracks, Lee-on-Solent), is to be informed when a W.R.N.S. rating has been re-advanced.

5. Re-advancement after reversion for unsuitability is to be by roster, where advancement is by roster, and the rating reverted is to be recommended on Form S.507 (W) in order to be replaced on the roster. This applies also to W.R.N.S. ratings serving overseas, despite the fact that Form S.507 (W) is not normally rendered for overseas ratings.

Where advancement is not governed by roster, re-advancement after reversion requires the authority of the Commander-in-Chief (or of the Senior Naval Officer to whom the Commander-in-Chief may have delegated the authority). In such cases, no rating may be re-advanced until at least six months after reversion and this period may be lengthened at the discretion of Flag and Commanding Officers.

6. Time served in a higher rating is not allowed to count for any purpose connected with re-advancement after reversion except for the purpose of continuous "V. G." conduct required for advancement.

7. On re-advancement to the rating held at the time of being disrated for misconduct or reverted for unsuitability, previous service in the higher rating may reckon for the purpose of further advancement.

8. When professional tests or new qualifications for advancement have been introduced after a W.R.N.S. rating has been disrated or reverted, she is to be required to qualify according to the current standards before she can be re-advanced. Professional examination, if passed before disrating or reversion, will not again be required for re-advancement provided the rating concerned did not lose her rate on account of inefficiency, in which case she must re-qualify.

(A.F.O. 6128/42 is cancelled.)

AFO 5012/44

#### \*4353.—British Subjects Born in Brazil and Possessing Brazilian Nationality—Military Service

(N. 4290/44.—17 Aug. 1944.)

An agreement has recently been concluded between the British and Brazilian Governments which, *inter alia*, regularizes the position of British subjects born in Brazil and, therefore, possessing Brazilian nationality, who are performing military or other war service for the Government of the United Kingdom.

2. All British subjects, possessing Brazilian nationality, who entered into service in the Armed Forces of the United Kingdom, either in the United Kingdom or in British colonies, protectorates or protected states, on or after the 3rd September, 1939, will accordingly be entitled to a certificate of compliance with military service, in so far as their military obligations to Brazil are concerned.

3. Officers and ratings who desire to regularize their position in accordance with the terms of this agreement should submit their application through the usual channels to the Admiralty. The application should quote this Order and give full particulars as to the date and place (full address) of their birth and the full names and addresses of their parents.

4. Certificates will not be issued after the expiration of two years from the definite cessation of the war in which Brazil and the United Kingdom are engaged against their common enemy.

5. Steps are to be taken to ensure that this Order is brought to the notice of all concerned.

#### \*4354.—Service Voters—Supplementary Instructions—REPORT

(N.—17 Aug. 1944.)

The following supplementary instructions in connection with the arrangements for Service Voting arising out of the Parliament (Elections and Meetings) Act, 1943, are promulgated for information and guidance.

2. The Admiralty regard it as a matter of considerable importance that the attention of every officer and of every rating or other rank, men and women, serving in the Forces (*vide* paragraph 3 of A.F.O. 3105/44) should be drawn *without fail* to the scheme in such a way that he or she realizes fully its implications especially that if the registration formalities are not completed he or she will not be able to vote at the next general election.

3. Commanding Officers may find it convenient to make use of opportunities of general assembly such as ship's company payments for this purpose, and in that event it will be the responsibility of Divisional Officers to ensure that any person who is prevented from being present at the assembly is covered separately.

4. Whilst registration under the Act is not compulsory it is the civic duty of every adult whose home is in the United Kingdom to see that his name is on the electoral register. The Board of Admiralty hopes that every officer and man will take the necessary action to secure registration and to appoint proxies.

5. (A) NOTATION IN PAY BOOK.—Steps are to be taken to record on the Pay Book a notation that the individual in question has completed Form S. 1300 B.; for those who have already signed the Form the initial notation will have to be effected on the basis of an assertion by the man that he has done so.

(B) INSTITUTION OF CHECK ON COMPLETION OF FORMS.—Whilst there is evidence that a considerable majority of Naval personnel have completed the forms, the Admiralty are anxious that no one shall subsequently be able to claim that by oversight he had no opportunity of registering. On 1st October, 1944, therefore (or as close as possible to that date) a check should be carried out in every ship and establishment to ascertain that every Officer or man (other than non-U.K. personnel such as Maltese, etc.) has (a) completed the Service declaration or (b) is ineligible to do so (e.g. Dominion residents) or (c) declines to do so. Any person who is found not to have completed the declaration (who is not covered by (b) or (c), should be given facilities for completing the form.

Before that date all Commanding Officers (and Medical Officers in Charge of hospitals and hospital ships) are again to bring to the notice of ships' companies the facilities available for Service voting and the easy nature of the procedure required to obtain registration. In this connection the Commanding Officers are first to



ensure that the necessary forms are available and that Divisional Officers have made adequate arrangements for advising the men and attesting their cards.

(C) **INTRODUCTION OF ANNUAL CHECK.**—As a further precaution an annual check is to be introduced, based on sighting of the Pay Book notations, and is to be carried out at the same time as the annual report of "Next of Kin" (S. 537) is completed.

(D) **PRISONERS OF WAR.**—The latter have no opportunity to register until they return to the United Kingdom, but special arrangements are to be taken to provide them with an opportunity of completing the declaration card, or to impress upon them (if they are due for early discharge) the importance of reporting to their local Electoral Registration Officer.

(E) **MEN RELEASED FROM THE FORCES.**—At the time of release of these men from the forces a further opportunity is thereby presented of explaining to them that if they are not in fact already registered as Service voters at the addresses where they are going to live they should similarly get into communication with their Electoral Registration Officer.

(F) **REPORTS OF STATISTICS FROM STATIONS ABROAD.**—Commanders-in-Chief abroad are to make arrangements to take samples of representative ships and establishments in their Command and to forward telegraphic reports on the percentages of personnel who have registered on a convenient date not less than six weeks after the receipt of A.F.O. 3105/44 on the Station; reports should cover approximately 20 per cent.—25 per cent. of the personnel concerned, and should, if possible, indicate the explanation of any abnormally low results in individual ships or establishments included in the analysis.

(G) **ARMY AND ROYAL AIR FORCE PERSONNEL.**—Commanding Officers are to ensure that every facility for the completion of Army Form B. 2626 and R.A.F. Form 2040 (which is identical with Navy Form S. 1300.B.) is given to all ranks of the Army, Royal Air Force, Auxiliary Territorial Service, Women's Auxiliary Air Force and their Nursing Services, who are seconded, lent or attached to Naval units or establishments. All such personnel now attached to Naval units, etc., are to be given the opportunity of obtaining and completing the Form if they have not already done so, and in future similar action is to be taken with personnel from those Services joining a Naval unit, in any instance where they have not already been covered by their parent Service. Reciprocal facilities will be afforded by the other two Services to Royal Navy, etc. personnel lent to the Army and Royal Air Force.

(H) **Q.A.R.N.N.S. AND V.A.D. PERSONNEL.**—As personnel belonging to these Services possess Naval identity cards only, their civilian cards having been withdrawn, they are to be dealt with as Naval Voters under A.F.O. 3105/44.

(J) **REPORT OF CHANGES TO CENTRAL NATIONAL REGISTRATION OFFICE.**—Supplies of the special forms referred to in A.F.O. 3105/44, last sub-paragraph of paragraph 10, are now available. The number of the form is E.R. 7, and the Royal Naval Depots and Royal Marine Divisions requiring the forms should apply *forthwith* to Central National Registration Office, Southport, Lancs, indicating the number required. The initial demand should be sufficient to cover three months' estimated requirements, further requisitions, addressed to the same office, being made in good time as the occasion demands.

The following notes on the use of the form are submitted for information:—

The particulars at the head of the form should relate to the man's position prior to the change indicated except in the case of transfers from another Service when the service particulars entered at the top should be those of the service to which the man has been transferred, the particulars of previous service being inserted in the appropriate space in the body of the form.

**Death.**—If death occurred prior to the issue of A.F.O. 3105/44 on June 8th, 1944, it need not be notified to Central National Registration Office.

**Notification of Discharge or Indefinite Release to Residence Abroad, Including Eire.**—Notification will not be required in case of personnel taking up residence in Great Britain or Northern Ireland. Notification in case of personnel taking up residence abroad (including Eire) is required because, having no occasion to register as civilians under the National Registration Act, they will not otherwise be struck off the Services Register.

**Discharge to Commission.**—As Naval Officers do not have personal numbers, the form should be completed by the insertion of the rank to which the Officer has been promoted.

The forms when completed should be forwarded to Central National Registration Office, Southport, Lancs, weekly.

(K) **ERRORS IN PREPARATION OF DECLARATION CARDS (S. 1300.B).**—Electoral Registration Officers are receiving a number of defective declaration cards (Form S. 1300.B) from Naval personnel. These will be returned to the declarant and a fresh declaration form will have to be completed as laid down in paragraph 16 of A.F.O. 3105/44.

The following are the chief errors being made in completing the forms:—

- A number of forms have been received which have not been attested. All forms, including those of officers, must be attested by a commissioned officer other than the declarant.
- A number of officers have attested their own forms.
- A number of forms have been returned incomplete, e.g. no Service number or rank or rating.
- Failure to complete the statement as to the age of declarant, and to state day, month and year of birth if under 21 years of age.
- Lack of signature of declarant to Part I, and to Part II if a proxy appointment is made.

The submission of an incomplete or incorrect S. 1300.B. may have the effect of disfranchising the declarant.

In view of the amount of work involved in the return of incorrectly prepared declaration forms, the importance of the form being completed correctly in every respect under the supervision of a commissioned officer is therefore stressed.

(L) **VOTING BY POST FORMS.**—Supplies of this form (S. 1300.C.) mentioned in paragraph 14 of A.F.O. 3105/44 will shortly be made to ships and establishments in home waters on a scale of 30 forms to every 100 declaration cards already distributed.

(A.F.O. 3105/44.)

#### 4355.—Tool Kits—Conditions of Supply, Replacement of Losses and Compensation

(N.S. 24702/44.—17 Aug. 1944.)

##### PART I

##### CONTINUOUS SERVICE AND SPECIAL SERVICE ARTIFICERS AND ARTISANS—

Shipwrights	Engine Room Artificers
Joiners	Ordnance Artificers
Blacksmiths	Electrical Artificers
Painters	Mechanicians
Plumbers	Naval and Civilian Apprentices

C.S. and S.S. Artificers and Artisans are required to provide themselves, at their own expense, with a kit of tools appropriate to their trade, as laid down in K.R. & A.I., Appendix XVIII. In view, however, of the present difficulty in obtaining tools from the Trade, these ratings will be allowed to purchase from service stocks any of the tools included in the appropriate kit, at prices shown in the Rate Book for Naval Stores (O.U. 5409).

2. As these tools will bear a Government marking a certificate should be issued at the time of supply that the tools are the personal property of the individual concerned.

3. (a) Any tools which are included in the approved minimum kit and are available for replacement from service stocks, will be replaced in kind.

Compensation for any tools which are not available for replacement from service stocks will be dealt with as follows:—

- If of Rate Book pattern, at the current Rate Book prices.
- If not of Rate Book pattern, at the current market values.

(b) Neither replacement nor compensation will normally be allowed for personal tools which a rating may possess in addition to those in the approved minimum kit, unless a certificate is given by his Commanding Officer that such tools are considered essential for the rating's duties and that service tools were not available. In those cases where replacement or compensation has been approved, the procedure as in paragraph 3(a) should be followed.

See AFO 5941/45.  
" " 4863/45.  
" " 4105/45.

4. The above instructions including those relating to compensation will apply also to Naval and Dockyard apprentices and other civilian apprentices in Admiralty Establishments within the limits of the necessary kits of tools for their trades.

5. *Carpenters and Plumbers serving under Agreement T.124 and variants.*—Carpenters and Plumbers serving under Agreement T.124 and variants are expected to provide their own tools. The minimum set of tools required is to be as laid down in K.R. & A.I., Appendix XVIII.

6. These men will be allowed to purchase, from service stocks any tools to complete the approved minimum kit, under the same conditions as C.S. and S.S. Artificers and Artisans.

7. (a) Tools of Rate Book pattern will be replaced in kind, if available, but if not available, compensation will be made at current Rate Book prices.

(b) Compensation for tools not of Rate Book pattern will be made at current market values.

(c) The total compensation payable must not exceed the scales shown in A.F.O. 795/44, i.e.,

Carpenters	... ..	£20
Plumbers	... ..	£10.

#### PART II.

##### HOSTILITIES ONLY ARTIFICERS AND ARTISANS—

Shipwrights	Plumbers
Joiners	Engine Room Artificers
Blacksmiths	Ordnance Artificers
Painters	Electrical Artificers

*Special Repair Ratings (Dockyard)	Ship Mechanics (L.C.)
Engine Room Mechanics	Wiremen (C.P.)
Ordnance Mechanics	W.R.N.S. Cinema Operators
Electrical Mechanics	Engine Room Mechanics (M/V)
Radio Mechanics (including W.R.N.S.)	Red Ensign Vessels fitted with Radar.

\* Only applicable where there is an analogous R.N. Rating.

8. A tool kit will be supplied free of charge to the above classes. The kits will be a personal issue, but will remain the property of the Crown. Articles lost, broken, or worn out will be replaced from the Naval Store, subject to the value of any tools, lost or damaged by misconduct or neglect being recovered in accordance with K.R. and A.I., Article 1936.

9. The initial issue of kits to new entrants will be made by the Authorities shown in Appendix (ii) before the ratings are drafted. A notation that a kit has been supplied is to be made on the service certificate of the individual concerned.

10. In the event of a kit not being available, or being incomplete on issue, the deficiencies are to be noted on a list, to be attached to the service certificate, and are to be made good at the earliest opportunity, from the central store of the ship (or station) in which the rating is serving.

11. In the case of ratings who have been drafted prior to the date of this Order, without tool kits, or with incomplete tool kits, it is the responsibility of the ship (or station) in which the rating is serving, to provide a kit or the necessary tools to complete and to annotate the ratings' service certificate accordingly. Any tools required which are not available for supply from Central store should be demanded from the storing yard in the usual way.

12. Replacements of tools lost as a result of a service casualty (see paragraph 3) will be dealt with as follows:—

(a) Individual tools to complete kits, or a complete kit if necessary will be issued free of charge. Tools in replacement of those originally provided by the rating himself will be regarded as his personal property and a notation to this effect is to be made on his service certificate.

(b) Neither replacement nor compensation will normally be allowed for personal tools which a rating may possess in addition to those in the approved minimum kit, unless a certificate is given by his Commanding Officer that such tools are considered essential for the rating's duties

and that service tools were not available. In those cases where replacement or compensation has been approved, the procedure as in paragraph 3(a) should be followed.

13. *Motor Mechanics.*—No minimum tool kit can be laid down for Motor Mechanics but they will be allowed to draw, on loan, from service stocks, any tools which they may actually require. (Note.—The majority of new motor craft are normally supplied with an engine tool kit as part of the boat's equipment.)

14. Compensation will be allowed in cash or kind for personal tools carried by Motor Mechanics, which can be regarded as essential to their duties.

15. *D.E.M.S. "M" Ratings.*—Arrangements have been made for a tool kit to be supplied to these ratings, through the D.E.M.S. Staff Officers. The kits will be supplied as a free personal issue but will remain the property of the Crown.

16. *Wiremen (J) and R.N. Air Personnel.*—The instructions regarding the supply of tools kit to Wiremen (J) and R.N. Air Personnel are as promulgated in A.F.Os. 5900/43 and 1414/43.

17. *Red Ensign Vessels fitted with Radar.*—A Radio mechanics tool kit will be supplied to Red Ensign Ships fitted with Radar, through the D.E.M.S. Staff Officer who will demand on the local (S) N.S.O.

As there is no Central store on these ships certain quantities of the patterns marked with an asterisk in the Radio Mechanics kit will also be supplied. (For details see appendix.)

#### APPENDIX I.

##### COMPOSITION OF TOOL KITS

Artisans:—

Shipwright:—	Tools	Quantity
Tool chest, 3-ft. 2-in. × 1-ft. 6-in. × 1-ft. 6-in.	...	1
Boxwood rule	...	1
Hand hammer (2-lb.)	...	1
Adze	...	1
Adze, helve	...	1
Hand saw	...	1
Tenon saw	...	1
Nest of saws	...	1
Jack plane	...	1
Smoothing plane	...	1
Rabbet plane	...	1
Screwdrivers	...	2
Firmer chisels, $\frac{1}{8}$ -in. to 2-in., less $\frac{3}{8}$ -in. and $\frac{7}{8}$ -in. chisels	...	7
Paring chisel, $1\frac{1}{2}$ -in.	...	1
Gouges	...	2
Dumb scrape	...	1
Bradawls	...	3
Brace for bits	...	1
Centre bits	...	4
Set of twist bits (9 No.)	...	1
Set of pen bits (6 No.)	...	1
Set of spoon bits (4 No.)	...	1
Screwdriver bit	...	1
Gauge	...	1
Set bevel	...	1
Square	...	1
Oil stone	...	1
Slip stone	...	1
Spokeshaves	...	2
Pair of pincers	...	1
Pinhead maul	...	1

Joiner:—

Tool chest, 3-ft. 2-in. × 1-ft. 6-in. × 1-ft. 6-in.	...	1
Boxwood rule	...	1
Hammer	...	1

## Artisans—contd.

	Tools	Quantity
<b>Joiner—contd.</b>		
Hand saw	...	1
Tenon saw	...	1
Nest of saws	...	1
Jack plane	...	1
Smoothing plane	...	1
Screwdrivers	...	2
Firmer chisels, $\frac{1}{8}$ -in. to 2-in., less $\frac{5}{8}$ -in. and $\frac{7}{8}$ -in. chisels	...	7
Mortice chisels, $\frac{1}{4}$ -in., $\frac{3}{8}$ -in. and $\frac{1}{2}$ -in.	...	3
Gouges, $\frac{1}{2}$ -in., $\frac{3}{4}$ -in., 1-in. and 1 $\frac{1}{2}$ -in.	...	4
Bradawls	...	3
Dumb scrape	...	1
Brace (ratchet) for bits	...	1
Set of twist bits (9 No.)	...	1
Centre bits	...	4
Screwdriver bit	...	1
Countersink bit	...	1
Mortice gauge	...	1
Set bevel	...	1
Square	...	1
Oil stone	...	1
Slip stone	...	1
Spokeshaves	...	2
Pair of pincers	...	1
<b>Blacksmith :—</b>		
Hammer	...	1
Steel Rule	...	1
Callipers, internal, 6-in.	...	1
Callipers, external, 6-in.	...	1
<b>Painter :—</b>		
Hammer	...	1
Putty knife	...	1
Hacking knife	...	1
Boxwood rule	...	1
<b>Plumber :—</b>		
Joint wiping tools	...	1 set
Boxwood tools	...	1 set
Steel rule	...	1
<b>Artificers :—</b>		
<b>Engine Room :—</b>		
<b>Fitter and Turner :—</b>		
Tool box, 18-in. × 7-in. × 8-in.	...	1
Depth gauge	...	1
Steel rules, 12-in. and 6-in.	...	2
Callipers, outside, 6-in.	...	1
Callipers, inside, 6-in.	...	1
Feelers (set)	...	1
Centre punches	...	2
Square, 6-in.	...	1
Scriber, straight	...	1
Pin punches, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in. (set)	...	1
Screw thread gauge	...	1
Scissors, 8-in.	...	1
Spring dividers, 6-in.	...	1
Screwdriver, 4-in.	...	1
Chisels, small (assorted)	...	6
Hammer (1-lb.)	...	1

## Artificers—contd.

	Tools	Quantity
<b>Engine Room :—contd.</b>		
<b>Moulder :—</b>		
Box for tools, 18-in. × 7-in. × 8-in.	...	1
Rule, 2-ft.	...	1
Trowels	...	4
Cleaners, $\frac{3}{4}$ -in., $\frac{5}{8}$ -in., $\frac{1}{2}$ -in., $\frac{1}{4}$ -in., $\frac{3}{16}$ -in. (steel)	...	5
Small hearth trowel	...	1
Spoon tools	...	2
Pipe sleakers	...	3
Upsets (assorted)	...	5
Wood screws for drawing patterns	...	2
Sleakers, half round (large and small)	...	2
Small hammer	...	1
Flange tools (large)	...	3
Flange tools (medium)	...	1
Egg smoother	...	1
Square corner sleake (large)	...	1
Square corner sleake (small)	...	1
Fillet tools	...	2
Bottom tools	...	2
Boss tools (assorted)	...	4
Callipers, 3-in. and 8-in., outside	...	2
Callipers, 3-in. and 8-in., inside	...	2
Steel rules, 12-in., 6-in., 3-in.	...	3
Bend tools (assorted)	...	8
Screwdrivers (large, small, medium)	...	3
Trammels (small)	...	1
<b>Patternmaker :—</b>		
Tool box, 18-in. × 7-in. × 8-in.	...	1
Block plane	...	1
Rabbit plane, $\frac{3}{4}$ -in. wide	...	1
Thumb plane, round bottom, various curves	...	1 set
Squares, 3-in., Starrett's combination	...	1
Hammer, light	...	1
Pincers (small)	...	1
Screwdrivers (small), 4-in.	...	1
Bevel (small)	...	1
Marking gauges	...	2
Depth gauges, 6-in.	...	1
Tenon saw (small)	...	1
Compasses	...	1
Dividers, spring (small)	...	1
Trammels	...	1
Callipers, combined (internal and external)	...	1
Scriber	...	1
Long paring gouges, set, various curves	...	10
Chisel, long, paring, 1 $\frac{1}{2}$ -in. or 1 $\frac{1}{4}$ -in. wide	...	1
Spokeshave (small)	...	1
Curved gouges for various curves	...	6
Bent gouges for various curves	...	6
Oil stone, slip taper	...	1
Pliers, round nose	...	1
Cramps	...	4
Hermaphrodites	...	1
Centre square, 8-in.	...	1
Spoon gouges	...	6
Rules, steel, 12-in., 6-in.	...	2
<b>Coppersmith :—</b>		
Tool box, 18-in. × 7-in. × 8-in.	...	1
Taper punches, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in.	...	3
Steel rule, folding, 2-ft.	...	1
Hammers, planishing (assorted)	...	3

## Artificers—contd.

Tools	Quantity
Engine Room—contd.	
Coppersmith—contd.	
Pliers, round nose	1
Compasses, 6-in.	1
Callipers, outside, 6-in.	1
Callipers, inside, 6-in.	1
Hollow punches for rivets, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in.	3
Rivet snap, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in.	3
Single seaming tools, $\frac{1}{4}$ -in. to $\frac{3}{8}$ -in.	2
Scriber, straight	1
Hammers, hollowing	1
Hammers, pane	1
Hammers, thinning and raising	1
Hammers, billets	1
Pliers, side cutting	1
Chalkline and reel	1
Centre punches	2
Feelers (set)	1
Pin punches, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in.	3
Tinman's snips	1
Smith :—	
Tool box, 18-in. × 7-in. × 8-in.	1
Rules, steel or brass folding, 2 ft.	1
Callipers, double	2
Callipers, outside, 6-in.	1
Callipers, inside, 6-in.	1
Square, 12-in.	1
Bevel, 8-in.	1
Boilermaker :—	
Tool box, 18-in. × 7-in. × 8-in.	1
Rule, steel, folding, 2ft.	1
Depth gauge	1
Thread gauge	1
Feelers (set)	1
Chalkline and reel	1
Thickness gauge	1
Centre punches	2
Ordnance :—	
Tool box, 18-in. × 7-in. × 8-in. deep inside measurements, made of wood $\frac{3}{4}$ -in. with lock and hinges	1
12-in. steel rule marked on two edges, 16th, 32nd and 64th and 20th, 50th and 100th	1
Pair outside callipers, 4-in.	1
Pair inside callipers, 4-in.	1
Spring dividers, 6-in.	1
Vices (hand), 4 $\frac{1}{2}$ -in.	1
Pair side cutting pliers, 7-in.	1
Pair gas pliers, 9-in.	1
Footprint wrench, 9-in.	1
Centre punch, 4-in.	1
Scriber, 4 $\frac{1}{2}$ -in.	1
Square, 4-in. blade	1
Ball pane hammer, $\frac{1}{2}$ -lb.	1
Screwdriver, 8-in., 4-in. and 2-in.	3
Cold chisel, $\frac{1}{2}$ -in. × 6-in.	1
Cold chisel, cross cut	1
Punches, $\frac{3}{8}$ -in., $\frac{1}{2}$ -in. and $\frac{3}{4}$ -in.	3
Depth gauge, 4 in.	1
Steel feeler or thickness gauge, 1 $\frac{1}{2}$ to 15/1000ths	1
Screw pitch gauge (Whitworth 4 to 60 threads per 1 in.)	1
Set of scrapers half round curved flat and triangular	1

## Artificers—contd.

Tools	Quantity
Electrical :—	
Tool box, 18-in. × 7-in. × 8-in.	1
Centre punch	1
Chisels, cross cut, $\frac{1}{8}$ -in.	1
Chisels, cross cut, $\frac{3}{16}$ -in.	1
Chisels, flat, $\frac{1}{2}$ -in.	1
Chisels, round, nose	1
Hammer, cross pane, $\frac{1}{2}$ lb.	1
Lamp, blow (small) for mouth	1
Steel rule, 3 in., graduated, $\frac{1}{16}$ -in., $\frac{1}{10}$ -in. and metric	1
Scriber, steel	1
Screwdriver, 4-in.	1
Scraper, flat	1
Scraper, half round	1
Scraper, three square	1
Pliers, side cutting	1
Saw, brass backed, 8-in. for cutting brass	1
Vice, hand	1
Callipers, outside, 4-in.	1
Callipers, inside, 4-in.	1
Dividers, spring, 6-in.	1
Gauge feeler 1 $\frac{1}{2}$ to 15/1000ths	1
Rule and depth gauge combined	1
Square, 4-in.	1
Screw pitch gauge, Whitworth 4 to 60 threads per 1 in.)	1
Radio Mechanics :—	
Box, stowage, complete with lock and key	1
Bag canvas, for tools for radio mechanics	1
Saw-frame, hack, 6-in. fixed (without blades)	1
Blades, hacksaw, hand, 6-in. long (box of 12)	1 box
Slide, cutters, 5-in. diagonal	1
Pliers, long flat nose, 6-in.	1
Screwdriver, 3 in. blade, cast steel with insulated handle	1
Brush, varnish, 1-in., flat	1
Chisel, chipping, cast steel, $\frac{5}{8}$ -in.	1
Drill, hand, single pinion, complete	1
Knife, hacking	1
Drills, Morse twist :—	
$\frac{3}{8}$ -in.	*
No. 26	*
No. 34	*
No. 44	*
Taps, B.A., in sets of 3 :—	
No. 2	*
No. 4	*
No. 6	*
Pliers, round, nose, 6-in.	1
Punch, centre, 3-in. long	1
Punch, round, cast steel	1
Screwdriver, instrument, 6-in. blade	1
Screwdriver, cast steel, 3 $\frac{1}{2}$ in. long	1
Screwdriver, watch, and small clock	1
Turnscrew, knurled, 1 $\frac{1}{2}$ in. blade	1
Spanner, adjustable for nuts up to $\frac{1}{2}$ -in.	1
Tool for removing insulation from end of Pyrotex cable	1
Wire fuse, 1 amp. on reel	*
Wire, fuse, 5 amp. on reel (1 oz.)	*
Wrench, adjustable for taps	1
Solder, resin cored	1 lb.
Wire, rubber insulated	*
Tenasatine, adhesive	*
Thread, flax, dark green	*

## Radio Mechanics—contd.

Tools		Quantity
Henley's black adhesive tape	...	*
Empire cloth	...	*
Files, cast steel :—		
3-square, smooth, 4-in.	...	1
Round, bastard, 6-in.	...	1
Round, bastard, 4-in.	...	1
Hand, second-cut, 3-in.	...	1
Hand, second-cut, 8-in.	...	1
Warding, bastard, 3-in.	...	1
Warding, bastard, 6-in.	...	1
Rule, engineer's steel, 6-in.	...	1
Hammer, engineer's, ½-lb.	...	1
Electric soldering iron, 200/230 volts, with straight bit, Pattern 4385	...	1
Heating element for Pattern 4383 electric soldering iron	...	1
Spare heating element (100/110 volts)	...	2
Vice, hand, 4½-in.	...	1
Snips, tinsmith	...	1
Pliers, electricians, 7-in. insulated handle	...	1
Handles for files, ferruled	...	*
Handles for files, ferruled	...	*
Vacuum tube	...	*
Chatterton's compound	...	*
Spanners, B.A., double-ended, set of 5, (0 × 2, 1 × 3, 4 × 6, 5 × 7, 8 × 9-in.)	...	1 set
Pliers, gas, 7-in.	...	1
Spanners, B.A., box tubular, 4-in. long :—		
0 × 0	...	1
1 × 3	...	1
2 × 4	...	1
5 × 7	...	1
6 × 8	...	1
9 × 10	...	1

\* To be drawn as required from the Naval Store.

The following quantities of the items marked with an asterisk in the above kit will be allowed to Red Ensign Ships fitted with Radar :—

Pattern	Description	Quantity
2016	Drills	3
2030	Drills	3
2038	Drills	3
2048	Drills	3
3964	Taps	1
3966	Taps	1
3968	Taps	1
2027	Wire, fuse, 1-amp.	1 reel
7049	Wire, fuse, 5-amp.	1 reel
2007C	Wire, insulated	20 yards
—	Tenasatine, adhesive	1 tube
700	Thread, flax	50 yards
3900	Adhesive tape	¼-lb.
1980	Empire cloth	1 sq. yd.
763	Handles, file	1
765	Handles, file	1
1188	Vacuum tube	1
2292	Chatterton's compound	½-lb.

## Ship Mechanic (L.C.)

Adzes, carpenters, half head, 3¼-in. handles	...	1
Adzes, carpenters, half head, 3¼-in. heads	...	1
Augers, ¾-in.	...	1
Augers, 1-in.	...	1
Augers, handles, small	...	1

## Radio Mechanics—contd.

## Ship Mechanic (L.C.)—contd.

Tools		Quantity
Augers, handles, large	...	1
Awls, blades, brad, small	...	1
Awls, blades, brad, medium	...	1
Awls, blades, brad, large	...	1
Awls, handles, brad, small...	...	1
Awls, handles, brad, large	...	1
Axes, 2-lb. 8-oz.	...	1
Bars, pinching, 2-ft. 9-in. lever and point	...	1
Baskets, tool, carpenters	...	1
Bevels, wood, 10½-in.	...	1
Braces, carpenters	...	1
Braces, bits (12 per set)	...	1
Braces, bits, twist, ⅛-in.	...	1
Braces, bits, twist, ⅜-in.	...	1
Braces, bits, twist, ½-in.	...	1
Braces, bits, twist, ¾-in.	...	1
Brushes, sash tool, No. 6	...	1
Brushes, writing duck	...	1
Cans, oil, lubricating, ½-pt.	...	1
Chest, tool, 2-ft. 9-in. × 12-in. × 12-in., inside measurement governed by length of Adze helve	...	1
Chisels, cold ¾-in. or 1-in.	...	1
Chisel, crosscut, ¾-in.	...	1
Chisel, firmer, ¼-in.	...	1
Chisel, firmer, ⅜-in.	...	1
Chisel, firmer, ½-in.	...	1
Chisel, firmer, ¾-in.	...	1
Chisel, firmer, 1-in.	...	1
Chalk line	...	1
Compasses, wing, 7-in., pairs	...	1
Files, bastard, hand, safe-edge, 12-in.	...	1
Files, saw taper, second cut, single, 4-in.	...	2
Files, saw taper, second cut, single, 6-in.	...	2
Files, handles, small	...	1
Files, handles, large	...	1
Gauges, carpenters, marking	...	1
Gauges, firmer, ¼-in.	...	1
Gauges, firmer, ⅜-in.	...	1
Gauges, firmer, 1-in.	...	1
Hammers, carpenters, Warrington Pattern, 8-oz.	...	1
Hammers, carpenters, Warrington Pattern, 2-lb.	...	1
Knives, drawing, 8-in.	...	1
Mallets, carpenters	...	1
Nippers, sidecutting, 6½-in. pair	...	1
Oilstones, medium	...	1
Oilstones, slip, medium	...	1
Pencils, carpenters'	...	4
Pincers, carpenters'	...	1
Planes, jack	...	1
Planes, smoothing, 2½-in.	...	1
Pots, glue, 1-pint	...	1
Punches, round, ¼-in.	...	1
Punches, centre	...	1
Punches, round, ½-in. × 10-in.	...	1
Rules, boxwood, 2-ft., 4-fold	...	1
Saws, compass	...	1
Saws, frame	...	1
Saws, frame, blades	...	12
Saws, hand, 26-in.	...	1
Saws, tenon, 14-in.	...	1
Screwdrivers, cabinet, 6-in.	...	1
Screwdrivers, London, 12-in.	...	1

## Radio Mechanics—contd.

## Ship Mechanic (L.C.)—contd.

Tools		Quantity
Sets, saw, hand	...	1
Spokeshaves, 3-in.	...	1
Square, carpenters	...	1
Scriber	...	1
Tools, iron caulking, Maker	Rivet	1 each
	Splitter	Reading

## D.E.M.S. "M" Ratings :—

Screwdriver, small	...	1
Screwdriver, large	...	1
Pliers, round nose, medium	...	1
Pliers, sidecutting, medium	...	1
Spanner, adjustable, small	...	1
Hammer, engineers', ballpane, 1-lb.	...	1
Punch, pin, small	...	1
Files, flat, half-round, and round, 6-in.	...	1 of each

## W.R.N.S. and Wiremen (C.P.) :—

Screwdriver, 6-in.	...	1
Screwdriver, 7-in.	...	1
Pliers, sidecutting, insulated	...	1
Pliers, flat nose, 6-in.	...	1
Scissors	...	1
Brush, lining, crow	...	1
Brush, writing, small	...	1

## Special Repair Ratings (Dockyard) :—

As for the corresponding Artificer Rating.

## Mechanics :—

## Ordnance :—

As for Ordnance Artificer.

## Electrical :—

As for Electrical Artificer.

## Engine Room :—

Fitter }  
Turner } As for Engine Room Artificer (Fitter and Turner).  
Machinist }

M.W.W. As for Engine Room Artificer (Coppersmith).

I.C.E. As for Engine Room Mechanic (M/V).

## Engine Room Mechanic (M/V) :—

Description	Quantity
Box, steel (24-in. × 10-in. × 9-in.)	1
Hack-saw frame, adjustable "Eclipse"	1
Rule, steel, 1-ft.	1
Spanner, adjustable, length 13-in.	1
Spanner, adjustable, for nuts up to $\frac{3}{8}$ -in.	1
Pliers, side cutting	1 pair
Hammer, engineer's, 2-lb., with helve	1
Screwdriver, 3 $\frac{1}{4}$ -in.	1
Chisel, cold steel, $\frac{3}{8}$ -in.	1
Punch, rivet, small	1
Feeder, oil, $\frac{1}{2}$ -pint	1
File, round, bastard, 10-in.	1
File, half round taper, smooth, 10-in.	1

## Spanners, double ended, Whitworth :—

$\frac{1}{8}$ -in. × $\frac{3}{16}$ -in.	1
$\frac{1}{4}$ -in. × $\frac{5}{16}$ -in.	1
$\frac{3}{8}$ -in. × $\frac{1}{2}$ -in.	1
$\frac{1}{2}$ -in. × $\frac{3}{4}$ -in.	1

## Engine Room Mechanic (M/V)—contd.

Description	Quantity
Spanners, box, double-ended, complete with tommyies :—	
$\frac{3}{8}$ -in. × $\frac{1}{2}$ -in.	1
$\frac{1}{2}$ -in. × $\frac{3}{4}$ -in.	1
$\frac{1}{4}$ -in. × $\frac{5}{16}$ -in.	1
Gauges, feeler	1
Spanners, box, for sparking plugs with tommyies :—	
18 m.m.	1
14 m.m.	1
Spanners, double-ended S.A.E. (American sizes) across flats :—	
$\frac{5}{16}$ -in. × $\frac{3}{8}$ -in.	1
$\frac{7}{16}$ -in. × $\frac{1}{2}$ -in.	1
$\frac{9}{16}$ -in. × $\frac{5}{8}$ -in.	1
$\frac{1}{2}$ -in. × $\frac{3}{4}$ -in.	1
Mechanician :—	
Steel rule, 12-in. and 6-in.	2
Callipers, outside, 6-in.	1
Callipers, inside, 6-in.	1
Feelers (set)	1
Centre punches	2
Square, 6-in.	1
Scriber, straight	1
Pin punches, $\frac{1}{8}$ -in., $\frac{3}{16}$ -in. and $\frac{1}{4}$ -in.	1 set
Screw thread gauge	1
Scissors, 8-in.	1
Spring dividers, 6-in.	1
Screwdriver, 4-in.	1
Chisels, small (assorted)	6
Hammer (1-lb.)	1
Tool box, 18-in. × 7-in. × 8-in.	1
Depth gauge	1

## APPENDIX II

## Authorities holding stocks for initial issue to new entrants

Shipwrights	The Commodore, R.N. Barracks, Chatham, Portsmouth, Devonport.
Joiners	
Blacksmiths	
Painters	
Plumbers	
Engine Room Artificers	
Engine Room Mechanics.	The Captain, H.M. Gunnery Schools, Chatham, Portsmouth, Devonport.
Ordnance Artificers	
Ordnance Mechanics.	
Electrical Artificer	
Electrical Mechanics	The Captain, H.M.S. "Defiance," Devonport.
Special Repair Ratings (Dockyard)	
Radio Mechanics	The Commanding Officer, H.M.S. "Valkyrie." (Kits to be obtained from the Superintending Naval Store Officer, West Riding Area.)
Ship Mechanics (L.C.)	
Wiremen (C.P.),	The Accountant Officer, Combined Operations Store Depot, West Meon, Hants.
W.R.N.S. Cinema Operators	
Engine Room Mechanics (M/V)	The Commodore, R.N. Barracks, Chatham.
	The Commanding Officer, H.M.S. "Turnstone." (Kits to be obtained as necessary from the Superintending Naval Store Officer, Chatham.)

(A.F.Os. 1414/43, 5900/43 and 795/44.)

(A.F.Os. 4661/40, 2479/42, 2974/42, 4674/42, 1792/43, 3799/43, 394/44 and 1321/44 are cancelled).

See AFO 142/46.

**4356.—Catering Duties in Wardroom, Gunroom and Warrant Officers' Messes—Appointment and Duties of Warrant Stewards (and Third Officers, W.R.N.S.)**

See AFO 128/45. See AFO 255/40. 142/46. (C.W. 40382/44.—17 Aug. 1944.)

The following orders are a consolidation of A.F.Os. 4925/43 and 157/44, amplified to include more detailed instructions relating to the scope of the duties of Warrant Stewards (and Third Officers, W.R.N.S.) in connection with catering duties in officers' messes.

2. A new system is under trial by which a Warrant Steward may be allowed to ships and Naval establishments where the total of wardroom, gunroom and warrant officers exceeds 60, i.e. large shore establishments and air stations, aircraft carriers, capital ships, large depot ships and cruisers with gunrooms. A Warrant Steward will not be appointed to ships unless more than 60 officers are borne when no flag or broad pendant is worn. (Third Officers, W.R.N.S., with suitable qualifications may be appointed in lieu of Warrant Stewards in certain shore appointments.) The Warrant Steward (or Third Officer, W.R.N.S.) appointed for catering duties is hereinafter referred to as "The Catering Officer".

3. *Duties of Catering Officer.*—The Catering Officer is required to cater separately for the wardroom, gunroom and Warrant Officers' messes if so desired by their respective committees who are free to decide on the standard and type of messing they wish, subject to K.R. & A.I., Article 623. It is emphasized that the appointment of a Catering Officer does not introduce centralized messing for officers, and that the Accountant Officer is not responsible for catering in officers' messes.

4. *To Whom Responsible.*—The Catering Officer is responsible to the president and mess committee of each officers' mess in respect of all his duties in connection with their messing, but as an officer of the Accountant Branch comes otherwise under the direction of the Accountant Officer.

5. *Divisional Duties.*—Catering Officers are to act as sub-divisional officers for all Steward (other than W.R.N.S. stewards (G)) and Cook (O) ratings, and responsible for their regulating and the arrangement of their duties.

6. *Accounting Duties and Limit of Responsibility.*—Catering Officers are to be required to keep separate mess catering accounts for each officers' mess for which they are catering. These accounts are to include:—

- (a) Cash book,
- (b) Marketing book,
- (c) Stock book,
- (d) Rationing register,
- (e) Financial record, showing the current position,

and the accounts are to be audited in accordance with K.R. & A.I., Article 635a, as amended by A.F.O. 2682/40.

7. Facilities are to be given to the Catering Officer for the safe custody of ready-use cash, and if necessary a small money safe is to be demanded for this purpose, quoting this A.F.O. as the authority.

8. The Catering Officer is also to be responsible for those parts of the wine, tobacco, stationery and similar accounts which record the individual consumption by and cost to members of the messes. The wine, tobacco and other caterers remain responsible for the remainder of their accounts as at present.

9. The Catering Officer, therefore, keeps the mess catering accounts and supplies to the mess secretaries the individual charges incurred by officers for messing, extras, wine, minerals, tobacco and stationery, but he is not responsible for the preparation of individual mess bills, which remain the concern of the mess committees.

10. At the inception of the new system in any ship or establishment, the duties in connection with the recording of individual expenditure in the wine, tobacco, etc., accounts referred to in paragraph 8 above, are not to be turned over to the Catering Officer until the assistants referred to in the Appendix to this Order are available, and until he has had time to settle down to his main duty of catering, and then they are only to be turned over to him one at a time.

11. *Complement Adjustments.*—When a Catering Officer is appointed the adjustments to complement shown in the Appendix to this Order are to take effect automatically.

12. *Implementation of Scheme.*—This scheme will take a considerable time to implement fully, and in the meantime no ship or establishment which is satisfied with its existing arrangements should terminate them in order to apply for a Catering Officer, or until the application for one has been approved.

13. *Promotion to Warrant Steward and Third Officer, W.R.N.S.*—A considerable number of Warrant Stewards and Third Officers, W.R.N.S., will be required, and it is important that all ratings who are considered suitable to undertake the new duties should be encouraged to acquire the necessary knowledge. The regulations governing promotions to Warrant Steward and to Third Officer, W.R.N.S., for catering duties are given in A.F.O. 2704/44, paragraphs 44-62, as slightly amended by A.F.O. 2976/44.

#### APPENDIX

Complement adjustments to take effect when a catering officer is appointed:—

(A) *In Ships (other than aircraft carriers)*—

- (i) The P.O. Steward previously allowed to the gunroom is to become Catering Officer's Assistant (and for marketing);
- (ii) the Senior Steward rating previously allowed to the wardroom (C.P.O. or P.O. Steward) is to be reduced from complement and a Leading Steward added in lieu, who is also to become Catering Officer's Assistant (and for accounts).

The effect of these adjustments to complement is to provide a P.O. Steward and a Leading Steward whose sole duties are to assist the Catering Officer.

(B) *In aircraft carriers in which a Warrant Steward is already allowed permanently by complement*—

Allowed by standard complement.	Duty.	To be allowed under new scheme.	Duty.
1 Cd. or Wt. Steward	General charge of all officers' stewards, etc.	1 Cd. or Wt. Steward	General charge, catering and accounts.
1 C.P.O. Steward ...	Wardroom messman	1 C.P.O. Steward ...	Assistant to Catering Officer (and for regulating duties in respect of all officers' stewards (including W.R.As.) and Cooks (O)).
1 P.O. Steward ...	For charge of W.R.As.	1 P.O. Steward ...	Assistant to Catering Officer (and for marketing).
1 Wtr. Rating ...	To assist with wardroom accounts.	1 Leading Steward	Assistant to Catering Officer and (for accounts).

(Note (g).—In schemes of complement, which provides for all Writer staff to assist with wardroom mess accounts, is *cancelled*.)

The effect of these adjustments to complement is to provide a C.P.O. Steward, a P.O. Steward and a Leading Steward whose sole duties are to assist the Catering Officer; and to reduce one Writer and add one Leading Steward. Schemes of complement of fleet and light fleet carriers will be amended accordingly, but the substitution of a Leading Steward for a Writer will be made gradually as suitable reliefs become available. The change is to be completed by July, 1946

(C) *In Shore Establishments*—

The regulating of Mess Stewards and W.R.As. allowed by the scale laid down in A.F.O. 678/44 will be carried out by the Catering Officer with the assistance of the supervisory ratings allowed by paragraph 2F of that order as amended by A.F.Os. 2852/44 and 3234/44.

Further, the scale shown in paragraph 2 (A) of A.F.O. 678/44 will be modified as follows:—

- (i) *61-72 Officers messes.*—The C.P.O. Steward allowed to the Wardroom is to be reduced and a P.O. steward added in lieu, who is to become Catering Officer's Assistant (and for marketing). (Where

the senior rating is a W.R.N.S. rating she is to be replaced by a P.O. Wren Steward (O)).

In addition, one of the Leading Stewards allowed by scale is to become Catering Officer's Assistant (and for accounts).

- (ii) *Over 72 Officers messed.*—The C.P.O. Steward allowed to the wardroom is to be reduced and a Leading Steward added in lieu, who is to become Catering Officer's Assistant (and for accounts). (Where the senior rating is a W.R.N.S. rating she is to be replaced by a Leading Wren Steward (O)).

In addition, one of the P.O. Stewards allowed by scale is to become Catering Officer's Assistant (and for marketing).

The effect of these adjustments is to provide a P.O. Steward and a Leading Steward (or equivalent W.R.N.S. ratings) whose sole duties are to assist the Catering Officer.

(K.R. & A.I., Articles 623, 635A and 1591.)

(A.F.Os. 2682/40, 678/44, 2704/44, 2852/44, 2976/44 and 3284/44.)

(K.R. & A.I., Article 1458, paragraph 2, last sentence, and A.F.Os. 4925/43 and 157/44 are cancelled.)

#### 4357.—Allied Service Personnel—Notification to B.R.C.S., and Order of St. John

(M.D.G. 10618/44.—17 Aug. 1944.)

Notifications in respect of members of Allied Services who are patients in R.N. Hospitals and R.N. Sick Quarters should be made to the Foreign Relations Department of the War Organization of the British Red Cross Society and Order of St. John, Clarence House, St. James's, London, S.W.1 only when:—

- (i) Patients are likely to remain in hospital for three weeks or longer.
- (ii) Patients are on the danger list.
- (iii) Patients unable to make themselves understood in English or who have some special requirement which their own Red Cross Committee may be able to supply.

(A.F.O. 3217/42 is cancelled.)

#### 4358.—Deck Handling and Other General Aircraft Duties—Provision of Naval Ratings

(N. 14319/43.—17 Aug. 1944.)

It has been approved that, as a long term policy, Naval ratings employed on general aircraft duties such as deck-handling, safety equipment work and other ground non-substantive duties connected with Naval aircraft and equipment, and not covered by the Aircraft Maintenance Branches, shall belong to the Seaman Branch.

2. The above policy will be introduced as soon as practicable, and appropriate non-substantive ratings will be introduced. The "General Duties" section of the Naval Airman Branch will lapse in due course, and transfer from Naval Airman to Seaman, of both permanent and "H.O." ratings, will be arranged to meet requirements.

3. No action as regards transfer of ratings is to be taken until further instructions, with details of new non-substantive ratings, are promulgated.

#### 4359.—Leave

(M/D.P.S. 399/44.—17 Aug. 1944.)

The following amendment is to be made to A.F.O. 4944/43.

Paragraph 4. *Cancel and substitute:—*

"4. *Drafting Leave.*—The grant of normal drafting leave is not practicable in war. A few days' leave (not more than 7 days) should be given prior to draft to sea-going ships permanently based in home waters. In the case of draft to foreign service or to ships liable to proceed abroad, this leave may be increased to a maximum of 14 days, subject to the exigencies of the service. If a man has received long leave of 7 days or more within 1 month of draft, this may be taken into account at the discretion of the drafting authority when deciding the number of days' drafting leave to be granted."

(A.F.O. 4944/43.)

#### 4360.—Travel between Great Britain and Northern Ireland and Eire—Relaxation of Ban—Arrangements for Travel on Admiralty Business

(N.L. 3303/44.—17 Aug. 1944.)

With reference to C.A.F.O. 709/44, travel to or from Ireland on business of national importance may now be permitted if recommended by a Government Department. Applications for exit permits by representatives of Admiralty contractors who are travelling to or from Ireland on Admiralty business should be supported by letter from the Branch or Department sponsoring the application to the effect that the journey is being undertaken in the national interest.

2. Naval personnel on duty and civilians employed directly by the Admiralty, should carry the usual letter establishing that they are travelling on duty, in addition to their Naval officer's identity documents or travel permit cards as appropriate.

(A.F.Os. 837/42 and 31/43.)

(C.A.F.O. 709/44 is cancelled.)

#### 4361.—Travel Between Great Britain and Northern Ireland and Eire—Relaxation of Ban—Arrangements for Wives and Families of Naval Personnel

(N.L. 3303/44.—17 Aug. 1944)

The Home Secretary has intimated that he is prepared to consider applications for travel permits from persons who desire to visit their homes in either country. In this connection the expression "home" means the intending traveller's original residence or the home of his parent, wife or child. As a concession, the wives of members of H.M. Forces who may be stationed away from their homes may be permitted to cross to or from Ireland to visit their husbands at such station. The effect of the intimation by the Home Secretary is that the Regulations regarding travel to or from Northern Ireland or Eire by the wives and families of naval personnel now revert to those laid down in A.F.O. 6228/43. It will in future be necessary, however, for intending travellers between Great Britain and Ireland to obtain a sailing ticket from the railway or shipping company before applying for an exit permit. As the issue of an exit permit may take from 10 to 14 days, this should be allowed for in selecting the date of sailing.

(A.F.O. 6228/43.)

#### 4362.—Instructional Film "High Altitude Ship Recognition" (Serial No. G.597.)

(N.T. 5157/44.—17 Aug. 1944.)

With reference to A.F.O. 4251/43, an instructional film entitled "High Altitude Ship Recognition" has now been completed and copies will be distributed without demand in accordance with paragraph 3 below.

2. The film has a running time of approximately 45 minutes. It has been produced as a recognition film of the German Fleet, but the basic principles of high altitude ship recognition can be applied to similar types of warships of other navies.

3. Distribution will be as follows:—

Film Libraries:—	No. of copies.	
	35mm.	16mm.
Scapa ...	2	2
Rosyth ...	2	2
Greenock ...	2	2
Londonderry ...	1	1
Liverpool ...	2	2
Chatham ...	2	2
Portsmouth (H.M.S. "Collingwood")	2	2
Devonport ...	2	2
London ...	1	1
Trincomalee ...	2	2
Colombo ...	2	2
F.O., East Africa ...	1	1
C.-in-C., South Atlantic ...	1	1
F.O.L.E.M. ...	1	1
F.O.W.M. ...	1	1
V.A., Malta ...	1	1
F.O.G.M.A. ...	1	1
F.O.C., West Africa ...	1	1
F.O.C.R.I.N. ...	2	2

4. Application for copies of this film should be made in accordance with A.F.O. 4251/43 (paragraph 10).

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



See AFO 5178/45.

## 4363.—Instructional Films—Newsreel Editions of The Allied Offensive in Normandy

(N.T. 5200/44.—17 Aug. 1944.)

An arrangement has now been concluded whereby copies of newsreel films dealing with the Allied Offensive in Normandy will be made available for instructional purposes and copies will be distributed weekly without demand to the following Film Libraries:—

	No. of copies.	
	35mm.	16mm.
Scapa ... ..	1	1
Rosyth ... ..	1	1
Greenock ... ..	1	1
Liverpool ... ..	1	1
Chatham ... ..	1	1
Portsmouth (H.M.S. "Collingwood") ...	1	1
Devonport ... ..	1	1
London ... ..	1	1
Londonderry ... ..	1	1
Colombo ... ..	1	1

2. Applications for copies of these films are to be made in accordance with A.F.O. 4251/43 (paragraph 10), but copies can only be issued from the libraries on temporary loan owing to the limited number which can be made available.

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

See AFO 3155/45.

AFO 4474/44

## 4364.—Clothing Rationing

(V. 11/1341/44.—17. Aug. 1944)

Cancelled

AFO 721/46

See AFO 7155/45.

The following amendment is to be made to A.F.O. 5817/43:—

Appendix B. Cancel whole appendix and substitute:—

## APPENDIX B

## Coupon Values of Items of Uniform

## Part I.—Officers, R.N., R.N.R., R.N.V.R. and R.M.

	Article	Coupon value
(a) Boots, ankle ... ..	pair	9
Boots, gum ... ..	pair	6
Boots, sea, rubber ... ..	pair	6
Belts, cholera ... ..	each	3
Cardigan or cardigan waistcoat (woollen) ...	each	6
Cardigan or cardigan waistcoat (non-woollen) ...	each	4
Coat, duffel ... ..	each	18
Coats, waterproof (marked "For Officers only") ...	each	22
Collars ... ..	each	1
Comforters (seamen's pattern) ... ..	each	1
Drawers, short:—		
Cellular, net cotton or cotton ... ..	pair	3
Knitted (seamen's pattern) ... ..	pair	5
Wool or cotton and wool ... ..	pair	5
Drawers, long:—		
Wool or cotton and wool ... ..	pair	6
Knitted (seamen's pattern) ... ..	pair	6
Cotton ... ..	pair	4
Dressing gown ... ..	each	8
Drill ... ..	per yard	1 $\frac{2}{3}$
Duck ... ..	per yard	1 $\frac{2}{3}$
Dungaree ... ..	per yard	1 $\frac{1}{2}$
Fearnought ... ..	per yard	2
Frocks, woollen, for submarine service ... ..	each	16
Gaiters ... ..	pair	1
Gloves, brown cape or white kid ... ..	pair	2
Gloves, woollen ... ..	pair	1
Handkerchiefs ... ..	each	$\frac{1}{2}$
Jersey ... ..	each	6
Mitts ... ..	pair	1

Cancelled  
AFO 721/46

## APPENDIX B—contd.

## Part I.—Officers, R.N., R.N.R., R.N.V.R. and R.M.—contd.

Article	Coupon value
Oilskin coat ... ..	each 9
Oilskin leggings ... ..	pair 5
Overall suit, combination, one-piece ... ..	each 11
Pullover, woollen ... ..	each 6
Pyjamas ... ..	pair 8
Scarf, over 5 $\frac{1}{4}$ sq. ft. ... ..	each 2
Scarf, not over 5 $\frac{1}{4}$ sq. ft. ... ..	each 1
Serge, 30-in. wide ... ..	per yard 2 $\frac{1}{2}$
Serge, 60-in. wide ... ..	per yard 4 $\frac{1}{2}$
Shirt, white or khaki ... ..	each 5
Shoes, leather ... ..	pair 9
Shoes, canvas, leather soles ... ..	pair 9
Shoes, gymnasium ... ..	pair 5
Single, cotton, sleeveless ... ..	each 3
Slippers ... ..	pair 5
Socks or stockings ... ..	pair 2
Sweater ... ..	each 6
Tie ... ..	each 1
Trunks, net cotton with short legs ... ..	pair 3
Trunks, net cotton, legless ... ..	pair 2
Vests, cellular, cotton or net cotton (sleeveless) ...	each 3
Vests, cellular, cotton or net cotton (with sleeves of any length) ...	each 4
Vests, wool or cotton and wool (long or short sleeves) ...	each 6
Wool, knitting, in Service colours ... ..	per 2 oz. 1
Khaki uniform:—	
Greatcoat ... ..	each 25
Jacket ... ..	each 16
Trousers ... ..	pair 8

(a) Issues are restricted as shown in A.F.O. 2093/42.

(b) Gratuitous issues of brown jean under the arrangements authorized in Manual of Victualling, B.R. 93, Chapter XI(9), may be made without surrender of coupons.

Note.—Where no separate coupon value is shown for items of seamen's clothing, such items have the same coupon value as corresponding items of officers' clothing.

## Tropical Clothing

White or khaki tunics ... ..	each 9
White or khaki trousers ... ..	pair 8
Tropical shirts, white or khaki with short sleeves ...	each 4
Tropical shirts, white or khaki with long sleeves ...	each 5
Tropical shorts, white or khaki ... ..	pair 5
Shoes, white buckskin ... ..	pair 9
Socks, white ... ..	pair 2
Stockings, white or khaki ... ..	pair 2
Cummerbund ... ..	each 2
Shirts, with collar attached, with short sleeves ...	each 4
Shirts, with collar attached, with long sleeves ...	each 5
Vests, thin, without sleeves ... ..	each 3
Vests, thin, with sleeves ... ..	each 4
Drawers, thin (with short legs) ... ..	pair 3

## Part II.—Sisters, Q.A.R.N.N.S. and Officers, W.R.N.S.

Article	Coupon value
Belts, corset or roll-on, elastic ... ..	each 1
Blouse ... ..	each 4
Brassiere ... ..	each 1
Collars ... ..	each 1
Corset ... ..	each 3
Corsettes ... ..	each 4
Cardigan, woollen ... ..	each 6
Dressing gown ... ..	each 8
Gloves, leather ... ..	pair 2

## APPENDIX B—contd.

Part II.—Sisters, Q.A.R.N.N.S. and Officers, W.R.N.S.—contd.

Article	Coupon value
Gloves, woollen ... ..	pair 1
Handkerchiefs ... ..	each ¼
Jersey, navy, woollen ... ..	each 6
Knickers ... ..	pair 3
Pyjamas ... ..	pair 8
Raincoat (marked "For Officers only") ... ..	each 22
Scarf ... ..	each 1
Shirt blouse ... ..	each 4
Shoes ... ..	pair 7
Socks, ankle, white ... ..	pair 1
Slips ... ..	each 4
Slippers ... ..	pair 5
Stockings ... ..	pair 2
Tie ... ..	each 1
Vests... ..	each 3
Wool, knitting, in Service colours ... ..	per 2 oz. 1
<i>Officers, W.R.N.S. :—</i>	
Uniform jacket ... ..	each 16
Uniform skirt ... ..	each 6
Overcoat ... ..	each 25
<i>Sisters, Q.A.R.N.N.S. :—</i>	
Uniform jacket ... ..	each 12
Uniform skirt ... ..	each 6
Afternoon dress, woollen ... ..	each 11
Cap, muslin, head, square ... ..	each 2
Cape, short ... ..	each 2
Cape, long ... ..	each 18
Dress, blue cotton ... ..	each 8
Dress, navy blue, serge ... ..	each 11
Overcoat ... ..	each 18

Part III.—Items for which Coupons are not required

Blankets	Cap badges	Pillows
Belts, waist	Cap covers	(c) { Pillow cases
Braces	Hats	{ Sheets
Caps	Helmets, sun	Sou'wester, oilskin
	Helmets, covers for.	

(c) Issues are restricted as shown in A.F.O. 5832/42.

(A.F.Os. 2093/42, 5832/42 and 5817/43.)

(A.F.O. 167/44 is cancelled.)

## 4365.—Admiralty Surgeons and Agents

(C.E. 13028/44.—17 Aug. 1944.)

Mr. J. T. Corbett, M.B., Ch.B., M.R.C.S., of 4, Ranelagh Road, Wellingborough Northants (Telephone No.: Wellingborough 2116), has been appointed Admiralty Surgeon and Agent for Wellingborough.

2. Mr. W. R. H. Pooler, Temporary Admiralty Surgeon and Agent for Wellington, has changed his address to "The Lawns", Park Street, Wellington, Salop.

3. The Naval Medical Officer, R.N. Training Unit, Baghill Lane, Pontefract, will not be available to act as Admiralty Surgeon and Agent for Pontefract after the 15th August, when the Unit will be closed.

(A.F.Os. 5969/43 and 3512/44.)

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

4366.—Aircraft—General—Firefly Aircraft—Loading Drum Stand—Modification  
(G. 01881/44.—17 Aug. 1944.)

A.F.O. 3300/44 is to be amended as follows :—

Add at end of Order :—

"Modification Action ... .. Firefly Ancillary Equipment Modification No. 2009. Application Class 3A".

(A.F.O. 3300/44.)

## 4367.—Aircraft—Ammunition—Cartridge Engine Starter—Testing before Use

(G. 1075/44.—17 Aug. 1944.)

In order to avoid the possibility of missfire, each cartridge is to be visually inspected when taken from store and before use in an engine, to verify that the electrical contact strip is in place. The electric bridge of the cartridge is also to be tested before use, whenever possible, for continuity and balance.

2. Resistances should be as follows :—

(a) British cartridges—between 0.6 and 2 ohms.

(b) American cartridges—not more than 2.5 ohms.

## 4368.—Aircraft—Pistols, Signal, 1½-in.—Discs, Aperture, R.A.F., Ref. 7B/812

(A.S./A.D.P. 2489/44.—17 Aug. 1944.)

In view of the large number of items required to be carried in the cockpit of aircraft, and the necessity to remove all stores for which there is not a definite requirement, it has been decided that the disc aperture R.A.F. Ref. 7B/812, for use with pistol signal mounting sleeves, is to be removed.

2. The discs do not prevent ingress of water to the firing tube in horizontal and upward firing mounting installations, and the current practice of "doping-on" a fabric patch is more satisfactory.

3. H.M. ships, R.N. air stations and repair yards etc., should remove all discs aperture from aircraft and return them together with discs held as spares, to the appropriate R.N. Armament Depot, quoting this Order.

## 4369.—Ammunition—20-mm. Oerlikon, of British Manufacture—Identification by Marking

(A.S./G. 04777/43.—17 Aug. 1944.)

Oerlikon ammunition of "new" British manufacture will be stamped with details of the lot number and type of ammunition on the cartridge case just in front of the base groove. It will be shown thus :—

S.167 H.E.I.T.

2. These details should be quoted in all reports dealing with defective ammunition.

## 4370.—Ammunition—20-mm. Oerlikon, H.E. Tracer, Lot N.F.C. 62—Withdrawal

(A.S./G. 62/44.—17 Aug. 1944.)

20 mm. Oerlikon H.E. tracer ammunition of Lot N.F.C. 62 is liable to give short recoil and is to be withdrawn from service.

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

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

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

**4371.—Anti-Ship Fire Control—Director Control Tower—Time Interval Compensation Gear**

(G. 3885/44.—17 Aug. 1944.)

Attention is drawn to a new table giving time intervals for the above gear, being inserted in B.R. 912(13) by A.F.O. P.524/44.

(B.R. 912(13).)

**4372.—Guns—0·50-in. Machine, Browning—Clearance between Locking Piece and Locking Piece Cam**

(G. 1867/44.—17 Aug. 1944.)

Cases have occurred of faulty locking of 0·50-in. Browning guns due to wear and to bending of the locking piece cam in a downward direction. The effect is that insufficient engagement then takes place between the locking piece and its slot in the breech block.

2. To prevent further occurrences of this type, the action set out in paragraph 3 is to be taken as follows :—

*Aircraft guns—*

- (a) In carriers and at R.N. air establishments—at every Group F operation.
- (b) At R.N. Armament Depots—when guns are being made “ $\Delta$  N.A/C”.

*Deck guns—*

- (c) At frequent intervals by O.As., D.E.M.S. by base staff only.
- (d) At R.N. Armament Depots—during overhaul and repair.

3. Check the clearance between the locking piece and locking piece cam in the following manner :—

- (a) Strip the gun and unscrew the barrel until its rear face is level with or below the level of the barrel extension.
- (b) Re-assemble the gun without breeching up and with the breech block fully forward, in which position the locking piece should be right home in its slot, measure the clearance with feelers between the base of the locking piece and the locking piece cam.

4. If the clearance is 0·040-in. or more, attempt to reduce it by interchange of locking pieces and cams. If this is not successful the gun is to be returned to a R.N. Armament Depot for replacement by new locking pieces or cams as necessary.

**4373.—Guns—Browning, 0·50-in.—Barrels—Parco-Lubrite Finish**

(A.S. 9059/44.—17 Aug. 1944.)

Barrels for 0·50-in. Browning guns now being received into the Naval service have a “Parco-Lubrite” finish inside and out. This porous coating is impregnated with oil and affords a protection against corrosion. It gives a dull black or “rusty” appearance to the bores of the barrels, which will also appear rough due to the built-up coating on the corners of the rifling. Before firing this coating will cut and discolour cleaning material.

2. No attempt should be made to remove the “Parco-Lubrite” coating. After a few rounds have been fired through the barrel, the built-up corners will be destroyed, and prolonged firing will produce a smoother finish in the bore.

3. A label, giving the above information is usually placed in the wrapping of the barrels, but may be heavily coated with grease and defaced.

**4374.—Guns—20-mm. and Below—Lubrication—Amendment**

(G. 05903/43.—17 Aug. 1944.)

A.F.O. 3669/44 is to be amended as follows :—

Paragraph 2, column 2.

Against 0·50 in. Browning (Colt), the reference to Special X mineral oil should read “Special \* mineral oil”.

(A.F.O. 3669/44.)

**4375.—Guns and Mountings—20-mm. Oerlikon—Ammunition Stowage and Lockers**

(Coastal Force Craft)

(C.F.M. 2615/44.—17 Aug. 1944.)

Coastal Force craft are excluded from the provisions of A.F.O. 2705/44 paragraphs 53–59 inclusive.

(A.F.O. 2705/44.)

**4376.—Gun Mountings—General—Limitations of Arcs of Fire**

Coastal Force Craft, F.O.G.M.Os., F.O.G.Os., W.P.Ss. and E.R.Os.

(C.F.M. 1628/44.—17 Aug. 1944.)

The following general instructions are issued for guidance in the fitting of safety arrangements for limiting arcs of fire :—

2. *Structural Limitations.—0·303-in.*—Mountings on bridge to be fitted with semi-permanent stops in accordance with C.A.F.O. 1139/43 (Part III, paragraph 7). Mountings on tubes—no limits required.

*0·5-in.*—Must clear all permanent structure and guard rails by a minimum of nine inches, except the mast, masthead array, aerials and shrouds.

*20-mm.*—No wires, ropes or W/T aerials can be accepted inside the firing arcs. All structure must be cleared by a minimum of nine inches. Wires or ropes which are not normally hauled taut, e.g., signal halyards, must be cleared by a minimum of two feet.

*2-pdr. and above.*—Ship's structure and guard rails must be cleared by a minimum of nine inches; wheelhouse windows by two feet. Masthead array to be cleared by three feet. Aerial and signal halyards to be cleared by two feet.

3. *Personnel Limitations.—2-pdr. and below.*—All weapons are to clear the most unfavourable action position of all personnel by four feet.

*Above 2-pdr.*—Personnel limitations are determined at gun trials of first of class, and will be promulgated by the Admiralty. These are to be strictly adhered to.

4. Permanent structure is to be taken as meaning any obstacle in its normal action position and state, e.g., ready use ammunition locker with its lid open.

5. All distances given above refer to the clearance of the trajectory of projectile above or to one side of endangered personnel or structure.

6. Depression control gear or safety firing gear of all weapons should be adjusted to provide the maximum H.A. and L.A. arcs subject to the above considerations.

7. When adjusting safety firing cams, the cut-off is always to be made coming into the dangerous arc and *not* coming out of it. It should be borne in mind that the cut-off bearing for twin Oerlikon, Mark V, 2-pdr. Mark XVI and 6-pdr. Mark VII will vary with the elevation of the gun; i.e., at extreme depression the gun cuts off when the roller moves up the lower part of the slope of the cam, whereas at extreme elevation it cuts off when the roller moves up the upper part of the slope of the cam.

8. Particular attention is to be paid to the checking of the adjustment of arcs of fire after the repair, stripping, or adjustment of depression control gear or safety firing gear.

9. A.F.O. 5592/43 is not to be regarded as applicable to Coastal Force Craft.

(C.A.F.O. 1139/43 and A.F.O. 5592/43.)

(A.F.O. 4271/42 is cancelled.)

**4377.—Gun Mountings—American—Taps, Stocks and Dies for American Threads Maintenance and Repair of Gun Mountings**

(G. 4040/44.—17 Aug. 1944.)

Sets of taps, stocks and dies for American threads have been ordered to meet repair and maintenance requirements in the United Kingdom.

2. A proportion of the total equipment ordered has been set aside at Devonport yard for repair and maintenance of gun mountings and is available upon demand by G.M.Os. and F.O.G.M.Os. Taps, stocks and dies so demanded should be considered as being on loan charge and should be returned when no longer required.

**4378.—Gun Mountings—20-mm. Rising Column Oerlikon Gun Mountings—  
Checking of Safety Depression Rails**

*Ships, Bases and F.O.G.M.Os. concerned*

(G. 2830/44.—17 Aug. 1944.)

It has been reported that an accident occurred on a 20-mm., Mark IV, mounting when a shell struck the safety depression rails after the gun barrel had moved inside the rails.

2. Commanding Officers of ships fitted with rising column mountings are to ensure that the safety depression rails are sufficiently close to the mounting to prevent the gun passing inside the rails while training.

3. The rails should be checked with the column in all positions.

4. Where it is found that the rails do not meet requirements they should be raked in locally at the top.

5. The work involved is to be carried out by ships or base staffs.

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

**4379.—Gun Mountings—20 mm., Twin, Mark V—Supply of Conversion Parts for  
Use of Mark XIV Gyro Sights in Place of Eye Shooting Sights—As. and As.  
REPORT.**

*(H.M. Ships, G.M.Os., F.O.G.M.Os., P.E.R.Os. and H.M. Dockyards Concerned.)*

(G. 013085/44.—17 Aug. 1944.)

Arrangements are being made for the supply to H.M. dockyards at home and abroad of sets of parts required for the modification of 20 mm. Twin, Mark V mountings fitted with eye shooting sights, in order that the mountings can be used with Mark XIV gyro sights. Copies of the pamphlet of fitting instructions are being despatched separately to the dockyards concerned.

2. Sets of parts are to be obtained on demand from the nearest dockyard by repair establishments as required.

3. The following items of existing "C" spares will become redundant when mountings are converted:—

Elevating rams, complete.

Oil seals for elevating rams.

Sights, forward area.

Electrical slip ring box (6-way).

The above items are to be landed by the ships concerned and held in store by dockyards for issue as replacement spares as required for mountings still in service with eye shooting sights.

4. The spare parts required to bring ships' "C" spares up to date, after their mountings have been converted, are being despatched to dockyards with the conversion parts, on the basis of one set of spares to two sets of conversion parts. "C" spares are at present issued to ships on the basis of one set of "C" spares to every four mountings or less fitted, and any spares supplied to dockyards with conversion parts, which are in excess of the quantity required to bring existing "C" spares up to date, are to be held in store by dockyards for issue as replacement spares as and when required.

5. Redundant shield plating is to be disposed of by dockyards as may be required.

6. As and when the modification work is completed, the letter "M" is to be added after the register numbers of the mountings concerned, and the new register numbers and allocations of mountings reported to the Admiralty on Form D.742.

7. Paragraph 13 of C.A.F.O. 1401/44 is cancelled.

8. Ships mentioned in paragraph 4 of C.A.F.O. 1401/44 carrying 20 mm., Twin, Mark V mountings, are to insert an item, Classification "A\*", in their list of As. and As. as follows:—

"To modify 20 mm., Twin, Mark V mountings for fitting of Mark XIV gyro gunsights, and to fit Mark XIV gyro gunsights with their motor alternators and electrical supply arrangements."

*(C.A.F.O. 1401/44.)*

*(Paragraph 13 of C.A.F.O. 1401/44 is cancelled.)*

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

**4380.—Training—Instructional Appliances—The Panoramic Gunnery Trainer,  
Mark I and II (Short Titles P.G.T.1, P.G.T.2)**

(G.D. 0523/44.—17 Aug. 1944.)

A close range instructional device known as the Panoramic Gunnery Trainer is now arriving in this country in considerable numbers from the U.S.A. The trainer mechanisms and turret mountings will be supplied to gunnery schools, A.A. ranges, Coastal Force bases and sea-going ships without demand. As far as the dummy single Oerlikon mountings (*see* Mounting section) are concerned, the first 85 in number are being supplied without demand, but the remainder "are to be demanded" from the Admiralty Gunmounting Store, Coventry.

2. The trainer is accompanied by a comprehensive Operating Manual. This order is therefore confined to a brief description of the apparatus and details of the method of mounting it on a British made dummy single Oerlikon mounting which is being supplied for use with the trainer in most cases. The equipment is to be fitted in ships in a convenient position between decks. Should any difficulty be experienced in deciding upon a suitable position, the C.O. of the ship concerned is to forward a report to Admiralty if necessary proposing an upper deck position if considered more suitable.

*General Description—Mark I Trainer*

3. The trainer itself, exclusive of mounting, is being dealt with as an item of Naval Stores under Subhead F3A of the ratebook and is contained in a box about 1 ft. 2 in. × 1 ft. 2 in. × 10 in., surmounted by a film container. It consists of a built-in 35 mm. cinema projector, a ground glass screen, a small projector containing an eyeshooting sight graticule, a means of recording shots fired and hits scored, and a sound amplifier.

4. The films which are also being dealt with as Naval Stores under Subhead F3A, are each about 250 ft. in length, and are threaded into the trainer as a continuous loop. Each shows a series of typical aircraft attacks. The picture is projected on to a small ground glass screen about 1 ft. away from the projector, and is viewed from behind the screen through a binocular lens system. The small projector, throwing the image of a graticule representing an eyeshooting sight on to the screen, is laid and trained by flexible drives from the dummy mounting.

5. The correct laying and training required to hit the target is indicated by lines on the edge of each frame of the film. Two photoelectric cells, one of which is laid and the other trained with the eyeshooting sight projector, operate a counter when the hitting marks on the film obscure the light from both photoelectric cells at once. Hits scored are then recorded at the same rate as shots fired, the latter being continuously recorded as long as the trigger is pressed.

6. The P.G.T. is limited to arcs of training and elevation equal to the angles subtended at the eye by the screen, which are about 50 degrees of training and 40 of elevation.

7. *Power Supply.*—Electrical supply required for the trainer is stated to be 110 volts A.C. 60 cycles, but it will also run on 50 cycles. For a few shore bases transformers are being supplied, but in the majority of cases an alternator with 220 volts D.C. input and 110 volts A.C. 60 cycle output will be provided. The total power requirement is 0.5 kW. exclusive of power mounting if supplied (*see* paragraph 9).

*Mounting*

8. *Power Turret.*—A number of power turrets specially made for use with the trainer are being sent from the United States, and will be issued mainly to gunnery schools and Coastal Force bases. The trainer mounted on this turret requires a space of about 5 ft. square by 6 ft. high. Connection of the trainer to the turret is described in detail in the handbook issued with the trainer.

9. Power required for the turret is about 1.75 kW. The driving motors are designed some for connection to 230 volts D.C. and some for 220/110 volts A.C. supplies. As far as possible turrets with motors suitable for the local mains supply will be allocated.

10. *Dummy single Oerlikon Mounting.*—A dummy single Oerlikon mounting has been manufactured in this country, and will be provided for use with most of the trainers, including all those allocated to sea-going ships. No mention is made

of this mounting in the handbook. The mounting is complete with a wooden Oerlikon type ramp and, with the trainer mounted, requires a space of about 5 ft. square by 8 ft. 6 in. high.

11. The mounting must be securely bolted down to the deck. The necessary bolts for securing the trainer to the mounting are supplied with the mounting. A suitable plug for connecting the power supply to the trainer, and flexible drives for connecting trainer to mounting, are also supplied with the trainer.

12. Electrical connection to the trainer is by an American pattern three-pin plug. The 110 volts A.C. supply from the alternator or transformer should be connected to the two outer pins. The shot counting mechanism is connected between the centre pin and one of the outer pins. By linking the centre pin to each outer pin in turn the pair across which the trigger must be connected to operate the counter mechanism can be determined and the trigger wired to the plug.

13. A drawing of the trainer mounted on a dummy single Oerlikon mounting is given in A.F.O. Diagram No. 261/44.

#### Films

14. *Sea to Air* films are supplied with the P.G.Ts. and show a series of typical anti-ship attacks. Initial supply will be 10 copies of each of two films known as A.A.1 and A.A.2; a further order will be issued concerning replacement films required.

15. The manufacture of low angle films (E-boat attacks) in this country is under consideration. If produced they will be supplied mainly to Coastal Force trainers.

#### Maintenance and Operation

16. The maintenance required by the trainer will be little more than for an ordinary cinema projector. It needs cleaning daily and lubricating, as detailed in the handbook supplied with the trainer, after every 10 hours running time; when this has been done and a film laced in, it will operate whenever switched on throughout the day. Thus once it has been prepared for use (less than half an hour's work even if a new film is needed), the trainer requires no further attention, and no operator need be present when it is being used.

17. *Spare*s.—A box of spare parts, mostly electrical, is supplied with each trainer. The policy about spare, however, other than valves, lamps and photo-electric cells, is to retain a large number of P.G.Ts. in store for issue as replacements when P.G.Ts. are damaged. A further order will be issued concerning replacement of the exceptions detailed.

#### The Panoramic Gunnery Trainer, Mark II

18. A number of P.G.T.2s may be available at a later date. These differ from the P.G.T.1 in that each picture on the film occupies a full 35 mm. frame, whereas P.G.T.1 film has four pictures per 35 mm. frame. The P.G.T.2 will not be fitted with continuous film rewind and the film container is thus somewhat more bulky than that of the Mark I.

19. The chief advantage of the P.G.T.2 is that the definition of the picture is greatly improved. The lack of continuous rewind is a disadvantage in that the presence of an operator is necessary to lace in new films as in an ordinary cinema projector. A continuous rewind may be produced later.

#### Future Developments

20. At present films suitably scored for eyeshooting are being supplied and consequently the appropriate eyeshooting graticule is fitted to the small projector (paragraph 4 refers). Films scored for no "lead" (*i.e.* no aim off) exist for which an appropriate gyro gunsight graticule must be fitted. These give straightforward "aiming" practice without aim-off, but at present the "lag" effect of gyro sights is not allowed for.

21. The design of a method of inserting this "lag", in the drives from the mounting to the projector (paragraph 4 refers), is under investigation in the U.S.A., and if and when available, the necessary apparatus will be issued for Mark II trainers only. Films scored for "no lead" and appropriate graticules will be supplied with P.G.T.2s. in addition to eyeshooting films and graticules.

#### Allocation of Panoramic Gunnery Trainer, Mark I

22. Detailed allocations of Panoramic Gunnery Trainers, Mark Is, are as shown below. The trainers, less mountings, and the initial issue of films, are being supplied without demand by the Naval Store Officer, R.N. Store Depot, Carfin, except for H.M.C.S. "Cornwallis", to which direct supply from U.S.A. has been arranged.

##### (A) Allocation of P.G.Ts. on Power Turret

H.M.S. "Excellent" (2)	†*Coastal Force base, Trincomalee
H.M. Gunnery School, Devonport	†*H.M.S. "Flora II", Invergordon
H.M.S. "Bee", Holyhead (2)	†*H.M.S. "Forte", Falmouth
R.N. Gunnery School, Chatham (2)	†*H.M.S. "Skirmisher II", Milford Haven
†*H.M.S. "St. Christopher", Fort William	†*H.M.S. "Beaver III", Immingham
H.M.S. "Queen Charlotte" (2)	H.M.S. "Iron Duke", Scapa
†*H.M.S. "Beehive", Felixstowe	†*H.M.S. "Seahawk", Ardrihaig
†*H.M.S. "Wasp", Dover	Northern A.A. range, Scapa
H.M.S. "Aggressive", Newhaven	A.A. range, Colombo
†*H.M.S. "Mantis", Lowestoft	†*A.A. range, Bognor Regis
†*H.M.S. "Dartmouth II", Dartmouth	† A.A. range, Algiers
†*H.M.S. "Midge", Yarmouth	A.A. range, Malta
H.M.S. "Fox", Lerwick	A.A. range, Alexandria
H.M.S. "Hornet", Portsmouth	A.A. range, Trincomalee
†*Coastal Force base, Gibraltar	†*H.M.I.S. "Himalaya", Karachi
† Coastal Force base, Algiers	†*H.M.A.S. "Cerberus", Flinders
Coastal Force base, Malta	† H.M.C.S. "Cornwallis"
†*Coastal Force base, Alexandria	

*Notes.*—(a) With reference to paragraph 7 above, a transformer is being provided for the trainer at the establishments marked \*. For the other establishments, a motor alternator will be supplied.

(b) With reference to paragraph 9 above, the driving motor of the turret will be suitable for 220/110 volts A.C. at establishments marked †. For all other establishments, including any subsequent allocations not referred to in this A.F.O., the motor will be suitable for 230 volts D.C.

##### (B) Allocation of P.G.Ts. on Single Oerlikon Mounting

*H.M.S. "Excellent"	Captain (D), Greenock
A.A. range, Barton's Point	Captain (D), Belfast
A.A. range, Breakwater Fort	Captain (D), Liverpool
H.M.S. "Queen Charlotte"	Captain (D), Rosyth
Northern A.A. range	A.A. range, Algiers
*A.A. range, Covehithe	*A.A. range, Gibraltar
A.A. range, Colombo	*H.M.I.S. "Himalaya"
A.A. range, Trincomalee	*H.M.A.S. "Cerberus"
A.A. range, Malta	*Captain (D), Bombay
A.A. range, Alexandria	*Captain (D), Colombo
Commodore (D), "Western Isles"	*Captain (D), Kilindini
Commodore (D), Londonderry	*Captain (D), Aden

\* *Note.*—With reference to paragraph 7 above, a transformer is being provided for the trainer at the establishments marked \*. For the other establishments, a motor alternator will be supplied.

H.M. ships "Duke of York", "Anson", "Howe", "Nelson", "Rodney", "Warspite", "Furious", "Indefatigable", "Victorious", "Tyne", "Kent", "Berwick", "Devonshire", "Belfast", "Bermuda", "Black Prince", "Diadem", "Jamaica", "Sheffield", "Scylla", "Royalist", "Milne", "Onslow", "Argonaut", "Arethusa", "Bellona", "Glasgow", "Tartar", "Mauritius", "Sirius", "Orion", "Aurora", "Delhi", "King George V", "Kempfenfelt", "Saumarez", "Troubridge", "Grenville", "Renown", "Queen Elizabeth", "Valiant", "Illustrious", "Woolwich", "Newcastle", "Ceylon", "Cumberland", "London", "Gambia", "Nigeria", "Phoebe", "Suffolk", "Sussex", "Quilliam", "Rotherham", "Indomitable", "Implacable", "Formidable", "Norfolk", "Ulster Queen", "Stalker", "Attacker", "Hunter", "Slinger", "Ameer", "Trumpeter", "Ramillies", "Malaya", "Swiftsure", "Shropshire", "Australia", "Cleopatra", "Euryalus", "Dido", "Newfoundland", "Uganda", "Kenya", "Liverpool", "Birmingham", "Ajax", "Hobart", "Achilles", "Leander", "Greenwich", "Blenheim",

"Philoctetes", "Maidstone", "Forth", "Adamant", "Alecto", "Lucia", "Resource", "Iron Duke", "Wayland", "Unicorn", "Palomares", "Heemskereck", "Erebus", "Roberts", "Abercrombie", "Activity", "Biter", "Campania", "Emperor", "Fencer", "Khedive", "Nabob", "Nairana", "Pursuer", "Queen", "Ruler", "Searcher", "Striker", "Tracker", "Vindex", "Chaser", "Empress", "Premier", "Speaker", "Atheling", "Battler", "Begum", "Shah", "Ranee", "Arbiter", "Thane", "Trouncer", "Rajah", "Smiter", "Puncher", "Reaper", "Patroller", "Jervis", "Napier", "Colossus", "Glory", "Venerable", "Vengeance", "Edgar", "Mars", "Minotaur", "Westernland", "Ulster", "Urchin", "Undine", "Urania", "Ulysses", "Ursa", "Undaunted", "Venus", "Vigilant", "Verulam", "Virago", "Volace", "Algonquin", "Sioux", "Wakeful", "Whelp", "Wizard", "Whirlwind", "Wager", "Wrangler", "Wessex", "Myngs", "Zephyr", "Zambesi", "Zest", "Zealous", "Zodiac", "Zebra", "Zenith", "Cambrian", "Caprice", "Cassandra", "Cavalier", "Caesar", "Cavendish", "Carron", "Carysfort", "Cheviot", "Chaplet", "Chevron", "Cockade", "Cossack", "Comet", "Constance", "Contest", "Crescent", "Armada", "Camperdown", "Barfleur", "Trafalgar", "Hogue", "Finisterre", "Solebay", "Lagos".

Note.—A special 450/110 volt transformer will be supplied for "Delhi".

(C.B. 3085 (3), paragraph 148.)

#### 4381.—After-action Damage—Flameproof Floodlights and Safety Torches for Repair Parties

*Ships carrying Aircraft*

(N.S. 21340/44.—17 Aug. 1944.)

A portable battery-fed, flameproof floodlight has been introduced for the use of after-action damage repair parties in areas rendered dangerous by the presence of petrol vapour. In addition, safety torches of the "Wefco" type (see Subhead F.2B of Rate Book of Naval Stores) to which has now been allocated Pattern No. 19570, are to be allowed for this purpose.

2. The equipment consists of the following items:—

Permanent or Consumable.	Subhead.	Pattern Number.	Description.
(i) P ... ..	F.2B	17100	Floodlight, flameproof.
The following items are required to complete the floodlight:—			
P ... ..	F.2A	3923	Battery, 6 volt, 13 A.H.
C ... ..	F.2A	3924	Lamp, 6 volt.
(ii) P ... ..	F.2B	19570	Torch, safety, "Wefco" or similar make.

The following items are required to complete the torch:—

C ... ..	F.2A	14074	Battery (3 No.).
C ... ..	F.2A	56A	Lamp, 4 volt.

3. Pattern 19571 has been assigned to the existing set of spares for safety torches, Pattern 19570, of "Wefco" type, but spares will not be provided for the Ceag or G.E.C. types unless experience at sea justifies it.

4. The ships to which the floodlights, Pattern 17100, and torches, Pattern 19570, are to be allowed for the purpose stated in paragraph 1 and the quantities per ship are as follows:—

	Floodlights, Pattern 17100.	Safety Torch, Pattern 19570.
Fleet carriers ... ..	6 per ship	24 per ship
Seaplane carriers ... ..		
H.M.S. "Unicorn" ... ..		
Light fleet carriers ... ..		
Escort carriers ... ..	4 per ship	24 per ship
M.A.C. ships... ..		

Note.—Batteries and lamps, as shown in paragraph 2 (i) and (ii) will be required to complete the floodlights and torches.

5. Allowances of spare batteries, Pattern 3923, and "first outfit" quantities of batteries, Pattern 14074, and lamps, Patterns 3924 and 56A:—

(i) For each floodlight, Pattern 17100 ...	One battery, Pattern 3923 Two lamps, Pattern 3924.
(ii) For each torch, pattern 19570 ...	Three batteries, Pattern 14074 One lamp, Pattern 56A.

Ships supplied with safety torches of "Wefco" type may demand spares, Pattern 19571, as consumable stores. The first outfit quantity is to be one set of spares for each ship supplied with "Wefco" type ships' torches.

6. Ships concerned in commission, should forward demands to their storing yards or depots in accordance with the allowances given in paragraphs 4 and 5. Supply to ships concerned under construction should be arranged by warrant yards and supplying yards and depots in the usual manner, together with other Naval stores for damage control purposes. The floodlights, torches and spares allowed to M.A.C. ships should be demanded by the D.E.M.S. air staff officers concerned.

7. Purchase of floodlights, Pattern 17100, has been arranged with Messrs. G.E.C. on C.P.4G/86906/43 for delivery as follows:—

Portsmouth.	Stroud.	Mossley.	Devonport.	Rosyth.	Chatham.	Total.
80	110	120	80	80	80	550

8. Supply of floodlights, Pattern 17100, to yards abroad should be arranged as follows:—

	From Preston.	From Severn Area.
Malta... ..	30 No.	Durban ... 30 No.
Alexandria ... ..	30 No.	Ceylon ... 30 No.

9. A reference to the allowance of floodlights and torches should be inserted in A.F.O. 1642/43. The Sea Store Establishments concerned and the Rate Book of Naval Stores will be amended.

10. It is not anticipated that floodlights, Pattern 17100, will become available before November, 1944, and demands should not be forwarded prior to this date.

(A.F.O. 1642/43.)

#### 4382.—Depth Charges—Obliteration of Markings

(A.S. 9083/44.—17 Aug. 1944.)

Instances have been reported of depth charges being heavily painted with camouflage paint, thus obliterating all the markings stencilled on the depth charge.

2. Since depth charges for ships' use now in service are filled with either Minol or Amatol, it is essential that N.M.E.R., Article 22, be more strictly observed.

3. Before Minol-filled depth charges were introduced, all depth charges Mark VII with markings obliterated were treated as depth charges Mark VII filled Amatol Grade III. This practice is not now feasible since serious consequences might result if a vessel not authorized to carry Minol-filled depth charges, due to its speed, fired a depth charge which was in fact filled Minol but was stencilled with markings as for Amatol-filled depth charges owing to the original markings being obliterated. Conversely a depth charge, which, although bearing markings as for a Minol-filled store, is, in effect, Amatol-filled, may result in the escape of a U-boat.

4. Alternative positive means of preserving the filling particulars of depth charges are under consideration.

(A.F.O. 4749/42 is cancelled.)

#### 4383.—Depth Charge Pistols, Marks VII, VIII, IX and XXI Types—New Testing Procedure

(T. 1428/44.—17 Aug. 1944.)

Air testing of depth charge pistols authorized in A.F.O. 3290/43, has now been the standard testing procedure for one year and has been found to be very satisfactory.

2. Ships and bases dealing with the testing of depth charge pistols should now all have the following additional apparatus :—

Tube testing	...	...	Stamp No. 6554
Cover for tube testing	...	...	Stamp No. 6555
Screw, clamp	...	...	Stamp No. 6635
Ring, I.R....	...	...	Stamp No. 6599

3. Ships and bases which have not already demanded these items should demand them forthwith from the nearest R.N. Armament Depot.

4. As air testing is now uniformly carried out by depots, bases and ships' staffs, "Apparatus Testing Adjuster Stamp No. 6223" which is no longer required, is to be returned to the nearest R.N. Armament Depot, and the depth adjuster leakage test is to be discontinued.

5. Pistols which fail the new air testing routines and fault finding procedure are to be returned to the nearest R.N. Armament Depot.

(A.F.Os. 3946/43 and 3544/44 are cancelled.)

#### 4384.—Depth Charge Tools—Spanner, Securing Nut, Stamp No. 6825—Modification

(T. 1412/44.—17 Aug. 1944.)

In order that spanner, securing nut, stamp No. 6825, may be used on Depth Charge Mark VII (Heavy) without fouling the ballast weight, existing spanners are to be modified by ships' staff as follows :—

2. The projection of the screwed sockets on the middle of the spanner are to be reduced from 0.4-in. to 0.15-in, as shown in A.F.O. diagram No. 259/44.

3. Remove any burrs on the faces of the sockets and check that each handle of the spanner can be screwed easily into its respective modified socket.

#### 4385.—Steering Compasses in B.A.Ms.

(C.D. 446/44.—17 Aug. 1944.)

The magnetic steering compasses in B.A.Ms. normally consist of a U.S. Navy No. 2 compass, mounted on a wooden board on the fore side of the steering pedestal. Correction is made by magnets secured to this board, and no compass corrector coils are fitted to counteract the effects of the D.G. coils.

2. It is not intended that compass corrector coils should be fitted to this compass by British Naval Authorities, and the change in deviation between the conditions of D.G. coils "ON" and D.G. coils "OFF" must be accepted. Correction by magnets should be carried out for one or other of these conditions, as decided by the commanding officer.

3. Should any of these compasses become defective, application for replacement should be made to the N.S.O., Admiralty Compass Observatory. If American type compass is not available, compass, Pattern 0919, on baseboard, Pattern 917, with spheres, Pattern 404, corrector box, Pattern 1135, electric light fitting, Pattern 1153B and the necessary corrector magnets will be issued to replace the American equipment.

4. Attention is drawn to the fact that, owing to the proximity of magnetic material and electrical instruments, no compass fitted in this position should be relied on to any great extent.

#### 4386.—Syllabus for N\* Courses

(D. of N/2609/44.—17 Aug. 1944.)

It has been approved to increase the length of the N\* course by 3 weeks, to enable radar and modern navigational aids to be included in the syllabus, and also to allow of more time being given to certain subjects already embodied in it.

2. The amended syllabus is as shown hereunder.

#### Provisional Syllabus for N\* Course

1 week—Gyro Compass at A.C.O., Slough.

1 week—Radar.

7 weeks at "Dryad".

#### Magnetic Compass (4½ days)—

Permanent magnetism and resolution into components. Induced magnetism and resolution into components. Combined effect of terrestrial and ship magnetism on compass needle. Change in deviation due to change in magnetic latitude and change of course. Sub-permanent magnetism. The approximate co-efficients. The approximate expression for the deviation.

Directive force. Horizontal and vertical forces. Nature and causes of heeling error, its correction, and use of H.E. instrument. Analysis of a deviation table. Mechanical correction of the deviation. Swinging ship.

Compass forms and returns in use. Principle of D.G. and course correction. Swinging ship with D.G. corrector coils.

#### Astronomical Navigation (6½ days)

Great circle, composite and rhumb line sailing. Theory of the position line. Use of gnomonic charts. Rising and setting of heavenly bodies. Methods of finding stars. Obtaining position line and fixing by W/T bearings. Contents of tables. Plotting sights. Use of air almanac and A.N.T. Examples of sun, moon planet and star sights.

#### Chronometer (½ day)

Supply and management. Stowage. Working out rates from errors. Thorough knowledge of zone time system. Forms, books and returns to be rendered. Necessary comparisons. Date line.

#### Meteorology (2 days)

General knowledge of contents of A.N.M., Volume I, Chapter XIII, and H.D.379; in particular the weather characteristic of the principal air masses and changes of weather on passage of fronts. Plotting and interpreting simple analysis messages.

Promulgation of meteorological information in time of war. Occasion on which weather reports are made and form to be used.

Outline of world climate, with particular reference to the Far Eastern theatre.

#### Tides (3½ days)

The cause of tides. Methods of prediction, including an explanation of the harmonic method as employed in A.T.T., Part I.

The four principal constituents and their use in the Admiralty method of Prediction.

Use of Admiralty tidal publications. Methods of predicting tidal streams (other than Admiralty method). Publications available.

#### Ship and Fleet Work (5½ days)

Comprehensive knowledge of "Remarks on handling ships," with special reference to the handling of ships under all conditions, effect of propellers and rudder, and station-keeping.

Keeping the reckoning during manoeuvres—including use of turning trials and gain and loss of speed. Displacement and tonnage as used in pilotage forms.

Thorough grounding of problems in changing and taking up station, both graphically and by use of Battenberg. The A-G problem. Relative velocity problems. Smoke laying problems.

Lecture on search and patrol. Positions by lettered co-ordinates.

Comprehensive knowledge of contents and use of Fleet Signal Book and Signal Manual. Reference to A.V.S.B. and G.S.I. Short lecture on recognition and general conduct of ships in a fleet.

#### Plotting and Action Information Organization (4 days)

##### Enemy reporting and plotting

Alarm reports. Self evident. "J" and "C" codes. Enemy special tables. Methods of reporting air raids to shore authorities. Methods of indicating position

(including suffixes and Admiral's reference position). Priority and security. Construction of plotting charts. Plotting symbols. Plotting from enemy reports and radar. A.R.L. table.

#### Action information

Objects of action information organization. Action information centre and bridge plotting room. Separation of A.I.C. into operations room, aircraft direction room, target indication room. General and local operational plots. Filtering and telling.

Outline of internal communications, P.P.I., Skiatron. Modified A.R.L. table. Viewing device. Lay-out of various classes of ship.

Training of A.I.O. crew (officers and ratings). Functions of action information training centre.

#### Practical

Plotting exercises—L.O.P. and G.O.P. Demonstration and exercises in the A.I.T.C. models.

#### General Navigation and Pilotage (5 days)

Supply, arrangement and correction of all charts and hydrographic publications supplied to H.M. ships. Use of all publications and forms affecting the navigating officer. The promulgation of navigational information in time of war. Method of entry into defended ports.

System of lights, buoyage, fog signals and W/T, D/F. Anchoring and mooring by all methods. Conning the ship.

Sufficient knowledge for use and upkeep of all navigational instruments supplied to H.M. ships. Radio aids to navigation.

Thorough knowledge of practical pilotage under all conditions. Navigation in a fog. Rule of the road. K.R. & A.I. affecting the navigating officer and O.O.W. at sea. Writing up the deck log.

Fixing papers. Lecture by staff officer from director of navigation department.

#### At Sea (3 days)

Practical pilotage and anchoring.

#### Gyro (1 week at A.C.O., Slough)

Syllabus. As arranged by D.C.D.

#### General Conduct (½ day)

Duties of N. officer (K.R. & A.I.). Relations with captain, etc.

#### Radar (1 week)

Syllabus as arranged by Captain, Radar Training.

#### Revision (1 day)

#### Examination (2½ days)

##### Written papers—

	Marks
(1) Astronomics and chronometer (2½ hours) ... ..	225
(2) Ships' fleet and compass (2½ hours) ... ..	200
(3) Tides, meteorology and general navigation (2 hours) ... ..	175
Fixing paper (40 minutes) ... ..	75
At sea ... ..	140
Plotting and A.I.O. ... ..	100

##### Orals

Ship and fleet and general navigation ... ..	30
Instruments ... ..	30
Battenberg ... ..	25

1,000

#### 4387.—Worn and Superseded Charts—Disposal of

(H.C. 5410/44.—17 Aug. 1944.)

Non-confidential charts, i.e. those in the ordinary navigational (sale) and "Restricted" (official) categories, held by H.M. ships and shore establishments, and which are worn or damaged in use or cancelled by new charts, new editions of

charts, new copies embodying large corrections, etc., should, on receipt of the relative new copies, be torn in four pieces and laid aside for return in bulk at the first convenient opportunity to an Admiralty chart depot for pulping.

2. Top Secret, Secret and Confidential waste charts, etc., should be dealt with in accordance with C.A.F.O. 2313/42.

(C.A.F.O. 2313/42.)

(A.F.O. 2004/40 is cancelled.)

#### 4388.—Boiler Tubes, etc.

(N.S./P. 4698/44.—17 Aug. 1944.)

*See AFO 4975/46.*  
*" " 7076/46.*  
 H.M. Ships "Amethyst", "Carisbrooke Castle", "Charlock", "Dumbarton Castle", "Flint Castle", "Hart", "Hespeler", "Knaresborough Castle", "Larne", "Lennox", "Melita", "Orangeville", "Pelorus", "Rattlesnake". H.M. Salvage Vessel "Salvictor". H.M. Ships "Tuscan", "Tyrian", "Unicorn", "Wager", "Waterwitch" and "Zodiac"

H.M. Ships "Amethyst" and "Hart" (P.4698/44).

Type and No. of boilers... .. Admiralty 3 Drum Water Tube 2 in No.  
 Total No. of tubes fitted ... Generator ... .. 4,256 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9½	192	All tubes are bent.
B	1½	116	7 8¾	188	
C	1½	116	7 6¾	252	
D	1½	116	7 6¾	248	
E	1½	116	7 6¾	252	
F	1	104	7 9¾	284	
G	1	104	7 9¾	284	
H	1	104	7 10½	284	
J	1	104	7 11¾	284	
K	1	104	8 1	284	
L	1	104	8 2¼	284	
M	1	104	8 4¾	284	
N	1	104	8 6¾	284	
O	1	104	8 9¾	284	
P	1	104	8 11¾	284	
Q	1	104	9 3¼	284	

H.M.S. "Larne", H.M.S. "Lennox", H.M.S. "Pelorus", H.M.S. "Rattlesnake", H.M.S. "Waterwitch" (P. 7919/44). H.M.S. "Melita" (P.04615/44). H.M.S. "Tuscan", H.M.S. "Tyrian" (P. 10810/44). H.M.S.V. "Salvictor" (P.6832/44).

Particulars of the boilers and tubes fitted in the ships shown in column "A" are identical with those published in the A.F.O. quoted against those shown in column "B".

A	B	A.F.O.
"Larne" ... ..	"Fly" ... ..	4203/43
"Lennox" ... ..	"Hound" ... ..	
"Pelorus" ... ..	"Hydra" ... ..	
"Rattlesnake" ... ..	"Orestes" ... ..	
"Waterwitch" ... ..	"Aries" ... ..	587/44
"Melita" ... ..	"Quality" ... ..	2700/43
"Tuscan" ... ..	"Salventure" ... ..	1415/43
"Tyrian" ... ..	"Salvestor" ... ..	
"Salvictor" ... ..		



H.M.S. "Dumbarton Castle" (P.7215/44), H.M.S. "Flint Castle" (P. 1198/44),  
H.M.S. "Hespeler" (P.4532/44), H.M.S. "Knaresborough Castle"  
(P. 8180/44), H.M.S. "Orangeville" (P.7489/44).

Type and No. of boilers ... Admiralty 3 Drum ... 2 in No.  
Total No. of tubes fitted ... Generator ... 2,908 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9 <sup>5</sup> / <sub>16</sub>	128	All tubes are bent.
B	1½	116	7 8	128	
C	1½	116	7 6 <sup>5</sup> / <sub>8</sub>	172	
D	1½	116	7 6 <sup>3</sup> / <sub>16</sub>	172	
E	1½	116	7 6 <sup>1</sup> / <sub>8</sub>	172	
F	1	104	7 8 <sup>1</sup> / <sub>2</sub>	196	
G	1	104	7 9 <sup>1</sup> / <sub>2</sub>	192	
H	1	104	7 10 <sup>5</sup> / <sub>16</sub>	196	
J	1	104	7 11 <sup>7</sup> / <sub>16</sub>	192	
K	1	104	8 0 <sup>5</sup> / <sub>8</sub>	196	
L	1	104	8 2 <sup>7</sup> / <sub>16</sub>	192	
M	1	104	8 4 <sup>7</sup> / <sub>16</sub>	196	
N	1	104	8 6 <sup>11</sup> / <sub>16</sub>	192	
O	1	104	8 8 <sup>13</sup> / <sub>16</sub>	196	
P	1	104	8 11 <sup>7</sup> / <sub>16</sub>	192	
Q	1	104	9 2 <sup>5</sup> / <sub>8</sub>	196	

H.M.S. "Unicorn" (P. 9305/44).

Type and No. of boilers ... Admiralty 3 Drum Water Tube 4 in No.  
Total No. of tubes fitted ... Generator ... 11,488 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1¾	128	10 8¼	376	All tubes are bent.
B	1¾	128	10 5	368	
C	1½	116	10 2 <sup>13</sup> / <sub>16</sub>	584	
D	1½	116	10 1 <sup>3</sup> / <sub>8</sub>	576	
E	1½	116	10 1 <sup>1</sup> / <sub>8</sub>	584	
F	1	104	9 11 <sup>3</sup> / <sub>8</sub>	656	
G	1	104	9 11	648	
H	1	104	9 11 <sup>5</sup> / <sub>8</sub>	640	
J	1	104	10 0 <sup>1</sup> / <sub>8</sub>	632	
K	1	104	10 0 <sup>7</sup> / <sub>16</sub>	624	
L	1	104	10 1¼	616	
M	1	104	10 2 <sup>7</sup> / <sub>16</sub>	608	
N	1	104	10 3 <sup>1</sup> / <sub>8</sub>	600	
O	1	104	10 4 <sup>7</sup> / <sub>16</sub>	592	
P	1	104	10 5 <sup>13</sup> / <sub>16</sub>	584	
Q	1	104	10 7 <sup>3</sup> / <sub>16</sub>	576	
R	1	104	10 9 <sup>3</sup> / <sub>16</sub>	568	
S	1	104	10 11¼	560	
T	1	104	11 1 <sup>3</sup> / <sub>8</sub>	552	
U	1	104	11 4 <sup>5</sup> / <sub>16</sub>	544	

H.M.S. "Wager" (P. 8946/44).

Type and No. of boilers ... Admiralty 3 Drum small tube type 2 No.  
with Melesco superheaters.

Total No. of tubes fitted ... Generator ... 8,996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1¾	128	10 6 <sup>7</sup> / <sub>16</sub>	288	All tubes are bent.
B	1¾	128	10 3 <sup>1</sup> / <sub>16</sub>	284	
C	1½	116	10 0 <sup>7</sup> / <sub>16</sub>	444	
D	1½	116	9 10 <sup>7</sup> / <sub>16</sub>	440	
E	1½	116	9 9 <sup>3</sup> / <sub>8</sub>	444	
E1	1½	116	9 8 <sup>3</sup> / <sub>16</sub>	16	
F	1	104	9 6 <sup>1</sup> / <sub>2</sub>	500	
G	1	104	9 6	496	
H	1	104	9 5 <sup>7</sup> / <sub>8</sub>	492	
J	1	104	9 5 <sup>13</sup> / <sub>16</sub>	488	
K	1	104	9 6	484	
L	1	104	9 6 <sup>3</sup> / <sub>8</sub>	480	
M	1	104	9 7	476	
N	1	104	9 8	472	
O	1	104	9 9 <sup>1</sup> / <sub>8</sub>	468	
P	1	104	9 10 <sup>1</sup> / <sub>4</sub>	464	
Q	1	104	9 11 <sup>3</sup> / <sub>4</sub>	460	
R	1	104	10 1 <sup>3</sup> / <sub>8</sub>	456	
S	1	104	10 3 <sup>3</sup> / <sub>16</sub>	452	
T	1	104	10 5 <sup>7</sup> / <sub>16</sub>	448	
U	1	104	10 7 <sup>3</sup> / <sub>8</sub>	444	

H.M.S. "Zodiac" (P. 10252/44).

Type and No. of boilers ... Admiralty 3 Drum small tube type 2 in No.  
with Melesco superheaters.

Total No. of tubes fitted ... Generator ... 8,996 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1¾	128	10 6 <sup>7</sup> / <sub>16</sub>	288	All tubes are bent.
B	1¾	128	10 3 <sup>1</sup> / <sub>16</sub>	284	
C	1½	116	10 0 <sup>7</sup> / <sub>16</sub>	444	
D	1½	116	9 10 <sup>7</sup> / <sub>16</sub>	440	
E	1½	116	9 9 <sup>3</sup> / <sub>8</sub>	444	
E1	1½	116	9 8 <sup>3</sup> / <sub>16</sub>	16	
F	1	104	9 6 <sup>1</sup> / <sub>2</sub>	500	
G	1	104	9 6	496	
H	1	104	9 5 <sup>7</sup> / <sub>8</sub>	492	
J	1	104	9 5 <sup>13</sup> / <sub>16</sub>	488	
K	1	104	9 6	484	
L	1	104	9 6 <sup>3</sup> / <sub>8</sub>	480	
M	1	104	9 7	476	
N	1	104	9 8	472	
O	1	104	9 9 <sup>1</sup> / <sub>8</sub>	468	
P	1	104	9 10 <sup>1</sup> / <sub>4</sub>	464	
Q	1	104	9 11 <sup>3</sup> / <sub>4</sub>	460	
R	1	104	10 0 <sup>7</sup> / <sub>16</sub>	456	
S	1	104	10 2 <sup>1</sup> / <sub>8</sub>	452	
T	1	104	10 4 <sup>1</sup> / <sub>16</sub>	448	
U	1	104	10 7 <sup>3</sup> / <sub>16</sub>	444	

H.M.S. "Carisbrooke Castle" (P. 7351/44). H.M.S. "Charlock" (P. 10150/44).  
 Type and No. of boilers ... Admiralty 3 Drum ... 2 No.  
 Total No. of tubes fitted ... Generator ... 3,812 No.

Row	Ext. Diam.	Thickness	Fitted Length	Total No. of Tubes fitted	Remarks
	in.	W.D.G.	ft. in.		
A	1½	116	7 9½	168	All tubes are bent.
B	1½	116	7 7½	168	
C	1½	116	7 6½	228	
D	1½	116	7 6½	224	
E	1½	116	7 6½	228	
F	1	104	7 9	256	
G	1	104	7 9½	252	
H	1	104	7 10½	256	
J	1	104	7 11½	252	
K	1	104	8 0½	256	
L	1	104	8 2½	252	
M	1	104	8 4½	256	
N	1	104	8 6½	252	
O	1	104	8 9½	256	
P	1	104	8 11½	252	
Q	1	104	9 2½	256	

The particulars given in A.F.O. 1838/44 of the boiler tubes fitted in H.M.S. "Flint Castle" are cancelled.

Records affected, D.354 and D.682 (Standard copy).

(A.F.Os. 1415/43, 2700/43, 4203/43, 587/44 and 1838/44.)

(This Order will not be included in the A.F.O. Volume.)

#### 4389.—Condenser Tubes—Erosion in Way of Auxiliary Exhaust

*Destroyers and Fast Minelayers*

(D. 12137/44.—17 Aug. 1944.)

With reference to A.F.O. 2649/42, reports received from J, K, N, O, P, Q and later Emergency destroyers indicate that the baffle plates fitted are not entirely satisfactory in some of these vessels, and erosion of condenser tubes is taking place.

2. The Commanding Officers of ships of the classes named in paragraph 1 above are to arrange that baffles conforming to A.F.O. Diagram No. 260/44 are fitted, and baffles already fitted are to be examined at the first opportunity to ensure that they cover the area indicated in the diagram and fit closely to the sides of the condenser shell casing.

3. Earlier destroyers ("Tribals," "Hunts," "L" and "M" classes) and Fast Minelayers are similarly fitted as regards exhaust steam to condensers, and baffles on the lines of the diagram are to be fitted if found necessary to prevent erosion of condenser tubes.

4. The work in all cases should be treated as a defect.

(A.F.O. 2649/42.)

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

#### 4390.—Bridge Steering—Removal of

*Submarines—"S", "T" and "U" Classes*

(D/P. 9273/44.—17 Aug. 1944.)

The items of bridge steering gear removed from "S", "T" and "U" class submarines in accordance with A.F.O. 2358/44 are to be disposed of as follows:—

(a) Gear removed in United Kingdom is to be returned to Messrs. Brown

Bros., Rosebank Ironworks, Edinburgh, 7. The gear should be marked or labelled to show from which class of submarine it has been removed.

(b) Gear removed abroad is to be brought to produce.

(A.F.O. 2358/44.)

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

#### 4391.—Copper Nickel Iron Alloy Piping for Use in the Sea Water Services of Ships in Eastern Fleet

(D. 015472/44.—17 Aug. 1944.)

In view of the accelerated corrosion occurring in the copper piping of sea water services of H.M. ships in Far Eastern waters, arrangements are being made for a supply of the above-mentioned piping in 12–15-ft. lengths to be forwarded to bases for the use of ships to replace defective copper sea water pipes.

2. This piping can be worked and brazed in the same manner as copper and is tested to 100 lb. per sq. in.

3. Every pipe over 2½-in. bore is painted with a ½-in. wide longitudinal strip of green paint, not less than 1-ft. long in each 3-ft. length of pipe. Pipes, 2½-in. bore or less, are painted with a ½-in. wide circumferential band of green paint at intervals of 3 ft.

The alloy piping may also be distinguished from copper by means of its magnetic properties. When tested with a strong magnet the alloy piping will be found magnetic after heating to a dull red heat and slowly cooling. Much of the alloy piping may be found magnetic without the necessity of heating and slow cooling, and accordingly should not be run within 10 ft. of a standard compass.

4. As a first measure the quantities tabulated below are being purchased and will be delivered to the following bases in the proportion of 1/11 to Kilindini, 2/11 each to Simonstown, Durban and Australia, and 4/11 to Ceylon.

	Diameter.	Thickness.
5,500 ft. ... ..	1 in.	·08 in.
5,500 ft. ... ..	1½ in.	·092 in.
5,500 ft. ... ..	1½ in.	·092 in.
5,500 ft. ... ..	2 in.	·092 in.
3,300 ft. ... ..	2½ in.	·092 in.
2,200 ft. ... ..	3 in.	·092 in.
2,200 ft. ... ..	3½ in.	·128 in.
2,200 ft. ... ..	4 in.	·144 in.
550 ft. ... ..	5 in.	·116 in.
550 ft. ... ..	6 in.	·128 in.

5. The Commanding Officers of ships using this piping should forward a report on the condition of the pipe after 12 months' service.

Cases of failures of this material are to be reported to the Admiralty, accompanied by samples from the defective region and details of the circumstances, including the temperature and velocity of the water.

#### 4392.—Aircraft Radio—T.R.1366—Use of 6K8G Valves

(A.D.P. 3162/44.—17 Aug. 1944.)

Various makes of the 6K8G valve, used in the frequency changer stage of T.R. 1366 equipment, are of varying sizes.

2. Where, owing to the larger size of the valve, it cannot be inserted due to the close fit of the screening can, the following modification may be made to T.R. 1366:

(a) Completely remove the lower can.

(b) Cut off the inward curving lip of the screen over which the top can fits.

3. This modification is being included in production equipments.

(C.A.F.O. 459/44.)

**4393.—Cables, Electric, for D/F Outfits—Quantities to be Held at Bases Category "A" and "C"**

(N.S. 10094/44.—17 Aug. 1944.)

In view of the increased requirements of electric cable, Duradio No. 13, pattern 13813, for use with D/F outfits, it has been decided to increase the allowances of this cable held at "Storing Bases".

2. The quantities of this cable included in paragraph 3 of A.F.O. 453/44 are to be amended to read as follows:—

Pattern No.	Description	Quantity to be held at each Base "Category"	
		"A"	"C"
13813	Cable, electric, Duradio No. 13 ...	600 yds.	1,200 yds.

3. The additional cable will be supplied to the bases concerned by the Superintending Naval Store Officer, Haslemere, without demand.

4. Pertinent Establishment Lists will be amended in due course.

(A.F.O. 453/44.)

**4394.—Radar, Type 242—Aerial Outfit ASB—Pedestal 19TM**

(R.E. 01012/44.—17 Aug. 1944.)

When aerial outfit ASB is fitted with pedestal 19TM, there is a danger that the low power supply may be cut off from the "M" type transmitters (which control the rotation of the aeriels), while the supply to the aerial motor remains on. If this happens, the aerial may be driven against the stops and the motor may be burnt out.

2. To prevent damage to the aerial motor, small circuit breakers have been introduced until a more robust type is available; they may open under shock. One of these should be fitted in the office and connected in series with the 110 volt or 220 volt supply to the aerial motor, between the switch unit follow up (Pattern W.6357 or Pattern W.6605) and the aerial motor (Pattern W.6291/2). This modification should be carried out by ship's staff at the earliest possible opportunity.

3. Stores required are:—

Pattern 54311 circuit breaker ... .. 1 (for 110 volt ships)

or

Pattern 54312 circuit breaker ... .. 1 (for 220 volt ships)

This will be supplied by the Superintending Naval Store Officer, Haslemere, on demand, to ships concerned.

4. The fitting-out specification (B.181/43), the handbook and establishment list will be amended in due course.

**4395.—Sperry Artificial Horizon, Marks I and IB**

(A.W.D./A.M.R. 648/44.—17 Aug. 1944.)

The Sperry artificial horizon, Mark IB, may be issued in lieu of Mark I instruments.

2. The difference between the two marks is that on the Mark I the angle of bank is indicated by a pointer registering on a scale above the aircraft image, whereas on the Mark IB it is indicated by a pointer registering on a scale below the aircraft image.

3. It will be evident that a manoeuvre which causes the angle of bank indicating pointer to move to the *right* on the Mark I instrument will cause the pointer on the Mark IB instrument to move to the *left*. The angular movement of the horizon bars will, however, be the same in both instruments.

4. The attention of all pilots is drawn to above. The importance of flying by the relation of the aircraft image to the horizon bar is also emphasized.

**4396.—Dimmer for Bridge Gyro Azimuth Repeater—Repositioning—As. and As 1940 "S" Class Submarines**

(D. 13042/44.—17 Aug. 1944.)

Item No. 532, Classification "A".

2. In 1940 "S" class submarines it has been approved to remove the dimmer controlling the illumination of the bridge gyro azimuth repeater from the gyro panel and to fit it over the chart table near the bridge voicepipe. The dimmer is to be housed in a suitable "weather" cover to be provided by the refitting authorities.

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

(Admiral (S), 5 Jul., 1944, No. SM. 738/907.)

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

**4397.—D.G. Equipment—Fitting of Fuzes in Compass Corrector Coil Circuits**

(S.D.G. 142/44.—17 Aug. 1944.)

It is not intended that A.F.O. 734/44 shall apply to vessels which have been fitted with suitable fuzes adjacent to the source of supply in accordance with the following specifications:—

D.G. Specification No. 5—Converted steel M/S trawlers and whalers for operation in hot climates and all Admiralty design A/S, M/S trawlers.

D.G. Specification No. 6—Steel trawlers and steel drifters.

D.G. Specification No. 7—Wooden drifters.

D.G. Specifications for 126-ft. motor minesweepers.

D.G. Specifications for 105-ft. motor minesweepers.

2. In these vessels no action need be taken to provide additional fuzes near to the compass corrector coil resistance boxes.

(A.F.O. 734/44.)

**4398.—Electric Torches—Supply**

(N.S. 019449/43.—17 Aug. 1944.)

The quantities of electric torches (case, Pattern 54; batteries, Pattern 14074; and bulb, Pattern 56A), supplied to ships of new construction or undergoing reconstruction, have been under review. In future, the first outfit quantity is to be increased to a figure based on 65 per cent. of the complement.

2. The revised first outfit is estimated to be sufficient to meet all requirements of the various departments of the ship and should also be taken as indicating reasonable quantities to be carried in ships in commission. Subsequent demands should, therefore, be restricted to essential additional requirements or to replenishments of stock on the general basis of past expenditure.

3. Supply to ships under construction or conversion should be adjusted as necessary by the warrant yards and supplying yards or depots.

4. The Sea Store Establishments and Lists of Particulars concerned will be amended.

**4399.—Fire-fighting in H.M. Ships—Branchpipes with Jet/Spray Nozzles—Increased Allowances**

(N.S. 012683/43.—17 Aug. 1944.)

Paragraph 5 of A.F.O. 4004/44 should be amended to read as follows:—

"Ships already in possession of fixed jet type branchpipes should retain them until they become defective".

(A.F.O. 4004/44.)

**4400.—Galleys, Oil Fired—Detroit Safety Float Valves and Ventilation System***L.S.T. (2)*

(D/P. 013794/43.—17 Aug. 1944.)

Breakage of Detroit safety float valves fitted to the galleys of L.S.T. has led to heavy demands for replacements. This type of valve has proved satisfactory in other ships and there is no apparent reason why the valves should be more liable to breakage in L.S.T. than elsewhere.

The valve is operated by turning a small pointer at the top which will either increase or decrease the flow of oil as required and no wrenches or tools are necessary for operation. These valves are difficult to procure at short notice and personnel concerned should be instructed to handle the fittings with care in order to minimize the need for replacements.

2. Reports of burned out armatures of oil firing equipment for ovens and ranges have been received. This is considered to be due to the tank space ventilation arrangements which cause a back draught drawing the flame from the burner over the motor.

The following steps are to be taken to prevent this occurring :—

(i) A duct to supply air to the burner from outside the galley compartment is to be provided.

(ii) Pending installation of the ducts at (i), the doors leading to officers' quarters are to be kept closed when tank space ventilation is in operation.

**4401.—Knife, Sheath, Floating—Introduction of Small Type (Ref. 27C/2125)***Aircraft Dinghies*

(A.E. 5235/44.—17 Aug. 1944.)

The undermentioned item, for use with aircraft dinghies, types C, L and M (Marks 1 and 1A) is hereby introduced into Naval Air Service.

*Stores Ref.**Nomenclature*

27C/2125	...	...	...	...	Knife, sheath, floating, small
----------	-----	-----	-----	-----	--------------------------------

2. This knife is a smaller and more compact version of the large floating sheath knife (Ref. 27C/2008) as at present used with the above types of dinghy, and is being embodied in new production dinghies. Supplies have also already been made off contract to R.N. Store depots.

3. The item is being added to the Aircraft Store Establishment as an alternative allowance to Knife, sheath, floating, large, 27C/2008.

**4402.—Mining Cable with Polythene Insulant**

(N.S. 27060/44.—17 Aug. 1944.)

Electric cables, patterns as described below, are now being produced with a polythene insulant in lieu of rubber :—

*Patterns.*—13139, 13140, 13142, 13150, 660, 1989, 13149, 13135, 13138.

2. To distinguish cable with polythene insulant, suffix A will be added to the pattern number.

3. Cable with polythene insulant is suitable for supply to all services normally using corresponding patterns with rubber insulant.

**4403.—Minor Landing Craft—Firefighting Equipment**

(N.S. 28495/44.—17 Aug. 1944.)

The complete allowance of firefighting equipment for minor landing craft will, in future, be included in the minimum outfit of stores and not, as hitherto, partly in each of the minimum and operational outfits.

2. The minimum outfit will therefore include the following :—

<i>Pattern</i>	<i>B.S (Permanent)</i>	<i>L.C.A. and</i>	<i>All</i>	<i>All L.C.P.</i>
		<i>L.C.S.</i>	<i>L.C.M.</i>	<i>and L.C.V.</i>
4723	Extinguisher, fire, Pyrene, 1 quart...	2 No.	2 No.	1 No.
4725	Bracket for ... ..	2	2	1
4726	Extinguisher, fire, foam, 2 gallons ...	2	2	2
4726A	Hose for ... ..	2	2	2
<i>B.S (Consumable)</i>				
4729	Charge for foam extinguisher ...	*4	*4	*4
4728	Refill for Pyrene extinguisher ...	2	2	2

\* Includes charges for initial filling of extinguishers.

3. Minimum outfits supplied to craft under construction should be adjusted accordingly by storing yards.

4. Bases and ships concerned should ensure that the additional extinguishers, etc., are embarked on craft not operationally equipped and that the N.S. Account is amended accordingly.

5. The establishment of stores will be amended.

**4404.—Oil-Burning Navigation Lanterns—Pattern Nos. 5902 and 5905—Introduction and Provision of Modified Burner**

(N.S. 17028/44.—17 Aug. 1944.)

In order to secure greater reliability in the burning of oil navigation lanterns, Pattern Nos. 5902 and 5905, a modified burner providing a greater intake of air has been added to the Rate Book of Naval Stores under Subhead B.9A, and Pattern No. 5904A allocated.

2. Purchase of the undermentioned quantities has been arranged from Messrs. Sherwoods, Ltd., for delivery to the destinations shown :—

<i>Pattern</i>	<i>Chat-</i>	<i>Sheer-</i>	<i>Ports-</i>	<i>Devon-</i>	<i>Rosyth</i>	<i>Mersey</i>	<i>Severn</i>	<i>West</i>	<i>Area</i>	<i>Riding</i>	<i>Carfin</i>
	<i>ham</i>	<i>ness</i>	<i>mouth</i>	<i>port</i>	<i>R</i>	<i>L</i>	<i>Area</i>	<i>Area</i>			
Pattern 5904A	4,000	500	1,000	1,000	1,700	1,700	2,000	1,800	400	400	

3. Shipment of quantities for yards abroad is to be arranged by Superintending Naval Store Officers Mersey Area and Severn Area as follows :—

<i>Superintending Naval Store Officer, Mersey Area</i>		
<i>Gibraltar</i>	<i>Malta</i>	<i>Alexandria</i>
150	100	150

<i>Superintending Naval Store Officer, Severn Area</i>			
<i>Bermuda</i>	<i>Simonstown</i>	<i>Colombo</i>	<i>Durban</i>
50	100	150	250

4. Upon receipt, Dockyards and Naval Store Depots are to arrange for stocks of Pattern Nos. 5902 and 5905 lanterns to be fitted with the modified burner in place of the present burner, Pattern No. 5904.

5. The Admiral Superintendent, Portsmouth, is to arrange for selection of burners of the modified design from first deliveries, to serve as future standard sealed patterns, and for the necessary distribution to the Admiralty Pattern Rooms and Dockyards.

6. Vessels fitted with navigation lanterns, Pattern Nos. 5902 and 5905, are to demand the new type of burner for fitting in lieu of the present pattern, from the nearest Dockyard or Naval Store Depot. Supply to major landing craft should be arranged by Bases in the usual manner.

7. Stocks of Pattern No. 5904 burners are to be reported for disposal to the Director of Economy, Ministry of Supply, in accordance with A.F.O. 3118/43.

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

**4405.—Skids, Bomb (Trolleys), Pattern 5574—Introduction**

(N.S. 018388/44.—17 Aug. 1944.)

Skids, bomb (trolley), Pattern 5574, have been introduced for use on board aircraft carriers, in lieu of bomb trolleys, Pattern 5488. This item, which will be dealt with as a permanent Naval "sea" store, has been included in Schedule C, under subhead B.8, Part I, in the Authorized List of Naval Stores.

2. Purchase of 540 bomb skid (trolleys), Pattern 5574, has been arranged from Messrs. Marson Scott and Co. Ltd., under C.P.7G/99690/43, dated 9th November, 1943. Supply will be made without demand direct from contractor's works to the ships referred to in paragraph 3. For new construction aircraft carriers referred to below, therefore, demands are not to be forwarded by warrant yards to storing yards and depots.

3. The aircraft carriers at present concerned and the allowances of skids, Pattern 5574, per ship are as follows:—

Name or Class	Allowance per Ship
"Illustrious" Class ... ..	36
"Indomitable" Class ... ..	48
"Colossus" Class ... ..	24

"Implacable" and "Indefatigable" have each been supplied by the ship-builders with 48 skids of a design very similar to the Pattern 5574 bomb skids.

4. B.R.323 (Establishment of Naval Stores for Gunnery Purposes) will be amended.

5. On receipt of bomb skids, Pattern 5474, bomb trolleys, Pattern 5488, are to be returned to store, except that four of these trolleys should be retained by the fleet carriers concerned for ammunition purposes. The allowance of trolleys, Pattern 5488, to light fleet carriers, "Colossus" Class, has been reduced to two per ship for ammunition purposes and warrant yards and supplying yards or depots should adjust supply accordingly.

**4406.—Steel Chests, Pattern 1477**

(N.S. 28016/44.—17 Aug. 1944.)

Steel chests, Pattern 1477, have been returned to Chatham dockyard grouped and welded together. Angle bars were also welded to each corner and side of the group. The angle bars and welding between the safes could not be removed without destroying the material of the safes, which consequently had to be scrapped.

2. Steel chests, Pattern 1477, should not be welded together or have any attachments welded thereto for the purpose of securing to bulkheads, etc. If necessary, these chests should be secured only through the four  $\frac{1}{2}$ -in. diameter holes provided in the bottom for this purpose.

(S.N.S.O., Chatham, Letter No. 7095X—15 Jul. 1944.)

**4407.—Telephone Key Boxes, Handsets and Control Boxes—Introduction**

(N.S. 24346/44.—17 Aug. 1944.)

The following articles have been added to the Rate Book of Naval Stores under Subhead F, Item 1C, Part III.

Pattern No.	Description.
12556 ...	Telephone key boxes, 24-way.
12569 ...	Handsets, with sound-powered receiver and carbon transmitter.
12568 ...	Telephone control boxes, 12-way, for use with sound-powered telephones, Pattern 13233.

2. Key box, Pattern 12556, is for use in the operational group of action information telephones on battleships, cruisers and aircraft carriers, and first purchase has been arranged from The Telephone Manufacturing Co., Ltd., on C.P.57194/44, for delivery as follows:—

15 each—Chatham, Portsmouth, Devonport, Rosyth, Stroud, Mossley, Glasgow and Newcastle.

10 each—Leeds, Carfin and Lathalmond.

It is anticipated that delivery will commence in August, 1944.

3. Handset, Pattern 12569, is a component of key box, Pattern 12556, and no separate purchase has been made.

4. Control box, Pattern 12568, is for use in new construction "A" class submarines and first purchase has been arranged from The Telephone Manufacturing Co., Ltd., on C.P.66525/44, for delivery as follows:—

1 to Principal Electrical Overseer for J.3251.	6 to Glasgow.
30 to Preston.	2 to Portsmouth.
7 to Newcastle.	2 to Chatham.
	2 to Devonport.

It is anticipated that delivery will commence in September, 1944.

5. Demands should be made for approved services only. Those for Pattern 12568 should be sent to the nearest Naval store depot, delivery having been arranged accordingly.

**4408.—Wheel Spanners for Damage Control Purposes—Introduction**

(N.S. 33529/43.—17 Aug. 1944.)

A 12-in. wheel spanner has been introduced and added to the Authorized List of Naval Stores under Subhead B.11, Part D, Contract Schedule 54. Pattern number 6424 has been allocated.

2. Spanners, pattern 6424, which are to be dealt with as "permanent" naval stores, are to be allowed for damage control purposes to the ships shown under Groups 1, 2 and 3 of paragraph 3 of A.F.O. 1642/43. The quantities allowed per ship are as follows:—

Group (A.F.O. 1642/43, paragraph 3)	No. allowed per ship
Ships under Group 1 ... ..	24
Ships under Group 2 ... ..	12
Ships under Group 3 ... ..	4

3. Ships concerned in commission should forward demands to their storing yards or depots accordingly. Wheel spanners of equivalent type which are already in use for damage control purposes are to be retained and spanners, pattern 6424, are not to be demanded unless necessary to complete to the allowances referred to in paragraph 2 above.

4. Supply to ships concerned under construction should be arranged by the warrant and supplying yards or depots in the usual manner.

5. First purchase has been arranged of the following quantities from Messrs. Richard Green, Ltd., Contract 301/22/4922/Con 22E.

	Ports- mouth	Devon- port	Rosyth mond	Lathal- mond	Mersey Area	Severn Area	West Riding	Carfin	Total
Chatham	250	250	500	250	750	750	500	500	4,000

6. Shipment to yards abroad should be arranged as follows:—

From	Gib- raltar	Malta	Alex- andria	Taranto	Simons- town	Durban	Ceylon	Bermuda
Mersey Area ...	150	100	150	100	—	—	—	—
Severn Area ...	—	—	—	—	75	150	150	75

Devonport only.—Patterns should be selected, sealed and distributed to dockyards and Admiralty pattern rooms from first deliveries.

7. The particulars shown against Item 11 of Part III of the Appendix to A.F.O. 1642/43 should be deleted and re-inserted in Part II of the Appendix, quoting pattern number, etc. The sea store establishments concerned will be amended.

(A.F.O. 1642/43.)

## Section 4

OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS

## 4409.—Royal Marines Borne on Ships' Books—Repairs, Alterations and Dry-Cleaning of Uniform

(V./1/5305/44.—17 Aug., 1944.)

With reference to A.F.O. 2944/39 (procedure for gratuitous replacement of R.M. clothing and necessaries during hostilities), the cost of repairs, alterations and dry-cleaning of R.M. uniform of ranks borne on ships' books may be met from public funds, provided there has been no fault or negligent use by the wearer.

2. Articles which require dry-cleaning, repairs or alterations are to be withdrawn from the owners and returned on completion. If this is impracticable for any reason (e.g. delay in return from contractors—particularly when only one of the articles is included in the man's kit) replacement issues may be made, the articles withdrawn being returned to stock on completion of cleaning, etc.

3. Accountant officers are to make arrangements for the cleaning, repairs or alterations to be carried out locally, the cost being charged to Vote 2N. Wherever possible, tenders from two or more local firms should be obtained by accountant officers. Repairs and alterations may be executed on board, if suitable facilities exist. It should be certified on the account that:—

- (a) Dry-cleaning (and/or repairs or alterations) was necessary and satisfactorily carried out;
- (b) Prices are considered fair and reasonable.

(A.F.O. 2944/39.)

## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 4410.—A.M.S.Is.

(E.F.O.—17 Aug. 1944.)

There are no Admiralty Merchant Shipping Instructions for distribution with this issue of A.F.Os.

(A.F.O. 4029/44.)

## 4411.—Amendments to Books

(E.F.O.—17 Aug. 1944.)

The undermentioned amendments (A.F.Os. P.514—535) to B.R. and O.U. books are available for issue from the R.N. Store Depot, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. Volume 1941, Instructions, paragraph 9. Distribution is limited to holders of the relative publication(s) affected.

*Demands from shore establishments in the Portsmouth Command should be sent to the Portsmouth Book Office, 54, Bedford Street, Leamington Spa, Warwickshire, and from those in the Plymouth Command to the Devonport Book Office, R.N. Port Library, Devonport. Demands from other shore establishments at home should be sent to R.N. Store Depot, Park Royal, London, N.W.10.*

*Amendments required for personal copies of the main books should be obtained from Distributing Authorities abroad, and from Park Royal when the officer or rating is serving at home.*

A.F.O.\*P.514/44.—B.R. 380/C Firefly (F) Mark I—S.C.L.—Amendment No. 5.

P.515/44.—B.R. 268(36)—Electrical Manual, Vol. II—Main Electrical Supplies in Light Craft—Amendment No. 4.

A.F.O. P.516/44.—B.R. 283/41—Turret gun drill for 5.25-in. Q.F. Guns, Mark I, on twin HA/LA Mark I Mounting—Amendment No. 8.

P.517/44.—B.R. 287—Turret Gun Drill for 5.25-in. Q.F. Guns, Mark I, on twin HA/LA Mark II Mounting—1942—Amendment No. 9.

P.518/44.—B.R. 633(3)—Series Amendments.

B.R. 633(3)—Amendment No. 1.

B.R. 633(3) (a)—Amendment No. 1.

B.R. 633(3) (d)—Amendment No. 1.

B.R. 633(3) (f)—Amendment No. 1.

P.519/44.—B.R. 669—Instructions for the Conduct of Cash Duties—Amendments.

P.520/44.—B.R. 796/42—Handbook of Periodical Maintenance Routines for 21-in. Mark VIII\*\* Torpedoes—Amendment No. 11.

P.521/44.—B.R. 797—Handbook on Look-outs and Service Optical Instruments—Amendment No. 2.

P.522/44.—B.R. 859—Regulations for maintenance of 21-in. Mark VIII—VIII\*\* Torpedoes—Amendment No. 8.

P.523/44.—B.R. 860(2) (formerly O.U. 5491(2))—Block Sketch cards of French War Vessels—Amendment No. 2.

P.524/44.—B.R. 912(13)—Director Handbook—Time Interval Compensation Gear—Amendment No. 6.

P.525/44.—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 426 for 5.25-in. Guns—Amendment.

P.526/44.—B.R. 980(G)—R.T. No. 555 for 5.25-in. Guns—Amendment No. 2.

P.527/44.—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 556 for 5.25-in. Guns—Amendment.

P.528/44.—B.R. 980(G) (formerly O.U. 6090(G))—R.T. No. 557 for 5.25-in. Guns—Amendment.

P.529/44.—B.R. 980(Z)—R.T. No. 560 for 2-in. Rockets—Amendment No. 1.

P.530/44.—B.R. 1005—Regulations for maintenance of 21-in. Mark IX\* IX\*\* and IX\*\* N.A.B. Torpedoes—Amendment No. 2.

P.531/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 8.

P.532/44.—B.R. 1046—Landing Craft Technical Memoranda—Amendment No. 9.

P.533/44.—O.U. 5332/37—Procedure for Supervision of Ships and Vessels building and completing at Contractors' Yards—Amendment No. 24.

P.534/44.—O.U. 5449—Regulations for Maintenance of 21-in. Mark II—V Torpedoes—Amendment.

P.535/44.—O.U. 5450—Regulations for Maintenance of 21-in. Mark II S.O. Torpedoes in Submarines—Amendment.

\*Exceptionally A.F.O. P. 514/44 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. 4314/44.)

## 4412.—Air Publications, etc., distributed during March, 1944

(N.S. Air 1087/44.—17 Aug. 1944.)

A.F.O. 2533/44 is to be amended as shown below:—

A.P. No.	Description
<i>As printed—</i>	
1181.—Vol. III, Part 1C—Sections 4 and 5—B.T.H. Starter Motors, Types C.A.3750 and C.A.4125—Amendment List No. 1	
<i>Should read—</i>	
1181.—Vol. III, Part 1C, Section 5—B.T.H. Starter Motors, Types C.A. 3750 and C.A.4125—Amendment List No. 1.	

*As printed—*

1181.—Vol. III, Part 1C, Sections 1 and 3—Rotax Eclipse, Types Y.150 and N.3—E.U. Electrical Starting Units—Amendment List No. 5.

*Should read—*

1181.—Vol. III, Part 1C, Section 1/3—Rotax Eclipse, Type Y.150 and N.3—E.U. Electrical Starting Units—Amendment List No. 5.

*As printed—*

1464B.—Vol. III—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment List No. 8.

*Should read—*

1464B.—Vol. III, Part 8, Section 42Y—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Amendment List No. 8.

*As printed—*

3038.—Vol. I—The German Airforce in Maps and Diagrams—Additional Distribution.

*Should read—*

3038.—Vol. I—The German Airforce in Maps and Diagrams, 1939—1943—Additional Distribution.

*As printed—*

1564B.—Vol. II, Part 2—(Naval) Hurricane IIA, B and C—Initial List.

*Should read*

1564B.—Vol. II, Part 2—(Naval) Hurricane IIA, B and C—Initial Distribution.

*As printed—*

1669B.—Vol. II, Part 1—Master II—Leaflet Nos. A.12, B.11, D.7, M.16, F.11 (A.L. 1), M.17, M.18, P.18, (A.L. 1), F.18, P.20, P.21, Q.6, Q.6 (A.L. 1), P.22, Z.54 (A.L. 2), Z.56.

*Should read—*

1669B.—Vol. II, Part 1—Master II—Leaflet Nos. A.12, B.11, D.7, M.16, F.11 (A.L. 1), M.17, M.18, P.18 (A.L. 1), P.18, P.20, P.21, Q.6, Q.6 (A.L. 1), P.22, Z.54 (A.L. 2), Z.56.

*As printed—*

1763A.—Vol. II, Part 1—Dominic—Leaflet Nos. K.3, Z.18.

*Should read—*

1763A.—Vol. II, Part 1—Dominic—Leaflet Nos. K.3, Z.18.

*As printed—*

2044C.—Vol. I—Pratt & Whitney R.2800—8 and 10—Caution Ship E Slips re Caution Slip Q.

*Should read—*

2044C.—Vol. I—Pratt and Whitney R. 2800—8 and 10—Caution Slips E Slips re Caution Slip Q.

*As printed—*

App. "A" 1355.—Anson—Pages omitted from Amendment List Nos. 11, 13, 15, and Slips re Amendment List Nos. 12 and 14.

*Should read—*

App. "A" 1355.—Anson—Amendment List Nos. 13 and 15—Pages omitted from Amendment List No. 11, and Slips re Amendment List Nos. 12 and 14.

*As printed—*

App. "A" 1396.—Dominic I—Amendment List No. 5.

*Should read—*

App. "A" 1396.—Dominic I—Amendment List No. 5.

*As printed—*

A.M.P. 158.—Additional List.

*Should read—*

A.M.P. 158.—Hints on Night Vision—Additional Distribution.

*As printed—*

Hints on Light Vision.—A.M. Form 1612—Additional Distribution.

*Should read—*

A.M. Form 1612.—Additional Distribution.

*As printed—*

Air Ministry Meteorological Office

*Should read—*

Should be omitted.

*As printed—*

Ministry of Home Security Bulletin N.B.13—Initial List.

*Should read—*

Ministry of Home Security Bulletin N.B.13—Initial Distribution.

*As printed—*

Final Instruction Book for R.U.18 and R.U.19.—Radio Receiving Equipment—Initial List.

*Should read—*

Final Instruction Book for R.U.18 and 19.—Radio Receiving Equipment—Initial Distribution.

*As printed—*

Final Instructions Book for Z.B.3.—Homing Adaptors Equipment Instruction Model 6P6, 6A and 7—Transmitting Equipment—Initial Distribution.

*Should read—*

Final Instruction Book for Z.B.3.—Homing Adaptor Equipment—Initial Distribution—Instruction Model G.P.6, 6A and 7—Transmitting Equipment—Initial Distribution.

*As printed—*

T.O.08-10-108.—Handbook of Operation Maintenance Instruction for Test Equipment IE.12-iE.12TA—Initial List.

*Should read—*

T.O.08-10-108.—Handbook of Operation Maintenance Instructions for Test Equipment IE-12-A and IE-12-T.2—Initial Distribution.

*As printed—*

A.P. 1730B.—Vol. II, Part 3—Bomb Sights—A.L. 19 and 20.

*Should read—*

A.P. 1730B.—Vol. II, Part 3—Bomb Sights—A.L. 19.

*As printed—*

A.P. 2274A.—Vol. I, Part 2, Section 4—Radio Sets—Initial Distribution—Sheet 1.

*Should read—*

A.P. 2274A.—Vol. I, Part 2, Section 4—Radio Sets—Initial Distribution.

*As printed—*

Appendix "A" 1437.—Proctor I—A.L. 11.

*Should read—*

Appendix "A" 1437.—Proctor I—A.L. 4.

(A.F.O. 2533/44.)

**4413.—Air Publications and Air Diagrams, etc., Distributed during May, 1944**  
(N.S. Air 10848/44.—17 Aug. 1944.)

The undermentioned Air Publications and Air Diagrams, etc., were distributed during May, 1944.

*Airframe and Engine Publications*

<i>A.P. No.</i>	<i>Description</i>
1491D.—Vol. I—Mercury XV and XX Engine—With Amendment Lists Nos. 1-3—Initial Distribution.	
1491D.—Vol. II, Part 1—Mercury XV, XX and XXX Engines—Initial Distribution.	
1491D.—Vol. II, Part 2—Mercury XV and XX Engine—With Amendment Lists 1-6—Initial Distribution.	
1517A, B, C and D.—Pilot's Notes—Swordfish I-IV—Initial Distribution.	
1525A and D.—Vol. I—Anson I—Initial Distribution.	
1525A.—Pilot's Notes—Anson I—Initial Distribution.	
1525.—Vol. II, Part 1—Anson I—Initial Distribution.	
1525.—Vol. II, Part 2—Anson I—Initial Distribution.	
1526A.—Vol. II, Part 1—Cheetah IX—Initial Distribution.	
1565.—Prov.—Pilot's Notes—Spitfire P.R. XIII—Initial Distribution (Restricted).	
1565Q.—Vol. II, Part 1—Spitfire P.R. XIII—Initial Distribution (Restricted).	
1565Q.—Vol. II, Part 2—Spitfire P.R. XIII—Initial Distribution (Restricted).	
1590J, L and T.—Vol. II, Part 2—Merlin 45—Initial Distribution.	
1669B.—Pilot's Notes—Master II—With Amendment Lists 13E, 15F, 18G.—Initial Distribution.	
1669B.—Vol. II, Part 3—Master II—Initial Distribution.	
Photographic Catalogue for S.N.V.1.—Vulture—Initial Distribution (Restricted).	
1847C.—Vol. I—Twin Wasp 1830/86/C7G Engine—Initial Distribution.	
Prov. Carrier Allowance List for F.M.1.—Wildcat V—With Amendment List No. 1—Initial Distribution.	
Squadron Mobile Equipment List, Pt. II—For Wildcat V A/C—Incorporating Amendment Lists Nos. 1-3—Initial Distribution.	
2031F Prov.—Pilot's Notes—Wildcat VI—Initial Distribution (Restricted).	
Prov. Carrier Allowance List for FM2.—Wildcat VI A/C—Initial Distribution.	
Preliminary Standard Checking List and Preliminary Transfer Checking List—Wildcat VI—Initial Distribution.	
2044C.—Vol. II, Parts 2 and 3—Pratt & Whitney R.2800-8 and 10—Initial Distribution.	
Nav-Aer 01-85-RC3.—Structural Repair Instructions—Wildcat IV and V—Initial Distribution.	
2090A.—Vol. I—Goose I (JRF-6B)—Initial Distribution.	
2090A.—Pilot's Notes—Goose I (JRF-6B)—Initial Distribution.	
2338A.—Pilot's Notes—Reliant—Initial Distribution.	
Nav-Aer 01-25-UCB.—Maintenance Parts Breakdown—Seamew—Initial Distribution.	
Photographic Catalogue.—F4U-1 Corsair—Initial Distribution (Restricted).	
2351A and B.—Prov. Pilot's Notes—Corsair I and II—Initial Distribution.	
Preliminary S.C.L. and Preliminary T.C.L.—Corsair I, II and III—With Amendment Lists Nos. 1 and 2—Initial Distribution (Restricted).	
2359A.—Vol. II, Parts 2 and 3—Ranger SGV/770/C Engine—Initial Distribution.	
Prov. Allowance List (for 1 Squadron of 12 Aircraft).—Corsair F4U-1—With Amendment List No. 1—Initial Distribution (Restricted).	
Squadron Mobile Equipment.—Part II—Corsair F4U-1—Incorporating Amendment Lists Nos. 1-3. Initial Distribution (Restricted).	
2380A and B.—Vol. III, Part 1—TBF1 (Avenger I and II)—Initial Distribution.	
Temporary T.C.L.—Avenger I and II—Initial Distribution.	
2380A and B.—Vol. I—Model TBF-1 and TBM-1 (Avenger I and II)—Initial Distribution.	
Photographic Catalogue.—F6F-3 Hellcat—Initial Distribution (Restricted).	
Maintenance Parts Breakdown Spare Parts Order (Nav-Aer 01-85S-A8).—F6F-3 Hellcat—British Model—Initial Distribution (Restricted).	
Prov. Carrier Allowance List—F6F-3B Hellcat—With Amendment List No. 1—Initial Distribution (Restricted).	

*Airframe and Engine Publications—contd.*

<i>A.P. No.</i>	<i>Description</i>
	Squadron Mobile Equipment List, Part II.—F6F Hellcat—With Amendment Lists Nos. 1-3—Initial Distribution (Restricted).
	Maintenance Parts Breakdown (2385A refers).—Helldiver—Initial Distribution (Restricted).
	Appendix "A" 1355.—Anson—Initial Distribution.
	Appendix "A" 1442.—Avenger B.C.—Initial Distribution.
	B.R. 380M.—Wildcat V—Initial Distribution.
	B.R. 780(5).—Firefly—Initial Distribution.
	B.R. 836.—R.N.A.S. Magazine and Explosives Regulations—Initial Distribution.
	W.S.S. No. 853.—Proctor II—Initial Distribution.
	Airframe Checking List No. 2R.—Spitfire II—Initial Distribution.
	Airframe Checking List No. 6R.—Spitfire VC—Initial Distribution.

*Miscellaneous Publications*

P.A.P. No. 127.—Initial Distribution.
A.M.P. No. 165—Initial Distribution.
R.A.F. Journal, May, 1944—Initial Distribution.
Tee "Emm".—Vol. 4, No. 2—Initial Distribution.
Preliminary Navy Recommended Interchangeable Spare Parts List for Sperry Gyroscope—Initial Distribution.
Revision Sheets to Aeronautical Material and Fittings AN.3022, etc.—Initial Distribution.
Interchangeable Spare Parts, Class 88, consisting of envelope containing Blue Prints.—Initial Distribution.
Instructions for Structural Repair, Nav-Aer 01-40-53 SBD Series (Douglas Dauntless).—Initial Distribution.
Standard Aeronautical Materials and Fittings Catalogue, July 1st, 1943—Initial Distribution.
Armament Department, RAE Arm. F.C. 41; Armament Department, FC Memo No. 65; Armament Department, RAE Fire Control Section, Memo. 71.—Initial Distribution.

*General Publications*

<i>A.P. No.</i>	<i>Description</i>
1086C.—Book 3 (ii).—Electrical Equipment Section (105)—Initial Distribution.	
1086.—Part 10B, revised 3.4.44.—Gymnastic Firefighting Hospital and Hairdressing Equipment—Initial Distribution.	
1086.—Part 11F—Aircraft Hydraulic Equipment—Initial Distribution (Revised 3.4.44).	
1441A.—Vol. I—Aircraft Operational Servicing under Low Temperature Conditions—Initial Distribution.	
1538C.—Vol. I—Rotol Internal Cylinder Type Airscrews—Initial Distribution.	
1538D.—Vol. II, Part 2 with Amendment List No. 1 incorporated—De Havilland Hydromatic Variable Pitch Propellers—Schedule of Fits and Tolerances, etc.—Initial Distribution.	
1697.—Vol. III, Part 1, Section 6L, February, 1943—Schedule of Spare Parts for Link Trainers—Initial Distribution.	
1766 K.B.—Vol. I—Storage and Handling Magnets, Types 2 and 3—Initial Distribution.	
1874.—Vol. I—Scales of Equipment for Aircraft Storage Units—Initial Distribution.	
TO. 03-10 B.A.-4.—Parts Catalogue for Carburettors, Injection Type—Initial Distribution.	
2164A.—Vol. I Part 1—Binder 2 with Amendment List Nos. 2, 5 and 6 incorporated—Landing Gear Components, U.S. Air Corps Technical Orders—Initial Distribution.	
2457A.—Vol. I—Smoke Screening Equipment—Initial Distribution.	
2604A.—Vol. I—Index of Technical Instructions and Information—Initial Distribution.	
2810A.—Vol. I—Standard Photographic Tent—Initial Distribution.	



*Air Diagrams*  
*Description*

- A.P. No. Description  
 1147, Sheet 1, January, 1944—Pegasus II M.3, Action of Automatic Boost Control—Initial Distribution.  
 2005.—Sheet 1—Carburettor Type A.148—Initial Distribution.  
 2343V.—Sheet 1, December, 1943—Fixed Gun Sighting Aspects of Betty—Initial Distribution.  
 2664.—Sheet 1, February, 1944—Range and Endurance, Firefly I—Initial Distribution.  
 2798.—Sheet 1—R.P.S. are Lethal—Make Sure the Master Switch is Off—Initial Distribution.  
 3160.—Sheet 1—Oxford I, II, V Dinghy Drill,—Initial Distribution.  
 3320A.—Sheet 1, January, 1944—Walrus I and II Dinghy Drill, F.A.A.—Initial Distribution.

**4414.—Air Publications—Distribution of Amendment Lists and Leaflets during May, 1944**

(N.S./Air 10849/44.—17 Aug. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, or to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush, or the Naval Store Officer, Belfast.

3. Attention is drawn to A.F.O. 4036/44.

The undermentioned Amendment Lists and Leaflets were distributed during May, 1944 :—

*Amendment Lists to Airframe and Aero-Engine Publications, Volume I*  
*Pilot's Notes and Ground Handling Notes*

- A.P. No. Description  
 1525A and D.—Anson I—Amendment List No. 11.  
 1564A, Vol. I and P.Ns.—Hurricane IA and IB and Sea Hurricane IA and IB—Amendment List No. 61.  
 1564B and D.—Hurricane IIA, IIB and IIC.—Amendment List Nos. 41 and 42 and slips for Amendment List No. 40.  
 1565E.—Spitfire VA, VB, VC.—Amendment List Nos. 42, 7D and 37.  
 1578L to P.—Wellington—Amendment Lists Nos. 9 and 10.  
 1590G and N.—Merlin XX, XXI, XXII, XXIII, XXIV and XXV Engine—Amendment List No. 11.  
 1590K and R.—Merlin Engines 61, 63, 63A, 64, 72 and 73—Amendment List No. 6.  
 1669A.—Master I—Amendment List Nos. 50 and 48.  
 1708A.—Proctor I and II—Amendment List No. 21.  
 1708D.—Proctor IV—Amendment List No. 13.  
 1721B.—Beaufighter II—Amendment List No. 24.  
 1810A.—Sabre I and II Engine—Amendment List No. 14.  
 2018A and B.—Barracuda I and II—Amendment List No. 32.  
 2031E.—Wildcat V—Amendment List No. 1.  
 2102A and B.—Firefly I and II—Amendment List Nos. 17, 18, 20 and 21. Amendment List No. 25, slips re Amendment List Nos. 22–24 and Amendment List Nos. 26 and 27.  
 2209A.—Sea Otter Aircraft—Amendment List Nos. 8 and 9.  
 2243A.—Sabre III Power Plant.—Amendment List No. 1.  
 2280A, B and C.—Seafire I and II and III.—Amendment List Nos. 1 and 2 marker cards 1–11 and slips re insertion.  
 2281A.—Martinet I—Amendment List No. 13.  
 2338A.—Stinson Reliant (A.T.19)—Revision pages to T.O. 01–50 KA-2.  
 2379A.—Cirrus Minor Engine—Amendment List No. 4.  
 2382A.—Avenger I (Provl.)—Amendment List No. 1.  
 6000.—Ground Handling Notes, General—Amendment List No. 6.  
 6003.—Ground Handling Notes, Albermarle I and II—Amendment List No. 3.

*Amendment Lists to Airframe and Aero-Engine Publications, Volume I.*  
*Pilot's Notes and Ground Handling Notes—contd.*

- A.P. No. Description.  
 6004.—Barracuda I and II, Ground Handling Notes.—Amendment List No. 7.  
 6014.—Lancaster, Ground Handling Notes—Amendment List No. 5.  
 6031.—Ground Handling Notes for Oxford I and II—Amendment List No. 6.  
 6036.—Ground Handling Notes, Liberator—Amendment List No. 1.  
 6042.—Ventura I and II, Ground Handling Notes—Amendment List No. 5.  
 6064.—Ground Handling Notes, Auster I and III.—Amendment List No. 3, and orange labels to Amendment List No. 2.  
 6069.—Ground Handling Notes, York—Amendment List No. 1.  
 6072.—Ground Handling Notes for Dakota—Amendment List No. 2.  
 6076.—Ground Handling Notes, Tarpon—Amendment List No. 3.  
 6078.—Ground Handling Notes, Harvard—Amendment List No. 1.

*Leaflets to Airframe and Aero-Engine Publications*  
*Volume II, Part I*

(i) *Airframes*

- A.P. No. Description  
 1449B.—Tiger Moth II—Leaflet Z.33.  
 1515A.—Walrus I—Leaflets Nos. D.14, M.35 and 36, Q.8 (Amendment List No. 1.)  
 1515B.—Vol. II, Part 1—Walrus II—Leaflet Nos. D.3, M.8, M.9, Q.3 (A.L. 1).  
 1517.—Vol. II, Part 1—Swordfish—Leaflet Nos. Z.36 (A.L. 1), Z.80, Z.81, Z.33 (A.L. 3), M.47.  
 1522G.—Vol. II, Part 1—Whitley VII—Leaflet Nos. A.3, D.6, Q.11.  
 1525.—Vol. II, Part 1—Anson I—Leaflet Nos. D.21, F.13 (A.L. 1), J.31, Q.19, Q.20, M.30, Z.59 (A.L. 3), Z.87, Z.89, Z.83 (A.L. 1), Z.42 (A.L. 2).  
 1530A.—Vol. II, Part 1—Blenheim I—Leaflet Nos. Z.62, Z.63.  
 1530B.—Vol. II, Part 1—Blenheim IV—Leaflet Nos. D.17, Z.52, Z.53, Z.54.  
 1564A.—Vol. II, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB—Leaflet Nos. N.11, Z.79, Z.80.  
 1564B.—Vol. II, Part 1—Hurricane IIA, IIB and IIC—Leaflet Nos. C.9 (A.L. 1), C.11 (A.L. 1), C.17 (A.L. 1), C.13, C.21, C.22, C.23, C.24, C.10 (A.L. 1), D.17, M.6 (A.L. 2), Q.13, Q.14, Q.16, Q.17, Q.18, Z.68, Z.69, P.16.  
 1565A.—Vol. II, Part 1—Spitfire IA and IB—Leaflet Nos. A.14, F.11, H.10 (A.L. 1), Q.9, Z.27 (A.L. 1), Z.65, Z.66.  
 1565B.—Vol. II, Part 1—Spitfire IIA and IIB—Leaflet Nos. F.6, H.4 (A.L. 1), Q.5, Z.22 (A.L. 1), Z.59, Z.60.  
 1565E.—Vol. II, Part 1—Spitfire VA, VB and VC—Leaflet Nos. A.14, C.9, C.10, H.4 (A.L. 1), J.8, P.6, B.4, Z.61, Z.62, Z.63, Z.65, Z.66, Z.3 (A.L. 2), Z.39 (A.L. 1).  
 1565Q.—Vol. II, Part 1—Spitfire XIII—Leaflet Nos. Z.4, Z.5, Z.7, B.1.  
 1578A.—Vol. II, Part 1—Wellington 1, 1A and 1C—Leaflet Nos. D.17, P.43, Q.26, Z.81.  
 1578B.—Vol. II, Part 1—Wellington II—Leaflet Nos. D.7, Q.7.  
 1578L to P.—Vol. II, Part 1—Wellington Aircraft—Leaflet Nos. A.3, D.1, N.4, Q.1, Q.2, Z.2 (A.L. 1), Z.3 (A.L. 1), Z.4, Z.18, Z.19, Z.21 (A.L. 1), Z.22, Z.23, Z.24, Z.25.  
 1580A.—Vol. II, Part 1—Beaufort I—Leaflet Nos. Q.8, Q.9, Z.39 (A.L. 1), Z.52 (A.L. 1), Z.53 (A.L. 1), Z.55 (A.L. 1), Z.47 (A.L. 1), Z.73 (A.L. 2), Z.82 (A.L. 1), Z.83, Z.84, Z.85, Z.86, C.28, P.14, P.17.  
 1582C.—Vol. II, Part 1—Lysander III, IIIA and III (TT) and IIIA (T.T.)—Leaflet No. P.6.  
 1592B.—Vol. II, Part 1—Defiant II—Leaflet Nos. Z.32, M.4, Q.7.  
 1592C.—Vol. II, Part 1—Defiant T.T., Mark I—Leaflet Nos. Z.12, E.2 (A.L. 1), Z.13, J.2, Q.1, Q.3, Z.14.  
 1596A.—Vol. II, Part 1—Oxford I and II—Leaflet Nos. A.6, D.13, F.5, F.6, J.20, M.9, P.12, Q.11, Q.13, Z.81, Z.83, Z.84, Z.85, Z.86, Z.82, Z.87, Z.82 (A.L. 1), Z.87 (A.L. 1), F.7, P.10 (A.L. 3), Z.88.  
 1665A.—Vol. II, Part 1—Albacore I—Leaflet No. Z.48.  
 1669A.—Vol. II, Part 1—Master I—Leaflet Nos. B.22, Z.65, Z.66, F.13, M.21.  
 1669B.—Vol. II, Part 1—Master II—Leaflet Nos. P.15 (A.L. 1), Z.58, Z.59, Z.63—Z.64, P.23, P.19 (A.L. 1), F.14.

## Leaflets to Airframe and Aero-Engine Publications—contd.

## Volume II—Part I—contd.

## (i) Airframes—contd.

Air Publication No.	Description
1708A.—Vol. II, Part 1—Proctor I and II—Leaflet Nos. J.11, B.10, Q.5.	
1708C.—Vol. II, Part 1—Proctor III—Leaflet Nos. B.3, P.7, Z.24, J.5, Q.3.	
1721B.—Vol. II, Part 1—Beaufighter II—Leaflet, Nos. A.7 (A.L. 1), B.8, B.9, J.4, Q.3, Z.63, Z.68, Z.32 (A.L. 5), A.10, C.9, H.4, Z.69, B.6, P.8, F.12 (A.L. 1).	
1760A.—Vol. II, Part 1—Fulmar I and II—Leaflet No. A.11.	
1763A.—Vol. II, Part 1—Dominie—Leaflet No. K.3 (A.L. 1).	
2018A.—Vol. II, Part 1—Barracuda I—Leaflet Nos. A.7 (A.L. 1), A.8 (A.L. 1), A.11, C.6 (A.L. 1), C.17, D.7 (A.L. 1), D.8 (A.L. 1), F.2 (A.L. 1), H.2 (A.L. 1), H.4, Z.30, P.4 (A.L. 1), Z.13 (A.L. 4), Z.15 (A.L. 1), Z.17 (A.L. 2), J.5 (A.L. 2).	
2018B.—Vol. II, Part 1—Barracuda II—Leaflet Nos. A.11, C.17, Z.1 (A.L. 1), Z.2 (A.L. 3), Z.11 (A.L. 2), Z.12 (A.L. 2), Z.14 (A.L. 1), Z.35, N.5, J.12, Q.8, P.4 (A.L. 1), Z.14 (A.L. 2), E.1, H.3, J.5 (A.L. 2), Z.17.	
2031A.—Vol. II, Part 1—Wildcat I—Leaflet No. P.5.	
2031C.—Vol. II, Part 1—Wildcat III—Leaflet No. Q.2.	
2031D.—Vol. II, Part 1—Wildcat IV—Leaflet Nos. P.3, P.4, C.5.	
2031E.—Vol. II, Part 1—Wildcat V—Leaflet Nos. J.1, C.2, Q.1 (A.L. 1), Q.2, (A.L. 1), C.3, C.4.	
2102A.—Vol. II, Part 1—Firefly I—Leaflet Nos. K.2, Z.5, Z.10 (A.L. 2), M.3, Z.16, J.1, F.3, F.4.	
2102B.—Vol. II, Part 1—Firefly II—Leaflet No. J.1.	
2209A.—Vol. II, Part 1—Sea Otter I—Leaflet Nos. J.1, Z.15.	
2280A.—Vol. II, Part 1—Seafire I—Leaflet Nos. 12, H.4, Z.26, Z.27, Z.28, Z.29, Z.30, Z.27 (A.L. 1), P.2, Z.3 (A.L. 2).	
2280B.—Vol. II, Part 1—Seafire II—Leaflet Nos. H.3, Z.23 (A.L. 2), Z.24 (A.L. 1), Z.29, Z.30, Z.31, Z.28 (A.L. 1), Z.22 (A.L. 1), Z.32.	
2280C.—Vol. II, Part 1—Seafire III—Leaflet No. P.1.	
2281A.—Vol. II, Part 1—Martin I—Leaflet Nos. Z.27 (A.L. 1), Z.31 (A.L. 1), Z.33, A.9, Z.34.	
2339A.—Vol. II, Part 1—Kingfisher I—Leaflet Nos. C.3, A.2, C.4, C.5.	
2351A.—Vol. II, Part 1—Corsair—Leaflet No. Q.2.	
2380A.—Vol. II, Part 1—Avenger I Aircraft—Leaflet No. Q.1.	
2382A.—Vol. II, Part 1—Hellcat—Leaflets Nos. K.1, M.1.	

## (ii) Aero-Engines.

1451B.—Vol. II, Part 1—Pegasus II, L.3—Leaflet No. Z.62.
1451D.—Vol. II, Part 1—Pegasus III, VI and XXX—Leaflet No. Z.54.
1451F.—Vol. II, Part 1—Pegasus XX—Leaflets Nos. Z.48, A.2 (A.L. 1), D.24, Z.49.
1451G.—Vol. II, Part 1—Pegasus XXII—Leaflets Nos. Z.46, A.2 (A.L. 1), D.22.
1451H.—Vol. II, Part 1—Pegasus XVIII—Leaflets Nos. Z.39, A.5 (A.L. 1), D.30.
1491B.—Vol. II, Part 1—Mercury VIII & IX—Leaflets Nos. Z.53, A.6 (A.L. 1), 1491C.—Vol. II, Part 1—Mercury XII—Leaflets Nos. Z.41, A.3 (A.L. 1).
1491D.—Vol. II, Part 1—Mercury XV, XX & XXX—Leaflet No. Z.36.
1500.—Vol. II, Part 1—Gipsy Major—Leaflet No. Z.28.
1526B.—Vol. II, Part 1—Cheetah X—Leaflets Nos. C.20, M.1, Z.23.
1589C.—Vol. II, Part 1—Perseus XII Engine—Leaflet No. D.24.
1590B.—Vol. II, Part 1—Merlin II, III & V—Leaflets Nos. A.5, Z.12 (A.L. 2), Z.13, (A.L. 1), Z.16 (A.L. 1), Z.20, Z.23, Z.24.
1590C.—Vol. II, Part 1—Merlin IV—Leaflets Nos. Z.23, Z.24.
1590D. & M.—Vol. II, Part 1—Merlin VIII & XXX—Leaflets Nos. C.17, Z.16 (A.L. 1), Z.23, D.11, A.6, Z.24.
1590E.—Vol. II, Part 1—Merlin IV—Leaflets Nos. A.5, Z.10 (A.L. 2), Z.14 (A.L. 1), Z.21, Z.22.
1590F.—Vol. II, Part 1—Merlin XII—Leaflets Nos. A.3, Z.21, Z.22.
1590G. & N.—Vol. II, Part 1—Merlin XX & XXI—Leaflets Nos. A.7, C.16, Z.8 (A.L. 4), Z.19, Z.20.
1590J, L. & T.—Vol. II, Part 1—Merlin 45—Leaflets Nos. A.5, C.15, D.11, Z.2 (A.L. 2), Z.10 (A.L. 1), Z.14, (A.L. 1), Z.17.

## Leaflets to Airframe and Aero-Engine Publications—contd.

## Volume II—Part I—contd.

## (i) Airframes—contd.

A.P. No.	Description
1593A.—Vol. II, Part 1—Gipsy Queen I—Leaflet No. Z.20.	
1593B.—Vol. II, Part 1—Gipsy Queen II—Leaflets Nos. H.2, Z.16, D.4 (A.L. 1), H.1 (A.L. 1).	
1593C.—Vol. II, Part 1—Gipsy Queen III—Leaflet No. Z.12.	
1707A.—Vol. II, Part 1—Taurus II, Mod. I & XII—Leaflet No. Z.37.	
1707B.—Vol. II, Part 1—Taurus VI, Mod. L & XVI—Leaflets Nos. Z.37, Z.38, D.24.	

## Leaflets to Airframe and Aero-Engine Publications

## Vol. II, Part I (ii) Aero-Engines.

A.P. No.	Description
1728B.—Vol. II, Part 1—Hercules III, X and XI—Leaflet Nos. Z.35, E.8 (A.L. 1).	
1728D.—Vol. II, Part 1—Hercules VI—Leaflet Nos. B.6, D.34, D.35, D.36, D.39, D.40, E.6, E.7, D.26 (A.L. 1), F.9, M.10, Z.20, Z.21, Z.24, Z.25, D.41.	
1847B.—Vol. II, Part 1—Twin Wasp C.4 Engines—Leaflet No. M.1 (A.L. 1).	
2140A.—Vol. II, Part 1—Merlin XX Power Plant, Mark 1—Leaflet Nos. F.5, G.2.	
2233A.—Vol. II, Part 1—Griffon II Power Plant—Leaflet No. M.3.	
2234A.—Vol. II, Part 1—Griffon II Engine—Leaflet No. S.1, Z.13.	
2283A.—Vol. II, Part 1—Griffon II Power Plant, Mark 1—Leaflet Nos. K.1, M.1, M.2.	

## Airframe and Aero-Engine Publications

1491D.—Vol. II, Part 3—Mercury XV and XX Engine—Amendment List No. 4.
1515A.—Vol. II, Part 2—Walrus—Omnibus Amendment List No. 3.
1515B.—Vol. II, Part 2—Walrus II—Omnibus Amendment List No. 3.
1517.—Vol. II, Part 2—Swordfish—Omnibus Amendment List No. 1.
1526B.—Vol. II, Part 2—Cheetah X—Amendment List No. 6.
1564A.—Vol. II, Part 2—Sea Hurricane—Omnibus Amendment List No. 4.
1564B.—Vol. II, Part 2—(Naval) Hurricane II, A, B and C—Omnibus Amendment List No. 1.
1565A and E.—Vol. II, Part 3—Spitfire 1A and 1B, VA, VB and VC—Amendment List No. 8.
1590B.S.—Vol. II, Part 3—Merlin II, III and V—Amendment List No. 6.
1665A.—Vol. II, Part 2—(Naval) Albacore—Omnibus Amendment List No. 4.
1707A. and B.—Vol. II, Part 3—Taurus VI Engine—Amendment List No. 4.
1728D.—Vol. II, Part 2—Hercules VI—Amendment List No. 1.
1728A, B, D and E.—Vol. II, Part 3—Hercules—Amendment List No. 5, Orange labels.
2018A, B.—Vol. II, Part 2—Barracuda I and II—Omnibus Amendment List No. 2.
2031A.—Vol. II, Part 2—Wildcat I—Omnibus Amendment List No. 5.
2031B.—Vol. II, Part 2—(Naval) Wildcat II—Omnibus Amendment List No. 2.
2031C.—Vol. II, Part 2—Wildcat III—Omnibus Amendment List No. 2.
2031D.—Vol. II, Part 2—Wildcat IV—Amendment List No. 2, Omnibus Amendment List No. 3.
2031E.—Vol. II, Part 2—Wildcat V—Amendment List No. 1, Omnibus Amendment List No. 2.
NAV—AER—01—85—RC3 (2083B).—Structural Repair Instructions for Wildcat IV and V—Slip quoting equivalent to A.P. 2031D and E, Vol. II, Part 3.
2102A.—Vol. II, Part 2—Firefly—Amendment List No. 1, Omnibus Amendment List No. 2.
2209A.—Vol. II, Part 2—Sea Otter—Omnibus Amendment List No. 1.
2280A, B and C.—Vol. II, Part 2—Seafire (Issue 2)—Omnibus Amendment List No. 1.

## Airframes and Aero-Engine Publications—contd.

- | A.P. No.           | Description.  |
|--------------------|---|
| 2280A, B, C and D. | —Vol. II, Part 3—Seafire (Issue 2)—Amendment List No. 1, Orange Labels.                 |
| 2338A.             | —Vol. II, Part 2—Reliant—Omnibus Amendment List No. 1.                                  |
| 2339A.             | —Vol. II, Part 2—Kingfisher—Omnibus Amendment List No. 2.                               |
| 2342A.             | —Vol. II, Part 2—Seamew—Omnibus Amendment List No. 1.                                   |
| 2351A.             | —Vol. II, Part 2—Corsair—Omnibus Amendment List No. 1.                                  |
| 2359A.             | —Vol. II, Parts 2 and 3—Ranger Engine—Orange Labels & Caution slips.                    |
| 2380A.             | —Vol. II, Part 2—Avenger 1—Omnibus Amendment List No. 1.                                |
| 2382A.             | —Vol. II, Part 2—Hellcat—Omnibus Amendment List No. 1.                                  |
| 1449B.             | —Vol. III, Part 1, 3rd Edition, Sept. 1943—Tiger Moth II—Amendment List No. 2.          |
| 1491D.             | —Vol. III, Part 1—Mercury XV and XX Engine—Amendment List No. 12.                       |
| 1517.              | —Vol. III, Part 1—Swordfish—Amendment List No. 11.                                      |
| 1526B.             | —Vol. III, Part 1—Cheetah X Engine—Amendment List No. 15.                               |
| 1564A and B.       | —Vol. III, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB—Amendment List No. 3. |
| 1578A, B and D.    | —Vol. III, Part 1—Wellington 1, 1A, 1C, II and III—Amendment List No. 46.               |
| 1578L.             | —Vol. III, Part 1—Wellington XI—Amendment List Nos. 3, 4 and 5.                         |
| 1580A. and A.      | —Vol. III, Part 1—Beaufort I and II—Amendment List No. 24.                              |
| 1582A, B and C.    | —Vol. III, Part 1—Lysander T.T.—Amendment List No. 1.                                   |
| 1582C.             | —Vol. III, Part 1—Lysander T.T.—Amendment List No. 12.                                  |
| 1590B.             | —Vol. III, Part 1—Merlin II, III and V—Amendment List No. 10.                           |
| 1590D.             | —Vol. III, Part 1—Merlin VIII and XXX—Amendment List No. 5.                             |
| 1590E.             | —Vol. III, Part 1—Merlin X—Amendment List No. 6.  |
| 1590F.             | —Vol. III, Part 1—Merlin XII—Amendment List No. 4.                                      |
| 1590G.             | —Vol. III, Part 1—Merlin XX and XXI—Amendment List No. 7.                               |
| 1590J.             | —Vol. III, Part 1—Merlin 45, 46, 50 and 56—Amendment List No. 5.                        |
| 1593B.             | —Vol. III, Part 1—Gipsy Queen II—Amendment List No. 7.                                  |
| 1721A, B, F and J. | —Vol. III, Part 1—Beaufighter IC, IF, II, VIC and VIF—Amendment List Nos. 9, 10.        |
| 1728D, and E.      | —Vol. III, Part 2—Hercules VI—Amendment List Nos. 2, 3.                                 |
| 1760A, and B.      | —Vol. III, Part 1—Fulmar I and II—Amendment List No. 10.                                |
| 1763A.             | —Vol. III, Part 1—Dominie III—Amendment List No. 9.                                     |
| 2102A, and B.      | —Vol. III, Part 1—Firefly I and II—Amendment List No. 3.                                |
| 2234A.             | —Vol. III, Part 1—Griffon Engine—Amendment Lists Nos. 1, 2.                             |
| 2379A.             | —Vol. III, Part 1—Cirrus Minor Engine—Amendment List No. 2.                             |

## Appendices "A"

- 995.—Defiant I—Amendment List No. 95 and slips for Amendment List Nos. 91, 94.
- 1090.—Master II—Amendment List Nos. 62–69 (inc.), Amendment List Nos. 72, 73 (slips for Amendment List Nos. 74–76), Amendment List No. 77.
- 1179.—Defiant II—Amendment List Nos. 49, 50, 51, 52.
- 1189.—Spitfire V—Amendment List Nos. 109, 110, 111, 112, 113.
- 1195.—Beaufighter IC—Amendment List Nos. 157, 158, 159, 160, 161.
- 1208.—Whitley VII—Amendment List No. 88, Amendment List Nos. 89–95 inclusive.
- 1226.—Defiant II T.T.—Amendment List No. 25, Amendment List Nos. 30, 31, 29, 32.
- 1233.—Spitfire (F) M.K.IC—Amendment List Nos. 66, 67, 68.
- 1237.—Oxford I—Amendment List Nos. 60, 61, 62, Amendment List No. 58.
- 1243.—Beaufighter I—Amendment List Nos. 152, 153, 154, 155, 156.
- 1244.—Swordfish—Amendment List No. 73, and slips *re* Amendment List Nos. 70, 71, 72.
- 1256.—Blenheim IV—Amendment List No. 32, and slips for Amendment List No. 31.
- 1277.—Beaufighter II—Amendment List No. 77.
- 1280.—Seafire IB—Amendment List Nos. 35, 36.
- 1292.—Albacore—Amendment List Nos. 32, 34.
- 1308.—Seafire IIC—Amendment List Nos. 38, 39, 40, 41, 42, 43, 44, 45, 46.

## Appendices "A"—contd.

- 1311.—Firefly I—Amendment List Nos. 48, 49, 50, 51.
- 1318.—Barracuda—Amendment List Nos. 85, 87, 90, 92, 93, 94, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 112, 113, 114, 115, 116, 117.
- 1324.—Martinet I—Amendment List Nos. 18, 29, 31, 33, 34, 35, 36, 37.
- 1327.—Wellington II—Amendment List Nos. 123, 124, 125, 126, 131, 132, 133, 134, 135, 136.
- 1329.—Spitfire XII—Amendment List Nos. 15, 16, 17, 18.
- 1345.—Sea Hurricane IA, B—Amendment List Nos. 18, 19, 20.
- 1355.—Anson—Amendment List No. 14.
- 1366.—Wildcat IV—Amendment List No. 10.
- 1367.—Walrus I—Amendment List Nos. 13, 14, 12, 15.
- 1387.—Proctor IV—Amendment List No. 9 and slips *re* Amendment List No. 8.
- 1388.—Sea Hurricane 2B and C—Amendment List Nos. 9, 10.
- 1390.—Sea Otter—Amendment List Nos. 19, 20.
- 1394.—Firefly II—Amendment List Nos. 37, 29, 35, 36, 38, 39, 40.
- 1396.—Dominie I—Amendment List Nos. 7, 8, 9, 10 and slips for Amendment List No. 6.
- 1406.—Beaufort—Amendment List Nos. 17, 18, 19, 20, 21, 7, 15.
- 1418.—Hurricane—Amendment List Nos. 23, 24, 25.
- 1421.—Hellcat B.C.—Amendment List No. 5.
- 1428.—Master I—Amendment List Nos. 6, 2.
- 1439.—Proctor III—Amendment List No. 4 with slips for Amendment List Nos. 2, 3.
- 1452.—Fulmar I and II—Amendment List No. 19.
- 1465.—Queen Bee—Amendment List Nos. 3, 4.
- 1495.—Tiger Moth II—Amendment List Nos. 1, 2.

## Weight Sheet Summaries and Checking Lists

- |                                    |  |
|------------------------------------|--|
| Preliminary Standard Checking List | } For Wildcat VI—Amendment List No. 1. |
| Preliminary Transfer Checking List |  |

## O.U.s. and B.R.s.

- B.R. 377.—General—Amendment List Nos. 1 (P.269/44), 2 (P.277/44).
- B.R. 377.—Photographic—Amendment List No. 1 (P.216/44).
- B.R. 377B.—Barracuda—Amendment List No. 3 (P.249/44). Amendment List No. 4 (P.283/44).
- B.R. 378.—General A.S.E.—Amendment List Nos. 28 (P.162/44), 29 (P.163/44), 30 (P.237/44), 31 (P.238/44), 32 (P.239/44), 33 (P.240/44), 34 (P.258/44), 35 (P.295/44).
- B.R. 378C.—Firefly—Amendment List No. 7 (P.169/44).
- B.R. 378E.—Albacore—Amendment List No. 24 (P.259/44).
- B.R. 378H.—Sea Hurricane—Amendment List No. 7 (P.261/44).
- B.R. 380C. S.T.C.L.—Firefly—Amendment List No. 2 (P.260/44).
- B.R. 380E S.C.L. and T.C.L.—Albacore—Amendment List No. 4 (P.293/44).
- B.R. 380G.—Wildcat IV—Amendment List No. 3 (P.299/44).
- B.R. 380J.—Seafire IB and IIC—Amendment List No. 4 (P.224/44).
- B.R. 780 (2).—Hurricane IIC—Amendment List No. 1 (P.279/44).
- B.R. 780 (3).—Hellcat—Amendment List No. 1 (P.280/44).

## Miscellaneous Publications

- P.A.P. 127.—Gridded Oblique Photography—Amendment List Nos. 1 and 2. Provisional List of Stores for M.A.C. Ships—Amendment List Nos. 4, 5.
- Central Gunnery Notes, F. Series—Leaflet Nos. F.8, F.10 (A.L. 1 to F.2.).

## General Publications

- | A.P. No. | Description   |
|----------|---|
| 804.     | —Vol. I—Manual of Air Force Law—Amendment List No. 15.  |
| 837.     | —Vol. I—Manual of Administration in the R.A.F.—Amendment List No. 5.  |
| 958.     | —Vol. I—King's Regulations and Air Council Instructions for the R.A.F.—Second Edition—Amendment List No. 129. |
| 970.     | —Vol. I—Design Requirements for Aeroplane for the R.A.F.—Amendment List No. 26.                               |

## General Publications—contd.

- | A.P. No. | Description.  |
|----------|---|
| 1086.    | —Vol. I, Part 2D—Ground Equipment—Amendment List No. 2.   |
| 1086.    | —Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Sub-Division No. 17.   |
| 1086.    | —Part 4B—Gaseous Apparatus Aircraft Personnel Equipment Parachute and dropping Apparatus (Supplies and Equipment)—Amendment List No. 1.                                 |
| 1086.    | —Part 5E—Aircraft Gun Turrets and Equipment—Amendment List No. 4.   |
| 1086.    | —Part 12—A.G.S. and General Hardware—Amendment List No. 2.  |
| 1086.    | —Book 3 (i)—Priced Vocabulary of Royal Air Force Equipment—Amendment List No. 1.  |
| 1086C.   | —Book 7—Aircraft Wheels, Brakes, Tyres and Tubes—Amendment List No. 1.  |
| 1095G.   | —Vol. I—Electrical Equipment Manuals, Vol. I and II—Amendment List Nos. 11, 12, 13.   |
| 1095M.   | —Vol. I—Electrical Equipment Manual, Marine Craft—Amendment List No. 19.  |
| 1186D.   | —Vol. I—R.A.F. Signal Manual, Part IV, Electrical Equipment—Amendment List No. 18, non-availability slips to Amendment List No. 19, Amendment List Nos. 20, 21, 22, 23. |
| 1186E.   | —Vol. I—Electrical Ground Equipment R.A.F. Signal Manual, Part IV—Amendment List Nos. 15, 16.   |
| 1275A.   | —Vol. I—Works Tender for Air Ministry only—Amendment List Nos. 20, 21, 22.  |
| 1355.    | —Vol. I—Photographic Equipment Manual—Amendment List No. 19.  |
| 1374.    | —Vol. III, Part IX—Ignition Cable Screening Harness—Amendment List No. 2.   |
| 1464A.   | —Vol. I—Engineering Manual for the R.A.F., General Principles Workshop Layout and Practices—Amendment List No. 79.  |
| 1480A.   | —Vol. I—Recognition Handbook of British Aircraft—Amendment List Nos. 110, 111.  |
| 1480E.   | —Vol. I—Silhouettes of Russian Aircraft—Amendment List No. 9.   |
| 1480F.   | —Vol. I—Silhouettes of Japanese Aircraft—Amendment List No. 19.   |
| 1519.    | —Vol. II, Parts 2 and 3 Combined—Air Pump Units—Amendment List Nos. 7, 8.   |
| 1538E.   | —Vol. II, Part 3—Rotol External Cylinder Type Propellor—Amendment List Nos. 11, 12.   |
| 1538D.   | —Vol. II, Part 3—De Havilland Hydromatic Type Airscrews—Amendment List Nos. 11, 12.   |
| 1538.    | —Vol. III, Part 1, C, E, and F.—Adjustable and Variable Pitch Airscrews—Amendment List Nos. 1, 2.   |
| 1641P.   | —Vol. I—Small Arms—Amendment List No. 11.   |
| 1661B.   | —Vol. I—Bombs—Amendment List Nos. 74, 75, 76, 77, 78.   |
| 1661C.   | —Vol. I—Bomb Components—Amendment List Nos. 40, 41, 42, 43, 44.   |
| 1661E.   | —Vol. I—Pyrotechnics—Amendment List No. 100.  |
| 1664C.   | —Vol. I—Bomb Winches—Amendment List No. 9.  |
| 1670.    | —Vol. III, Section 2, Chapter 3—Coventry Climax Engines, Types E and F—Amendment List No. 6.  |
| 1670.    | —Vol. III, Section 2, Chapter 5—Coventry Climax Engine, Types E and F—Amendment List Nos. 5, 6.   |
| 1670.    | —Vol. III, Section 5—Generating Sets 230 Volt 9 K.V.A. 50 Cycles Single Phase A.C. Meadows Engine—Amendment List No. 10.  |
| 1670.    | —Vol. III, Section 8—3 kW Landmark Beacon with Coventry Climax Engine, Type E—Amendment List No. 10.  |
| 1670.    | —Vol. III, Section 12—Aerial Lighthouse—Amendment List No. 12.  |
| 1670.    | —Vol. III, Part 1, Section 13—Schedule of Spare Parts, 5 kW Dioptric Floodlight—Amendment List No. 4.   |
| 1803.    | —Vol. I—Aeroplane Hydraulic Equipment—Amendment List Nos. 30, 31, 32, 33, 34.   |
| 1803.    | —Vol. II, Parts 2 and 3—Aeroplane Hydraulic Equipment—Amendment List No. 5.   |
| 1921.    | —Vol. I—Disposal of Non-Effective, etc., Aircraft and Procedure for guarding crashed Aircraft—Amendment List No. 6.   |

## General Publications—contd.

- | A.P. No. | Description   |
|----------|---|
| 1975.    | —Vol. I—Scales of Contents of Engine Tool Kits for Specific Aircraft Types—Amendment List No. 7.                              |
| 1982.    | —Vol. I—Standard Technical Training Notes, Fitters II (Engine)—Amendment List No. 3.  |
| 1984.    | —Vol. I—Standard Training Notes for Armourers—Amendment List Nos. 5, 6, 7.  |
| 2058A.   | —Vol. I—Provisional Ammunition Memoranda, Vol. I—Leaflet Nos. A.5, C.12, C.13, E.7, E.9, Q.1, Q.2.                            |
| 2111A.   | —Vol. I—Aircraft Depth Charges and Equipment—Amendment List No. 27.   |
| 2241.    | —Vol. II, Part 2—Aero Engine Fuel Pumps—Amendment List No. 4.   |
| 2247.    | —Vol. III, Section 42EE—Generating Sets 220 volt, 1-25 K.V.A., Single Phase A.C.—Amendment List No. 4.                        |
| 2247.    | —Vol. III, Section 42L, Part 2—Generating Sets, 35 volts, 1260 Watts D.C., with Villiers M.K. 25 Engine—Amendment List No. 3. |
| 2307.    | —Vol. I—Technical Notes for Bristol Aero Engine—Leaflet No. U.5 to Amendment List No. 1.                                      |
| 2311.    | —Vol. I—Technical Notes for De Havilland Aero Engines—Amendment List No. 5.   |
| 2486.    | —Vol. II, Part 3—Ground Gun Mountings—Amendment List No. 4.   |
| 2495A.   | —Vol. I—Airscrew Torpedo Manual—Amendment List No. 8.   |
| 3024.    | —Vol. I—Flying Control in R.A.F.—Amendment List Nos. 10, 11.  |
| 3031A.   | —Vol. I—Appendix (B) Combined Panel Code—Amendment List No. 1.  |
- Leaflets to General Publications, Vol. II.*
- |        |  |
|--------|--|
| 1095.  | —Vol. II—Electrical Equipment Manuals, Vols. I and II—Leaflet No. F.24 (Revised). F. 25.   |
| 1181.  | —Vol. II—Starting Systems for Aero Engines—Leaflet No. Z.19.   |
| 1186.  | —Vol. II—R.A.F. Signal Manual—Leaflet No. A.208.   |
| 1186A. | —Vol. II—R.A.F. Signal Manual, Part IV, Instruments—Leaflet No. A.207.   |
| 1355.  | —Vol. II—Photographic Equipment Manual—Leaflet Nos. 51, 52.  |
| 1374.  | —Vol. II—Aero Engine Ignition Equipment—Leaflet Nos. A.21, V.13 (A.L. 1), Z.36, V.33.  |
| 1464B. | —Vol. II—Engineering Manual for the R.A.F. General Aerodrome Aircraft and Workshop Equipment—Leaflet Nos. B.10 (A.L. 1), D.203, D.204. |
| 1469A. | —Vol. II—Aeroplane Automatic Controls, Mark IV—Leaflet Nos. J.1, J.2, D.1, O.1, O.2, O.3, O.4.   |
| 1641J. | —Vol. II—Vickers Class "A" Gun—Leaflet No. J.1.  |
| 1664.  | —Vol. II—Bomb Carriers—Leaflet Nos. M.13, E.5.   |
| 1673.  | —Vol. II—Crossley 4-wheeled Drive Chassis, Type T—Leaflet No. H.2.   |
| 1738.  | —Vol. II—Napier Sea Lion Overhaul Manual Marine Engine—Leaflet Nos. F.2, G.1, Z.2.   |
| 1803.  | —Vol. II—Aeroplane Hydraulic Equipment—Leaflet Nos. Z.9, Z.2 (A.L. 1), Z.3 (A.L. 1).   |
| 2006.  | —Vol. II—Bedford Model Q.L. 4-wheeled Drive 3-ton Tender—Leaflet No. L.2.  |
| 2111A. | —Vol. II—Aircraft Depth Charges and Equipment—Leaflet Nos. 24, 25.   |
| 2121B. | —Vol. II—Hamilton Standard Airscrews, U.S.A. Air Corp Technical Orders—Leaflet No. 25.   |
| 2233A. | —Vol. II—Griffon II Power Plant, Mark I—Leaflet No. M.3.   |
| 2237.  | —Vol. II—Mechanical Transport Electrical Equipment—Leaflet No. 2.  |
| 2240.  | —Vol. II—Aero Engine Accessory Gear Boxes and Drives—Leaflet No. Z.9.  |
| 2241.  | —Vol. II—Aero Engine Fuel Pumps—Leaflet No. Z.4.   |
| 2286A. | —Vol. II—Interphone Equipment, U.S. Air Corps Technical Orders—Leaflet No. 14.   |

(A.F.O. 4036/44.)

## 4415.—Air Publications—Distribution of Amendment Lists and Leaflets during June, 1944

(N.S. Air 10849/44.—17 Aug. 1944.)

Any Service receiving more copies of any amendment list or leaflet than it needs, should return such surplus copies to the Superintending Naval Store Officer, 191A, Askew Road, Shepherds Bush, W.12, or to the Naval Store Officer, 6, Murray Street, Belfast, with a statement of the actual number of copies required.

2. Services which have not received copies of amendment lists or leaflets referred to in this Order, and which hold copies of the parent publication, should demand the appropriate number of copies from the Superintending Naval Store Officer, Shepherds Bush, or the Naval Store Officer, Belfast.

3. Attention is drawn to A.F.O. 4036/44.

The undermentioned amendment lists and leaflets for air publications, etc., were distributed during June, 1944.

*Amendment Lists to Airframe and Aero-Engine Publications Volume I.  
Pilot's Notes and Ground Handling Notes.*

A.P. No.	Description.
1564A.—Vol. I and P.N.—Hurricane 1A and 1B and Sea Hurricane 1A and 1B—Amendment List No. P.	
1564B.—Pilots Notes, Hurricane IIA, IIB and IIC—Amendment List No. P.	
1566C.—Vol. I—Sunderland III—Amendment List Nos. 23, 24, 25, and 26.	
1580A.—Pilots Notes, Beaufort I—Amendment List No. M.	
1669B.—Vol. I—Master II—Amendment List No. 21.	
1708C.—Vol. I—Proctor III—Amendment List No. 12.	
1721A.—Pilots Notes, Beaufighter I—Amendment List No. 1.	
2018A, B and C.—Vol. I—Barracuda I and II—Amendment List Nos. 34 and 35.	
2102A and B.—Firefly I and II—Amendment List No. 22.	
2209A.—Sea Otter Aircraft—Amendment List No. 10.	
2281A.—Pilots Notes, Martinet I—Amendment List No. 3.	
2338A.—Stinson Reliant (A.T.19)—Revision sheets for TO.01-50 KA-1 (dated 25.2.44).	
2342A.—Seamew Aircraft—Amendment List No. 1.	
6003.—Ground Handling Notes Albemarle I and II Amendment List No. 4.	
6004.—Barracuda I and II Ground Handling Notes—Amendment List No. 8.	
6020.—G.H. Notes, Sterling I and II—Amendment List No. 6.	
6067.—Anson I and IV—Amendment List No. 2.	
6071.—G.H.N. for "Corsair"—Amendment List No. 1.	
6074.—Ground Handling Notes for Reliant Aircraft—Amendment List No. 2 with Flyleaf.	

*Leaflets to Airframe and Aero-Engine Publications.*

(i) *Airframes*

1449B.—Vol. II, Part 1—Tiger Moth II—Leaflet Nos. A.11 (A.L. 2), D.7, M.5.
1517.—Vol. II, Part 1—Swordfish—Leaflet Nos. B.23, J.20, M.47, Z.82.
1522G.—Vol. II, Part 1—Whitley VII—Leaflet Nos. M.10, M.11, P.8, Z.35.
1525.—Vol. II, Part 1—Anson I—Leaflet Nos. F.15, J.32.
1526A.—Vol. II, Part 1—Cheetah IX—Leaflet Nos. K.1, M.1.
1530A.—Vol. II, Part 1—Blenheim I—Leaflet No. Z.64.
1564A.—Vol. II, Part 1—Hurricane IA and IB and Sea Hurricane IA and IB—Leaflet Nos. B.14, F.13, P.27.
1564B.—Vol. II, Part 1—Hurricane II, A, B and C—Leaflet Nos. B.8, F.9.
1565E.—Vol. II, Part 1—Spitfire VA, VB and VC—Leaflet Nos. K.1, M.9, P.7, P.8, P.9, Z.67.
1570A.—Vol. II, Part 1—Skua I—Leaflet Nos. Z.11 (A.L. 1), Z.12 (A.L. 1), Z.21 (A.L. 2), Z.26 (A.L. 1).
1571A.—Vol. II, Part 1—Roc I—Leaflet Nos. Z.9 (A.L. 1), Z.16 (A.L. 1), Z.25 (A.L. 1).
1578B.—Vol. II, Part 1—Wellington II—Leaflet No. Z.55.
1578L to P.—Vol. II, Part 1—Wellington—Leaflet No. M.2.
1580A.—Vol. II, Part 1—Beaufort I—Leaflet Nos. B.3, B.4, B.5, C.29, C.30, D.6, M.27, M.28, M.29, Q.10, Z.12 (A.L. 1), Z.24 (A.L. 1), Z.61 (A.L. 1), Z.76 (A.L. 1), Z.78, Z.87.

*Leaflets to Airframe and Aero-Engine Publications—contd.*

(i) *Airframes—contd.*

A.P. No.	Description
1582C.—Vol. II, Part 1—Lysander III, IIIA and III (T.T.) IIIA (T.T.)—Leaflet Nos. P.5, Q.7.	
1596A.—Vol. II, Part 1—Oxford I and II—Leaflet Nos. F.8, Q.12, Z.77 (A.L. 2).	
1665A.—Vol. II, Part 1—Albacore I—Leaflet No. F.8.	
1669A.—Vol. II, Part 1—Master I—Leaflet Nos. B.23, F.14, Z.69, D.11, J.27, P.16, P.15 (A.L. 1), Z.68, Q.17.	
1669B.—Vol. II, Part 1—Master II—Leaflet Nos. A.5, A.9, B.12, B.13, D.8, D.12 (A.L. 1), F.8, F.12 (A.L. 1), J.11, K.5, M.9 M.19, N.8 (A.L. 1), N.10, P.15, Q.7, Z.22 (A.L. 1), Z.23 (A.L. 1), Z.57, Z.60, Z.61, Z.62, Z.65.	
1708C.—Vol. II, Part 1—Proctor III—Leaflet No. K.4.	
1721B.—Vol. II, Part 1—Beaufighter II—Leaflet Nos. B.7 (A.L. 2), C.7, C.8, H.5, K.8, Q.5, Z.52 (A.L. 1), Z.70.	
1760A.—Vol. II, Part 1—Fulmar I and II—Leaflet Nos. Z.27 (A.L. 1).	
2018A.—Vol. II, Part 1—Barracuda I—Leaflet Nos. F.3 (A.L. 1), F.4, M.14, M.17, Z.22 (A.L. 1).	
2018B.—Vol. II, Part 1—Barracuda II—Leaflet Nos. A.12, B.22, C.18, C.19, C.20, C.21, F.3 (A.L. 1), F.5, H.3 (A.L. 1), K.3, K.4, M.18, M.19, P.13, P.14, Q.9, T.1, Z.7 (A.L. 2), Z.10 (A.L. 2), Z.14 (A.L. 3).	
2031A.—Vol. II, Part 1—Wildcat I—Leaflet Nos. H.4, P.6, Q.4.	
2031C.—Vol. II, Part 1—Wildcat III—Leaflet No. H.2.	
2031D.—Vol. II, Part 1—Wildcat IV—Leaflet Nos. C.3, C.6, J.2, P.5.	
2031E.—Vol. II, Part 1—Wildcat V—Leaflet Nos. F.1, M.5, Q.4 (A.L. 1), Q.6.	
2035A.—Vol. II, Part 1—Chesapeake I—Leaflet No. Q.2.	
2102A.—Vol. II, Part 1—Firefly I—Leaflet Nos. A.1, B.1, B.2, C.1, F.3, F.4, F.5, F.6, H.1, J.2, K.3, K.4, M.3, M.4, M.5, M.6, O.1, Z.17.	
2102B.—Vol. II, Part 1—Firefly II—Leaflet Nos. K.2, M.1, O.1.	
2280A.—Vol. II, Part 1—Seafire I—Leaflet No. D.2.	
2280B.—Vol. II, Part 1—Seafire II—Leaflet Nos. B.9, D.2, P.2.	
2280C.—Vol. II, Part 1—Seafire III—Leaflet Nos. B.1, D.3, H.1, Z.1.	
2281A.—Vol. II, Part 1—Martinet I—Leaflet Nos. B.4, P.13, Z.27 (A.L. 2), Z.28 (A.L. 1), Z.35, Z.36.	
2338A.—Vol. II, Part 1—(Stinson) Reliant I—Leaflet No. Z.3.	
2339A.—Vol. II, Part 1—Kingfisher I—Leaflet Nos. B.3, H.1, K.2, Q.3.	
2342A.—Vol. II, Part 1—Seamew Aircraft—Leaflet Nos. M.5, M.6, Q.4.	
2351A.—Vol. II, Part 1—Corsair—Leaflet No. K.1.	
2351B.—Vol. II, Part 1—Corsair—Leaflet No. Q.2.	
2380A.—Vol. II, Part 1—Avenger I Aircraft—Leaflet Nos. B.1, C.5, F.1, J.6, M.4, M.7.	
2382A.—Vol. II, Part 1—Hellcat—Leaflet Nos. C.1, C.2, K.2, M.2, M.3, M.5, O.1, Q.3, Q.4, Q.5.	

(ii) *Engines*

1451D.—Vol. II, Part 1—Pegasus III, VI, and XXX—Leaflet Nos. A.7 (A.L. 1), E.7, H.12, Z.55.
1451G.—Vol. II, Part 1—Pegasus XXII—Leaflet No. Z.47.
1451H.—Vol. II, Part 1—Pegasus XVIII—Leaflet Nos. C.17, Z.40.
1491B.—Vol. II, Part 1—Mercury VIII and IX—Leaflet No. D.36.
1491D.—Vol. II, Part 1—Mercury XV, XX, and XXX—Leaflet Nos. A.5 (A.L. 1), D.27, K.2.
1500B.—Vol. II, Part 1—Merlin II, III, and V—Leaflet Nos. J.6, Z.25.
1500D and M.—Vol. II, Part 1—Merlin VIII and XXX—Leaflet Nos. D.12, J.4, L.1, Z.25.
1500E.—Vol. II, Part 1—Merlin IV—Leaflet Nos. J.3, Z.24.
1500F.—Vol. II, Part 1—Merlin XII—Leaflet No. J.4.
1500G and N.—Vol. II, Part 1—Merlin XX and XXI—Leaflet Nos. D.12, L.1, Z.8 (A.L. 1), Z.19 (A.L. 1), Z.21.
1500J, L and T.—Vol. II, Part 1—Merlin 45—Leaflet Nos. D.12, J.8, L.1, Z.16 (A.L. 1), Z.18.
1593A.—Vol. II, Part 1—Gipsy Queen I—Leaflet Nos. B.2, D.5.
1593B.—Vol. II, Part 1—Gipsy Queen II—Leaflet Nos. B.1, D.6, E.2.
1593C.—Vol. II, Part 1—Gipsy Queen III—Leaflet No. D.2.
1707A.—Vol. II, Part 1—Taurus II, Models I and XII—Leaflet Nos. A.4, C.11, D.24, D.25, Z.38.

*Leaflets to Airframe and Aero-Engine Publications—contd.**(ii) Engines—contd.*

- A.P. No.*  
 1707B.—Vol. II, Part 1—Taurus VI, Models L and XVI—Leaflet No. D.25.  
 1728B.—Vol. II, Part 1—Hercules III, X and XI—Leaflet Nos. E.12, Z.37.  
 1792A.—Vol. II, Part 1—Gipsy VI Engine—Leaflet No. D.2.  
 2140A.—Vol. II, Part 1—Merlin XX Power Plant, Mark I—Leaflet Nos. K.4, N.2.  
 2234A.—Vol. II, Part 1—Griffon II Engine—Leaflet Nos. A.1, D.2, D.3, D.4, Z.14.
- Amendment Lists to Airframe and Aero-Engine Publications.*  
 1451D.—Vol. II, Part 2—Pegasus III, VI and XXX Engines—Amendment List No. 2.  
 1451D.—Vol. II, Part 3—Pegasus III, VI and XXX Engines—Amendment List No. 4.  
 1451H.—Vol. II, Part 3—Pegasus XVIII—Amendment List No. 10.  
 1491D.—Vol. II, Part 3—Mercury XV and XX Engines—Amendment List No. 5.  
 1500.—Vol. II, Part 2—Gipsy Major Engine—Amendment List No. 6.  
 1707B.—Vol. II, Part 2.—Taurus VI Engine—Amendment List No. 3, slips for Amendment List No. 2.  
 1760A.—Vol. II, Part 2—Fulmar I and II—Omnibus Amendment List No. 3.  
 1792A.—Vol. II, Part 2—Gipsy VI—Amendment List No. 1.  
 1451F.—Vol. III, Part 1—Pegasus XX Engine—Amendment List No. 16.  
 1451H.—Vol. III, Part 1—Pegasus XVIII—Amendment List No. 10.  
 1500A.—Vol. III, Part 1—Gipsy Major Engine—Amendment List No. 23.  
 1578A, B and D.—Vol. III, Part 1—Wellington 1, 1A, 1C, II and III—Amendment List No. 47.  
 1580A and B.—Vol. III, Part 1—Beaufort I and II—Amendment List No. 26 slips for Amendment List No. 25.  
 1589B.—Vol. III, Part 1—Pegasus X and XA—Amendment List No. 9.  
 1589C.—Vol. III, Part 1—Pegasus X and XA—Amendment List No. 8.  
 1590B.—Vol. III, Part 1—Merlin II, III, V—Amendment List No. 11.  
 1590M.—Vol. III, Part 1—Merlin 32—Amendment List No. 1.  
 1593A.—Vol. III, Part 1—Gipsy Queen I—Amendment List No. 11.  
 1596A.—Vol. III, Part 1—Oxford I and II—Amendment List No. 6.  
 1707A and B.—Vol. III, Part 1—Taurus II and VI Engines—Amendment List No. 11.  
 1721A, B, F and J.—Vol. III, Part 1—Beaufighter 1C, 1F, II, VIC and VIF—Amendment List No. 11.  
 1728D and E.—Vol. III, Part 1—Hercules VI—Amendment List Nos. 3 and 4.  
 1728D and E.—Vol. III, Part 2—Hercules VI—Amendment List No. 4.  
 1760A and B.—Vol. III, Part 1—Fulmar I and II—Amendment List No. 11.  
 1763A.—Vol. III, Part 1—Dominie III—Amendment List No. 10.  
 2018A and B.—Vol. III, Part 1—Barracuda I and II—Amendment List No. 15.  
 2102A and B.—Vol. III, Part 1—Firefly I and II—Amendment List No. 4.  
 2281A.—Vol. III, Part 1—Martinet I—Amendment List No. 5.  
 2382A.—Vol. III, Part 1—Parts List to "Hellcat"—Revision Sheets 4.8.44, 4.12.44, 3.31.44, 4.7.44, 4.14.14, 4.17.44 (1 set).

*Appendices "A"*

- 1090.—Vol. III, Part 2—Master II—Amendment List Nos. 70, 74, 76, and slips for Amendment List No. 75.  
 1195.—Vol. III, Part 2—Beaufighter 1C—Amendment List No. 162.  
 1208.—Vol. III, Part 2—Whitley VII—Amendment List No. 96.  
 1243.—Vol. III, Part 2—Beaufighter I—Amendment List No. 157.  
 1244.—Vol. III, Part 2—Swordfish—Amendment List Nos. 68, 70, 71.  
 1280.—Vol. III, Part 2—Seafire 1B—Amendment List Nos. 37, 38, 39, 42, 43, and slips for Amendment List No. 40.  
 1308.—Vol. III, Part 2—Seafire IIC—Amendment List No. 47.  
 1311.—Vol. III, Part 2—Firefly I—Amendment List Nos. 52, 53.  
 1318.—Vol. III, Part 2—Barracuda—Amendment List Nos. 97, 111.  
 1324.—Vol. III, Part 2—Martinet I—Amendment List No. 38.  
 1327.—Vol. III, Part 2—Wellington II—Amendment List Nos. 139, 142, 143, 144, 145, 148, 137, 138, 140, and slips for Amendment List No. 141.  
 1329.—Vol. III, Part 2—Spitfire XII—Amendment List Nos. 19, 20, 21.

*Appendices "A"—contd.*

- 1345.—Vol. III, Part 2—Sea Hurricane IA and B—Amendment List No. 21.  
 1366.—Vol. III, Part 2—Wildcat IV—Amendment List No. 11.  
 1367.—Vol. III, Part 2—Walrus I—Amendment List No. 16.  
 1381.—Vol. III, Part 2—Wellington I—Amendment List No. 24, and slips for Amendment List No. 23.  
 1388.—Vol. III, Part 2—Sea Hurricane 2B and C—Amendment List No. 11.  
 1390.—Vol. III, Part 2—Sea Otter—Amendment List No. 21.  
 1394.—Vol. III, Part 2—Firefly II—Amendment List Nos. 41, 43, and slips for Amendment List No. 42.  
 1396.—Vol. III, Part 2—Dominie I—Amendment List No. 6.  
 1415.—Vol. III, Part 2—Wildcat—Amendment List No. 8.  
 1418.—Vol. III, Part 2—Hurricane—Amendment List Nos. 22, 26, 27, 28.  
 1428.—Vol. III, Part 2—Master I—Amendment List Nos. 11, 12, 13.  
 1437.—Vol. III, Part 2—Proctor I—Amendment List Nos. 3, 5.  
 1442.—Vol. III, Part 2—Avenger BC—Amendment List Nos. 1, 3, 4.  
 1446.—Vol. III, Part 2—Corsair—Amendment List No. 3, and slips for Amendment List Nos. 1, 2.  
 1452.—Vol. III, Part 2—Fulmar I and II—Amendment List No. 23, and slips for Amendment List No. 22.

*Weight Sheet Summaries and Checking Lists*

- Preliminary Standard Checking List } For Wildcat VI—Amendment List No. 2.  
 Preliminary Transfer Checking List }  
 Preliminary Standard Checking List } Corsair I, II, III—Amendment List  
 Preliminary Transfer Checking List } Nos. 1, 2, 3.

*O.U.s. and B.R.s.*

- B.R. 377.—General—Amendment List Nos. 3 (P.363/44), 4 (P.364/44).  
 B.R. 378.—General (A.S.E.)—Amendment List Nos. 36 (P.328/44), 37 (P.329/44).  
 B.R. 378A.—Swordfish—Amendment List No. 20 (P.352/44).  
 B.R. 378B.—Barracuda—Amendment List No. 24 (P.317/44).  
 B.R. 378C.—Firefly—Amendment List No. 8 (P.301/44).  
 B.R. 378H.—Sea Hurricane—Amendment List No. 8 (P.330/44).  
 B.R. 378Z.—Walrus—Amendment List No. 21 (P.365/44).  
 B.R. 380A.—Swordfish—Amendment List No. 1 (P.300/44).  
 B.R. 380C.—S.T.C.L. Firefly—Amendment List No. 3 (P.360/44).

*Maintenance Parts Breakdown*

- NAV.AER. O.1-25UC-8—Maintenance Parts Breakdown for Seamew (2342A refers)—Revision sheets.  
 NAV.AER. O.1-85SA-8—Maintenance Parts Breakdown, Spare Parts Order for F6F-3 (British Model) Hellcat I—Revision sheets dated 21 January, 1944.

*Miscellaneous*

- Provisional List of Stores for M.A.C. Ships—Amendment List No. 6.

*General*

- (N) 1.—Vol. I—Establishment of Air Publications—Amendment List No. 21 (P. 351/44).  
 830.—Vol. III, Part A—Tool and Tool Kit—Amendment List No. 1.  
 830.—Vol. III, Part C—Scales of R.A.F. Equipment, Clothing, etc.—Amendment List No. 2.  
 837.—Vol. I—Manual of Administration in the R.A.F.—Amendment List Nos. 4, 5.  
 855.—Vol. I—Regulations for Works Services—Amendment List No. 8.  
 1086.—Vol. I, Part 3A—Wireless Telephone and Telegraph Stores—Sub Division 15, Sub. Division 21.  
 1086.—Part 5E—Aircraft Gun Turrets and Equipment—Amendment List No. 5.  
 1086.—Vol. I, Part 13A—Timber, Cordage, Rubber and Packing Cases—Amendment List No. 2.  
 1086C.—Book 5—Armament Equipment—Amendment List No. 1.  
 1086C.—Vol. I, Book 9—Complete Aircraft, etc., Accessory and Related Equipment (Sections 135, 137, B, F, G, H, J, X)—Amendment List No. 1.

*General—contd.*

- 1095G.—Vol. I—Electrical Equipment Manual—Amendment List No. 14.  
 1095M.—Vol. I—Electrical Equipment Manual—Amendment List Nos. 20, 21.  
 1180A.—Vol. I—Equipment and Personnel Dropping Apparatus M.K., VB and VI—Amendment List No. 4.  
 1182.—Vol. I—Safety Equipment Manual—Amendment List Nos. 27, 28.  
 1186D.—Vol. I—R.A.F. Signal Manual, Part IV, Electrical Equipment—Amendment List No. 24.  
 1186E.—Vol. I—Electrical Ground Equipment, R.A.F. Signal Manual, Part IV—Amendment List Nos. 17, 18, 19, 20, 21, 22.  
 1275.—Vol. I—Instrument Manual—Amendment List No. 80.  
 1275A.—Vol. I—Works, Tender—Amendment List No. 23.  
 1275B.—Vol. I—Instrument Manual—Amendment List Nos. 11, 12.  
 1355D.—Vol. I—Amendment List No. 4.  
 1374.—Vol. I—Aero-Engine Ignition Equipment—Amendment List Nos. 41, 42.  
 1464B.—Vol. III, Part 8, Section 42F—Generating Sets, 35 Volt, 75 Volt, D.C.—Amendment List No. 8.  
 1464B.—Vol. III, Part 8, Section 42H—10 in. Portable Searchlight, Type B, Complete with Generating Set—Amendment List Nos. 8, 9.  
 1464B.—Vol. III, Part 8, Section 42U—Generators for Charging Accumulators of Trolley Accumulator Electric Starting—Amendment List No. 10.  
 1480B.—Vol. I—Silhouettes of German Aircraft—Amendment List Nos. 39, 40.  
 1480I.—Vol. I—Silhouettes of American Aircraft—Amendment List No. 23.  
 1480X.—Vol. I—Recognition Handbook of British Experimental Aircraft—Amendment List No. X.25.  
 1492B.—Vol. I—Glider Towing Equipment—Amendment List No. 3.  
 1538C.—Vol. I—Rotol Internal Cylinder Type Airscrews Divider Cards—Amendment List No. 5.  
 1538D.—Vol. I—De Havilland Hydromatic Type Airscrew—Amendment List No. 19.  
 1634B.—Vol. I—Pressure Kite Balloons—Amendment List Nos. 12, 13.  
 1641B.—Vol. II, Part 3—Vickers 0.303 in. G.O., Mark I, Guns—Amendment List No. 15.  
 1641H.—Vol. I—Signalling Dischargers and Signal Pistols—Amendment List No. 10.  
 1641L.—Vol. II, Part 3—American Machine Guns—Amendment List Nos. 20, 21.  
 1661B.—Vol. I—Bombs—Amendment List No. 79.  
 1664.—Vol. I—Bomb Carriers—Amendment List No. 42.  
 1664.—Vol. II, Part 3—Bomb Winches—Amendment List Nos. 49, 50, 51.  
 1664D.—Vol. I—American Bomb Winches—Amendment List No. 7.  
 1976.—Vol. I—Performance and Table of Foreign Service Aircraft—Amendment List No. 57.  
 2170.—Vol. III, Section 53B—Twicky Fuel Pumps and Pumping Equipment—Amendment List No. 1.  
 2241.—Vol. II, Part 3—Aero-Engine Fuel Pumps—Amendment List No. 8.  
 2247.—Vol. III, Section 42Y—Douglas Generating Set—Amendment List No. 1.  
 2307.—Vol. I—Technical Notes for Bristol Aero-Engine—Technical Note No. G.3.  
 2486B.—Vol. I—Stork Type A.A. Twin Gun Mounting—Amendment List No. 1.  
 2608A.—Vol. I—Explosives Regulations for the R.A.F.—Amendment List No. 1.  
 3024.—Vol. I—Flying Control in R.A.F.—Amendment List No. 12.

*Leaflets to General Publications*

- 1095.—Vol. II—Electrical Equipment Manual—Leaflet Nos. C.19, F.26, L.36.  
 1095B.—Vol. II—Armament Electrical Equipment—Leaflet No. B.4.  
 1180A.—Vol. II—Supplies Dropping Apparatus, Marks VB and VI—Leaflet No. 21.  
 1182.—Vol. II—Safety Equipment Manual—Leaflet Nos. B.41, C.28, C.29, E.7.  
 1186.—Vol. II—R.A.F. Signal Manual, Part IV, Instruments—Leaflet No. A170 (A.L. 1).

*Leaflets to General Publications—contd.*

- 1186A.—Vol. II—R.A.F. Signal Manual of V.H.F. Equipment—Leaflet No. C1.  
 1275.—Vol. II—Instrument Manual—Leaflet Nos. B.48, M.66.  
 1355.—Vol. II—Photographic Equipment Manual—Leaflet Nos. B.50, B.53, B.54; draft leaflet to Vol. II, Modification to F.46 Camera for Night Torpedo Training.  
 1374.—Vol. II—Aero-Engine Ignition Equipment—Leaflet No. P.6.  
 1464.—Vol. II—Engineering Manual for R.A.F. General Aerodrome, Aircraft and Workshop Equipment—Leaflet No. G.32 (A.L. 1).  
 1510.—Vol. II—Gas Defence Manual—Leaflet Nos. D.3 (A.L. 1), D.4, J.2.  
 1519.—Vol. II—Air Compressor Units—Leaflet No. C.6.  
 1538.—Vol. II—Adjustable and Variable Pitch Airscrews—Leaflet No. B.95.  
 1538B.—Vol. II—De Havilland Bracket Type Airscrew—Leaflet No. 16.  
 1538D.—Vol. II—De Havilland Bracket Type Airscrew—Leaflet Nos. 3 (A.L. 2), 32, 37, 38, 39, 40, 41.  
 1538E.—Vol. II—Rotol External Cylinder Type Propeller—Leaflet Nos. 20, 21, 22, 23, 25.  
 1538F.—Vol. II—Rotax Electrical Variable Pitch Propellers—Leaflet No. 14.  
 1634B.—Vol. II—Pressure Kite Balloons—Leaflet No. Z.22.  
 1641F.—Vol. II—Hispano 20 mm. Guns, Marks I and II—Leaflet Nos. K.8, M.5.  
 1664.—Vol. II—Bomb Carriers—Leaflet No. K.1.  
 1664C.—Vol. II—Bomb Winches—Leaflet No. 5.  
 1841.—Vol. II—Marine Craft Engines—Leaflet Nos. 2 (A.L. 1), 3 (A.L. 1).  
 2077D.—Vol. II—Wright Anderson 7-Ton, 8-Wheeled, Low Loading Trailer—Leaflet No. L.2.  
 2111A.—Vol. II—Aircraft Depth Charges and Equipment—Leaflet No. 26.  
 2112B.—Vol. II—Holley Aircraft Carburettors, U.S.A.—Leaflet No. 7 (A.L. 1).  
 2121A.—Vol. II—Hamilton Standard Airscrews—Leaflet No. 11.  
 2121B.—Vol. II—Hamilton Standard Airscrews, U.S.A. Air Corps Technical Orders—Leaflet Nos. 8 (A.L. 2), 26, 12 (A.L. 1).  
 2152A.—Vol. II—Stromberg Carburettor Service, Overhaul and Parts Catalogue—Leaflet No. 9.  
 2156A.—Vol. II—Internal Combustion Engine—Index of Sections, 1944.  
 2233A.—Vol. II—Griffon II Power Plant, Mark I—Leaflet No. K.3.  
 2275A.—Vol. II—Radio Receivers, U.S. Air Corps Technical Orders—Leaflet No. 5.  
 2577.—Vol. II—Sperry Gun Turrets—Leaflet No. A.9.

*Technical Orders—General Publications.*

- 2156A.—Vol. III, Part 1—Scintilla of Aircraft Magnetos—Revision sheets, January, 1944, to TO-03-5DA-4.  
 2164A.—Landing Gear Components, U.S. Air Corps Technical Orders—Revision sheets dated 20 July, 1943 to Binder 1 TO-03-25B-1.  
 2271A.—Vol. I—Fuel System Accessories—Revision sheet 25 July, 1943 to TO-03-10EC-1.  
 2315A.—Aircraft Cameras (Fairchild)—Revision sheets to TO-10-10-5 dated 10 February, 1942.  
 2323A.—Vol. I—Photographic View Finders—Revision sheets 25 November, 1943 (TO-10-1-9) 5 September, 1940.

*A.D. No.**Air Diagrams*

- 1246.—Rotol V.P. Airscrew External Cylinder, Group D.I.S. No. 12, Type R.A.5/1.—Sheet 1, Issue 1, which is Amendment List No. 1, S.1, J.1 and Amendment slips to Sheet 2.  
 2090.—Distant Reading Gyro Magnetic Compass, Mark I—Sheet 2, January, 1944.

(A.F.O. 4036/44.)

## 4416.—Air Publications and Air Diagrams Distributed during June, 1944

(N.S. Air 10848/44.—17 Aug. 1944.)

The undermentioned Air Publications and Air Diagrams were distributed during June, 1944 :—

*Airframe, Aero-Engine Publications*

- | <i>A.P. No.</i>                | <i>Description</i>  |
|--------------------------------|---|
| 1451H.                         | Volume I—Pegasus XVIII Engine—Initial Distribution.   |
| 1590J, L, T.                   | Vol. II, Part 1—Merlin 45 Engine—Initial Distribution.  |
| 1669B.                         | Volume I—Master II—Initial Distribution.  |
| 1669B.                         | Volume II, Part 2—Master II (Issue No. 3)—Initial Distribution.   |
| 2031F.                         | Pilot's Notes (Provisional)—Wildcat VI—Initial Distribution—with Amendment List No. 1 incorporated.                                     |
| 2102B.                         | Volume II, Part 1—Firefly II—Initial Distribution.  |
| 2280C.                         | Volume III, Part 1—Seafire III—Initial Distribution.  |
| 2351B.                         | Volume II, Part 1—Corsair F, Mark II—Initial Distribution.  |
| 6080.                          | Ground Handling Notes—Traveller—Initial Distribution.   |
| Appendix "A" 1090.             | Master II—Initial Distribution.   |
| Appendix "A" 1476.             | Defiant T.T., Mark III—Initial Distribution.  |
| B.R.380KB or KC.               | Avenger I and II—Initial Distribution.  |
| B.R.380L.                      | Preliminary Amended Checking List for Hellecat—Initial Distribution (Restricted).   |
| B.R.380Z.                      | Walrus—Initial Distribution.  |
| Airframe Checking List 5R      | (cancels S.A.T.C.L. 625)—Spitfire V—Initial Distribution.   |
| Airframe Checking List IR      | (cancels S.A.T.C.L. 567)—Spitfire IA and IB—Initial Distribution.   |
| Photographic Catalogue S03C-1. | Seamew—Initial Distribution.  |
| Photographic Catalogue F4F-3A  | Wildcat III and IIIA—Initial Distribution.  |
| Photographic Catalogue F4F-4   | Wildcat IV—Initial Distribution.  |
| Photographic Catalogue SNJ-3   | Navy Scout Trainer—Initial Distribution.  |
| Photographic Catalogue—F4U-1.  | Corsair—Initial Distribution.   |
| T.O. No. 01-90CA-2.            | Traveller C43—Erection and Maintenance Instructions—Initial Distribution.   |
| T.O. No. 01-90CC-1.            | Traveller C43—Pilot's Flight Operating Instructions—Initial Distribution.   |
| A.N. No. 01-90CC-2.            | Traveller G.B.2 (British Model)—Erection and Maintenance Instructions—Initial Distribution.   |
| T.O. No. 01-90CC-4.            | Traveller Navy Model UC-43 Parts Catalogue—Initial Distribution.  |
| T.O. No. 01-90CC-7.            | Traveller C.43—Change of Compass Position—Initial Distribution.   |
| NAV-AER 01-25RA-2.             | Helldiver (British Model)—Erection and Maintenance Instructions to Model SB-2C-1-1C, SBW-1 and SBF-1—Initial Distribution (Restricted). |
| T.O. No. 02-10AB-2.            | Pratt & Whitney R985 Engine Service Instructions—Initial Distribution.  |
| T.O. No. 02-10AB-3.            | Pratt & Whitney R985 Engine Overhaul Instructions—Initial Distribution.   |
| T.O. No. 02-10AB-4.            | Pratt & Whitney R.985 Engine Parts Catalogue—Initial Distribution.  |
| T.O. No. 02-10-4.              | Pratt & Whitney Engines, Class 02-H, Interchangeable Parts List—Initial Distribution.   |
| T.O. No. 02-10-12.             | Pratt & Whitney Engines—Class 02-H Maintenance Parts—Initial Distribution.  |
| T.O. No. 02-10-27.             | Pratt & Whitney Engines—Class 02-H Maintenance Parts—Initial Distribution.  |

*General Publications*

- 1086 (Revised edition, April 1944).—Part 10—Tentage—Initial Distribution.  
 1086C, Book 6 (V).—Radio Telephone and Telegraph Store Numeral Index of Identification Numbers—Initial Distribution.  
 1641F.—Volume II, Part 1—Hispano 20-mm. Shell Guns, Marks I and II—Initial Distribution.

*General Publications—contd.*

- | <i>A.P. No.</i> | <i>Description.</i>   |
|-----------------|---|
| 2189.           | Volume III, Part 5A—Merlin Repair Base Tool Kits—Initial Distribution.                        |
| 3031.           | Volume I—Merchant Ship Types Air Recognition and Interpretations—Initial Distribution.        |
| T.O. 05-40-13   | Overhaul Instructions for Resistance Type Thermometers—Preliminary Distribution (Restricted). |
| T.O. 08-1-8.    | Summary of Joint AN System for Communication and Associated Equipment—Initial Distribution.   |
- Miscellaneous*
- Interchangeable Parts List for Stromberg Injection Carburettors, Form No. 10-579—Initial Distribution.  
 Interchangeable Parts List for Stromberg Float Carburettors Form No. 10-580—Initial Distribution.  
 Illustrated Parts Catalogue for Link Instrument Flying Trainers—1st June, 1943—Initial Distribution.  
 Ordnance Pamphlet No. 1053, dated 30th July, 1943—Intervalometer, Type K2, with Change 1, dated 8th December, 1943—Initial Distribution.  
 Preliminary Second Spare Parts List for FM2 Aircraft—Initial Distribution (Restricted).  
 R.A.F. Journal (June, 1944)—Initial Distribution.  
 Ball and Roller Bearings Interchangeability Catalogues, Parts I, II and III—Initial Distribution.  
 List of Airframe Spares, peculiar to Seafire Aircraft—Initial Distribution.  
 R.A.E. Instruction Leaflet No. Arm.149—Initial Distribution.

*Air Diagrams*

- A.D.1377.—T.R.1143 Equipment Circuit—Initial Distribution.  
 AD.3600 (Sheet 1, February, 1944).—Barracuda I, II and III Dinghy Drill—Initial Distribution.

## 4417.—Air Publications, etc., Distributed During July, 1944

(N.S. Air 10848/44.—17 Aug. 1944.)

*General Publications*

- | <i>A.P. No.</i>   | <i>Description</i>   |
|-------------------|--|
| 1086.             | Part 10A—Barrack Equipment (revised 19th April, 1944)—Initial Distribution.  |
| 1086.             | Part 11C—Remote Controls (revised 10th April, 1944)—Initial Distribution.  |
| 1766Y.            | Vol. I—A.S.V. Trainers—Initial Distribution.   |
| T.O. 03-15-9      | (20th August, 1942)—Handbook of Instructions with Parts Catalogue of Oil Temperature Regulators—Initial Distribution.  |
| T.O. 05-25BB-2    | (15th January, 1942).—Service and Overhaul Instructions for Type B.3. Drift Meters—Initial Distribution.   |
| T.O. 05-35-9      | (5th December, 1943).—Handbook of Instructions for E-6B and A.N.5835-1 and F.S.S.C.88-C1120 Dead Reckoning Computer—Initial Distribution.                                |
| T.O. 05-40-3      | (25th June, 1943).—Handbook of Instructions with Parts Catalogue of Thermocouple Thermometers—Initial Distribution.  |
| T.O. 05-40-9      | (1st June, 1942).—Handbook of Instructions with Assembly Parts List for Thermometers, Types C.3, C.5, C.6 and C.13—Initial Distribution.                                 |
| T.O. 05-40-12     | (5th February, 1943) with revision sheets dated 25th April, 1943—Handbook of Service Instructions for Resistance Type Thermometers—Initial Distribution.                 |
| T.O. 05-55A-2     | (20th December, 1942) with revision sheets dated 5th July, 1943.—Handbook of Instructions with Parts Catalogue for D.C. Selsyn Position Indicators—Initial Distribution. |
| T.O. 05-55B-5     | (25th July, 1942).—Instructions with Parts Catalogue, Position Indicators and Transmitters—Initial Distribution.   |
| T.O. 05-55C-1     | (20th December, 1942).—Handbook of Instructions with Parts Catalogue of Position Indicators, Type A-2—Initial Distribution.  |
| T.O. 10-10-10     | (9th October, 1942).—Type C.1 Ground Camera—Initial Distribution.  |
| T.O. 10-10-A.C-12 | (10th May, 1943).—Handbook of Instructions with Parts Catalogue for Type K.20 Aircraft Camera.   |



## Airframes and Aero-Engines Publications

- A.P. No. Description
- 1526A, B and D.—Vol. I—Cheetah IX, X and XIX Engines—Initial Distribution.
- 1592A.—Vol. I—Defiant T.T., Mark III—Initial Distribution.
- 1690E.—Vol. I—Hudson V—Initial Distribution (with A/L.s 1, 2 and 3).
- 1690D and E.—Pilot's Notes—Hudson V—Initial Distribution (with A/L.s 1 and 2).
- 1690D and E.—Vol. II, Part 1—Hudson V—Initial Distribution.
- 1847A and B.—Vol. II, Parts 2 and 3 (combined)—Twin Wasp "C" Series Engine—Initial Distribution.
- 1847B.—Vol. I—Twin Wasp "C 4" Engine—Initial Distribution.
- 2023B.—Pilot's Notes—Boston III (Turbinlite)—Initial Distribution (restricted).
- 2140A.—Vol. I—Merlin XX Power Plant—Initial Distribution (restricted).
- 2380B.—Vol. II, Part 1—Avenger II—Initial Distribution (consisting of Leaflet A.1).
- 2382A.—Pilot's Notes—Hellcat—Initial Distribution.
- 6073.—Helldiver—Ground Handling Notes—Initial Distribution.
- App. "A" 1471.—Swordfish III—Initial Distribution.
- App. "A" 1513.—Barracuda I and II—Initial Distribution.
- App. "A" 1521.—Hudson V (B.C.)—Initial Distribution (with A/L.s 1 and 2).
- App. "A" 1552.—Firefly I—Initial Distribution.
- A.C.L. No. 17R.—Wellington IC—Initial Distribution.
- A.C.L. No. 46R.—Proctor IV—Initial Distribution.
- A.C.L. No. 49R.—Oxford I—Initial Distribution.
- S.A.T.C.L. No. 25R.—Hurricane II, A. B. and C.—Initial Distribution.
- T.O. 01-40 A.M.-1.—Pilots Flight Operating Instructions for Model Instructions for Model SBD-5—Initial Distribution (restricted).
- T.O. 01-40 A.M.-2.—  
Erection and Maintenance Instructions for SBD-5—Initial Distribution (restricted).
- Pilots Handbook SBD-5 Douglas Dive Bomber—Initial Distribution (restricted).
- AN. 01.90CC-5.—Basic Weight Check List and Loading Data for Navy GB-2 Aircraft—Initial Distribution.

## Miscellaneous Publications.

## Description.

- Air Force List (May 1944)—Initial Distribution.
- R.A.F. Journal (July 1944)—Initial Distribution.
- Vulnerability and Armament of German Aircraft—Initial Distribution.
- For Catalogue of Aeronautical Materials, etc., Class 43—Initial Distribution.
- For Catalogue of Aeronautical Materials, etc., Class 82—Initial Distribution.
- Limits and Lubrication Charts No. 7—Initial Distribution.
- Limits and Lubrication Charts No. 13—Initial Distribution.
- Limits and Lubrication Charts No. 14—Initial Distribution.
- Limits and Lubrication Charts No. 15—Initial Distribution.
- Limits and Lubrication Charts No. 19—Initial Distribution.
- Limits and Lubrication Charts No. 20—Initial Distribution.
- Limits and Lubrication Charts No. 21—Initial Distribution.
- Limits and Lubrication Charts No. 33—Initial Distribution.
- Limits and Lubrication Charts No. 34—Initial Distribution.
- Limits and Lubrication Charts No. 35—Initial Distribution.
- Limits and Lubrication Charts No. 36—Initial Distribution.
- Limits and Lubrication Charts No. 37—Initial Distribution.
- Limits and Lubrication Charts No. 38—Initial Distribution.
- Pratt & Whitney Interchangeability and Replenishment List—Initial Distribution.
- Wright Engine Interchangeability and Replenishment List—Initial Distribution.
- Tee Emm, Vol. 4, No. 3 (June 1944)—Initial Distribution.
- Performance and Characteristic Data of Japanese A/C AT.AD. T-1 (May 1944)  
CP.16 VT (Revised Edition)—Initial Distribution.

## Air Diagram.

- Air Diagram No. Description.
- 2685 Sheet 1 (March 1944)—Camera G.45, Type B.—Initial Distribution.

## 4418.—B.R. 18, 19 and 19A—Abolition

(Sta. 15811/44.—17 Aug. 1944.)

No further issues of the following will be made, and the volumes have been deleted from B.R.1, Catalogue of books of reference.

B.R. 18, 19 and 19A. Field Service Regulations, Volumes I, II and III.

## 4419.—B.R. 293 (44)—Handbook for the Apparatus A.D., Type J, Mark II—Issue

(G. 5785/43.—17 Aug. 1944.)

The above-mentioned book is now in the press and copies will be issued, without demand (except as detailed in note \* below) by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, in accordance with the following establishment, viz. :—

	Copies
Flag Officers ... ..	1
Flag Officers-in-Charge ... ..	1
Naval Officers-in-Charge ... ..	1
"White Ensign" Landing Ships, including L.S.H. C.O. of each ship.	1*
Captain M.L.C. ... ..	1
Squadron Commander of each Major L.C. Squadron ... ..	1*
C.O. of each L.C.F., L.C.G. (M) or (L), L.C.S. (L) (2), L.C.T. (R) and L.C.S. (R).	1*
C.O. of each L.C.T., L.C.I. (S) or (L) and L.C.H. ... ..	1*
H.M.S. "Arbella" ... ..	2
H.M.S. "Hopetoun" ... ..	2
H.M.S. "Mylodon" ... ..	2
H.M.S. "Squid" ... ..	2
H.M.S. "Stopford" ... ..	2
H.M.S. "Turtle" ... ..	2
H.M.S. "Dinosaur" ... ..	2
H.M.S. "Attack" ... ..	2
H.M.S. "Porcupine" ... ..	2
H.M.S. "Appledore" ... ..	2
Foreign Bases :—	
H.M.S. "Elissa" ... ..	2
H.M.S. "Hamilcar" ... ..	2
H.M.S. "Phoenicia" ... ..	2
H.M.S. "Saunders" ... ..	2

D.E.M.S. Base Staffs and Training Centres, as follows :—

Port (Home)	Copies required for Base Staffs	Copies required for issue to D.E.M.S.	Training Centre	Copies required for Training Centre
London (Thames Area)	2	100	H.M.S. "President" ... H.M.S. "Chrysanthemum II."	2
Tilbury ... ..	1			
Shoreham ... ..	1			
Southend ... ..	1			
Ipswich ... ..	1			
Southampton ... ..	2	50	Southampton ... .. H.M.S. "Safeguard" ...	2
Weymouth ... ..	1			
Devonport ... ..	2	50	Devonport ... ..	2
Dartmouth ... ..	1			

Port (Home)	Copies required for Base Staffs	Copies required for issue to D.E.M.S.	Training Centre	Copies required for Training Centre
Brixham ... ..	1		Brixham ... ..	1
Falmouth ... ..	1	50	Falmouth ... ..	1
Bristol Channel Area (Cardiff).	2	175	Cardiff ... ..	2
Avonmouth ... ..	1		H.M.S. "Flying Fox"	2
Barry ... ..	1		Avonmouth ... ..	1
Newport ... ..	1		Barry ... ..	1
Port Talbot ... ..	1		Newport ... ..	1
Swansea ... ..	1		Port Talbot ... ..	1
Milford Haven ... ..	1		Swansea ... ..	1
Liverpool ... ..	2	250	Milford Haven ... ..	1
			H.M.S. "Eaglet I" ...	2
			H.M.S. "Wellesley" ...	2
Manchester ... ..	1		Manchester ... ..	1
Barrow ... ..	1		Barrow ... ..	1
Workington ... ..	1		Workington ... ..	1
			Fleetwood ... ..	1
Belfast ... ..	2		H.M.S. "Caroline" ...	2
Londonderry ... ..	1			
West Coast of Scotland (Glasgow).	2	250	Glasgow (Govan) ...	1
Greenock ... ..	2		H.M.S. "Carrick" ...	2
Ayr (including Troon and Irvine).	1			
Ardrossan ... ..	1		Norwegian Training Centre.	1
Faslane ... ..	1			
Norwegian Training Centre.	1		Lyness ... ..	1
Oban ... ..	1		Aberdeen ... ..	1
Aultbea (Loch Ewe) ...	1			
Lyness ... ..	1		H.M.S. "Claverhouse"	2
Aberdeen ... ..	2	75	Dundee ... ..	1
Inverness ... ..	1			
Leith ... ..	2		Newcastle ... ..	1
Dundee ... ..	1		H.M.S. "Satellite" ...	2
Methil ... ..	1			
Grangemouth ... ..	1		Blyth ... ..	1
Newcastle (Tyne Area)	2	150	Sunderland ... ..	1
			Middlesbrough ... ..	1
South Shields ... ..	1			
Blyth ... ..	1		Hull ... ..	2
Sunderland ... ..	1		Grimsby ... ..	2
Middlesbrough ... ..	1			
Hartlepool ... ..	1			
Hull ... ..	1	75		
Grimsby ... ..	1			
Scapa ... ..		25		

Port (Abroad)	Copies required for Base Staffs	Copies required for issue to D.E.M.S.	Training Centre	Copies required for Training Centre
Freetown ... ..	2	25	Freetown ... ..	1
Lagos ... ..	1			
Takoradi ... ..	1			
Simonstown ... ..	2	50	Simonstown ... ..	1
Capetown ... ..	1			
Port Elizabeth ... ..	1			
Durban ... ..	1		Durban ... ..	1
East London ... ..	1			
Kilindini ... ..	2			
Abadan ... ..	2		Abadan ... ..	1
Basra ... ..	1			
Khoramshahr ... ..	1		Khoramshahr ... ..	1
Port Said ... ..	2	150	Port Said ... ..	1
Alexandria ... ..	1		Alexandria ... ..	1
Aden ... ..	1			
Massawa ... ..	1			
Port Sudan ... ..	1			
Benghazi ... ..	1			
Port Tewfik ... ..	1		Port Tewfik ... ..	1
Haifa and Beirut ...	1			
Algiers ... ..	2		Algiers ... ..	1
Gibraltar ... ..	1		Gibraltar ... ..	1
Tripoli ... ..	1			
Naples ... ..	1			
Bari ... ..	1			
Taranto ... ..	1			
Bone ... ..	1			
Brindisi ... ..	1			
Syracuse ... ..	1			
Malta ... ..	1	70	Malta ... ..	1
Bombay ... ..	2	150	Bombay ... ..	1
Karachi ... ..	1			
Madras ... ..	1		Madras ... ..	1
Calcutta ... ..	1		Calcutta ... ..	1
Colombo ... ..	2	50	Colombo ... ..	1
Melbourne ... ..	2	50	Melbourne ... ..	1
Brisbane ... ..	1			
Sydney (N.S.W.) ... ..	1		Sydney (N.S.W.) ... ..	1
Fremantle (Flinders)...	1		Fremantle ... ..	1
			Flinders ... ..	1
Adelaide ... ..	1			
Newcastle (N.S.W.) ...	1			
Wellington ... ..	2	25	Wellington ... ..	1
Auckland ... ..	1		Auckland ... ..	1
Lyttleton ... ..	1			
Dunedin ... ..	1			
Ottawa ... ..	2			
Esquimalt ... ..	1		Esquimalt ... ..	1
St. Johns (N.F.) ... ..	1		St. Johns (N.F.) ... ..	1
Quebec ... ..	1			
Montreal ... ..	1		Montreal ... ..	1
St. Johns (N.B.) ... ..	1		St. Johns (N.B.) ... ..	1
Halifax (N.S.) ... ..	1	50	Halifax ... ..	1
Sydney (C.B.)... ..	1		Sydney ... ..	1
New York ... ..	2	75		
Boston ... ..	1			
Baltimore ... ..	1			

Port (Abroad)	Copies required for Base Staffs	Copies required for issue to D.E.M.S.	Training Centre	Copies required for Training Centre
Galveston ... ..	1			
Norfolk (Va.) ... ..	1			
Savannah ... ..	1			
Portland (Oregon) ... ..	1			
Philadelphia ... ..	1			
San Francisco ... ..	1			
Trinidad ... ..	2	15	Trinidad ... ..	1
Bermuda ... ..	2			
Kingston (Jamaica) ... ..	2	10		
Aruba ... ..	2			
Curacao ... ..	1			
Buenos Aires ... ..	2			
Reykjavik ... ..	2			
Murmansk ... ..	2			
Archangel ... ..	1			

Maritime Regiments R.A. Home and Abroad, as follows:—

Home—	Copies
No. 1 Lochwinnoch ... ..	} 2 each
No. 2 Portobello ... ..	
No. 3 North Shields ... ..	
No. 4 Southport ... ..	
No. 5 Shoeburyness ... ..	
No. 6 Thornbury ... ..	
Abroad—	
No. 8 Battery, Maritime R/A, New York ... ..	} 2 each
Maritime Detachment R/A, Halifax ... ..	
No. 9 Battery Maritime R/A, Middle East Force, Port Said... ..	
No. 10 Battery, Maritime R/A, Bombay ... ..	} 2 each
Maritime Detachment R/A, Karachi ... ..	
Maritime Detachment R/A, Colombo ... ..	
No. 11 Battery, Maritime R/A, Capetown ... ..	} 2 each
No. 1 (Ind.) Troop, Maritime R/A, Freetown ... ..	
No. 2 (Ind.) Troop, Maritime R/A, Sydney, N.S.W. ... ..	
Dockyards, Home and Abroad ... ..	1 each
The Captain, H.M.S. "Excellent" ... ..	20
The Captain (G), H.M. Gunnery School, Devonport ... ..	6
The Captain (G), R.N. Gunnery School, Chatham ... ..	6
Naval Distributing Authority, Department of National Defence, Robinson Building, 72, Queen Street, Ottawa, Canada.	100
Inspectors of Naval Ordnance ... ..	} As necessary
Armament Supply Depots and Establishments ... ..	
Officer-in-Charge, R.U. Range, Bingleaves, Weymouth ... ..	3
B.A.D. ... ..	1
B.A.T.M. ... ..	1
B.A.M.S.R. ... ..	1
D.N.O., Washington ... ..	1
Ministry of Supply, S.S.2B (for Sec. O.B., C.I.A., C.E.A.D., C.S.A.R., A.I, C.S.O.F., S. of E., Shoeburyness).	7

Fitting Out Gunnery Officers—

Cardiff, Birkenhead, Barrow, Belfast, Glasgow, Greenock, Ardrossan, Aberdeen, Leith, Great Yarmouth, Newcastle-on-Tyne, Sunderland, Middlesbrough, Hull, London, Southampton, Falmouth, Lowestoft and West Hartlepool.	1 each
--	--------

Fitting Out Gun Mounting Overseers—

Liverpool, Glasgow, Belfast, Middlesbrough, Newcastle, Hull, Cardiff, Avonmouth, Barrow, Leith, Aberdeen, Southampton, Falmouth, London and Lowestoft.	1 each
Secretary, Navy Board, Melbourne ... ..	20
Secretary, Navy Office, Wellington, New Zealand ... ..	10
F.O.C.R.I.N. ... ..	10
R.N. College, Greenwich ... ..	1
G.M.E.O., R.N. Base, Lyness ... ..	1
Naval Staff Library, Admiralty ... ..	1

\* Distributing authorities of classes fitted should demand supplies through Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, N.W.10, in accordance with A.F.O. 3758/44.

2. This book supersedes B.R. 293—Pamphlet for the Apparatus, Type J, 1942—copies of which should be disposed of in accordance with B.R. 1—B.R. and I.D. Catalogue—when the revised edition is received.

(A.F.O. 3758/44.)

#### 4420.—B.R.380 Series—Standard and Transfer Checking Lists

(N.S.Air 9377/44.—17 Aug. 1944.)

The following amendments are to be made to all B.Rs. 380:—

- Delete throughout the column headed "Permanent or Consumable".
- Amend throughout the heading "To be removed from aircraft being sent to Contractors for repair" to read "M' items".

2. In new B.Rs. 380 the S.C.L. (S.A.E.L.), T.C.L. (S.A.T.L.) and Supplementary List will each be promulgated in one part only, which will embrace the C.C., S.C. and S.S. items hitherto shown separately (i.e., Part I—C.C. and S.C. items: Part II—S.S. items). The origin of supply and fitting will, however, continue to be indicated by the appropriate letters. Future amendments to existing S.C.L's will incorporate the S.S. items in Part I.

3. A new Memorandum of Instructions will be issued at a later date and B.R.4, Part II on revision will be amended accordingly.

(A.F.O. 1859/44.)

4421.—B.R.980(B)—R.Ts. Nos. 393, 502, 503 and 504, for Q.F., 4.7-in. Guns, Marks IX, IX\*, IX\*\* and XII, and B.L., 4.7-in. Guns, Marks I and II—Revised Pages 1, dated May, 1944

(G. 2347/44.—17 Aug. 1944.)

The above-mentioned revised pages 1, dated May, 1944, to R.Ts. Nos. 393, 502, 503 and 504 are now in the press.

2. Copies will be issued to all holders of the main tables, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, N.W.10, when supplies become available.

3. The following pages and A.F.O. "P" amendments are superseded and should be disposed of in accordance with B.R.1—B.R. and I.D. catalogue when the new pages are received, viz. :—

- R.T.393, page 1, revised November, 1937.  
A.F.Os. P.248/38, P.811/41, P.998/41, P.458/42 and P.416/43.
- R.T.502, page 1, dated June, 1941.  
A.F.O. P.1003/41.
- R.T.503, page 1, dated June, 1941.  
A.F.Os. P.1004/41 and P.329/43.
- R.T.504, page 1, dated June, 1941.  
A.F.Os. P.1005/41 and P.330/43.

4422.—B.R.980(K)—Range Tables No. 587 for Q.F., 4-in. Guns, Mark XVI\*, dated May, 1944, and No. 588 for Q.F., 4.7-in. Guns, Marks VIII, IX, IX\*, IX\*\* and XII, and B.L., 4.7-in. Guns, Marks I and II, dated May, 1944—Issue

(G. 2466/44.—17 Aug. 1944.)

The above-mentioned Range Tables No. 587 and-588 are now in the press.

Copies will be issued to all concerned, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

4423.—B.R.980(X)—Range Table No. 590 for Q.F., 4.5-in. Guns, Marks I, III and IV, dated-May, 1944, and B.R.980(B)—Range Table No. 591 for Q.F.,4.7-in Guns, Mark XI, dated May, 1944—Issue

(G. 2594/44.—17 Aug. 1944.)

The above-mentioned Range Tables Nos. 590 and 591, are now in the press.

2. Copies will be issued to all concerned without demand by the Superintending Naval Store Officer, R.N. Store Depot, 307, Elveden Road, Park Royal, London, N.W.10, when supplies become available.

4424.—B.R.980(X)—Revised Pages to Range Tables 399, 402B, 402C and 423 for Q.F., 4.5-in. Guns, Marks I, III and IV, dated May, 1944—Issue

(G. 2434/44.—17 Aug. 1944.)

The following revised pages to range tables are now in the press :—

R.T.399—Revised page 1A, dated May, 1944, superseding existing page 1A, dated November, 1943.

R.T.402B—Revised page 3A, dated May, 1944, superseding existing page 3A, dated November, 1943.

R.T.402C—Revised page 3A, dated May, 1944, superseding existing page 3A, dated November, 1943.

R.T.423—Revised page 1A, dated May, 1944, superseding existing page 1A, dated November, 1943.

2. Copies will be issued to all holders of the main tables, without demand, by the Superintending Naval Store Officer, R.N. Store Depot, Park Royal, London, N.W.10, when supplies become available.

3. All copies of pages superseded should be disposed of in accordance with the B.R.I.—B.R. and I.D. catalogue when the new pages are received.

#### 4425.—Form O.I—Amendment and Additions

(A.S./Sta. 10141/44.—17 Aug. 1944.)

Form O.49c has been split into three separate forms to cover depth charges and stores for ship's use ; depth charges and stores for aircraft use, and Squid stores.

2. Form O.I should be amended to read as follows :—

O.49c ... Weekly return of Issues and Receipts at Home Depots of Depth Charges and stores used by Ships.

O.49d ... Weekly return of Issues and Receipts at Home Depots of Depth Charges and stores used by Aircraft.

O.49e ... Weekly return of Issues and Receipts at Home Depots of Projectiles, Squid, and Stores.

3. Outstanding dues will be met by supply of all three forms. Future demands on S.N.S.O., Park Royal, should show requirements of each.

#### 4426.—Form O.6—Ammunition Labels—Additions

(Sta. 16165/44.—17 Aug. 1944.)

Serial No.	Description.	Where Used.	Page in Form O.6.	Sta. No.
N.922	I. fuze, time, No. 215 ... ..	Cylinder recess.	30	16165/44
N.923	... fuzes, time, No. 215 ... ..	On front of box.	30	16165/44

2. Labels should be demanded as necessary from Senior Naval Armament Supply Officer, Finchfield House, Compton, Wolverhampton.

#### 4427.—O.U. and B.R. Publications—Distribution During July, 1944

(N.S. 139/44.—17 Aug. 1944.)

B.R. 125.—Lloyds Register of Shipping—Supplements 22 and 23.

B.R. 368 and D.129.—Establishment of Naval Stores for Sloops (All Classes)—Twin Screw Minesweepers.

B.R. 753.—Foreign Office List—1944.

B.R. 811 (4).—Aircraft Torpedo Manual, Part III—Pamphlet No. 4—Drum Control Gear.

B.R. 812.—Drill for the 40-mm. Gun, Mark IV, on Twin, Mark IX, Mounting—Revised.

B.R. 980 (J)—Range Table O.B. 124.

B.R. 1007 } Pamphlet on Night Vision and illustrated poster.  
S. 1568 }

B.R. 1019.—Manual of Astro Navigation for F.A.A.

B.R. 1021.—Naval Teleprinter Directory—Blank Sheets for.

B.R. 1034 (2).—Handbook of Components, Firing Systems and Testing Apparatus for Independent Non-Contact Mines : Pamphlet No. 2—Testing Apparatus.

B.R. 1044.—Drill for the 5-in., U.S., 38-calibre, Mark 12, Mod. 1, Gun, on the 5-in., U.S., Mark 30, Mod. 50, Mounting.

B.R. 1046.—Landing Craft Technical Memoranda—Additional pages for.

B.R. 1054.—Drill for the Fuze Keeping Clock, Marks II\* and II\*\*, and Admiralty Control Clock, Marks I and I\*—1944.

B.R. 1074 (2)—Handbook and Drill for L.C.T. (R) 5-in. Rocket Equipment in Converted Landing Craft (Tank)—Instructions for the User on the Maintenance and Repair of the Equipment, 1944—Addendum No. 2.

B.R. 1080 (late C.C.B.P. 7)—Combined Communication Instructions.

B.R. Form U.2D.—Regulations for the Security of Top Secret, Secret, Confidential and Restricted Books, Documents and Charts.

O.U. 6353.—British Merchant Vessels Lost from Outbreak of War. May Supplements and Amendments.

O.U. 6353A.—Foreign Merchant Vessels Sunk and Damaged by the Enemy from Outbreak of War. May supplements and Amendments.

A.F.O. "P" 367 to 372 inclusive—See A.F.O. 3214/44.

A.F.O. "P" 384 to 406 inclusive—See A.F.O. 3347/44.

A.F.O. "P" 407 to 409 inclusive—See A.F.O. 3457/44.

A.F.O. "P" 412 to 427 inclusive—See A.F.O. 3457/44.

A.F.O. "P" 432—See A.F.O. 3588/44.

A.F.O. "P" 436 to 444 inclusive—See A.F.O. 3588/44.

A.F.O. "P" 445 to 461 inclusive—See A.F.O. 3757/44.

A.F.O. "P" 462 to 475 inclusive—See A.F.O. 3888/44.

A.F.O. "P" 478, 479—See A.F.O. 3888/44.

A.F.O. "P" 481 to 483 inclusive—See A.F.O. 3888/44.

C.A.F.O. "S.C." 25/44. Correction No. 26 to B.R. 619—See C.A.F.O. S.236/44.

C.A.F.O. "S.C." 26/44. Correction No. 27 to B.R. 619—See C.A.F.O. S.251/44.

C.A.F.O. "S.C." 27/44. Correction No. 2 to B.R. 1021—See C.A.F.O. S.260/44.

C.A.F.O. "S.C." 28/44. Correction No. 1 to B.R. 792—See C.A.F.O. S.272/44.  
 C.A.F.O. "S.C." 29/44. Correction No. 24 to B.R. 637—See C.A.F.O. S.277/44.  
 A.P. 1480 Z/2, Amendment List No. 3, D.E.M.S. Aircraft Recognition Handbook.  
 Orange Pamphlet Revised January, 1944.  
 Air Force List, May, 1944.  
 R.N. Medical Bulletin No. 10.  
 U.S. A/N Journal of Recognition No. 10.  
 Aircraft Recognition Journal, Vol. II, No. 11.

(A.F.O. 3891/44.)

**4428.—O.U.5378/1940—Instructions for the Inspection of Naval Armament Stores—Declassification**

(G. 3670/44.—17 Aug. 1944.)

O.U.5378/1940 has been declassified to the Book of Reference (Restricted) (For Official Use Only) Series and allotted the No. B.R.1203 (Restricted).

**4429.—British Journal Photographic Almanac**

(Sta. 11670/44.—17 Aug. 1944.)

A limited number of British Journal Photographic Almanacs is being issued and supply will be made annually from R.N. Store Depot, Stroud, without demand.

- 4 copies to R.N. School of Photography.
- 2 copies to Observers' Schools.
- 2 copies to H.M.S. "Excellent".
- 1 copy to F.O.N.A.S.
- 1 copy to Com. N.A.S. (N).
- 1 copy to H.M.S. "Nile".
- 1 copy to H.M.S. "Dunluce Castle".
- 1 copy to H.M.S. "Lanka".
- 1 copy to Fleet, Light Fleet and Escort Carriers.
- 1 copy to Large and Small Naval Air Stations.
- 1 copy to R.N. Store Depot, Stroud.

2. These allowances are to be retained on board for reference by Photographic personnel.

**4430.—Concession Telegrams—Allied Navies**

(M. 1163/44.—17 Aug. 1944.)

The personnel of the French, Netherlands, Polish, Norwegian, Greek and Yugoslav Navies are entitled to share in the concession telegram scheme outlined in A.F.O. 2583/44, provided that their next-of-kin are resident in the U.K. The special arrangements for communication with a nominated correspondent are, however, not available.

2. Owing to censorship and transmission difficulties, it will be necessary to restrict the language used in the text of the messages to French or English.

3. Local arrangements should be made for the collection of the appropriate fees from Allied Authorities when accepting inward concession telegrams for despatch.

4. Forms for outward concession telegrams are obtainable from the Allied Naval Headquarters concerned.

(A.F.O. 2583/44.)

**\*4431.—Encouragement of Interest in Current Affairs**

(N. 18497/44.—17 Aug. 1944.)

The fortnightly pamphlets "Current Affairs" and "War," published by the Army Bureau of Current Affairs, are circulated to Commanding Officers with W.I.R. and are intended as background material for the preparation of talks to ships' companies and as a basis for discussion groups.

2. It is desired that the maximum use be made of these pamphlets. They should be passed to officers who are helping to encourage an interest in current affairs and post-war problems, and should not normally be circulated in ships and establishments with W.I.R.

3. A limited distribution of additional copies is made to Education Officers (R.N. and W.R.N.S.), where the numbers supplied with W.I.R. are not adequate. Demands for further copies should be made to Command Education Officers.

**\*4432.—Newspapers and Printed Matter Incorrectly Addressed—Disposal or Redirection**

(M. 1508/44.—17 Aug. 1944.)

The following amendment is to be made to A.F.O. 2138/44 :—  
 Add new paragraph 2 (iii) :—

"(iii) *Undeliverable Newspapers and Printed Matter.*—Printed matter and newspapers, undeliverable as addressed, which cannot readily be re-addressed in Depot and Fleet Mail Offices, and on which a postage not exceeding 2d. has been paid, are to be dealt with as follows :—

- (a) Those bearing on the outside the name and address of the sender with a request for their return in the case of non-delivery should be sent to the G.P.O., London, for return to sender.
- (b) Those not bearing on the outside the name and address of the sender with a request for their return in the case of non-delivery may be collected for salvage.

Printed matter, postage paid at more than 2d., is to be treated as in paragraphs 2A and B of A.F.O. 2138/44."

(A.F.O. 2138/44.)

**Section 6.—SHORE ESTABLISHMENTS**

**4433—Civilian Personnel Proceeding Abroad—Clearance by Ministry of Labour and National Service in connection with the Issue of Passports**

(C.E. 54532/44.—17 Aug. 1944.)

The existing instructions concerning clearance by the Ministry of Labour and National Service in connection with the issue of passports to civilian personnel proceeding abroad have been consolidated in this Order.

2. No person who is liable for call-up under the National Service Acts may be posted abroad without consent of the Ministry of Labour and National Service.

3. Delay in the issue of passports has sometimes occurred under existing arrangements. To avoid this delay, and to enable the utmost despatch in urgent cases, the modification in existing procedure indicated in the following paragraphs is to be adopted forthwith.

4. A new form has been introduced (numbered D.211). Issue will be made on demand from the R.N. Store Depot, Elveden Road, Park Royal, London, N.W.10. Establishments requiring the form are reminded that demands should be kept as low as possible.

5. *Non-Industrial personnel.*—As soon as a non-industrial employee has been selected for service abroad, the headquarters of the employing department should complete a copy of Form D.211 so far as its records allow, and forward it in triplicate at once to C.E. Branch I (Armed Forces Section), Admiralty, London, as indicated on the form. Any further action to ensure the necessary clearance by the Ministry of Labour and/or other authorities concerned will then be taken at the Admiralty.

6. *Industrial personnel.*—As soon as an industrial employee has been selected for service abroad, the establishment in which the person is serving should complete a copy of Form D.211 and forward it in duplicate direct to the Ministry of Labour

and National Service. A note indicating that this action has been taken is to accompany the form of application for a passport, when this, as at present, is sent to the Admiralty (N.I.D.).

If, however, the employee concerned is a pensioner or reservist as in paragraph 7 below, one copy of Form D.211 should be forwarded direct to the Ministry of Labour and National Service as indicated on the form, together with a note as to the disposal of the duplicate. The duplicate copy should be forwarded as under, with a covering note requesting concurrence in the proposal to send the man abroad and asking that the form be transmitted direct to the Ministry of Labour and National Service:—

*Naval personnel.*—Secretary of the Admiralty, N. Branch (Release Section), London, S.W.1. (Note.—It is unnecessary to refer cases where men have been finally discharged from the R.N.)

*Army personnel.*—The Under Secretary of State for War (Directorate of Recruiting and Demobilization), War Office, London, S.W.1.

*R.A.F. personnel.*—Under Secretary of State for Air (Directorate of Manning), Air Ministry, Kingsway, London, W.C.2.

7. A note asking for expeditious treatment of the application should be added in urgent cases.

8. Where a man is—

- (a) a member of the R.N. or R.M. who has been released to the Reserve List (A.F.O. 536/41) or being a naval pensioner or reservist has been granted exemption from service; or
- (b) on the Class W or W (T) Army Reserve; or
- (c) a R.A.F. reservist on deferred service,

the entry under item 10 of Form D.211 must contain particulars of rank or rating, service or reserve number, and unit or naval port division to which the man belongs.

9. The importance of inserting the telephone number in the form is emphasized as this will enable the Ministry of Labour and National Service to make expeditious enquiries in urgent cases, should the particulars required by the Ministry be incomplete.

10. Attention is drawn to the fact that Admiralty civilian personnel of military age serving abroad, who make official visits to the United Kingdom, have to be cleared again by the Ministry of Labour and National Service before leaving this country, if their stay exceeds seven days.

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

(A.F.Os. 1768/43, 2434/43, 4382/43 and 3364/44 are cancelled.)

**4434.—War-Time Provisions for the Grant of Special Leave to Non-Industrial Members of the Admiralty Staff**

(C.E. 662/44.—17 Aug. 1944.)

For convenience, the following consolidated instructions are issued concerning the grant of special paid and unpaid leave to non-industrial staff during war-time. Reference should also be made as necessary to the provisions of Home Dockyard Regulations.

2. *Domestic Affliction Leave*—(a) *Bereavement.*—Special leave with pay is normally granted only in respect of the death of near relatives. Grants should be restricted, unless there are other exceptional circumstances, to cover attendance at the funeral, the making of funeral arrangements (if that duty necessarily devolves on the applicant) and, if necessary, travelling time during working hours. Such special leave with pay will not extend to business arrangements arising out of the estate or affairs of the deceased. Each application should be considered on its individual merits and grants made, according to the circumstances, within a maximum of 4 days.

(b) *Serious Illness of Relatives.*—Special leave with pay is not normally allowed in these cases, but if an officer has necessarily to absent himself from duty, e.g. to be in attendance to give his consent to an operation or where it is certified that his

presence at the bedside is necessary in the interests of the patient's chance of recovery, a grant of special leave with pay may be made within a maximum of 4 days.

(c) In other cases of sickness of relatives, special leave with pay cannot be granted. But, if no annual leave is due, officers may be allowed a short period of unpaid leave to make arrangements for the care of a sick person for whom they are responsible. No such leave in excess of 12 days in any one leave year should be granted on this account without reference to the Admiralty (C.E.II Branch), Bath.

3. *Marriage Leave.*—(a) As a war-time measure special leave with pay up to a maximum of 3 days only may be granted to established and unestablished male and female officers. No such grant should be made to an officer who has less than two months' service or who is not being retained in the service after marriage.

(b) An officer is expected to conserve annual leave for marriage and special leave without pay should not be granted in addition to special leave as at (a). Where, however, an officer has not sufficient annual leave available to provide a total period of 6 days, unpaid leave within a maximum of 3 days may be allowed to permit of an absence of 6 days.

4. *Homes Damaged by Enemy Action.*—Officers may be granted up to 3 days special leave with pay when their absence from duty is due to their homes being demolished or severely damaged as a result of enemy action.

5. *Medical Boards.*—Salaried officers attending medical boards or interviews for admission to the Armed Forces may be granted time off or special leave with pay as may be necessary but before payment of salary is made they should be asked to declare whether they have received any military pay for the period of leave granted. If so, the matter should be adjusted, as they cannot receive both civil and military pay for the same period. No travelling or subsistence expenses should be allowed.

6. *Home Guard and other Similar Courses.*—Civil Servants who are members of the Home Guard when detailed to attend special training courses may be granted special leave with pay under the following conditions. Since, in most cases, there will be a residue of annual leave which can be used for this purpose, particularly where the course is only for a few days or at week-ends, it is not intended to lay down precise regulations for all cases. Where the course lasts for a fortnight or more the terms embodied in O.U.5225 should be applied, but for shorter periods establishments may, at their discretion, grant special leave with pay for the whole, or part, of the period where the normal annual leave allowance is small or exhausted. These arrangements are on the understanding that the officer is specially selected for the course.

Establishments retain the general right, in the interests of the public service, to refuse permission to a Civil Servant to be absent from duty, whether on annual or on special leave, for this purpose. It is to be hoped, however, that it will rarely, if ever, be necessary for them to exercise this right.

Similarly, members of Cadet Corps attending camps or special instructional courses held under military, naval or air force auspices, should be allowed special leave with pay up to a maximum of 6 days. Members of youth movements attending camps, etc., neither run by the service authorities nor provided by them are not to be granted special leave, but should utilize annual leave.

7. *Leave for Whitley Council and Staff Association Purposes.*—In general, meetings of staff sides or of associations or other absences in connection with staff side or association business should not entail any interference with an officer's normal attendance on duty. In special cases, however, leave may be granted for these purposes up to a maximum of 20 days in any calendar year. Full details of the conditions upon which such leave is granted are contained in A.F.O. 1270/37 (not in bound volume) and Article 176 of Home Dockyard Regulations.

8. *Infectious Diseases.*—Enforced absence from work resulting from contact with infectious diseases in accordance with the provisions of Home Dockyard Regulation 202 and Office Instructions for Admiralty Outport Establishments, Article 68, as modified by A.F.O. 2950/42, is to be treated as special leave with pay.

9. *Maternity Leave.*—(a) Leave without pay up to 3 months may be granted to women staff for confinement. This may be extended up to 6 months on production of a medical certificate that further absence is desirable. Any proposal to extend beyond 6 months should be reported with the full facts to the Admiralty for decision.

(b) For the purpose of any increment or increase of pay and for the sick leave regulations, service before and after maternity leave as at (a) may be regarded as continuous, the months of absence being discounted and any officer who retained her established scale of pay on marriage will retain this scale on return to duty in her former grade from maternity leave. Cases may occur, however, in which such an ex-established officer is unable to resume full-time duties at the expiration of 6 months, but is able to render part-time service. Provided that the part-time service is not less than 18 hours a week and full-time duty is resumed within a maximum period of 10 months, consideration will be given to allowing such an officer her established pay on resumption of full-time duty. All such cases should be referred to the Admiralty for decision with the recommendation of the local officers. During the period of approved recession to part-time employment pay will be calculated on the appropriate temporary rate and not on the established rate. The period of part-time service will not count for increment on the established scale.

(c) No guarantee of re-employment after return from maternity leave can be given, but the names of women to whom such leave has been granted will be retained on the books of the establishment and re-employment will be arranged where possible. Any case where such a woman cannot be re-employed in her own establishment should be reported with a view to employment elsewhere being arranged if possible.

(d) Women who do not return to duty on expiration of maternity leave will be regarded as having terminated their employment on the date of the commencement of the unpaid leave.

(e) Leave without pay as at (a) applies only to the period of leave taken for confinement.

Sick absences due to pregnancy prior to the commencement of confinement leave (normally about 6 weeks before the expected date of confinement) may be treated as ordinary sick leave. Abnormal cases of prolonged sickness and absence due to miscarriage or still-birth will be dealt with on their merits. Sick pay may be granted for not more than a few weeks for absence due to miscarriage occurring in the earlier stages of the period of gestation, but prolonged absence or absence in the later stages, especially where, in normal circumstances, confinement leave would have already commenced, will be unpaid. Cases of doubt or difficulty should be referred to the Admiralty (C.E.II, Bath), with a full report of the facts for decision.

10. *Married Women with Husbands on Leave from Forces or Mercantile Marine.*—(a) It is the policy of H.M. Government that wives of service personnel should be granted a reasonable measure of leave when their husbands are on leave from the Forces or the Merchant Navy, and this policy should be followed unless Service considerations require otherwise. They are expected, however, to conserve their annual restricted allowance of leave for this purpose, and they should not expect to be granted, as a matter of right, paid and unpaid leave to the extent of the sum total of their own and their husbands' leave. Any annual leave due to a married woman must first be utilized, but if none is due, unpaid leave may be granted, within a limit of 14 days in the leave year in excess of the war-time restricted allowance of leave and of public holidays.

(b) Cases of soldiers or airmen on leave from overseas and of Naval and Mercantile Marine personnel whose periods of leave are necessarily irregular require special consideration. Every endeavour should be made to meet reasonable requests from their wives for special leave, and if necessary the total of paid and unpaid leave may be granted in one period. The possibility of further leave being again required during the same leave year should, however, be borne in mind.

(c) It is expected that the total paid and unpaid leave, the grant of which is authorized above, should suffice. Any application for leave in excess of the allowance stated should be referred to the Admiralty (C.E.II Branch), Bath. It should in particular be understood that it is not possible to grant applications for paid leave in excess of the restricted war-time allowance which are put forward on the ground that that allowance falls short of the peace-time allowance.

(d) It should be noted that such provisions as may be prescribed by the Ministry of Labour and National Service for application to married women in industry and in commerce do not apply to non-industrial civil servants.

II. It has been decided that during war-time special leave in any of the circumstances specified in paragraphs 2-10, save as is otherwise provided in these paragraphs, may be granted by heads of establishments and departments without

prior reference to the Admiralty. The delegation of this power is subject to the following conditions:—

- (a) It should be realized that periods of unpaid leave do not count for increment, superannuation, etc. Care should, therefore, be taken to confine grants of unpaid leave to the minimum.
- (b) Care should also be taken that an application is not granted or recommended unless the facts fully justify such a course, and any application which appears to be made merely to supplement the ordinary restricted annual leave should not be entertained without the closest examination.
- (c) Whenever unpaid leave is granted, the paying officer is *immediately* to be informed.
- (d) A quarterly return of unpaid leave granted should be made to the Admiralty (C.E.II), Bath, at the end of each quarter. The return is to state the name and grade of the officer, the purpose for which the leave was granted and the inclusive dates of unpaid absence.

12. Certain other kinds of special leave are authorized from time to time to meet special circumstances, e.g. harvesting leave and leave to attend A.R.P. courses. Special instructions concerning such special grants of leave are issued in Admiralty Fleet Orders.

13. Requests for types of special leave not specifically covered by the above or by existing regulations or orders should, as in the past, be submitted to the Admiralty (C.E.II), Bath, for decision.

14. *Public Holidays and Closed Days.*—The normal rule is that payment of salary cannot be made for a closed day or public holiday falling with a period of unpaid leave, but exceptionally payment may be made for such days after return to duty where the unpaid absence does not exceed 6 working days.

(A.F.O. 2950/42.)

(A.F.Os. 1089/40, 1455/41 (para. 3), 1863/41, 4817/41, 2455/42, 2002/43, 2909/43 and 109/44 are cancelled.)

#### 4435.—Admiralty Civil Police—Rates of Pay and Overtime

(U.S.B. 492/43.—17 Aug. 1944.)

The following are the basic rates of pay for the Admiralty Civil Police with effect from 1st October, 1943:—

Constables	...	...	65s. a week on appointment. 70s. a week after 6 months' satisfactory service.
Sergeants	...	...	
Station Sergeants	...	...	82s. 6d. a week.
Inspectors on weekly rates of pay	...	...	87s. 6d. a week.

2. These rates carry the normal Civil Service war bonus.

3. As from the 1st of June, 1943, payment for all hours in excess of 48 hours a week may be made when it is impossible to grant time off in lieu, to all ranks, up to and including that of Inspectors on weekly rates of pay, at the rate of time and a quarter.

(A.F.O. 5548/43 is cancelled.)

#### 4436.—Parliamentary Electors (War-Time Registration) Act, 1943—Arrangements for Voting by Admiralty Industrial and Non-Industrial Staff Serving Abroad.

(C.E. 10261/44.—17 Aug. 1944.)

The Parliamentary Electors (War-Time Registration) Act, 1943 (which established a special parliamentary register of electors to be in force for the purposes of a "war election" in any constituency) provides, *inter alia*, that persons, being British subjects and not subject to any legal incapacity, who are registered in the National Register as persons engaged in war work outside the United Kingdom (whether ashore or afloat) shall have rights similar (as nearly as may be) to those conferred by the Act on seamen and members of the Armed Forces (A.F.O. 3105/44). The effect of this on Admiralty Civilian Staff serving abroad is:—

- (i) that they are entitled to declare themselves to be "war workers" and to be registered as such for an election in any constituency if on the qualifying date for that election they would have been residing in the constituency but for their services as "war workers", and
- (ii) that they may appoint proxies to vote for them at any election. (If able to do so they may, of course, exercise their votes in person at the appropriate polling station).

2. Special attention is drawn to Article 4 of the Electoral Registration Regulations, 1943, which provides as follows:—

"Arrangements shall be made by each Government Department concerned for securing that (so far as circumstances permit)—

- (a) every person appearing to be qualified to be registered in the National Register as a person engaged in war work abroad shall have an effective opportunity of becoming so registered in accordance with National Registration regulations.
- (b) every war worker shall have an effective opportunity of exercising from time to time as occasion may require, the rights conferred on him by virtue of these regulations in relation to the appointment of a proxy; and that every person who is qualified to be registered as aforesaid or is a war worker shall receive such instructions as to the effect of the Act of 1943 and any regulations made under or by virtue of that Act, and such other assistance, as may be reasonably sufficient in connection with the exercise of the rights conferred on him by that Act or any such regulations as aforesaid."

Officers in charge of stations or establishments abroad should select an officer for the duty of ensuring that every entitled Admiralty civilian employee at the station is provided with the appropriate forms and understands what is required to be done. *The ideal to be aimed at is that 100 per cent. of the Admiralty staff serving abroad apply for registration.*

3. *Forms of Declaration.* Applicants for registration as "War Workers" must make a declaration on the green card, the prescribed form of which is reproduced in Appendix I of this Order, and this declaration must be attested by an officer to whom the applicant is personally known. Applicants must declare to a fully stated address in the United Kingdom and they must be persons still registered in the National Register. The declaration can be made by a person under the age of 21, but in such a case the declarant will not obtain registration and the consequent voting rights until he has attained the age of 21 years.

The Green declaration card and the pamphlet NR/WW1 reproduced in Appendix II of this order should be given to each individual who appears to be entitled to register under the provisions of the Act. Cards and pamphlets are distributed concurrently with this order. Applications for further supplies of the declaration card and the pamphlet should be addressed to Admiralty (C.E.II), Empire Hotel, Bath.

4. *Attestation.* Officers in charge of establishments abroad should nominate a senior officer as Attesting Officer, who should satisfy himself that the declaration has been fully completed, since omissions will render the declaration invalid. He should also satisfy himself so far as possible that the declaration has been correctly completed and, in particular, that the National Registration Identity Number has been correctly quoted. "Attestation" means that the person attesting vouches that the person signing the declaration is the person to whom the declaration relates. The Attesting Officer must, therefore, have personal knowledge of any person whose signature he attests. In this connection attention is drawn to the pamphlet NR/WW1, which contains full instructions concerning the declaration and attestation.

5. *Proxy Appointment.* Part 2 of the Green card contains a Proxy Appointment form and full instructions as to its completion are contained in Part 2 of the pamphlet NR/WW1, to which special attention is drawn.

6. When the declarations have been made and attested they should be forwarded at once to the Secretary of the Admiralty (C.E. Branch II), Bath, for non-industrials, and to the Secretary of the Admiralty (Labour Branch), Bath, for industrials. So far as possible the declarations should be forwarded all together;

they should be accompanied by separate schedules of the industrials and non-industrials, giving, in alphabetical order of surnames, the following particulars:—

- (i) Name  
(ii) Department  
(iii) Grade  
(iv) Home Yard  
(v) Home Address in U.K.

The Schedules should be certified as follows by a responsible officer, e.g. Cashier or Paying Officer:—

"I hereby certify that the above-named are at present in the employ of the Admiralty and serving at....."

7. *Cancellation of Declaration.* In the event of an individual desiring to cancel his declaration he should make a statement in the form set out in paragraph 19 of the pamphlet NR/WW1. The statement should be attested like a declaration and transmitted to C.E. II Branch or Labour Branch as appropriate. As such cases are not expected to be frequent, it is not proposed to print and distribute supplies of the prescribed form: it will be sufficient if the notice of cancellation is written or typed out, according to the text and particulars prescribed.

8. *Persons Proceeding on Duty Abroad.* When a person is appointed for duty abroad it will be convenient for the formalities to be completed before he sails, and each case should, accordingly, be referred to C.E. Branch II in the case of non-industrials. For industrials, the procedure set out in paragraphs 3, 4 and 5 above should be carried out at the man's Home establishment before he takes passage abroad.

9. Attention is drawn to A.F.O. 3105/44, which contains the revised arrangements for Service voting, and, in particular, to paragraph 2 of that Order, which provides that officers, including members of the Nursing Services and officers serving under T.124X and allied Agreements, are included in the Service voting arrangements, provided they possess a Naval Identity Card and have had their Civilian Identity Cards withdrawn or are exempt from registering in the Civilian National Register. It is stressed that this Order applies only to personnel who are in possession of Civilian Identity Cards. Persons in possession of both Naval and Civilian Identity Cards will vote as civilians under the arrangements prescribed in this Order.

#### APPENDIX I

##### Part 1

##### ELECTORAL REGISTRATION (WAR-WORKERS ABROAD). See Notes.

I HEREBY DECLARE THAT:—

Surname .....

(BLOCK CAPITALS)

Christain Names.....

Am a British Subject, aged { \*21 years or over  
\*under 21 years, having  
been born on

DAY MONTH YEAR

and would, but for my engagement in war-work abroad, reside at:—

(Full Postal Address) .....

I HEREBY CANCEL ANY PREVIOUS DECLARATION MADE BY ME

Signed ..... Date .....

Signature of Attesting Officer.....

Rank or Capacity.....

Government Department .....

or other Organisation .....

\* Cross out—inapplicable words

#### NOTES

DECLARATION.—A British subject registered in the National Register who has duly completed the above declaration and is duly certified on behalf of a Government Department to be engaged in work of national importance out of the United Kingdom (whether ashore or afloat) in connection with the War will, if he or she has declared



to an address in Great Britain or Northern Ireland, be enabled to vote, if or when 21 years or over, at a Parliamentary Election for the constituency containing the address declared to. A person thus qualified will be entitled to vote either (a) in person at the appropriate polling station or (b) by proxy appointed on Part 2 overleaf.

**ATTESTING OFFICER.** The declaration must be attested by an officer or agent of the Department or organisation in or in connection with which the declarant is employed or serving; and the certifying Department or organization should verify that this is so. The attesting officer must also be competent to attest in the sense of vouching that the person signing the declaration is the person known to him or her by the names and other personal particulars declared to.

This whole card must be sent under cover (either flat or folded along the perforated line) by the attesting officer to the certifying Department or organisation.

### Part 2

#### PROXY APPOINTMENT

(If you desire to appoint a proxy to vote for you in your absence, fill in this form.)  
I HEREBY CANCEL ANY PREVIOUS PROXY APPOINTMENT MADE BY  
ME AND APPOINT AS MY PROXY:—

Names of First Choice .....  
(BLOCK CAPITALS)  
Postal Address of First Choice .....  
Relationship, if any, of First Choice to Elector .....  
OR IF HE OR SHE IS UNABLE OR UNWILLING TO ACT  
Names of Second Choice .....  
(BLOCK CAPITALS)  
Postal Address of Second Choice .....  
Relationship, if any, of Second Choice to Elector .....  
Signed .....

#### FOR OFFICIAL USE ONLY

### Part 4

Surname .....			
Christian Names .....			
Over 21.	Under 21, Born on	DAY	MONTH YEAR

To the E.R.O./Proper Officer/Clerk or Secretary  
of the Council of .....

for transmission of this Card intact to the E.R.O. in whose constituency the address  
declared to is situated.

The Declarant has been registered in the National Register as a war-worker.  
The E.R.O. should detach and return this lower portion, completed as required  
below, to this Central National Registration Office, retaining the upper portion  
comprising parts 1 and 2.

Initialed ..... Date ..... For C.N.R.O. ....  
To above C.N.R.O.

The qualifying address is in my Registration Area.

Initialed ..... Date .....

AREA CODE

For Electoral Registration  
Officer.

## PERSONS ENGAGED IN WAR-WORK ABROAD

### Registration for Parliamentary Elections.

1. The Parliamentary Electors (War-Time Registration) Act, 1943, provides that any British subject registered in the National Register who makes a declaration in the prescribed form and is certified on behalf of a Government Department to be engaged in war-work abroad shall (if and when aged 21 or over) be entitled to vote at a Parliamentary election for the constituency containing the address declared to (see paragraph 6). He or she will be able to vote either (a) in person at the appropriate polling station, if happening to be present in the United Kingdom at the time of the election, or (b) by proxy appointed on Part 2 of the form.

2. It is also provided that every person appearing to be qualified to make a War-Worker's declaration shall receive all reasonable instruction and assistance in the making of that declaration.

3. The prescribed form is a Green Card. Persons who appear to be qualified and are still registered in the National Register should fill up Part 1 of the Green Card and sign it in the presence of the Attesting Officer; and should also fill up Part 2, if it is desired to appoint a proxy (see paragraph 11).

Part 3 will be dealt with at the Headquarters in the United Kingdom of the appropriate Government Department or organization. If the declarant is certified on behalf of a Government Department to be engaged in work of national importance abroad, he or she will be registered in the National Register as a "War Worker".

Part 4 is wholly reserved for the use of the Central National Registration Office, where the War Workers' register will be kept.

### PART I—DECLARATION AND ATTESTATION

4. **Declaration.**—It is essential that the National Registration Identity Number be inserted. Without it the declarant cannot be identified in the National Register, and cannot therefore be registered therein as a "War Worker". If for any reason the declarant's Identity Card is not available, the National Registration Identity Number should be found in any Exit Permit endorsed on his or her Passport.

5. The date of birth need only be given in the case of persons who are under 21 years of age at the time of completion of the form. In all other cases it will be sufficient to cross out the words "under 21 years, having been born on". Persons under the age of 21 cannot be registered as voters; but their declarations, if otherwise valid, will be recorded, and they will be enabled to vote when they attain the age of 21 according to the date of birth declared to.

6. A declarant is required to state the address in the United Kingdom at which but for his or her engagement in war-work abroad, he or she would reside. The home address should as a rule be given. If, owing to special circumstances, no home address can be given, it will be open to him or her to give the address at which he or she would be likely to be residing if not engaged on war-work abroad, e.g. the address in the United Kingdom at which the declarant's wife, husband, relative or friend is residing.

7. The full postal address of the house must be given. It will not be possible to register a person who gives only the name of a town or district.

8. **Attestation.**—The Attesting Officer should be the officer-in-charge of the unit, branch or staff overseas of the Government Department or other Organization in or with which the declarant is employed or serving. He should satisfy himself that the declaration has been fully completed, since omissions will render the declaration invalid. He should also satisfy himself, so far as possible, that the declaration has been correctly completed and, in particular, that the National Registration Identity Number has been correctly quoted.

9. "Attestation" means that the person attesting vouches that the person signing the declaration is the person to whom the declaration relates. An Attesting Officer must therefore have personal knowledge of any person whose signature he attests.

10. Since a person of alien status cannot vote, an Attesting Officer must not attest the declaration of a person whom he *knows* to be an alien.

**PART 2—PROXY APPOINTMENT**

11. This part must be completed by any declarant who desires to appoint a proxy. A voter abroad cannot vote except by proxy. A proxy must be a British subject of 21 years of age or over.

12. The relationship of the person appointed as proxy should be stated if that person is the father, mother, husband, wife, brother, sister, grandfather or grandmother of the declarant. The reason is that while normally a person can hold only two proxy appointments, there is no limit to the number of proxies which may be held by a person who is in the above relationship to the declarants. If the relationship is not one of those mentioned above, insert "None".

13. It is not essential that the declarant should name a person as second choice. It is, however, advisable to do so in case the person selected as first choice is unable or unwilling to act or already holds for other people as many proxies as he is by law allowed to hold.

14. If a person who has already been appointed proxy dies or becomes unable to act, another proxy may be appointed. For this purpose a fresh declaration card should be used. Part 1 should be filled up and duly attested, omitting the information as to age and postal address, and deleting the words "I hereby cancel any previous Declaration made by me". The fresh proxy appointment should then be made in Part 2, and the card despatched to the Headquarters of the appropriate Government Department or organization for transmission to the Central National Registration Officer.

15. Upon a person ceasing to be registered as a war-worker, any proxy appointment made by him or her will automatically be cancelled.

**GENERAL**

16. Any person who makes a declaration knowing that it contains a false statement is liable to a fine not exceeding £50 or to imprisonment for a period not exceeding three months or both, or on indictment to imprisonment for a period not exceeding two years.

17. Forms when completed and attested should be despatched by the Attesting Officer under cover to the Headquarters in the United Kingdom of the appropriate Government Department or organization for certification, i.e., for the completion of Part 3.

18. The declarant should make a personal note, for purposes of record, of the address to which he has declared.

**CANCELLATION OF A FORM OF DECLARATION**

19. In the event of a declarant desiring to cancel his or her declaration, he should write, have attested, and send to his Headquarters in the United Kingdom a statement in the following form:—

I:

National Registration Identity No.
------------------------------------

Surname.....  
(Block Capitals)

Christian Names.....

hereby cancel any declaration previously made by me for the purpose of obtaining registration as a person engaged in war-work abroad.

Signed..... Date.....

Signature of Attesting Officer.....

Government Department or  
other Organization.....

**APPOINTMENT OF PROXY FOR UNIVERSITY ELECTIONS**

20. The Act also provides that a War-Worker abroad who is entitled to vote at a University election and desires to appoint a proxy to vote for him at such elections may use the War-Worker's Form of Declaration for the purpose.

21. Accordingly, if a War-Worker abroad who is a University elector desires to appoint a proxy for a University election, an additional Form of Declaration should be completed, attested and transmitted precisely in accordance with the

foregoing instructions except that, instead of the full postal address in Part 1 of the Form, there should be inserted the University for which the declarant is entitled to vote.

22. The proxy appointment, unless cancelled by the elector, will remain in force until the expiry of the Parliamentary Electors (War-time Registration) Act, 1943.

(A.F.Os. 2997/44 and 3105/44.)

**4437.—Employees Engaged Full Time on Stoking Duties in Certain Admiralty Establishments—Retrospective Payments**

(L. 3105/44.—17 Aug. 1944.)

A.F.O. 1297/44 authorized the payment at double time rate for Sunday work in the case of certain civilian industrial employees engaged on full time stoking duties in certain Admiralty establishments (other than the dockyards), e.g. R.N. air stations, R.N. auxiliary hospitals, etc. The pre-war R.N. hospitals, Fleet establishments where the scheme of payment for civilians and pensioner civilians was operative, and establishments where overtime, etc., for the grades in question was paid in accordance with Cash Duties Instructions, Appendix 4, Section (c), were, however, excluded. The men concerned had hitherto been paid only at plain time rate for shifts worked on Sundays, and the operative date of the new arrangement was the first full pay period following 23rd April, 1942.

2. As a result of negotiation on the Shipbuilding Trade Joint Council it has been agreed that double time payments for Sunday work should now be made to the Stokers concerned in the establishments covered by A.F.O. 1297/44, as from the beginning of the pay week containing 14th December, 1941. Accordingly, arrangements should be made to ensure that where these Stokers were employed during the period in question (i.e. from the pay week containing 14th December, 1941, to the first full pay period following 23rd April, 1942) on Sunday work, the amount they received for those Sundays should now be doubled.

(A.F.O. 1297/44.)

**4438.—Industrial Workpeople Employed in Operational Areas—Compensation for Injury**

(L. 7079/44.—17 Aug. 1944.)

The arrangements referred to in A.F.Os. 3474/44 and 3902/44 will apply equally to Admiralty industrial workpeople, whether established or unestablished, who are selected for duty in the prescribed operational areas where there is exceptional risk of injury from enemy action.

2. Hurt pay under the regulations for H.M. yards abroad will be issuable, if more favourable, in respect of injuries sustained in the special circumstances stated in the Order, while an injured person remains in Admiralty employment.

(A.F.Os. 3474/44 and 3902/44.)

**4439.—Merchant Ships' Supplies and Services—Accounting—REPORTS**

(W.G.F. 148/43.—17 Aug. 1944.)

The purpose of these revised instructions is to achieve a simple allocation of financial responsibility between the Admiralty and the Ministry of War Transport for the cost of supplies and services to merchant ships. Accordingly, the following accounting procedure (except for supplies and services for D.E.M.S. purposes, for which instructions with regard to foreign vessels are given in C.A.F.O. 740/43) should be put into force forthwith.

2. *Vessels owned or chartered by the Ministry of War Transport and not covered by paragraph 6.—(a)* The cost of all such supplies and services will be recovered from the Ministry of War Transport, costs being calculated on a Group C (private individual) basis. For issues and services abroad (other than fuel), local recovery (Form D.94) should, whenever practicable, be effected from the local Ministry of War Transport representative or, if there is no representative, from a Sea Transport Officer holding funds for account of the Ministry. If local recovery is not practicable, the charges involved should be reported to the Admiralty (D.N.A.) on Forms D.72d or V.108, as claims against the Ministry of War Transport (except as provided in

sub-paragraph (b)). For issues and services at home (other than fuel), claims on Form 94 should be raised direct on the Accountant General, F.S.3, Ministry of War Transport, Blackpool. In all cases a separate claim should be submitted for each vessel. The head of charge in the Cost Accounts for Vote 8 charges is Item 2 of Section F, Account No. 88.

(b) Issues of fuel from dockyards, etc., with Expense Accounts staff should continue to be reported on Form D.90, accompanied by the appropriate vouchers. Values are not required, and quantities only should be given on the Form. Valuation for Costs Accounts is also not required, nor is the cost of supplying. The procedure for issues of fuel from other sources remains unchanged. Valuation of all fuel issues will be made by the Ministry of War Transport, and financial settlement made direct with the Admiralty.

(c) Except as provided in paragraph (b), D.90 procedure will be discontinued, but reports which have already been prepared on D.90 should be forwarded as such.

(d) Issues of stores and provision of services from ships and from shore establishments which do not render Returns D.72 or V.108, should be reported to the Admiralty for action, as hitherto.

(e) Issues of stores and provision of services to Italian ships on charter to the Ministry of War Transport should, as a special exception, not be the subject of local recovery, and should be reported to the Admiralty as a claim. Issues of fuel to such vessels should be dealt with as in (b) above.

3. *Vessels owned by or on bareboat charter to the Ministry of War Transport, and engaged on Admiralty service.*—The cost of supplies and services will not be recovered from the Ministry but should continue to be charged to Navy Votes as for commissioned ships. The Admiralty and not the Ministry will be responsible for all disbursements in respect of such vessels. In any case of doubt as to the status or terms of charter of a vessel, the local Ministry of War Transport representative should be consulted. Claims or accounts from the owners of such vessels or their Managers and Agents will, however, continue to be the responsibility of the Ministry of War Transport.

4. *Vessels owned or chartered by United States War Shipping Administration or United States Army Transport Service, excluding those demise-chartered to Ministry of War Transport.*—These vessels usually fly the United States or Panamanian Flag.

(a) Supplies of fuel should be treated as in paragraph 2(b) above.

(b) All other expenditure on these vessels should be assessed on a Group C basis and recovered locally from the Ships' Agents. Where local recovery is not possible and in other parts of the world the expenditure should be reported on Claim Form D.72d as a charge against the U.S.W.S.A. or U.S.A.T.S.

5. *All other merchant vessels.*—Before supplies are made or services rendered to other vessels, the local Ministry of War Transport representative or Sea Transport Officers should be consulted. Recovery should be effected locally from ships' agents if practicable, but, if local recovery is impracticable, the cost, assessed on a Group C basis, should be reported on Form D.72d for Admiralty recovery.

6. *Disbursements for ships under control of Ministry of War Transport, excluding Ministry-owned vessels and vessels on bareboat charter to the Ministry when on Admiralty service,* are normally paid by the ships' agents or, in certain conditions, by the Ministry of War Transport representative or Sea Transport Officer. Such disbursements, including claims or accounts from the owners, managers or agents of vessels on bareboat charter to the Ministry, or Ministry-owned, should in no circumstances be met by Base Accountant Officers or Dockyard Cashiers if a Ministry of War Transport representative, or a Sea Transport Officer holding an imprest for the Ministry of War Transport, is available. If, owing to special circumstances, any such disbursements have to be made by Admiralty Paying Officers, they should be immediately reported to the Admiralty (D.N.A.5A) by microgram, where possible, with ship's name and nationality and the names of the operators, with an explanatory note in order that recovery may be effected from the Ministry of War Transport. Disbursements for Ministry-owned vessels and vessels on bareboat charter to the Ministry should, when these vessels are on Admiralty service, continue to be paid by Admiralty Officers as a charge to Navy Votes. Claims or accounts from the owners of such vessels or their Managers and Agents will, however, continue to be the responsibility of the Ministry of Transport.

7. *Cash Advances to Masters.*—Cash advances to Masters should not normally be made, such requirements being usually met by the ships' agents or Ministry of War Transport representative. Where, however, in the absence of such local facilities, it is found necessary to advance cash from Naval funds, the transactions should be reported by signal to the Admiralty (D.N.A. 5A) on the day they occur, to enable immediate recovery to be effected through the Ministry of War Transport.

8. *Cash Advances to Sea Transport Officers or Ministry of War Transport Representatives.*—Cash advances made to Sea Transport Officers or Ministry of War Transport representatives for the purpose of meeting disbursements on behalf of the Ministry of War Transport should be reported immediately by signal as in paragraph 7 above.

(Expense Accounts Instructions—Repayment Services, Article 120.)

(A.F.O. 2292/44 and 3614/44 are cancelled.)

(C.A.F.O. 740/43.)

#### 4440.—35-mm. Cinema Projection Equipment—Fire Precautions Required and Rules For Installation

*Shore Establishments*

(N.L. 520/44.—17 Aug. 1944.)

Attention is drawn to the provisions of A.F.O. 5938/43—"35-mm. Cinema Projection Equipment. Fire precautions required and Rules for Installation—Shore Establishments". It is emphasized that the above Order lays down minimum requirements for fire precautions in 35-mm. cinema installations ashore and that these precautions may be extended but are not to be reduced.

2. The following amendments to A.F.O. 5938/43 are promulgated to assist in its interpretation:—

Paragraph 1. *Add* :—"These floor areas refer to an unobstructed rectangular space on one of the long sides of which, in the case of operating boxes, the wall containing the projection windows is to be constructed (c/f A.F.O. Diagram 368/43)".

Paragraph 4. *Add* :—"and be of a minimum size of 6 ft. 6 in. high by 2 ft. wide".

Paragraph 9. *Add* :—"Rewinding benches are to be fitted in that portion of the rewind room farthest away from the exits thereto and in such a manner that access to these exits is not obstructed (c/f A.F.O. Diagram 368/43)".

Paragraph 10. *Add* :—"Existing corticene flooring may be retained; it should not be stuck down. In new construction, or where existing corticene needs removal, pitchmastic floor covering should be used.

Paragraph 11. *Add* :—"When these compartments are in use the key-board keys thereto are to be hung on key-boards provided for the purpose within one or other of the compartments. Any bolts, locks or other fastening devices fitted to the doors of cinema compartments must be capable of being operated from inside as well as outside these compartments.

Paragraph 12a. *Add* :—"If this equipment is installed in a space adjacent to rewinding rooms and operating boxes it must be isolated from these compartments by means of fireproof doors and/or partitions. Resistances, where fitted, must be so mounted that the resistance coils are vertical and not horizontal".

Paragraph 16(ix). *Add* :—"The operation of automatic fire extinguishers where fitted is to be tested every six months to ensure that it is in proper working order. This test should be carried out with the extinguisher fully loaded, but without film in the projector. A 6-in. piece of scrap film should be placed in the picture gate and ignited. This should cause instant operation of the extinguisher and failure of the mechanism to work should be reported to the Command Cinema Maintenance Officer. The guncotton fuse for the extinguisher should be changed if it becomes dirty or oily and in any case a new fuse should be fitted every three months.

Paragraph 16. *Add* :—" (x) Storage of films in excess of 20 standard 1,000 ft. cans of film or their equivalent, or in accordance with Section 4 of this paragraph, if adjacent to rewinding rooms and operating boxes, must be isolated from these compartments by means of fireproof doors and/or partitions".

Paragraph 18. *Cancel and Substitute.*—"Projection rewind and film storage rooms are to be kept at a temperature of about 60°. Adequate ventilation must be

provided. Heating must be by water or steam pipes or by low temperature electric heaters (circular tube type, 2 in. diameter, loaded at 60 watts per foot run) mounted at a height of 6 ft. 6 in. from the deck. The wiring for electric heaters is to be enclosed in metal conduit. The use of any other type of electric heater is not permitted. When it is not practicable to mount the heating appliance 6 ft. 6 in. above the deck, guards are to be provided 4 in. clear from the heater of such a type as to prevent any film from coming into contact with the surface of the heater."

Paragraph 20. Add :—“(c) Where the tools listed in this paragraph have not been supplied to the cinema operators when they were trained at R.N. Barracks, Chatham, demands for the equipment listed should be made to local Superintending Naval Store Officers, and should not be referred to the Cinema Operators Training School at Chatham”.

Paragraph 22. Add :—“Exposed woodwork in operating boxes and rewind rooms must be treated with fire resisting paint”.

Paragraph 23. First Sentence Add :—“except as stated in paragraph 24(ii)”.

Paragraph 24(i)(a). Cancel and Substitute :—“In new buildings the unit of exit width should be 21 in., and all doorways should be at least 2 units wide, i.e. 42 in.

(A.F.O. 5938/43.)